

Mobility Implementation Plan Update

Transportation Commission
May 8, 2025

Molly Johnson

Chris Breiland



FEHR & PEERS



May 8, 2025 Agenda

1

**Review
BLTS
approval
from April
24**

2

- Updates to maps, tables and figures
- Integrate the 2009 Pedestrian and Bicycle Transportation Plan into the MIP

3

**MIP
Next Steps
Calendar**

**Meeting
Outcomes**

**For
Information**

**For
Information**

April 24 Action: Repeal MIP Table 4



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

On April 24, Commissioners requested a graphic representation for how BLTS could be achieved through an intersection. Staff will provide.

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.

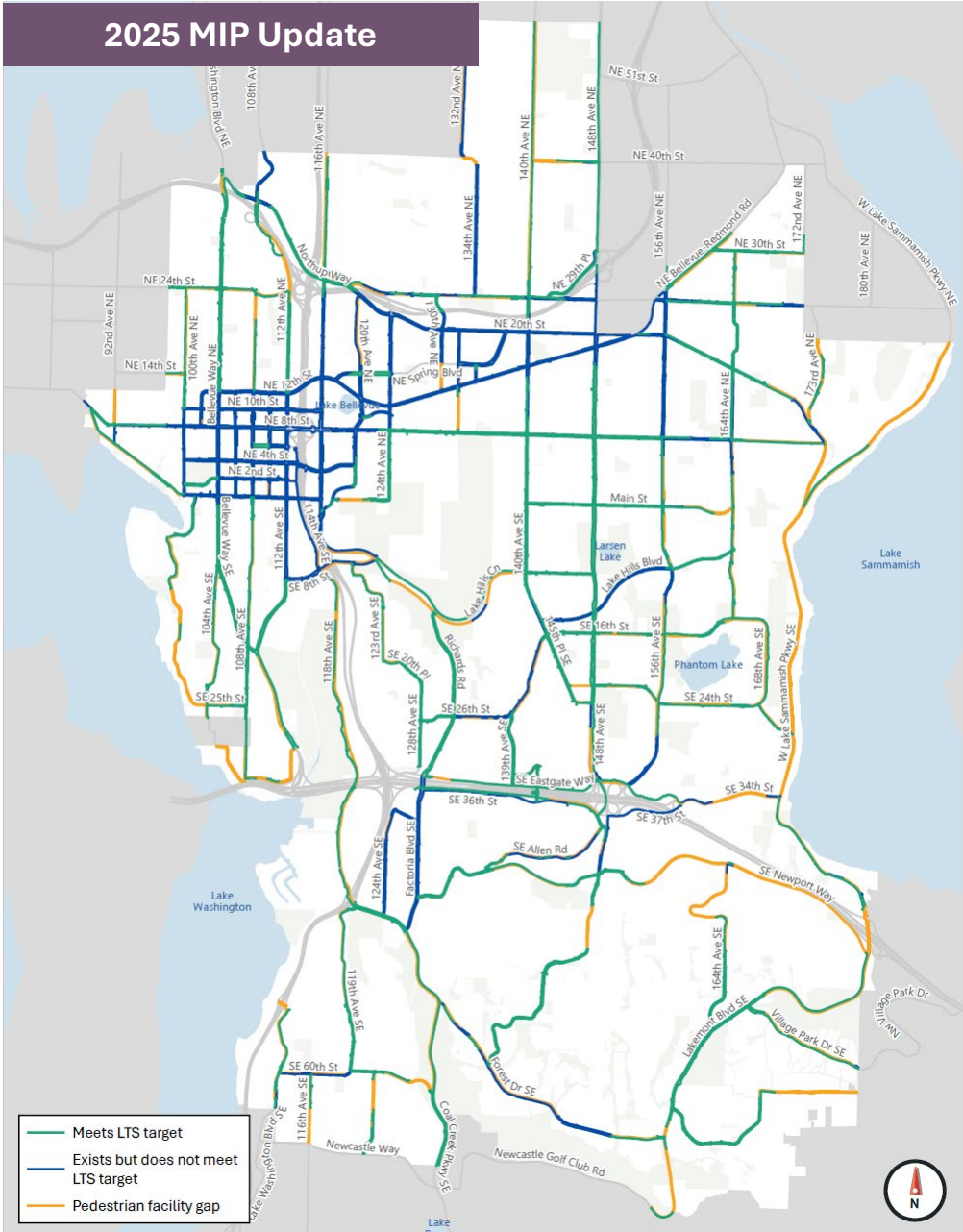
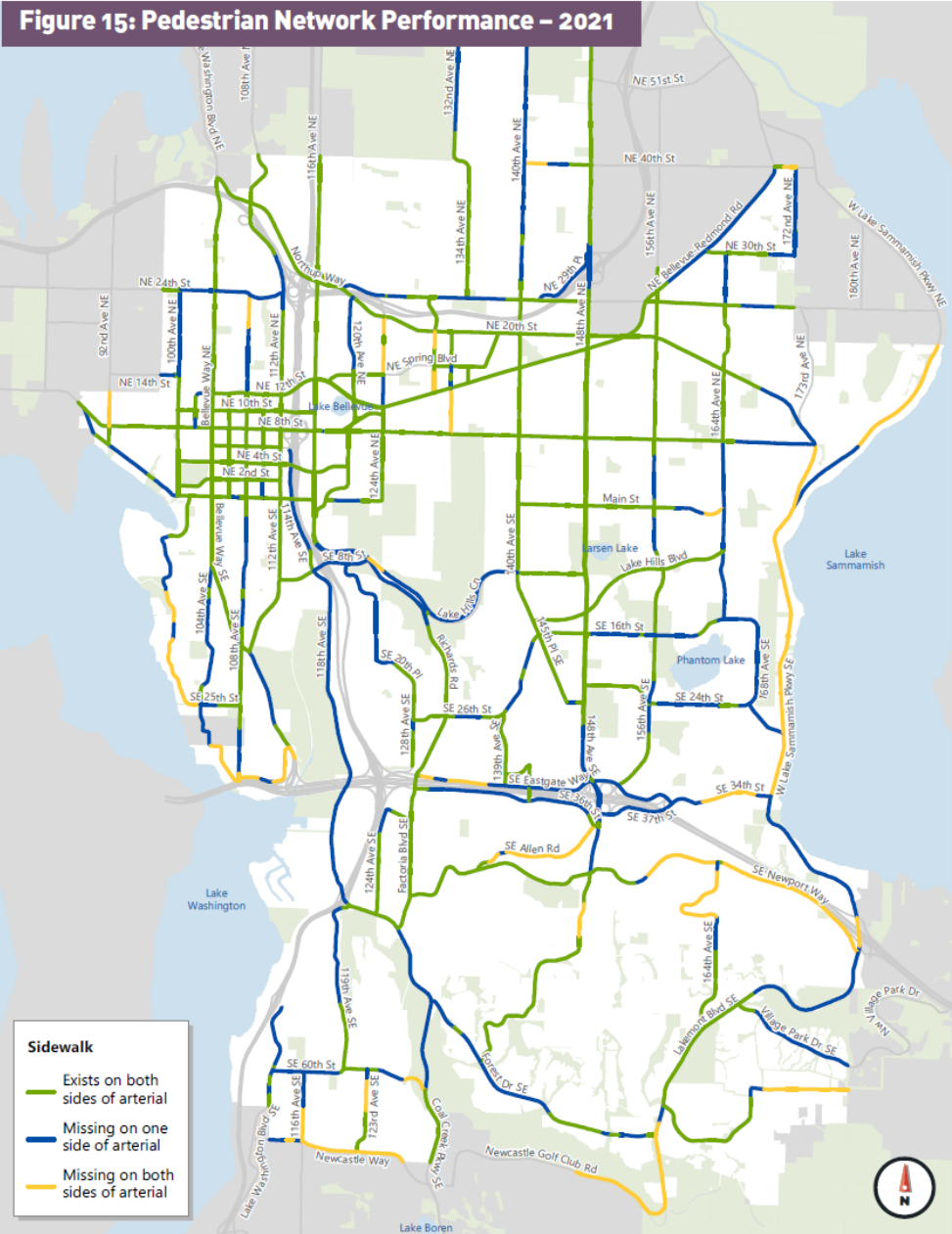
April 24 Action: Amend Bicycle Network Corridor Map to include BLTS Target at Network Intersections



