

Mobility Implementation Plan Update

Transportation Commission
September 11, 2025



Kevin
McDonald

Chris
Breiland



FEHR & PEERS

September 11, 2025

MIP Update Discussion and Action Outline

1

MIP 101

Review Content of
each Chapter of the
draft Mobility
Implementation
Plan Update

2

Comments
and
Questions

3

Actions Tonight:

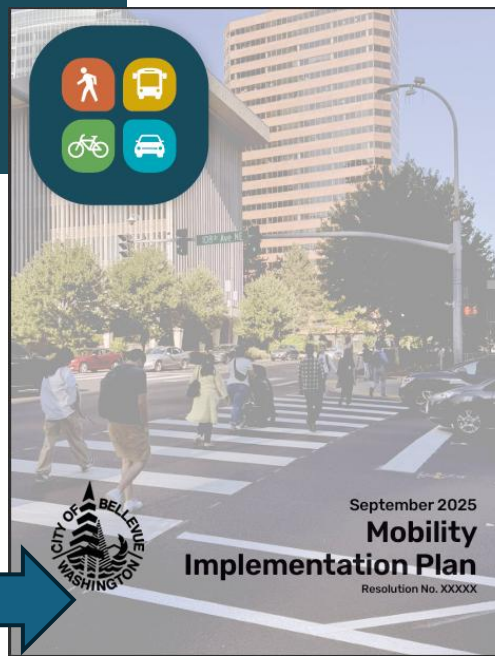
1. Recommend MIP to Council
2. Approve Transmittal
3. Select MIP Cover



Mobility
Implementation
Plan



City of Bellevue, WA
Adopted April 18, 2022
Resolution No. 10085

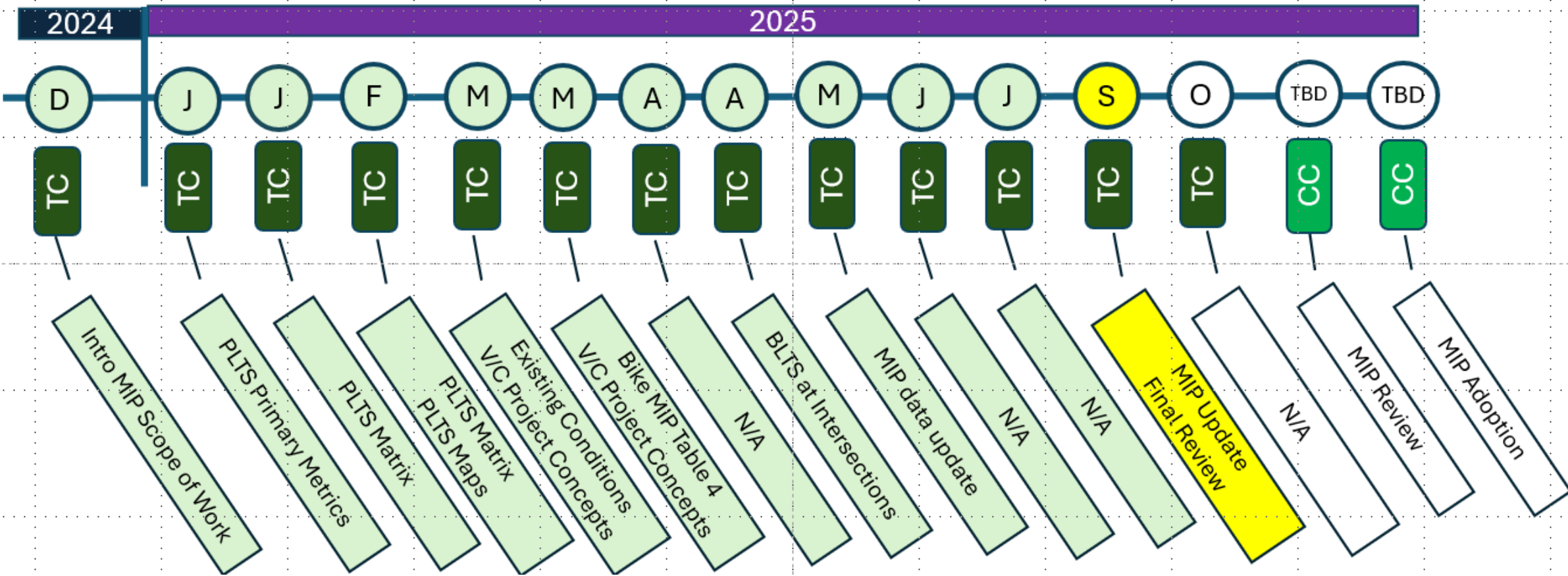


September 2025
**Mobility
Implementation Plan**
Resolution No. XXXXX

Mobility Implementation Plan Update

TC. Transportation
Commission

CC. City
Council



Transportation Commission Recommendation 2022

- Mobility performance measurement, monitoring and prioritization
- Performance Metrics, Performance Targets
- Align transportation investments with land use vision (Performance Management Areas)
- Implement a complete, connected and accessible transportation network
- 4 Goals:



Awards

- Governor's Smart Communities Award
- Puget Sound Regional Council Vision 2050 Award

2025 Update

- Address changed circumstances
- Fill gaps in original MIP, ie) PLTS, BLTS at intersections
- Incorporate Pedestrian and Bicycle Transportation Plan

MIP 101



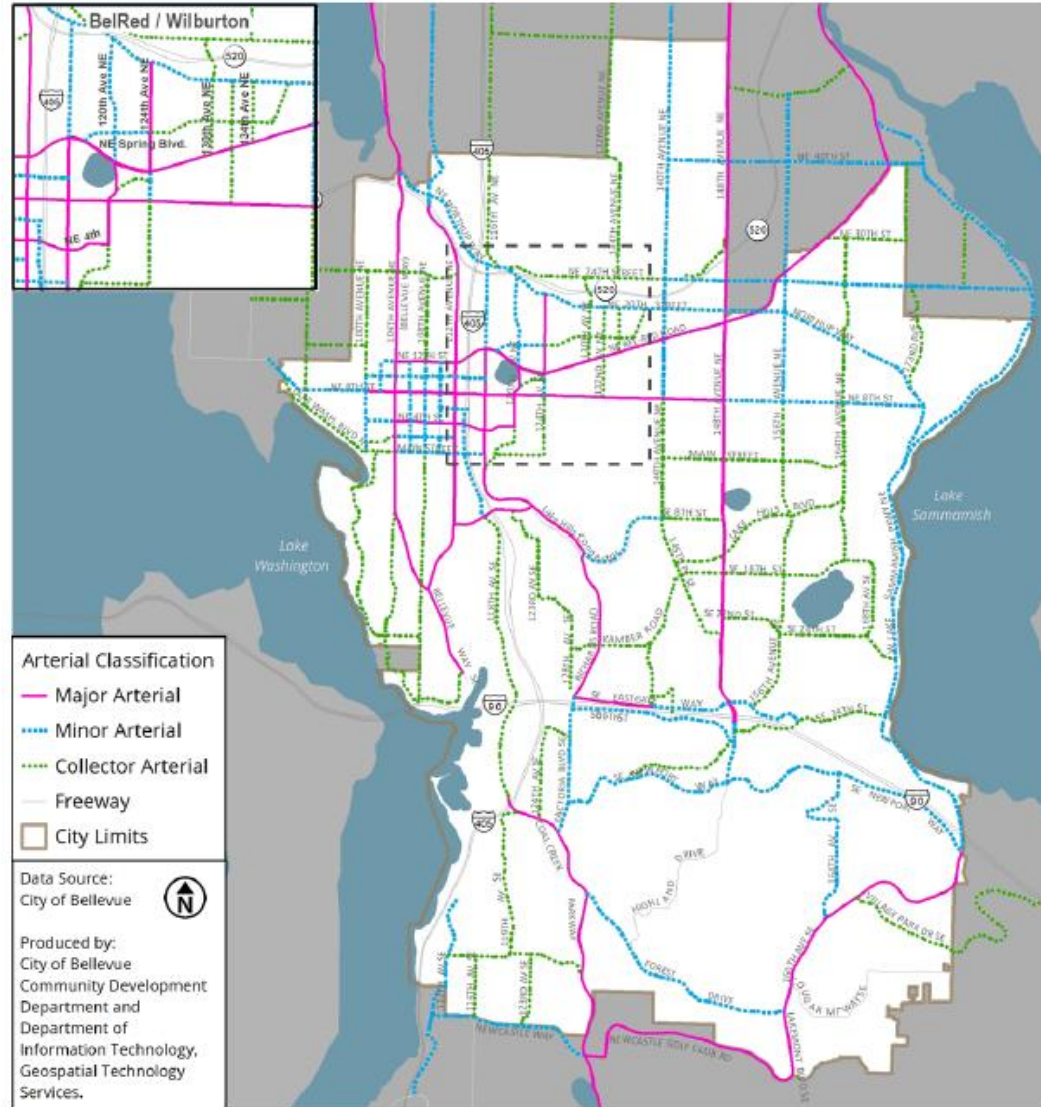
Mobility
Implementation
Plan

City of Bellevue, WA
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Bellevue Arterials and Classifications

Map TR-2. Arterial Functional Classifications – Existing and Planned Arterials

This map shows the functional classifications of the arterial-street system in Bellevue. Refer to the Glossary for Functional Classification definitions.



MIP 101

Arterial applications in the MIP:

- All pedestrian network
- Bicycle network corridors
- Priority vehicle corridors
- Transit network corridors

Definitions in the Comprehensive Plan:

- **Major:** vehicle and active transportation travel with connections to neighboring jurisdictions, freeway interchanges and commercial activities
- **Minor:** vehicle and active transportation connection between major arterials and residential and commercial activities
- **Collector:** collects (or distributes) traffic from (or to) local streets and provides connections to minor or major arterials



