

Mobility Implementation Plan 2026 Update

Transportation Commission
June 11, 2026

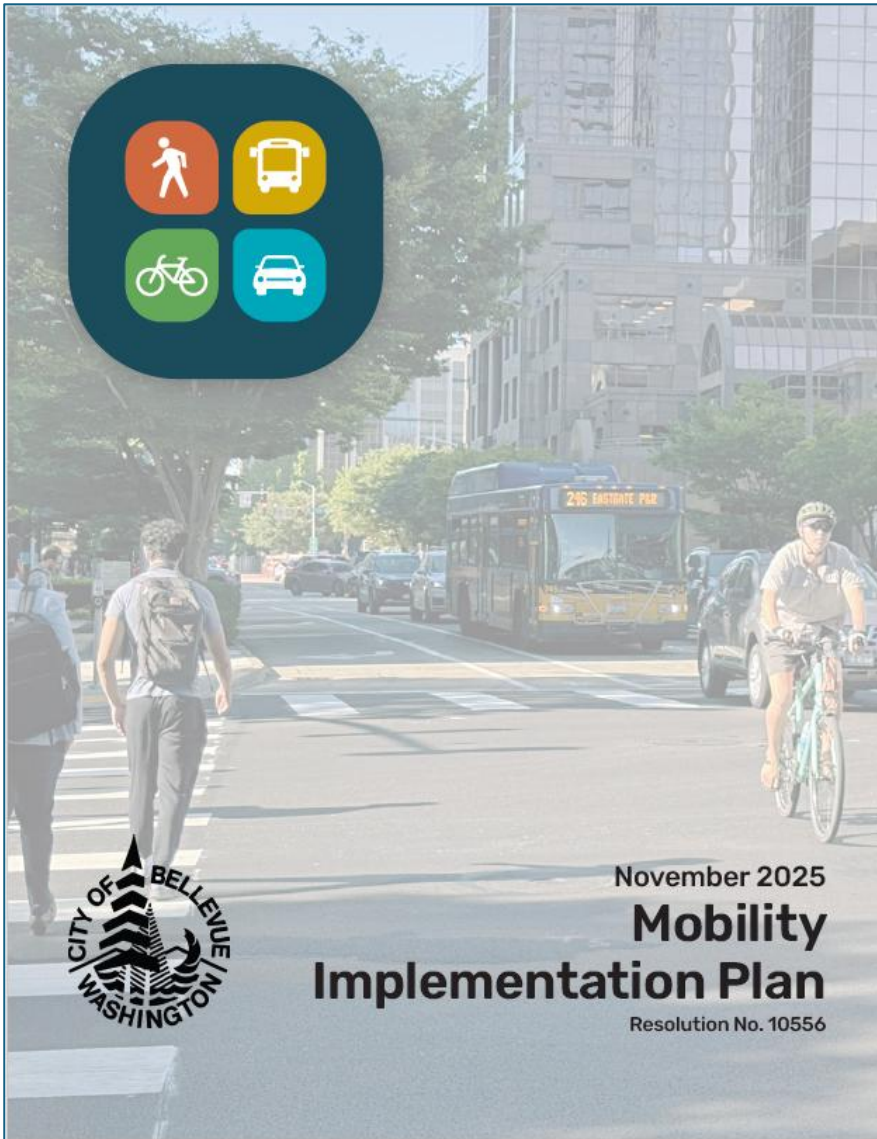


Kevin McDonald



Chris Breiland FEHR & PEERS

MIP 2026 Update



Four MIP Update Scope Topics

1. Incorporate Adopted Speed Limit Changes

- Seek TC recommendation to amend MIP

2. Reconsider an Active Transportation Performance Metric (Speed Limit Factor)

- TC Direction to Study?

3. Reconsider Performance Target for Intersections along Regional Arterials

- TC Direction to Study?

4. Reconsider Performance Target for Intersections at Freeways

- TC Direction to Study?

