



Bellevue Transit Master Plan



***City Council
July 2, 2012***



- 1. Project Background**
- 2. Public Involvement**
- 3. Scope of Work**
- 4. Draft Project Principles**
- 5. Next Steps**



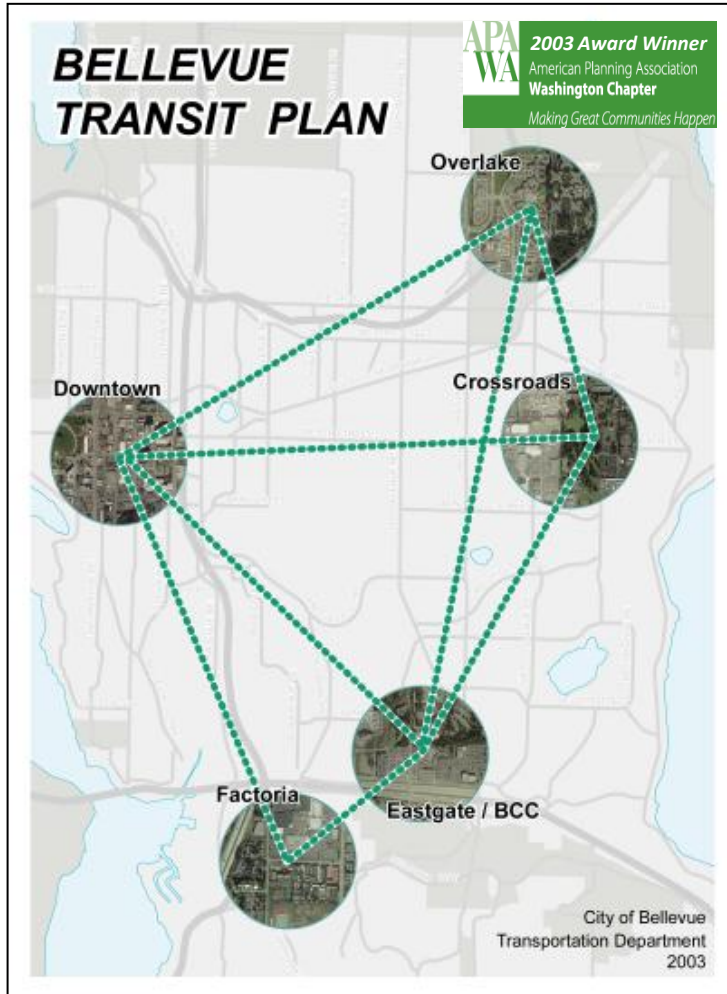
Preliminary Outreach to Inform Scope & Principles



- ▼ Transportation Commission Meetings
- ★ Transportation Commission Transmittal to Council
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- 2. Approval of the major elements in the Plan Update scope of work.**



Resolution No. 6859 (June 2, 2003)

- Assessed the adequacy of transit service levels in Bellevue.
- Formulated a shared vision with the community, elected officials, and transit partners.
- Leveraged service and capital investments in Bellevue.
- Enhanced mobility options for the public.



