

Mobility Implementation Plan 2026 Update

Transportation Commission
July 9, 2026

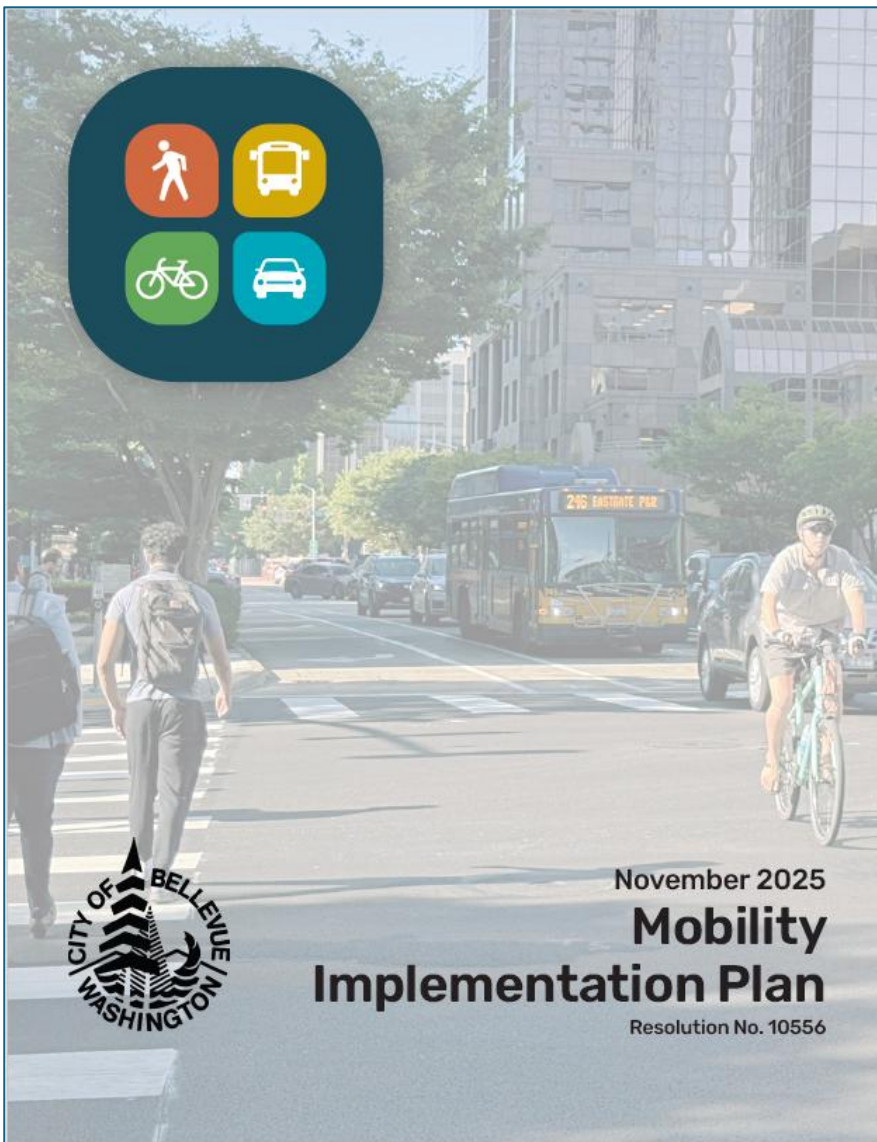


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MIP 2026 Update Scope Topics



1. Incorporate Adopted Speed Limit Changes

- Ordinance adopted. Review changes: **7/9**

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

- Staff observation, analysis and options.
- Seek TC input: **7/9**, return **9/10**