1. MIP 2026 Update: Incorporate Speed Limit Changes



- Council Study Session June 2
- Unanimous direction to staff to return (on June 23) with an ordinance to change Bellevue City Code to adopt lower speed limits
- **Incorporate adopted speed limit** into the MIP Performance Metric for Pedestrian Level of Traffic Stress (PLTS) and Bicycle Level of Traffic Stress (BLTS)

1. MIP 2026 Update: Incorporate Speed Limit Changes

Update MIP maps, tables and figures to incorporate new adopted speed limits (PLTS and BLTS use speed as a primary metric)

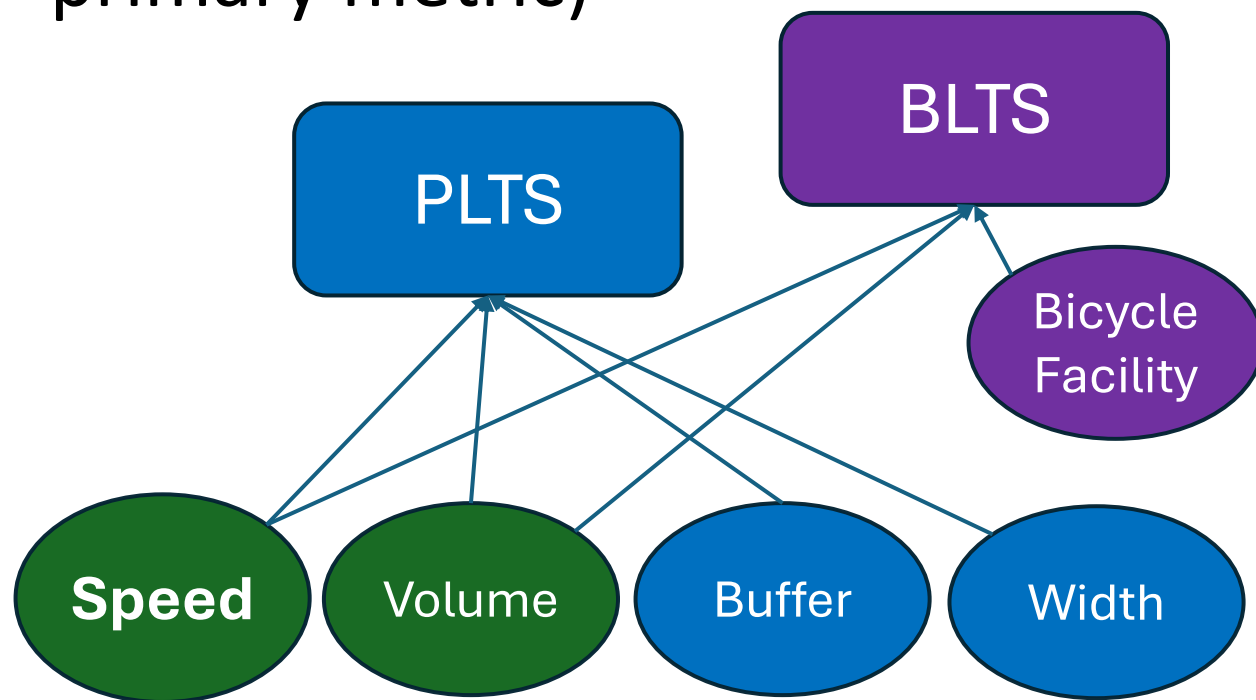
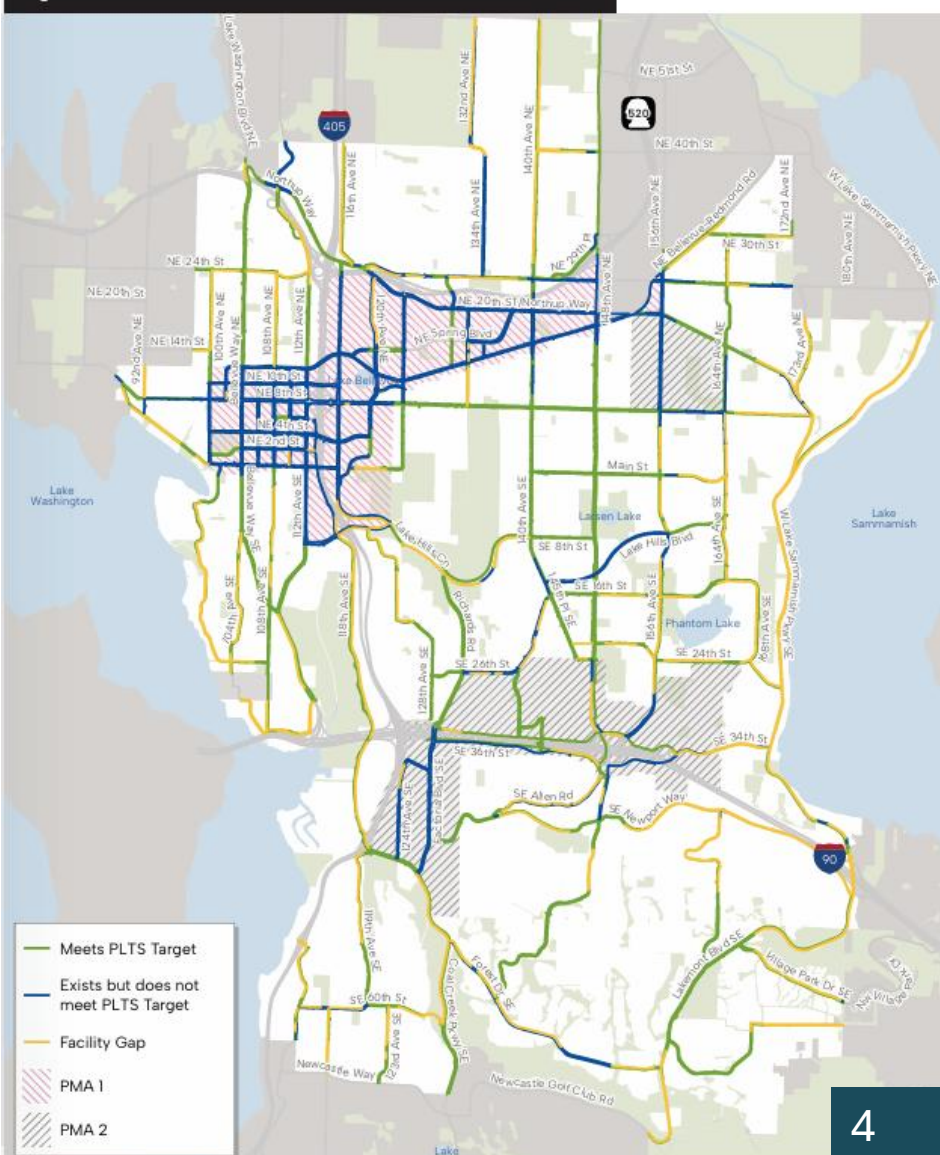