Eastgate P&R



I-90 Two-Way Transit HOV



Eastgate Direct Access Ramps



Bellevue Transit Center



RapidRide B Line

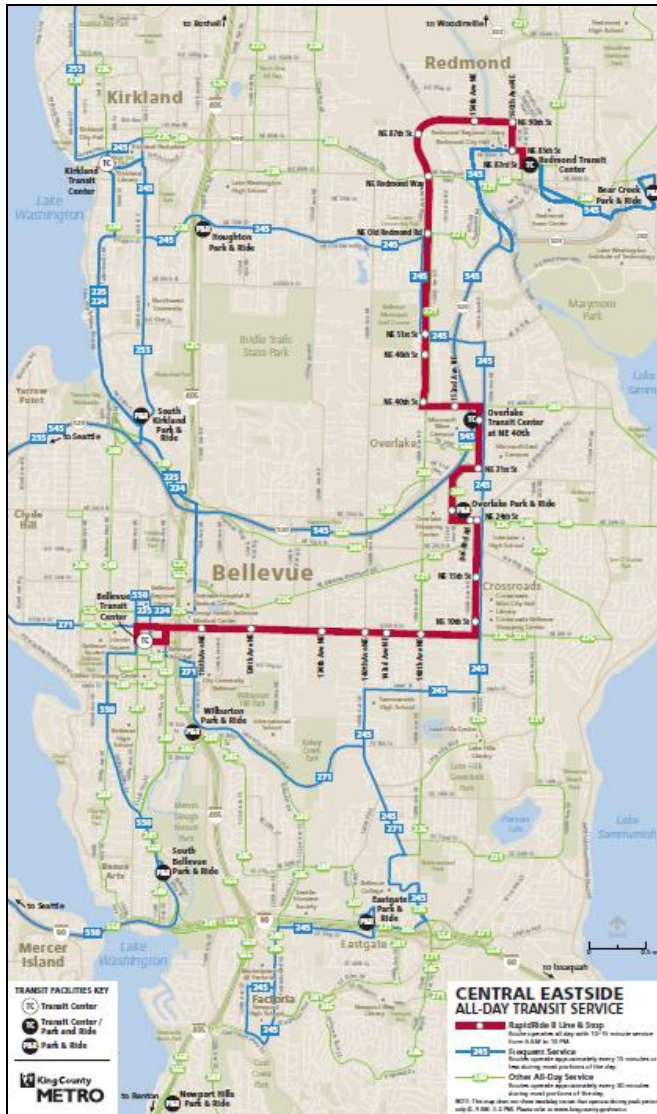


Access Downtown



Bellevue Transit Master Plan

More Facilities



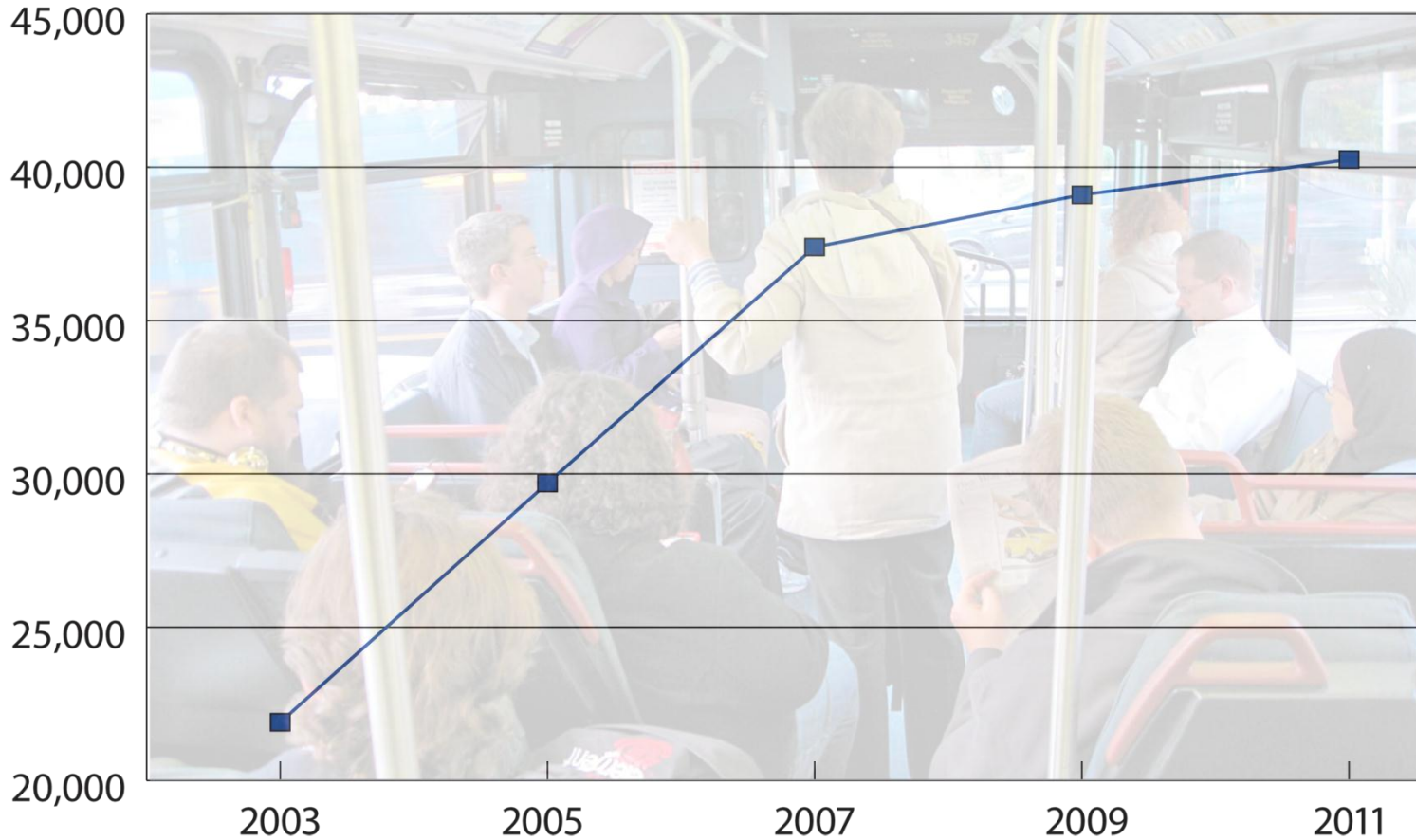
- Frequent & all-day transit network, featuring the RapidRide B Line (initiated October 1, 2011).
- Frequent service routes operate approximately every 15 minutes or less during most portions of the day.
- Other All-Day service routes shown operate approximately every 30 minutes during most portions of the day.



