

City of
Bellevue



Transportation Commission

DATE: June 4, 2026
TO: Chair Stash 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 checked="" type="checkbox"/>	Information

INTRODUCTION

On November 25, 2025, the City Council adopted the Mobility Implementation Plan (MIP) 2025 Update.

At the June 11, 2026 Transportation Commission study session, staff will review a preliminary scope of work that responds to changing circumstances and experience working with the adopted Performance Metrics and Performance Targets that may inspire some amendments to the MIP.

Chris Breiland and his consultant team at Fehr & Peers will provide technical assistance for the limited-scope 2026 MIP Update.

BACKGROUND AND INFORMATION

Changing Circumstances: Speed Limit Changes

On June 2, 2026, the City Council received a staff recommendation for reducing the speed limit on several arterials that are currently set by code at 30 mph or greater. Council provided direction to return with an ordinance to amend Bellevue City Code that would reduce the speed limit. On June 23, the City Council is expected to take action to reduce the speed limit on several arterials. This action would support Vision Zero and it would amend Bellevue City Code Chapter 11.32 (Speed Limits)

Because the speed limit is a primary metric to determine the level of traffic stress in the Mobility Implementation Plan, this change to the speed limit will require that the existing and

forecast Pedestrian Level of Traffic Stress (PLTS) and Bicycle Level of Traffic Stress (BLTS) be reconciled with the new speed limits.

Staff will request Transportation Commission direction to refresh PLTS and BLTS tables and maps of existing conditions and 2045 forecasts, and the network completeness statistics to reflect the changes in the arterial speed limit as adopted by the City Council.

Staff will return at a future Transportation Commission meeting with the updated information that reflects the adopted speed limit and will seek a Commission recommendation to update the MIP accordingly.

Performance Metrics: Speed Limit Factor

The adopted performance metric of “Speed Limit Factor” (1.2 X posted speed limit) has, in practice, created an inaccurate picture of the actual level-of-traffic-stress for users of both the pedestrian network and the bicycle network. Staff and the consultant team will document how the MIP came to use speed limit factor as a primary metric, highlight some examples of why this metric is problematic, and will seek TC concurrence to refresh the MIP to use the adopted speed limit as a primary metric.

For example, in Figure 1, the blue lines for sidewalks in Downtown, Wilburton and BelRed indicate that a sidewalk is present but it does not meet the PLTS Performance Target of PLTS 1. These sidewalks do not meet the performance target, not because they are all inadequate (some are), but because one of the primary metrics is the “speed limit factor” which is 1.2 x speed limit. To achieve the target PLTS under the current speed limit of 30 mph on most of these arterials (speed limit factor = 36 mph), the sidewalk + buffer could not achieve PLTS 1. With the new speed limit of 25 mph (speed limit factor = 30 mph) on many of the arterials PLTS 1 could be achieved with a 10-foot sidewalk and 5-foot buffer. Many of the blue lines on the map would then be green.



Figure 1. PLTS with “speed limit factor” metric

Similarly for Bicycle Level of Traffic Stress, the use of speed limit factor as a primary metric creates situations where it is nearly impossible to meet a PLTS 1 performance target with any facility type other than a separated shared-use path. As shown in Figure 2, many bicycle network facilities exist in PMA 1, but do not meet the PLTS performance target, not necessarily because the facility is inadequate, but due to the speed limit factor metric. While the new speed limits



Figure 2. BLTS with “speed limit factor” metric

will likely change existing performance, a change to the speed limit metric will provide for the use of a wider range of eligible facility types to meet the BLTS target.

As part of Safe Speeds Bellevue, the city collected actual speed data at dozens of locations across the city. While actual speeds can be higher than the posted speed limits, it is not universally higher by 20 percent (speed limit factor). In particular, observed speeds in downtown and other parts of PMA 1 are close to or below the posted speed limit, which amplifies some of the misalignment between PLTS and BLTS shown in the maps above.