2025 MIP Update: Maps, Figures Tables

- MIP adopted in 2022 with data that reflects 2019 conditions
- Update will include updates with up-to-date information
 - Significant amounts of data and analysis from the Comprehensive Plan Environmental Impact Statement is used for the MIP
 - New data/facilities are available as a result of implementing city projects and through development review
 - Examples of tables/figures to be updated:
 - PLTS Network Performance Metrics
 - BLTS Network Performance

PLTS



PLTS

Table 8: Existing (2021) Pedestrian Network Performance Target Results

Citywide	Sidewalk on Both Sides	Sidewalks on One Side	Sidewalk Gaps
Miles	77	44	17
Proportion of Total	56%	32%	12%

Locations within the PMA		Sidewalk on Both Sides	Sidewalks on One Side	Sidewalk Gaps
Type 1 High Density Mixed-Use	Downtown	95%	5%	0%
	BelRed	86%	8%	6%
	Wilburton/ East Main	75%	25%	0%
Type 2 Medium Density Mixed-Use	Crossroads	100%	0%	0%
	Eastgate	29%	63%	8%
	Factoria	70%	28%	2%
Type 3 Residential		47%	37%	16%

2025 MIP Update

City Wide Pedestrian Network	Pedestrian Facility Meets LTS Target	Pedestrian Facility Does Not Meet LTS Target	Pedestrian Facility Gaps
Miles	93	67	61
Proportion of Total	35%	32%	33%

		Pedestrian Facility Meets PLTS Target	Pedestrian Facility Does Not Meet PLTS Target	Pedestrian Facility Gaps
Type 1 High Density Mixed-Use	Downtown	6%	93%	1%
	BelRed	3%	92%	5%
	Wilburton/East Main	6%	82%	12%
Type 2 Medium Density Mixed-Use	Crossroads	45%	55%	0%
	Eastgate	57%	29%	14%
	Factoria	37%	59%	4%
Type 3 Residential		43%	11%	46%

Figure 17: Bicycle Network Performance - 2021

— Meets LTS target
 — Exists but does not meet LTS target
 — Bicycle facility gap

