



# Bellevue Transit Master Plan

**DATE:** June 26, 2014

**TO:** Members of the Transportation Commission

**FROM:** Franz Loewenherz, Senior Transportation Planner  
[floewenherz@bellevuewa.gov](mailto:floewenherz@bellevuewa.gov) 425-452-4077

**SUBJECT:** Bellevue Transit Master Plan (TMP):  
*Approve TMP report and transmittal letter to Bellevue City Council recommending plan adoption*

## 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.

At its June 26, 2014 meeting, the Transportation Commission will host a public hearing to receive comments on the draft TMP. After the hearing, staff invites Commissioners to review, discuss, and act on the following:

1. **Bellevue City Council's June 2, 2014 Discussion** – On June 2, 2014 Chair Ernie Simas and staff presented Council with Commission's draft Transit Master Plan. As reflected in Attachment 1, an enumeration of Council comments, Councilmembers expressed appreciation for the Transportation Commission's oversight of the TMP and the plan document and recommendations.
2. **Draft Transit Master Plan** – Due to a print production backlog at the copy center, the current version of the [draft Transit Master Plan \(dated June 17, 2014\)](#) was not available for this mailing. The current version of the draft TMP will be mailed to Commissioners ASAP under separate cover; in the meantime, the provided hyperlink is active. At tonight's meeting, staff will respond to questions on the following differences between the previous version of the [draft Transit Master Plan \(dated May 5, 2014\)](#) – reviewed with the Transportation Commission at its May 8 meeting – and the current version of the draft TMP.
  - **Report Cover:** The report cover has been updated with a new design that depicts an abstraction of Bellevue's 2030 transit service vision. This design more directly connects the report's cover with the contents presented inside, distinguishes this final report from the earlier technical reports published throughout the TMP process, and alludes to the design of the 2003 Transit Plan while adopting a more contemporary and colorful design.
  - **Executive Summary:** This section was revised extensively between the previous and current versions of the Transit Master Plan. Small revisions to wording and character spacing have been made, as well as the following substantive changes:
    - **Pages 4–5:** Two additional pages that summarize outreach to the community (Transit Improvement Survey, non-native English outreach, coach operator outreach, etc.).
      - Figure 5 presents photos representative of those who provided outreach, most of which are duplicates from various figures found in the body of the report.
      - Figure 6 duplicates the TIS comment map presented in the body of the report (Figure 32, previously 24).
    - **Pages 6–7:** Two additional pages that summarize the TMP workshops and technical analyses completed in support of the TMP.

