Mobility Implementation Plan Update

Transportation Commission

April 24, 2025

Kevin McDonald

Chris Breiland

FEHR PEERS

April 24, 2025 Agenda

1. Review BLTS approvals from March 27

2.
   - Repeal MIP Table 4, Refer to TR Design Manual, NACTO, AASHTO
   - Add BLTS targets to MIP Figure 12

3. MIP Next Steps Calendar

Meeting Outcomes

Seeking TC Concurrence

For Information

March 27 Action: Update MIP Table 3

Recommended UPDATED MIP Table 3

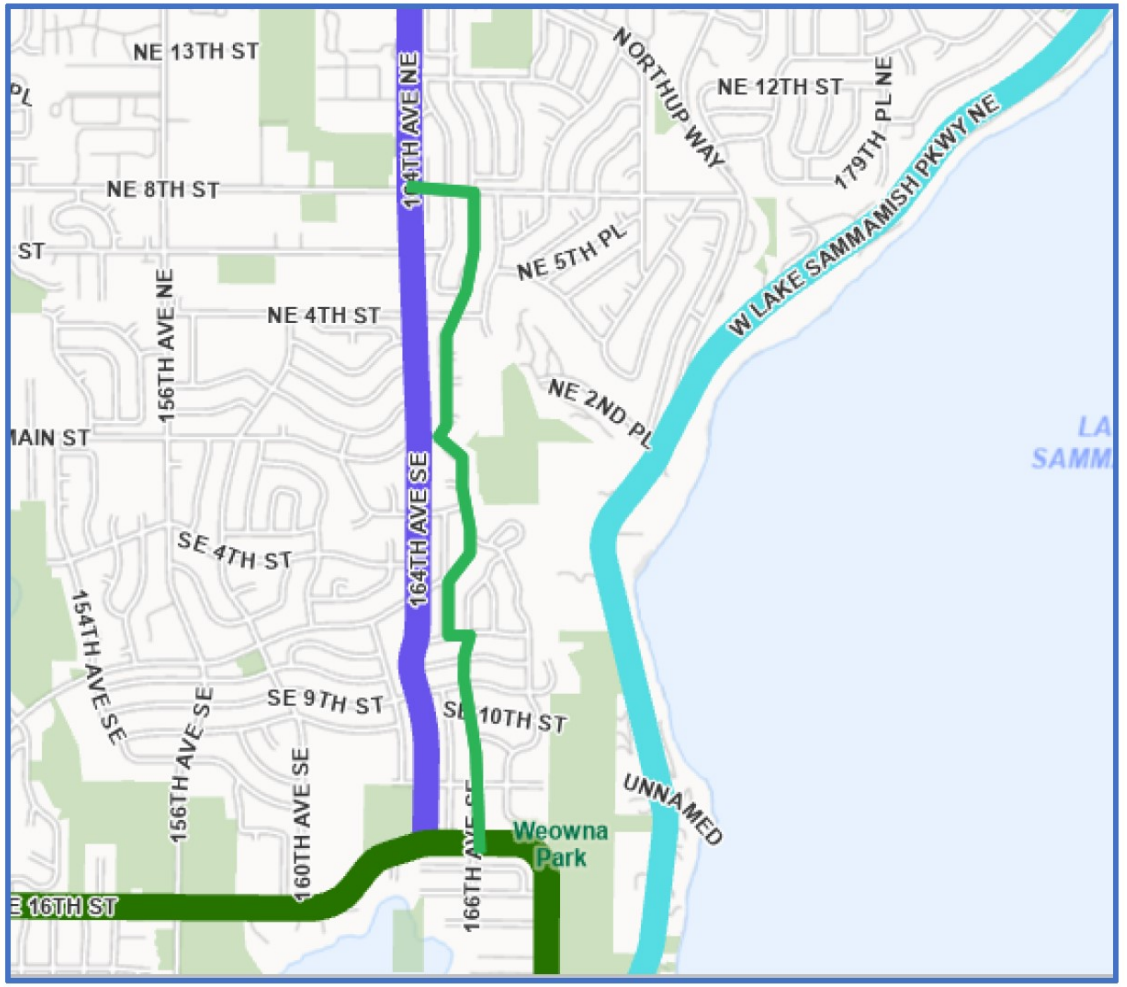
Bicycle Level of Traffic Stress: BLTS 1 / BLTS 2 / BLTS 3 / BLTS 4		Bicycle Facility Components					
Arterial Characteristics		No Marking	Sharrow Lane Marking	Striped Bike Lane	Buffered Bike Lane (Horizontal)	Protected Bike Lane (Vertical)	Shared Use Path
Arterial Actual/Estimated Travel Speed	Arterial Daily Traffic Volume						
≤30	≤3k	1					
	>3k-7k			2			
	>7k						
>30-36 mph	≤10k						
	>10 -25k				3		
	>25k						
>36-42 mph	≤25k						
	>25k						
>42	Any				4		