In support of SR-520 tolling the region set in motion the Lake Washington Urban Partnership Agreement that added 130 bus trips to routes on SR 520 for a total of 700 every weekday.

Average Weekday Transit Ridership (Fall 2003 to Fall 2011)

84 percent increase, from 21,900 (2003) to 40,250 (2011).

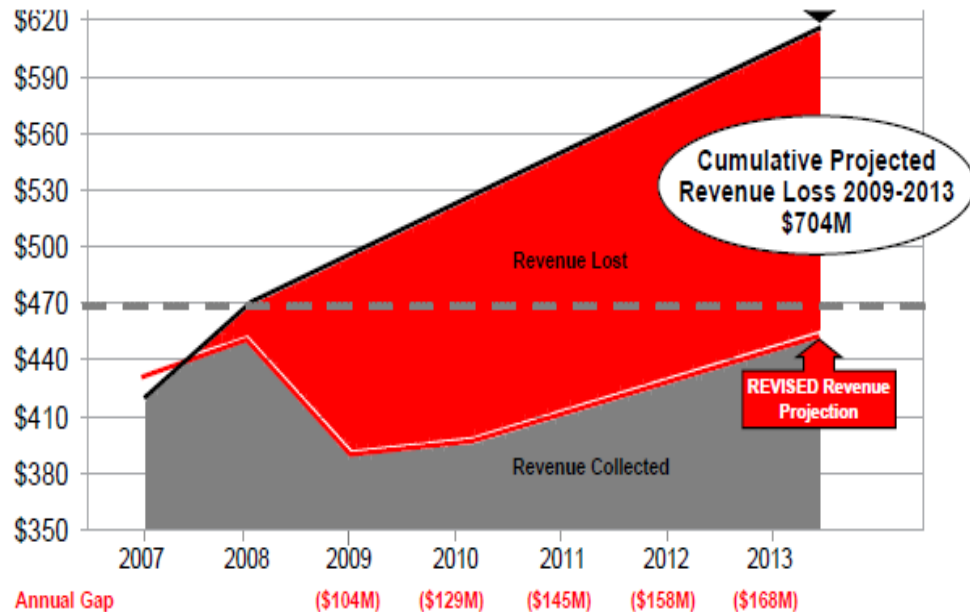


Average Weekday Transit Ridership (Fall 2003 to Fall 2011)

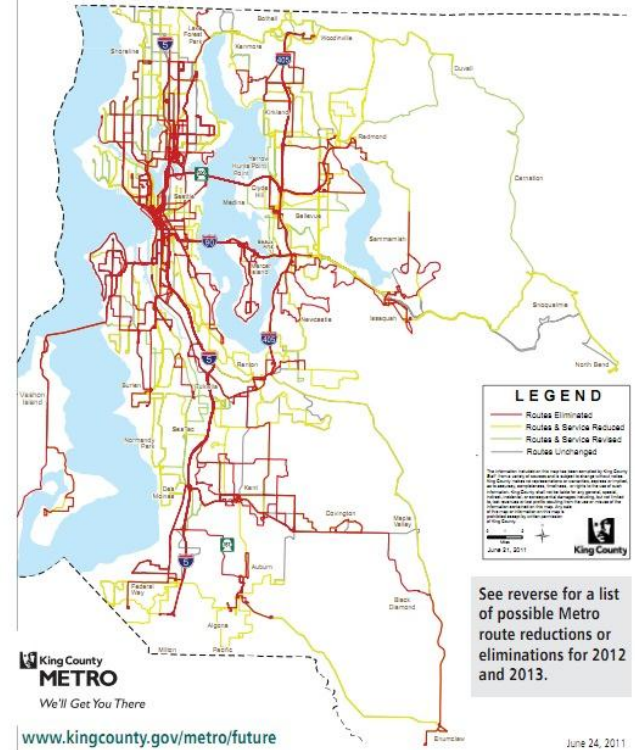
- Eastgate increased **232 percent**, from 2,197 to 7,303.
- Downtown increased **110 percent**, from 7,346 to 15,408.
- Crossroads increased **80 percent**, from 1,706 to 3,065.
- Factoria increased **23 percent**, from 1,724 to 2,113.



