



Bellevue Transit Master Plan



***Transportation Commission
April 11, 2013***



- 1. Project Status Report**
- 2. Existing & Future Conditions**
- 3. Funding Scenarios**
- 4. Market Driven Strategies**
- 5. Next Steps**



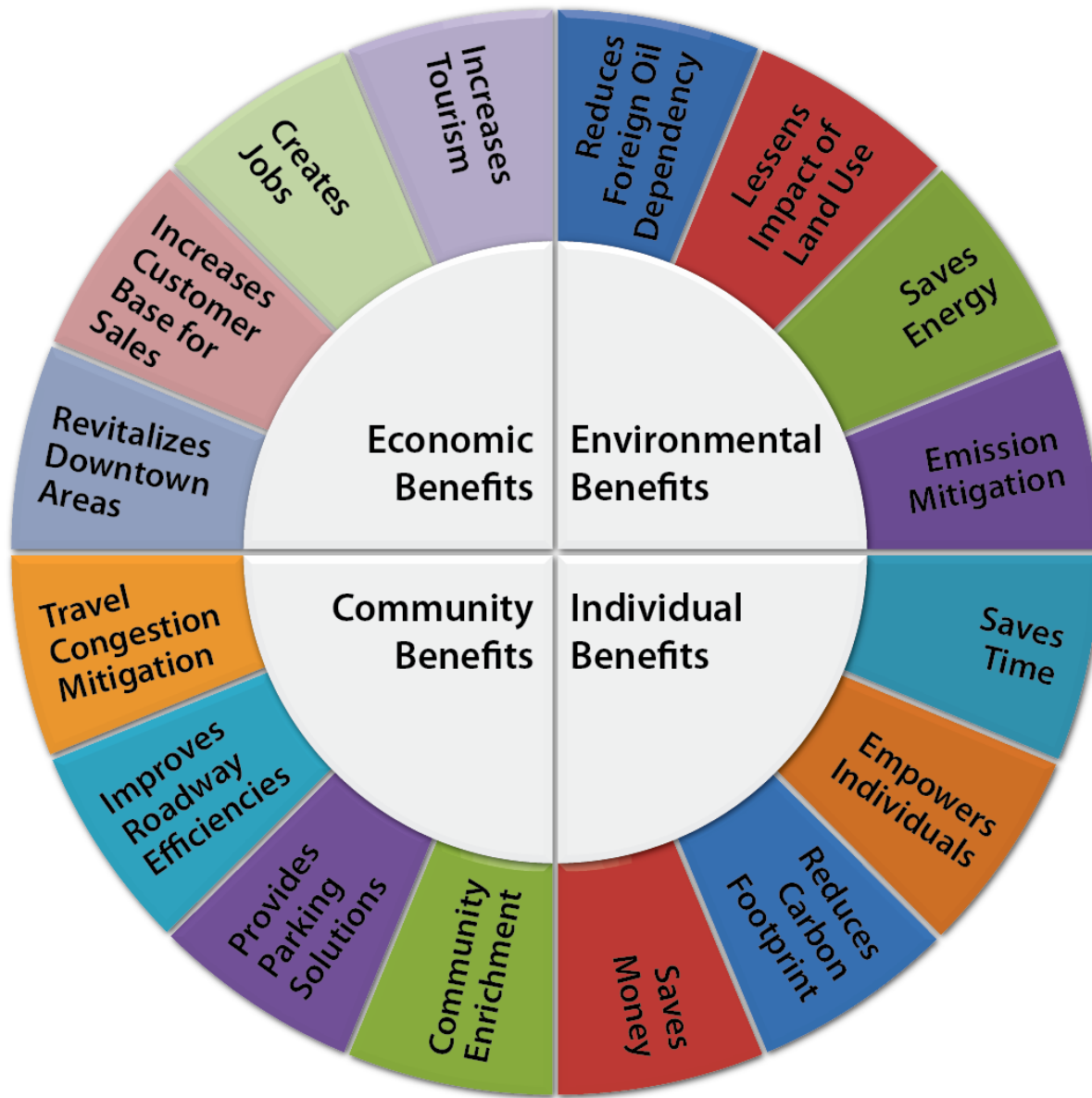
“Livability means being able to take your kids to school, go to work, see a doctor, drop by the grocery or Post Office, go out to dinner and a movie, and play with your kids at the park – all without having to get in your car.”

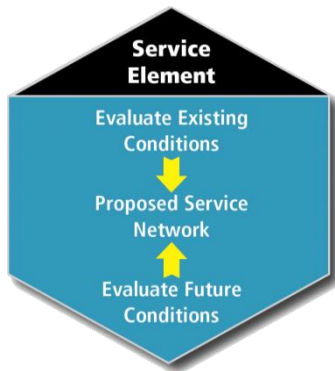
- Ray LaHood, United States Secretary of Transportation



“There’s extreme competition for talent, so it’s recruitment, retention. What you’ve got in downtown Bellevue is a critical mass. You’ve got housing, you’ve got restaurants, you’ve got retail, and **you’ve got transit.”**

- Steve Schwartz, Director, Jones Lang LaSalle (The Seattle Times, 1/14/13)

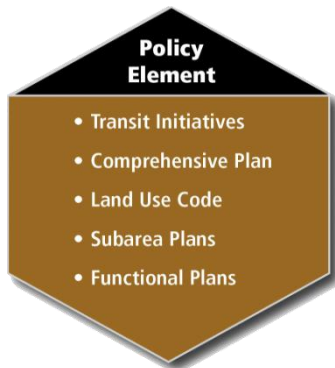




Identifies the City’s transit service priorities that are responsive to different financial scenarios and attune to different time horizons.



