



City of Bellevue

450 110th Avenue NE
Bellevue, WA 98004

Meeting Agenda - Final Transportation Commission

Thursday, July 9, 2026

6:30 PM

Room 1E-113

The Transportation Commission meetings are conducted in a hybrid manner with both in-person and virtual options. To speak at the meeting, you may attend:

- In-person
- By calling (phone number from invite) and entering Webinar ID: 828 9934 3715
- www.zoom.us and entering Webinar ID:828 9934 3715, Passcode: 861098

<https://cityofbellevue.zoom.us/j/82899343715?pwd=vhau8tpPNjgi2H8MuBHic7BbckYbYX.1>

1. Call to Order and Roll Call

2. Approval of Agenda

3. Oral and Written Communications

(Limited to 3 minutes per person. Note: Unless a Public Hearing is scheduled, the Public Comment portions of the agenda are the only opportunities for public comment.)

The form to sign-up to speak during Oral Communications will be available from 12.00 p.m. to 6:00 p.m. on the date of the Planning Commission meeting. To be added to the speaker list for oral communications, you may sign-up in person using the QR code posted inside Room 1E-113 or online using this link:

<https://bellevuewa.gov/transportation-oral-comms>

4. Communications from City Council, Boards and Commissions

5. Staff Reports

6. Public Hearing

7. Study Session

[26-450](https://www.cityofbellevue.gov/transportation-oral-comms)

2026 Mobility Implementation Plan Update

8. Approval of Minutes[26-451](#)

2026-06-11 TC minutes

9. Unfinished Business**10. New Business****12. Adjournment***(Meeting adjournment may be extended by majority vote.)*

For alternate formats, interpreters, or reasonable modification requests please phone at least 48 hours in advance 425-452-2029 (voice) or email cterry@bellevuewa.gov. For complaints regarding modifications, contact the City of Bellevue ADA, Title VI, and Equal Opportunity Officer at ADATitleVI@bellevuewa.gov.

Rules of decorum for public communication and conduct at meetings were adopted by the City Council in Ordinance 6752. Copies of this ordinance can be found on the city's website, and are also available from the City Clerk's Office.

City of
Bellevue



Transportation Commission

DATE: July 2, 2026
TO: Chair Magill and Members of the Transportation Commission
FROM: Kevin McDonald, AICP, Principal Planner
 kmcdonald@bellevuewa.gov, 425-452-4558
SUBJECT: 2026 Mobility Implementation Plan Update

DIRECTION REQUESTED

<input type="checkbox"/>	Action
<input checked="" type="checkbox"/>	Discussion/Direction
<input type="checkbox"/>	Information

INTRODUCTION

At the June 11, 2026 Transportation Commission study session, staff reviewed a preliminary scope of work for the 2026 update of the Mobility Implementation Plan that responds to changing circumstances and to recent experience working with the adopted Performance Metrics and Performance Targets.

Staff reviewed four topics as candidates for an update to the MIP:

1. Speed Limit Change: Transportation Commission concurred with staff to update the MIP tables and figures per City Council Ordinance 6928 that reduced the adopted speed limit. Staff will review changes with the Commission on July 9. Commission action is not needed
2. Speed Limit Factor as a primary metric: Transportation Commission requested that staff return with analysis that would use adopted speed limit rather than the speed limit factor as a performance metric in the MIP. This is a discussion topic for July 9. Commission action is not requested at this time.
3. "Regional" arterial intersections performance targets: Transportation Commission request staff to return with analysis and options (September/October)
4. Freeway access intersections performance targets: Transportation Commission request staff to return with analysis and options (September/October)

BACKGROUND AND INFORMATION

Speed Limit Change

On June 2, 2026, the City Council received a staff recommendation to reduce the speed limit on several arterials that were set by Bellevue City Code at 30 mph or greater. On June 23, the City Council adopted Ordinance 6928 that changed (reduced) the speed limit on several arterials. This action supports Vision Zero and it amends Bellevue City Code Chapter 11.32 (Speed Limits). Attachment A is a map that shows the new adopted speed limits, and Attachment B is Ordinance 6928.

Speed limit (with the speed limit factor) is a primary performance metric used in the Mobility Implementation Plan to determine the level of traffic stress. This change in the adopted speed limit requires that the Pedestrian Level of Traffic Stress (PLTS) and Bicycle Level of Traffic Stress (BLTS) maps and tables be reconciled with the new speed limits.

The Transportation Commission concurred with staff to refresh PLTS and BLTS maps of existing conditions and to update the network completeness tables to reflect the changes in the arterial speed limit as adopted by the City Council.

Results

Using the new adopted speed limits (retaining the speed limit factor of 1.2 x speed limit) to determine the existing PLTS and BLTS reveals the importance of vehicle speed as a primary performance metric. The new adopted speed limits improve both PLTS and BLTS performance in locations where a facility is present but did not meet the performance target under the previous speed limits. Network gaps are the same, regardless of the adopted speed limit. Since the MIP suggests “where to look” not “what to do”, a focus on network gaps will help to prioritize project concepts that can improve network completeness.

Please see Attachment C for the results of the speed limit changes to the MIP maps and tables, retaining the speed limit factor as a primary performance metric.

Transportation Commission Action: No action is requested on this administrative amendment to the MIP.

Follow-Up

An unanticipated consequence of the reduced adopted speed limit, which is especially apparent on multi-lane arterials, is the calculated Bicycle Level of Traffic Stress and Pedestrian Level of Traffic Stress that may not reflect the actual environment for these vulnerable users.

An example highlights this point:

- Bel-Red Road between 124th Ave NE to 148th Ave NE:
 - Speed limit was reduced to 25mph from 35mph (the corresponding speed limit factor changed to 30mph from 42mph)

- Traffic volume is 23k
- Performance target is BLTS 3
- Figure 1 (Table 4 from the MIP) below shows that BLTS 3 can be achieved only with a vertical buffered bike lane using the **old speed limit** plus the speed limit factor (42mph). **Red circle**.
- To achieve BLTS 3 with the **new speed limit** and the speed limit factor (30mph) can be achieved with a striped bike lane or a bike lane with horizontal buffer. **Blue circle**.
- IF performance metric is changed to the **adopted speed limit**, BLTS 3 could be achieved on Bel-Red Road with no markings or sharrow lane markings. **Green circle**. Sharrows would not likely be comfortable to the bicycle riders who are “Enthusied and Confident” and who “can tolerate some stress”. Best practice guidance from the National Association of City Transportation Officials (NACTO) identifies sharrows as appropriate for roads </- 25 mph with less than 3,000 vehicles per day.

Staff will review Table 1 (Pedestrian Level of Traffic Stress) and Table 4 (Bicycle Level of Traffic Stress) and provide options for the Transportation Commission to consider that would amend the tables to better reflect the intended level of traffic stress performance outcomes of the new adopted speed limits (with and without the speed limit factor).

Table 4: Bicycle Level of Traffic Stress		BLTS 1	BLTS 2	BLTS 3	BLTS 4		
Arterial Characteristics		Bicycle Facility Components: Guideline to Achieve Intended Level of Traffic Stress					
Speed Limit Factor ¹	Traffic Volume	No Marking	Sharrow Lane Marking	Striped Bike Lane	Buffered Bike Lane (Horizontal)	Buffered Bike Lane (Vertical)	Shared Use Path or Physically Separated Bikeway
≤25	≤3k	1	1	1	1	1	1
	>3k-7k	3	3	2	1	1	1
	>7k	3	3	2	2	1	1
>25-30 mph	≤10k	3	3	2	2	1	1
	>10 -25k	4	4	3	3	2	1
	>25k	4	4	3	3	3	1
>30-35 mph	≤25k	4	4	3	3	3	1
	>25k	4	4	4	3	3	1
>35	Any	4	4	4	4	3	1

Figure 1. Table 4 Bicycle Level of Traffic Stress

Speed Limit Factor

The adopted MIP performance metric of “Speed Limit Factor” (1.2 x adopted speed limit) was intended to approximate higher-end traffic speed (e.g., 85th percentile speed) that can affect a person’s perception of the level of traffic stress. Recent data reveals that the speed limit factor does not consistently reflect the actual higher-end traffic speed. Speed limit factor may exaggerate the performance target gaps on some arterials. Recognizing that the MIP performance target gaps indicate “where to look”, the speed limit factor may divert focus from the locations that need attention to improve network completeness.

As part of Safe Speeds Bellevue, the city recently collected actual speed data at dozens of locations across the city. While actual high-end speed can be higher than the adopted speed limit, it is not universally higher by 20 percent (speed limit factor). In particular, observed speed in Downtown and other parts of PMA 1 are typically less than the adopted speed limit.

The Transportation Commission requested staff to analyze the results of using the adopted speed limit instead of the speed limit factor as a primary performance metric in the MIP tables and figures. Staff will review the PLTS and BLTS tables and provide options to recalibrate the performance outcomes with the new adopted speed limits.

One other consideration; rather than embedding the calculated speed limit factor as a performance metric, the adopted speed limit may be used for planning purposes in the MIP, combined with measures to address speeding. Where a performance target gap is identified, staff can then acquire the actual speed along a corridor and address high-end vehicle speeding with measures other than expanded facilities for pedestrians and bicycles. The following passage is an excerpt from the Council agenda memo that describes the approach:

Setting safer speed limits that reflect the current land use and mobility options in Bellevue is only the first step in managing Safe Speeds on city streets. Although speed limit changes alone can reduce high-end speeding, additional tools and street design changes may be needed to further encourage people to slow down. Staff are already identifying projects and grant opportunities for the next phase of Safe Speeds Bellevue. These projects include technology such as radar feedback signs and speed safety cameras along with physical changes to the street design such as speed cushions, raised crosswalks, lane width adjustments and other features.

If these measures are not feasible or effective, then staff can consider the higher documented vehicle speed to design more robust facilities for pedestrians and bicycles to achieve the intended level of traffic stress.

Results

Staff has conducted an analysis of actual measured speeds relative to speed limits and prepared an option to consider changing the primary metric for PLTS and BLTS from “speed limit factor”

to “speed limit”, and has documented the outcomes for PLTS and BLTS in the related tables and figures. Attachment C shows maps and tables that demonstrate the results of using the adopted speed limit (with the speed limit factor) as a primary metric. Attachment D shows the maps and tables with the new speed limits and without the speed limit factor.

Summary speed analysis indicates that actual “speed limit factors” are as follows:

Roadway	Bellevue Way	1.18
	Coal Creek Pkwy	1.23
	Bellevue-Redmond Rd	1.16
	148th Ave (520 to I-90)	1.03
	West Lake Sammamish Pkwy	1.22
	NE 8th St	1.19
	Northup Way	1.15
	Total	1.18

If the speed limit factor were to be removed as a primary performance metric and changed to adopted speed limit, there would be locations where PLTS or BLTS would shift from “Exists but does not meet target” to “Meets target”. Where a location is identified as “Meets target”, additional analysis is not prioritized. Specific examples include:

Figure 2: A segment of Spring Boulevard east of 124th Avenue NE in BelRed for PLTS. The sidewalk is separated from one lane of 25 mph traffic in each direction by buffered bike lane and landscape strip. This achieves the intended PLTS 1

Figure 3: 140th Avenue between NE 8th Street and Lake Hills Boulevard/SE 8th Street for BLTS. Striped bike lanes. Recent overlay north of SE 8th Street has incomplete bike lane striping in the photo. This achieves the intended BLTS 2.

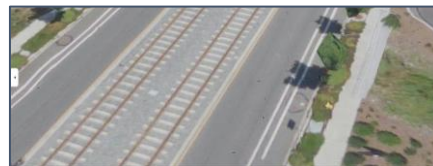
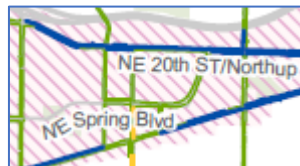
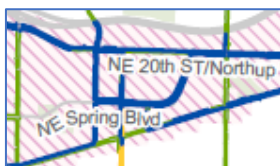


Figure 2. Spring Boulevard PLTS



Figure 3. 140th Avenue BLTS

Aggregated citywide, the performance of the pedestrian network would improve from 43% of the network that meets the PLTS target to 65% of the network that meets the target. The percent of the network that is a pedestrian facility gap remains at 22% because the speed limit factor does not affect the level of traffic stress of a facility that is not present. This fact supports the Transportation Commission recommendation and the MIP prioritization to focus implementation to address network gaps as a priority over enhancing an existing facility.

Transportation Commission Action: No action is requested regarding the speed limit factor at this time. In the fall staff will return with analysis and options to amend the PLTS and BLTS tables. Staff will then seek a recommendation on whether to amend the MIP to use adopted speed limit as a primary metric for PLTS and BLTS, or to retain the speed limit factor. A change to the primary performance metric and the associated tables and figures would require final Council approval.