In 2011 the County Council approved a temporary congestion reduction charge to help fund transit service for two years.



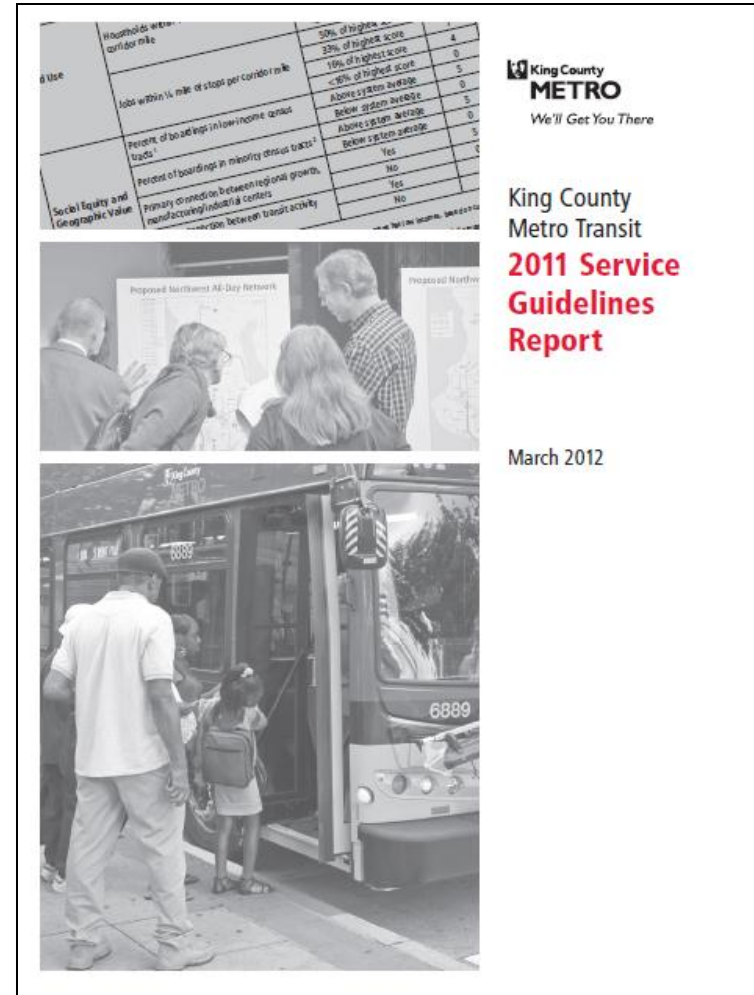
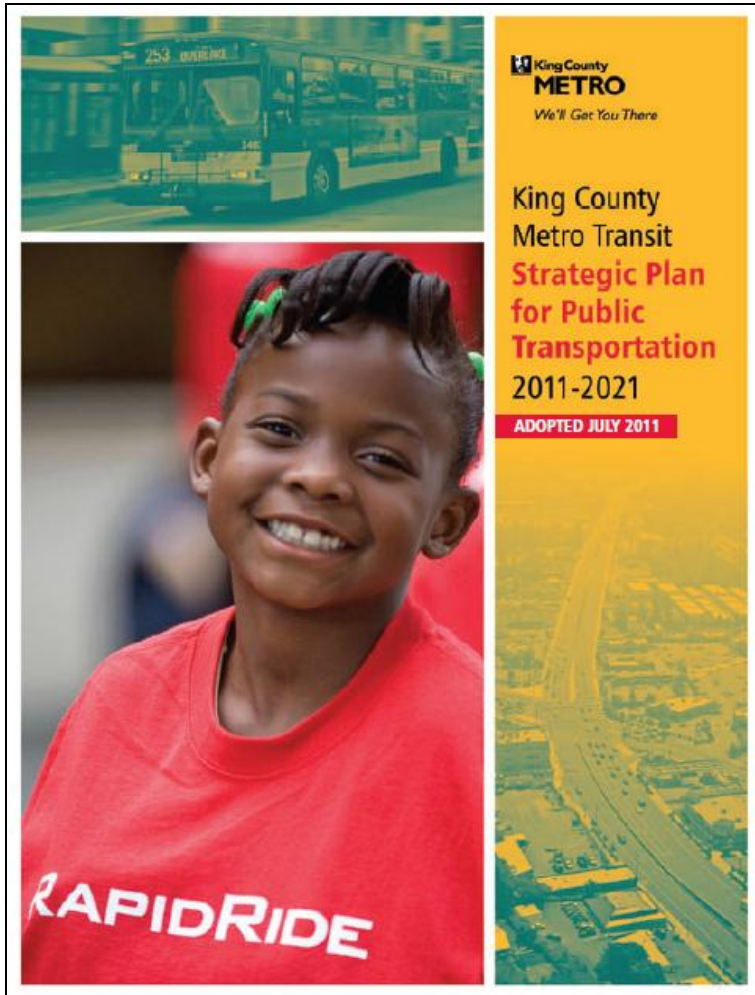
Metro service reductions—600,000 annual service hours