Assesses roadway, signal system, and other rights-of-way improvements that could be made to support the transit vision outlined in the Service Element.



Articulates Bellevue’s interests as it responds to regional transit policy changes and financial uncertainties, and coordinates with partner agencies.



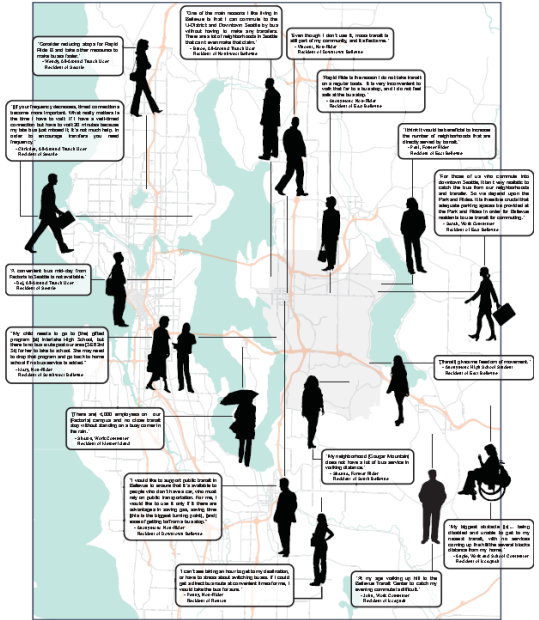
“Engage community stakeholders in setting the priorities for transit delivery.”

- Bellevue City Council, Project Principles (Approved July 9, 2012)

Corporations, Agencies, and Institutions



Riders, Former Riders, and Non-Riders



- 您認為貝爾優的交通設施有甚麼好的地方?
 非常喜歡這裏的公車，十分方便！
 如免費，古城區，看病等之。
- 您認為貝爾優的交通設施有甚麼不好的地方?
 希望 Rapid Ride 公車站的在
 此若中心增加一個行車站(向
 从 Redmond 到 Bellevue 的)

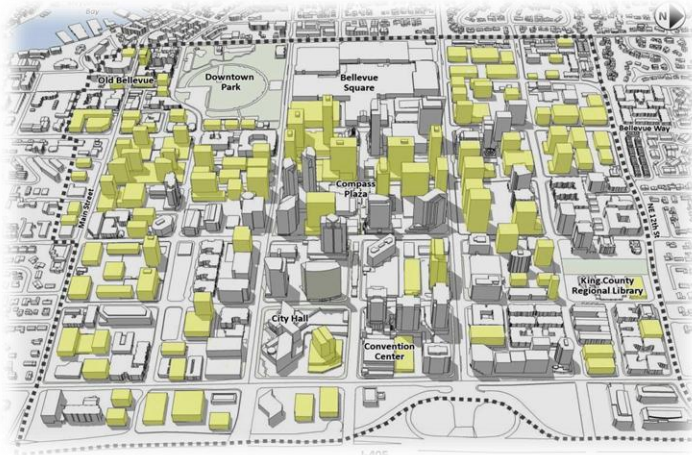
City of Bellevue Boards and Commissions





“Support planned growth and development in Bellevue with a bold transit vision that encourages long-term ridership growth.”

- Bellevue City Council, Project Principles (Approved July 9, 2012)



Downtown Bellevue 2030 Vision



Eastgate Transit Oriented Development Concept



Bel-Red Subarea Plan

1,219,965

2010 daily person trips to/from/inside Bellevue
- *BKR travel demand model (MP0r12.1)*

1,750,539

**2030 daily person trips to/from/inside Bellevue
- *BKR travel demand model (MP30r6.2)***



“Develop measures of effectiveness to evaluate transit investments and to track plan progress.”

- Bellevue City Council, Project Principles (Approved July 9, 2012)

46,300

**Spring 2012 daily transit ons/offs in Bellevue
- *King County Data***

136,000

2030 daily ons/offers in Bellevue

- BKR travel demand model (platform MP30r6.2)

28,000

2030 daily (ons/off) at Bellevue LRT Stations
- *BKR travel demand model (platform MP30r6.2)*