2025 MIP Update

Meets LTS target

Exists but does not meet LTS target

Bicycle facility gap

BLTS

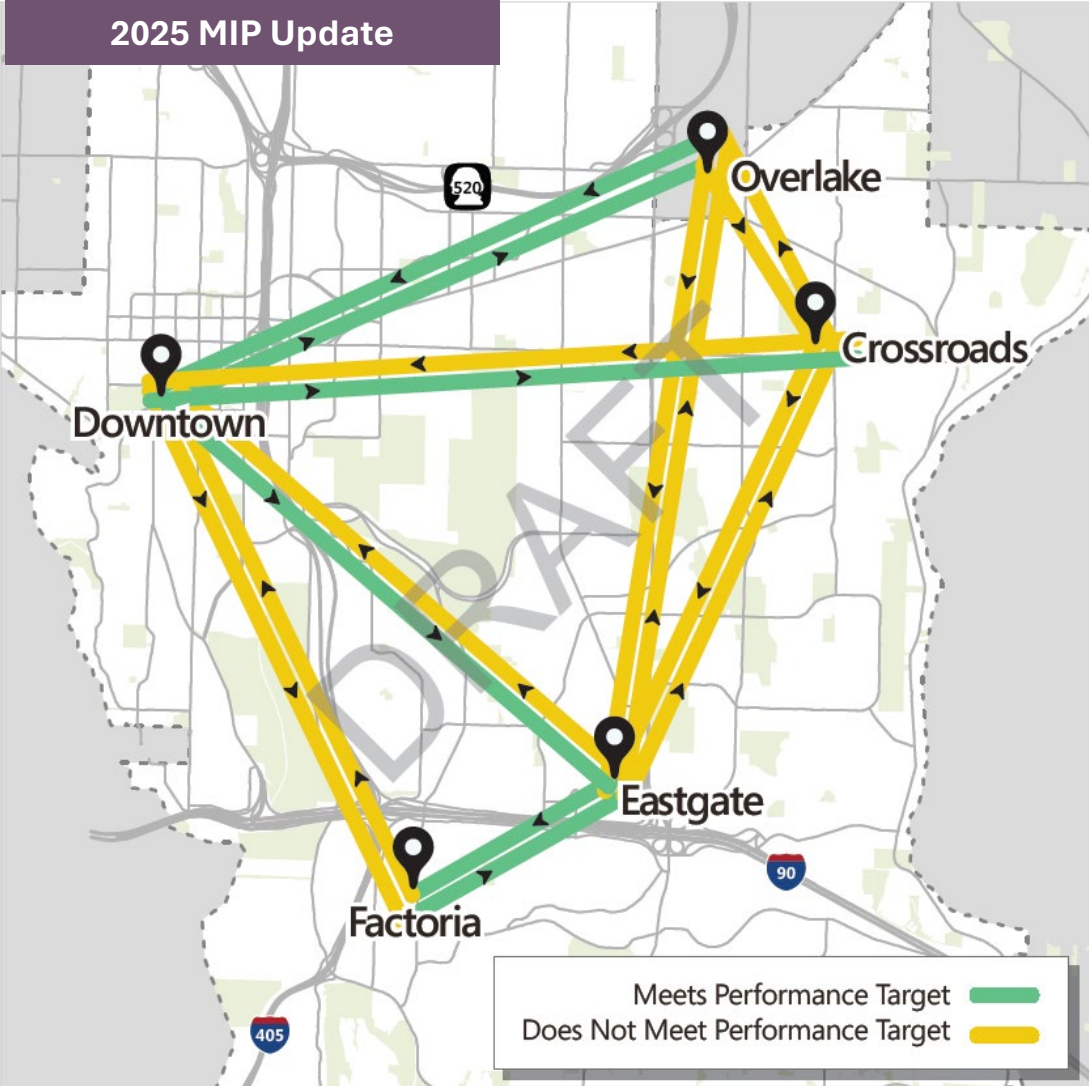
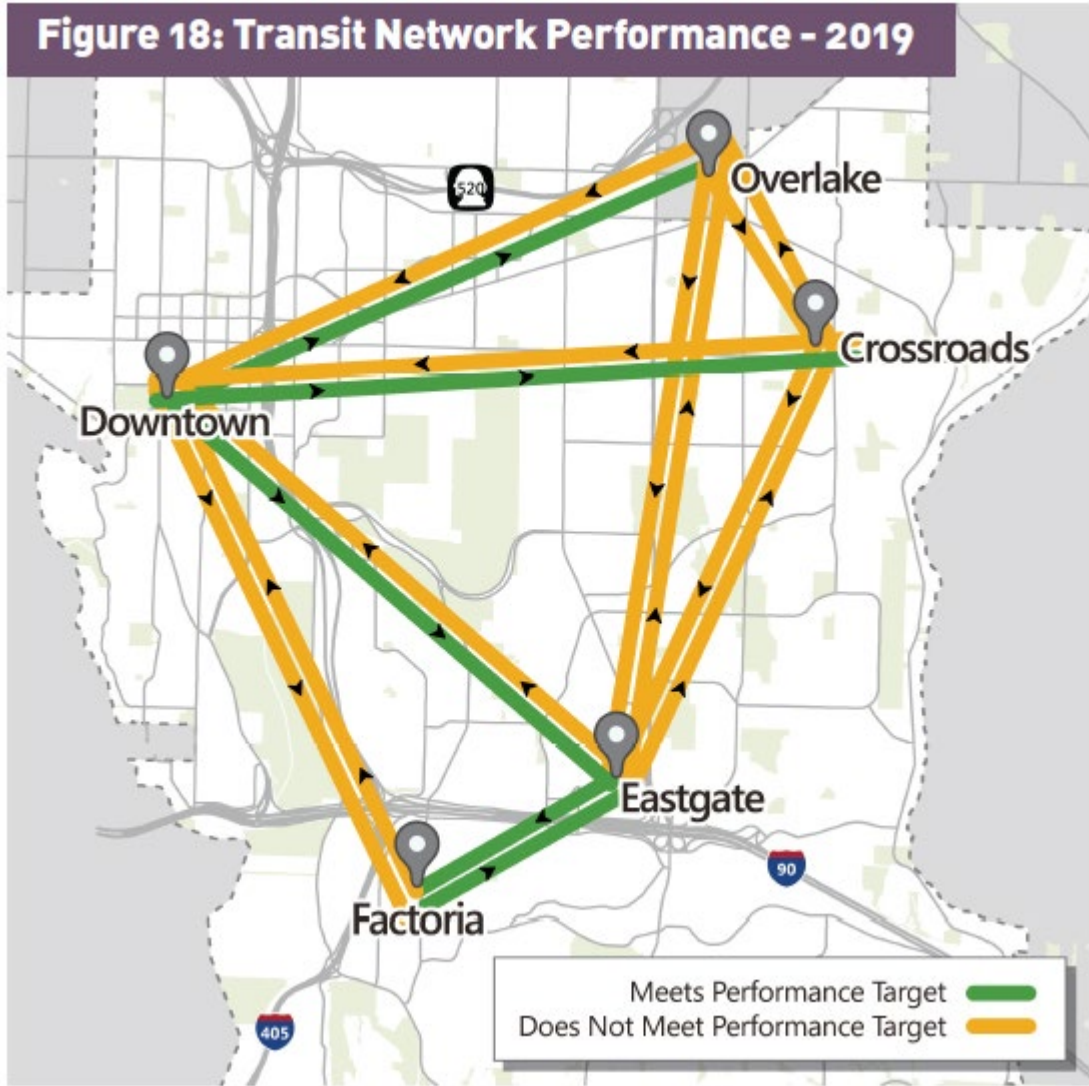
Table 9: Existing (2021) Bicycle Network Performance Target Results