- Figure 7 presents photos representative of the workshop events, most of which are duplicates from various figures found in the body of the report.
  - Figure 8 includes modified versions of graphics including Figure 60 (prev. Fig. 52), Figure 63 (prev. Fig. 55), Figure 149 (prev. Fig. 123), and Figure 150 (prev. Fig. 124).
- **Pages 12–13:** Two additional pages with modified graphics (Figures 13 and 14) from the Service Vision Report and new text, describing Bellevue’s vision for transit service in 2030.
- **Pages 14–15:** Two additional pages that summarize the capital vision.
  - Figure 15 presents before-and-after photo-visualizations of the Bellevue College Connection project, duplicated from various parts of the body of the report.
  - Figure 16 presents a modified version of the prioritized capital projects map (Figure 121, previously Fig. 100). Modifications were made to the base map so that it better matches with other maps presented in the Executive Summary.
- **Pages 14–15:** Two additional pages with new graphics (Figures 15 and 16) and text that describes how the components of the service and capital visions fit together.
- **Page 48** (previously 38): BKR travel demand data in the bottom paragraph of the page were updated to reflect calculations completed for the Service Vision Report, which are based on the 2030 Growing Resources network and EMME version MP3OR6.2.
- **Page 67** (previously 57): A graphic (Figure 79) from the Service Vision Report was added to more clearly relate the planning concepts (Figure 78) to the network maps presented on subsequent pages.
- **Page 68** (previously 58): Annualized revenue hour by funding scenario charts were moved up from the Appendices to Figure 80.
- **Page 73** (previously 63): A new map (Figure 84) was created to highlight areas of coverage service that are lost by implementation of the 2030 Reduced Funding relative to the 2030 Growing Resources network
- **Page 80** (previously 70): Two new photos were added to the margin (Figures 88 and 89). The photo in previous Figure 77 (now Figure 93) has been moved to page 84.
- **Page 84** (previously 74): Three new photos were added to the margin (Figures 91, 92, and 93), reflecting three peak-only routes that will be eliminated by the Metro service cuts and/or the 2015 Reduced Funding scenario. The two photos previously on the page have been eliminated, but the explanation of re-routing through Bellevue College has been retained in a revised format in the caption of Figure 89 on page 80.
- **Page 85** (previously 75): Two new photos were added to the margin (Figures 94 and 95), reflecting two coverage routes that would have some coverage segments eliminated in the 2015 Reduced Funding scenario.
- **Page 88** (previously 78): The new graphic depicting the layering of the components of the service and capital visions (from page 15) was added to the margin.
- **Page 94** (previously 84): A new photo was added depicting a bus stop in Newport Hills that serves nearly 50 daily ons/offers but does not have a sidewalk connecting the stop to the nearby intersection crosswalk.
- **Pages 102–103** (previously 92–93): An introductory section was added to the transit running way section that reflects the following:
  - New text that provides context about the importance of running way improvements
  - Figure 118 (adapted from previous presentations to Commission and Council) was added depicting the capital planning-to-implementation process
  - Figure 119 (copied from the Capital Vision Report) was added depicting the typical ROW configurations for the types of transit capital improvements proposed by the plan
  - Descriptions of the four categories of projects presented
  - The previous Figure 100, depicting capital improvements by cost, was removed.
- **Pages 108–109:** Two additional pages provide context for and summarize the proposed TSP projects. Figures 126 and 127 are both from the Capital Vision Report.
- **Pages 120–121:** Two new pages were added to Appendix 3 (the TMP Document Library) to describe the five reports associated with the Capital Element planning process.
- **Page 122** (previously 108–109): Appendix 4 was condensed to a single page following the relocation of previous Figure 117 to current page 68 (Fig. 80). The associated text was eliminated.

- **Page 123–126:** Four new pages were added to create a new Appendix 5, which includes four maps (Figures 142–145) that depict the peak-only route deletions and all-day route frequency, span, and coverage reductions included in Metro’s proposed 2014–2015 service cuts.
- **Pages 127–131:** Five new pages were added to accommodate a new Appendix 6, which includes three tables (Tables 9, 10, and 11) that were copied from the Capital Vision Report that enumerate the transit running way, spot improvement, and near-term TSP projects, respectively.
- **Pages 132–133** (previously 110–112): The first the pages of Appendix 7 (prev. Appendix 5) were revised to condense the text onto two pages instead of three. Table 12 (prev. Table 9) was moved onto page 133 below Figure 146 (prev. 120).
- **Pages 134–145** (previously 113–125): Page formatting changes were made, but any changes that may have been made to the content were minor, not substantive in nature.
- **Pages 146–147** (previously 126–127): Text formatting of the Acknowledgements was revised to better accommodate an expanded list of names in the same amount of space.
- **Page 148:** A new page was added to the end to serve as the report’s back cover, including the project web-page and PM contact info.

3. **Transmittal letter to Bellevue City Council recommending plan adoption** – As reflected in Attachment 2, staff has prepared a draft letter from the Commission to the Bellevue City Council requesting Council adoption of the Bellevue Transit Master Plan (TMP). The draft letter also requests that Council direct staff to transmit a copy of the Executive Summary (see Attachment 3) to the County Executive, County Council, and Sound Transit Board of Directors informing them of Bellevue’s transit priorities.

- Attachment 1: Summary of June 2, 2014 City Council Question and Answer Session
- Attachment 2: Draft Transmittal letter to Bellevue City Council recommending plan adoption
- Attachment 3: Draft Executive Summary of the Bellevue Transit Master Plan