chapter

01

Introduction

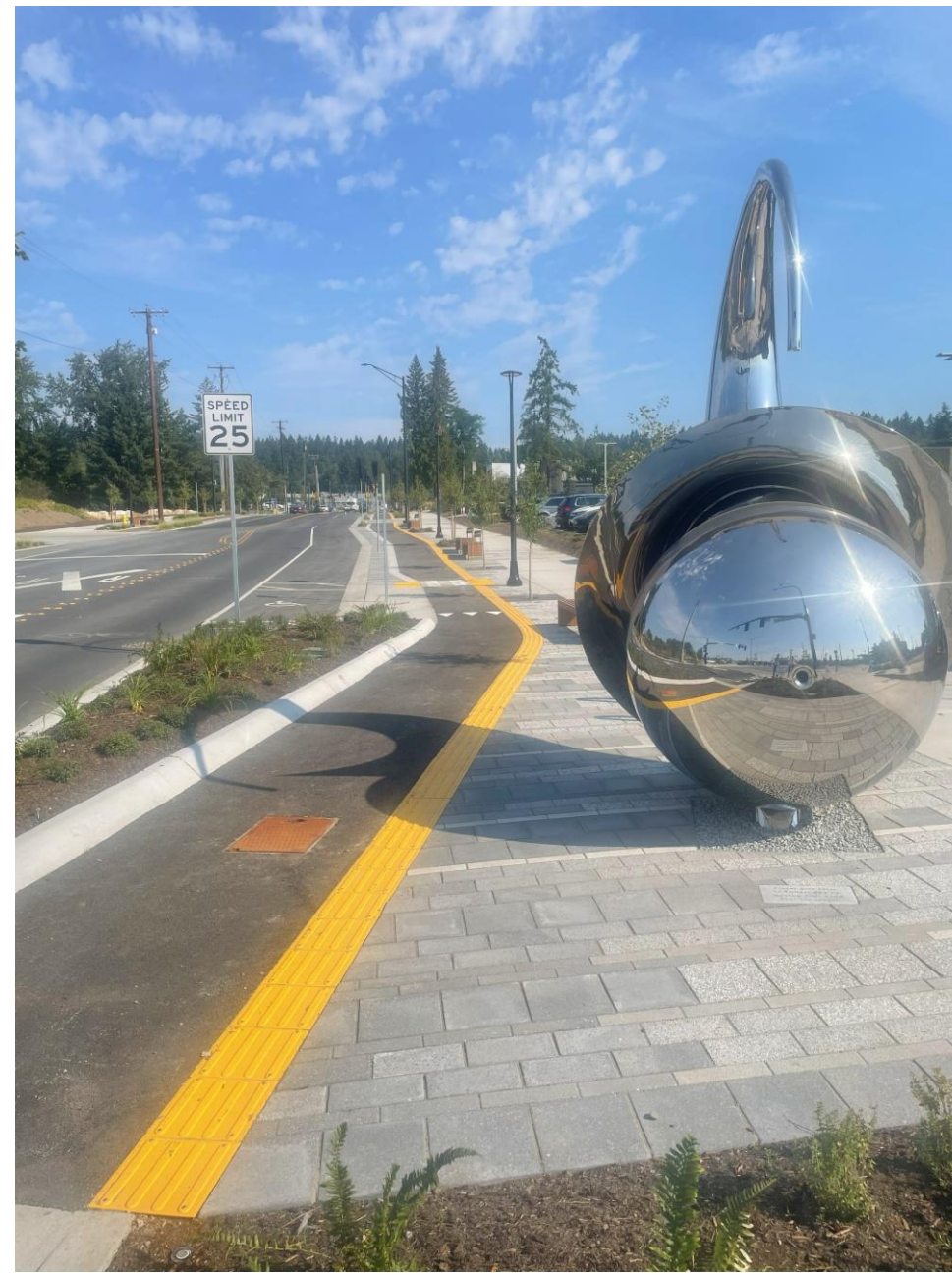
MIP Goals

Accommodate Growth: Multimodal transportation network investments support planned growth in population and employment.

Improve Safety: Safe streets are important for everyone, whether they are driving, walking, biking, or using transit.

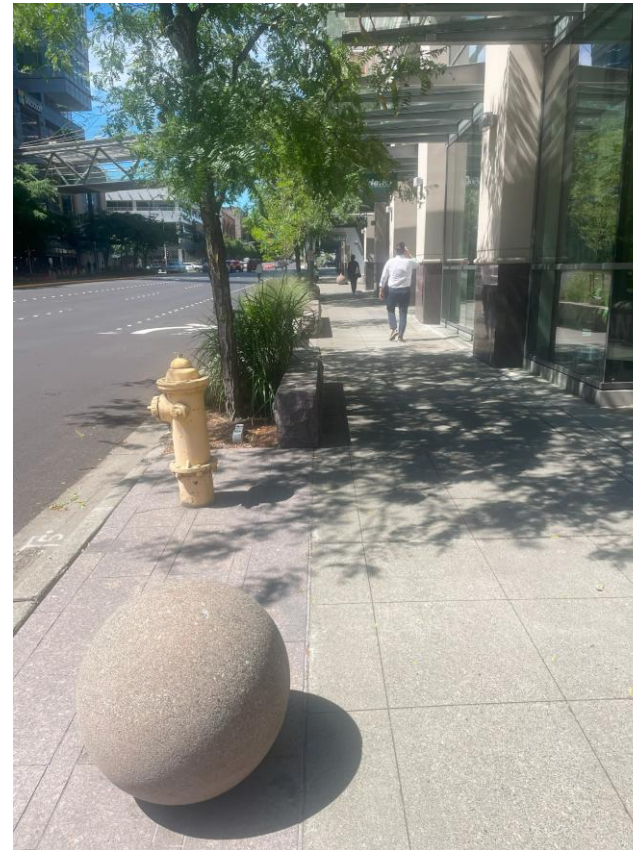
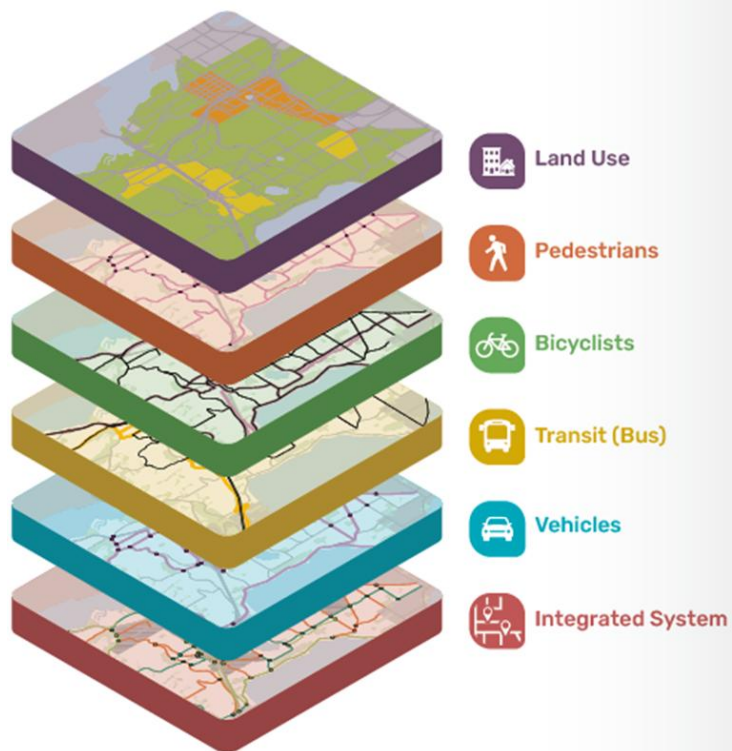
Consider Equity: Transportation investments in Bellevue should be safe and accessible for all when viewed through a socioeconomic or demographic lens.

Improve Access and Mobility: Simultaneous consideration of access to support land use (a complete and connected transportation network) and mobility (the quality of the network for people using any mode)



Bellevue's Layered Transportation Network

Figure 1: Layered Network



chapter

03

Performance Metrics

Performance Metrics for Each Mode

Figure 9: Pedestrian Level of Traffic Stress (PLTS) Categories



Figure 10: Bicycle Level of Traffic Stress (BLTS) Categories

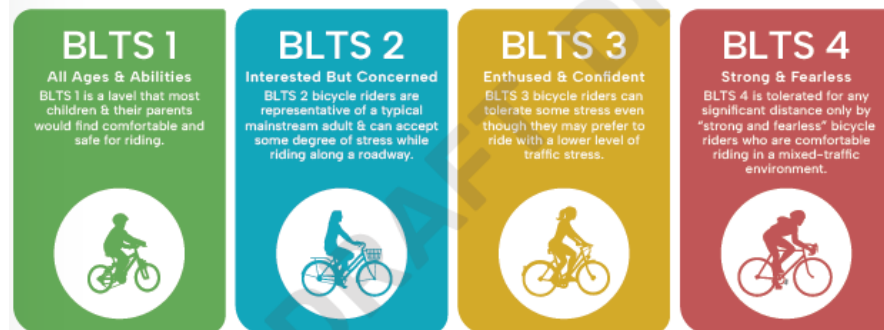


Figure 14: Transit Travel Time Ratio Activity Center Pairs

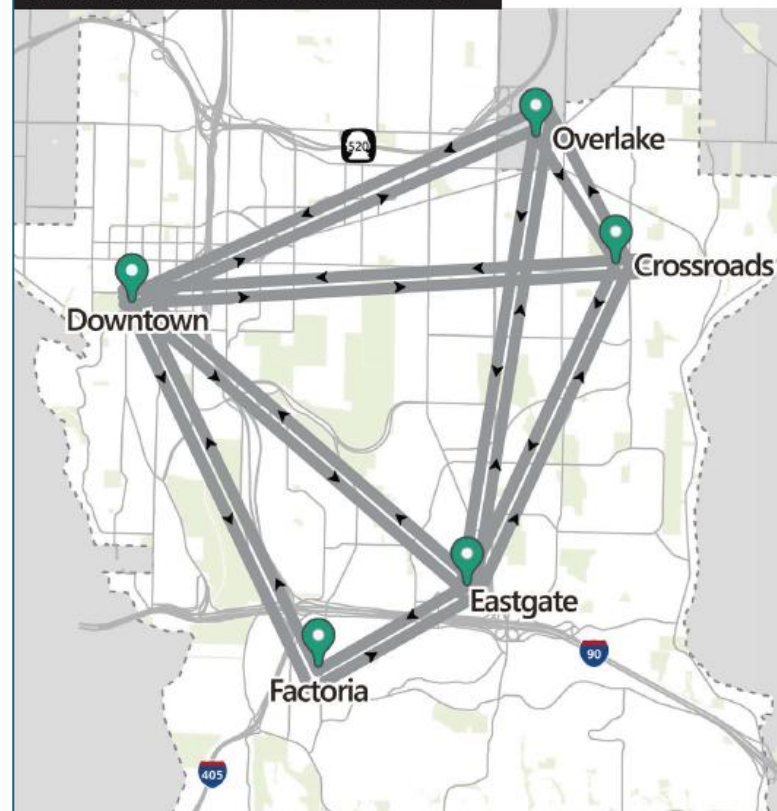
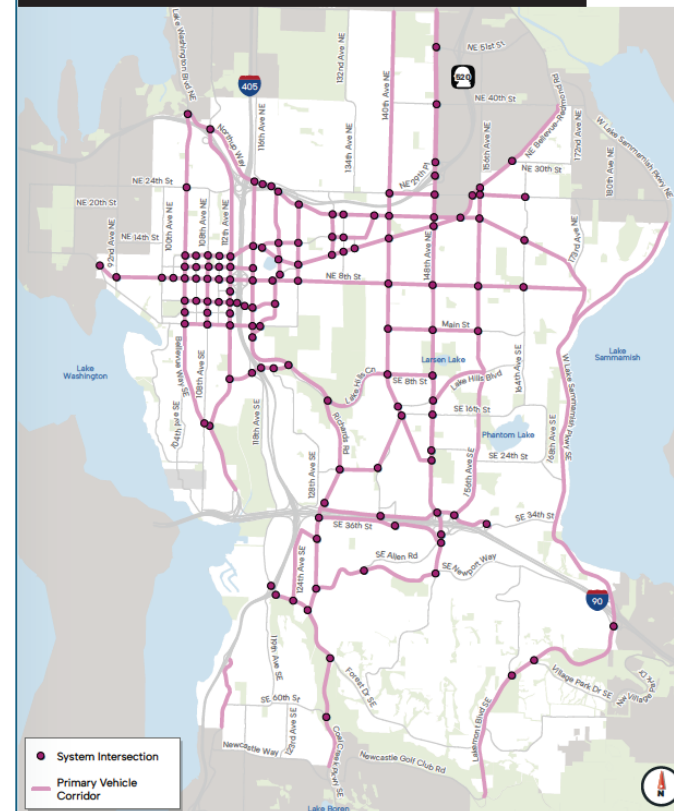


Figure 8: Vehicle Network – Primary Vehicle Corridors and System Intersections



chapter
03**Performance Metrics****Pedestrian Level of Traffic Stress****Figure 9: Pedestrian Level of Traffic Stress (PLTS) Categories**

Pedestrian Level of Traffic Stress (PLTS) describes the comfort level and safety of a person walking along an arterial given various sets of arterial and sidewalk characteristics.

Table 1: Pedestrian Level of Traffic Stress

Table 1: Pedestrian Level of Traffic Stress

PLTS 1

PLTS 2

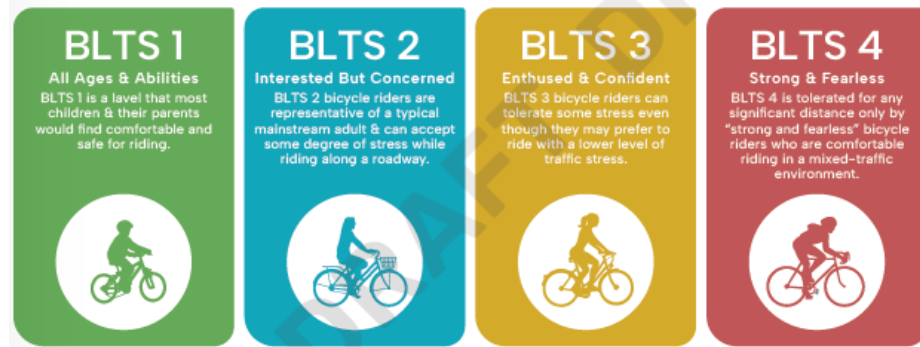
PLTS 3

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

Supplemental components for prioritization and project concepts MIP p. 76.