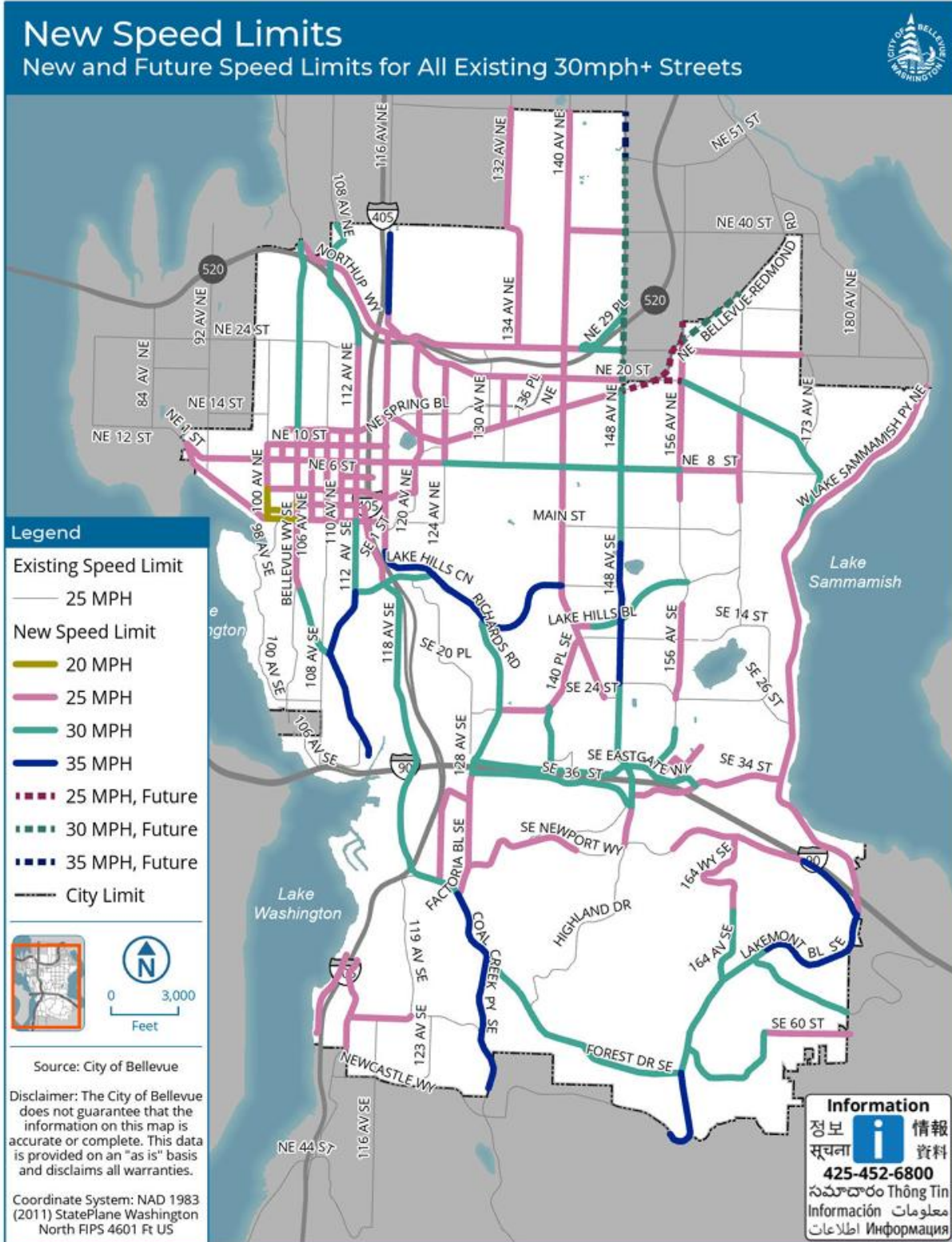
NEXT STEPS

In September and October, staff will return with an analysis and options for the speed limit factor performance metric and changes to the PLTS and BLTS tables and maps.

Staff will also provide an analysis of intersection (V/C) performance targets along segments of regional arterial corridors and at freeway access locations, and will discuss options with the Commission to address V/C performance target gaps.

ATTACHMENTS

- A. Map of new speed limits
- B. Ordinance 6928
- C. Maps and Tables: New speed limits with speed limit factor
- D. Maps and Tables: New speed limits without speed limit factor

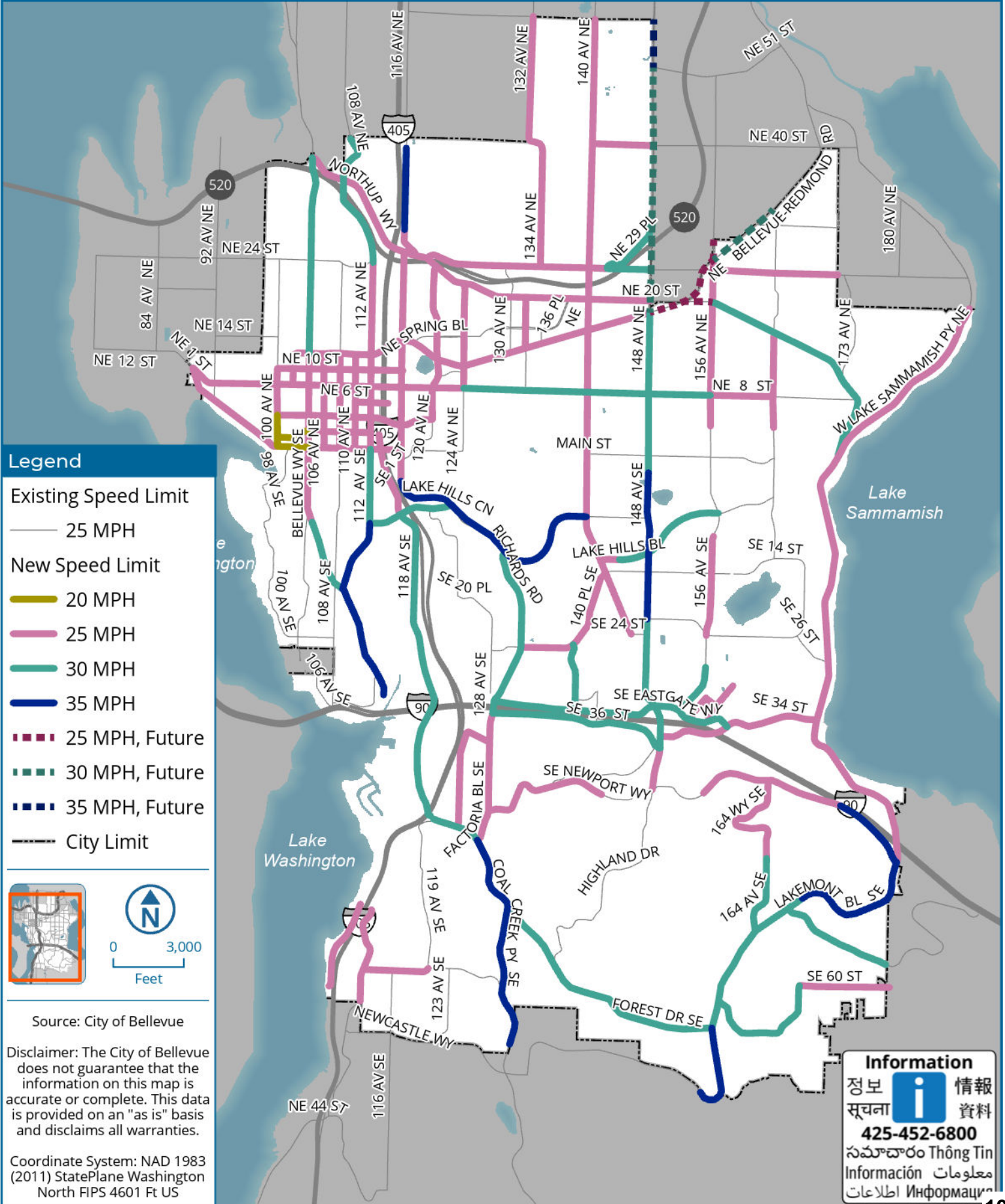


Date: 5/5/2026 File Name: V:\TransDept\GIS\ArcGISPro\Planning\SafeSpeeds\TargetSpeeds\TargetSpeedsMap\TargetSpeedsMap.aprx



New Speed Limits

New and Future Speed Limits for All Existing 30mph+ Streets



Legend

- Existing Speed Limit**
- 25 MPH
- New Speed Limit**
- 20 MPH
 - 25 MPH
 - 30 MPH
 - 35 MPH
 - - - 25 MPH, Future
 - - - 30 MPH, Future
 - - - 35 MPH, Future
 - - - City Limit

Source: City of Bellevue

Disclaimer: The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.

Coordinate System: NAD 1983 (2011) StatePlane Washington North FIPS 4601 Ft US

Information

정보 정보
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 معلومات معلومات
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425-452-6800

CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 6928

AN ORDINANCE relating to speed limits; amending Chapter 11.32 of the Bellevue City Code to reduce the speed limit on the majority of streets in Bellevue where the allowed limit is currently 30 mph or greater; providing for severability and establishing an effective date.

WHEREAS, on December 8, 2016, the City Council adopted Ordinance No. 6334 incorporating Vision Zero amendments into the Comprehensive Plan, committing to eliminate traffic fatalities and serious injuries; and

WHEREAS, on June 15, 2020, the City Council adopted the Safe System approach, including the Safe Speeds pillar, recognizing that managing vehicle speeds is fundamental to reducing crash severity and saving lives; and

WHEREAS, extensive research demonstrates that higher vehicle speeds increase both the likelihood of crashes and the severity of resulting injuries for all road users; and

WHEREAS, speeding was the leading contributing factor in fatal and serious injury crashes in Bellevue in 2025 and has been a significant contributing factor in crashes resulting in 251 serious injuries and 22 fatalities between 2016 and 2025; and

WHEREAS, prior speed limit reductions on four arterial streets have resulted in measurable decreases in high-end speeding, demonstrating the effectiveness of speed management strategies; and

WHEREAS, speeding is consistently identified as the top traffic safety concern by the Bellevue community; and

WHEREAS, reducing speed limits on arterial streets is a proven countermeasure that improves safety outcomes for all travelers, particularly people walking and bicycling, and advances the City's Vision Zero goals; now, therefore,

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Section 11.32.005 of the Bellevue City Code is hereby added to read as follows:

11.32.005 State speed laws applicable – Exceptions

State traffic laws regulating the speed of vehicles shall be applicable within the city, except that the city, as authorized by state law, may determine and declare that certain increased or decreased speed regulations shall be applicable upon specified streets. It is unlawful for any person to operate a vehicle at a speed in excess of a speed limit so established when appropriate signs giving notice thereof are erected.

Section 2. Section 11.32.015 of the Bellevue City Code is hereby amended to read as follows:

11.32.015 Speed limits established – Twenty-five miles per hour.

The speed limit on the following streets is 25 miles per hour:

Bellevue Way NE and SE from SE 10th Street to NE 12th Street.
Bellevue-Redmond Road from 124th Avenue NE to 148th Avenue NE.
Factoria Boulevard SE from Coal Creek Parkway SE to SE 36th Street.
Highland Drive from 385 feet east of 144th Place SE to 148th Avenue SE.
Kamber Road from 139th Avenue SE to 145th Place SE
Killarney Way from 103rd Avenue SE to 100th Avenue SE.
Lake Hills Boulevard from 145th Place SE to 143rd Avenue SE.
Lake Hills Boulevard from 156th Avenue SE to 164th Avenue SE.
Lake Washington Boulevard NE from NE 10th Street to 100th Avenue NE.
Lake Washington Boulevard SE (112th Avenue SE) from SE 64th Street to SE 60th Street.
Lake Washington Boulevard SE from SE 60th Street to Newcastle Beach Park.
Main Street from Bellevue Way to 116th Avenue.
Main Street from 1st Street to 124th Avenue NE
Main Street from 140th Avenue to 164th Avenue.
Northup Way from Bellevue Way NE to 130th Avenue NE.
NE 1st Street from west city limits to NE 8th Street.
NE and SE 1st Street from 116th Avenue SE to 120th Avenue NE.
NE 2nd Street from Bellevue Way NE to 114th Avenue NE.
NE 4th Street from 100th Avenue NE to 120th Avenue NE.
NE 6th Street from 108th Avenue NE to Interstate 405.
NE 8th Street from NE 1st Street to 124th Avenue NE.
NE 8th Street from 156th Avenue NE to Northup Way.
NE 10th Place from Bellevue-Redmond Road to 124th Avenue NE.
NE 10th Street from 100th Avenue NE to 116th Avenue NE.
NE 12th Street from 102nd Avenue NE to 124th Avenue NE.
NE 14th Street from 98th Avenue NE to 100th Avenue NE.
NE 20th Street from 130th Avenue NE to 148th Avenue NE.
NE 24th Street from 98th Avenue NE to 112th Avenue NE.
NE 24th Street from Northup Way to NE 29th Place.
NE 24th Street from 156th Avenue NE to east city limits.
NE 30th Street from Bellevue-Redmond Road to 172nd Avenue NE.
NE 36th Place from 115th Avenue NE to 111th Avenue NE.

