



Bellevue Transit Master Plan

DATE: May 8, 2014

TO: Members of the Transportation Commission

CC: Members of the Planning Commission
Members of the Human Services Commission
Members of the Parks and Community Services Board
Members of the Arts Commission

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SUBJECT: Bellevue Transit Master Plan:
Draft Transit Capital Vision Report & Draft Transit Master Plan

INTRODUCTION

The Transit Master Plan (TMP) is a comprehensive look ahead to the type of system that will be required to meet Bellevue's transit needs through 2030. The TMP is being overseen by the City's Transportation Commission whose work is guided by Council approved [project principles](#) and input from members of the Planning, Arts, and Human Services Commissions and the Parks and Community Services Board.

On May 8, 2014 staff will provide Transportation Commission members a status report on the Transit Master Plan. Staff will invite Commissioners to review and discuss the following three topics:

1. **Draft Transit Capital Vision Report** – On April 14, 2014 Transportation Commissioners and staff received Council feedback and general consensus on the Draft Capital Vision Report. Council recognizes that “encouraging long-term ridership growth” (Project Principles) in Bellevue necessitates both transit service enhancements paired with the City's commitment to a supportive land use environment, pedestrian and bicycle amenities, and transit speed and reliability infrastructure. At tonight's meeting staff seeks Transportation Commission approval of the Draft Transit Capital Vision Report. The following are the notable differences between the March 26th and the current version of the Draft Report (see enclosed document):
 - New content in the Executive Summary, including two new pages summarizing Community Input (6-7), completed summaries for the Development Lot (10-11), Ped-Bike Environment (12-13), Transit Stop (14-17), and a more succinct description of the Project Prioritization (22-23).
 - New content in the Development Lot section, including:
 - the new “5 Ds of the Built Environment” graphic and supporting text;
 - Comprehensive Plan policies excerpts (32);
 - Eastgate/I-90 vision map for future development (33).
 - In the Ped-Bike Environment section, new narrative is provided for the sidewalk, bike/offstreet path, and trail project pages (42-47), the three associated maps have been updated to include color-coded prioritization, and one new page describes the difference between Euclidean and network-based analysis.
 - In the Transit Stop section:
 - Figure 58 on page 61 (then Figure 42) was revised to reflect boardings (ons) only, and Figure 59 (then Figure 46) was updated accordingly to reflect stops warranting shelters;

- Figure 81 was added, a chart that compares existing layover to future needs by MMA (see attached);
- Figures 82 and 83 (then Fig. 65 and 66) were corrected to reflect the actual estimated layover needs by MMA.
- In the Transit Running Way section:
 - Maps and narrative were migrated into this section (148-153), which were included only in the Executive Summary in the earlier version;
 - Two example projects are now provided to illustrate the prioritization process (page 153);
 - Figure 135 on page 152 provides a flow-chart of the transportation planning process.
 - The existing prioritization process has been re-classed as the ‘long-term project prioritization.’
 - Two Low Priority projects were removed from the existing prioritization process, reducing the total prioritized projects from 60 to 58. The projects removed were Citywide-S1 and Citywide-S2. They were eliminated because they were the only two citywide (i.e. non-location specific) projects included. Other citywide projects were deliberately not included in the first place; the inclusion of these two in the totals was an oversight, as neither is reflected in the priority–cost matrix in Appendix D10.
 - A separate project ranking system was developed called the ‘short-term supplemental project prioritization.’ Pages 154-155 were added to the Transit Running Way section to describe this additional ranking system, its purpose, and an example of a project that benefits from its use (L23/L24).
- In the Appendices:
 - Appendix A now lists all Comprehensive Plan policies relating to transit capital issues;
 - The tables in Appendix B1 now include the projects from the Eastgate/I-90 Plan;
 - Appendix B2 was added, which provides the project maps from the two source documents (2009 Ped-Bike Plan and Eastgate/I-90 Plan);
 - Appendix C1 was added, which lists all stops warranting shelters and provides a map of those stops color-coded to reflect intensity of boarding activity;
 - Appendix C2, which was previously incomplete, now includes all tables, maps, and additional narrative related to the Commuter Parking analysis;
 - Appendix C3 was added, which reproduces Bellevue City Code 20.20.200, the requirements to establish a lease lot;
 - Appendix C4 was added, which provides the full bus layover needs by route terminal data, previously included in the body of the document;
 - Appendix C5 – Existing Bus Layover has been added, per table provided email from Metro.
 - The Bellevue College Connection pamphlet was added as Appendix D6, adjusting the numbering of the existing appendices that follow;
 - Appendix D10 now includes two tables instead of one, the new one being a matrix of the short-term supplemental project prioritization by cost (the existing table was for long-term prioritization);
 - The title of Appendix Table 35 (then AT 29) was revised to indicate that only FTN-served intersections are included.