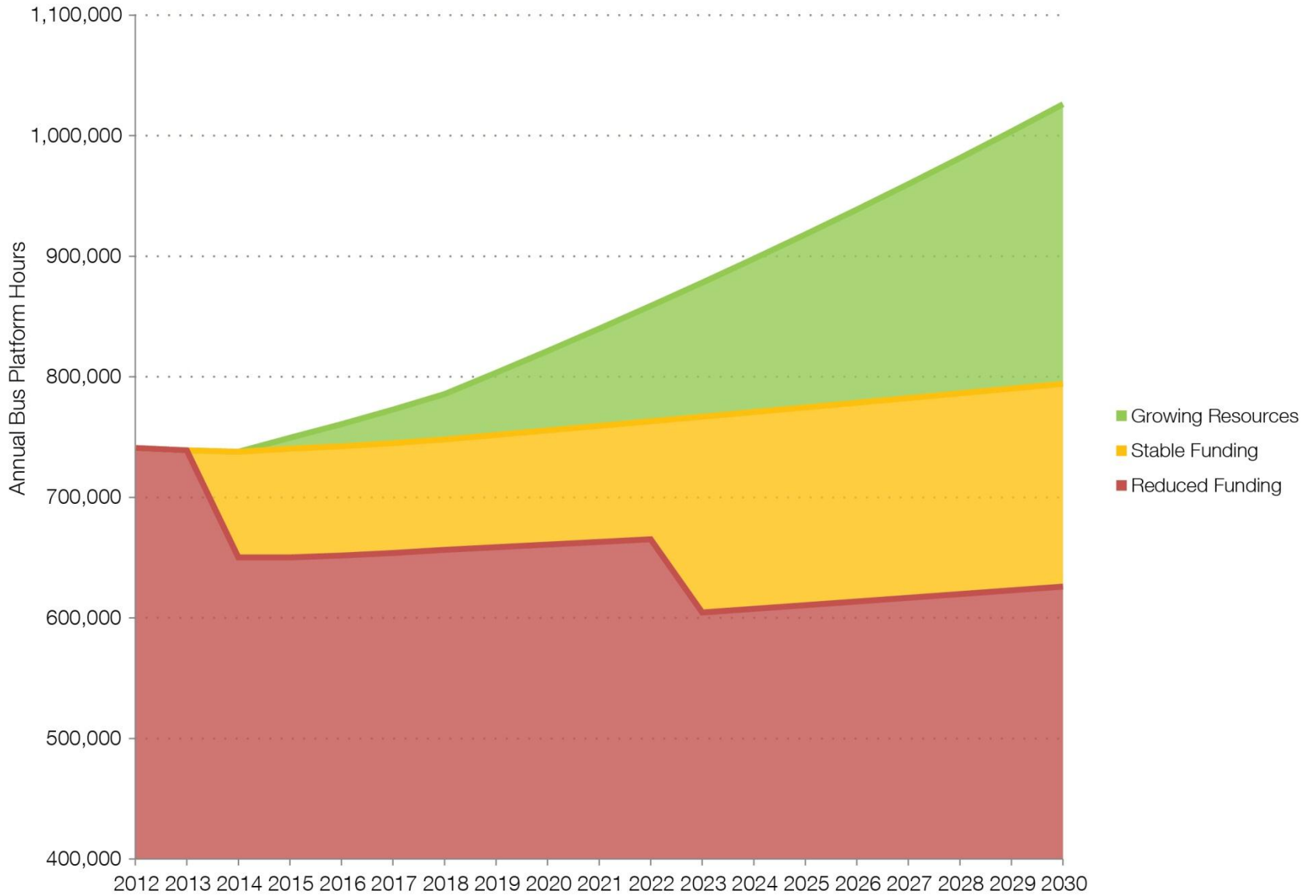
108,000

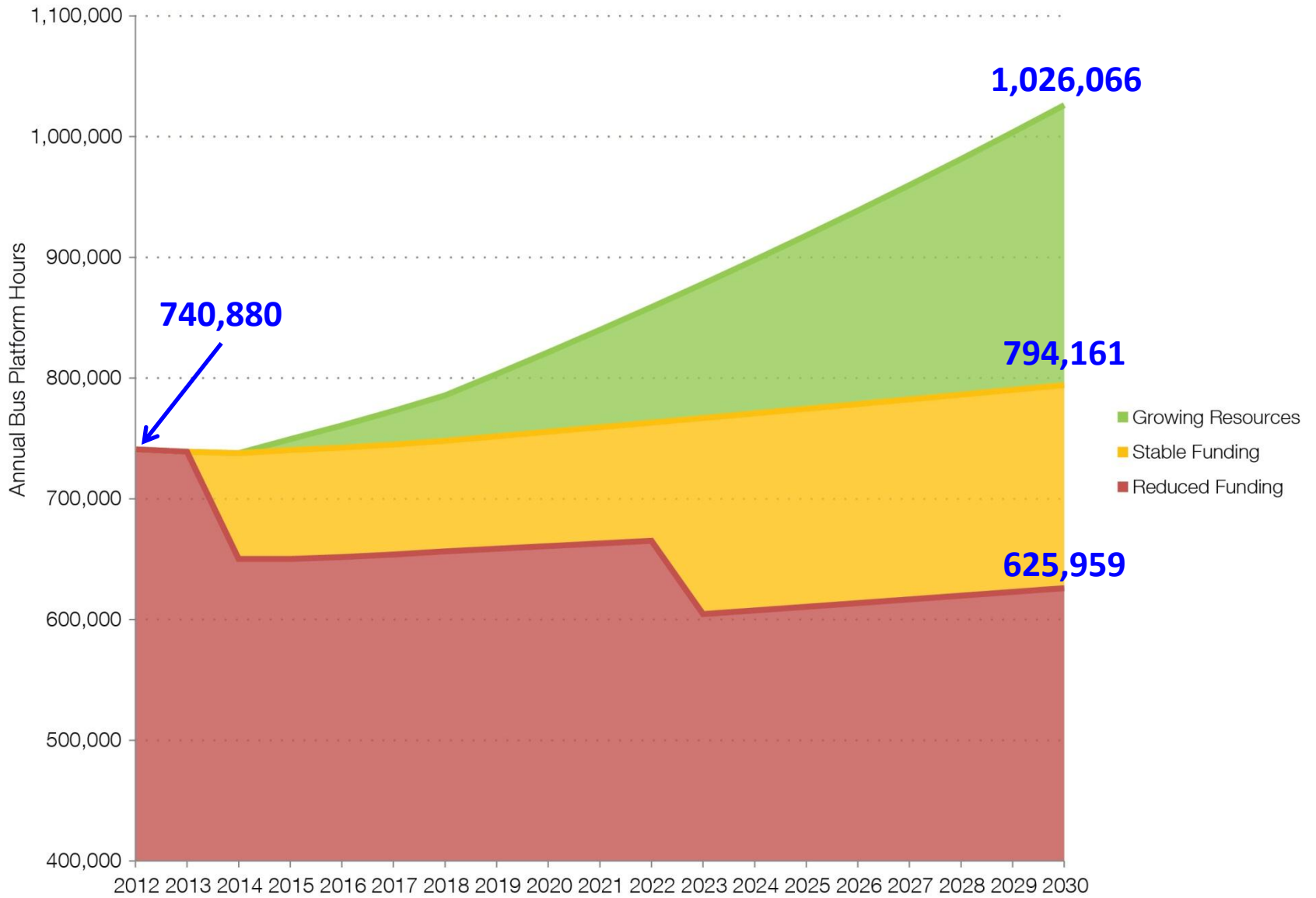
**2030 daily bus usage (ons/off) in Bellevue
- *BKR travel demand model (platform MP30r6.2)***