NE 39th Street from NE 38th Place to 108th Avenue NE.
 NE 40th Street from 132nd Avenue NE to 134th Avenue NE.
 NE 40th Street from 140th Avenue NE to 148th Avenue NE.
 Bellevue-Redmond Road from 120th Avenue NE to NE 10th Place.
 NE Spring Boulevard from NE 12th Street to 136th Place NE.
 SE 5th Street from 98th Avenue SE to 100th Avenue SE.
 SE 7th Place from Lake Hills Connector to 128th Avenue SE.
 SE 8th Street from 140th Avenue SE to 148th Avenue SE.
 SE 12th Street from 122nd Avenue SE to 123rd Avenue SE.
 SE 14th Street from 164th Avenue SE to 168th Avenue SE.
 SE 16th Street from 145th Place SE to SE Phantom Way.
 SE 20th Place from 123rd Avenue SE to SE 22nd Place.
 SE 22nd Place from 154th Avenue SE to 156th Avenue SE.
 SE 22nd Street from 148th Avenue SE to 154th Avenue SE.
 SE 22nd Street from 145th Place SE to 148th Avenue SE.
 SE 24th Street from 145th Place SE to 148th Avenue SE.
 SE 24th Street from 156th Avenue SE to SE 26th Street.
 SE 25th Street from 103rd Avenue SE to 108th Avenue SE.
 SE 26th Place from 128th Avenue SE to 130th Avenue SE.
 SE 26th Street from 130th Avenue SE to 139th Avenue SE.
 SE 26th Street from 168th Avenue SE to West Lake Sammamish Parkway SE.
 SE 30th Street from 105th Avenue SE to 106th Avenue SE.
 SE 32nd Street from 128th Avenue SE to Richards Road.
 SE 32nd Street from 139th Avenue SE to 142nd Place SE.
 SE 33rd Street from 158th Avenue SE to 160th Avenue SE.
 SE 34th Street from 108th Avenue SE to 113th Avenue SE.
 SE 34th Street from 164th Place SE to West Lake Sammamish Parkway SE.
 SE 35th Place from SE Eastgate Way to 164th Place SE.
 SE 37th Street from 150th Avenue SE to SE Eastgate Way.
 SE 38th Street from 124th Avenue SE to Factoria Boulevard SE.
 SE 38th Street from 166th Avenue SE to West Lake Sammamish Parkway SE.
 SE 45th Street from 150th Avenue SE to 152nd Avenue SE.
 SE 60th Street from Lake Washington Boulevard SE to Coal Creek Parkway SE.
 SE 60th Street from 168th Place SE to east city limits.
 SE 63rd Street from 151st Avenue SE to Lakemont Boulevard SE.
 SE Allen Road from SE Newport Way to SE 38th Street.
 SE Newport Way from Factoria Boulevard SE to 200 feet east of SE 42nd Place (17200 block).
 SE Phantom Way from SE 16th Street to 164th Avenue SE.
 Somerset Boulevard SE from Highland Drive to SE Newport Way.
 West Lake Sammamish Parkway SE and NE from north city limits to SE Newport Way
 92nd Avenue NE from Lake Washington Boulevard NE to north city limits.
 97th Place SE from SE 15th Street to 97th Avenue SE.
 98th Avenue SE from SE 7th Street to SE 5th Street.
 99th Avenue SE from 97th Avenue SE to SE 7th Street.
 100th Avenue NE from NE 4th Street to NE 24th Street.

100th Avenue SE from Killarney Way SE to SE 15th Street.
101st Avenue SE from 100th Avenue SE to Main Street.
102nd Avenue NE from NE 8th Street to NE 12th Street
104th Avenue SE from city limits (SE 2700 block) to Bellevue Way SE.
106th Avenue NE from Main Street to NE 12th Street.
106th Avenue SE from 108th Avenue SE to SE 30th Street.
106th Avenue SE from Hazelwood Lane SE to Lake Washington Boulevard SE.
108th Avenue NE from Main Street to NE 24th Street.
108th Avenue SE from 106th Avenue SE (SE 3400 block) to Main Street.
110th Avenue NE from Main Street to NE 12th Street.
111th Avenue NE from NE 36th Place to NE 38th Place.
112th Avenue NE from Main Street to NE 24th Street.
113th Avenue SE from SE 34th Street to Bellevue Way SE.
114th Avenue SE and NE from SE 8th Street to NE 6th Street.
115th Avenue NE from 116th Avenue NE to NE 36th Place.
116th Avenue NE and SE from SE 5th Street to Northup Way.
116th Avenue NE from Northup Way to 500 feet north of 115th Avenue NE.
116th Avenue SE from south city limits to SE 60th Street.
119th Avenue SE from SE 60th Street to Coal Creek Parkway SE.
120th Avenue NE from NE 1st Street to Northup Way.
121st Avenue SE from 122nd Avenue SE to SE 8th Street.
123rd Avenue SE from SE 20th Place to SE 12th Street.
123rd Avenue SE from south city limits to SE 60th Street.
124th Avenue NE from Main Street to Northup Way.
124th Avenue SE from Coal Creek Parkway SE to SE 38th Street.
128th Avenue SE from SE 32nd Street to SE 22nd Place.
130th Avenue NE from Bellevue-Redmond Road to NE 24th Street.
132nd Avenue NE from NE 8th Street to NE 20th Street
132nd Avenue NE from NE 40th Street to NE 60th Street.
134th Avenue NE from NE 24th Street to NE 40th Street.
134th Avenue NE from NE 8th Street to NE Spring Boulevard.
136th Place NE from NE Spring Boulevard to NE 20th Street.
140th Avenue SE and NE from SE 10th Street to north city limits.
142nd Place SE from SE 36th Street to SE 32nd Street.
145th Place SE from SE 24th Street to SE 10th Street.
148th Avenue SE from Highland Drive to SE 45th Place.
148th Place SE from SE 45th Place to SE 44th Street.
150th Avenue SE from 151st Avenue SE to SE 45th Street.
150th Avenue SE from SE 44th Street to SE 38th Street.
151st Avenue SE from SE 54th Place to 150th Avenue SE.
152nd Avenue SE from SE 45th Street to SE Newport Way.
156th Avenue NE from Main Street to Bellevue-Redmond Road.
156th Avenue SE from 300 feet south of SE 27th Street to Main Street.
158th Avenue SE from SE Eastgate Way to SE 33rd Street.
160th Avenue SE from SE Eastgate Way to SE 30th Place.
161st Avenue SE from SE Eastgate Way to SE 24th Street.
164th Avenue SE and NE from SE 14th Street to NE 30th Street.

164th Avenue SE from SE Newport Way to SE 46th Street.
164th Place SE from SE 34th Street to 166th Avenue SE.
168th Avenue SE from SE 26th Street to SE 14th Street.
172nd Avenue NE from NE 28th Place to NE 31st Court.
173rd Avenue NE from Northup Way to north city limits.

Section 2. Section 11.32.020 of the Bellevue City Code is hereby amended to read as follows:

11.32.020 Speed limits established – Thirty miles per hour.

The speed limit on the following streets is 30 miles per hour:

Bellevue Way NE from NE 12th Street to north city limits.
Bellevue Way SE from 112th Avenue SE (1900 block SE) to SE 10th Street.
Coal Creek Parkway SE from 120th Avenue SE to Factoria Boulevard SE.
Forest Drive SE from Coal Creek Parkway SE to Lakemont Boulevard SE.
Lake Hills Boulevard from 143rd Avenue SE to 156th Avenue SE.
Lakemont Boulevard from 200 feet south of Forest Drive to 200 feet east of 171st Avenue SE.
NE 8th Street from 124th Avenue NE to 156th Avenue NE.
NE 24th Street from NE 29th Place to 148th Avenue NE.
NE 24th Street from Bellevue-Redmond Road to 156th Avenue NE.
NE 29th Place from 148th Avenue NE and NE 24th Street.
Northup Way from 156th Avenue NE to West Lake Sammamish Parkway NE
Richards Road from SE 36th Street to Lake Hills Connector.
SE 8th Street from 112th Avenue SE to Lake Hills Connector
SE 36th Street/SE 38th Street from Factoria Boulevard SE to 150th Avenue SE.
SE Eastgate Way from Richards Road to SE 35th Place.
SE Cougar Mountain Way from Lakemont Boulevard SE to 168th Place SE.
Village Park Drive SE from Lakemont Boulevard SE to east city limits.
108th Avenue NE from NE 3100 block to north city limits.
112th Avenue NE from NE 24th Street to 108th Avenue NE (NE 3100 block).
112th Avenue SE from SE 8th Street to Main Street.
118th Avenue SE (Lake Washington Boulevard SE) from 120th Avenue SE to SE 8th Street.
139th Avenue SE from SE Eastgate Way to Kamber Road.
148th Avenue SE from SE Eastgate Way to SE 22nd Street.
148th Avenue SE and NE from 750 feet south of Main Street to Bellevue-Redmond Road.
150th Avenue SE from SE Eastgate Way to SE 38th Street.
156th Avenue SE from SE Eastgate Way to 300 feet south of SE 27th Street.
164th Avenue SE from SE 46th Street to Lakemont Boulevard SE.
168th Place SE from SE Cougar Mountain Way to SE 60th Street.

Section 3. Section 11.32.022 of the Bellevue City Code is hereby amended to read as follows:

11.32.022 Speed limits established – Thirty-five miles per hour.

The speed limit on the following streets is 35 miles per hour:

Bellevue-Redmond Road from 148th Avenue NE to 156th Avenue NE.
Bellevue Way SE from Interstate 90 to 112th Avenue SE (1900 block SE).
Coal Creek Parkway SE from Factoria Boulevard SE to south city limits.
Lake Hills Connector from SE 5th Street to 140th Avenue SE.
Lakemont Boulevard SE from SE Newport Way to 200 feet east of 171st Avenue SE.
Lakemont Boulevard SE from 200 feet south of Forest Drive to south city limits.
SE Newport Way from 200 feet east of SE 42nd Place to east city limits.
NE 20th Street from 156th Avenue NE to Bellevue-Redmond Road.
112th Avenue SE from Bellevue Way SE to SE 8th Street.
116th Avenue NE from 500 feet north of 115th Avenue NE to north city limits.
148th Avenue SE from SE 22nd Street to 750 feet south of Main Street.
156th Avenue NE from Bellevue-Redmond Road to north city limits.

Section 4. Section 11.32.024 of the Bellevue City Code is hereby amended to read as follows:

11.32.024 Speed limits established – Forty miles per hour.

The speed limit on the following streets is 40 miles per hour:

Bellevue-Redmond Road from 156th Avenue NE to east city limits.
148th Avenue NE from NE 24th Street to north city limits.

Section 5. Severability. If any section, subsection, paragraph, sentence, clause, or phrase of this Ordinance is declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining parts of this Ordinance.

This Ordinance shall take effect and be in force thirty (30) days after its passage and legal publication.

Passed by the City Council this _____ day of _____, 2026 and signed in authentication of its passage this _____ day of _____, 2026.