— Original 08/09 Adopted Biennial Budget
 — June 09 Projection

King County Metro – Sales Tax Shortfall

Metro is expected to start reducing/eliminating unproductive services for it to reinvest resources in more productive areas.



Project Decision
Summer/Fall 2011

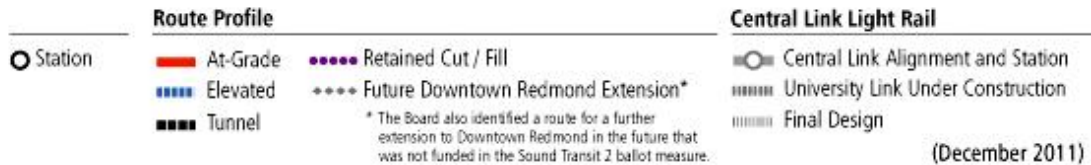
Final Design
2012-2015

Construction
2015-2022

Service Begins
2023

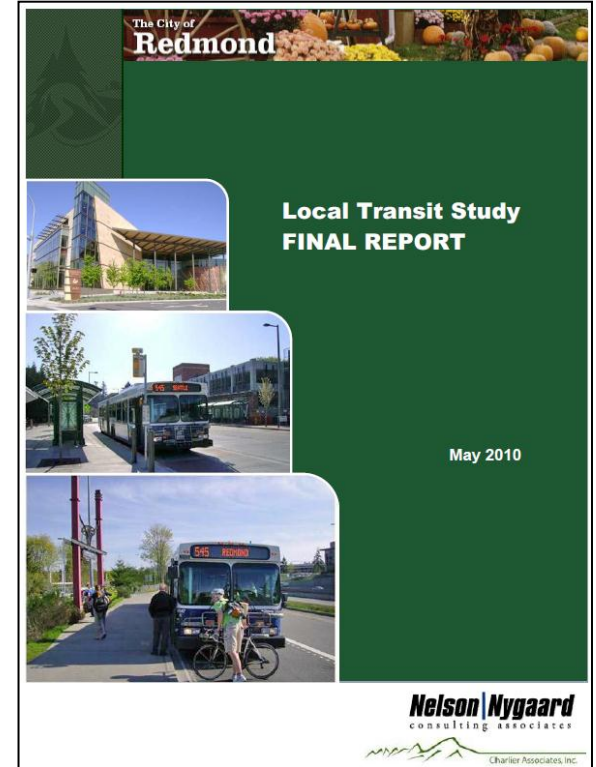


**East Link Light Rail
Project to be built**



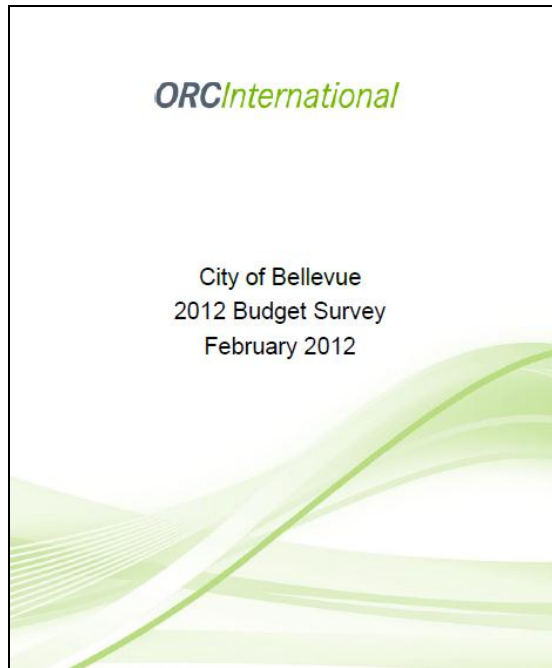


City of Seattle, April 2012



City of Redmond, May 2010

Public support for transit consistently ranks the highest across an array of transportation strategies on how to handle traffic and congestion in Bellevue.