Formerly:
Posted
Speed Limit

Formerly:
Physically
Separated
Bikeway

March 27 Action: Priority Bicycle Corridor: Add East Bellevue Greenway Alternate:

Recommended adding East Bellevue Greenway ✓



Spirit Ridge-Sammamish River Connection

"East Bellevue Greenway"

BLTS: Repeal MIP Table 4

On March 27, Commissioners requested more information regarding the BLTS performance targets for intersections

3/27. Staff sought TC Concurrence:
Repeal MIP Table 4. For intersection treatments on bicycle network corridors refer to the Bellevue Transportation Design Manual in MIP

Table 4: Bicycle Facility Components at an Intersection

Bicycle LOS/LTS	Bike Signal	Street Crossing	Approach to Intersection	Approach to Intersection with Right Turn Lane
1	Bike Signal	Green solid or skip-stripe	Green bike box	Curb ramp to wide sidewalk, Dutch Intersection
2	Bike Signal	Skip stripe	Bike box	Green bike lane to left of turn lane
3	Green Cycle Length	Sharrow lane markings	Automatic signal actuation	Bike lane to left
4	No specific design guideline for LTS/LOS 4			
Trail or Mid-Block Crossing	Full signal or HAWK or RRFB	Green solid or skip-stripe	N/A	N/A

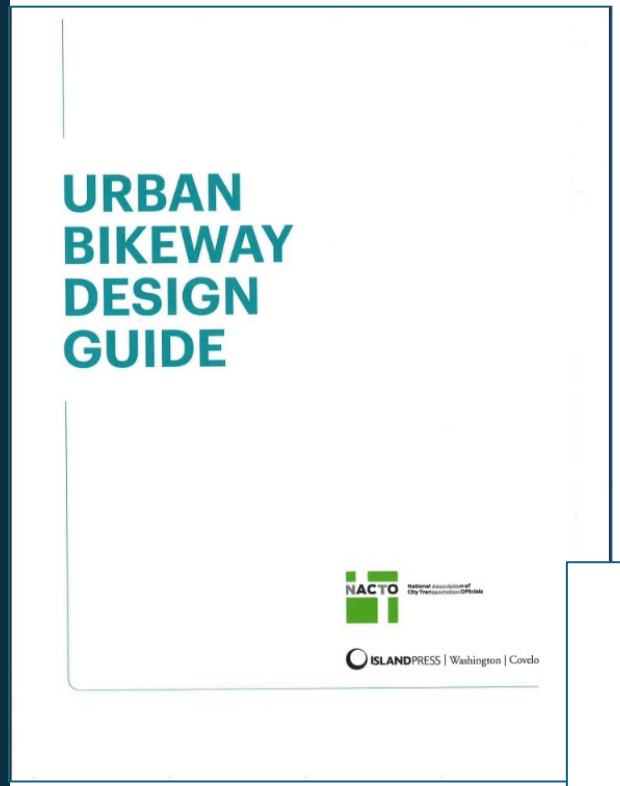
Amend Bicycle Network Corridor Map to include BLTS Target at Network Intersections

3/27. Staff sought TC Concurrence:
Amend MIP Figure 12 to include BLTS Target for intersections along bicycle network corridors.

