

# Bellevue Mobility Implementation Plan Update

## Pedestrian Level of Traffic Stress

Transportation Commission: January, 23 2025

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FEHR & PEERS



# Agenda

**1**

Review PLTS  
from Dec 12  
and Jan 9

**2**

Primary PLTS  
Metrics

**3**

Supplemental  
Components

**4**

PLTS Matrix  
Schematic

## Meeting Outcome

Confirm primary metrics and supplemental components for calculating Pedestrian LTS, determining priorities and informing project concepts

Direction to prepare PLTS Matrix and Arterial Maps

# Pedestrian Level of Traffic Stress (PLTS)

## Definition

Qualitative description of pedestrian safety and comfort along arterials.

## Use in Planning

To document the simple, clear and understandable primary metrics that describe PLTS and the existing and target performance of the arterial pedestrian network.

## Use in Implementation

To identify and prioritize performance target gaps and to determine context-appropriate project concepts to address the gaps.

LTS 1



LTS 2



LTS 3



LTS 4



# PLTS Primary Metrics for Bellevue

- Use simple metrics to describe safety and comfort
- Leverage available citywide data for arterial corridors
- Make sure it is easy to understand

## Primary PLTS Metrics:

- Actual traffic speed
- Average daily traffic volume
- Width of sidewalk
- Width of buffer from moving vehicles



## Driveways not a primary PLTS metric

- No ability for proactive change
- Data not widely available to use as a primary metric
- Each driveway is unique – can't generalize along a corridor
- Generally, not unsafe for pedestrians
- Standards implemented in development review and capital projects
- New driveways include design to prioritize sight lines and safety

**Recommendation:** Supplemental Component (Type 2)



# Driveway Types Older style

Clear Sight Line

Narrow Curb Cut

Narrow Sidewalk

Angled Walking/  
Rolling Path

No Buffer

Will address with  
redevelopment



# Driveway Types

## Current Standard for New Development

Clear Sight Line

Buffer

Wide Sidewalk

Level Walking/ Rolling  
Path

Narrow Curb Cut



# Driveway Types Not Great (understatement!)

**Narrow Curb Cut**

**Obstructed Sight Line**

**Narrow Sidewalk**

**Angled Walking/  
Rolling Path**

**No Buffer**

**Will address with  
redevelopment**





# Supplemental Components

How to organize and utilize supplemental components:

## **Type 1: Used in Prioritization**

- Generalized land use in MIP (Performance Management Areas)
- Pedestrian destinations in MIP (schools, libraries, Frequent Transit Network stop, etc.)
- Accessibility (consider ADA, PROWAG, etc.)
- Safety (High Injury Network)

## **Type 2: Used to Inform Design**

- Commercial/multifamily Driveways
- Presence of fixed objects in buffer areas
- Presence of curbside car parking or bike lanes
- Arterial crossing frequency
- Adjacent/proximate land use and environmental constraints

# PLTS Primary Metrics: Matrix, Evaluation, Targets

- Use PLTS primary metrics to fill in the cells of the evaluation matrix
- Apply PLTS matrix to evaluate existing conditions along each side of arterials
- Develop PLTS Performance Targets for arterials

Pedestrian Level of Traffic Stress		Sidewalk Characteristics							
		Width of Sidewalk							
		<4'	4 - 6'	6' - 10'	>10'				
		Width of Buffer							
Arterial Characteristics		<5'	≥5'	<5'	≥5'	<5'	≥5'	<5'	≥5'
Arterial Actual Travel Speed	Arterial Daily Traffic Volume								
≤25	<3k								
	3k-7k								
	>7K								
26-30 mph	<10								
	10 -25k								
	>25								
31-35 mph	<25								
	>25								
>35	Any								

# Discussion/Direction

1

Questions and clarification

2

Concurrence with primary PLTS metrics and supplemental components

3

TC Direction to:

- Fill in PLTS Matrix
- Evaluate Arterial PLTS
- Identify PLTS Targets

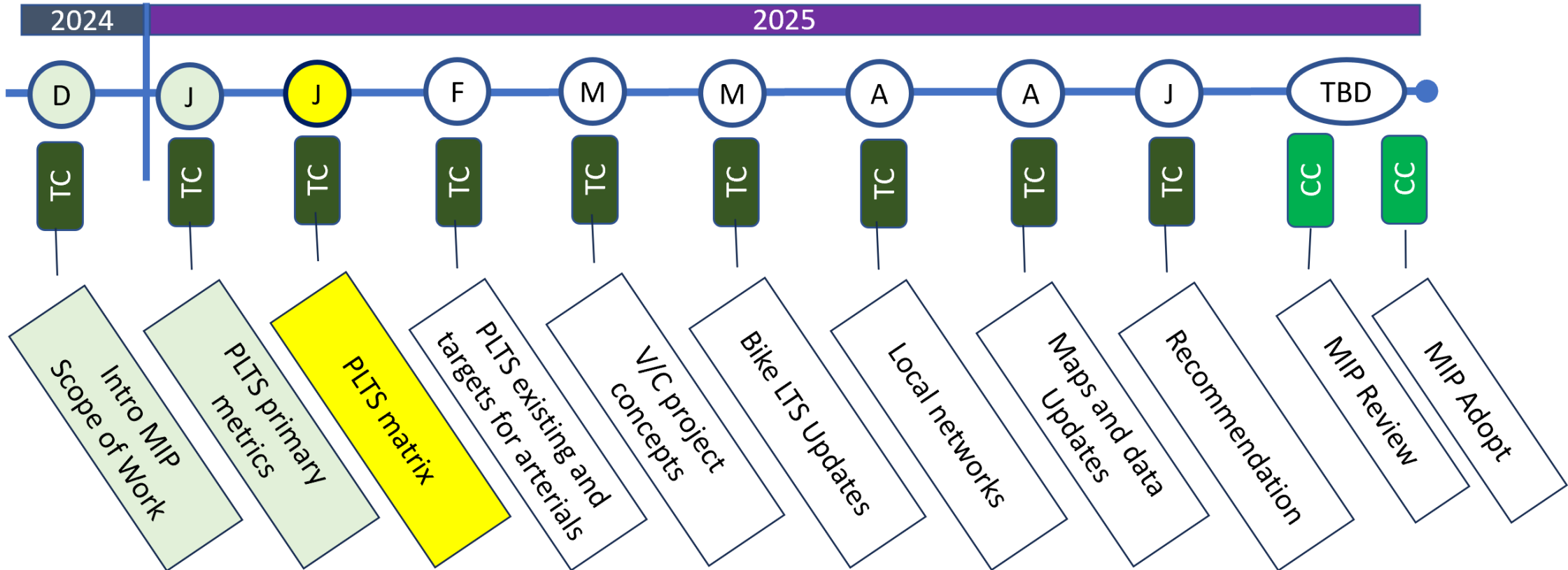


# MIP Update Timeline

## Mobility Implementation Plan Update

TC. Transportation Commission

CC. City Council





# Thank You

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