



Bellevue Transit Master Plan



***Bellevue Downtown Association
October 10, 2012***

Bellevue Transit Master Plan

Other Transit Services

Metro Fixed Route Service



ST Regional Express



ST Light Rail Service



ST Commuter Rail Service



Access Paratransit



Dial-a-Ride-Transit (DART)



Commuter Vans



Taxi Script



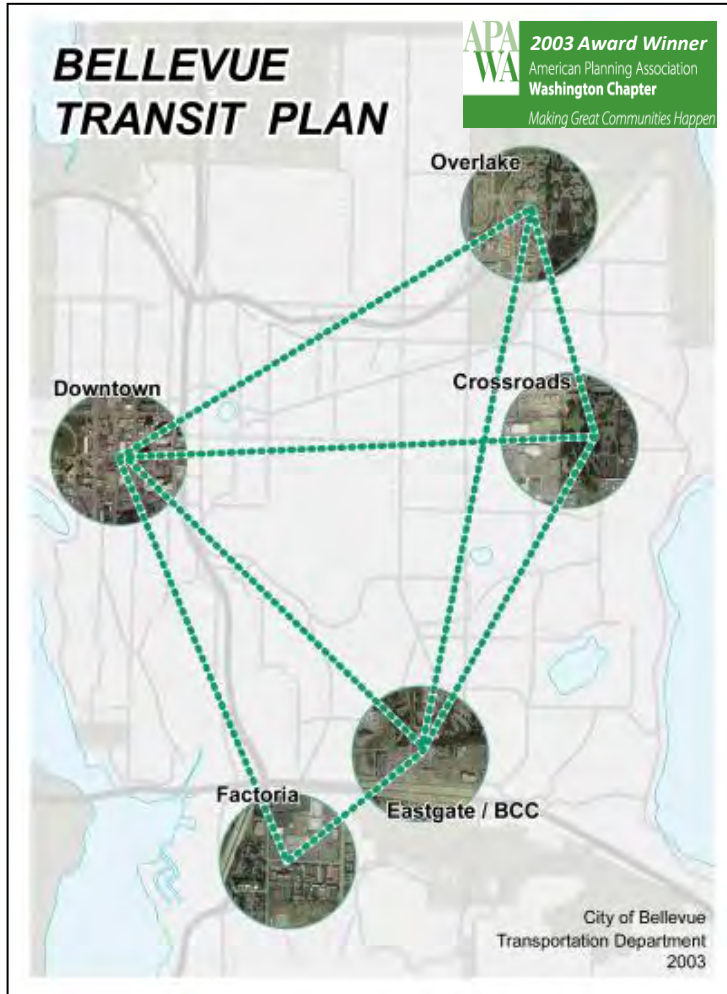


- 1. Project Background**
- 2. Public Involvement**
- 3. Project Principles**
- 4. Scope of Work**
- 5. Next Steps**

Preliminary Outreach to Inform Scope & Principles



- ▼ Transportation Commission Meetings
- ★ Transportation Commission Transmittal to Council
- City Council Briefings