Figure 10: Bicycle Level of Traffic Stress (BLTS) Categories



Bicycle Level of Traffic Stress (BLTS) describes the comfort level and safety of a person riding a bicycle on the arterial bicycle network given various sets of arterial characteristics and bicycle facility types.

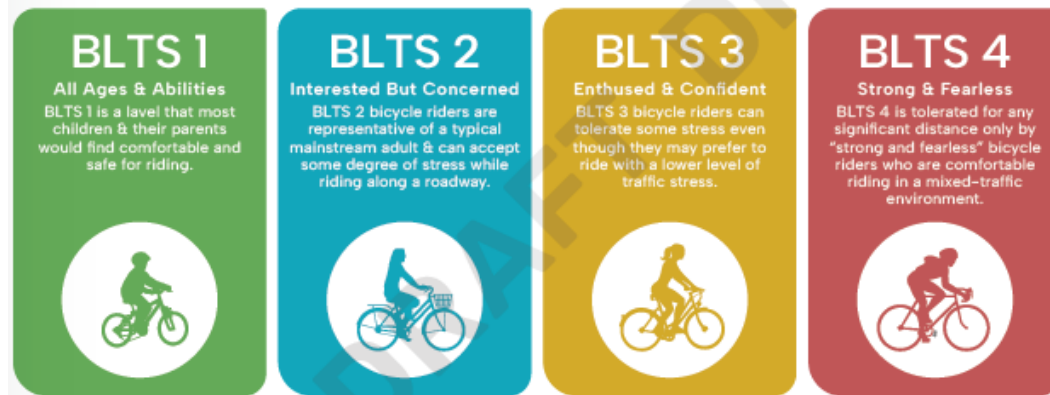
Bicycle Level of Traffic Stress

Bicycle Network Corridors

Table 4: Bicycle Level of Traffic Stress

Arterial Characteristics		Bicycle Facility Components: Guideline to Achieve Intended Level of Traffic Stress					
Speed Limit Factor ¹	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
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>35	Any	4	4	4	4	3	1

Figure 10: Bicycle Level of Traffic Stress (BLTS) Categories



At an intersection along a bicycle network corridor, the design for bikes should incorporate facility types intended to achieve the target Bicycle Level of Traffic Stress (BLTS) along the corridor.

Bicycle Level of Traffic Stress

Bicycle Network Intersections

Table 5: Bicycle Level of Traffic Stress at Intersections – Facilities and Design Guidance

	Bicycle Facility Type on Corridor	Bicycle Facility Type on Corridor Approach to Intersection	Bicycle Facility Type Across Intersection
<div>More</div> <div>↑</div> <div>Space, Separation, Protection</div> <div>↓</div> <div>Less</div>	<ul style="list-style-type: none"> Protected Bike Lane Shared Use Path Physically Separated Bikeway 	Protected Intersection	<ul style="list-style-type: none"> Bicycle signal Green skip-striping across intersection Maintain horizontal separation (buffer) from parallel through traffic
	Buffered Bike Lane	<ul style="list-style-type: none"> Bike Box Two-stage turn box Continuous buffered bike lane on near and far side of intersection Bike lane remains right of vehicle right-turn lane. 	<ul style="list-style-type: none"> Bicycle signal Green skip-striping across intersection Maintain horizontal separation (buffer) from parallel through traffic
	Striped Bike Lane	<ul style="list-style-type: none"> Bike Box Two-stage turn box At vehicle right turn lane, bike lane is: <ul style="list-style-type: none"> » 1) Shifted between through traffic lane and turn lane, or » 2) Extended into right turn lane with sharrow 	<ul style="list-style-type: none"> Bicycle signal optional Green skip-striping across intersection
	Shared Lane Marking (Sharrow)	Shared Lane Marking (Sharrow)	No specific treatment
	No Marking	Loop Detector (at all signalized intersections)	No Bike Facilities

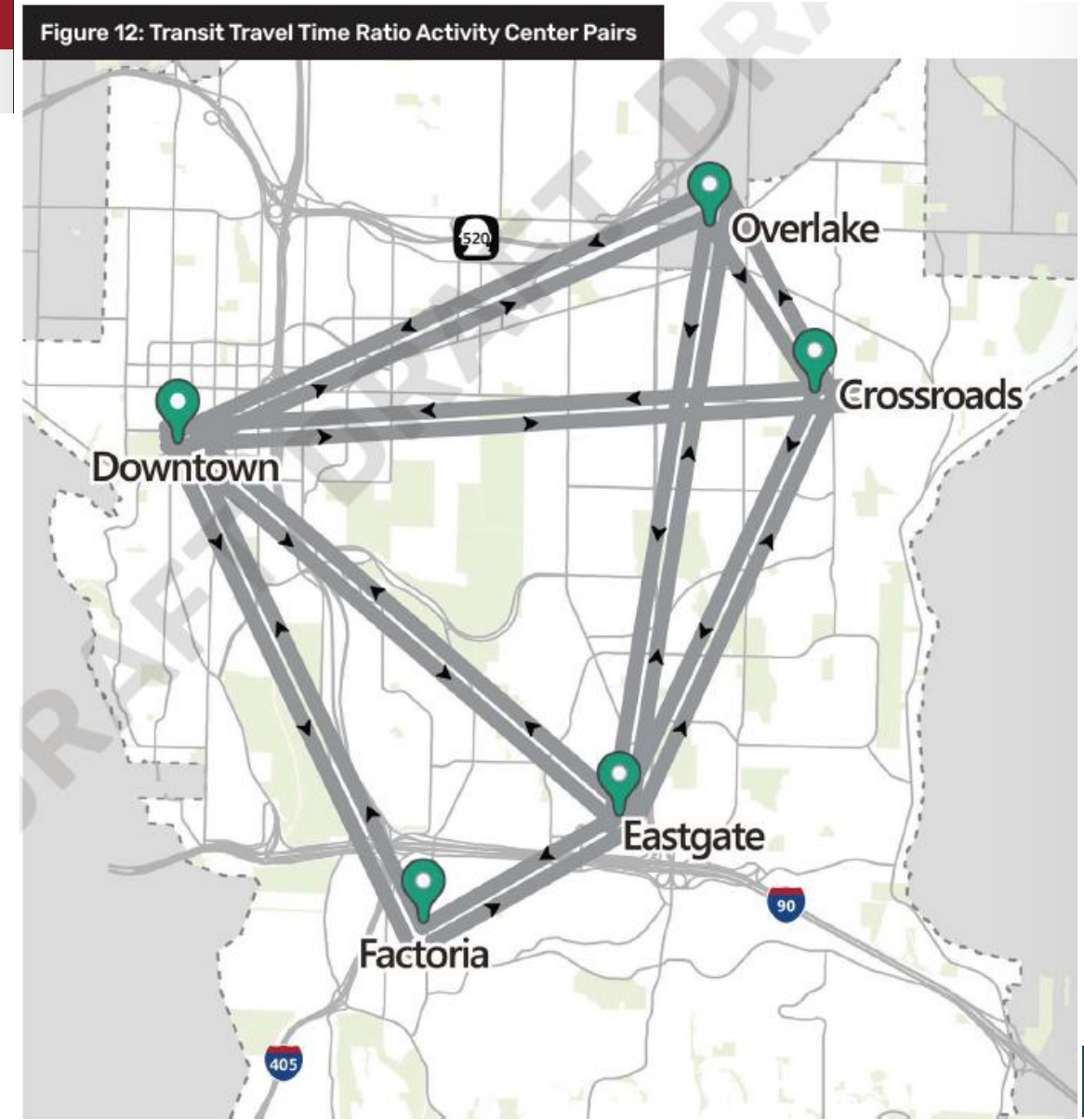
Transit Travel Time

The ratio of a person's travel time on transit versus in a private vehicle in the PM peak hour (Transit Travel Time Ratio) is the Performance Metric used to measure the operation of the frequent transit network (FTN).

The Transit Travel Time Ratio is measured between the five activity centers.

Transit

Figure 12: Transit Travel Time Ratio Activity Center Pairs



Vehicle

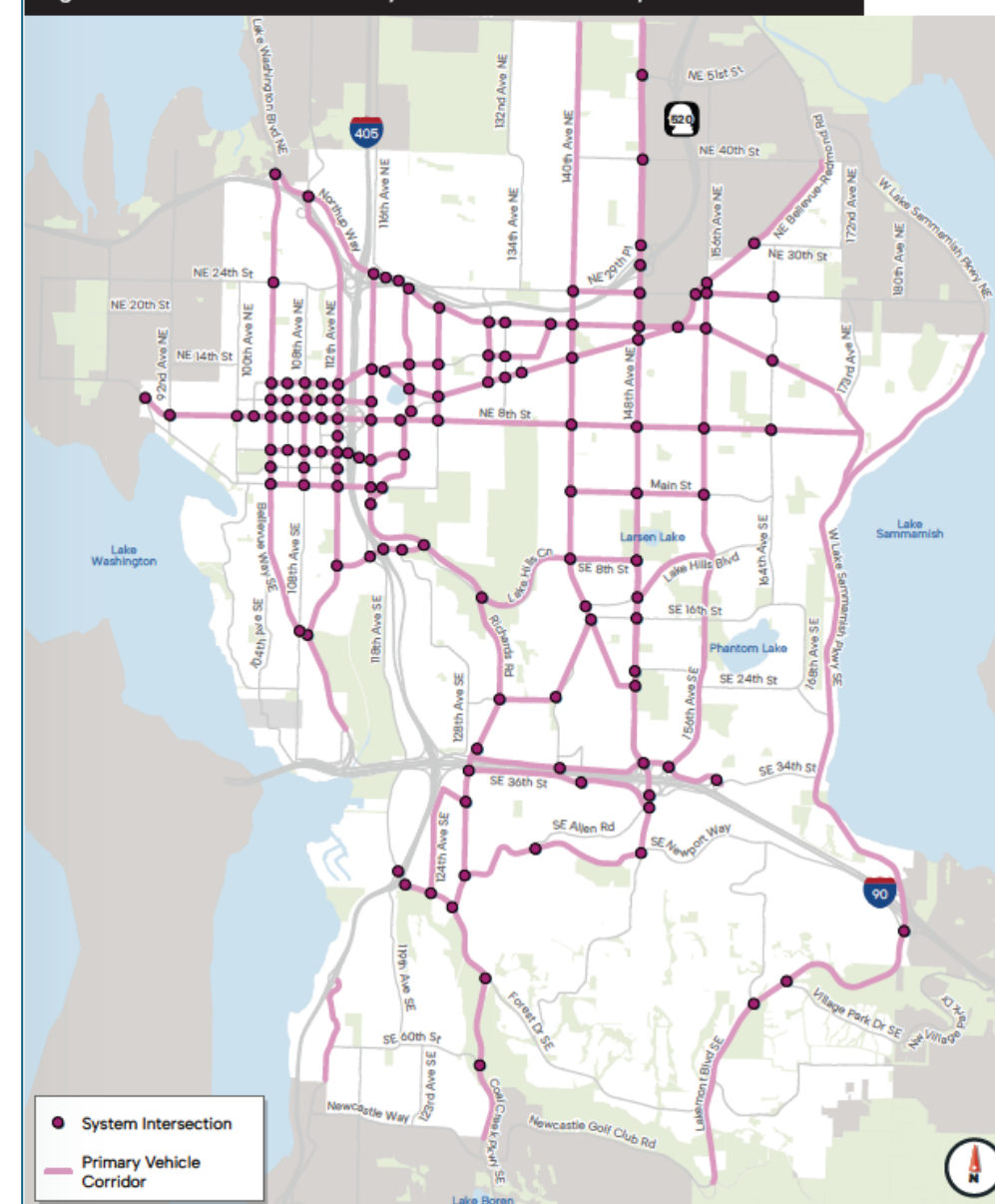
The MIP defines two Performance Metrics for the vehicle network:

- Volume-to-capacity ratio (V/C) at System Intersections in the two-hour PM Peak period (4-6 PM).
- Vehicle travel speed along segments of a Primary Vehicle Corridor in the PM Peak hour (the single busiest hour of the day).
 - Arterial
 - 10K
 - >.5 miles

Intersection Volume-to-Capacity Ratio

Corridor Travel Speed

Figure 8: Vehicle Network – Primary Vehicle Corridors and System Intersections



chapter 04

Performance Management Areas

- Performance Management Areas (PMA) acknowledge existing/planned land use characteristics and mobility options.
- PMAs are used to establish performance targets (vehicle/bike/ped) and to monitor performance for each mode

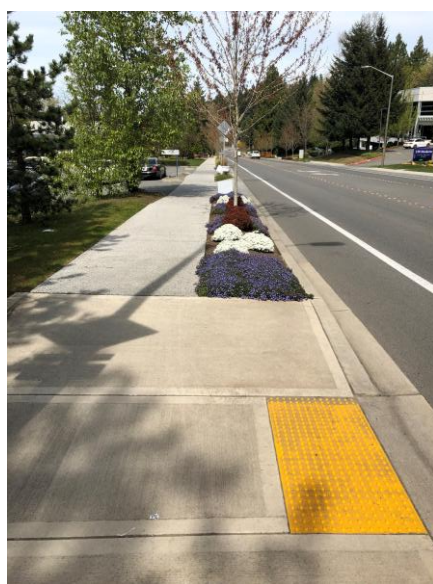
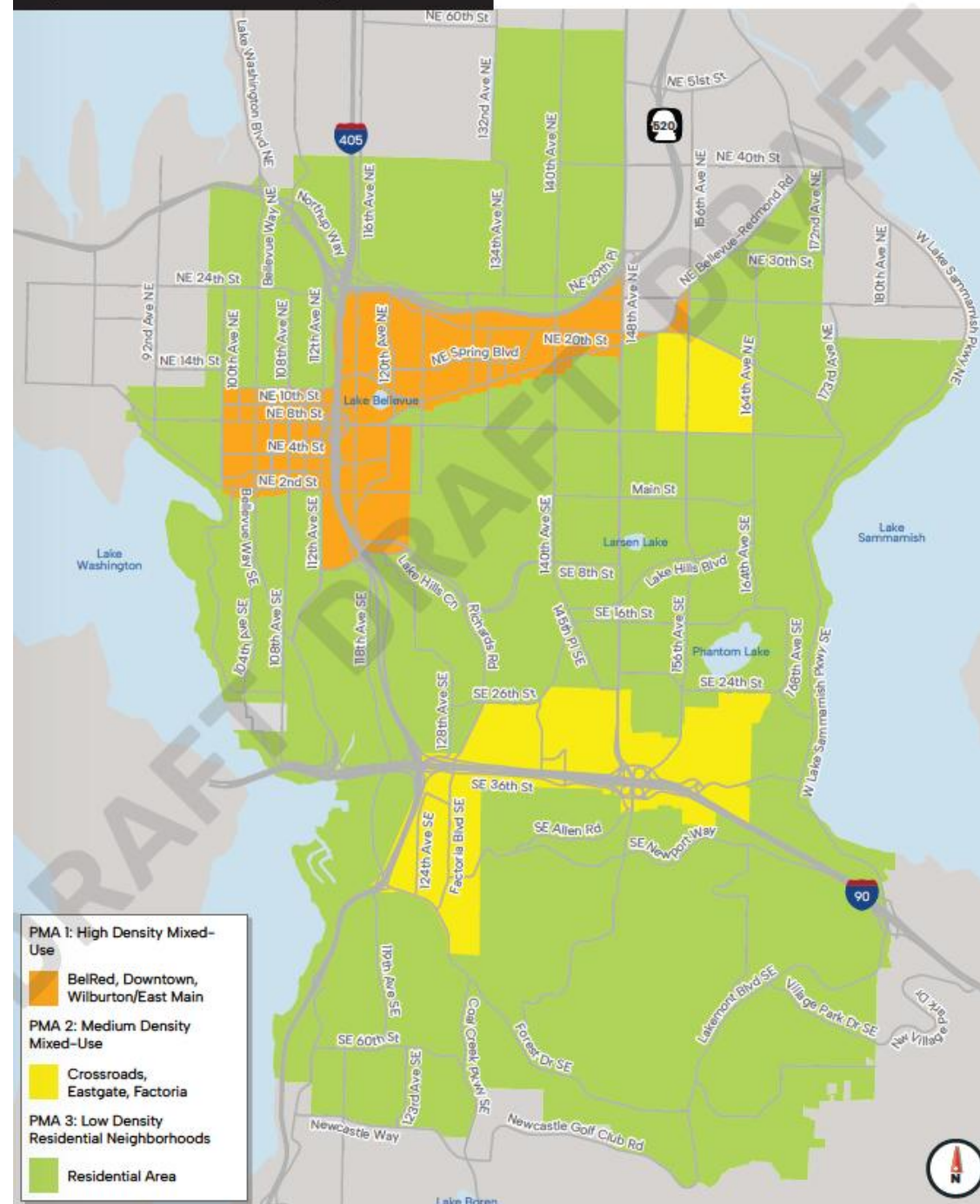


Figure 13: Performance Management Areas



Performance Targets



Table 7: Performance Targets

Mode	Performance Target		Monitoring and Reporting
Pedestrian	Arterial pedestrian network facilities meet the target PLTS which varies by PMA - see Figure 14 . Arterial crossings at designated spacing near major trip-generating land uses; the spacing of arterial crossings varies by land use context		Percentage of arterial sidewalk network that meet PLTS Performance Target citywide and within each PMA
Bicycle	Arterial bicycle network facilities (corridors and intersections) meet the target BLTS which varies by PMA - see Figure 15 .		Percentage of arterial bicycle network (corridors and intersections) that meet BLTS Performance Target citywide, within each PMA, and by Priority Bicycle Corridor
Transit	Transit travel time ratio of 2.0 or less Stops on the Frequent Transit Network have passenger amenities		List and map of activity center pairs that meet the travel time ratio Performance Target
Vehicle	PMA 1	1.0 V/C ratio at System Intersections ≥0.5 Typical Urban Travel Speed for Primary Vehicle Corridors*	List and map of Primary Vehicle Corridors and System Intersections that meet the PMA Performance Target
	PMA 2	0.90 V/C ratio at System Intersections ≥0.75 Typical Urban Travel Speed for Primary Vehicle Corridors	
	PMA 3	0.85 V/C ratio at System Intersections ≥0.9 Typical Urban Travel Speed for Primary Vehicle Corridors	

chapter
05

Performance Targets

Table 1: Pedestrian Level of Traffic Stress

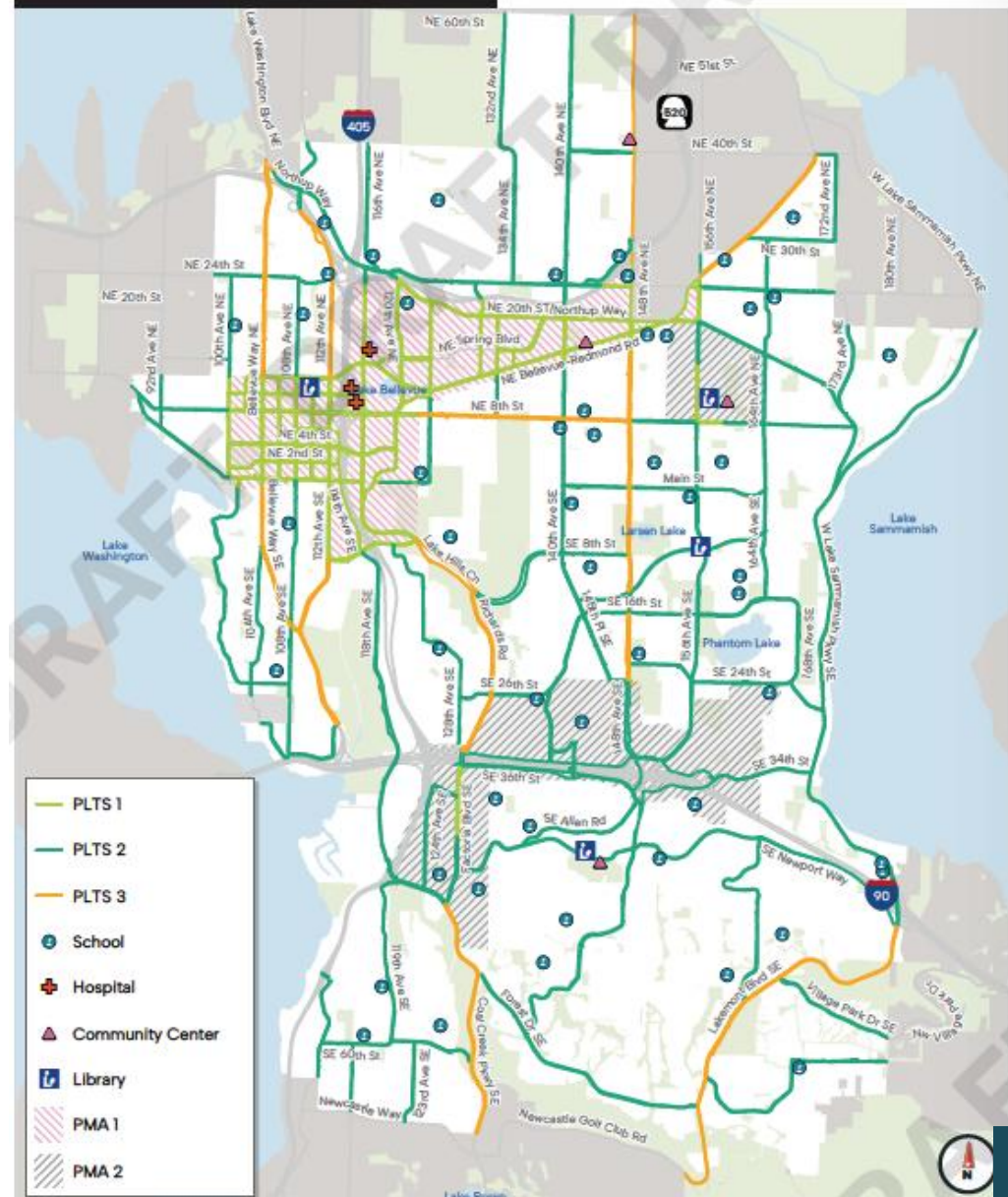
		PLTS 1 PLTS 2 PLTS 3 PLTS 4								
Arterial Characteristics		Sidewalk Characteristics								
		Paved Shoulder²	Width of Sidewalk (ft.)							
			Width of Buffer (ft.)							
Speed Limit Factor¹	Arterial Daily Traffic Volume	0	<5	≥5	<5	≥5	<5	≥5	<5	≥5
≤25	≤3k	1	1	1	1	1	1	1	1	1
	>3k-7k	3	2	1	1	1	1	1	1	1
	>7k	3	2	2	2	1	2	1	1	1
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>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 2: Spacing Between Arterial Pedestrian Crossings

Context	PMA 1	PMA 2	PMA 3		
Component			Neighborhood Shopping	Pedestrian Destination	Elsewhere in PMA 3
Spacing Between Arterial Pedestrian Crossings	300 ft.	≤ 800 ft.: Factoria ≤ 600 ft.: Elsewhere	600 ft. or less within shopping center area	Within 600 feet of primary light rail station entrance Within 300 ft. of bus stop pair on FTN	Applicable as needed

