



Bellevue Transit Master Plan



***Eastside Easy Rider Collaborative
October 29, 2013***



- 1. Transit Master Plan Scope***
- 2. Service-Oriented Strategies***
- 3. Capital-Oriented Strategies***
- 4. Measures of Effectiveness***
- 5. Next Steps***



Transit Master Plan Scope of Work

CURRENT TRANSIT NETWORK



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

MARKET SEGMENTATION



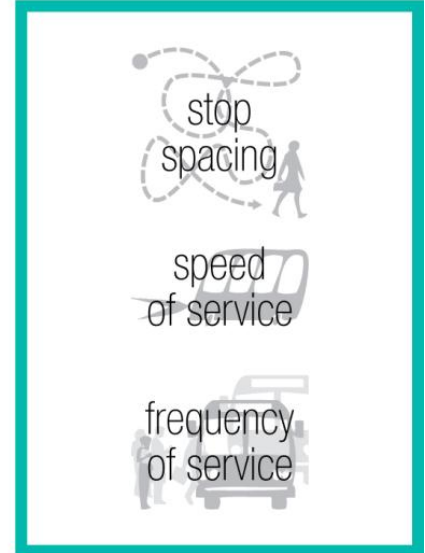
What are the attitudes and preferences that drive traveler choices?

FUTURE TRAVEL MARKETS



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

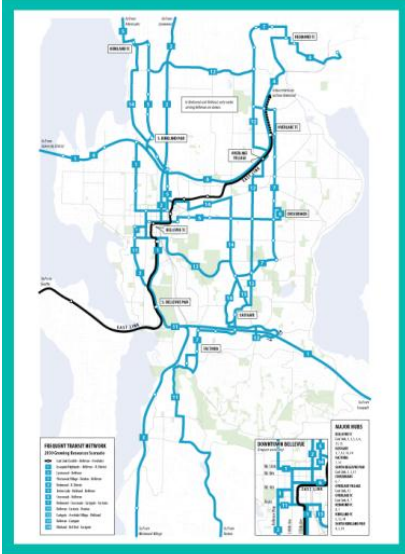
SERVICE-ORIENTED STRATEGIES



What kinds of strategies can best seize these opportunities?

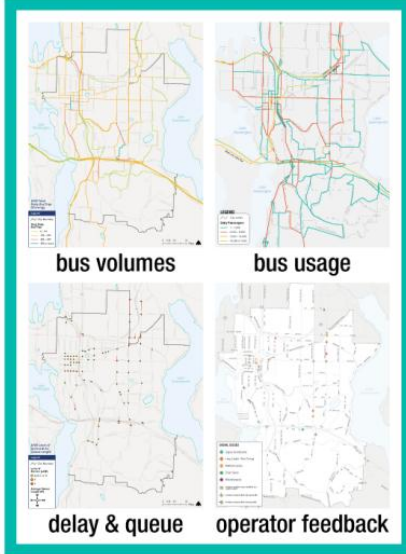


FREQUENT TRANSIT NETWORK (FTN)



Where is bus service expected to be convenient, reliable, easy-to-use?

CURRENT and FUTURE CONDITIONS



What are the current and future conditions on FTN corridors?

EVALUATION of COSTS and BENEFITS

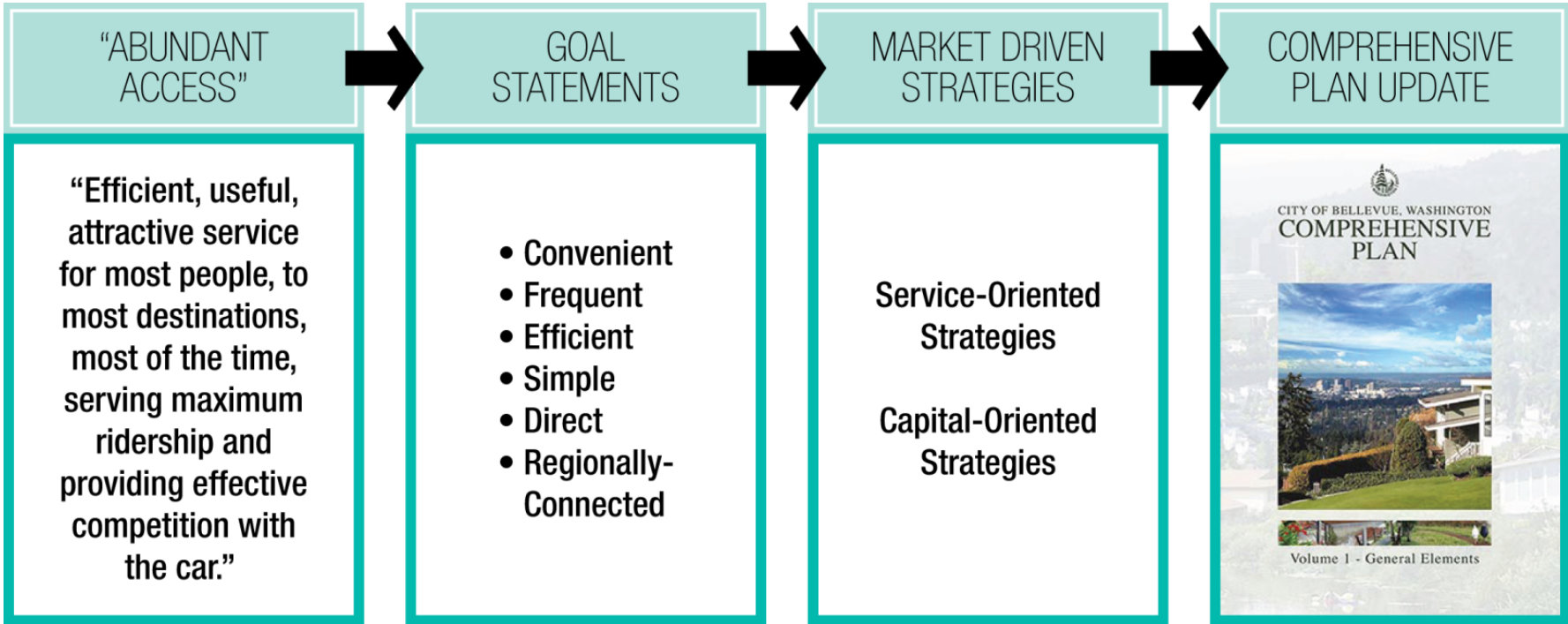


What are the costs and benefits of different levels of operational exclusivity?

CAPITAL-ORIENTED STRATEGIES



What strategies can influence the public's decision to use transit?



What is the vision statement for the Transit Master Plan?