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

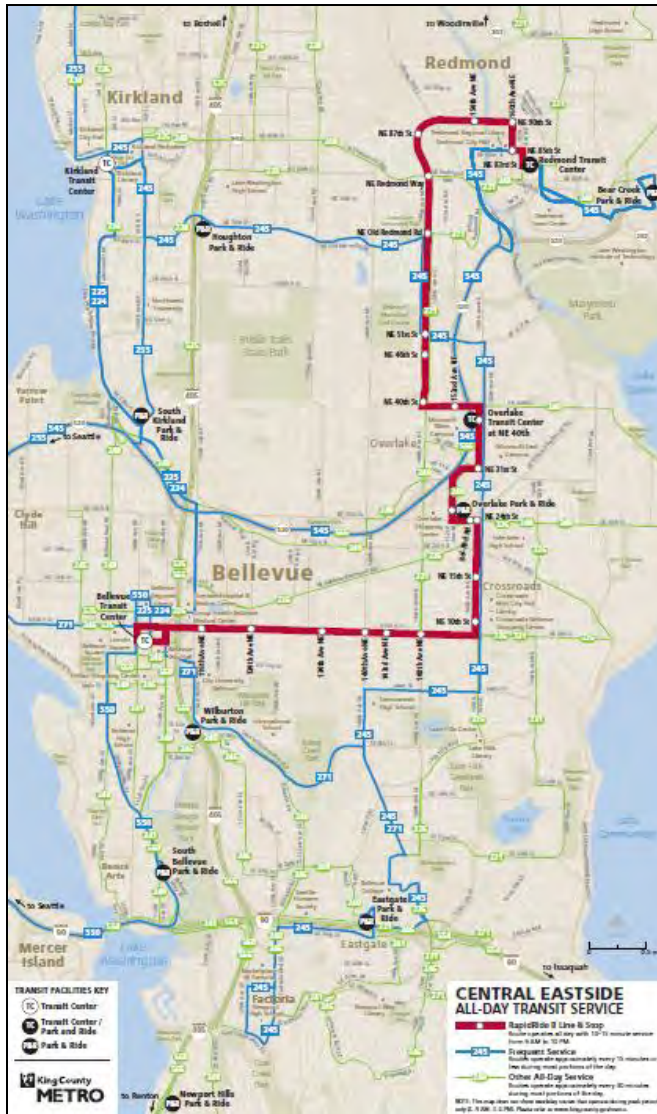


Access Downtown

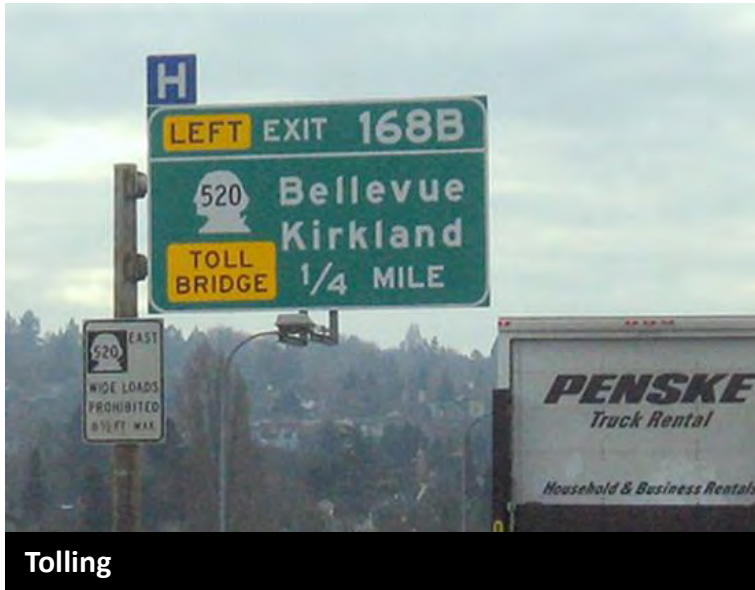


Bellevue Transit Master Plan

More Facilities



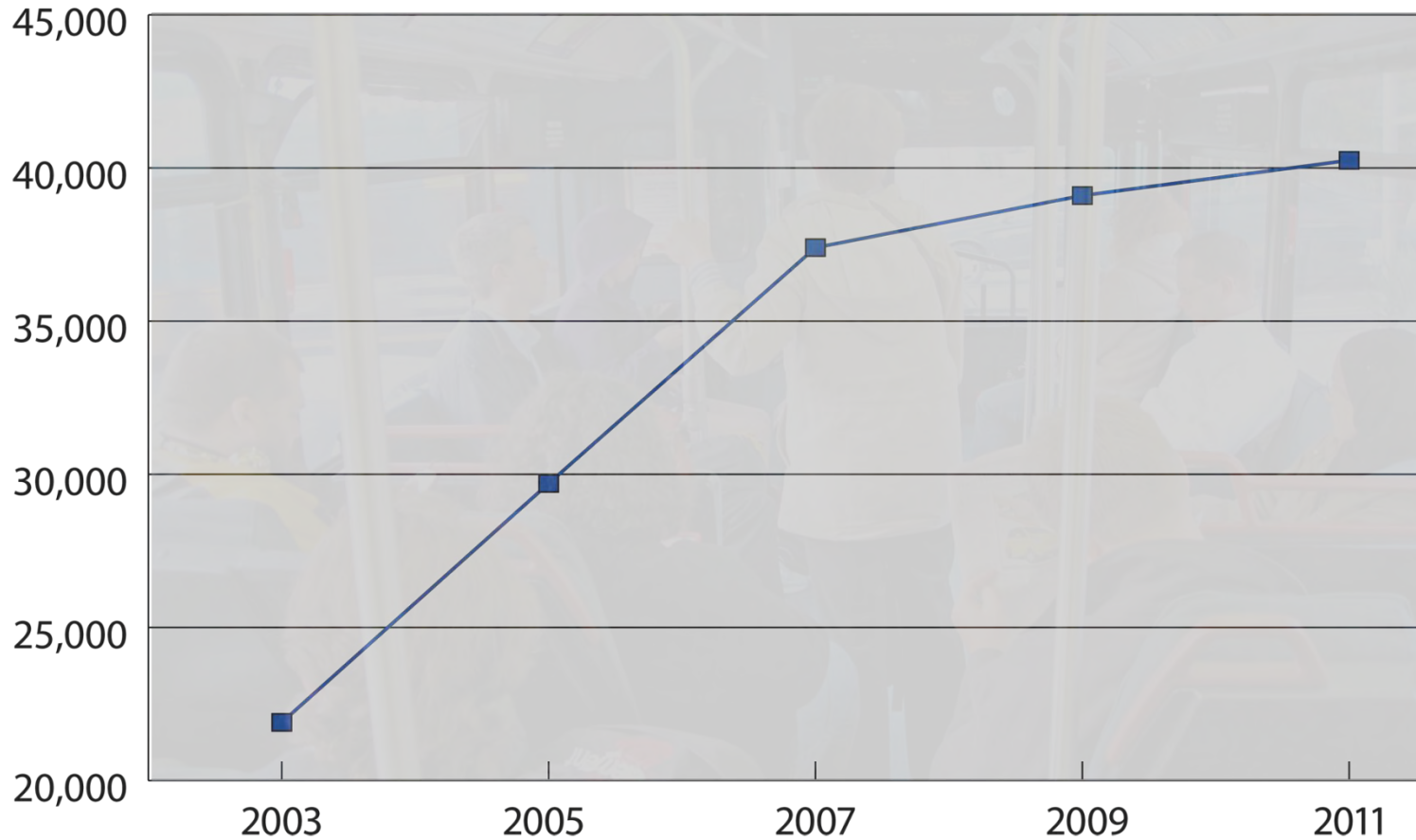
- Frequent & all-day transit network, featuring the RapidRide B Line (initiated October 1, 2011).
- Frequent service routes operate approximately every 15 minutes or less during most portions of the day.
- Other All-Day service routes shown operate approximately every 30 minutes during most portions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