Pedestrian Level of Traffic Stress

Figure 14: Arterial PLTS Performance Target



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Performance Targets

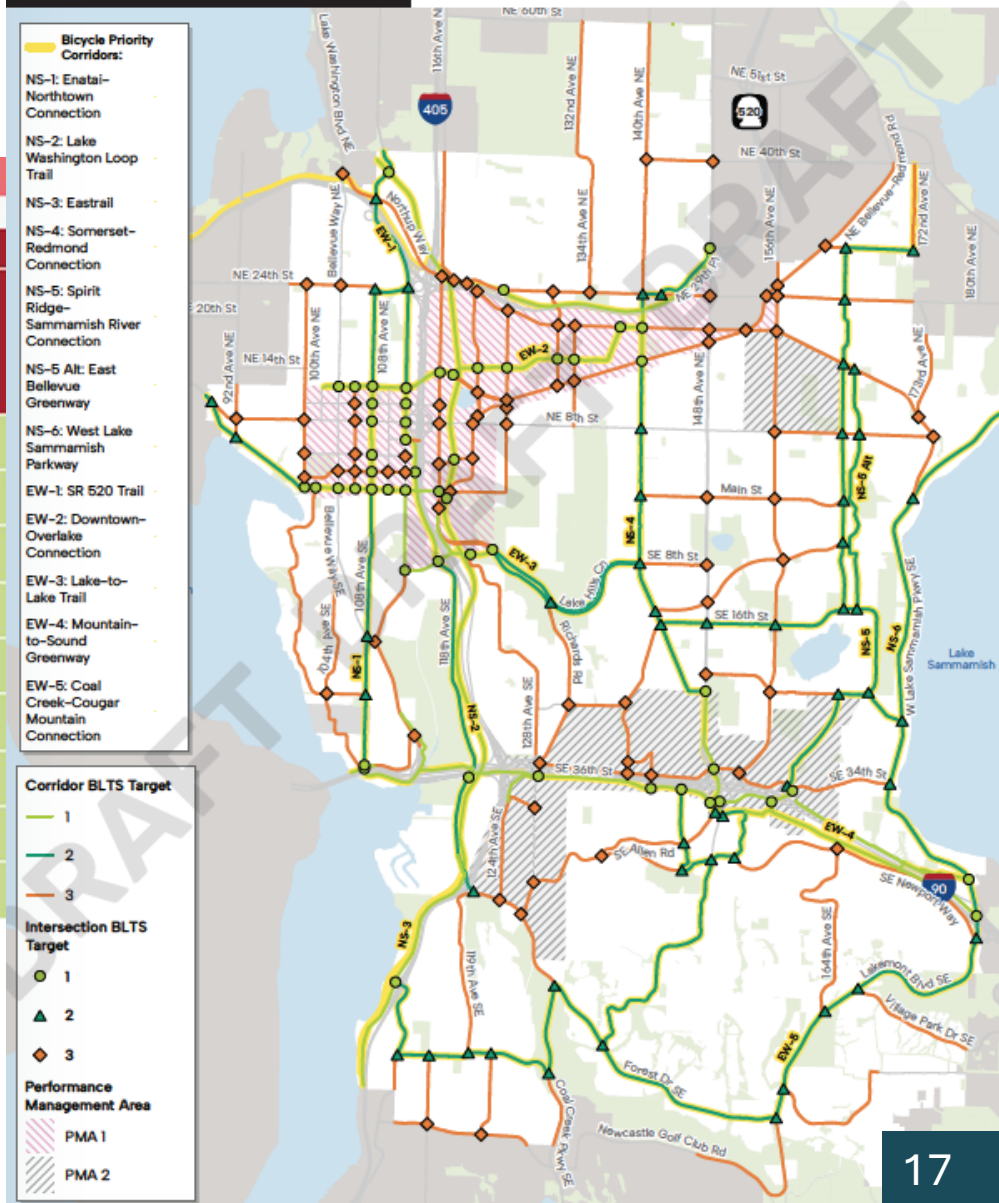
Bicycle Level of Traffic Stress

Table 4: Bicycle Level of Traffic Stress

Arterial Characteristics		Bicycle Facility Components: Guideline to Achieve Intended Level of Traffic Stress					
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BLTS 1 BLTS 2 BLTS 3 BLTS 4

Figure 15: BLTS Performance Target

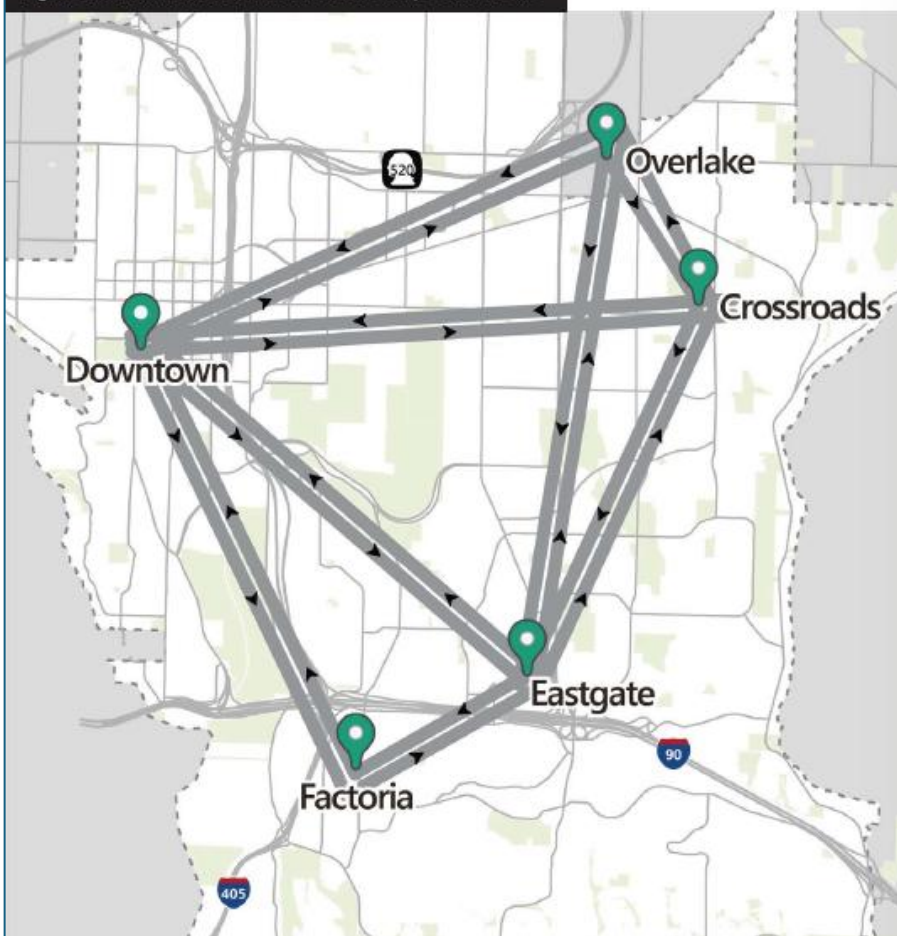


chapter
05

Performance Targets

Transit Network Corridors and Amenities at Stops

Figure 14: Transit Travel Time Ratio Activity Center Pairs



Performance Target is a Transit Travel Time ratio of 2.0 or less (transit vs private vehicle) during the PM peak commute hour.

Transit stop amenities vary by type of transit stop

Table 6: Transit Stop/Station Amenities

Context	Local Transit Stop ¹	Frequent Transit Network Stop/RapidRide Stop ²
Component		
Weather Protection	Yes, Priority locations have 25+ daily boardings	Yes
Seating	Yes, Priority near Pedestrian Destinations	Yes
Paved Bus Door Passenger Zone	Yes, Zone length 25-30 ft.	Yes, Zone length 60 ft.
Wayfinding	Optional	Yes
Bicycle Parking	Optional	Yes

chapter 05

Performance Targets

MIP sets two Performance Targets for the vehicle network:
Volume-to-capacity ratio (V/C) at a System Intersection.

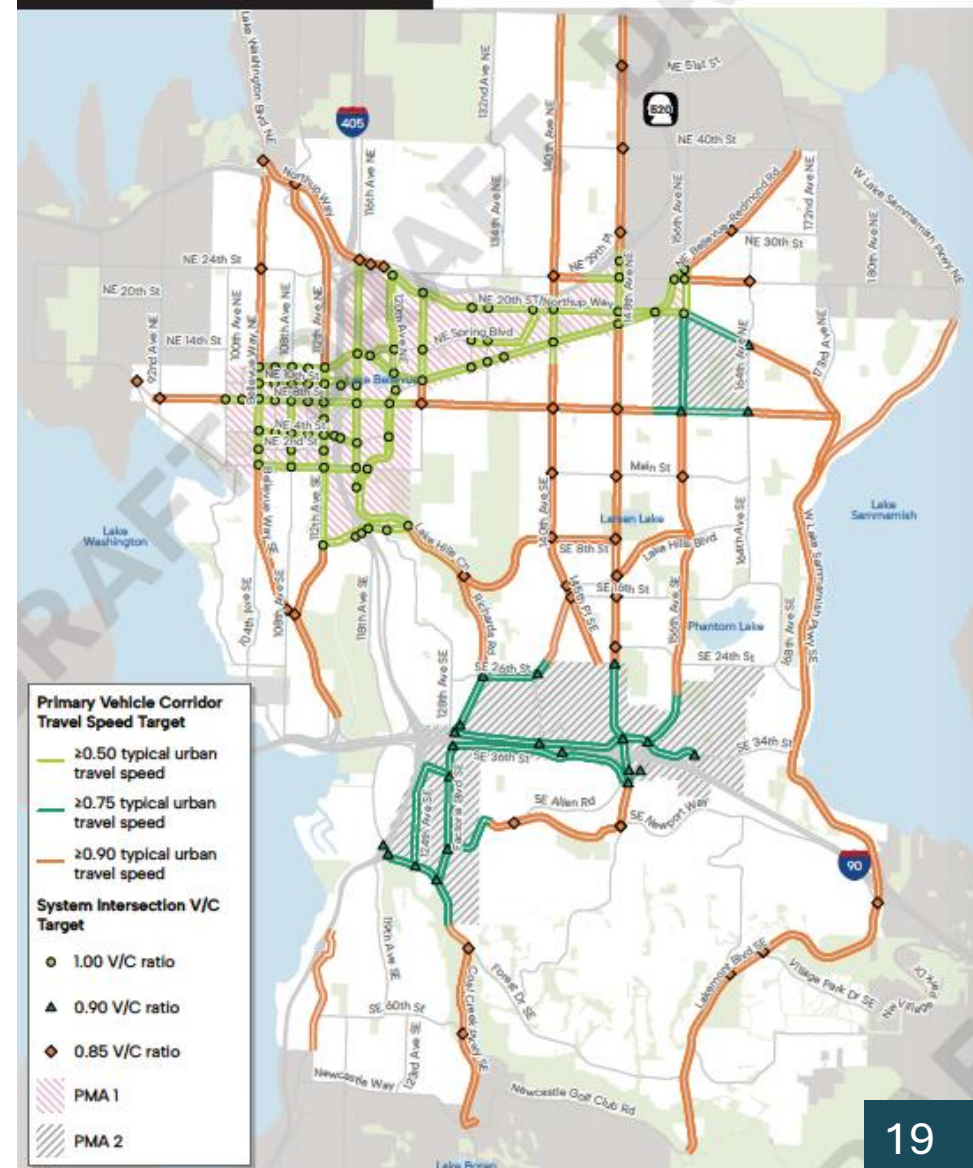
- Varies by Performance Management Area (PMA):
 - 0.85 in PMA 3
 - 0.90 in PMA 2
 - 1.0 in PMA 1

Vehicle travel speed along a Primary Vehicle Corridor.