“Determine where and how transit investments can deliver the greatest degree of mobility and access possible for all populations.”

- Bellevue City Council, Project Principles (Approved July 9, 2012)

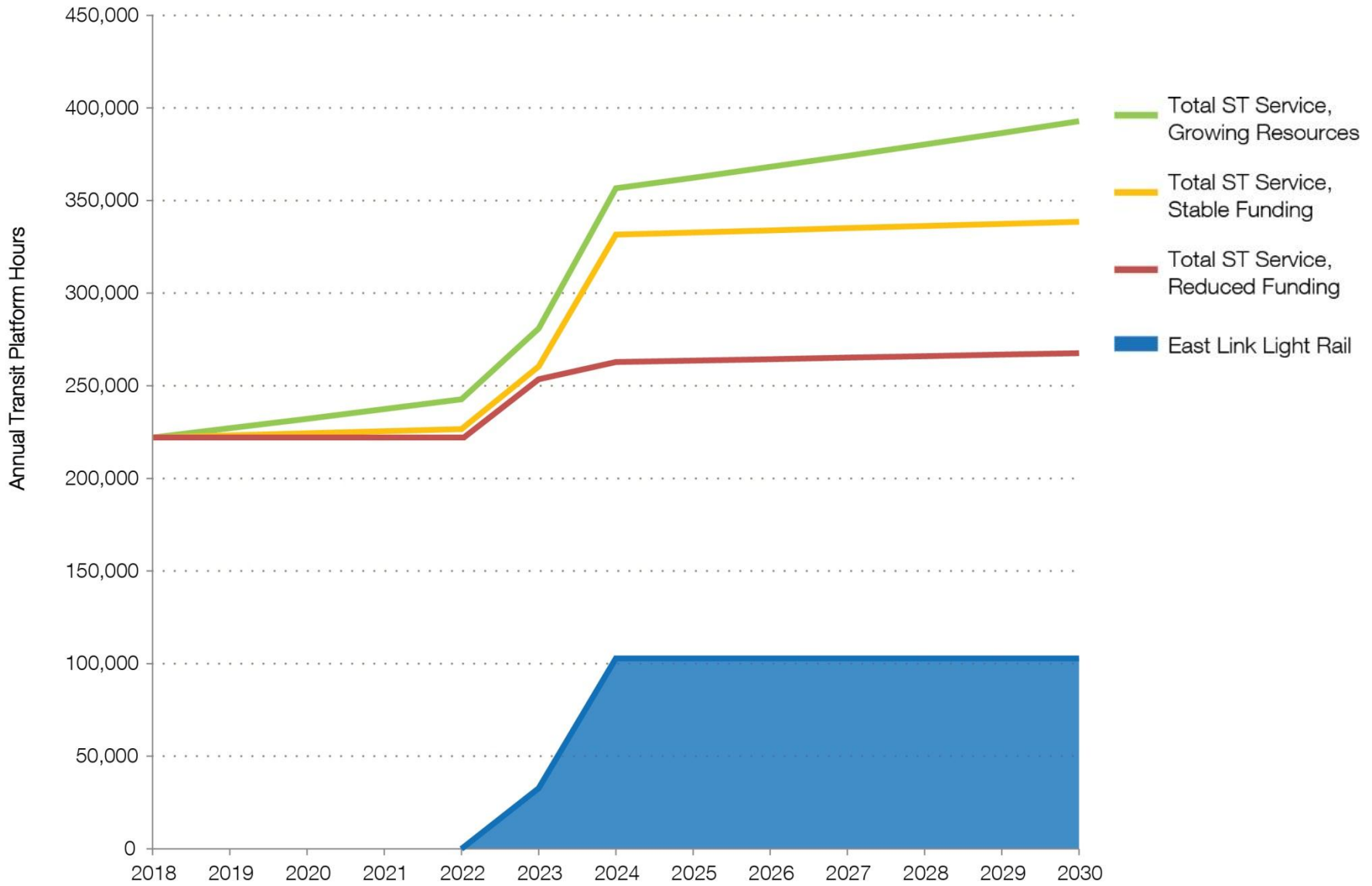






“Incorporate other transit-related efforts (both bus and light rail) underway in Bellevue and within the region.”