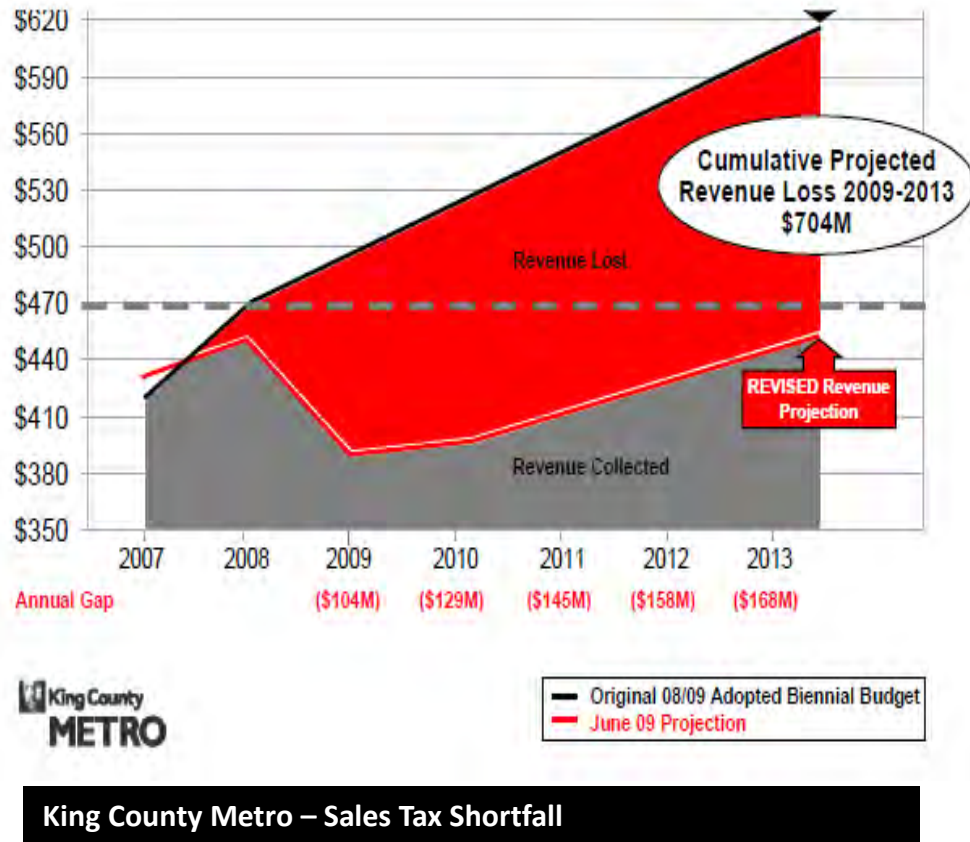


Average Weekday Transit Ridership (Fall 2003 to Fall 2011)