			Facilities that Meet LTS	Facilities Do Not Meet LTS	Facility Gaps
Citywide	Miles		72	33	33
	Proportion of Total		52%	24%	24%
Performance Management Area	Type 1 High Density Mixed-Use	Downtown	27%	36%	37%
		BelRed	37%	8%	55%
		Wilburton/East Main	47%	14%	38%
	Type 2 Medium Density Mixed-Use	Crossroads	1%	59%	40%
		Eastgate	60%	24%	16%
		Factoria	58%	27%	15%
	Type 3 Residential		57%	25%	18%
Priority Bicycle Corridor	Enatai-Northtowne		93%	7%	0%
	Lake Washington Loop		65%	25%	10%
	Eastrail		23%	0%	77%
	Somerset-Redmond		62%	17%	21%
	Spiritridge-Sammamish		44%	56%	0%
	West Lake Sammamish Pkwy		25%	75%	0%
	SR 520 Trail		77%	23%	0%
	Downtown-Overlake		41%	10%	49%
	Lake-to-Lake Trail		41%	21%	38%
	Mountains to Sound Greenway		32%	26%	42%
	Coal Creek-Cougar Mountain		55%	39%	6%
	Total		50%	28%	22%

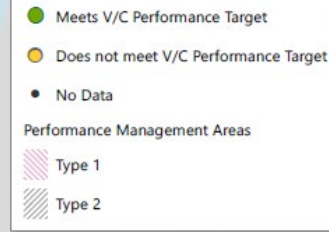
2025 MIP Update






		City Wide Bicycle Network	Bicycle Facility Meets LTS Target	Bicycle Facility Does Not Meet LTS Target	Bicycle Facility Gaps
		Miles	69	33	114
		Proportion of Total	32%	15%	53%
			Bicycle Facility Meets BLTS Target	Bicycle Facility Does Not Meet BLTS Target	Bicycle Facility Gaps
Type 1 High Density Mixed-Use	Downtown		14%	32%	54%
	BelRed		31%	6%	63%
	Wilburton/East Main		32%	19%	49%
Type 2 Medium Density Mixed-Use	Crossroads		1%	17%	82%
	Eastgate		43%	30%	27%
	Factoria		54%	33%	13%
Type 3 Residential			32%	13%	55%

Priority Bicycle Corridor		Bicycle Facility Meets BLTS Target	Bicycle Facility Does Not Meet BLTS Target	Bicycle Facility Gaps
Enatai-Northtowne		57%	32%	11%
Lake Washington Loop		34%	59%	7%
Eastrail		84%	0%	16%
Somerset-Remond		14%	49%	37%
Spiritridge-Sammamish		22%	31%	47%
West Lake Sammamish Pkwy		42%	0%	58%
SR 520 Trail		36%	64%	200%
Downtown-Overlake		50%	5%	45%
Lake-to-Lake Trail		24%	22%	54%
Mountains to Sound Greenway		38%	38%	24%
Coal Creek-Cougar Moutain		30%	25%	45%
Total		30%	24%	46%