83 percent of Bellevue residents agree that the City should “work with regional agencies to improve local and regional public transportation serving Bellevue.” Three out of five (61%) residents strongly agree with this strategy.

- 2012 Bellevue Budget Survey

The Seattle Times

First Bellevue high-rise in four years breaks ground

Originally published May 25, 2012

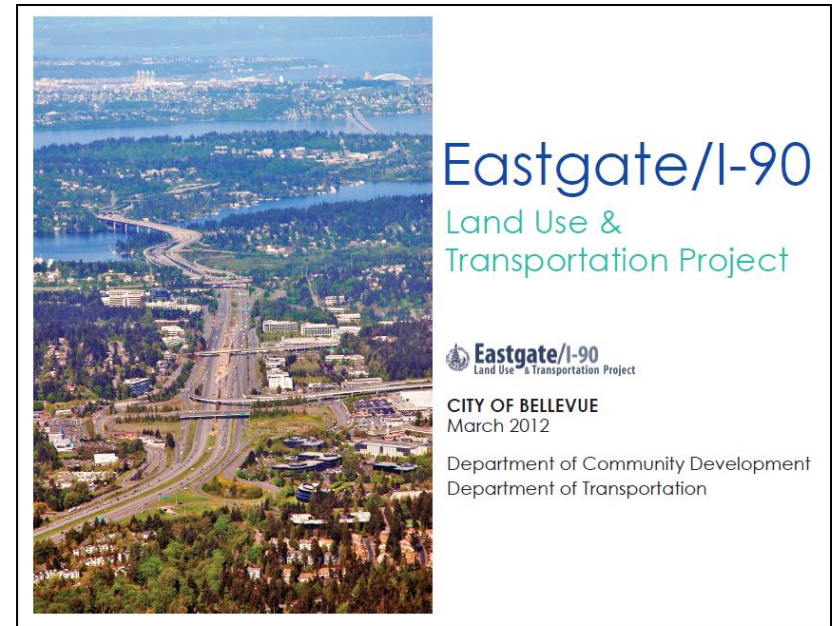
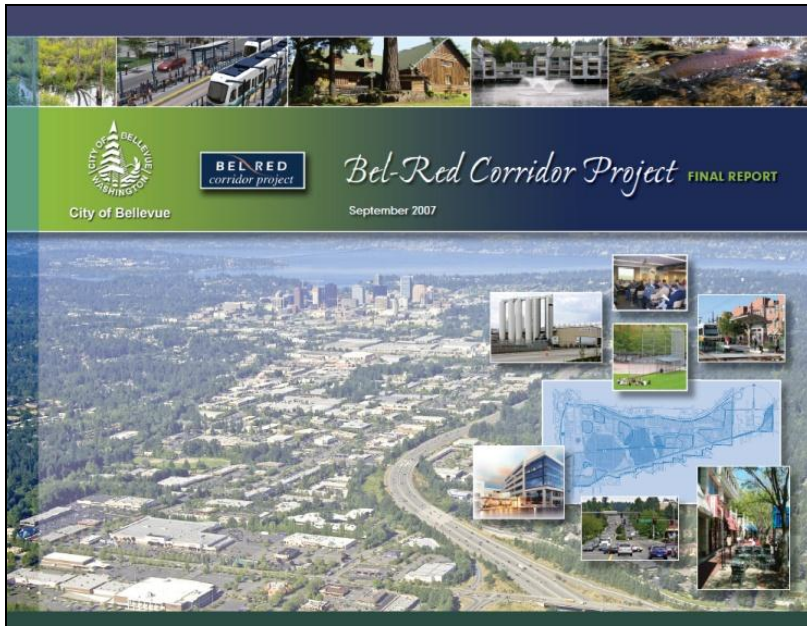
Su Development has broken ground on a 21-story apartment tower in downtown Bellevue, the city's first new high-rise since the real-estate market collapsed.



Paul Sweeney, a principal with commercial brokerage Broderick Group, predicted at an industry gathering earlier this month that downtown Bellevue's office vacancy rate would drop from 12.9 to 8.6 percent over the next year.

Companies are moving to downtown Bellevue from other Eastside locations because they like its amenities, particularly its transit options, he said.