- Bellevue City Council, Project Principles (Approved July 9, 2012)





“Identify partnership opportunities to further extend transit service and infrastructure.”

- Bellevue City Council, Project Principles (Approved July 9, 2012)

CURRENT TRANSIT NETWORK



What service types are in place today and how well do they perform?

MARKET SEGMENTATION



What are the attitudes and preferences that drive traveler choices?

FUTURE TRAVEL MARKETS



Which segments in which travel markets should transit services compete for?

MARKET DRIVEN STRATEGIES

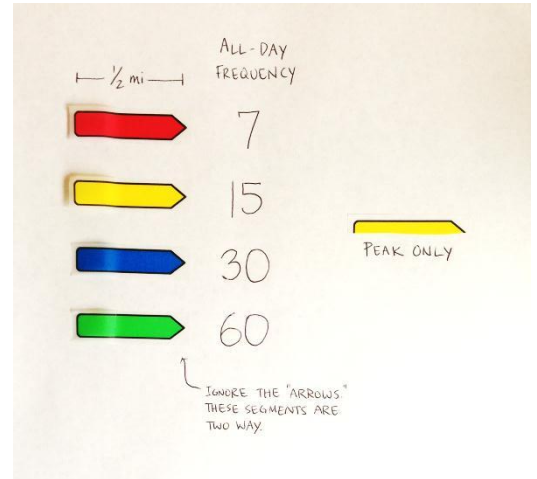


What kinds of strategies can best seize these opportunities?



**Transportation Commission
Planning Commission
Human Services Commission
Parks & Community Services Board
Arts Commission
East Bellevue Community Council
City of Bellevue
City of Redmond
City of Kirkland
Puget Sound Regional Council
King County Metro
Sound Transit
Bellevue School District
Bellevue College
Bellevue Chamber of Commerce
Seattle Children's Hospital
Hopelink**



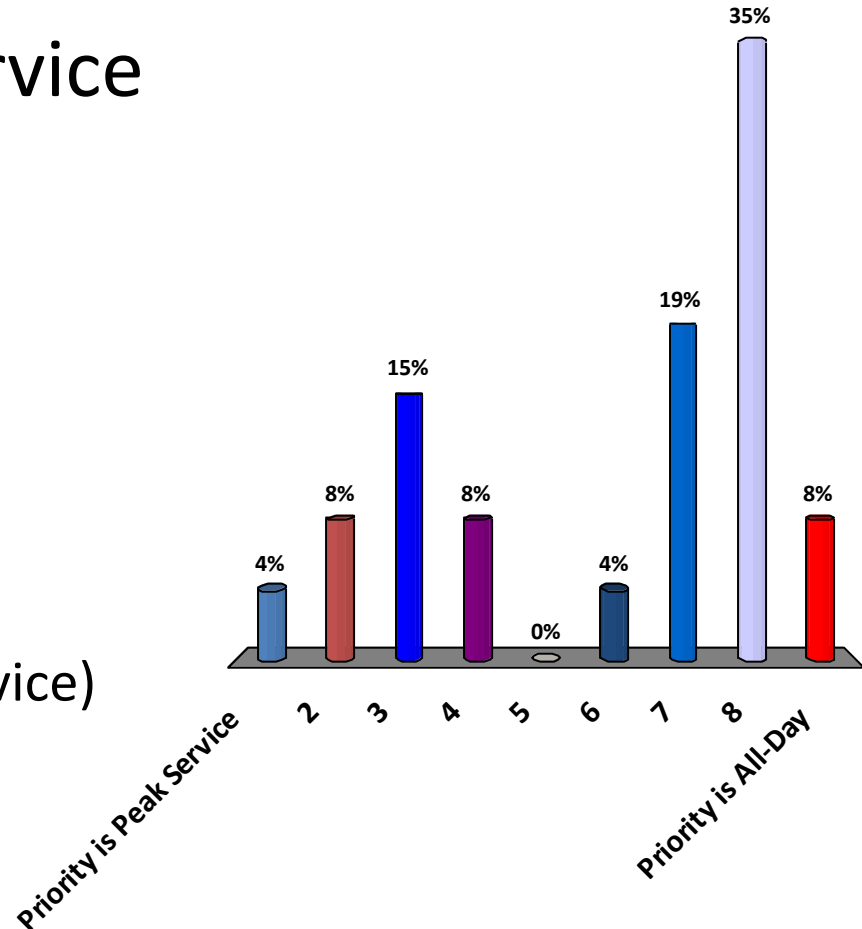


Should investments focus on peak period commuter service, or on building a network that runs all-day?