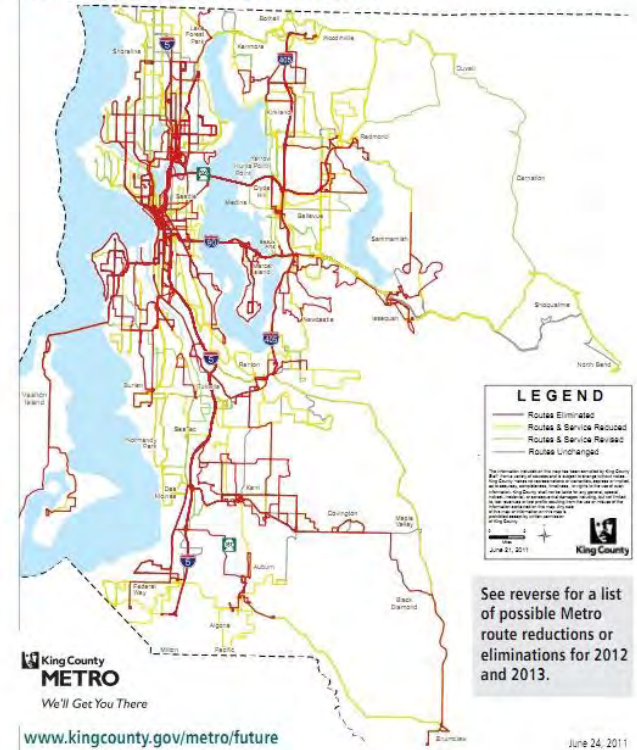
- Eastgate increased **232 percent**, from 2,197 to 7,303.
- Downtown increased **110 percent**, from 7,346 to 15,408.
- Crossroads increased **80 percent**, from 1,706 to 3,065.
- Factoria increased **23 percent**, from 1,724 to 2,113.



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



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

King County
METRO
We'll Get You There

King County
Metro Transit
**Strategic Plan
for Public
Transportation
2011-2021**
ADOPTED JULY 2011

RAPIDRIDE

Households within 1/4 mile	30% of highest score	4
Jobs within 1/4 mile of station per corridor mile	25% of highest score	4
Percent of boardings in low-income census tracts?	10% of highest score	3
Social Equity and Geographic Value	Above system average	3
	Below system average	3
Percent of boardings in minority census tracts?	Above system average	3
	Below system average	3
Primary corridors between regional growth, manufacturing/industrial centers	Yes	3
	No	3
Connection between transit activity	Yes	3
	No	3