- Typical urban travel speed: 40% of the posted speed limit.
- Varies by Performance Management Area:
 - 0.9 in PMA 3
 - 0.75 in PMA 2
 - 0.5 in PMA 1

Primary Vehicle Corridors and System Intersections

Figure 16: Vehicle Performance Target



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Performance Targets

Existing Network Performance

Figure 17: Arterial Pedestrian Network Performance – 2025

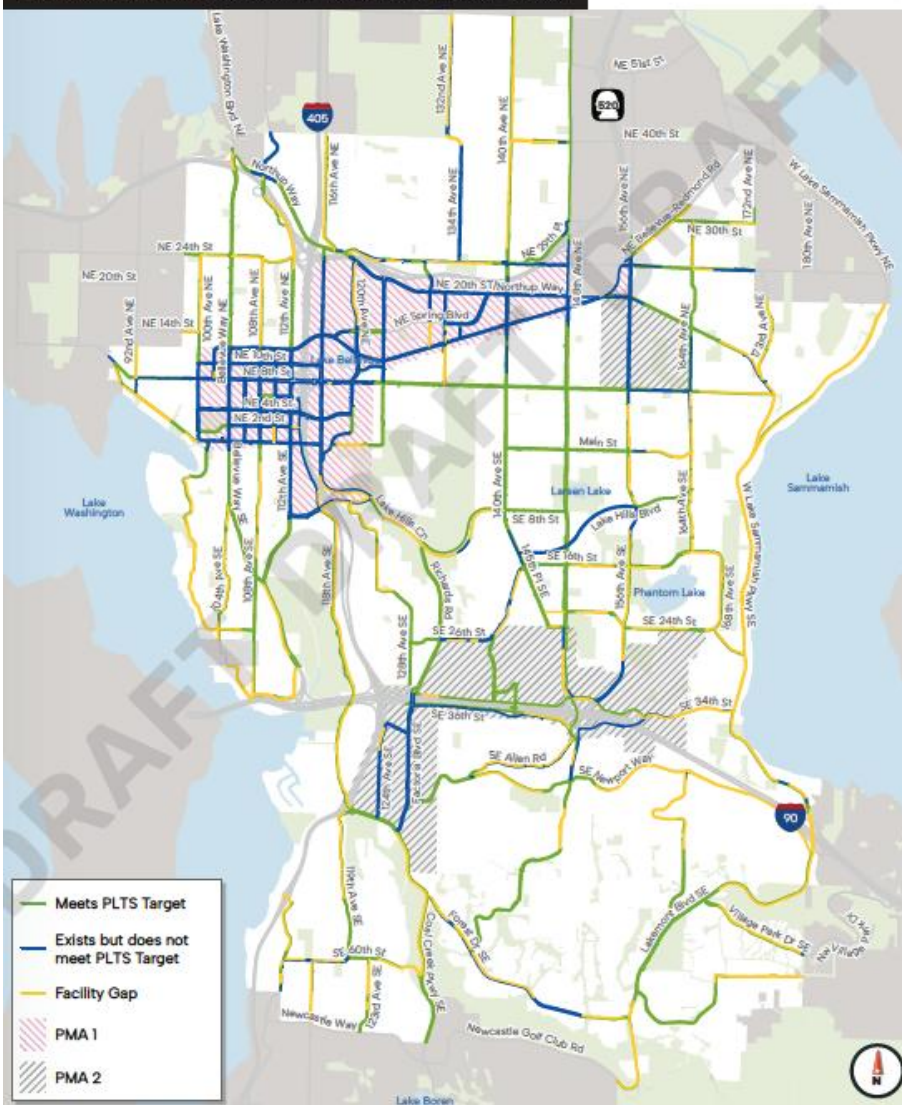
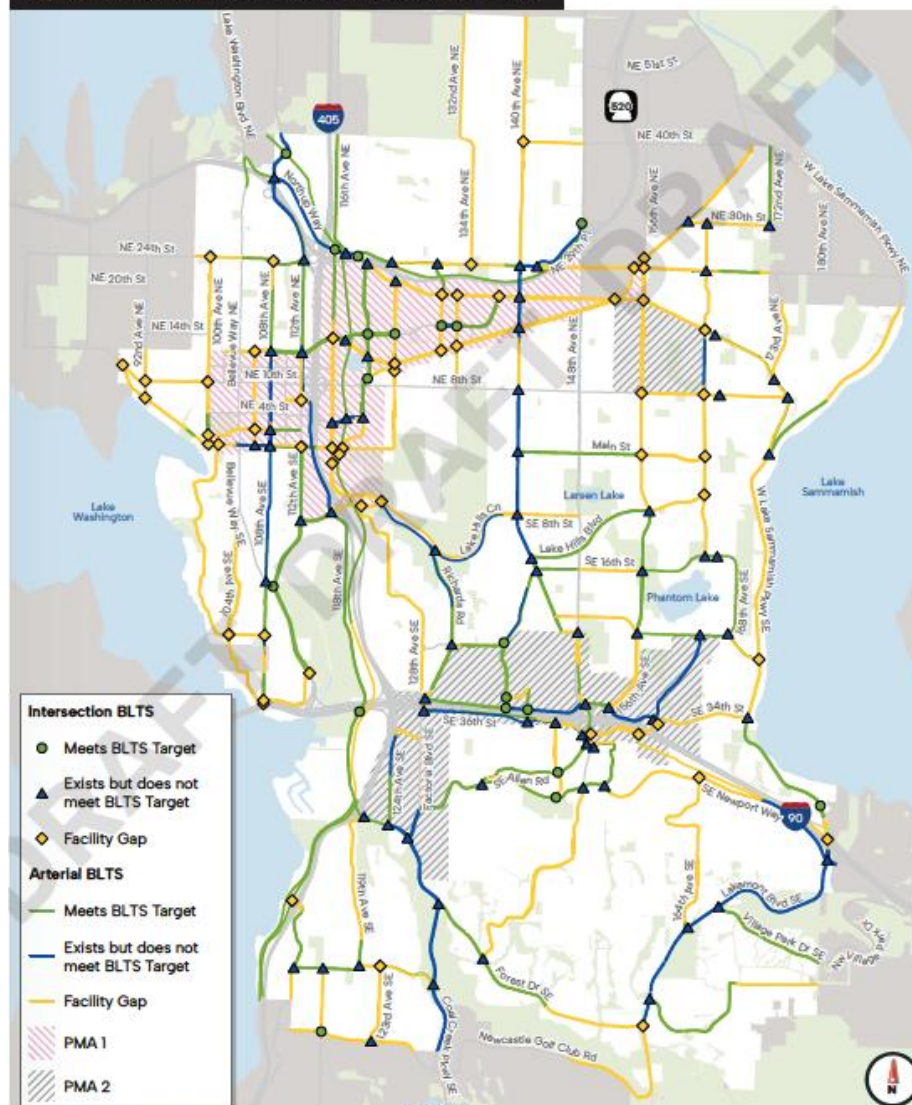


Figure 18: Arterial Bicycle Network Performance – 2025



chapter 05

Performance Targets

Existing Network Performance

Figure 19: Transit Network Performance - 2025

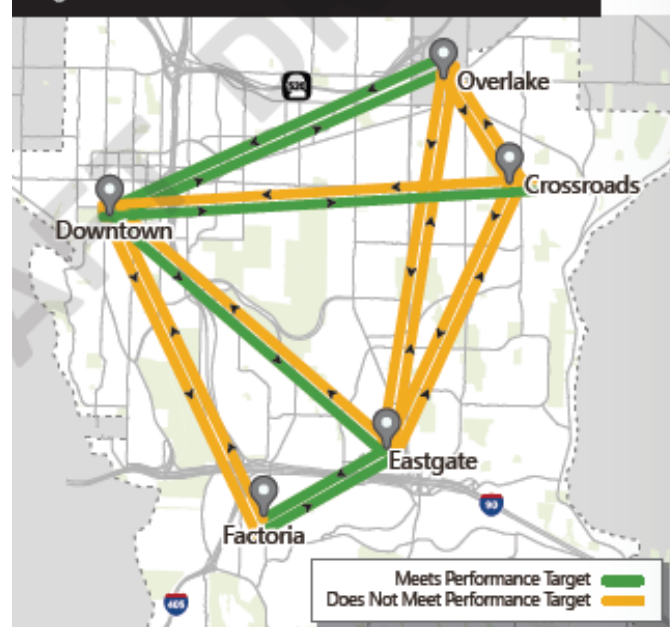


Figure 20: System Intersection Performance - 2023

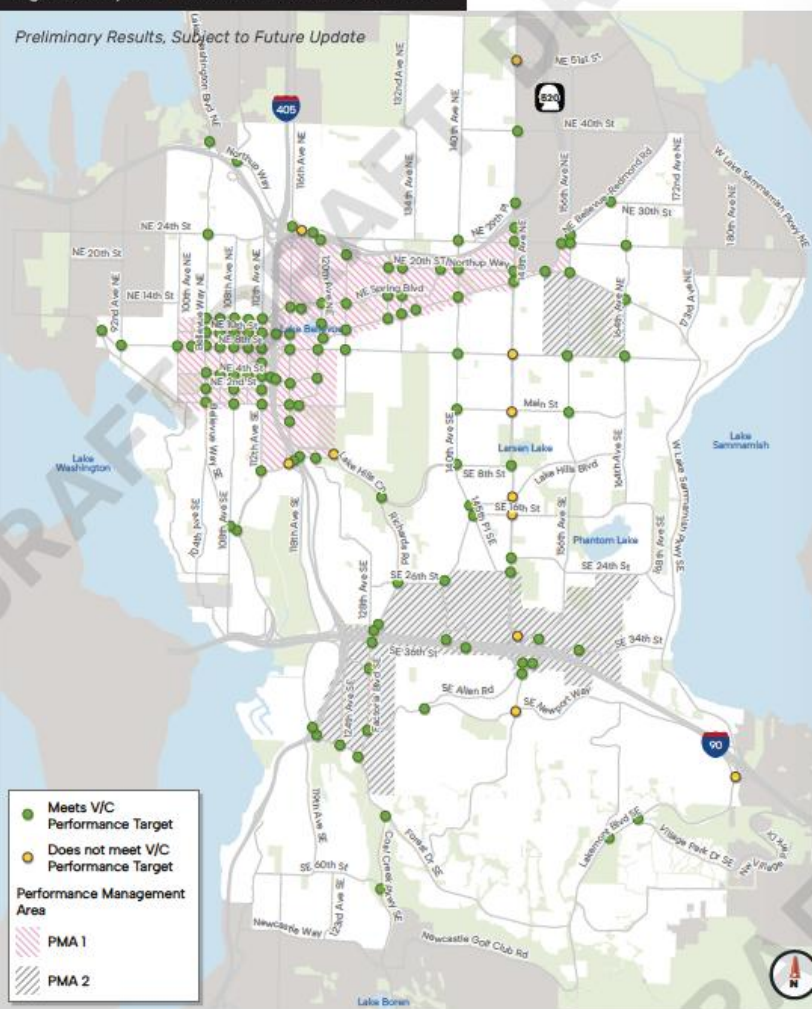
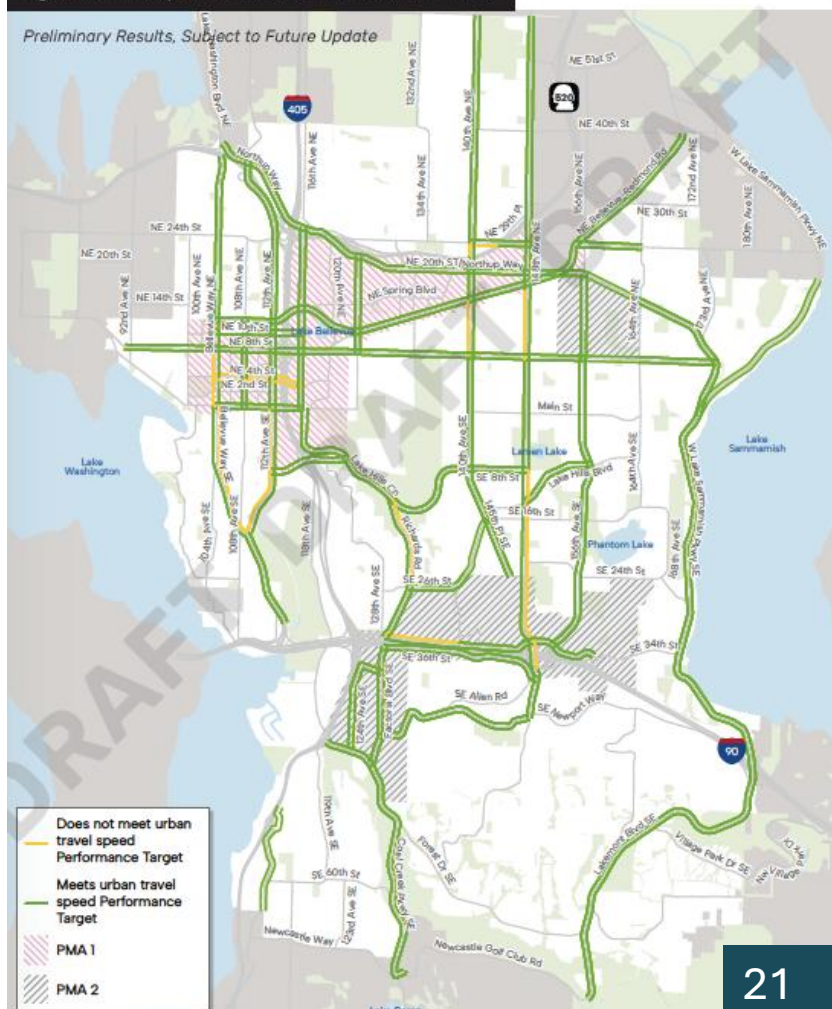


