

CITY COUNCIL AGENDA TOPIC

Mobility Implementation Plan 2025 Update – Review of Transportation Commission recommendation

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EXECUTIVE SUMMARY**DIRECTION**

On September 11, the Transportation Commission completed its update to the Mobility Implementation Plan and voted unanimously to transmit a recommendation to the City Council. Most of the adopted Mobility Implementation Plan (April 18, 2022, Resolution No. 10085) remains unchanged. The Mobility Implementation Plan 2025 Update adds new metrics and performance targets for the pedestrian and bicycle networks, incorporates the 2009 Pedestrian and Bicycle Transportation Plan, and refreshes the maps, tables and figures with current data and forecasts.

RECOMMENDATION

Consider directing staff to prepare a Resolution to adopt the Mobility Implementation Plan 2025 Update for Council consideration and action at a future meeting.

BACKGROUND/ANALYSIS

On the recommendation of the Transportation Commission, Council adopted the Mobility Implementation Plan (MIP) on April 18, 2022 (Resolution No. 10085). Since that time, the MIP has informed the design of City capital projects and private sector development transportation frontage improvements, and it has won two awards: The Governor's 2022 Smart Communities Award, and the Puget Sound Regional Council VISION 2050 Award.

Fundamentally, the MIP is the one plan in Bellevue that identifies the intended complete and connected transportation networks, and it provides performance metrics and performance targets for each mode. Applying the MIP performance targets to the existing networks yields an inventory of performance target "gaps". For the highest priority performance target gaps, project concepts are developed to improve the network, and these are referred for consideration to the Transportation Facilities Plan (TFP). From the TFP, the City Council provides funding for projects to be fully designed and constructed through the Capital Investment Program (CIP). While the MIP includes the inventory of potential projects, it does not provide a timeline for implementation as that is dependent on the funding made available by the Council through the CIP.

While the MIP has proven to be a useful tool for the planning and implementation of transportation network projects, this update will provide additional and refreshed content to make the MIP an even more useful guide to implement a complete and connected transportation network, as described below.

Consistent with Comprehensive Plan policy TR-28 (October 22, 2024. Ordinance No. 6811), an update of the Mobility Implementation Plan (MIP) is warranted at this time.

Policy TR-28: Engage the community to evaluate and modify the Mobility Implementation Plan as needed, in concert with each periodic update of the Comprehensive Plan, or as warranted by changed circumstances.

Both of the circumstances described in policy TR-28 have occurred. The Comprehensive Plan was updated in October 2024. The Mobility Implementation Plan 2025 update addresses changed circumstances by adding:

- A new section in MIP Chapter 3 “Performance Metrics” describes the metric of Pedestrian Level of Traffic Stress (PLTS) on the arterial network to represent the pedestrian experience. The PLTS metric uses various components of the arterial and the sidewalk to describe the pedestrian environment. This metric serves as a companion to the Bicycle Level of Traffic Stress (BLTS) for the arterial network that is adopted in the MIP, Chapter 3.

Pedestrian Level of Traffic Stress (PLTS) describes the comfort level and safety of people walking along an arterial. From January through March, the Commission discussed and approved the primary and supplemental metrics that inform the PLTS. The Commission also approved the assignment of a PLTS performance target to arterial corridors based on the Performance Management Area through which the arterial passes, the arterial classification, and the presence of pedestrian destinations.

- A new metric in the MIP is the Bicycle Level of Traffic Stress (BLTS) for intersections. At the April 24 study session, the Transportation Commission approved context-specific bicycle facility types intended to achieve the BLTS performance target at intersections along bicycle network corridors, and to add BLTS performance targets for intersections to the Bicycle Network BLTS Performance Target map. Intersections are a critical element of the complete and connected bicycle network. Guidance and standards for implementing bicycle facilities at intersections is drawn from several resources: Bellevue Transportation Design Manual, Bellevue Bicycle Facility Design and Signal Operations Guide, National Association of City Transportation Officials (NACTO) and American Association of State Highway and Transportation Officials (AASHTO).
- Incorporate the 2009 Pedestrian and Bicycle Transportation Plan. Originally adopted in May 1993, the Pedestrian and Bicycle Transportation Plan “...sets the framework for non-motorized transportation in and around the City of Bellevue for the present and future.” “It focuses on completion of safe systems that target schools, parks, shopping, places of employment and other activity centers.” Subsequent revisions of the Pedestrian and Bicycle Transportation Plan have modestly refined the vision for the active transportation network. Over 30 years later, the intent expressed in the 1993 Pedestrian and Bicycle Transportation Plan is intact, it is a work in progress, and its vision is thoroughly embedded in the Mobility Implementation Plan 2025 Update. As it is no longer consistent with the performance targets adopted in the MIP, it is time now to retire the 2009 Pedestrian and Bicycle Transportation Plan.
 - Implementation of projects prescribed in the 2009 Pedestrian and Bicycle Transportation Plan has encountered outdated project descriptions, especially for the bicycle network. Evolving best

practice, including the concept of Pedestrian Level of Traffic Stress (PLTS) and Bicycle Level of Traffic Stress (BLTS) is attributed to the migration away from the original, prescriptive project descriptions toward context-appropriate project design.