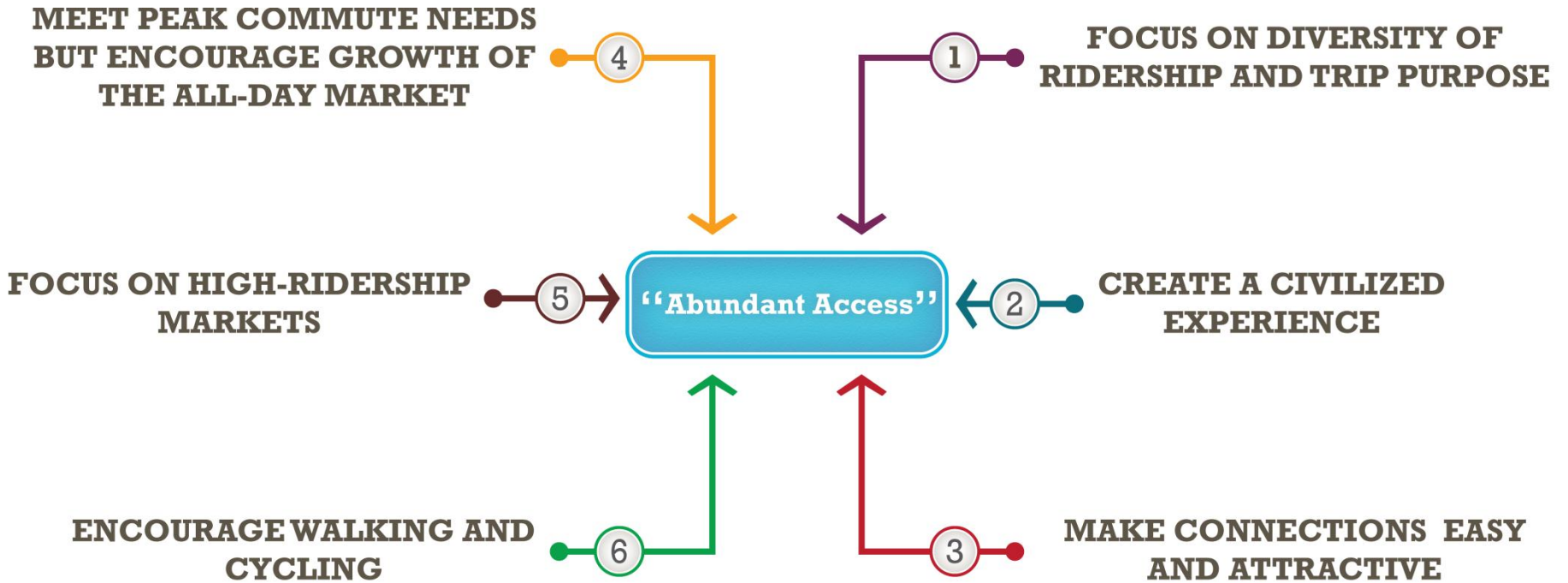
What does the TMP seek to achieve over time?

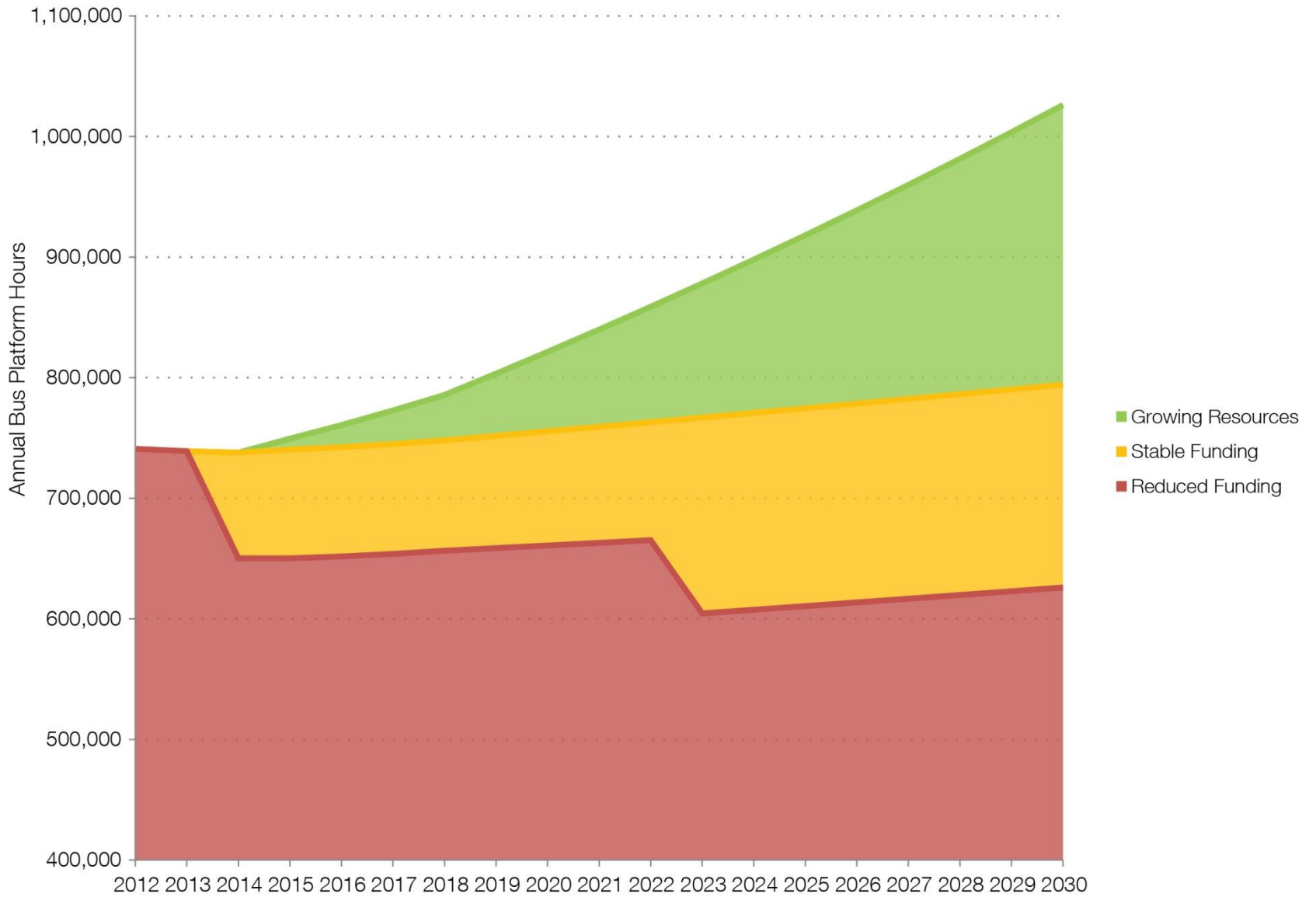
What are the strategies guiding the city's advocacy and actions?