Upon receiving TC concurrence staff will prepare an analysis and a recommendation to consider changing the primary metric for PLTS and BLTS from “speed limit factor” to “speed limit” and will document the potential outcomes for PLTS and BLTS in the related maps, tables and figures.

Performance Targets: Regional Arterial Corridors

Certain arterial corridors in Bellevue carry vehicle traffic that is both local and regional in nature. These arterials traverse PMA 3 that has a volume/capacity (V/C) performance target of 0.85 or PMA 2 that has a V/C performance target of 0.90. These performance targets are intended to relate to the largely mixed-use (PMA 2) or residential nature (PMA 3) of land use through which the corridors pass. The actual (2024) performance and forecast (2025) performance of several intersections on these regional corridors do not meet the target, in large part due to regional traffic generated outside of Bellevue.

In exploring conceptual projects concepts that would address the performance target gaps, staff has discovered that expanding intersections meet the V/C performance target would likely be either excessively expensive or not reasonably feasible (often from a right-of-way or environmental perspective), and may not achieve notable improvements in intersection performance while potentially degrading the performance of active transportation modes. Therefore, to achieve the performance target through adding capacity (C in the V/C equation) may be unrealistic. Because these arterials serve a high proportion of regional trips, to substantially affect the volume (V in the V/C equation) of traffic through Bellevue transportation demand management programs would not likely achieve fewer vehicle trips on the corridors. A performance target that recognizes that V/C during the PM peak period may exceed the general expectations for PMA 2 and PMA 3 may better reflect the function of the regional corridors. Therefore, an amended V/C target may provide a more realistic target for the function of intersections along these regional arterial corridors.

Staff seeks the Transportation Commission direction to review the V/C Performance Target at system intersections along regional arterial corridors to determine if they appropriately reflect the regional function of these arterials rather than the PMA 2 or PMA 3 geographic location through which they pass. Candidate corridors include:

- o 148th Avenue (north city limits to I-90) (Retain V/C 1.0 in BelRed PMA 1)

- o Bellevue Way (south of Main Street)
- o Coal Creek Parkway (south city limits to I-405 – also a freeway location)
- o NE 8th Street (112th Avenue NE to 148th Avenue NE)

Performance Targets: Freeway Access Intersections

At system intersections along arterial corridors near freeway access points, the actual (2024) or forecast (2045) performance does not meet the V/C performance target. In exploring conceptual project concepts to address the gaps, staff has noted that available right-of-way is significantly constrained and/or costs to implement the concept to increase capacity (C in the V/C equation) may be excessive relative to the potential benefit to performance and create an adverse impact to active transportation modes. At and near freeway intersections (these are mostly in or adjacent to WSDOT right-of-way) the city has little control of the volume of traffic (V in the V/C equation) to/from the freeways that may impact the operation of arterial intersections. Similar to regional arterial corridors, amending the performance target for freeway access intersections may provide a more realistic target for the function of intersections that provide freeway access.

Staff seeks Transportation Commission direction to review the V/C Performance Target for system intersections at and near freeway interchanges to determine if they appropriately reflect the regional nature of these intersections. Candidate intersections include:

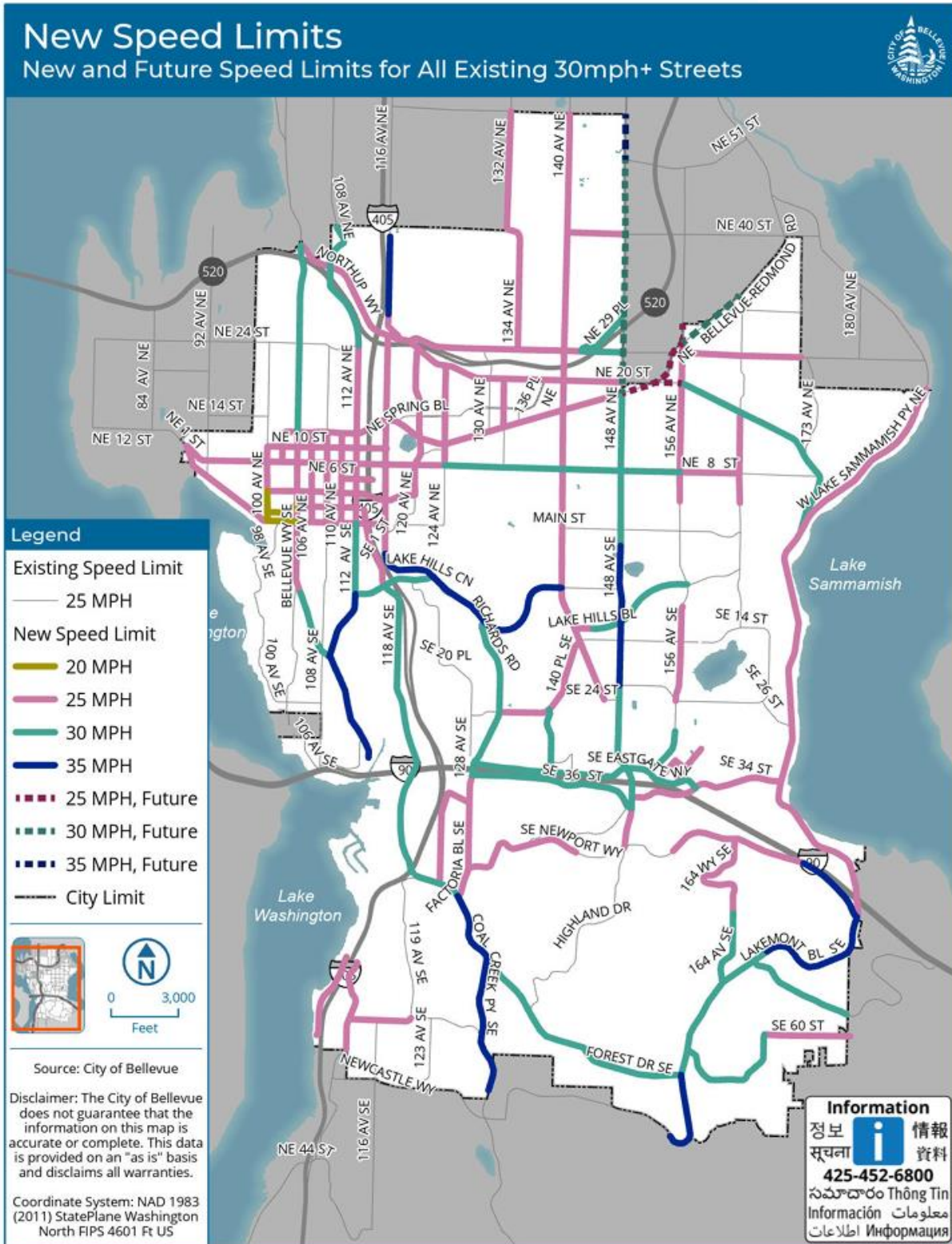
- o 116th Avenue NE (I-405 access at NE 4th Street and NE 8th Street) (PMA 1)
- o 112th Avenue NE (I-405 access at NE 4th Street and NE 8th Street) (PMA 1)
- o Coal Creek Parkway @ I-405

NEXT STEPS

On June 11, staff will seek concurrence from the Transportation Commission to prepare an update for the MIP maps, tables and figures to reflect new (soon-to-be) adopted speed limits. Staff will also seek direction to proceed on analysis and develop recommendations for additional updates to the MIP for the “Speed limit factor” performance metric, and for intersection (V/C) performance targets along segments of regional arterial corridors and at freeway access locations.

ATTACHMENTS

- A. Map of proposed speed limits



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