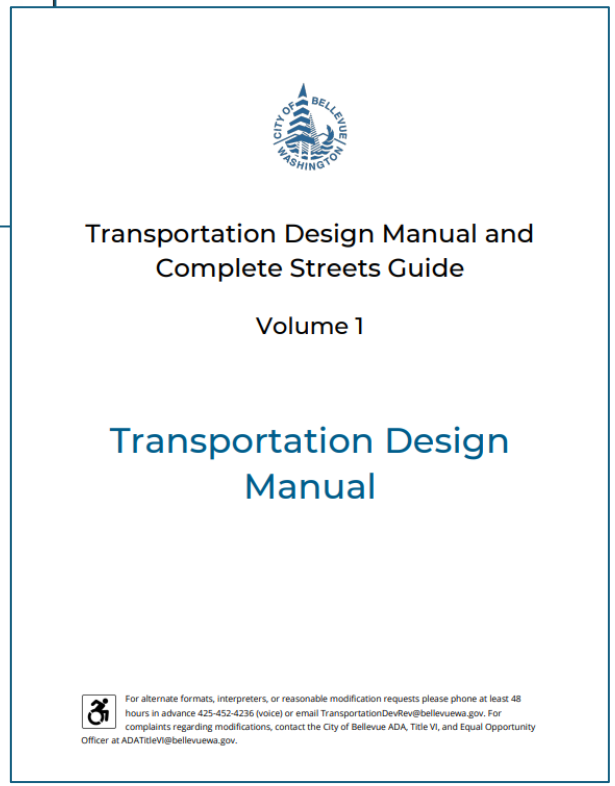
BLTS: Intersection Performance Targets

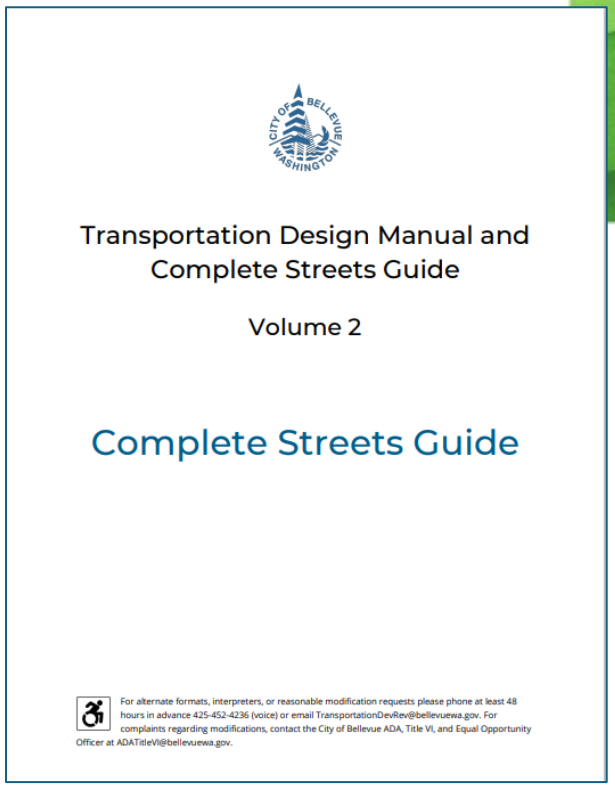
- Staff recommends removing prescriptive Table 4 from the MIP
- Each intersection is unique. Design must consider context rather than a prescriptive table
- Guidance and tools: Bellevue Transportation Design Manual, National Association of City Transportation Officials (NACTO) and American Association of State Highway and Transportation Officials (AASHTO)
- Guidance and tools are applied by staff with engineering judgement in the context of each intersection to achieve the Bicycle Level of Traffic Stress target

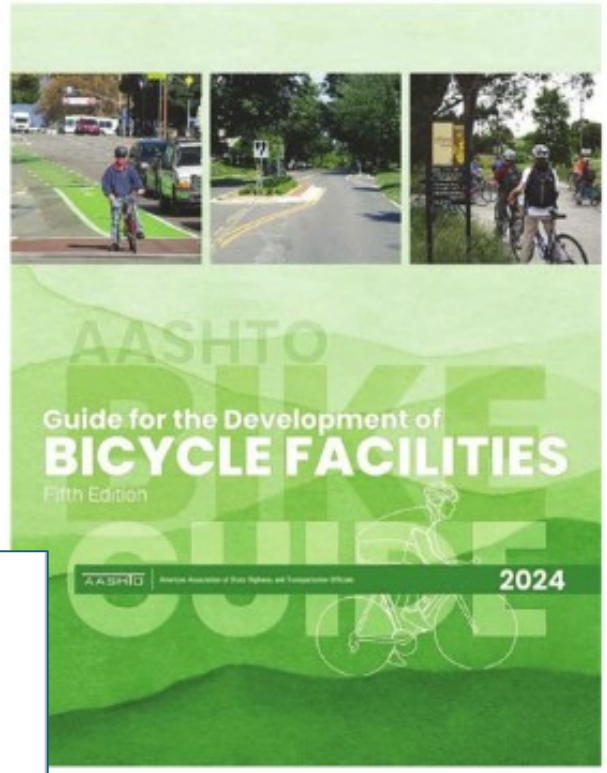
Tools and resources to help inform decisions on treatments for bicycle network intersections to achieve the Bicycle Level of Traffic Stress performance target