What TMP strategies will inform the Comprehensive Plan Update process?

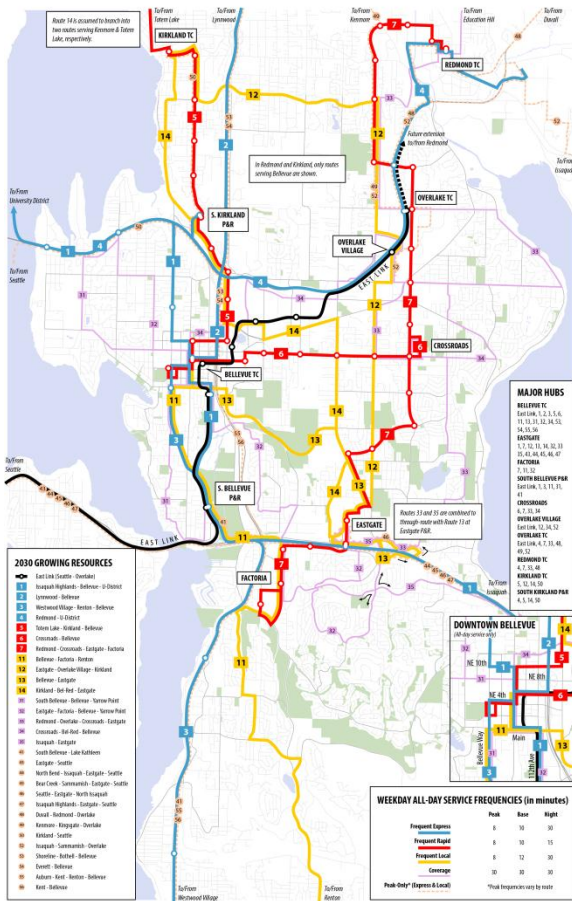


Service-Oriented Strategies

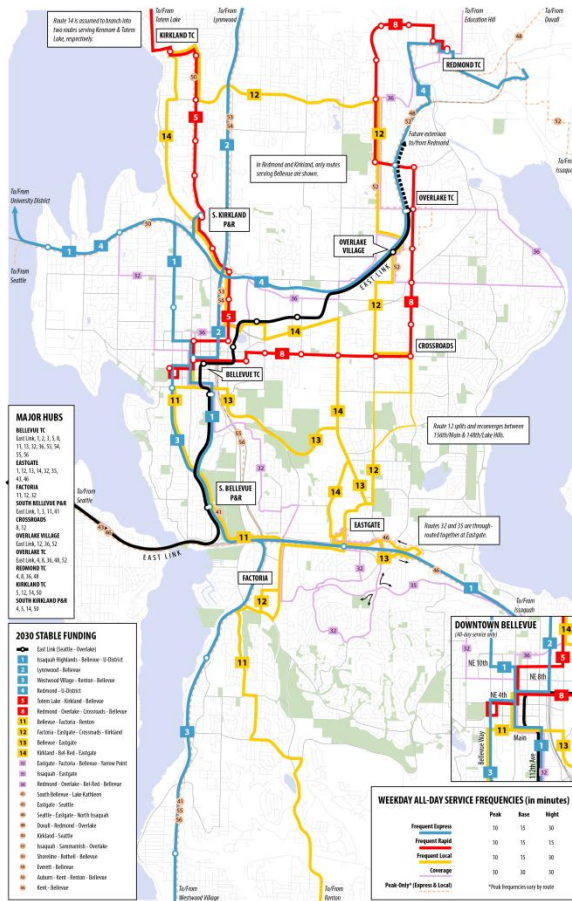




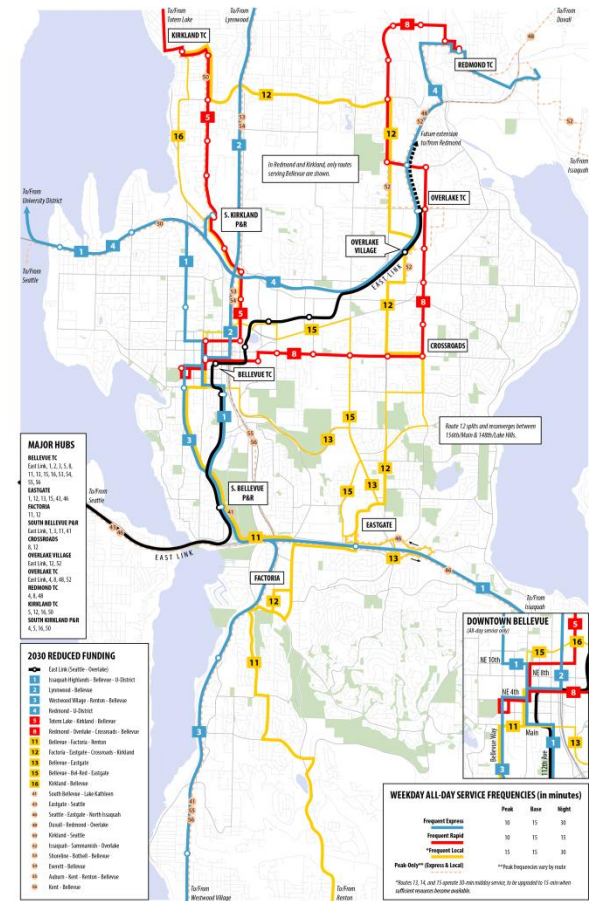
2030 Growing Resources



2030 Stable Funding



2030 Reduced Funding



Bellevue Transit Master Plan

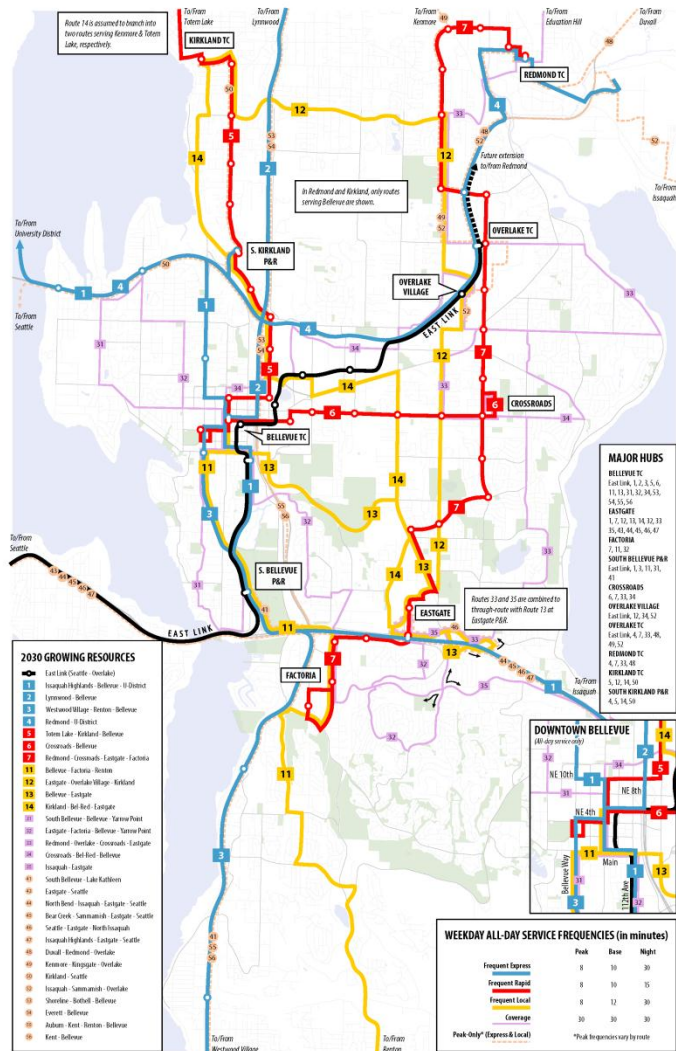
Transit Service Vision Report

Bellevue's 2030 Transit Service Vision

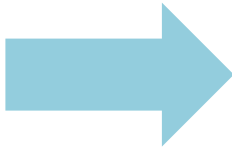
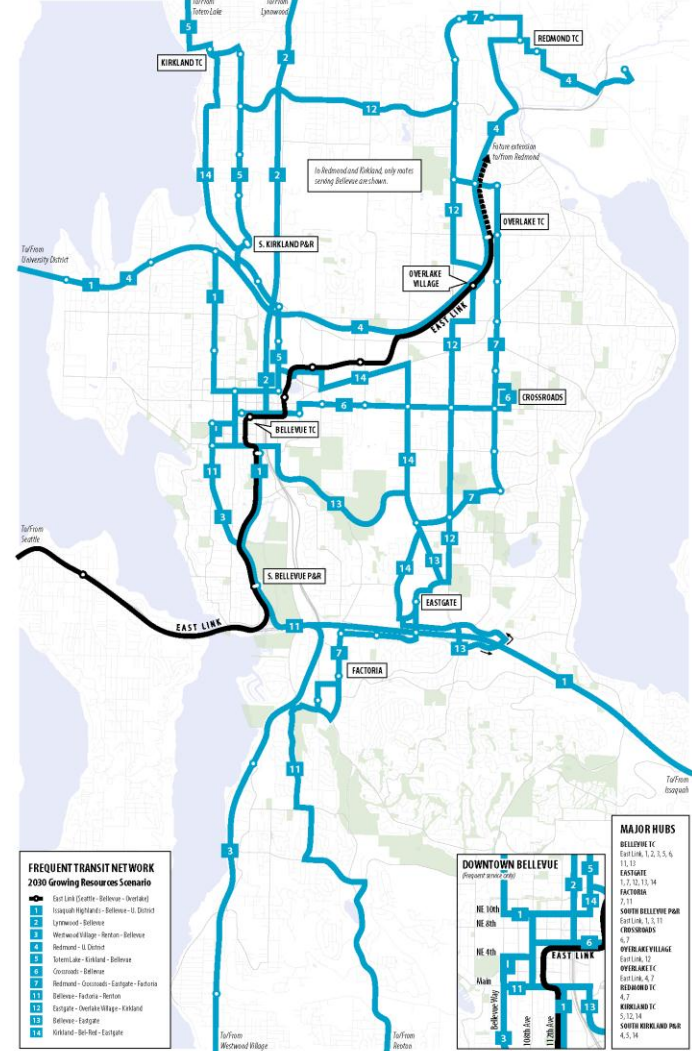
October 28, 2013 at 7:15 am By David Lawson

“This is exciting work — the most serious, credible proposal for a major restructure toward all-day frequent networks that is currently on the table in the Puget Sound area. The City of Bellevue deserves enormous credit for making this happen. I can’t wait to watch Bellevue, Metro, and Sound Transit work toward these ideas as Link’s opening approaches, and I hope this work inspires other local jurisdictions to take a similarly cohesive, comprehensive approach in their own transit planning work.”

2030 Growing Resources



2030 Frequent Transit Network





Capital-Oriented Strategies

USE URBAN DESIGN AND DEVELOPMENT REGULATIONS TO SUPPORT TRANSIT USE

1

DESIGN TRANSIT FACILITIES TO ENHANCE ACCESSIBILITY, CONNECTIVITY AND USER EXPERIENCE

2

“Abundant Access”

INVEST IN TRANSIT PRIORITY MEASURES

3

EMPLOY INNOVATION AND COMMUNITY COLLABORATION WHEN IMPLEMENTING TRANSIT PRIORITY MEASURES

4

Draft language conforms stylistically with Council approved service-oriented strategies.



Statements of Inclination

Convey intent to improve but no target or definition of success.

Statements of Principle

Describe clear targets or conditions of success.

Statements of Impact

Go further, describing particular situations where transit should have priority.

Draft language informed by Council actions and policies and Board/Commission discussions.

Council Project Principles