Preliminary Findings - Subject to Future Updates

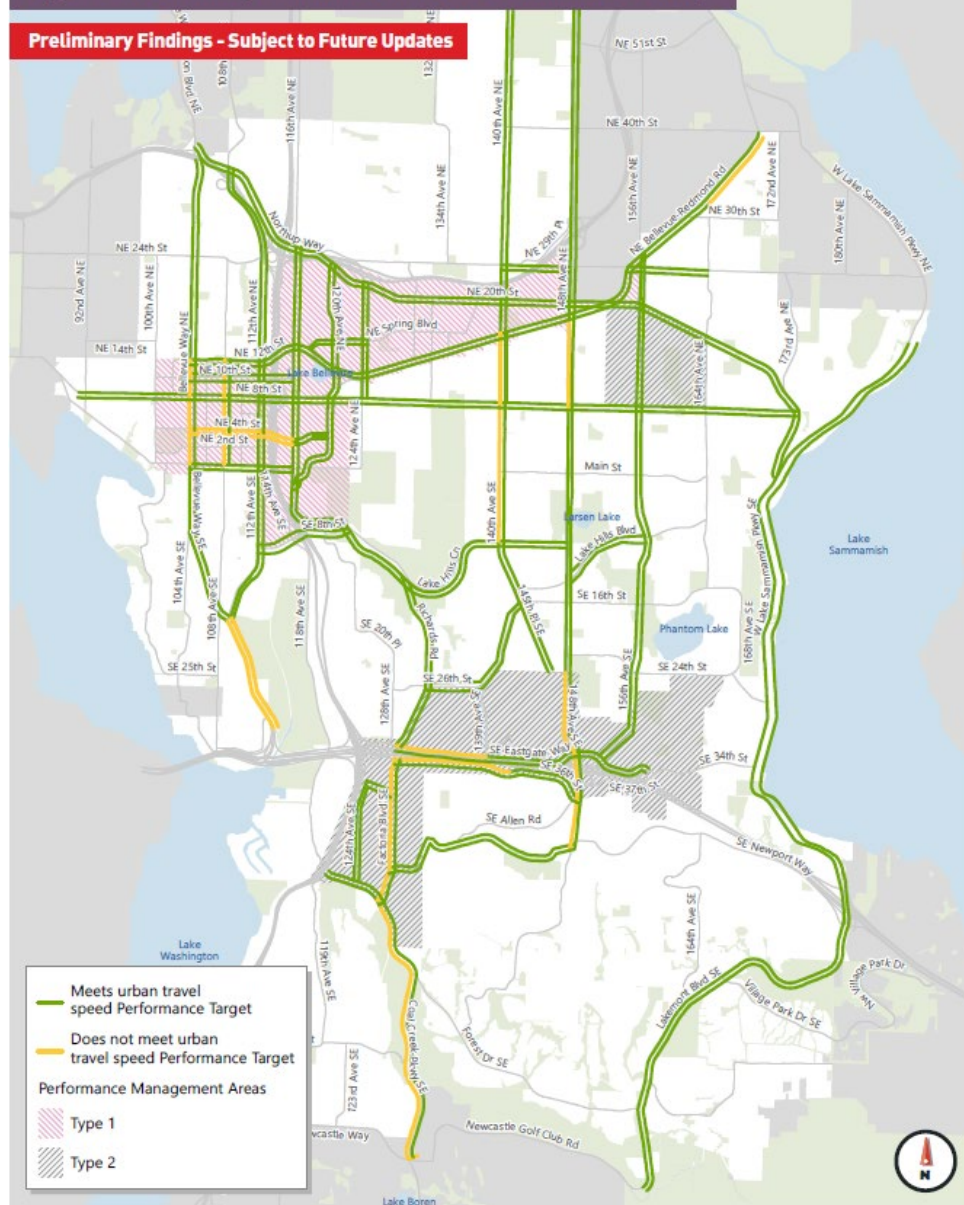


 Meets V/C Performance Target  Type 1 PMA
 Does not meet V/C Performance Target  Type 2 PMA
 No data  Type 3 PMA