King County
METRO
We'll Get You There

King County
Metro Transit
**2011 Service
Guidelines
Report**

March 2012

Project Decision
Summer/Fall 2011

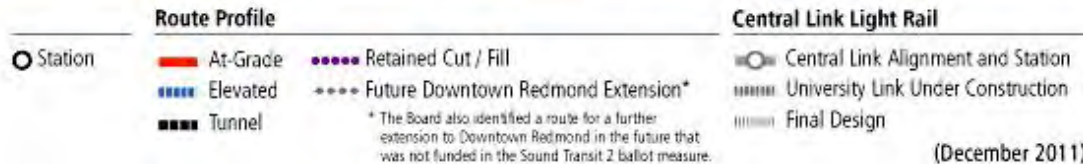
Final Design
2012-2015

Construction
2015-2022

Service Begins
2023

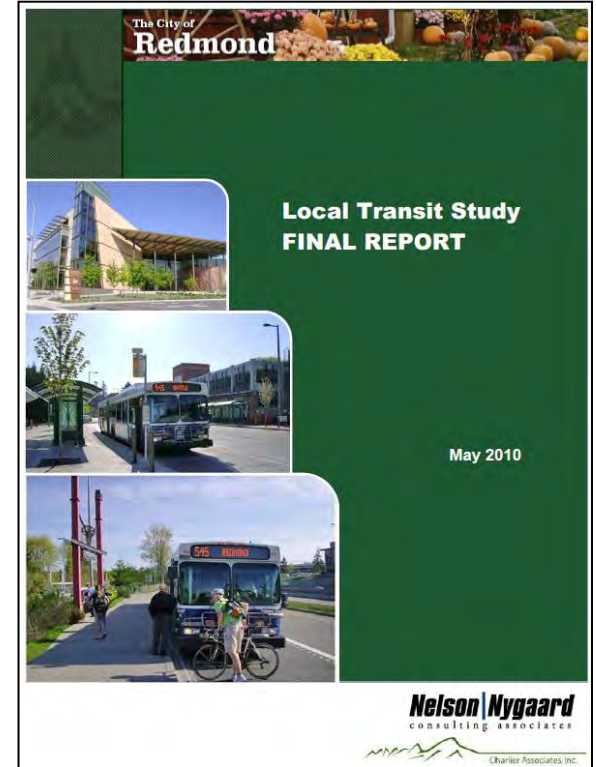


**East Link Light Rail
Project to be built**



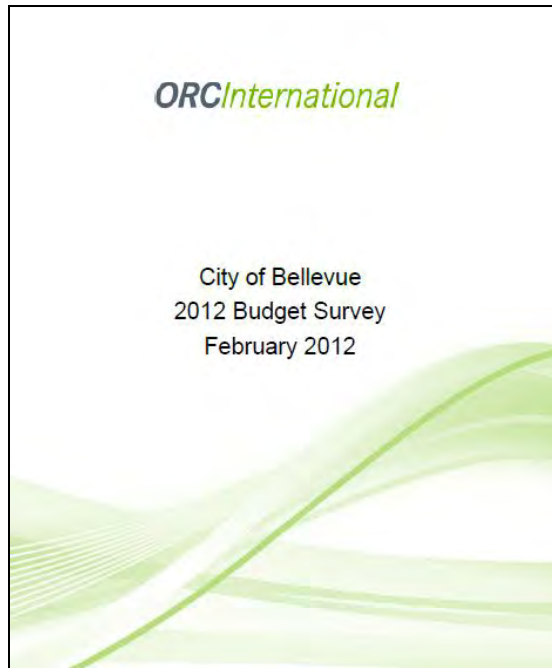


City of Seattle, April 2012



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

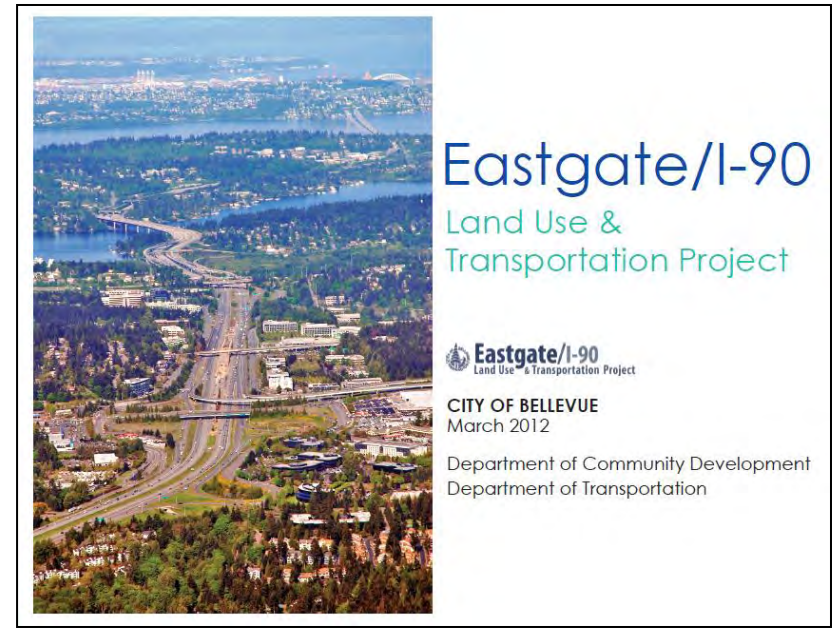
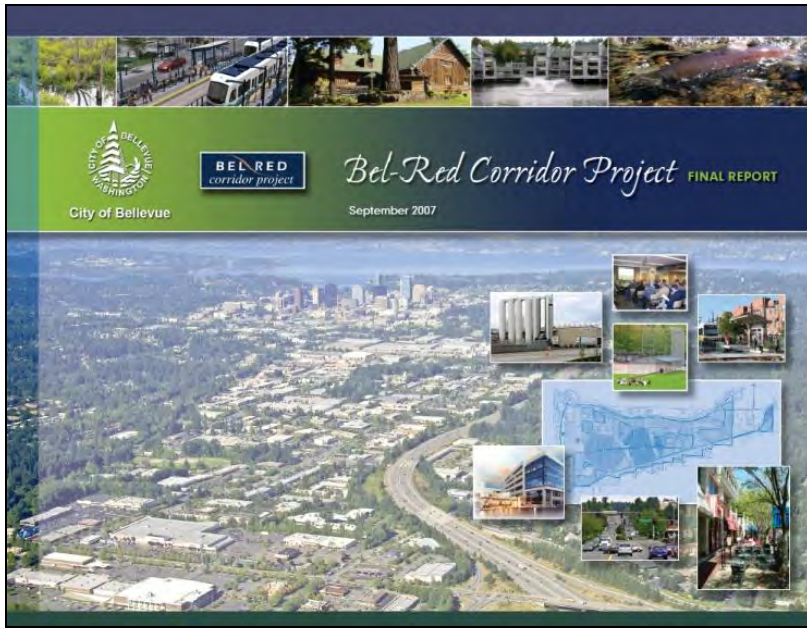
Su Development has broken ground on a 21-story apartment tower in downtown Bellevue, the city's first new high-rise since the real-estate market collapsed.