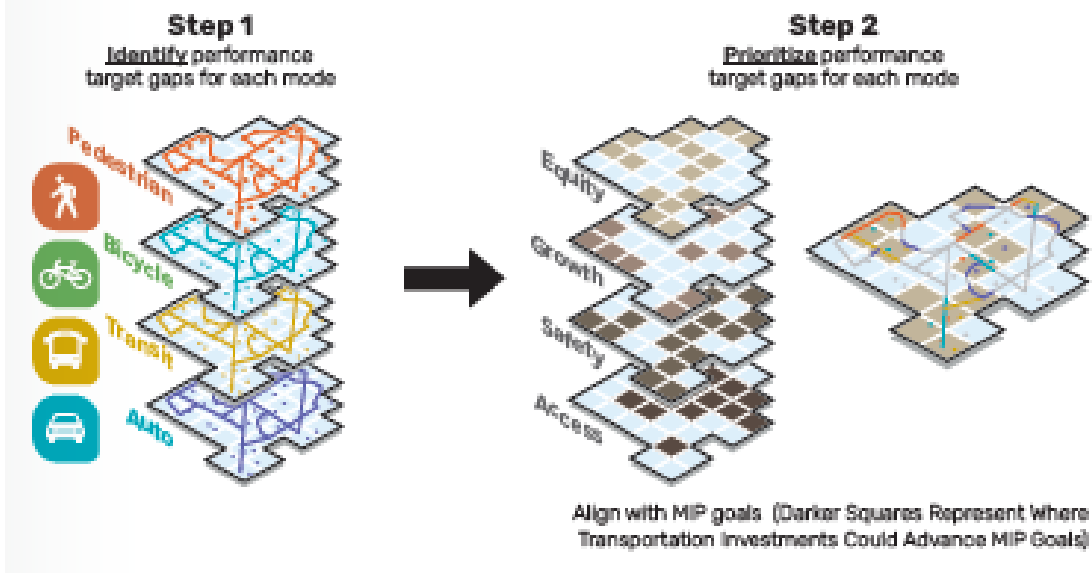
Figure 21: Primary Vehicle Corridor Performance - 2023



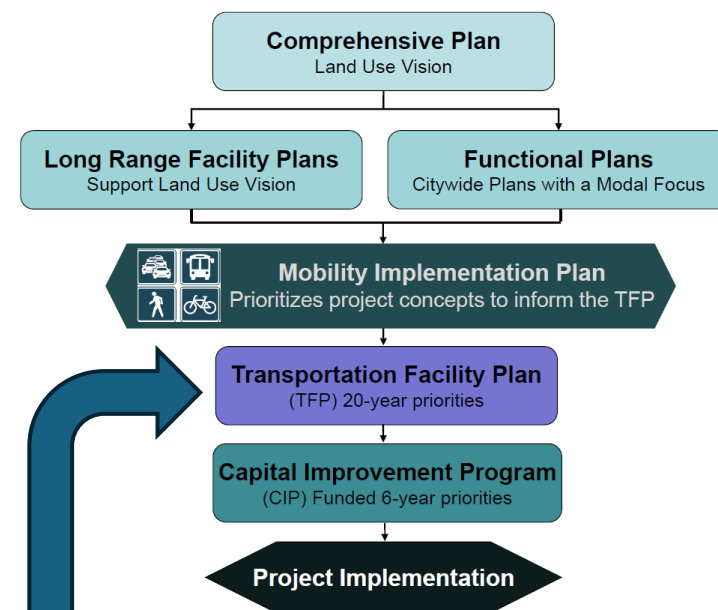
chapter 06

Project Identification & Prioritization

Figure 27: Project Identification and Prioritization Framework



Refer project concepts for consideration in the Transportation Facilities Plan



chapter
07

Incorporating the 2009 Pedestrian & Bicycle Transportation Plan

The Pedestrian and Bicycle Transportation Plan was first adopted in 1993 as part of the first Bellevue Comprehensive Plan under the Growth Management Act. With subsequent updates and revisions in 1996, 1999 and in 2009, the plan has expressed the long-range non-motorized transportation vision for the city of Bellevue.



**PEDESTRIAN AND BICYCLE
TRANSPORTATION PLAN**

City of
Bellevue



**Pedestrian and Bicycle
Transportation Plan**

Adopted May, 1993
Reprinted July, 1996
with the Newport Hills Amendment



TRANSPORTATION DEPARTMENT



**Pedestrian and Bicycle
Transportation Plan Update**

Adopted October, 1999



TRANSPORTATION DEPARTMENT



2009

**city of bellevue
pedestrian & bicycle
transportation plan report**



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Incorporating the 2009 Pedestrian & Bicycle Transportation Plan

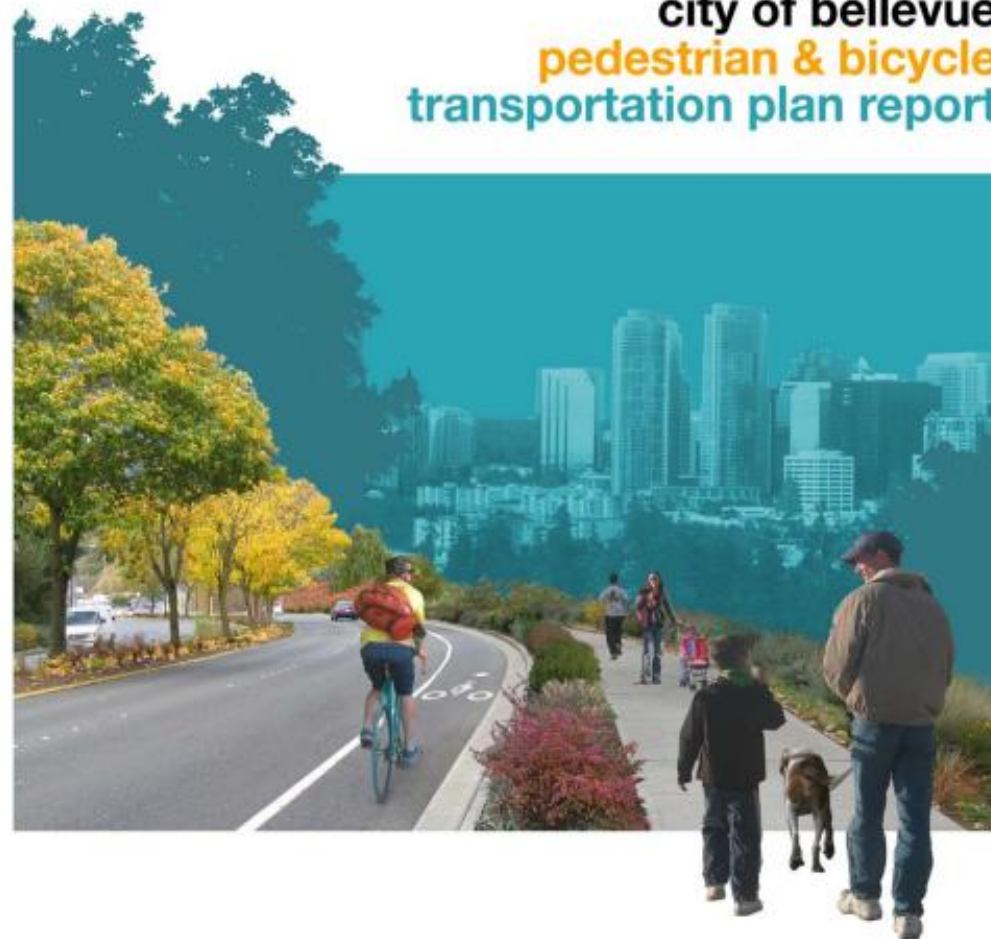
Repeal the Ped/Bike Plan

- MIP retains arterial corridor networks
- MIP defines the BLTS and PLTS performance targets
- Repeal specific project descriptions for Bicycle and Pedestrian categories of projects
- Projects designed to meet the MIP performance target, not legacy description
- MIP incorporates trail maps and project descriptions in Appendix A



2009

city of bellevue pedestrian & bicycle transportation plan report



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Incorporating the 2009 Pedestrian & Bicycle Transportation Plan

Figure 31: Evolution of Pedestrian and Bicycle Networks

Year: 1993



Year: 2025



Year: 1993



Year: 2025

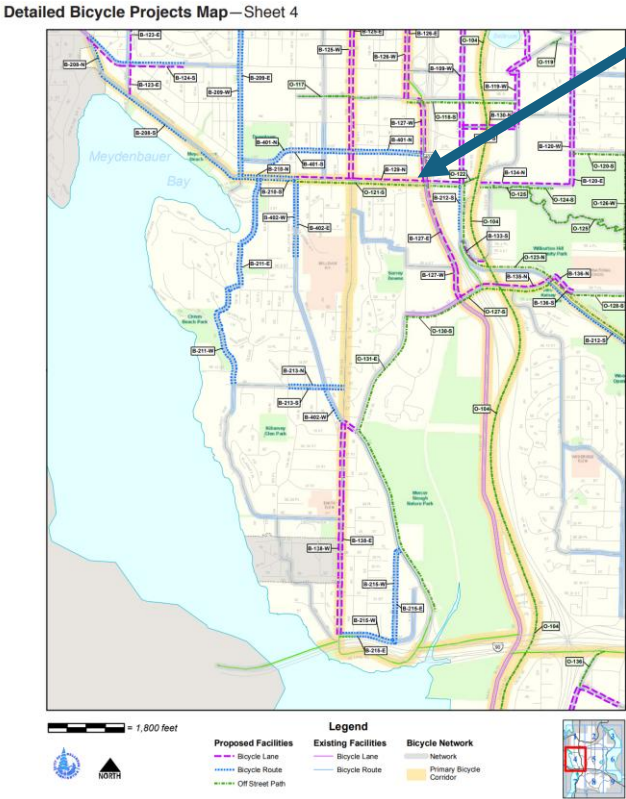


MIP vs Ped/Bike Plan Project Descriptions

Example Ped/Bike Plan Project

B-129-N	Main St	Bellevue Way NE to 116th Ave NE	Add a 5 foot-wide bike lane on the north side of Main Street from Bellevue Way NE to 116th Avenue NE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
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Add a 5 foot-wide bike lane on the north side of Main Street from Bellevue Way to 116th Ave.