1. Priority is Peak Service



9. Priority is All-Day
(evening and weekend service)

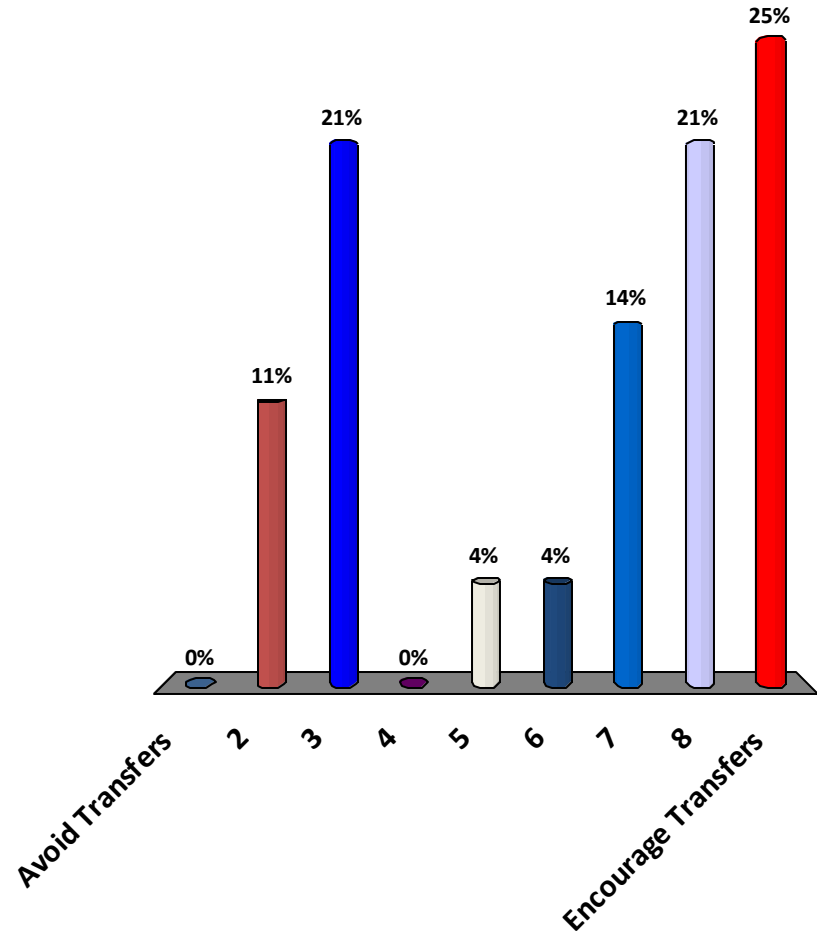


During peak commute, should we focus on running direct service from many places to each commute destination, or can we ask people to transfer?

1. Avoid Transfers



9. Encourage Transfers

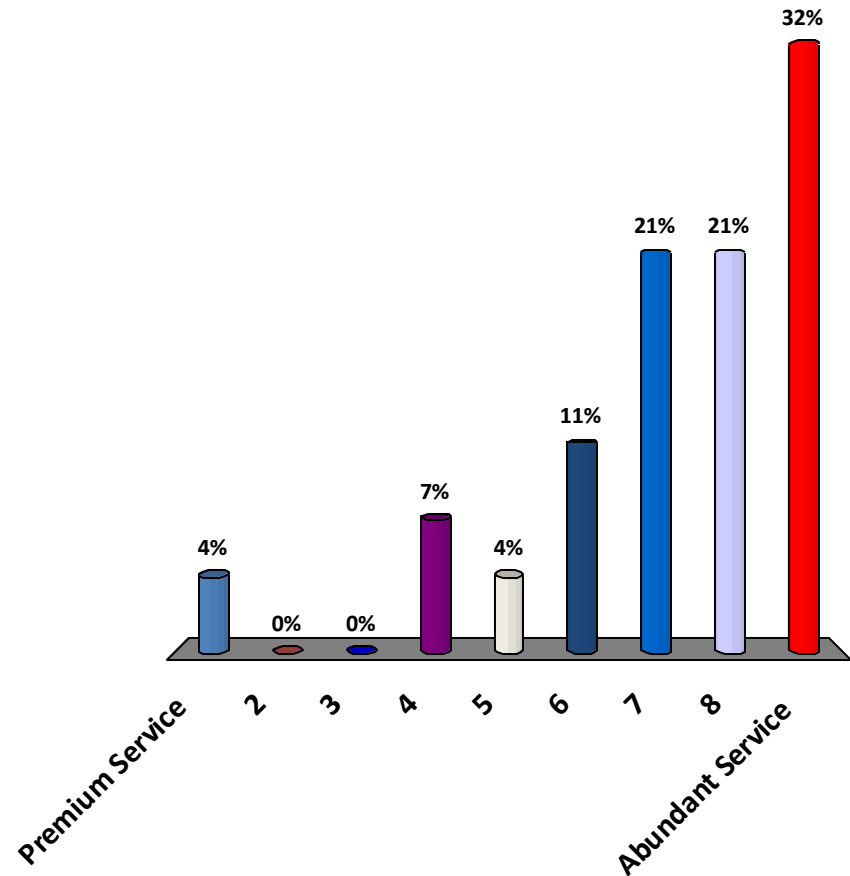


Should we focus more on investments that make service more attractive to higher end markets or focus on making service as abundant as possible?