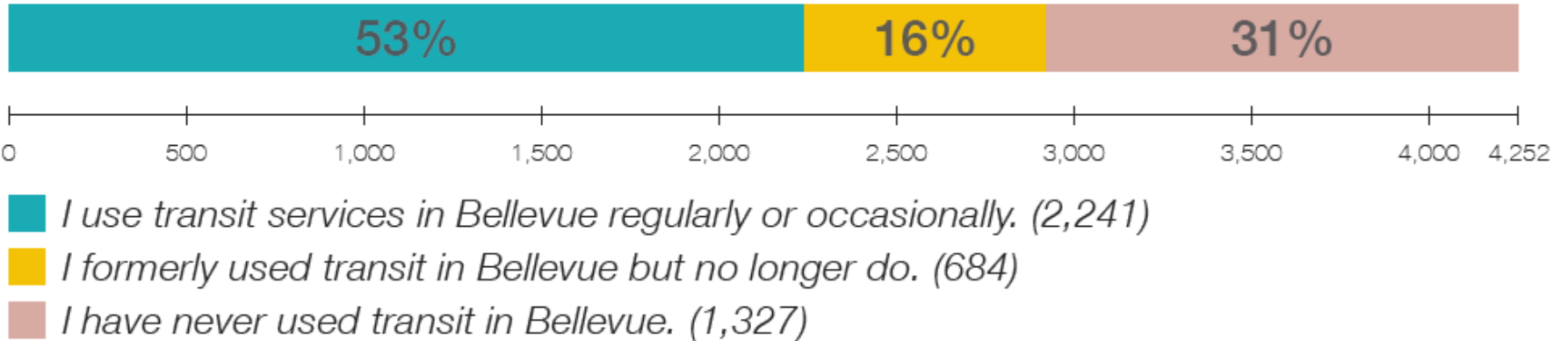
Transit reinforces Bellevue's Downtown and the Bel-Red and Eastgate/I-90 corridors as economically vibrant focal points that serve as gateways to the city of Bellevue.

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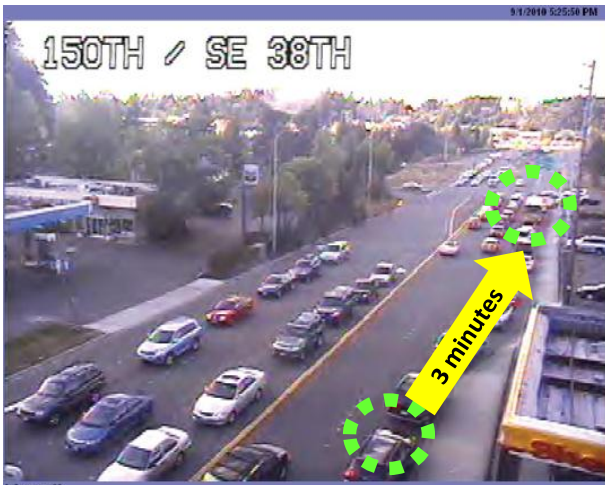
Which best describes your use of transit services in Bellevue and the surrounding area? (Q:1)





Standing loads on Route 243.

882 of respondents who use transit to commute to work (N=1,545) indicated that they had to stand while riding the bus because every seat was occupied.



Elapsed time to travel 1 block on Rt 271.

595 of respondents who use transit to commute to work (N=1,545) indicated that service speed and reliability improvements were needed (e.g., investing in roadway and traffic signal infrastructure).





“It’s very important that downtown Bellevue be well connected by transit a community that doesn’t get that ... risks losing its economic vitality.”