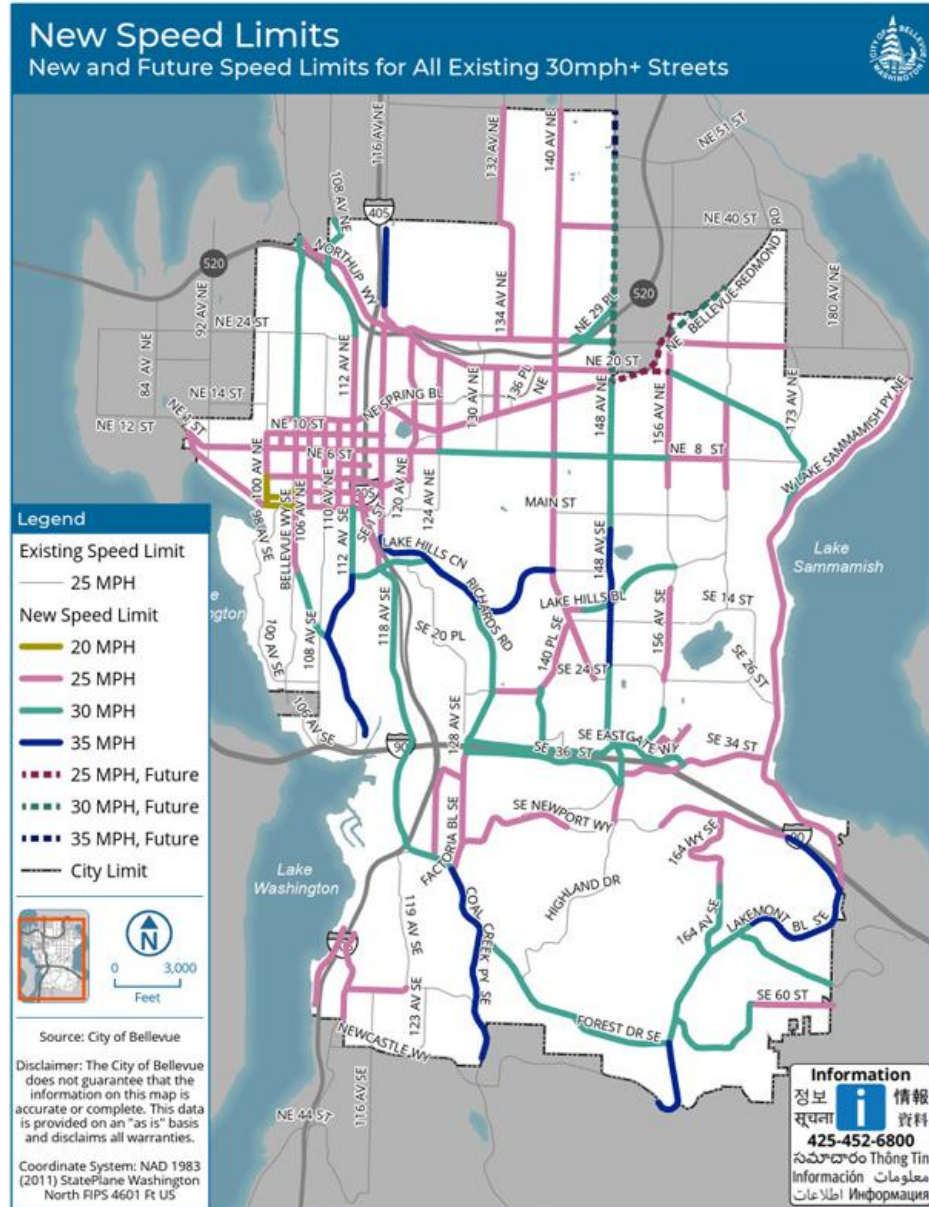
3. Intersection Performance along Regional Arterials