(SEAL)

Mo Malakoutian, Mayor

Approved as to form:
Trisna Tanus, City Attorney

Heather Jones, Assistant City Attorney

Attest:

Charmaine Arredondo, City Clerk

Published _____

Attachment C

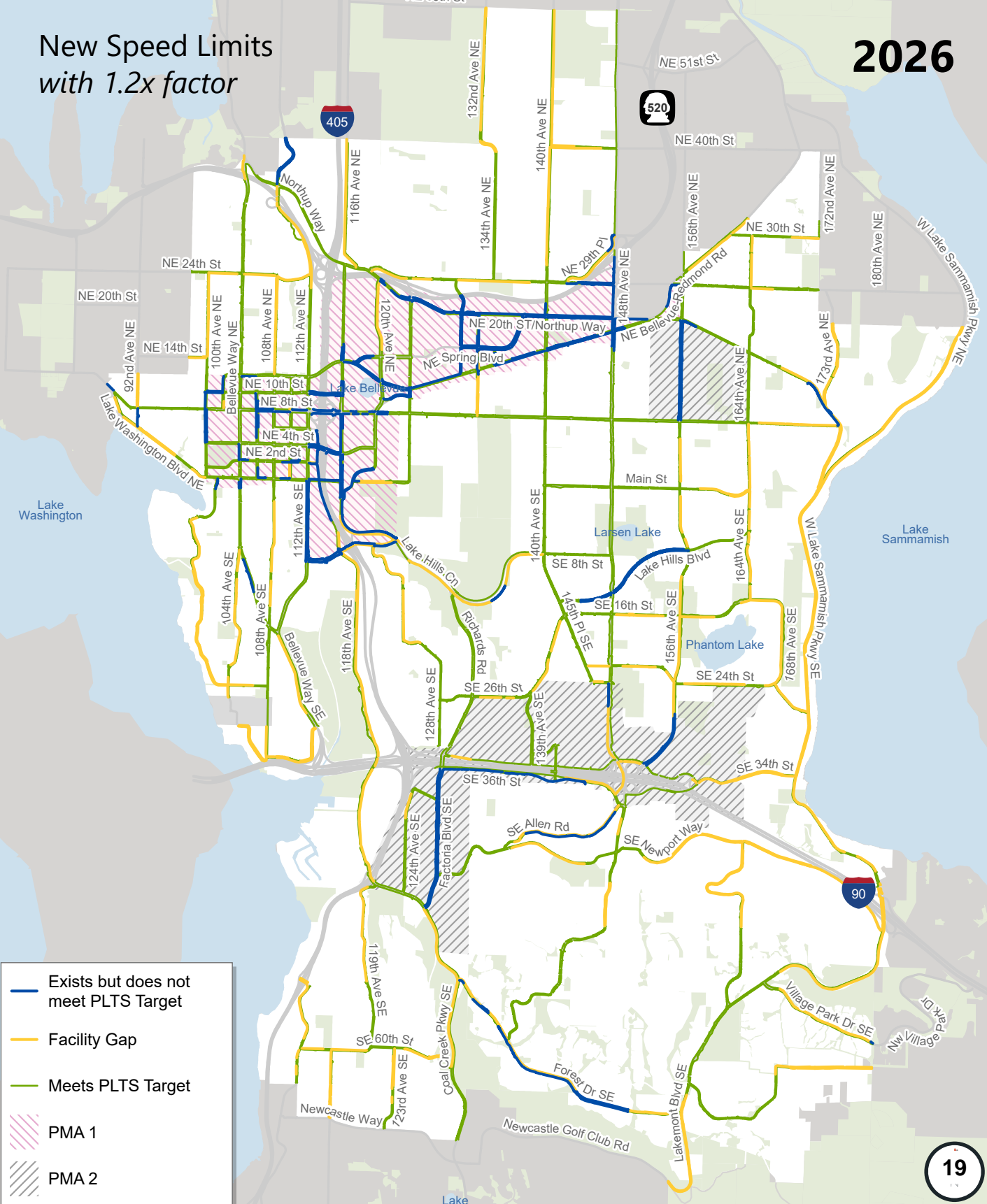
2026 New Speed Limits (with 1.2x factoring)

City Wide Pedestrian Network	Pedestrian Facility Meets PLTS Target	Pedestrian Facility Does Not Meet PLTS Target	Pedestrian Facility Gaps
Miles	142	33	66
Proportion of Total	59%	14%	28%

Locations within the PMA		Pedestrian Facility Meets PLTS Target	Pedestrian Facility Does Not Meet PLTS Target	Pedestrian Facility Gaps
PMA 1	Downtown	78%	20%	1%
	BelRed	42%	55%	3%
	Wilburton/East Main	33%	55%	12%
PMA 2	Crossroads	71%	29%	0%
	Eastgate	69%	15%	16%
	Factoria	65%	31%	4%
PMA 3		59%	4%	37%

New Speed Limits with 1.2x factor

2026



- Exists but does not meet PLTS Target
- Facility Gap
- Meets PLTS Target
- PMA 1
- PMA 2

2026 New Speed Limits (with 1.2x factoring)

		Bicycle Facility Meets BLTS Target	Bicycle Facility Does Not Meet BLTS Target	Bicycle Facility Gaps
Citywide	Miles	61	56	116
	Proportion of Total	26%	24%	50%

PMA	PMA 1	Downtown	25%	24%	50%
		BelRed	32%	11%	57%
		Wilburton/East Main	20%	21%	60%
	PMA 2	Crossroads	0%	17%	83%
		Eastgate	18%	51%	31%
		Factoria	69%	19%	12%
	PMA 3		26%	23%	51%

Priority Bicycle Corridor	Enatai-Northtowne	46%	44%	9%
	Lake Washington Loop	28%	69%	3%
	Eastrail	63%	4%	33%
	Somerset-Redmond	22%	40%	38%
	Spiritridge-Sammamish	22%	31%	47%
	West Lake Sammamish Pkwy	35%	0%	65%
	SR520 Trail	63%	36%	1%
	Downtown-Overlake	54%	22%	24%
	Lake-to-Lake Trail	28%	28%	44%
	Mountains to Sound Greenway	38%	25%	37%
	Coal Creek-Cougar Mountain	15%	62%	22%
	Total	33%	35%	33%

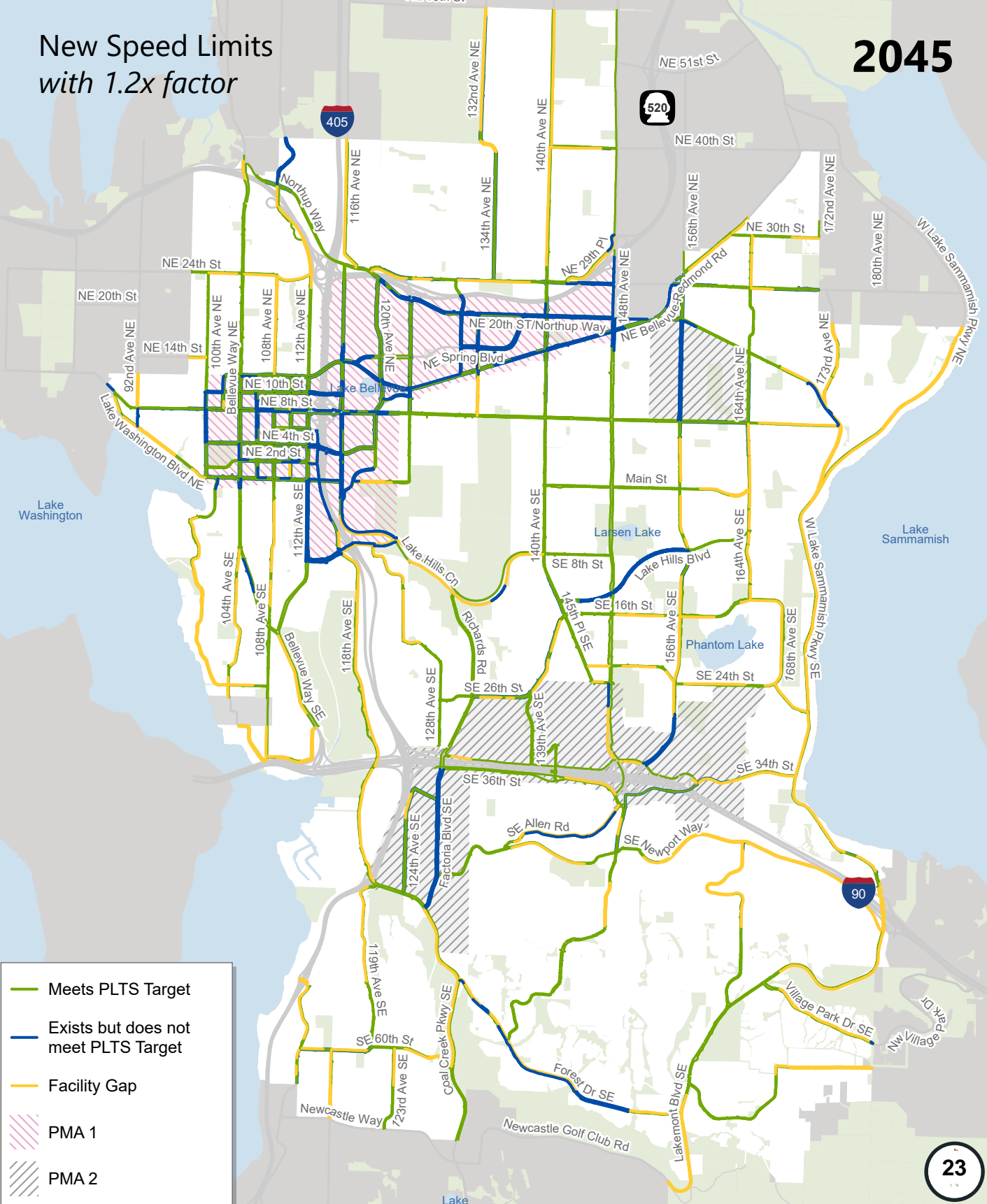
New Speed Limits (with 1.2x factoring)

City Wide Pedestrian Network	Pedestrian Facility Meets PLTS Target	Pedestrian Facility Does Not Meet PLTS Target	Pedestrian Facility Gaps
Miles	151	31	62
Proportion of Total	62%	13%	25%

Locations within the PMA		Pedestrian Facility Meets PLTS Target	Pedestrian Facility Does Not Meet PLTS Target	Pedestrian Facility Gaps
PMA 1	Downtown	79%	20%	1%
	BelRed	44%	55%	0%
	Wilburton/East Main	35%	53%	12%
PMA 2	Crossroads	71%	29%	0%
	Eastgate	78%	8%	13%
	Factoria	66%	29%	4%
PMA 3		62%	4%	34%

New Speed Limits with 1.2x factor

2045



- Meets PLTS Target
- Exists but does not meet PLTS Target
- Facility Gap
- PMA 1
- PMA 2

2045 New Speed Limits (with 1.2x factoring)

		Bicycle Facility Meets BLTS Target	Bicycle Facility Does Not Meet BLTS Target	Bicycle Facility Gaps
Citywide	Miles	62	56	115
	Proportion of Total	27%	24%	49%

PMA	PMA 1	Downtown	32%	24%	44%
		BelRed	32%	11%	57%
		Wilburton/East Main	20%	21%	60%
	PMA 2	Crossroads	0%	17%	83%
		Eastgate	18%	51%	30%
		Factoria	69%	19%	12%
	PMA 3		26%	23%	51%

Priority Bicycle Corridor	Enatai-Northtowne	46%	44%	9%
	Lake Washington Loop	28%	69%	3%
	Eastrail	63%	4%	33%
	Somerset-Redmond	22%	40%	38%
	Spiritridge-Sammamish	22%	31%	47%
	West Lake Sammamish Pkwy	35%	0%	65%
	SR520 Trail	63%	36%	1%
	Downtown-Overlake	71%	22%	7%
	Lake-to-Lake Trail	28%	28%	44%
	Mountains to Sound Greenway	38%	25%	37%
	Coal Creek-Cougar Mountain	15%	62%	22%
	Total	33%	35%	32%

New Speed Limits with 1.2x factor

2045



- Priority Bicycle Corridor
- Arterial BLTS**
 - Meets BLTS Target
 - Exists but does not meet BLTS Target
 - Facility Gap
- PMA 1
- PMA 2