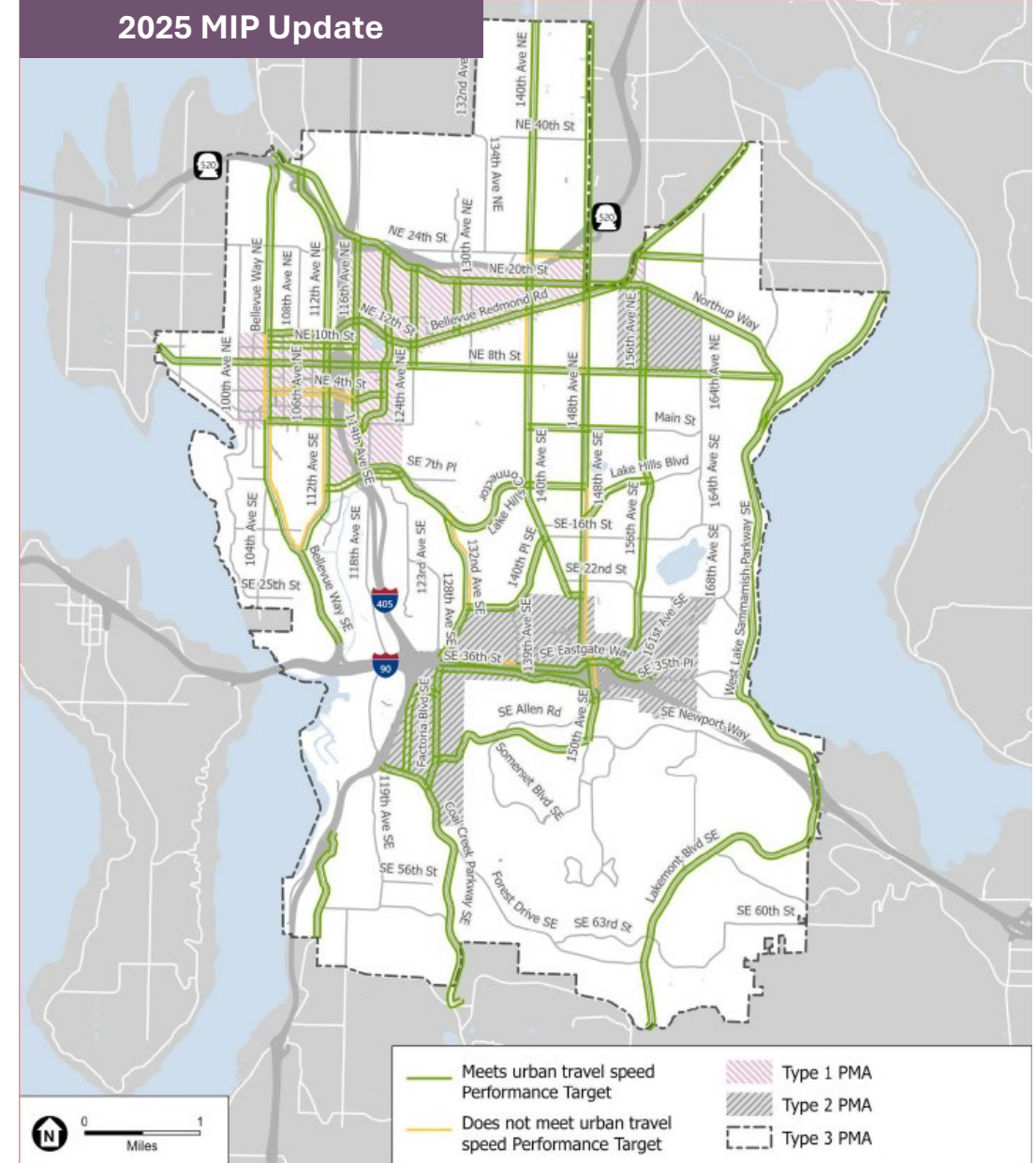
Vehicle

Figure 21: Primary Vehicle Corridor Performance - 2019

Preliminary Findings - Subject to Future Updates



2025 MIP Update



Integrate the 2009 Pedestrian and Bicycle Transportation Plan into the MIP

- MIP defines BLTS and PLTS as performance standards for peds and bikes
- Eliminates confusion about the appropriate facility type to be constructed by designating the performance standards in the MIP
- Incorporate trail map and project descriptions as a new MIP appendix

**2009**

city of bellevue
pedestrian & bicycle
transportation plan report



MIP vs Ped/Bike Plan Project Descriptions

Example Ped/Bike Plan Project

Example MIP Implementation

B-129-N	Main St	Bellevue Way NE to 116th Ave NE	Add a 5 foot-wide bike lane on the north side of Main Street from Bellevue Way NE to 116th Avenue NE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
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Add a 5 foot-wide bike lane on the north side of Main Street from Bellevue Way to 116th Ave.