MIP Implementation to achieve BLTS 1 Target (and PLTS 1 Target)



Appendix A: Retain Ped/Bike Plan Trail (T) and Off-Street (O) Network Maps and Project Descriptions

Mapped Trail Network and Project Descriptions (T and O Projects) are retained in MIP Appendix A

T-205	Richards Valley Nature Trail	Richards Valley open space to the Lake Hills Connector	Add a 6-10 foot wide boardwalk called Richards Valley Nature Trail connecting the Richards Valley open space to Lake Hills Connector.	High
O-133	Robinswood to Eastgate	SE 28th St to Eastgate Way	Add a 10-14 foot-wide off street path along the connection from Robinswood to Eastgate from SE 28th Street to SE Eastgate Way.	Low

Project
number

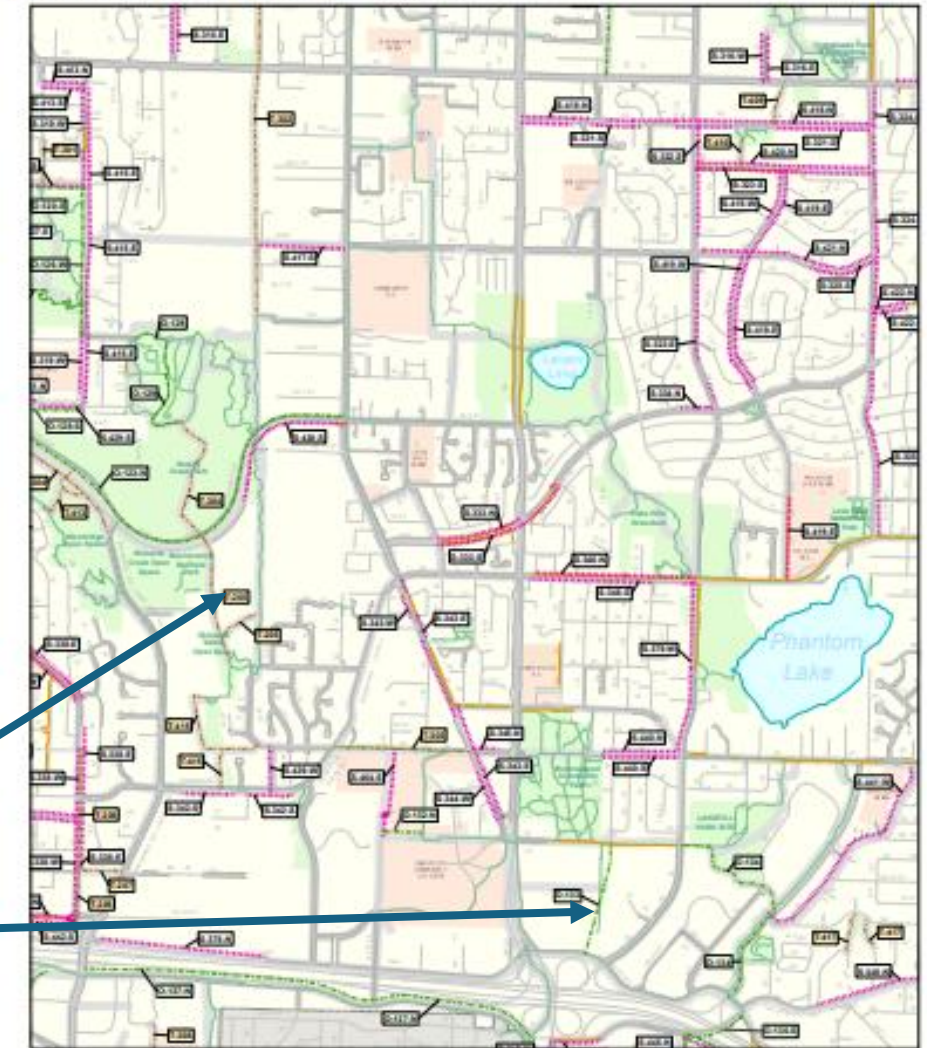
Project
name

Extent

Description

Priority

Detailed Pedestrian Projects Map—Sheet 5





Questions and Comments

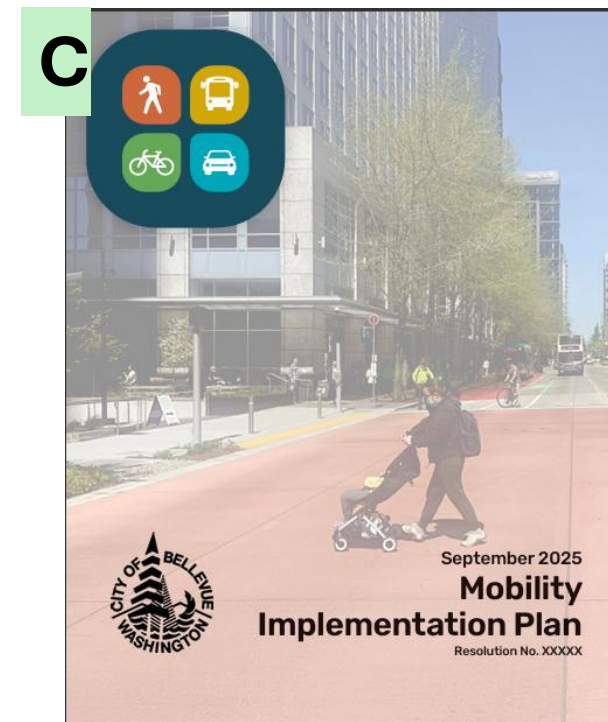
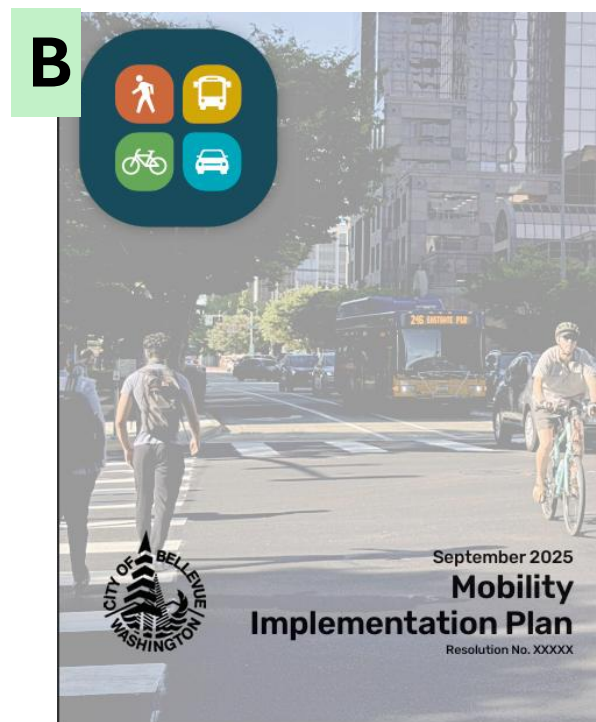
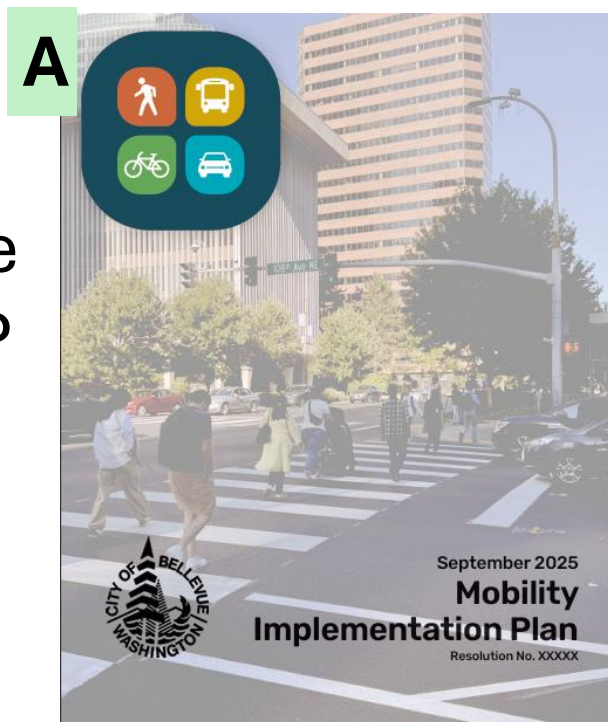
Bellevue Mobility Implementation Plan

2025 Update



MIP Update: Actions Tonight

1. Choose the MIP Cover

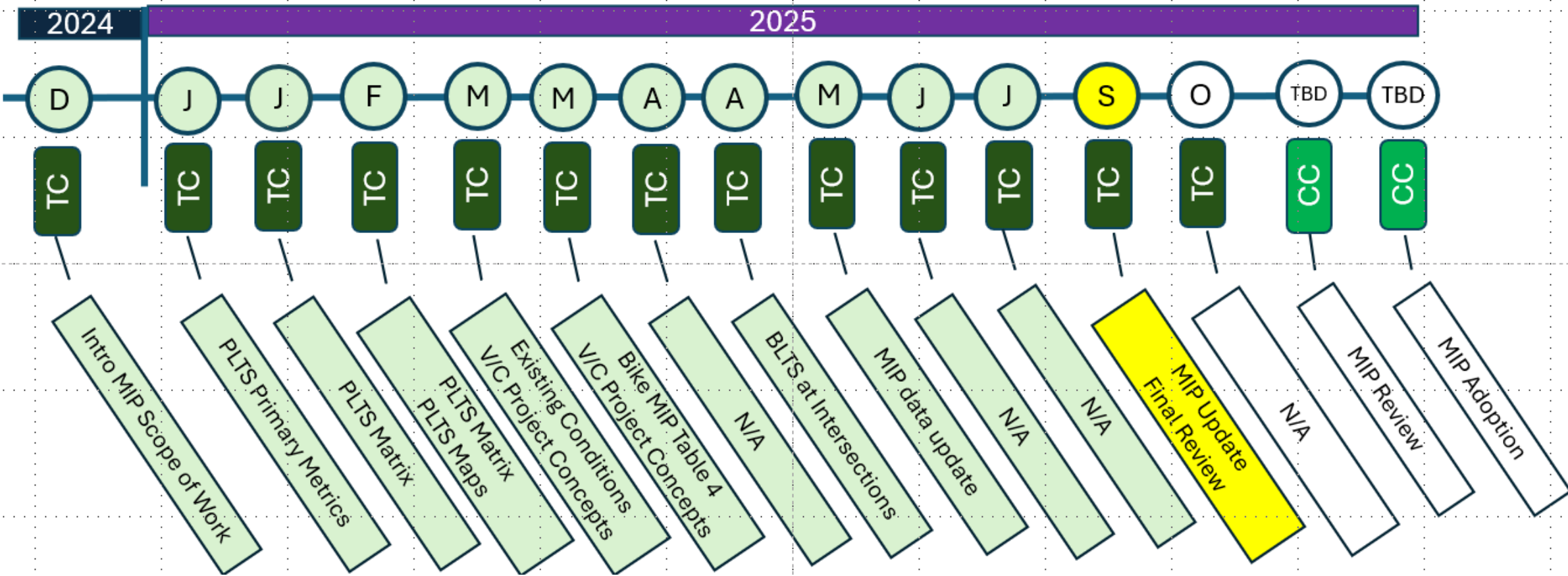


2. Recommend approval of the MIP to Council
3. Approve Transmittal Letter to Council
 - Council study session - November 25
4. Confirm that Chair Stash will attend Council, or Select an alternate

Mobility Implementation Plan Update

TC. Transportation
Commission

CC. City
Council



Thank You!

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Chris Breiland
c.breiland@fehrrandpeers.com