Attachment D

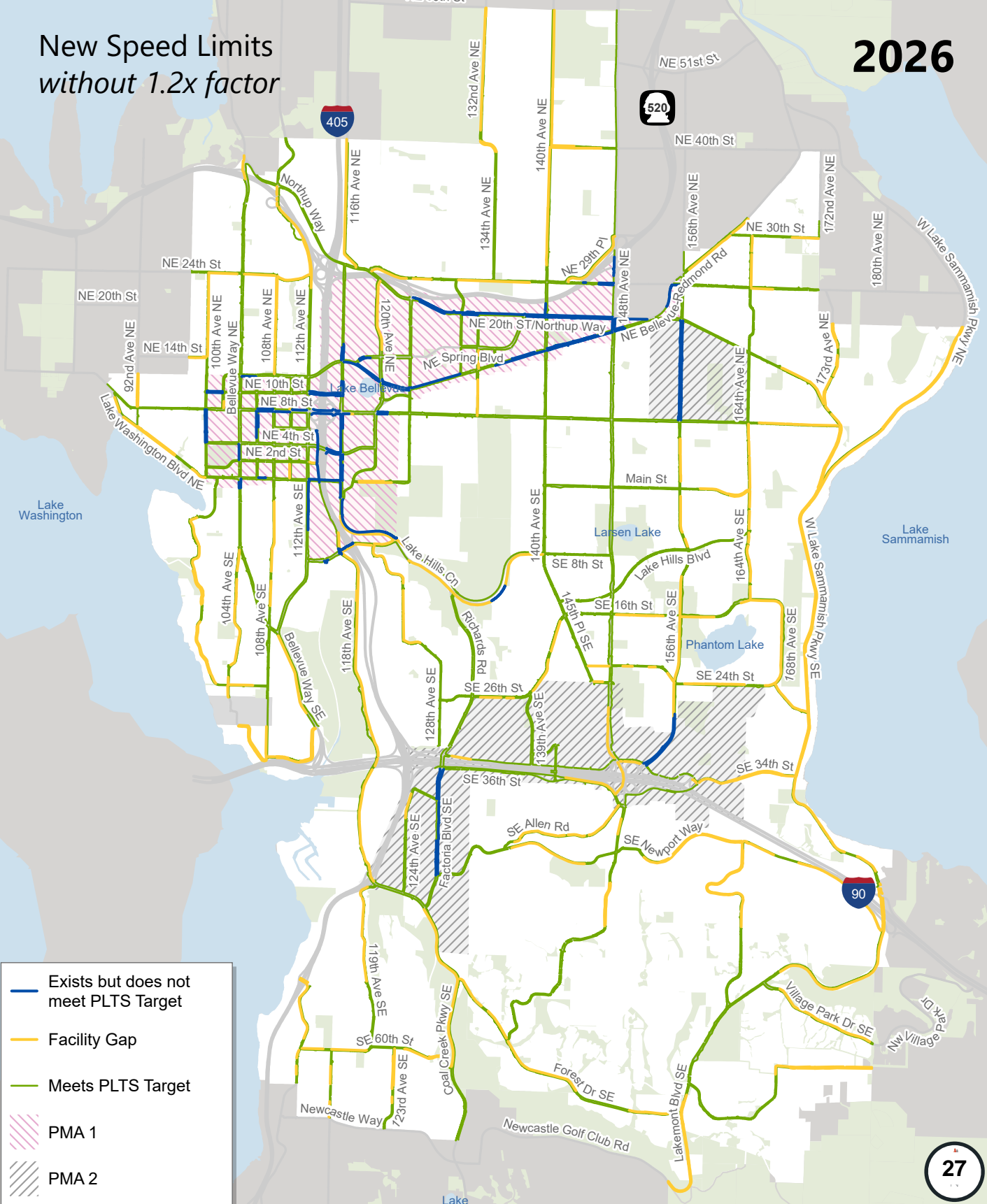
2026 New Speed Limits (without 1.2x factoring)

City Wide Pedestrian Network	Pedestrian Facility Meets PLTS Target	Pedestrian Facility Does Not Meet PLTS Target	Pedestrian Facility Gaps
Miles	162	16	63
Proportion of Total	67%	7%	26%

Locations within the PMA		Pedestrian Facility Meets PLTS Target	Pedestrian Facility Does Not Meet PLTS Target	Pedestrian Facility Gaps
PMA 1	Downtown	84%	14%	1%
	BelRed	64%	33%	3%
	Wilburton/East Main	58%	29%	12%
PMA 2	Crossroads	73%	27%	0%
	Eastgate	77%	7%	16%
	Factoria	78%	18%	4%
PMA 3		65%	0%	35%

New Speed Limits without 1.2x factor

2026



- Exists but does not meet PLTS Target
- Facility Gap
- Meets PLTS Target
- PMA 1
- PMA 2

New Speed Limits (without 1.2x factoring)

		Bicycle Facility Meets BLTS Target	Bicycle Facility Does Not Meet BLTS Target	Bicycle Facility Gaps
Citywide	Miles	94	23	116
	Proportion of Total	40%	10%	50%

PMA	PMA 1	Downtown	34%	15%	50%
		BelRed	38%	5%	57%
		Wilburton/East Main	36%	4%	60%
	PMA 2	Crossroads	0%	17%	83%
		Eastgate	39%	30%	31%
		Factoria	76%	12%	12%
	PMA 3		41%	8%	51%

Priority Bicycle Corridor	Enatai-Northtowne	55%	35%	9%
	Lake Washington Loop	88%	9%	3%
	Eastrail	63%	4%	33%
	Somerset-Redmond	40%	22%	38%
	Spiritridge-Sammamish	22%	31%	47%
	West Lake Sammamish Pkwy	35%	0%	65%
	SR520 Trail	99%	0%	1%
	Downtown-Overlake	76%	0%	24%
	Lake-to-Lake Trail	41%	15%	44%
	Mountains to Sound Greenway	41%	22%	37%
	Coal Creek-Cougar Mountain	33%	45%	22%
	Total	48%	19%	33%

New Speed Limits without 1.2x factor

2026



- Priority Bicycle Corridor
- Arterial BLTS
 - Meets BLTS Target
 - Exists but does not meet BLTS Target
 - Facility Gap
- PMA 1
- PMA 2

New Speed Limits (without 1.2x factoring)

City Wide Pedestrian Network	Pedestrian Facility Meets PLTS Target	Pedestrian Facility Does Not Meet PLTS Target	Pedestrian Facility Gaps
Miles	170	16	59
Proportion of Total	70%	6%	24%

Locations within the PMA		Pedestrian Facility Meets PLTS Target	Pedestrian Facility Does Not Meet PLTS Target	Pedestrian Facility Gaps
PMA 1	Downtown	85%	14%	1%
	BelRed	67%	33%	0%
	Wilburton/East Main	60%	28%	12%
PMA 2	Crossroads	73%	27%	0%
	Eastgate	80%	7%	13%
	Factoria	78%	18%	4%
PMA 3		68%	0%	32%

2045 New Speed Limits (without 1.2x factoring)

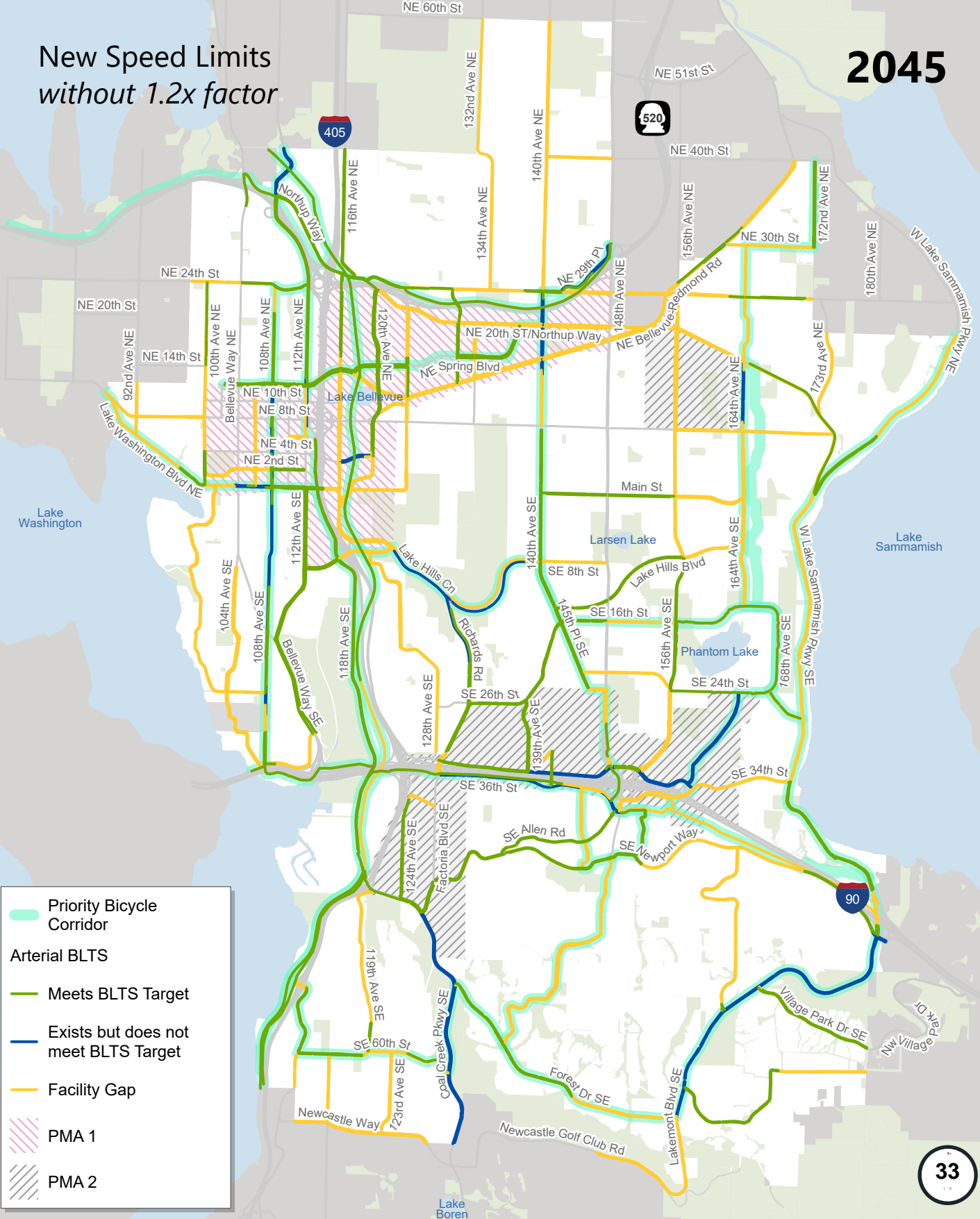
		Bicycle Facility Meets BLTS Target	Bicycle Facility Does Not Meet BLTS Target	Bicycle Facility Gaps
Citywide	Miles	95	23	115
	Proportion of Total	41%	10%	49%

PMA	PMA 1	Downtown	41%	15%	44%
		BelRed	38%	5%	57%
		Wilburton/East Main	36%	4%	60%
	PMA 2	Crossroads	0%	17%	83%
		Eastgate	39%	30%	30%
		Factoria	76%	12%	12%
	PMA 3		41%	8%	51%

Priority Bicycle Corridor	Enatai-Northtowne	55%	35%	9%
	Lake Washington Loop	88%	9%	3%
	Eastrail	63%	4%	33%
	Somerset-Redmond	40%	22%	38%
	Spiritridge-Sammamish	22%	31%	47%
	West Lake Sammamish Pkwy	35%	0%	65%
	SR520 Trail	99%	0%	1%
	Downtown-Overlake	93%	0%	7%
	Lake-to-Lake Trail	41%	15%	44%
	Mountains to Sound Greenway	41%	22%	37%
	Coal Creek-Cougar Mountain	33%	45%	22%
	Total	49%	19%	32%

New Speed Limits without 1.2x factor

2045



CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

June 11, 2026
6:30 p.m.

Bellevue City Hall
Hybrid Meeting

COMMISSIONERS PRESENT: Chair Stash, Vice Chair Magill, Commissioners Keilman, Rebhuhn, Ting, Williams

COMMISSIONERS REMOTE: Commissioner Welcher

COMMISSIONERS ABSENT: None

STAFF PRESENT: Kevin McDonald, Molly Johnson, Michael Ingram, Department of Transportation; Zack Luckin, Department of Community Development

OTHERS PRESENT: Chris Breiland, Fehr & Peers

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

The meeting was called to order at 6:30 p.m. by Chair Stash who presided.

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Williams, who arrived at 6:33 p.m.

A. Election of Chair and Vice Chair

The floor was opened to nominations for Chair.

Principal Planner Kevin McDonald announced that prior to the meeting, the only nomination received for the position of Chair was Vice Chair Magill.

No other nominations were made, and Vice Chair Magill was elected Chair without the need for a vote.

The floor was opened to nominations for Vice Chair.

Kevin McDonald noted that prior to the meeting two nominations had been received for the position of Vice Chair: Commissioner Stash and Commissioner Williams.

Commissioner Stash withdrew herself from nomination.

No other nominations were made, and Commissioner Williams was elected Vice Chair without the need for a vote.

2. APPROVAL OF AGENDA

A motion to approve the agenda was made by Commissioner Keilman. The motion was seconded by Commissioner Ting and the motion carried unanimously.

3. ORAL AND WRITTEN COMMUNICATIONS

Chair Magill made it clear that all public comments must relate to city of Bellevue business and the roles and responsibilities of the Transportation Commission.

Diana Leo spoke representing the Bellevue Chamber of Commerce and expressed support for the staff recommendation to update the bicycle and pedestrian level-of-traffic-stress measures, describing the change as a reasonable refinement of transportation data. However, the speaker strongly opposed the proposed amendments to the volume-to-capacity performance targets, arguing that reducing the targets will normalize congestion rather than solve it. Performance standards provide accountability and should only be revised after the city demonstrates that all reasonable alternatives, including capacity improvements, corridor enhancements, and transit-priority strategies, have been fully evaluated. Additional engineering analysis, multimodal traffic data, and meaningful public engagement is needed before any target changes are considered. With regard to the transportation policies associated with the Factoria and Eastgate neighborhood area plans, appreciation was voiced for the transparency regarding the survey methodology. The Chamber is conducting independent transportation research that could inform future planning discussions and the results will be shared with the Commission.