- Analysis and options – **September/October**

4. Intersection Performance at Freeways

- Analysis and options – **September/October**

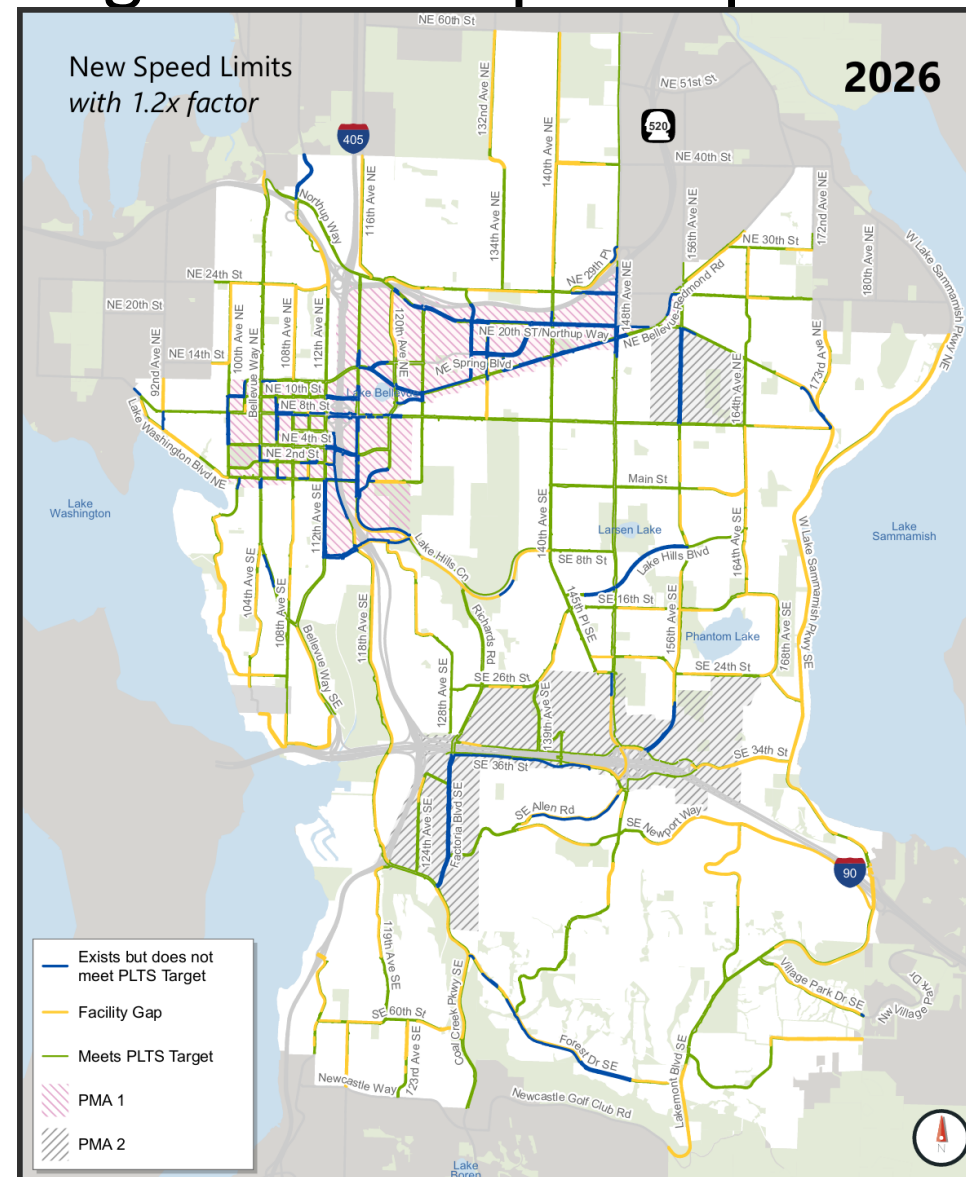
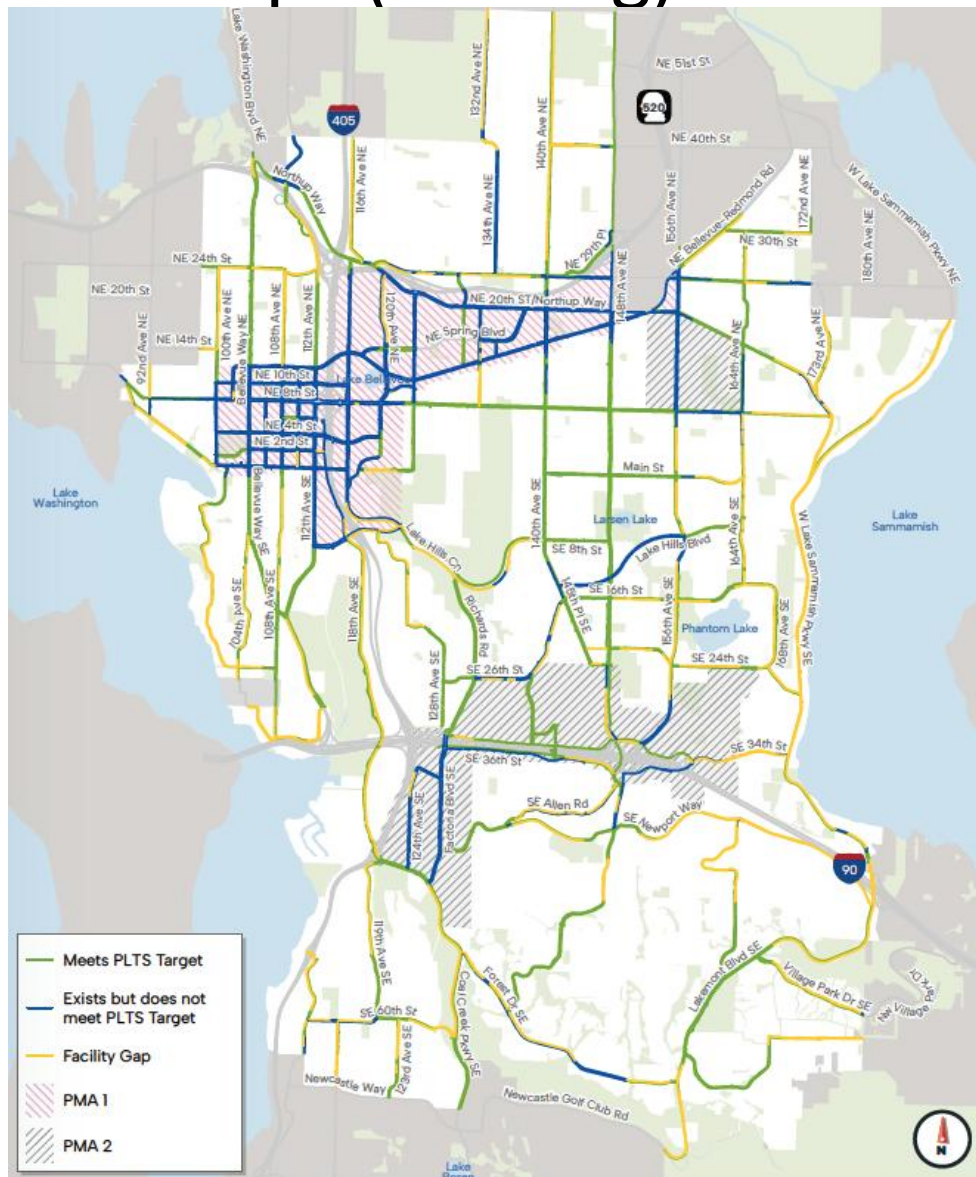
1. MIP 2026 Update: Incorporate Speed Limit Changes