Ped/Bike Plan Trail Network and Projects

- Currently, the city has no “Trail Master Plan”
- Ped/Bike Plan has mapped trail network and project descriptions that should be retained until a Trail Master Plan is developed (Parks)

Trail Projects from Map and Example Project Descriptions to be retained in new MIP appendix

T-205	Richards Valley Nature Trail	Richards Valley open space to the Lake Hills Connector	Add a 6-10 foot wide boardwalk called Richards Valley Nature Trail connecting the Richards Valley open space to Lake Hills Connector.	High
O-133	Robinswood to Eastgate	SE 28th St to Eastgate Way	Add a 10-14 foot-wide off street path along the connection from Robinswood to Eastgate from SE 28th Street to SE Eastgate Way.	Low

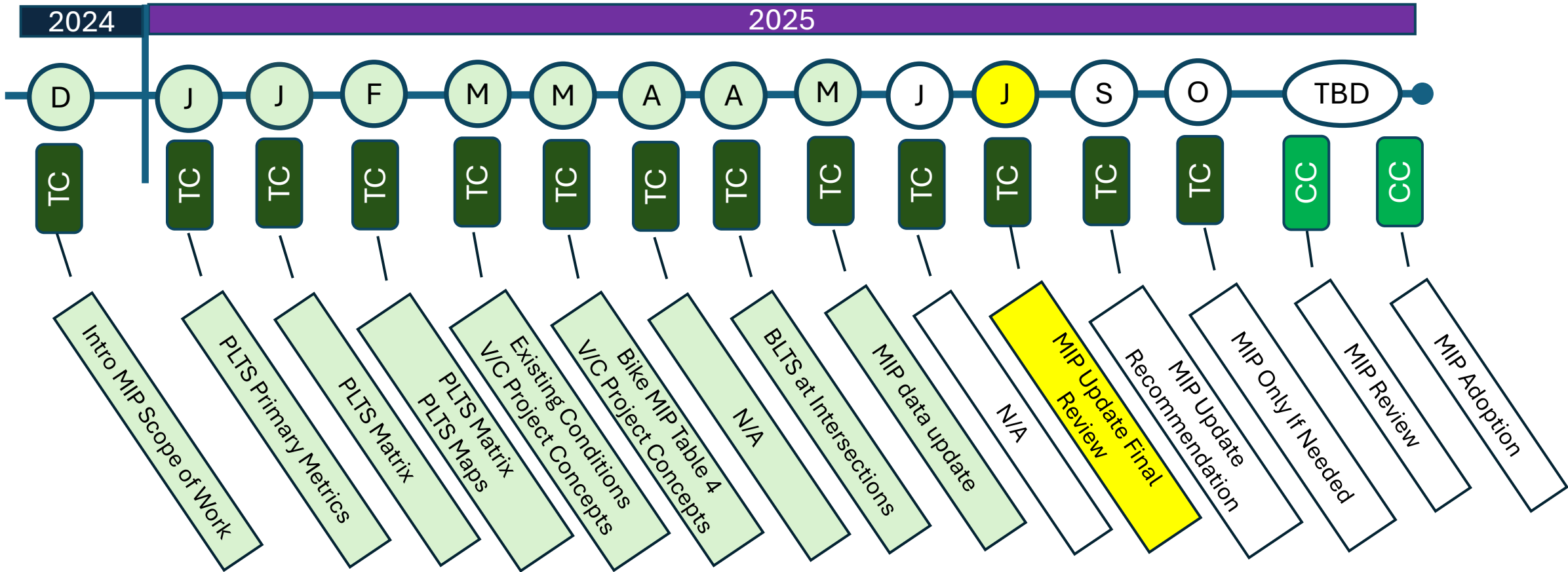




Mobility Implementation Plan Update

TC. Transportation
Commission

CC. City
Council



Thank You!

Molly Johnson

majohnson@bellevuewa.gov

Chris Breiland

c.breiland@fehrandpeers.com