Leslie Lloyd
*President,
Bellevue Downtown Association*

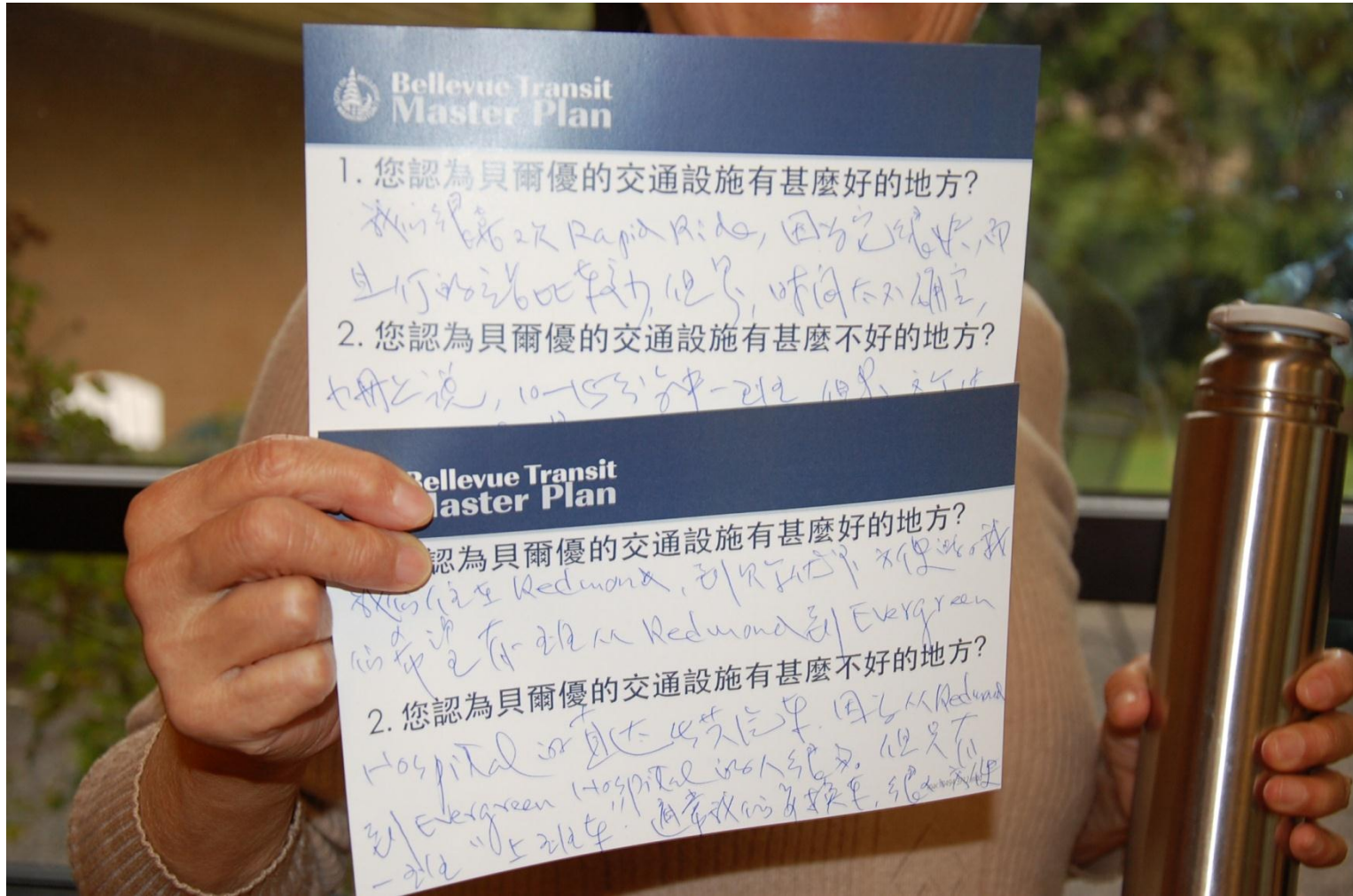


“Speaking from a corporate perspective, we couldn’t provide mobility to our workforce without a robust transit system in Bellevue.”

Jim Stanton
*Senior Community Affairs Manager,
Microsoft Corporation*



Institutional Interest



Chinese (44 cards) - Spanish (33 cards) - Russian (42 cards)



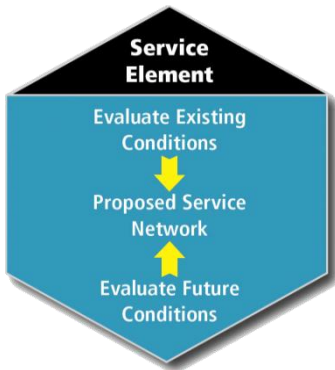
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- 1. Support planned growth and development in Bellevue with a bold transit vision.**
- 2. Engage community stakeholders in setting the priorities for transit delivery.**
- 3. Determine where and how transit investments can deliver the greatest degree of mobility and access possible for all populations.**

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

- 5. Identify partnership opportunities to further extend transit service and infrastructure.**

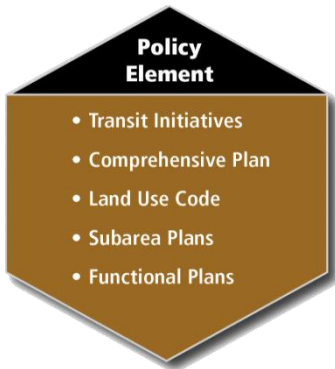
- 6. Develop measures of effectiveness to evaluate transit investments and to track plan progress.**



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.

Transit Service Vision



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



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Additional Information