- The City Council envisions a fully integrated and user-friendly network of transit services for Bellevue that supports the city's growth, economic vitality, and enhanced livability, and has developed the following set of project principles to direct development of the Transit Master Plan.
- Support prime growth and development in Bellevue with a bold transit vision that encourages long-term ridership growth.**

The dynamic nature of Bellevue's economic expansion requires a bold transit vision supported by practical, actionable strategies for the near term that sets a solid foundation for long-term, 30-year transit strategies. The Transit Master Plan should identify, evaluate, and prioritize transit investments that are responsive to a range of transit corridors (corridor- or area-based) and assure to different transit modes (near-term/long term).
 - Engage community and university partners in the priorities for transit delivery.**

A collaborative public engagement strategy should result in a strategic range of transit services and facilities from a range of perspectives including residents, businesses, major institutions, neighboring cities, transportation agencies, and other (e.g., community associations, Network on Aging, Bellevue School District, Bellevue College, Chamber of Commerce, Bellevue Development Coalition). Special attention will be required to extend the participation of "under-represented" groups such as seniors, low-income and non-native English speakers.
 - Use commission staff to handle investments can deliver the greatest and most accessible positive for populations.**

The Transit Master Plan should evaluate the future and low-cost public infrastructure and use and transportation plans and the challenges and opportunities of changing demographic, land use characteristics, and travel patterns. Following consultation with the community, demand forecasting, and a review of efficiency best practices and an ongoing technology, this plan will identify the steps required to create a public transportation system that is safe to use by all people in Bellevue and the region.
 - Integrate other transit modes efforts both on and off the roadway within the region.**