- Council adopted Ordinance 6928 on June 23 amending Bellevue City Code 11.32 to adopt lower speed limits (takes effect 30 days after passage and publication)
- **Incorporate adopted speed limit** into the MIP as a Performance Metric for Pedestrian Level of Traffic Stress (PLTS) and Bicycle Level of Traffic Stress (BLTS)
- Update maps and tables

1. MIP 2026 Update: Incorporate Speed Limit Changes

PLTS maps (existing) that show change with adopted speed limits



1. MIP 2026 Update: Incorporate Speed Limit Changes

Updated PLTS table that reflects adopted speed limits w/ factor

Table 8: Existing (2025) Arterial Pedestrian Network Performance Target Results

City Wide Pedestrian Network		Pedestrian Facility Meets PLTS Target	Pedestrian Facility Does Not Meet PLTS Target	Pedestrian Facility Gaps
Miles		93	67	61
Proportion of Total		42%	30%	28%
Locations within the PMA		Pedestrian Facility Meets PLTS Target	Pedestrian Facility Does Not Meet PLTS Target	Pedestrian Facility Gaps
PMA 1	Downtown	6%	93%	1%
	BelRed	3%	92%	5%
	Wilburton/ East Main	6%	82%	12%
PMA 2	Crossroads	45%	55%	0%
	Eastgate	57%	29%	14%
	Factoria	37%	59%	4%
PMA 3		43%	11%	46%

City Wide Pedestrian Network		Pedestrian Facility Meets PLTS Target	Pedestrian Facility Does Not Meet PLTS Target	Pedestrian Facility Gaps
Miles		142	33	66
Proportion of Total		59%	14%	28%
Locations within the PMA		Pedestrian Facility Meets PLTS Target	Pedestrian Facility Does Not Meet PLTS Target	Pedestrian Facility Gaps
PMA 1	Downtown	78%	20%	1%
	BelRed	42%	55%	3%
	Wilburton/East Main	33%	55%	12%
PMA 2	Crossroads	71%	29%	0%
	Eastgate	69%	15%	16%
	Factoria	65%	31%	4%
PMA 3		59%	4%	37%

1. MIP 2026 Update: Incorporate Speed Limit Changes

BLTS maps (existing) that show change with adopted speed limits

Figure 20: Arterial Bicycle Network Performance - 2025



1. MIP 2026 Update: Incorporate Speed Limit Changes

Updated BLTS table that reflects adopted speed limits w/factor

Table 9: Existing (2025) Arterial Bicycle Network Corridor Performance Target Results