NACTO
National Association of City Transportation Officials





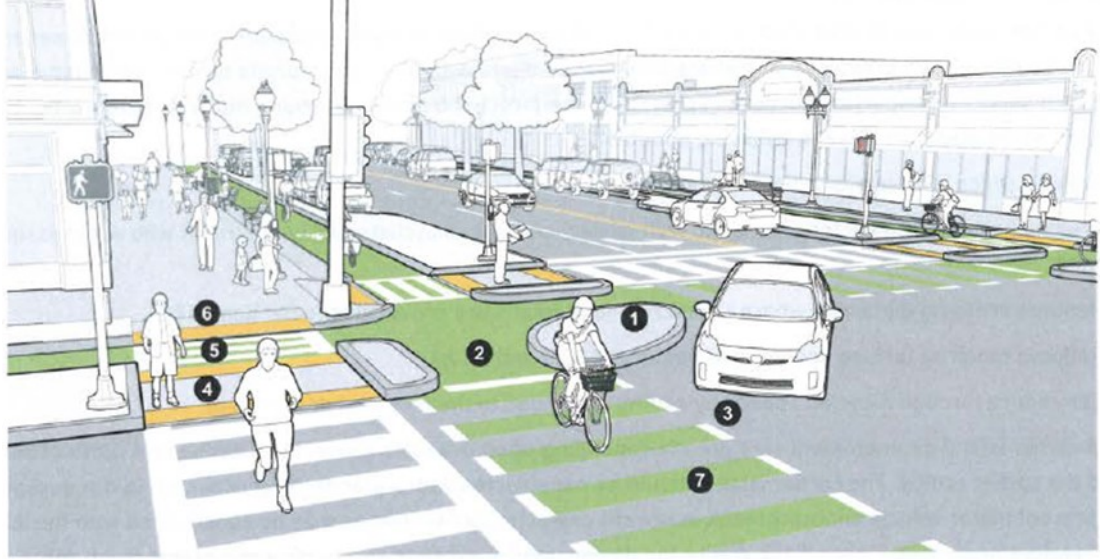


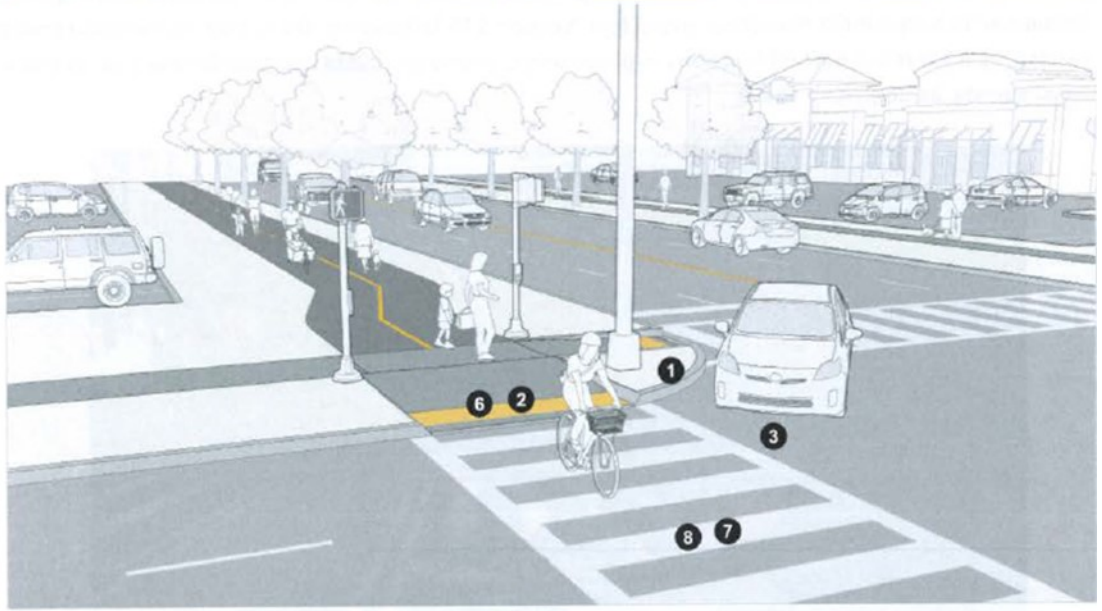
AASHTO
American Association of State Highway and Transportation Officials

BLTS: At Intersections

BLTS design treatments may include features shown in Figure 7-14 from AASHTO

Bellevue Intersection Examples:





1. corner island
2. forward bicycle queuing area
3. motorist yield zone
4. pedestrian refuge median
5. pedestrian crossing of the separated bike lane
6. pedestrian curb ramp
7. bicycle crossing of travel lanes
8. pedestrian crossing of travel lanes

Figure 7-14: Elements of Protected Intersections for Separated Bike Lanes and Side Paths

Seeking Commission Concurrence
Repeal MIP Table 4

1. **Questions and clarification**

2. **Seeking TC Concurrence: Repeal MIP Table 4. For intersection treatments on bicycle network corridors refer to the Bellevue Transportation Design Manual in MIP narrative**

Table 4: Bicycle Facility Components at an Intersection

Bicycle LOS/LTS	Bike Signal	Street Crossing	Approach to Intersection	Approach to Intersection with Right Turn Lane
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Intersection design tools for the bicycle network facilities are in the Transportation Design Manual, and guidance from NACTO and AASHTO. Tools and guidelines are intended to be applied with engineering judgement in the context of each intersection to achieve the intended BLTS performance target.

Amend Bicycle Network Corridor Map to include BLTS Target at Network Intersections

1. Questions and clarification

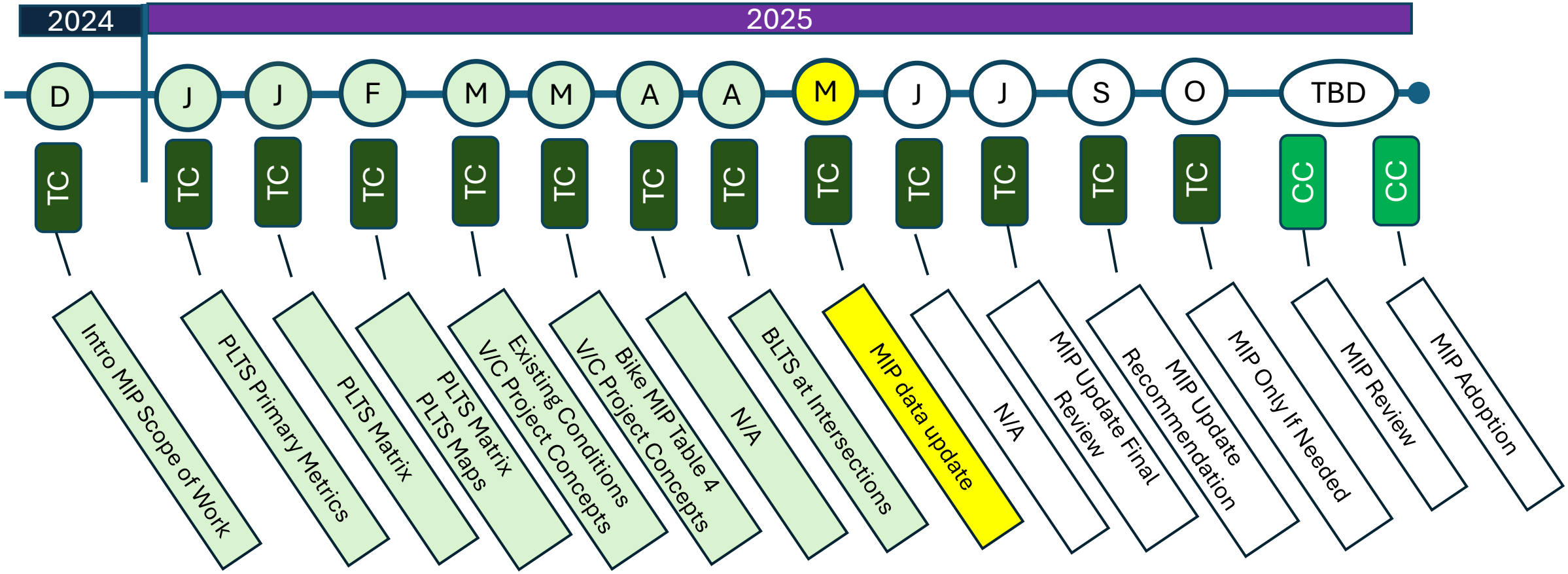
2. **Seeking TC Concurrence: Amend MIP Figure 12 to include BLTS Target for intersections along bicycle network corridors.**

Note: Only intersections of two bicycle network corridors are shown on the map. Intersections along a bicycle network corridor will have the same BLTS target as the corridor

Mobility Implementation Plan Update

TC. Transportation Commission

CC. City Council



Thank You!

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