



Bellevue Transportation Commission

Commissioners:

Karen Stash, Chair
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 Susanna Keilman
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 Albert Ting
 Anthony Welcher
 Kay Williams

City Council Liaison:

Jared Nieuwenhuis,
 Councilmember

Staff Contact:

Kevin McDonald, AICP
 425-452-4558
 kmcDonald@
 bellevuewa.gov

Date: September 11, 2025

To: Bellevue Mayor Lynn Robinson and Councilmembers

From: Transportation Commission

Subject: Transmittal of the Mobility Implementation Plan Update

On September 11, 2025, the Transportation Commission voted unanimously to recommend the 2025 update to the Mobility Implementation Plan (MIP) to the City Council.

The update to the MIP implements Transportation Element policy TR-28.

***TR-28.** Engage the community to evaluate and modify the Mobility Implementation Plan as needed, in concert with each periodic update of the Comprehensive Plan, or as warranted by changed circumstances.*

The Commission believes both situations identified in policy have occurred and that an update to the MIP is warranted at this time.

Rather than undertaking a complete update of the award-winning MIP, the Commission focused on addressing the additions and changes needed since the adoption of the original MIP on April 18, 2022. During the Winter and Spring of 2025, the Commission worked with staff and heard from the community during study sessions on various MIP update topics. For each topic, the Commission provided a recommendation. This update to the MIP aggregates each of our recommendations into a comprehensive document.

Specific new or amended topics in the MIP are:

- New Pedestrian Level of Pedestrian Stress (PLTS) provides performance metrics and performance targets for the pedestrian network along arterials.
- New Bicycle Level of Traffic Stress (BLTS) for intersections along bicycle network corridors to ensure that the intended comfort and safety for riders on the bicycle network corridors is maintained across intersections.
- Added an alternate to the Spirit Ridge-Sammamish Connection Priority Bicycle Network Corridor along the East Bellevue Greenway east of 164th Avenue. The greenway is on local streets with a speed limit of 20 mph, which achieves BLTS 1, comfortable for riders of all ages and abilities.
- Updated maps, tables and figures to reflect currently available data as some of the data in the MIP is over 5 years old.

- Incorporate and replace the 2009 Pedestrian and Bicycle Transportation Plan, recognizing that the prescribed project descriptions for the active transportation networks are outdated and can lead to confusion for private developers and the designers of city capital projects. Sometimes, the specific project listed in the 2009 Pedestrian and Bicycle Transportation Plan is not one that that city would build today, given evolving best practices. The Pedestrian Level of Traffic Stress and Bicycle Level of Traffic Stress in the MIP provide consistent guidance for developing project concepts to meet the performance targets for the active transportation networks. Also, the trail network maps and project descriptions from the 2009 Pedestrian and Bicycle Transportation Plan are included in their entirety in the MIP as Appendix A.

The MIP defines the performance metrics and sets the performance targets for each mode and identifies where the existing performance does not meet the target. Then, each performance target gap is scored against the four goals of the MIP. For the highest scoring performance target gaps, a project concept is developed and referred for consideration in the update to the Transportation Facilities Plan.

We appreciate the opportunity to work on the update to the Mobility Implementation Plan and to recommend it to the Council for your consideration. All of us on the Transportation Commission believe that the updated Mobility Implementation Plan will continue to serve our diverse and growing community for years to come.