Maria Frost with Kemper Development Company indicated support for the recommendation to eliminate the 20 percent speed-limit multiplier from the pedestrian and bicycle level-of-traffic-stress calculations and returning to using posted speed limits. An objection was raised in regard to the proposal to weaken the volume-to-capacity performance targets on regional corridors and freeway access points. Citing Comprehensive Plan policy, it was argued that Bellevue remains responsible for accommodating both citywide and regional travel demand and should not lower standards simply because congestion is difficult to address. The Commission was urged to ask for the data, alternative analyses, cost estimates, and cost-benefit evaluations before considering any changes to congestion-related targets. Empirical pedestrian and bicycle count data is needed to support any claims regarding the impacts on active transportation.

David Bonnifant, a resident of the Meydenbauer neighborhood, described persistent speeding, street racing, and excessive vehicle exhaust and noise along Lake Washington Boulevard and nearby streets. The corridor is unsafe for pedestrians and cyclists. The situation has deteriorated despite numerous complaints submitted to the city. Speeding vehicles frequently use neighborhood streets for repeated high-speed loops, creating significant noise disturbances and safety concerns for residents on both sides of the bay. The city should take immediate action through increased enforcement, installation of speed and noise detection cameras, reduction of speed limits in the area, implementation of traffic-calming measures, and completion of a proposed four-way stop near the park. The recently approved traffic camera deployments do not include the affected corridor. There is a need for prompt intervention to address the ongoing quality-of-life and public-safety issues.

Scott Lampe spoke representing the Meydenbauer Bay Neighbors Association and noted also having previously served as a member of the Transportation Commission. Support was expressed for the proposed 2026 Mobility Implementation Plan update, and in particular the proposed speed reductions near Meydenbauer Bay. Citing the city's findings that speed is a major factor in serious injury collisions, the recommendation was made to extend the proposed 20-mile-per-hour speed limit westward from Main Street and 100th Avenue NE to the

intersection of 99th Avenue NE and Lake Washington Boulevard. The extension will improve pedestrian safety at a heavily used crosswalk and help address recurring speeding and racing activity along a curved section of Lake Washington Boulevard. The Commissioners were thanked for their service and for considering public input aimed at improving safety for all transportation users.

Vic Bishop, a longtime Bellevue resident, former Transportation Commission chair, and retired transportation engineer, focused on the issue of congestion, arguing that the city should prioritize capacity improvements rather than revising the performance standards. Referencing Comprehensive Plan Policy TR-20, it was asserted that the city's responsibility is to reduce congestion through transportation investments and system improvements. Using historical city data, the speaker contended that congestion standards have already been altered in ways that reduce the number of officially "failing" intersections without actually resolving traffic problems. Changing the volume-to-capacity standards will merely redefine failure rather than addressing congestion itself. The projections show future congestion at several major corridors and intersections. The Commission was urged to develop and prioritize a list of capacity improvement projects rather than lowering performance expectations.

Alex Tsimerman addressed the Commission with remarks concerning Bellevue's growth, traffic congestion, and transportation policies, and criticized the ongoing development. Increased construction is contributing to worsening traffic conditions. Opposition was voiced to various city transportation initiatives, including traffic-camera programs and speed-limit reductions. The speaker's comments included numerous personal attacks, inflammatory statements, and allegations directed toward city officials and transportation decision-makers. City leaders should halt additional growth and development. Transportation conditions will otherwise continue to deteriorate.

Joe Kunzler objected to the offensive, discriminatory and un-American language of the prior speaker. The Commission was urged to place greater emphasis on multimodal transportation options, including bicycle and scooter programs. Neighboring communities are to be praised for promoting alternative transportation choices. There should be an expansion of bicycle infrastructure, and additional support should be given to environmentally sustainable transportation and complementary neighborhood amenities near light rail stations.

Heidi Dean, a Newport Hills resident, commented on the Factoria and Eastgate Neighborhood Area Plan processes, arguing that the plans do not adequately reflect the priorities of Factoria residents and instead emphasize objectives favored by individuals outside the neighborhood. Traffic congestion is one of the most significant concerns for residents and visitors, yet the proposed policies focus primarily on walking, bicycling, and transit improvements. The structure of the public engagement surveys steered participants toward multimodal transportation responses while providing limited opportunities to express concerns about traffic congestion. Support was voiced for the earlier comments opposing the proposed changes to the volume-to-capacity standards, and it was argued that modifying the measurement methodologies will not reduce congestion and could worsen conditions on major corridors such as Coal Creek Parkway and Factoria Boulevard. Staff should be directed to return with substantive congestion-mitigation strategies for incorporation into the neighborhood area plan policies.

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCIL, BOARDS AND COMMISSIONS, AND MEMBERS OF THE TRANSPORTATION COMMISSION – None

5. STAFF REPORTS

Kevin McDonald informed the Commissioners that the City Council had provided cards and gift boxes in appreciation of their service on the Transportation Commission.

Kevin McDonald reported regarding bicycle improvement projects previously recommended by the Commission, including along Lake Washington Boulevard, 100th Avenue NE, and NE 1st Street between 100th Avenue NE and Bellevue Way, as well as the reduced speed limit on NE 1st Street to 20 miles per hour. Construction is expected to begin in early July following the issuance of the notice to proceed.

The Commissioners were reminded to monitor their email regularly so that staff can confirm attendance and maintain meeting quorums.

6. PUBLIC HEARING – None

7. STUDY SESSION

A. Factoria and Eastgate Neighborhood Plan Transportation Policies

Senior Department of Community Development planner Zach Luckin explained that the work item was launched by the Council in August 2025, and the direction given was to update the neighborhood plans for both Eastgate and Factoria. Over the preceding eight months the city engaged more than 1200 participants through 31 events and gathered feedback that helped shape the draft plans and policies. The current phase of work involves review of the draft policies and community outreach before the plans will return to the Planning Commission and ultimately to the City Council for adoption.

The Great Neighborhoods Program was initiated by the City Council in 2018 to update Bellevue's 16 neighborhood plans, many of which have not been revised for decades. The neighborhood area plans form part of Bellevue's Comprehensive Plan and serve as long-range policy guides for growth, development, and community investment. The plans establish visions, goals, and priorities while allowing for flexibility to respond to changing conditions. Transportation-related policies within the plans can influence future investments, regulations, partnerships, and capital projects. The transportation policies have been coordinated with staff responsible for the Mobility Implementation Plan and the Transportation Element to ensure consistency with citywide transportation priorities, and to identify opportunities for improvements involving sidewalks, bicycle facilities, trails, transit connections, and local streets.

Zach Luckin described Eastgate as a large and diverse area spanning both sides of I-90 and containing residential neighborhoods, apartments, industrial uses, retail businesses, parks, offices, and Bellevue College. Factoria is a major commercial and employment center bounded by I-90 and I-405; it is anchored by Factoria Mall, the T-Mobile headquarters campus, and numerous businesses and restaurants.

There are four phases to the Neighborhood Area planning process. To date the project has progressed through the discovery and definition phases and it is currently in the refinement stage, with final Council adoption anticipated later in the year.

Each neighborhood area plan is organized around five major themes: neighborhood identity, mixed-use and neighborhood centers, community gathering spaces, mobility and access, and environmental stewardship. Considerable attention is given to the public engagement process, which includes workshops, surveys, tabling events, neighborhood walks, classroom outreach, meetings in apartment communities, and other efforts designed to reach a broad and diverse cross-section of residents, businesses, students, and community members. The resulting plans are shaped by extensive community input gathered throughout both neighborhoods.

With regard to Eastgate specifically, Zach Luckin said the community feedback highlighted safety, natural features, diversity, economic vitality, mature trees, parks, streams, convenient access to services, and a strong sense of community. A vision statement was developed based on that feedback. It describes Eastgate as a convenient, safe, and welcoming neighborhood where residents, businesses, and students can thrive, build connections, and enjoy opportunities to walk, bicycle, and use transit while accessing natural, recreational, educational, and commercial destinations. Mixed-use areas on both sides of I-90, together with Bellevue College, are envisioned as community hubs supporting living, working, learning, gathering, and social interaction.

The draft transportation-related policies for Eastgate focus on the mixed-use centers and they are intended to improve access to housing, shopping, services, and transit through coordination with government agencies, transit providers, and major institutions. The mobility and access policies seek to provide safe and convenient travel options while addressing congestion relief, traffic calming, pedestrian safety, trail access, active transportation connections, wayfinding improvements, and enhanced transit service and amenities. The conceptual mobility and access maps are intended to illustrate possible future improvements rather than identify specific projects. The concepts include enhanced streetscapes along key arterials, improved pedestrian crossings and midblock connections, through-block pedestrian routes, and expanded walking and bicycling connections linking destinations throughout the neighborhood.

Commissioner Rebhuhn sought clarification regarding the draft policy that calls for coordination with the Washington State Department of Transportation on projects along and near I-90 “to relieve congestion and minimize traffic impacts during construction.” Zach Luckin explained that the policy is intended to address both long-term congestion relief and the mitigation of traffic impacts associated with construction activities.

Commissioner Ting referred to the relationship between the neighborhood area plans and the Transportation Facilities Plan and Mobility Implementation Plan and suggested that the neighborhood plans would be more useful if they identified which transportation priorities are emphasized or deemphasized within a specific neighborhood. The existing policy language largely mirrors the broader Comprehensive Plan objectives, making it difficult to understand how neighborhood-specific priorities should influence future project selection and investment decisions. The concept maps provide some geographic specificity, but the policy language itself could better reflect local priorities. Zach Luckin said the concept maps are intended to translate broad policy goals into specific locations and improvement opportunities identified through community engagement, including mapping exercises where residents highlighted problem areas and desired improvements. The maps illustrate where community priorities are concentrated; they can help inform future transportation planning and implementation efforts.

Commissioner Keilman asked to quantify the level of community participation and explain how the city determined that the feedback received accurately represents the Eastgate community. Zach Luckin explained that participation metrics are difficult to quantify because

individuals can engage through multiple channels, such as surveys, workshops, and community meetings, without a reliable method for determining if responses come from unique individuals. The extensive outreach efforts included engagement with neighborhood associations, supportive housing residents, multifamily housing communities, seniors, students at Bellevue College, local schools, community events, retail locations, and residents reached through citywide mailings. The objective had been to engage as many different community groups as possible, particularly those who are often underrepresented in public processes.

Commissioner Keilman expressed concern that a relatively small number of participants could potentially influence policies affecting a much larger population and suggested that future planning efforts should include more quantifiable participation metrics. Zach Luckin acknowledged the concern and noted that, while participation rates remain well above typical survey response levels, it will be difficult to provide an exact count of unique participants. Every address in the area received information about opportunities to participate and the outreach efforts had been designed to reduce barriers and reach people where they lived, worked, or gathered. Commissioner Keilman reiterated the importance of establishing measurable participation benchmarks and suggested that demographic factors, including the prevalence of vehicle travel in Eastgate, should be considered when evaluating the representativeness of public feedback.

Vice Chair Williams referred to the concerns that had been expressed by the public regarding the survey questions that may have favored certain transportation modes over others. Zach Luckin explained that the survey had been developed based on feedback gathered during earlier, open-ended visioning activities and was designed to focus on the most frequently identified concerns and opportunities. The design of the survey required limiting the number of predefined response options, though it still provided opportunities for participants to submit additional comments through open-ended responses. Some topics, such as public safety and congestion management, are addressed through other city programs and planning efforts, which influenced how the questions were structured. The survey was intended to capture neighborhood priorities while still allowing respondents to identify issues that were not included among the primary response choices.

Vice Chair Williams suggested that some transportation concerns, particularly those related to vehicle travel, may have appeared less prominent because they were already being addressed through separate city initiatives such as the Mobility Implementation Plan. Zach Luckin agreed that was one factor and noted that congestion concerns had nevertheless emerged during the planning process, particularly in Factoria. Traffic congestion remains a significant challenge in certain areas. Physical constraints, including limited right-of-way and the need to acquire private property for roadway expansion, can complicate efforts to address congestion through traditional roadway widening projects. Congestion remains an important issue and will continue to be a challenge in the future.

Commissioner Ting suggested that future reports should include an affinity-mapping approach or similar methodology to better organize and communicate themes emerging from the public feedback. The existing summaries do not sufficiently convey the relative importance of different concerns or how themes relate to one another. Also reiterated were the concerns about the design of the survey. Surveys should include all transportation modes and be updated when new themes emerge through public comments. Issues not explicitly listed as survey options may receive less attention from respondents. Future neighborhood planning efforts should incorporate additional flexibility to capture evolving community concerns. Zack Luckin welcomed the feedback and indicated that lessons learned from the Eastgate and Factoria

processes will be applied to the upcoming neighborhood planning efforts for Lake Hills and West Lake Sammamish.