Figure 19: Arterial Pedestrian Network Performance – 2025



1. MIP 2026 Update: Incorporate Speed Limit Changes

Staff Seeks Direction from Transportation Commission

Update MIP maps, tables and figures to reflect new adopted speed limits

Return at a future TC study session to review changes and to seek a TC final recommendation

2. MIP 2026 Update: Active Transportation Performance Metric

Speed Limit factor (speed limit x 1.2) is a primary metric used in the 2025 MIP to determine level of traffic stress

Intent of the “Speed Limit Factor”

- Approximate “actual” speed
- Data not available citywide

Roadway Characteristics	
Speed Limit	Arterial Traffic Volume

2022 MIP

Arterial Characteristics	
Speed Limit Factor ¹	Traffic Volume

2025 MIP

2. MIP 2026 Update: Active Transportation Performance Metric

New data from Safe Streets Bellevue does not match Speed Limit Factor; particularly in PMA 1

Location	Speed Limit	85 th Percentile Speed	Speed Limit Factor
Coal Creek Pkwy w/o 124 th Ave SE	35 mph	41 mph	42 mph
148 th Ave SE s/o SE 16 th St	35 mph	38 mph	42 mph
Factoria Blvd s/o SE 36 th St	35 mph	34 mph	42 mph
156 th Ave NE s/o NE 12 th St	35 mph	35 mph	42 mph
Bellevue Way NE n/o NE 4 th St	30 mph	25 mph	36 mph
108 th Ave NE s/o NE 2 nd St	30 mph	26 mph	36 mph
NE 10 th St w/o 111 th Ave NE	30 mph	30 mph	36 mph

2. MIP 2026 Update: Active Transportation Performance Metric

Table 1: Pedestrian Level of Traffic Stress

Table 1: Pedestrian Level of Traffic Stress					PLTS 1	PLTS 2	PLTS 3	PLTS 4		
Arterial Characteristics		Sidewalk Characteristics								
		Paved Shoulder ²	Width of Sidewalk (ft.)							
			<4	≥4 to <6		6 to <10		≥10		
Speed Limit Factor ¹	Arterial Daily Traffic Volume	Width of Buffer (ft.)								
		0	<5	≥5	<5	≥5	<5	≥5	<5	≥5
≤25	≤3k	1	1	1	1	1	1	1	1	1
	>3k-7k	3	2	1	1	1	1	1	1	1
	>7k	3	2	2	2	1	2	1	1	1
>25-30 mph	≤10k	3	3	3	2	1	2	1	2	1
	>10 -25k	4	3	3	2	1	2	1	2	1
	>25k	4	4	3	3	2	2	1	2	1
>30-35 mph	≤25k	4	4	3	3	2	2	1	2	1
	>25k	4	4	4	3	3	3	2	3	1
>35	Any	4	4	4	4	3	3	2	3	2

Table 4: Bicycle Level of Traffic Stress

Table 4: Bicycle Level of Traffic Stress					BLTS 1	BLTS 2	BLTS 3	BLTS 4
Arterial Characteristics		Bicycle Facility Components: Guideline to Achieve Intended Level of Traffic Stress						
Speed Limit Factor¹	Traffic Volume	No Marking	Sharrow Lane Marking	Striped Bike Lane	Buffered Bike Lane (Horizontal)	Buffered Bike Lane (Vertical)	Shared Use Path or Physically Separated Bikeway	
≤25	≤3k	1	1	1	1	1	1	
	>3k-7k	3	3	2	1	1	1	
	>7k	3	3	2	2	1	1	
>25-30 mph	≤10k	3	3	2	2	1	1	
	>10 -25k	4	4	3	3	2	1	
	>25k	4	4	3	3	3	1	
>30-35 mph	≤25k	4	4	3	3	3	1	
	>25k	4	4	4	3	3	1	
>35	Any	4	4	4	4	3	1	

Staff seeks Transportation Commission Direction

Consider changing primary PLTS and BLTS metric to adopted Speed Limit

Update MIP maps, tables and figures to reflect new adopted speed limits as performance metric

Return at a future TC study session to review analysis and to seek a TC recommendation.