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.





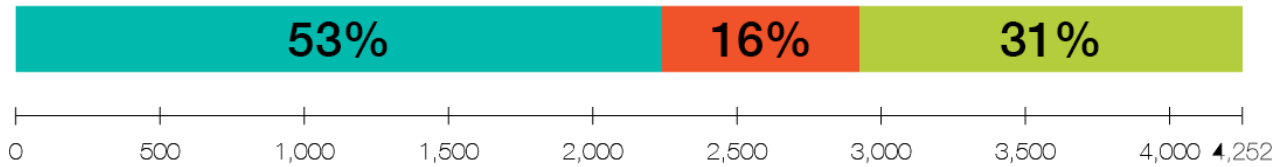
Transit reinforces Bellevue's Downtown and the Bel-Red and Eastgate/I-90 corridors as economically vibrant focal points that serve as gateways to the city of Bellevue.

Preliminary Outreach to Inform Scope & Principles



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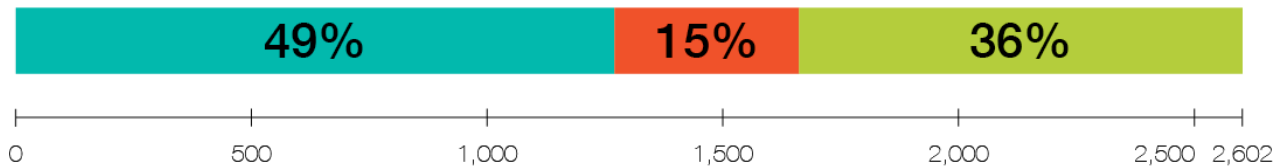
All Respondents






Bellevue Residents



Non-Bellevue Residents

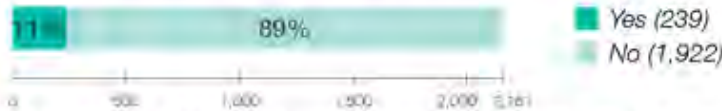


-  *I use transit services in Bellevue regularly or occasionally.*
-  *I formerly used transit in Bellevue but no longer do.*
-  *I have never used transit in Bellevue.*

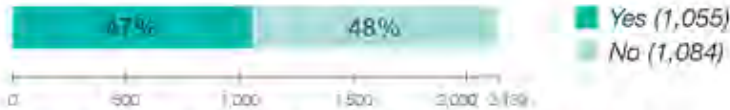
Use transit to commute to/from work? (Q:2)



Use transit to commute to/from school? (Q:12)



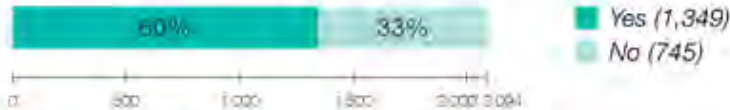
Use transit for shopping or other errands? (Q:22)



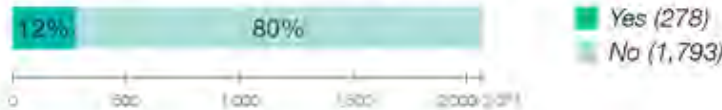
Use transit to travel for social purposes? (Q:28)



Use transit to travel to special events? (Q:34)



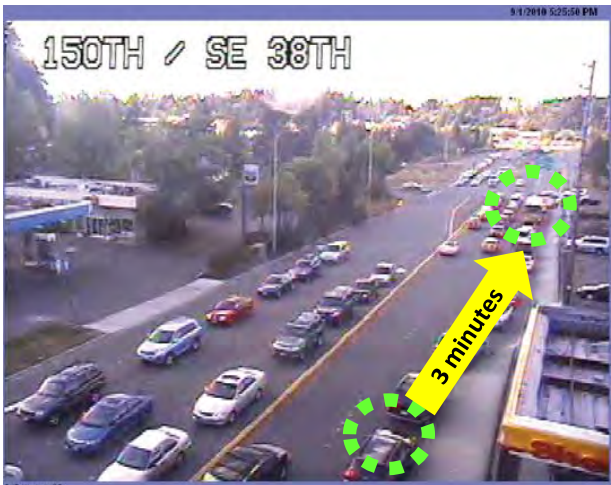
Use transit for any other purposes? (Q:41)