1. Premium Service

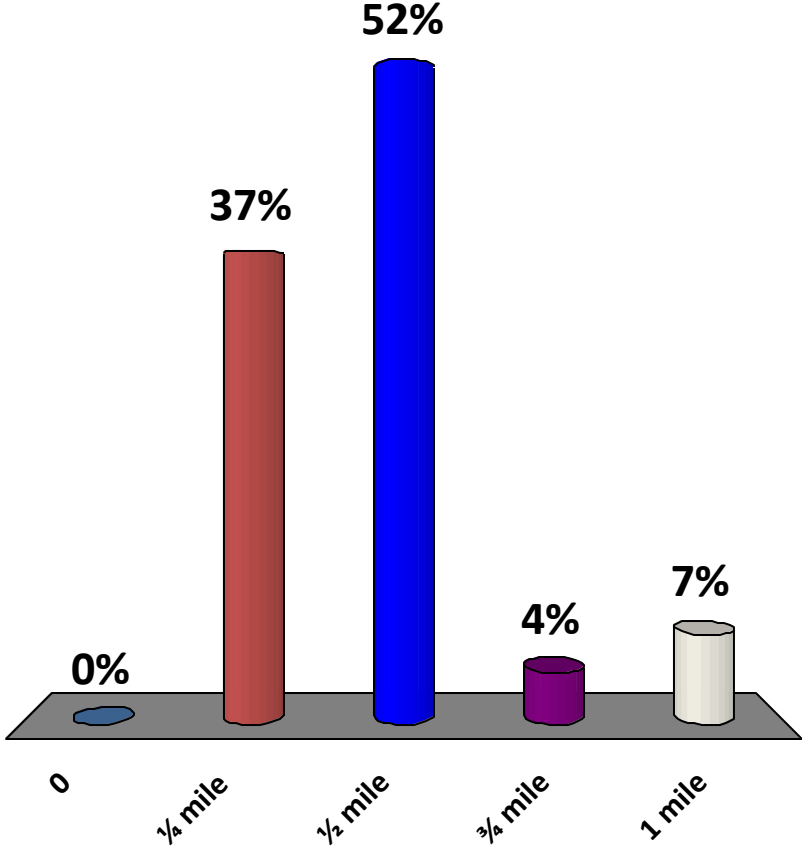


9. Abundant Service



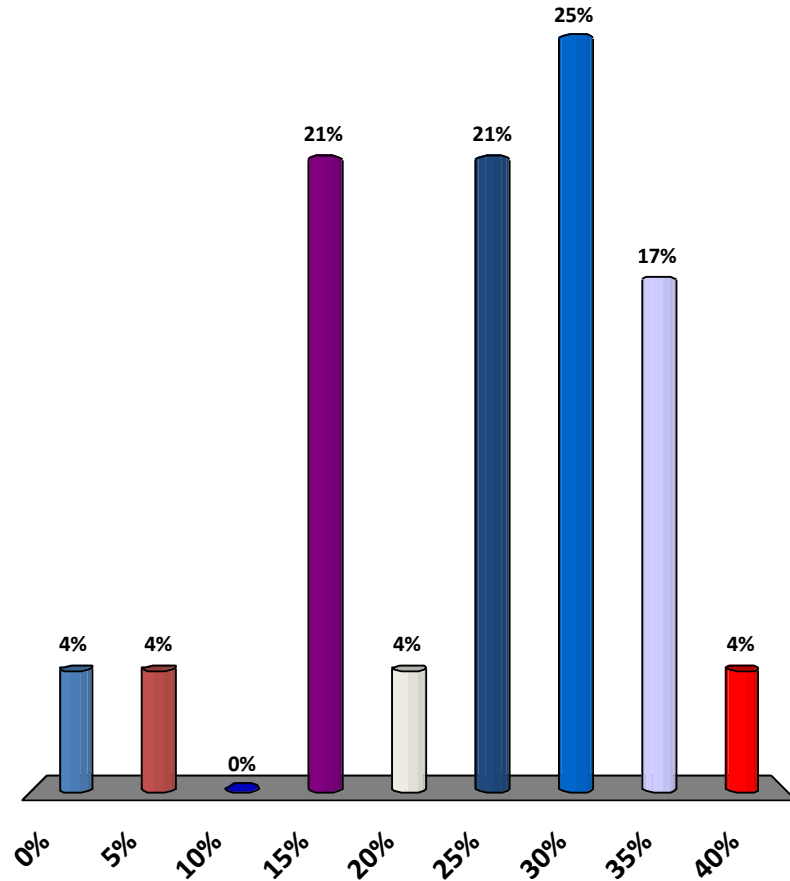
How close to a home or job is close enough to count as being served (assuming decent sidewalks and service worth walking to)?