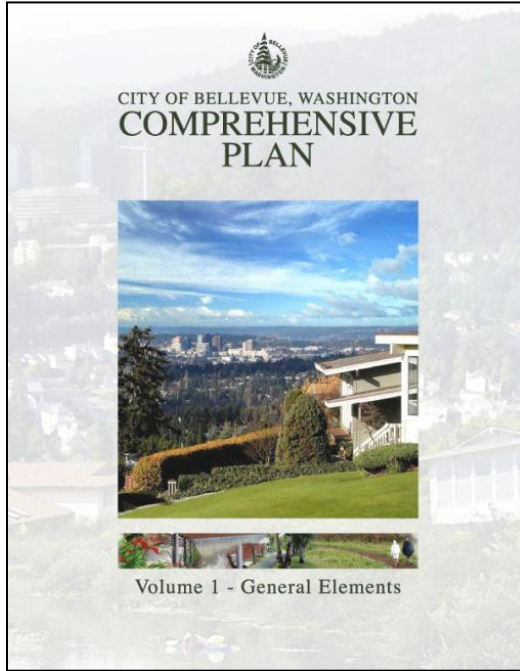
The Transit Master Plan should incorporate local and regional transportation projects and plans that have been approved and/or in progress since the Bellevue Transit Plan was adopted in 2005. Transportation system changes include East Link, SR 520 expansion and tolling, and improvements to SR 520 and SR 520. Planning changes include the updated West Valley Link, the West Valley Station, Plan and the Eastgate/Edo Land Use and Transportation Project. Through coordination with local and regional transportation plans, the Transit Master Plan should outline a strategy to leverage the investment in public transportation projects to the benefit of Bellevue residents and businesses.
 - Identify partnership opportunities to further extend transit service and infrastructure.**

While transit infrastructure is typically funded through large capital funding programs, other less traditional funding mechanisms can be utilized to pay for program elements support transit service and service delivery. The Transit Master Plan should consider an analysis of partnership opportunities that the City might want to consider with other government organizations (e.g., Bellevue School District, Bellevue College, Metro, Sound Transit), non-profit agencies, and private organizations, to improve transit service delivery in Bellevue. The analysis will explore alternatives to traditional transit service delivery.
 - Develop measures of effectiveness to evaluate transit investments and to guide plan priorities.**

The Bellevue Comprehensive Plan Property includes the following information related to transit: (1) transit goals within each of the City's Strategic Management Areas (SMA); (2) transit service frequency in project areas (Bellevue, Downtown, Eastgate, and Factoria (TR3 - 10 Year Transit Vision), and (3) guidance based on transit-supportive policies. The Transit Master Plan will build these metrics and, where necessary, propose modifications to independent project and future conditions.

7/9/12

Transit-Supportive Policies



Market Driven Strategies Report

- Focus on diversity of ridership and trip purposes.**

A market driven strategy should focus on identifying areas that are used by the greatest and most diverse number of modes of transit and services. This includes the use of transit services for both the commuter and the local area. The high performing transit system is one that is used by a wide range of people for a variety of purposes.
- Create a civilized experience.**

A civilized experience is one that is safe, secure, and comfortable. It is one that is used by a wide range of people for a variety of purposes. This includes the use of transit services for both the commuter and the local area. The high performing transit system is one that is used by a wide range of people for a variety of purposes.
- Make connections easy and attractive.**

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5/20/13

Workshop Reports

Notable Themes

Bellevue residents have been identified as an urban transportation connectivity based on the mobility and connectivity of the city and the region.

- Bellevue faces difficult choices about the use of its limited transit budget.**

Bellevue faces difficult choices about the use of its limited transit budget. The city has a limited budget and must make choices about how to spend it. The city has a limited budget and must make choices about how to spend it.
- Bellevue should explore its transit capacity for people rather than transit modes.**

Bellevue should explore its transit capacity for people rather than transit modes. The city should focus on the needs of its residents and not just on the modes of transit.
- In principle, high-ridership frequent transit services are preferred over low-occupancy private vehicles in order to limited road capacity.**

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6/6/13

Group 3

Participants in Group 3 discussed the importance of transit services and the need for a comprehensive transit plan. They discussed the importance of transit services and the need for a comprehensive transit plan.

1/31/13

SUMMARY OF THEMES

Transit is an essential component of the City's mobility strategy and an increasingly important tool for addressing Bellevue's projected growth on transit.

Transit Services Transportation Commission

The Transit Services Transportation Commission is a group of stakeholders that work together to improve transit services in Bellevue. The commission is a group of stakeholders that work together to improve transit services in Bellevue.

9/18/12

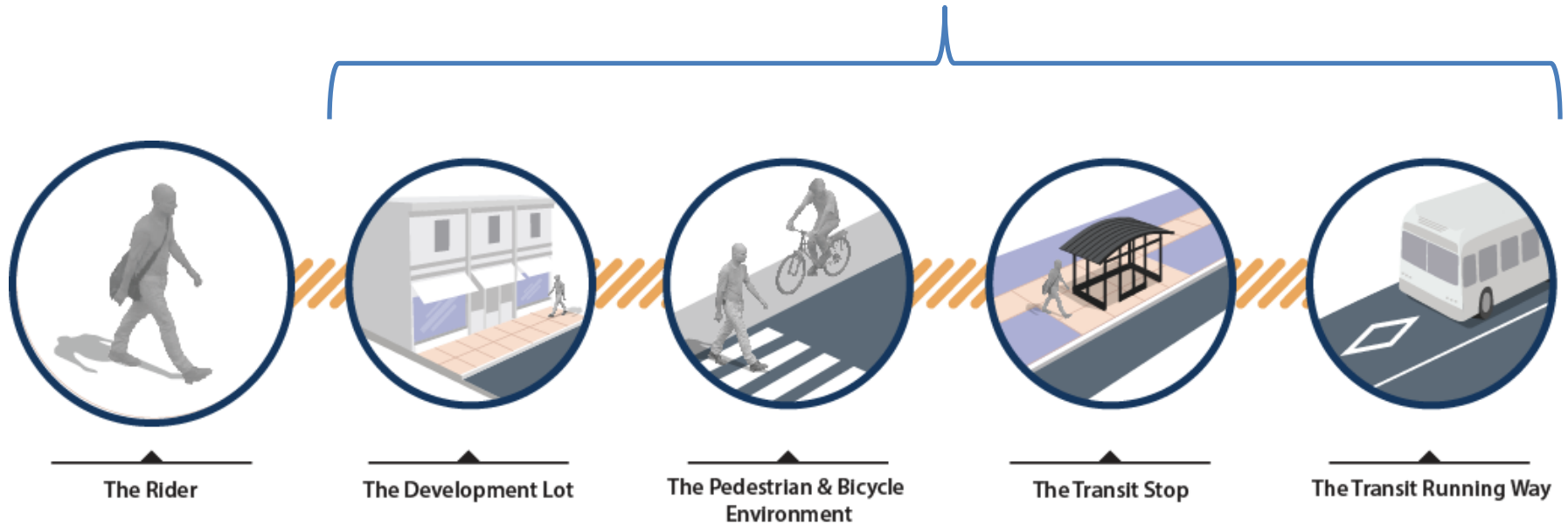


Bellevue transit Master Plan

Influences on Draft Language

Draft language targets areas where the City of Bellevue has influence on the public's decision to use transit.