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*

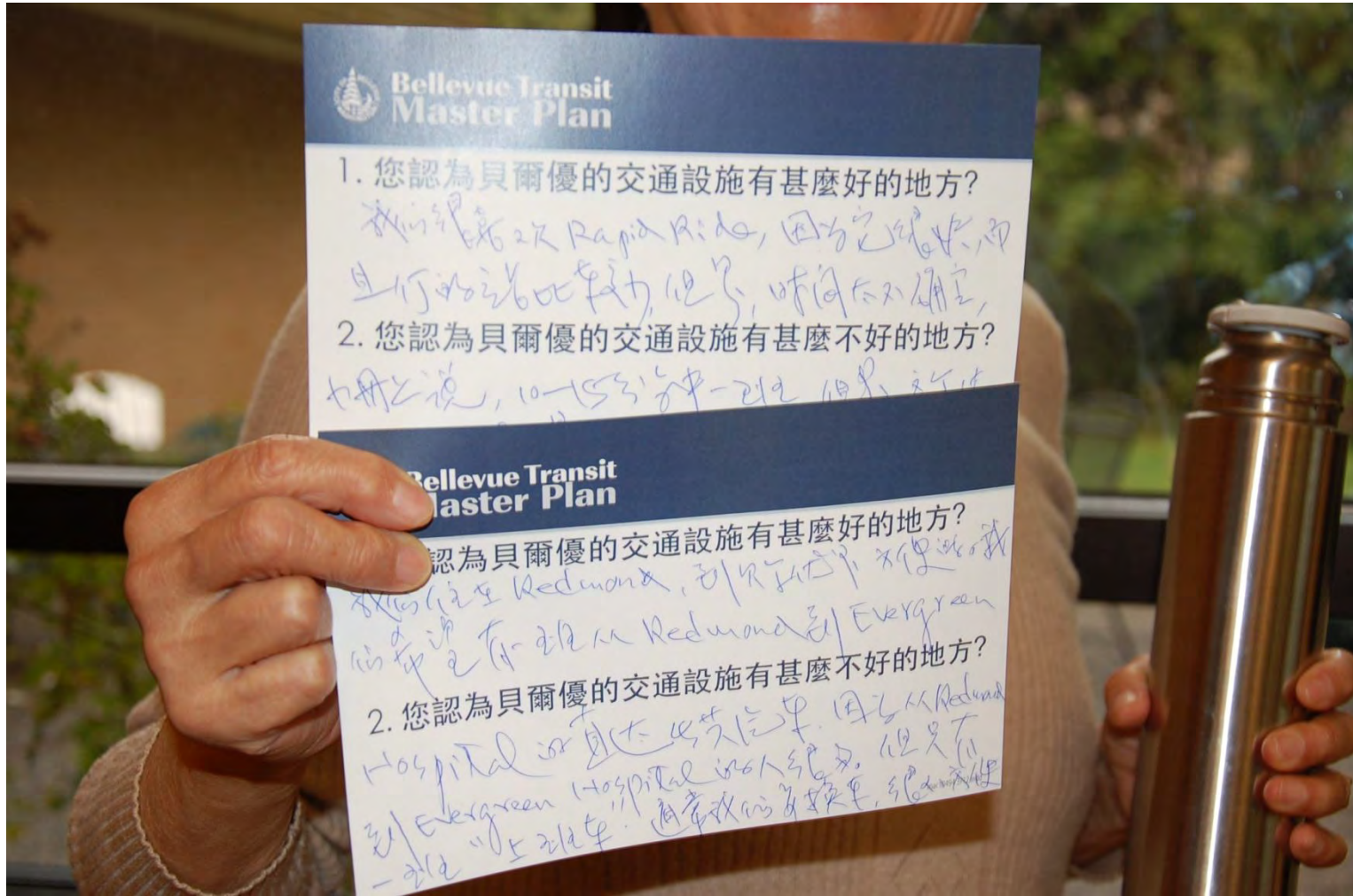


“Speaking from a corporate perspective, we couldn’t provide mobility to our workforce without a robust transit system in Bellevue.”