			Bicycle Facility Meets BLTS Target	Bicycle Facility Does Not Meet BLTS Target	Bicycle Facility Gaps
Citywide	Miles		69	33	114
	Proportion of Total		24%	12%	64%
PMA	PMA 1	Downtown	17%	30%	53%
		BelRed	30%	7%	63%
		Wilburton/East Main	21%	17%	62%
	PMA 2	Crossroads	1%	11%	88%
		Eastgate	42%	30%	28%
		Factoria	38%	30%	32%
	PMA 3		23%	8%	69%
Priority Bicycle Corridor	Enatai-Northtowne		38%	51%	11%
	Lake Washington Loop		26%	69%	5%
	Eastrail		83%	0%	17%
	Somerset-Redmond		15%	35%	50%
	SpiritrIDGE-Sammamish		13%	25%	61%
	West Lake Sammamish Pkwy		42%	0%	58%
	SR 520 Trail		35%	63%	2%
	Downtown-Overlake		34%	3%	63%
	Lake-to-Lake Trail		24%	35%	41%
	Mountains to Sound Greenway		31%	42%	27%
	Coal Creek-Cougar Mountain		39%	33%	28%
	Total		30%	31%	39%

			Bicycle Facility Meets BLTS Target	Bicycle Facility Does Not Meet BLTS Target	Bicycle Facility Gaps
Citywide	Miles		61	56	116
	Proportion of Total		26%	24%	50%
PMA	PMA 1	Downtown	25%	24%	50%
		BelRed	32%	11%	57%
		Wilburton/East Main	20%	21%	60%
	PMA 2	Crossroads	0%	17%	83%
		Eastgate	18%	51%	31%
		Factoria	69%	19%	12%
	PMA 3		26%	23%	51%
Priority Bicycle Corridor	Enatai-Northtowne		46%	44%	9%
	Lake Washington Loop		28%	69%	3%
	Eastrail		63%	4%	33%
	Somerset-Redmond		22%	40%	38%
	SpiritrIDGE-Sammamish		22%	31%	47%
	West Lake Sammamish Pkwy		35%	0%	65%
	SR520 Trail		63%	36%	1%
	Downtown-Overlake		54%	22%	24%
	Lake-to-Lake Trail		28%	28%	44%
	Mountains to Sound Greenway		38%	25%	37%
	Coal Creek-Cougar Mountain		15%	62%	22%
	Total		33%	35%	33%

1. MIP 2026 Update: Incorporate Speed Limit Changes

Commission action is not needed to incorporate new adopted speed limits into the MIP maps and tables as follows:

- Table 8: Existing (2025) PLTS
- Figure 19: Arterial PLTS (2025)
- Table 9: Existing (2025) BLTS
- Figure 20: Arterial BLTS (2025)
- Figure 24: Arterial PLTS (2045)
- Table 10: Forecast (2045) PLTS
- Table 11: Forecast (2045) BLTS
- Figure 25: Arterial BLTS (2045)

1. MIP 2026 Update: PLTS Table

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	Arterial Daily Traffic Volume	Width of Buffer (ft.)								
		0	<5	≥5	<5	≥5	<5	≥5	<5	≥5
≤20 ≤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 >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

1. MIP 2026 Update: BLTS Table

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	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
≤20 ≤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 >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

2. MIP 2026 Update: Active Transportation Performance Metric

What is the Purpose of the Active Transportation Metrics:

Planning tool to identify and prioritize gaps in pedestrian and bicycle network.

Focus attention on areas with no facilities that can be addressed with investments from the city and private development projects.

2. MIP 2026 Update:

Active Transportation Performance Metric

Problem: Measuring PLTS and BLTS performance using speed limit factor may exaggerate the actual performance target gaps and divert attention from the gap locations most in need of attention.

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”

- To approximate “actual” speed because actual speed data was not available citywide

Proposal: Consider Adopted Speed Limit as a primary metric.

**Continue to use observed speed to help inform project design*

2. MIP 2026 Update:

Active Transportation Performance Metric

Speed and Speed Limit Analysis

- Evaluated actual speed data collected for Bellevue Safe Speeds
- 200+ speed surveys analyzed
- Compare average observed speed to posted speed

PMA	Average Speed/Speed Limit
PMA 1	0.9
PMA 2	1.0
PMA 3	1.1

2. MIP 2026 Update: Active Transportation Performance Metric

Transportation Commission Discussion/Action

- Consider changing primary PLTS and BLTS performance metric to adopted Speed Limit
- *Continue to use observed speeds to inform project design*
- Staff will return in September with observations and additional information

Bellevue Mobility Implementation Plan



2026 Update

NEXT STEPS

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

- Updated analysis; seek TC recommendation – September 10

3. Intersection Performance along Regional Arterials

- Analysis and options – September 10/October 8

4. Intersection Performance for Intersections at Freeways

- Analysis and options – September 10/October 8

Thank You!

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