City of Bellevue Influence



Use urban design and development regulations in Bellevue's major activity centers to support transit use.



Bel-Red Subarea Plan



Design transit facilities to enhance accessibility, connectivity, and user experience.



Invest in transit priority measures along FTN corridors.



Eastgate P&R



I-90 Two-Way Transit HOV



Eastgate Direct Access Ramps



Bellevue Transit Center

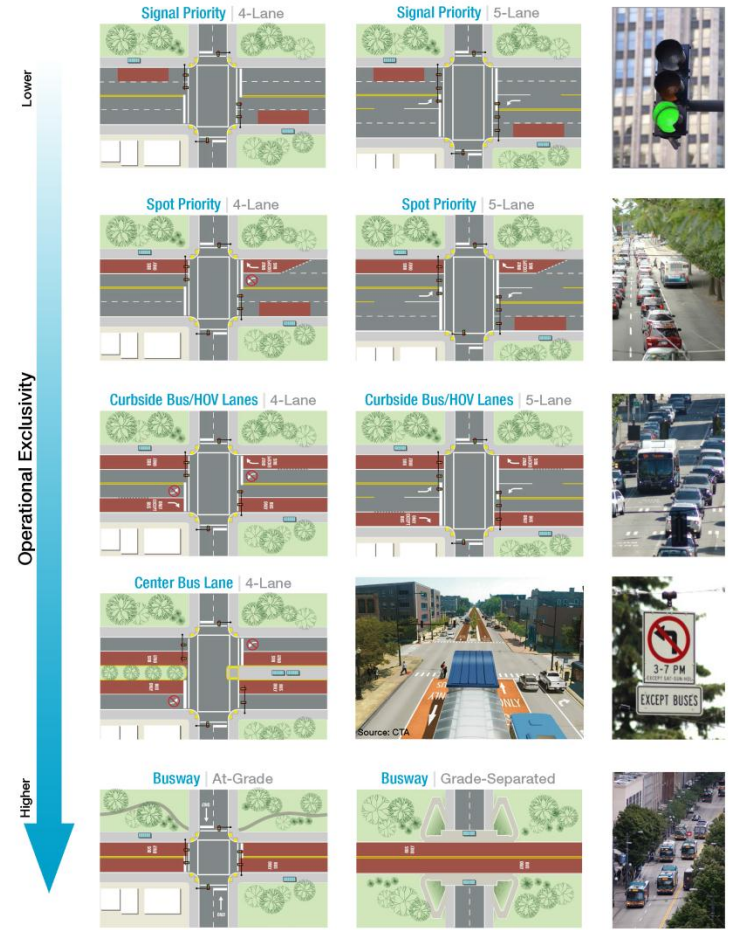
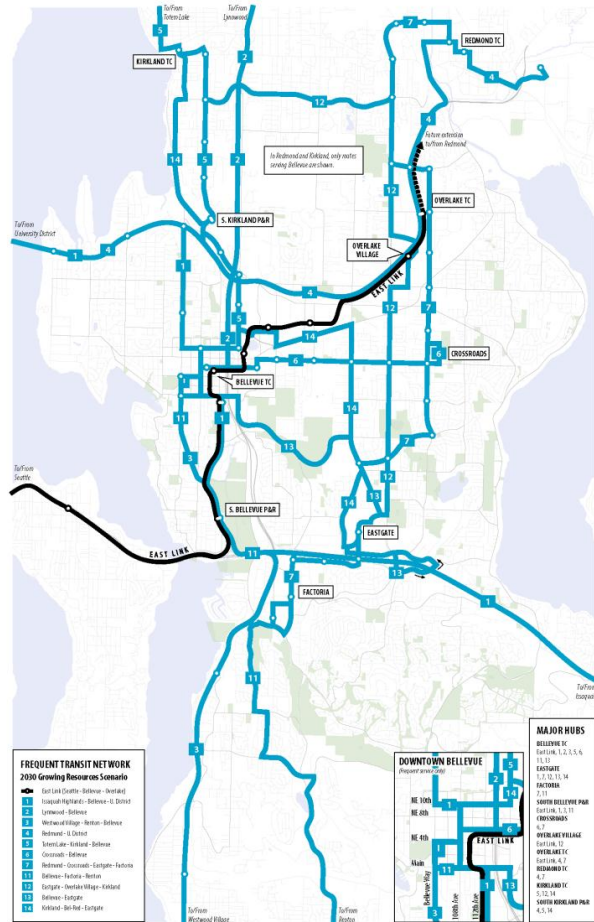


RapidRide B Line



Access Downtown

Employ innovation and community collaboration when implementing transit priority measures along FTN corridors.