Jim Stanton
*Senior Community Affairs Manager,
Microsoft Corporation*



Institutional Interest



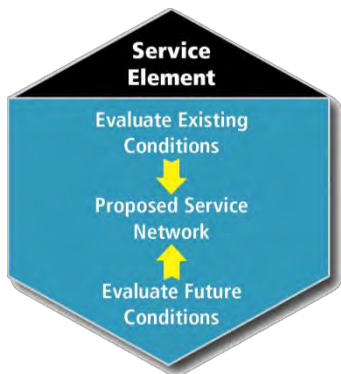
Chinese (44 cards) - Spanish (33 cards) - Russian (42 cards)



- 1. Approved project principles to guide the Plan Update.**
- 2. Approved major elements in the Plan Update scope of work.**
- 3. Provided direction on Board/Commission engagement process.**

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



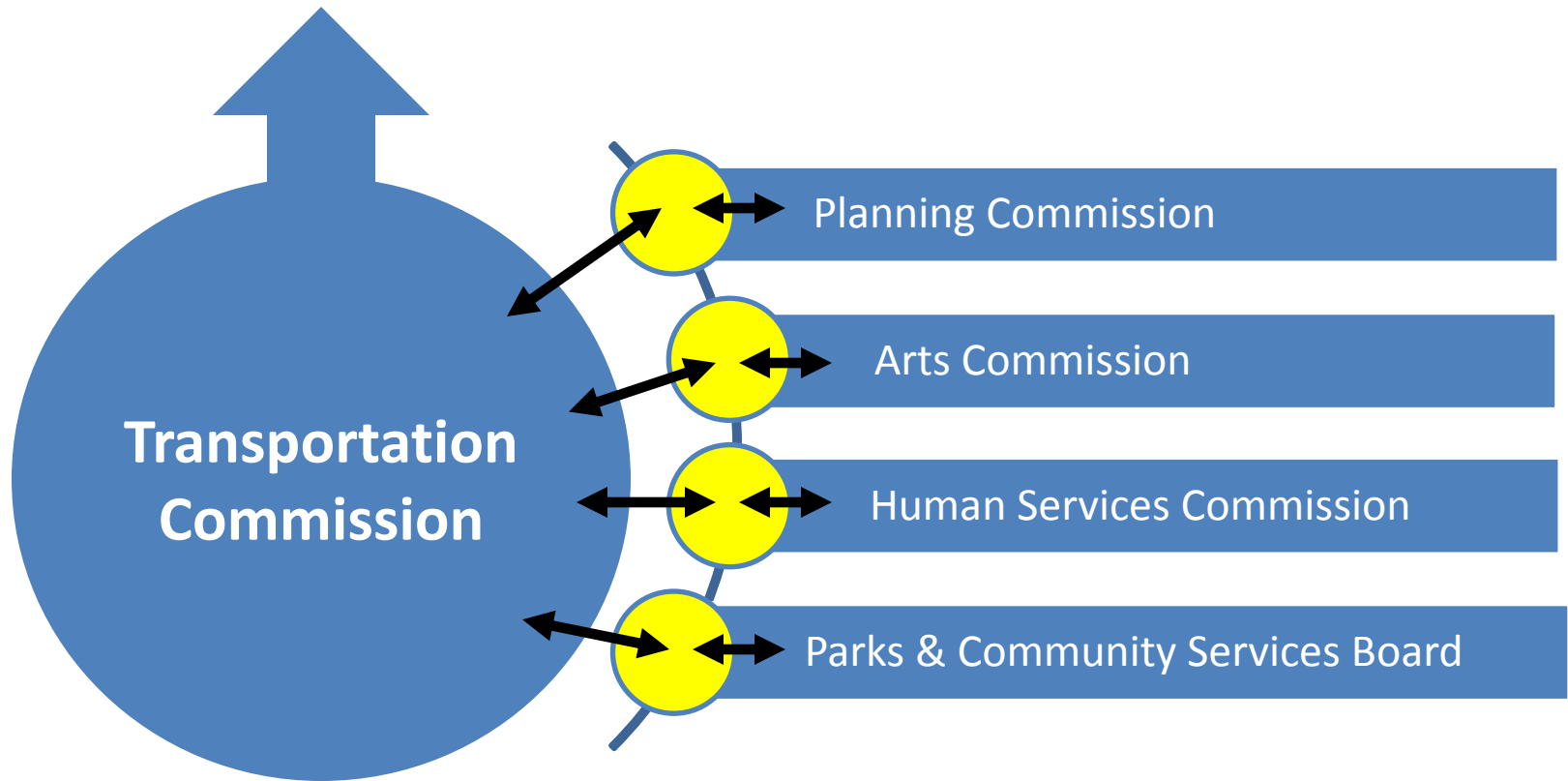
Transit Service Vision




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Bellevue City Council



 Members of the Planning, Arts, and Human Services Commissions and the Parks and Community Services Board are invited to all staff briefings on the TMP to the Transportation Commission.

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



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