2. **Draft LUCA: Commuter Parking Facility** – While the City does not build or maintain its own parking facilities for transit users, it can help to facilitate partnerships with other local organizations that have a surplus of underutilized parking to permit use of those facilities for park-and-ride purposes. Based on feedback received at the April 14, 2014 City Council meeting, it appears Councilmembers regard leased lot commuter parking arrangements between King County Metro and faith communities as a method to improve access to the Frequent Transit Network and mitigate deficits in the availability of commuter parking stalls in Bellevue. Other cities along the I-90 and I-405 corridors regard lease lots as an allowable use, while the City of Bellevue requires applicants to secure an Administrative Conditional Use permit as required by the Land Use Code (see following).

20.20.200 Commuter parking facility.

- A. The applicant may propose a commuter parking facility providing no more than 50 parking spaces and utilizing the parking area of an existing use through the administrative conditional use process, Part [20.30E](#) LUC. Appeals of decisions made pursuant to this subsection will be decided using the Process II appeal procedures, LUC [20.35.250](#).
- B. The Director of the Development Services Department may approve a commuter parking facility described in subsection A of this section only if he/she finds that:
1. The commuter parking facility is proposed as part of a transportation program.
 2. The number of parking spaces proposed for the commuter parking facility is in excess of the actual parking demand for the primary use during overlapping hours of operation.
 3. The subject property abuts and gains access from a major, secondary or collector arterial as defined by the Transportation Department.
 4. Signage proposed in conjunction with the commuter parking facility is adequate to identify the facility and in keeping with the general character of the immediate vicinity.
 5. The location of the commuter parking facility on the subject property will have no significant adverse impact on uses in the immediate vicinity.
- C. The Director of the Development Services Department may impose a time limit upon the validity of the administrative Conditional Use Permit granted pursuant to this section in order to ensure periodic review of the commuter parking facility. (Ord. [5480](#), 10-20-03, § 7; Ord. [4978](#), 3-17-97, § 1; Ord. [3530](#), 8-12-85, § 17; Ord. [3498](#), 5-27-85, §§ 10, 11)

On May 8, 2014, staff will present the Transportation Commission with the following suggested language to advance Planning Commission review of this topic as part of a future Land Use Code Amendment (LUCA) process:

Recommend that Council direct staff and the Planning Commission to evaluate whether commuter parking leased lot arrangements should be allowed outright as a permitted use within one-quarter mile radius to Bellevue's Frequent Transit Network, rather than through an Administrative Conditional Use Permit as currently required by LUC 20.20.200.

This draft language – if deemed appropriate – would be incorporated in the Transportation Commission's July 7, 2014 transmittal letter to Council requesting adoption of the Transit Master Plan. If included in the Transportation Commission's transmittal letter, the City Council will need to determine the priority of this topic relative to other Planning Commission LUCA assignments.

3. **Draft Transit Master Plan** – On May 8, 2014, staff will present the Transportation Commission with a Draft Transit Master Plan that merges the three major service, capital, and policy elements of this project. This will be another opportunity for feedback prior to Plan adoption. After a public hearing (SEPA requirement) held before the Transportation Commission on June 12, 2014, staff will return to the City Council on July 7, 2014 seeking formal Council adoption of the Bellevue Transit Master Plan. Upon acceptance, the TMP will inform the region's transit service providers of Bellevue's priorities.

Attachment 1: Draft Transit Capital Vision Report
Attachment 2: Draft Transit Master Plan