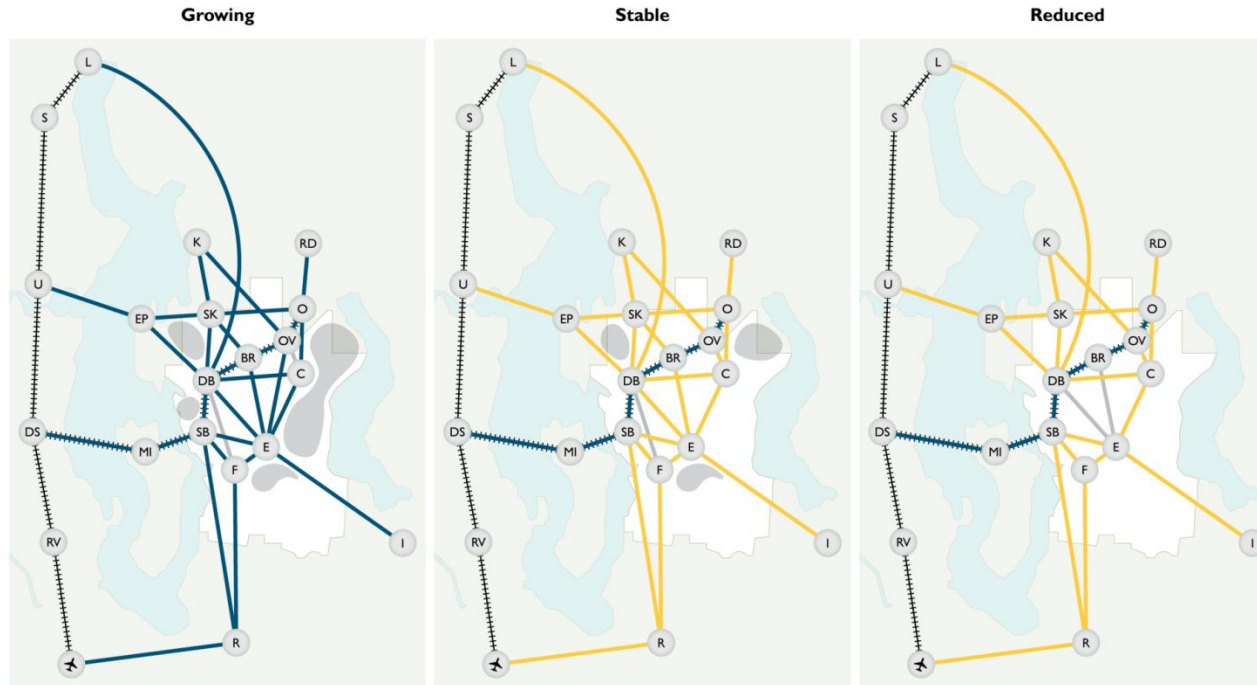


Measures of Effectiveness

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

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

Measure service availability on Bellevue's Frequent Transit Network corridors.



2030

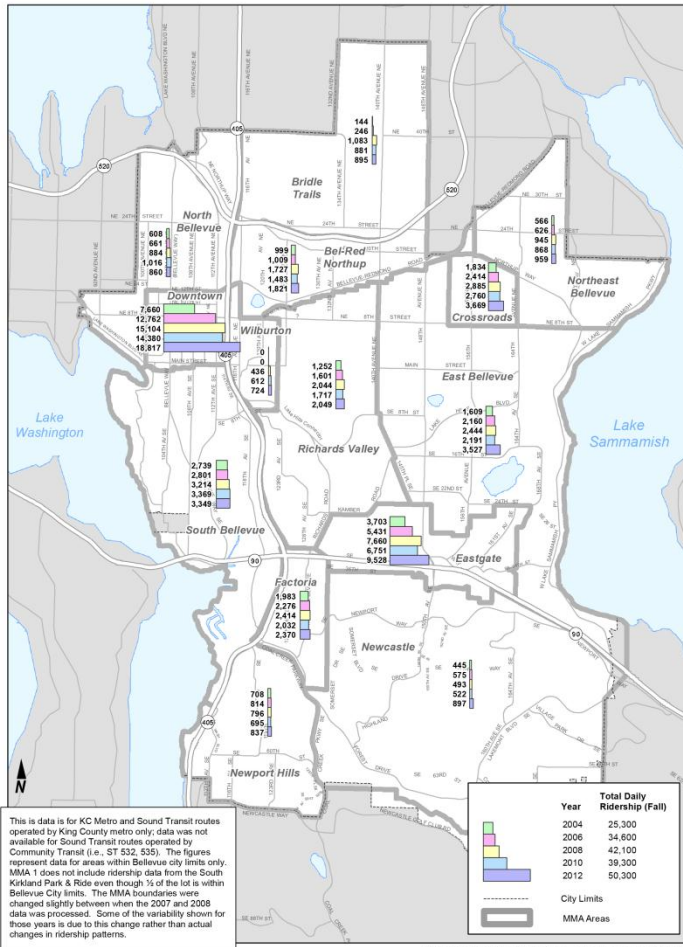
- BELLEVUE**
- BR** Bel-Red
 - C** Crossroads
 - DB** Downtown Bellevue
 - E** Eastgate
 - F** Factoria
 - SB** South Bellevue Park & Ride

- REGION**
- DS** Downtown Seattle
 - EP** Evergreen Point
 - I** Issaquah Transit Center
 - K** Kirkland Transit Center
 - L** Lynnwood
 - MI** Mercer Island
 - O** Overlake Transit Center
 - OV** Overlake Village
 - R** Renton
 - RD** Redmond Transit Center
 - RV** Rainier Valley
 - S** Shoreline
 - SK** South Kirkland Park & Ride
 - U** University District
 - A** SeaTac

	Peak	Midday	Night	
Very Frequent (every train connection)	≤8	≤12	15-30	Note: numbers reflect approximate peak/midday/night frequencies.
Frequent	10-15	15	15-30	
Infrequent	30	15-30	30-60	
				+++++ LRT



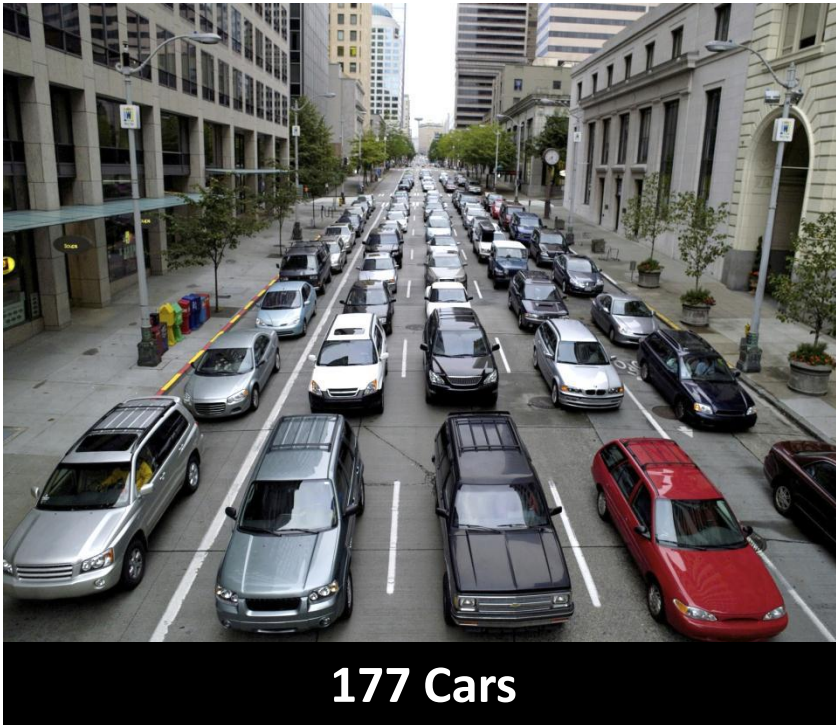
Measure transit usage in Bellevue's Mobility Management Areas.