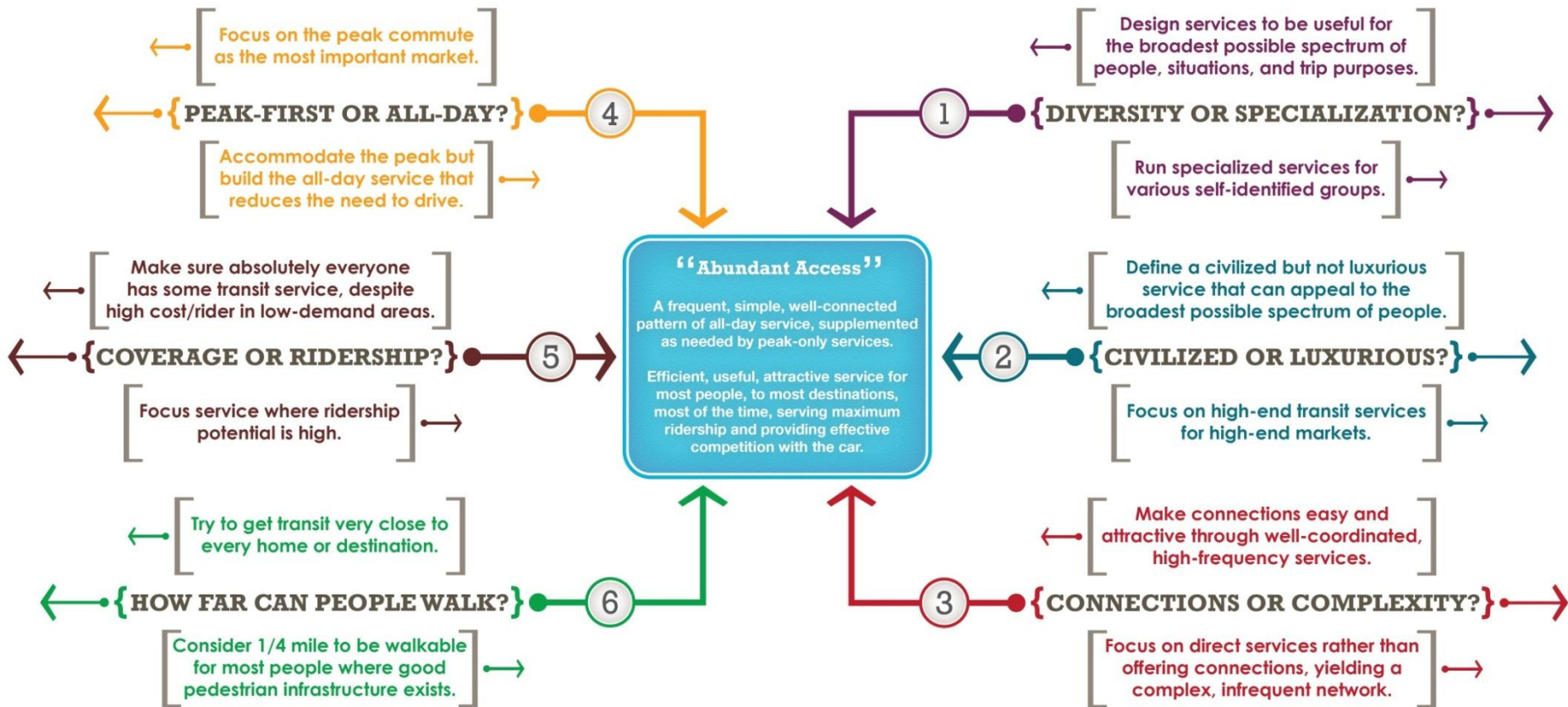
- 1. 0
- 2. ¼ mile (Main to 4th Street)
- 3. ½ mile (Main to 8th Street)
- 4. ¾ mile (Main to 12th Street)
- 5. 1 mile



What % of the population is it OK not to serve?

1. 0%
2. 5%
3. 10%
4. 15%
5. 20%
6. 25%
7. 30%
8. 35%
9. 40%







“Abundant Access”

A frequent, simple, well-connected pattern of all-day service, supplemented as needed by peak-only services.

Efficient, useful, attractive service for most people, to most destinations, most of the time, serving maximum ridership and providing effective competition with the car.



← [Design services to be useful for the broadest possible spectrum of people, situations, and trip purposes.]

1 { DIVERSITY OR SPECIALIZATION? } →

[Run specialized services for various self-identified groups.] →



“Abundant Access”

“Abundant Access”

← 2

{CIVILIZED OR LUXURIOUS?} →

← [Define a civilized but not luxurious service that can appeal to the broadest possible spectrum of people.]

[Focus on high-end transit services for high-end markets.] →

“Abundant Access”



← [Make connections easy and attractive through well-coordinated, high-frequency services.]

3 {CONNECTIONS OR COMPLEXITY?} →

[Focus on direct services rather than offering connections, yielding a complex, infrequent network.] →

← [Focus on the peak commute
as the most important market.]

← { **PEAK-FIRST OR ALL-DAY?** } ● 4

[Accommodate the peak but
build the all-day service that
reduces the need to drive.] →

“Abundant Access”

← [Make sure absolutely everyone has some transit service, despite high cost/rider in low-demand areas.]



[Focus service where ridership potential is high.] →



- 1. Service Element completed by end of April 2013.**
- 2. Capital Element commences in May 2013.**
- 3. TMP project completed by end of 2013.**

<http://www.bellevuewa.gov/bellevue-transit-plan.htm>



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**Bellevue Transit
Master Plan**

Additional Information