Answering a question asked by Commissioner Rebhuhn about the Eastgate open-ended questionnaire responses, Zach Luckin explained that the responses were gathered through mailed and online surveys distributed broadly throughout the neighborhood. Commissioner Rebhuhn stated that the feedback appears consistent with personal experiences as a resident of the area, and it reflects many of the qualities that community members value about Eastgate. The open-ended responses provide a meaningful representation of neighborhood perspectives and should be given significant consideration.

Chair Magill asked about the development of the Eastgate vision statement and if residents had had opportunity to review and comment on it. Zach Luckin explained that the vision statement was introduced during an early workshop and then refined through multiple rounds of public feedback, including comments gathered through surveys and other engagement activities. The recurring themes included appreciation for Eastgate's natural features, tree-lined streets, sense of community, convenience, and safety. The themes ultimately shaped the vision statement presented to the Commission.

Chair Magill observed that the vision statement highlights walking, bicycling, and transit use but does not mention driving, despite the neighborhood's current reliance on automobiles. It was asked if the residents might find that omission noteworthy. Zach Luckin responded that the vision statement was intended to be aspirational rather than descriptive of current conditions. While community members recognize Eastgate's present dependence on automobiles, many participants expressed a desire for safer and more convenient opportunities to walk, bicycle, and use transit in the future. The vision reflects where participants hope the neighborhood will evolve rather than simply describing existing travel behavior.

Commissioner Ting sought clarification regarding if staff believe Eastgate residents generally favor investments in bicycle and pedestrian infrastructure over vehicular improvements. Zach Luckin replied that feedback gathered through surveys, workshops, and other engagement activities indicated that the participants commonly expressed a preference for prioritizing alternative transportation options and reducing dependence on automobiles. Asked if the feedback implied support for directing future transportation investments toward those modes, Zach Luckin indicated that such an interpretation would be consistent with the aspirations expressed during the planning process.

Commissioner Keilman cautioned against characterizing the views of the participants as representing the views of a majority of all Eastgate residents given the difficulty of verifying how representative the engagement results were. Zach Luckin clarified that the references to a "majority" were intended to describe the majority of respondents and the participants who had engaged with the planning process.

Commissioner Ting asked if, based on all the data seen and staff's inherent understanding of Eastgate, the people of Eastgate want more ped/bike investments, or more vehicular investments. Zach Luckin said the majority of those who participated in the outreach efforts articulated a desire to see more investment in alternative modes of transportation. Staff believes that the positions of the respondents are reflective of the broader Eastgate population.

Commissioner Rebhuhn noted that many raised safety concerns in the Eastgate area, particularly following the opening of a local shelter and asked how such concerns could be

addressed within the planning process. Zach Luckin said the city is already addressing the issues through coordinated efforts involving homelessness outreach personnel, affordable housing staff, and the Bellevue Police Department. Increased communication and collaboration with the shelter operators and the service providers have improved monitoring and responsiveness. While acknowledging that neighborhood planning itself has limited authority over such issues, planning-related measures such as improved lighting, enhanced pedestrian design, and other environmental improvements can contribute to perceptions of safety. The city as a whole continues to work collaboratively across departments to address public safety concerns as they arise.

Answering a question asked by Commissioner Keilman, Zach Luckin explained that two to three percent reflects a typical response rate for city surveys generally. The exact Eastgate participation figures were not immediately available. Commissioner Keilman emphasized that terms such as “majority” should be used carefully and suggested that such language will normally imply feedback from a very large percentage of residents. Zach Luckin clarified that it was not being claimed that the responses came from a majority of all neighborhood residents.

Chair Magill asked if the city maintains a threshold or targets for determining when sufficient community input has been received. Zach Luckin responded that the engagement plan establishes an aspirational goal of reaching approximately five percent of the neighborhood population and said that more detailed participation data could be obtained from the city’s engagement team.

Turning to the Factoria Neighborhood Area Plan, Zach Luckin described the area as a neighborhood valued for its safety, diversity, accessibility, affordability, international character, and convenience. Community members highlighted the area’s diverse retail and dining options, employment opportunities, access to services, and transportation connectivity. Factoria’s location provides convenient access for drivers, transit users, and cyclists, including connections to regional trail systems. Based on community feedback, the draft vision statement describes Factoria as a globally connected employment and commercial center supported by diverse businesses, housing opportunities, gathering spaces, strong transit access, and a walkable, pedestrian-oriented environment.

Zach Luckin reviewed with the Commissioners the transportation-related policies for Factoria. It was stated that the mixed-use center policies focus on improving pedestrian safety, enhancing the public realm, and coordinating with transit providers to support future investments. The mobility and access policies emphasize pedestrian and bicycle improvements, congestion relief, traffic calming, wayfinding, and partnerships with transit agencies to improve service and access to regional transit facilities. The conceptual mobility and access map illustrates possible future improvements, including enhanced intersections, streetscape projects, pedestrian connections, and active transportation routes.

Commissioner Stash raised questions about the public safety concerns that had emerged during community engagement and asked if any specific measures had been discussed beyond the transportation policies themselves. Commissioner Stash also inquired about possible improvements to Factoria Mall, which community members identified as an important gathering place. Zach Luckin explained that public safety issues are primarily addressed through ongoing collaboration among housing, homelessness outreach, and police personnel rather than through specific neighborhood plan policies. Regarding the mall, it was reported that conversations have occurred with property ownership representatives. Although no immediate redevelopment or improvement plans are underway, ownership recognizes the

mall's importance as a community destination. Future investment decisions may depend in part on the eventual form and location of high-capacity transit infrastructure. In the meantime, opportunities exist for partnerships involving cultural programming, community events, and collaboration with local artists to strengthen the mall's role as a gathering space.

Commissioner Welcher focused on congestion and observed that traffic congestion appears repeatedly throughout the community feedback and asked if the draft policies adequately addressed what many participants consider a defining characteristic of Factoria. Congestion concerns have emerged despite not being prominently featured among the survey response options. Commissioner Welcher asked if the plan should include more explicit policies supporting vehicle movement and traffic flow. Zach Luckin acknowledged the significance of the congestion concerns and explained that options available through the neighborhood planning process are limited. Improvements to alternative transportation options, circulation patterns, and coordination with state transportation agencies represent some of the principal tools available through the plan. Physical constraints, particularly the need to acquire private property to expand roadways such as Factoria Boulevard, limit opportunities for traditional capacity expansion.

Kevin McDonald explained that the Mobility Implementation Plan contains citywide performance measures relating to intersection operations and travel speeds, and the Transportation Element includes policies related to congestion. The purpose of the neighborhood area plans is not to duplicate those citywide policies but rather to identify neighborhood-level connectivity needs and fill gaps in the transportation network. The neighborhood plans are intended to complement the Mobility Implementation Plan by focusing on local pedestrians, bicycle, and multimodal connections that improve access to destinations within and between neighborhoods.

Commissioner Rebhuhn pointed out that Eastgate is currently experiencing significant transportation construction projects and expressed optimism that those investments will ultimately improve traffic and congestion conditions.

Chair Magill referred to the conceptual transportation maps and asked if they represent existing conditions or future aspirations. Zach Luckin clarified that the maps are aspirational and are intended to identify desired future improvements based on community feedback rather than existing infrastructure alone. Chair Magill asked how the maps should be interpreted and Zach Luckin said the maps identify opportunities for completing and enhancing active transportation connections, including corridors where facilities currently exist but could be improved or extended. The conceptual improvements are intended to illustrate a desired future transportation network that will better connect destinations throughout the neighborhood.

With regard to an interesting question submitted by the community involving policy S-F-N24, which relates to improving safety and access in a specific area of Factoria, Commissioner Ting asked what the specific safety and access concern is. Zach Luckin explained that the policy stemmed from repeated community concerns regarding traffic congestion and safety issues near major office campuses along SE 36th Street. During peak travel periods, vehicles attempting to exit those developments often experience significant delays, particularly where access points are unsignalized. There are situations in which the queues back up onto surrounding roadways, and some drivers use turn lanes improperly to bypass the congestion, triggering conflicts among motorists, pedestrians, and bicyclists accessing nearby destinations and the Mountains to Sound Greenway Trail. The policy is intended to address both operational and safety concerns in that area.

Commissioner Ting stressed that an affinity mapping or similar technique would be helpful toward better organizing and communicating the community input. Commissioner Ting repeated the concern that multimodal surveys should explicitly include all transportation modes among their response options. Zach Luckin acknowledged the suggestions and noted that the planning team is already considering improved methods of visualizing public feedback for future neighborhood planning efforts.

Zach Luckin said the feedback from the Commission will be reviewed and incorporated as appropriate into the final draft policies. The completed draft plans for both Eastgate and Factoria will then be presented to the Planning Commission later in the month for further review.

B. 2026 Mobility Implementation Plan Update

Kevin McDonald explained that transportation plans inevitably require periodic amendments as conditions change and new policy directions emerge. A need has emerged to review several components of the Mobility Implementation Plan. Commission direction is needed before staff conduct additional analysis.

The topics identified for consideration were incorporation of the forthcoming citywide speed-limit reductions directed by the City Council; potential changes to the methodology used to evaluate pedestrian and bicycle level-of-traffic-stress; and the treatment of intersections along regional arterials and at freeway-access locations within the plan's performance framework.

The City Council recently directed preparation of an ordinance to reduce speed limits on numerous arterials throughout the city. Because speed limits are a key factor in calculating both pedestrian and bicycle levels of traffic stress, the action will be to update the Mobility Implementation Plan's maps, tables, and performance metrics once the ordinance is adopted. Speed and traffic volume are fundamental elements of the pedestrian and bicycle level-of-traffic-stress calculations; lower speed limits could significantly increase the number of corridors that meet the established performance targets. The existing maps show several corridors that do not meet the pedestrian level-of-traffic-stress targets, primarily because speed is a determining factor in the calculation. Recalculating those metrics using the revised speed limits is needed once they are adopted.

Commissioner Ting referred to the community feedback about speeding vehicles, racing activity, and excessive vehicle noise and asked if transportation officials should consider traffic-calming measures or other structural interventions to encourage compliance with the posted speed limits. Kevin McDonald said the concerns regarding the issue in specific locations, including Lake Washington Boulevard, will be shared with the staff responsible for neighborhood traffic-calming programs. Traffic enforcement falls primarily under the authority of the police department, although transportation staff can evaluate potential engineering or traffic-calming solutions and work with communities to implement appropriate measures where feasible.

There was consensus in favor of recalibrating the network performance using the revised speed limits once they are adopted.

With regard to the proposed amendment to the Mobility Implementation Plan concerning the use of the "speed limit factor" in calculating pedestrian and bicycle levels of traffic stress,

Kevin McDonald explained that when the MIP was originally developed, citywide data on actual travel speeds was not available. As a result, the plan adopted a proxy measure that multiplied the posted speed limit by 1.2 to approximate the higher-end speeds. The adjusted speed value became a key input in calculating both pedestrian and bicycle level-of-traffic-stress. Subsequent data collection has revealed that the speed-limit factor often does not accurately reflect actual vehicle speeds on many corridors. Examples from selected roadways show significant differences between the calculated speed-limit factor and measured 85th-percentile vehicle speeds. The discrepancy may be causing the bicycle and pedestrian performance measures to portray conditions that do not accurately represent the experience of travelers. Consequently, the proposal is to conduct additional analysis to evaluate how replacing the speed-limit factor with the adopted speed limit will affect the maps, tables, and performance measures contained in the Mobility Implementation Plan. The concurrence of the Commission was sought to continue that work and return with the findings at a future meeting.

Commissioner Stash noted that previous discussions had established that many motorists do travel somewhat above the posted speed limits, particularly on longer and more open roadways, and that driving behavior differs significantly between dense urban environments and higher-speed arterial corridors. Using Downtown Bellevue and corridors such as Coal Creek Parkway as examples, the suggestion was made that the current factor may overestimate speeds in some locations while potentially remaining appropriate in others. A concern was expressed about replacing the factor entirely with the adopted speed limits; it should not be assumed that motorists universally travel at the legal speed limit. Roadway context should be considered. Additional study certainly will be beneficial before any methodological change is made. Consultant Chris Breiland explained that the original research underlying the pedestrian and bicycle stress metrics was based primarily on adopted speed limits rather than actual measured speeds, even though the researchers acknowledged that some motorists exceed those limits. During the development of the Mobility Implementation Plan, staff had elected to incorporate the speed-limit factor in recognition of concerns that actual travel speeds on some roadways could be substantially higher than the speed limits. However, more recent speed data collected throughout Bellevue indicates that the speed-limit factor does not consistently match real-world conditions. In particular, Downtown corridors often operate at speeds significantly below the factor's assumptions, while other corridors may more closely align with it. It was stated that collecting comprehensive speed data citywide is costly and difficult to maintain over time, making it impractical as a permanent planning tool. For that reason, the staff believe the adopted speed limits provide a more reliable and consistently available baseline for citywide planning purposes. Actual speed data can still be collected and considered when evaluating and designing specific capital projects.