Average Transit Weekday Usage (ons/off)

MMA	Fall 2003	Fall 2012	% Change
Downtown	7,346	18,817	156%
Eastgate	2,197	9,528	334%
Crossroads	1,706	3,669	115%
East Bellevue	1,695	3,527	108%
South Bellevue	2,908	3,349	15%
Factoria	1,724	2,370	37%
Richards Valley	1,301	2,049	58%
Bel-Red Northup	883	1,821	106%
Northeast Bellevue	532	959	80%
Newcastle	384	897	134%
Bridle Trails	62	895	1,337%
North Bellevue	512	860	68%
Newport Hills	670	837	25%
Wilburton	-	724	N/A
Total	21,920	50,302	129%

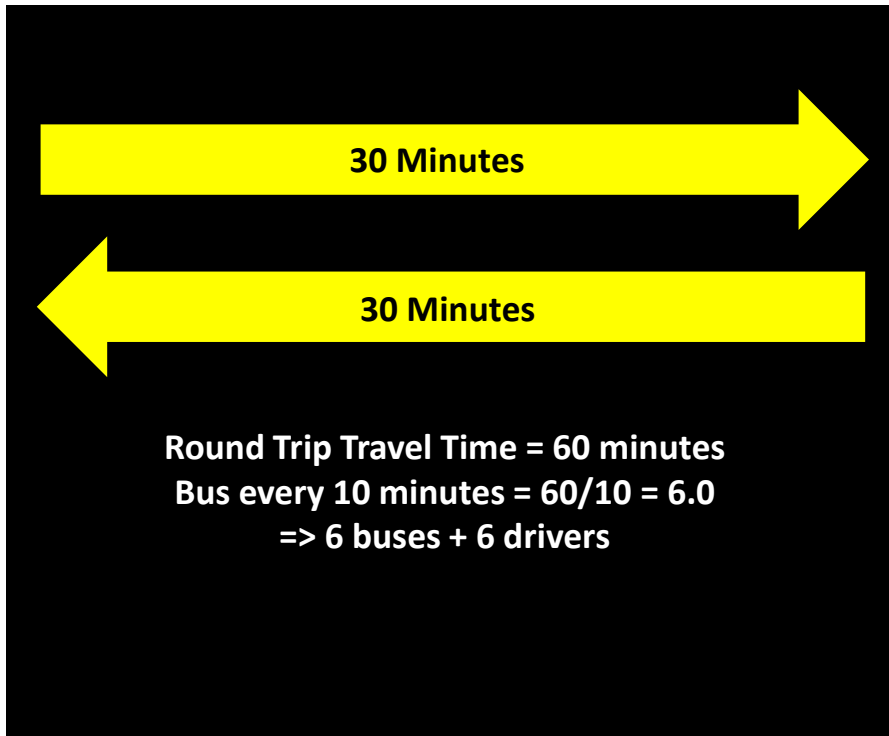
Measure person throughput by mode on Bellevue's Frequent Transit Network Corridors.



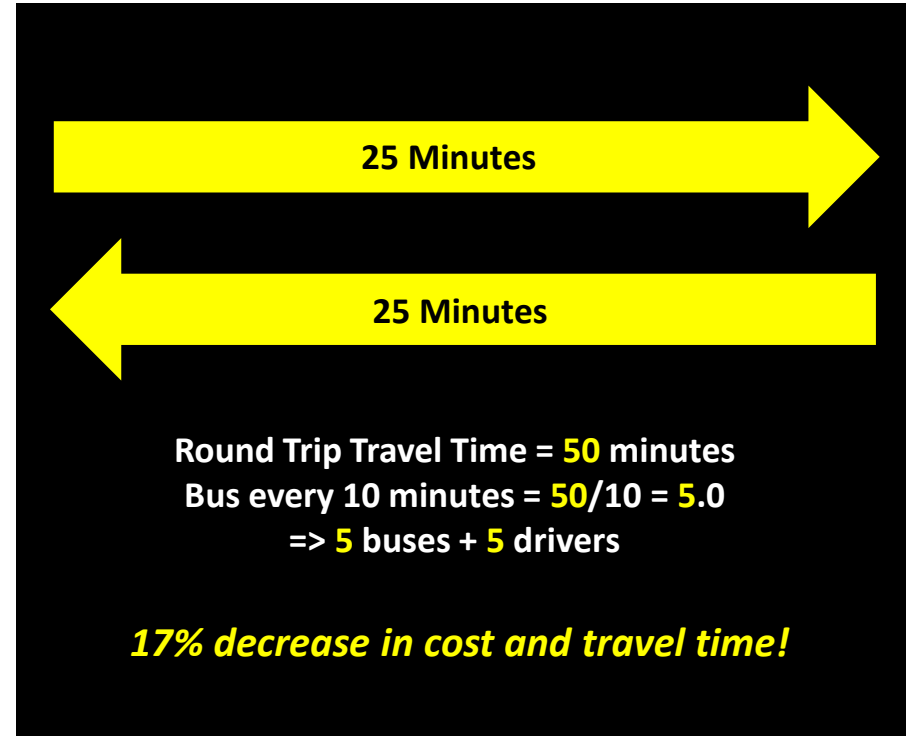
Source: i-SUSTAIN www.i-sustain.com

Measure travel time savings resulting from speed and reliability improvements on Bellevue's Frequent Transit Network corridors.

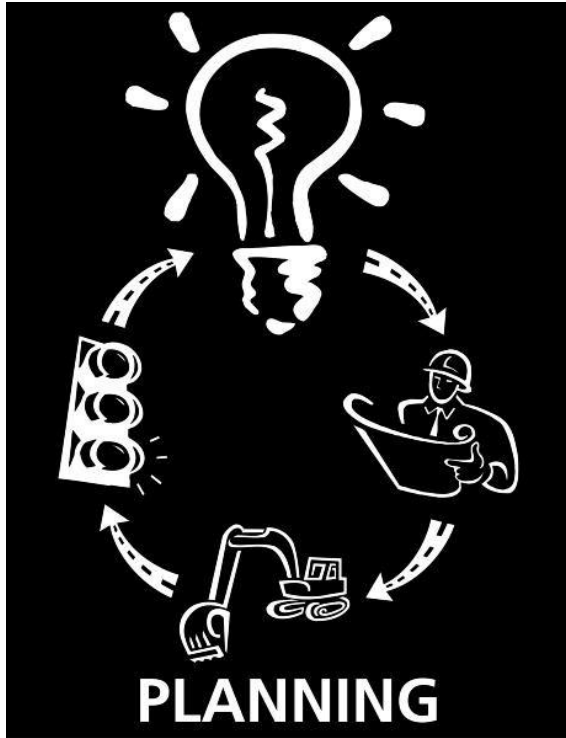
Bus Route 60 Minutes Travel Time



Reduce Time = Reduce Resources



Transportation Commission briefing (11/14/13) on preliminary transit priority measure project list.



These projects are conceptual and the final details of design will be developed as the projects proceed further along in the implementation process.

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



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