- This Mobility Implementation Plan 2025 Update supersedes and replaces the 2009 Pedestrian and Bicycle Transportation Plan for the arterial network. The MIP retains the vision for complete and connected pedestrian and bicycle arterial networks and supports implementation with projects that will be designed with intent to achieve PLTS and BLTS performance targets.
- For the planned off-street/trail active transportation network, Appendix A to the Mobility Implementation Plan 2025 Update contains all the maps and project descriptions from the 2009 Pedestrian and Bicycle Transportation Plan.
- Alternate Priority Bicycle Corridor in East Bellevue. The Commission approved adding the East Bellevue Greenway as an alternate to the “Spirit Ridge-Sammamish River Connection” Priority Bicycle Corridor on 164th Avenue. The East Bellevue Greenway is on low volume local streets with a speed limit of 20 mph, which achieves a BLTS 1 performance. The parallel segment on 164th Avenue does not currently meet the BLTS 2 target (to meet the target would require a striped bike lane). While bicyclists commonly use the Spirit Ridge-Sammamish River Connection on 164th Avenue, the East Bellevue Greenway provides a comfortable alternate north-south route for riders of all ages and abilities.
- The Mobility Implementation Plan 2025 Update refreshes the data that was adopted in the MIP in 2022. In some cases, that data is now over five years old. Updated maps, tables and figures reflect existing conditions and forecasts consistent with the 2044 Comprehensive Plan Final Environmental Impact Statement.

State Environmental Policy Act (SEPA)

The Environmental Coordinator for the City of Bellevue determined that adopting and implementing the Mobility Implementation Plan 2025 Update will result in no probable, significant adverse environmental impacts. A Determination of Non-Significance (DNS) was issued on June 12, and there were no appeals.

POLICY & FISCAL IMPACTS

Policy Impact

Comprehensive Plan Transportation Element policy TR-28 supports the Mobility Implementation Plan 2025 update:

TR-28. Engage the community to evaluate and modify the Mobility Implementation Plan as needed, in concert with each periodic update of the Comprehensive Plan, or as warranted by changed circumstances.

Additional Transportation Element policies refer to the Mobility Implementation Plan:

TR-17. Scope, plan, design, implement, operate and maintain a complete and multimodal transportation network in accordance with the Performance Metrics, Performance Targets and Performance Management Areas as established in the Mobility Implementation Plan.

TR-23. Incorporate transit/high-occupancy vehicle facility improvements in accordance with the Transit Master Plan and the Mobility Implementation Plan.

TR-27. Monitor and document transportation system performance in accordance with the Mobility Implementation Plan.

TR-29. Evaluate the performance of all modes and engage the community to identify projects, priorities, programs and resources to meet Complete Streets goals and the Mobility Implementation Plan Performance Targets through updates to the Transportation Facilities Plan.

TR-35. Identify and create regulated passenger loading zones for taxi and rideshare use, primarily within the Type 1 Performance Management Area as defined in the Mobility Implementation Plan.

TR-88. Support transit speed and reliability investments intended to achieve performance targets in the Mobility Implementation Plan, while maintaining capacity for other modes.

TR-96. Implement the Pedestrian and Bicycle Transportation Plan and evaluate, describe, and prioritize projects that address Performance Target gaps through the Mobility Implementation Plan.

Note that after the Pedestrian and Bicycle Transportation Plan is fully incorporated into the MIP, which is the document that includes all mobility options (including walking and bicycling) within the City, the Transportation Department will initiate and recommend a conformance amendment to the Comprehensive Plan in 2026 to amend policy TR-96 and to delete non-policy narrative references to the Pedestrian and Bicycle Transportation Plan elsewhere in the Comprehensive Plan. The MIP is already fully incorporated into the Comprehensive Plan.

TR-120. Maintain broad-based financing capability to address Mobility Implementation Plan Performance Targets gaps through projects adopted in each update of the Transportation Improvement Program (TIP), the TFP and the CIP.

Fiscal Impact

There is no fiscal impact associated with adopting the Mobility Implementation Plan 2025 Update.

OPTIONS

1. Direct staff to prepare a Resolution to adopt the Mobility Implementation Plan 2025 update for consideration and action at a future meeting.
2. Provide alternative direction to staff.

ATTACHMENTS

- A. Draft Mobility Implementation Plan 2025 Update
- B. Transportation Commission Transmittal Letter, September 11, 2025

AVAILABLE IN COUNCIL LIBRARY

N/A