Commissioner Stash acknowledged the practical challenges associated with collecting comprehensive speed data but reiterated a concern about abandoning the speed-limit factor entirely. Speeding violations occur regularly and assuming that all motorists travel at the adopted speed limit could understate actual conditions on some roadways. While agreeing that Downtown streets and constrained urban corridors may operate close to or below the speed limits, higher-speed corridors present a different reality and should perhaps be evaluated differently. Support was voiced for additional study before making a final decision regarding the methodology.

Commissioner Ting expressed support for continuing the analysis and emphasized that the newly collected speed data provides evidence that the existing methodology may be overestimating travel speeds in many locations. Caution was expressed, however, regarding the setting of artificial speed limits. Posted speed limits should correspond to roadway design.

Traffic-calming measures are often more effective than simply lowering speed limits through signage alone. Support was voiced for advocating for transportation designs that naturally encourage drivers to travel at appropriate speeds rather than relying solely on regulatory changes.

Commissioner Ting said there are limitations within the current bicycle and pedestrian level-of-traffic-stress scoring framework. The categorical rating system can obscure meaningful differences between projects because improvements that fall short of moving a corridor into a higher performance category may still provide significant benefits. The suggestion was made that a revised methodology based on more realistic speed assumptions could improve the city's understanding of existing conditions and help identify projects that will meaningfully improve the transportation network. General support was expressed for the proposed analysis and for further examination of alternative approaches to calculating speed within the Mobility Implementation Plan.

Commissioner Stash suggested that future analysis should not be limited to a simple comparison between the existing 1.2 multiplier and the adopted speed limit. Instead, staff should examine intermediate alternatives, such as a smaller multiplier or a methodology that varies by area of the city. Kevin McDonald agreed that future analyses could include side-by-side comparisons of actual speed data, adopted speed limits, and alternative factors. Traffic-calming measures can serve as a project-level strategy for addressing performance gaps by reducing operating speeds without necessarily requiring major infrastructure investments.

Vice Chair Williams expressed support for the approach and suggested that roadway context, such as density, traffic signals, and urban form, could justify different assumptions regarding vehicle speeds in different parts of the city. Kevin McDonald agreed that additional analysis of the possibilities could be undertaken.

On the issue of arterials that perform a regional function, Kevin McDonald explained that when the Mobility Implementation Plan was originally adopted, lower volume-to-capacity targets were established for intersections in Performance Management Area 3 because those areas are predominantly residential and offer fewer transportation alternatives than denser parts of Bellevue. As staff reviewed the future-year transportation forecasts, however, several corridors, particularly major arterials such as 148th Avenue NE, appeared unlikely to meet the adopted intersection performance targets by 2045. The corridors function differently from typical neighborhood streets because they serve significant regional travel demand, including trips with origins and destinations outside Bellevue. That creates a potential mismatch between the corridor's regional transportation function and the performance expectations established for the surrounding neighborhood context.

Kevin McDonald explained that addressing a volume-to-capacity performance target gap generally involves either reducing traffic volumes or increasing roadway capacity. For many regional corridors, reducing traffic demand is difficult because much of the traffic originates outside the city and is not easily influenced by local transportation policies. Consequently, the remaining option often involves expanding roadway capacity through additional lanes or larger intersections. Such improvements can have significant consequences, including property acquisition, impacts to environmentally sensitive areas, and in some cases the need to acquire or remove existing buildings. Because of the challenges, staff believes a more comprehensive analysis is needed to determine if the current volume-to-capacity targets are appropriate for regional corridors, and to evaluate the feasibility and consequences of potential capacity improvements.

Commissioner Rebhuhn asked if the analysis would consider nearby parallel corridors that could potentially absorb some traffic from heavily congested roadways such as 148th Avenue NE. Kevin McDonald acknowledged that parallel routes, including nearby arterial corridors, provide alternative travel paths, and noted that their current performance generally remains within the adopted targets. However, some corridors, such as Bellevue Way and Coal Creek Parkway, lack parallel alternatives and therefore present different challenges.

Chris Breiland added that the regional travel model already accounts for congestion by distributing traffic toward routes that provide the fastest travel times. Consequently, much of the diversion to parallel routes is already reflected in the forecast results. While additional operational improvements on adjacent corridors could be examined, such measures will likely have only a limited effect on relieving congestion along major regional corridors because many travelers are already choosing the most efficient route available.

Commissioner Rebhuhn followed up by suggesting that localized operational improvements, such as converting a four-way stop on a parallel arterial into a roundabout, might improve traffic flow and encourage additional route diversion. Chris Breiland agreed that such site-specific improvements could be evaluated as part of future analyses.

Commissioner Ting asked for clarification regarding the definition of a “regional corridor.” Kevin McDonald explained that they are arterial roadways that span large portions of the city and serve significant travel demand extending beyond Bellevue’s boundaries. Examples cited included 148th Avenue NE, Bellevue Way, and Coal Creek Parkway. Regional corridors are facilities that accommodate trips whose origins and destinations are frequently outside Bellevue, such as travel between I-90 and employment centers in neighboring communities.

Commissioner Ting asked how congestion on the regional corridors affects nearby streets. Chris Breiland explained that Bellevue’s street network differs from a traditional grid because many residential streets are discontinuous and designed as loops, cul-de-sacs, and other configurations that limit through travel. As a result, regional traffic generally does not divert extensively onto local neighborhood streets. Instead, overflow traffic tends to shift to other nearby arterial roadways. Examples were provided showing how traffic may redistribute between major corridors such as Bellevue Way and 112th Avenue NE, while local residential streets typically experience only limited diversion because they do not provide practical routes for longer regional trips.

Commissioner Ting expressed concern that changes to the volume-to-capacity targets for regional corridors could unintentionally encourage additional traffic to shift onto parallel arterial routes such as 140th Avenue NE and 156th Avenue NE. Motorists often choose alternative routes when congestion increases on 148th Avenue NE. Creating a special designation for regional corridors could result in greater congestion spreading to neighboring roadways. Chris Breiland responded that the existing 2045 traffic modeling already accounts for route choice behavior and congestion-related diversion. The projected traffic volumes on 140th Avenue NE and 156th Avenue NE reflect the tendency of motorists to select the fastest available route. However, while congestion may influence how local travelers choose among parallel arterials, it does not necessarily alter broader regional travel patterns. Commissioner Ting remained concerned that changes to corridor classifications or performance expectations could have unintended consequences for surrounding neighborhoods and urged careful consideration of those impacts.

Commissioner Stash voiced support for conducting further study but cautioned against modifying the performance targets simply to improve the appearance of transportation system performance. There is a natural tendency to want all indicators to show favorable results, yet a corridor's designation on a map should accurately reflect real-world conditions. Some corridors may remain congested for years because practical solutions are limited. Maintaining an unfavorable performance rating may be more honest than altering targets to achieve a better result.

Senior Transportation Planner Michael Ingram expanded on the point by discussing the broader system implications of capacity expansion projects. Using a previous evaluation of Bellevue Way as an example, it was explained that increasing roadway capacity can sometimes attract additional regional traffic rather than simply improving conditions for local users. In the example cited, adding capacity could have drawn vehicles away from I-405 and onto city streets, effectively encouraging more regional traffic to use Bellevue's transportation network. The city's transportation policies generally do not seek to expand local roadways solely to accommodate regional travel demand. The implications of any capacity improvements must be considered from a systemwide perspective.

Vice Chair Williams observed that revising performance targets could be perceived as an attempt to make conditions appear better on paper rather than improve actual traffic operations. Lowering the targets if the underlying congestion problem remains unchanged is questionable. There may be value in distinguishing between an aspirational target and a realistic operational condition. The question asked was what would justify changing the performance metric rather than simply acknowledging that some corridors are likely to remain congested. In response, Kevin McDonald clarified that the intent of the proposed analysis is not to recommend a particular outcome but rather to understand the consequences of various options. The analysis will examine what level of improvement could be achieved through capacity enhancements and what tradeoffs will accompany those improvements. Potential impacts could include substantial financial costs, environmental consequences, property acquisition requirements, or negative effects on pedestrian and bicycle facilities resulting from wider intersections and roadways. The goal is to provide the Commission with information regarding the benefits and costs of addressing volume-to-capacity performance target gaps so that informed policy decisions can be made. The Mobility Implementation Plan is designed to identify areas requiring attention rather than prescribe specific solutions.

Commissioner Ting said the targets should reflect the goals as well as the realities on the ground. Strong opposition was expressed to lowering the performance targets merely to make congested corridors appear compliant. Drawing on personal experience living near one of the affected corridors, Commissioner Ting argued that residents expect transparency regarding traffic conditions and will view a change to the targets as an attempt to obscure persistent problems. Although some congestion issues may not be immediately solvable, the city should continue to acknowledge them honestly and pursue creative or innovative solutions where possible. Bellevue has previously modified congestion-related targets. Repeatedly lowering expectations rather than addressing underlying challenges is not the right approach. A preference was voiced for retaining the current targets and maintaining accountability even if certain corridors continue to fail to meet adopted performance targets.

Chair Magill summarized the broader concerns expressed by the Commissioners and members of the public, including the comments received from business representatives, neighborhood residents, and other stakeholders. Many participants view the proposed review of regional corridor targets as potentially lowering the bar rather than solving transportation problems. The

staff were encouraged to address those concerns directly when returning with future analysis, and to clearly explain the rationale behind any proposed changes. Kevin McDonald agreed and confirmed that the requested direction was to proceed with the analysis and return with options rather than to modify any targets at the current time.

Chair Magill requested that future presentations clearly explain why a change to a target might be warranted and what alternatives exist. Kevin McDonald agreed to develop the analysis, explore possible approaches for addressing identified performance gaps, and return with options for Commission consideration.

Commissioner Ting asked the other Commissioners if they favored investigating changes to the targets or maintaining the existing framework.

Vice Chair Williams stated a preference for staff returning with additional analysis and options, adding that the Commission appears generally reluctant to modify the targets without a compelling justification.

Commissioner Stash agreed and emphasized that if a corridor remains yellow or otherwise fails to meet the adopted target, the condition should be acknowledged honestly unless a substantial and well-supported reason exists to alter the target.

Chair Magill concurred, noting a personal preference for maintaining the existing targets unless a particularly persuasive case could be made for modification.

Commissioner Keilman expressed a stronger position, arguing that there is little value in further studying changes to the targets because doing so will not alter actual conditions at the affected intersections. The current targets should simply be upheld and used as the benchmark against which conditions are measured.

Commissioner Rebhuhn indicated agreement with the sentiments already expressed.

Kevin McDonald introduced a related topic involving intersections that serve freeway access functions and similarly fail to meet the volume-to-capacity targets. The locations face challenges comparable to those discussed for regional corridors. Direction was sought from the Commission in regard to conducting additional analysis to examine the constraints associated with improving conditions at freeway-access intersections and identifying potential options for addressing performance gaps.

Commissioner Stash suggested the same principles discussed previously should apply in the context. Staff should focus on identifying creative solutions and evaluating potential projects while maintaining the existing performance targets rather than lowering expectations.

Commissioner Ting agreed but raised a broader concern regarding the implications of creating a new category of corridor with different volume-to-capacity targets. Introducing a new classification system will effectively alter how transportation performance is represented on city maps and could have implications for adjacent neighborhoods. A concern was expressed that residents living along affected corridors might find it difficult to accept being reclassified into a category associated with regional traffic movement rather than neighborhood-oriented transportation planning. Such a change could fail to acknowledge the lived reality of residents who view the areas primarily as neighborhoods rather than transportation corridors.

Kevin McDonald summarized the next steps and explained that the July meeting will include updated maps, tables, and figures reflecting the newly adopted speed-limit changes as well as the results of the analysis concerning the speed-limit factor used in bicycle and pedestrian level-of-traffic-stress calculations. Additional work on regional corridors and freeway-access intersections will continue into the third quarter of the year, with future discussions focusing on the findings and potential options identified through that analysis.

8. APPROVAL OF MINUTES

A. May 14, 2026

A motion to approve the minutes was made by Commissioner Keilman. The motion was seconded by Commissioner Ting and the motion carried unanimously.

9. UNFINISHED BUSINESS – None

10. NEW BUSINESS – None

11. REVIEW OF COMMISSION CALENDAR

Kevin McDonald took a few minutes to review the calendar of upcoming meeting dates and agenda items.

12. ADJOURNMENT

Chair Magill adjourned the meeting at 8:45 p.m.

Secretary to the Transportation Commission

Date