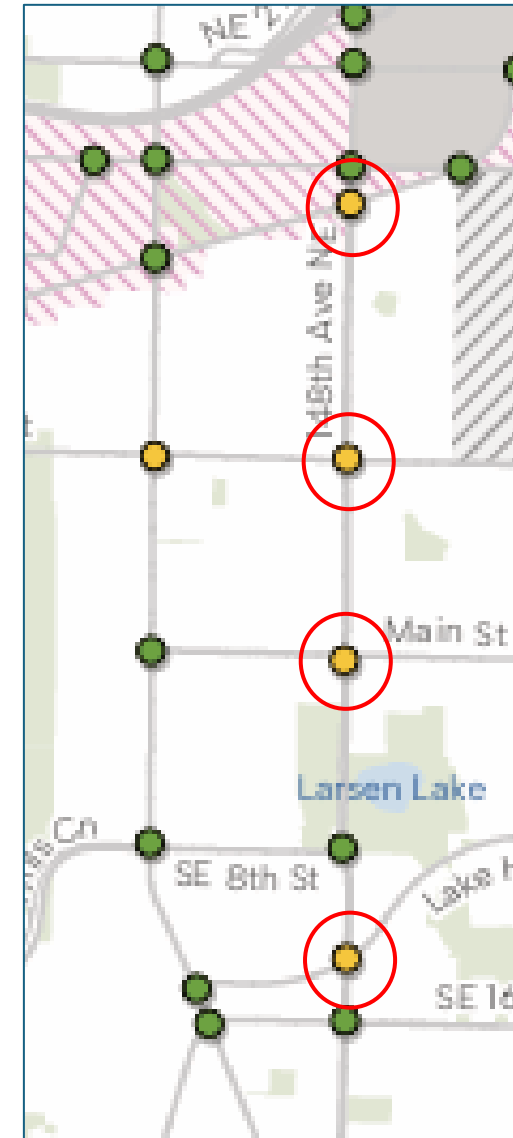
3. MIP 2026 Update: V/C along Regional Arterials

A couple Bellevue arterials function as regional commute routes

- V/C performance target based on PMA
- PMA 3
 - Residential
 - Limited mobility options
 - V/C target 0.85
- Regional function vs neighborhood context creates a misalignment

MIP shows where to look

- Investigate forecast (2045) V/C performance target gaps
- What are options?



3. MIP 2026 Update: V/C along Regional Arterials

Staff Seeks Direction from Transportation Commission

Study appropriateness of V/C Performance Target for certain intersections along specific regional arterial corridors?

Return at a future TC study session to review analysis and to seek a TC recommendation.

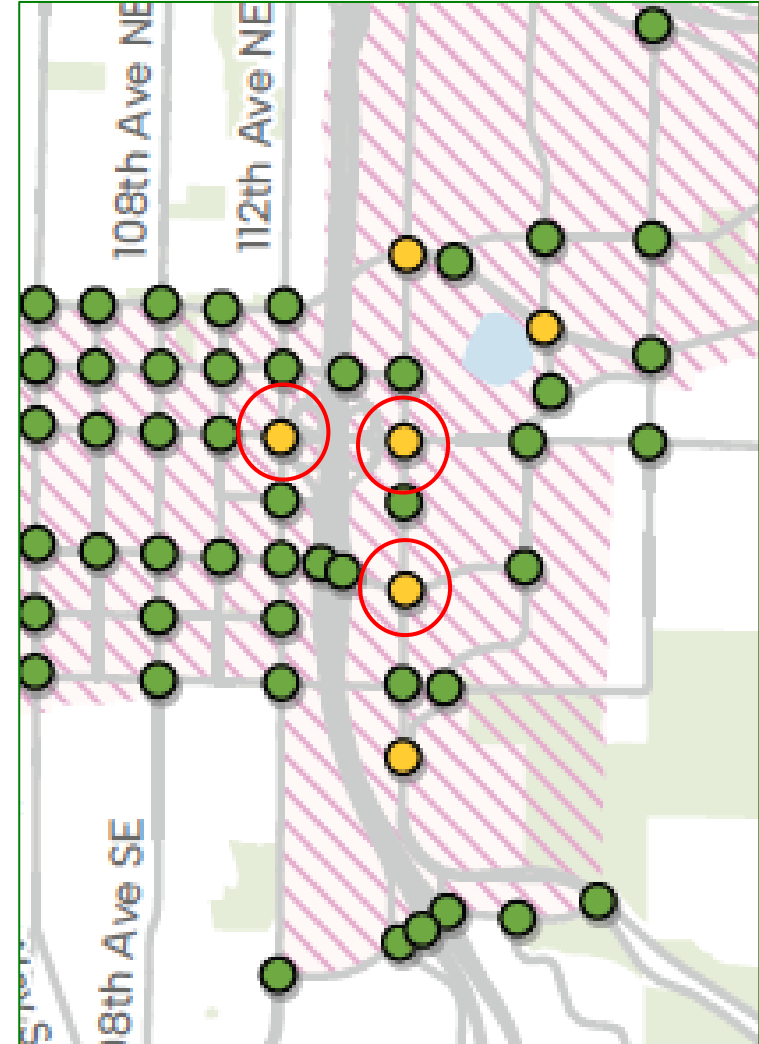
4. MIP 2026 Update: V/C at Freeway Access

Intersections with nearby freeway access ramps serve regional traffic

- V/C Performance Targets based on local context (PMA)

MIP shows where to look

- V/C forecast (2045) at intersections near freeway access shows performance target gaps
- At these locations, to improve V/C may encounter constraints
- What are options?

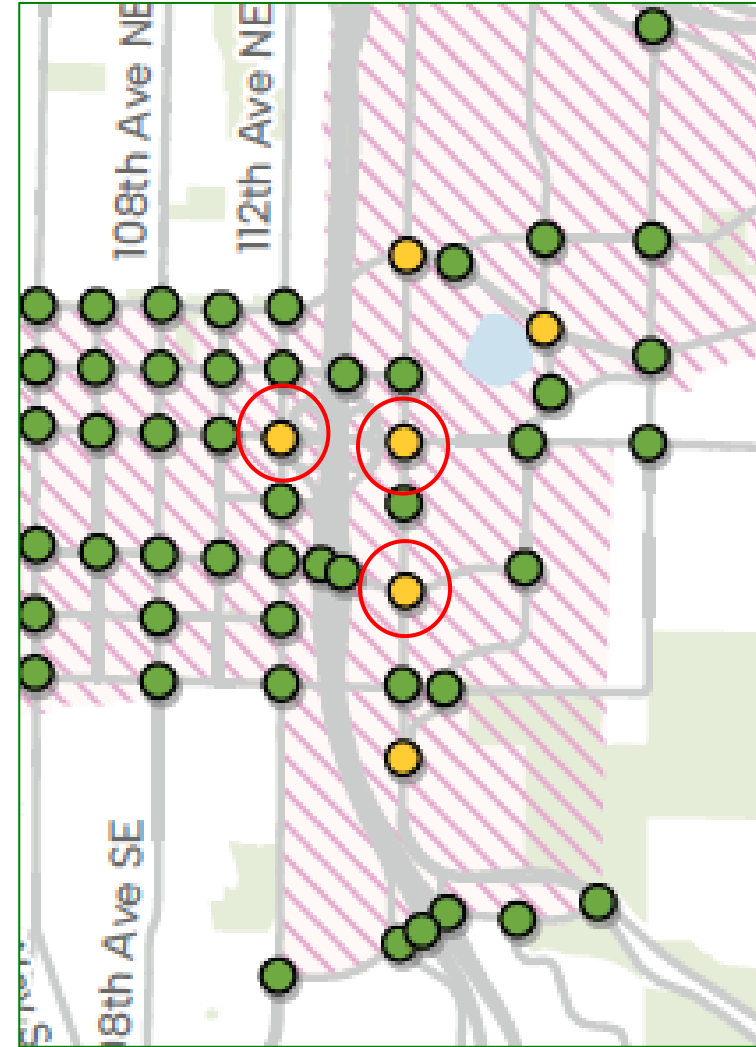


4. MIP 2026 Update: V/C at Freeway Access

Staff Seeks Direction from Transportation Commission

Study V/C Performance Target for certain freeway access intersections?

Return at a future TC study session to review analysis and to seek a TC recommendation.



Bellevue Mobility Implementation Plan



2026 Update

NEXT STEPS

- July 9
 - Incorporate Speed Limit change
 - Preliminary results of TC direction to study changing PLTS and BLTS performance metric to adopted Speed limit
- September and October
 - Preliminary results of TC direction to consider V/C Performance Target analysis along regional arterials and at freeway intersections

Thank You!

Kevin McDonald

kmcdonald@bellevuewa.gov

