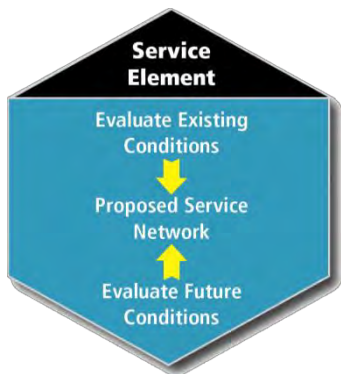




Bellevue Transit Master Plan



***Transportation Commission
November 8, 2012***



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.

Community Input

- Collecting information from riders/non-riders
- Understanding rider behavior (trip purpose)
- Documenting transit service priorities

Technical Analysis

- Analyzing detailed transit route data
- Evaluating service area coverage
- Modeling local and regional travel patterns

Best Practices from Other Cities

- Evaluating Bellevue's transit service network
- Identifying new and innovative ways to design/deliver transit service



2/14/13 TC Meeting: Draft Transit Service Vision

11/8/12 TC Meeting: Transit Briefing Book & Service Planning Process

9/18/12 Transit Forum: Discussion Topics for Forum Participants

9/13/12 TC Meeting: Project Background, Council Principles, & Scope of Work



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



Transit is an essential component of the City’s mobility strategy and an increasingly important tool for addressing Bellevue’s anticipated growth in travel.

- “An important benefit of transit is that whenever a transit trip replaces a single auto trip it eases the congestion that hurts all businesses and all commuters. Bellevue could not reach its projected growth without transit. We can’t just build roads to meet our growth.” – *Tom Tanaka, Transportation Commission*
- “Transit draws businesses to Bellevue; for instance, the B-Line has created ease of movement from Microsoft’s Main Campus to Downtown. The B-Line is better than the Shuttle. It runs more often and is bigger.”
– *Mark Van Hollebeke, Parks & Community Services Board*
- “For some people transit is the only source or option for transportation.”
– *John Bruels, Human Services Commission*



More can be done to improve bus service for people who depend on transit due to age or disability, in areas of lower density, and at non-peak hours (midday, evening, & weekend).

- “The challenge is getting people from neighborhood areas to reliable transit.”
– *Scott Lampe, Transportation Commission*
- “Transit in Bellevue primarily benefits the working commuter, especially those who work in downtown Bellevue. Transit in Bellevue does not serve seniors well; and it does not work well for appointments, shopping and errands.... Bellevue has changing demographics that need non-commute transit: young singles that don’t own cars; more minorities, more households without kids.” – *Pat Sheffels, Planning Commission*
- “I take the bus wherever I need to go when I’m downtown. When I have an evening meeting, I drive because buses drop off after 7 PM.” – *Hal Ferris, Planning Commission*



Current sources of funding won't cover everything that needs to be done; as such, the near-term focus needs to be on maximizing ridership.

- “Far and away the dominant market share of transit are the work trips.” – *Vic Bishopp, Transportation Commission*
- “Given the current budget constraints, the highest priority for the fixed route buses is giving a positive experience to peak riders.” – *Stuart Heath, Parks & Community Services Board*
- “Some neighborhoods will always be difficult to serve ... There is pressure on King County and Sound Transit to reduce unproductive service. To expect that service is going to grow in the short-term is unrealistic. For now we should maintain strong productivity on the transit service we have.” – *Kris Liljeblad, Arts Commission*



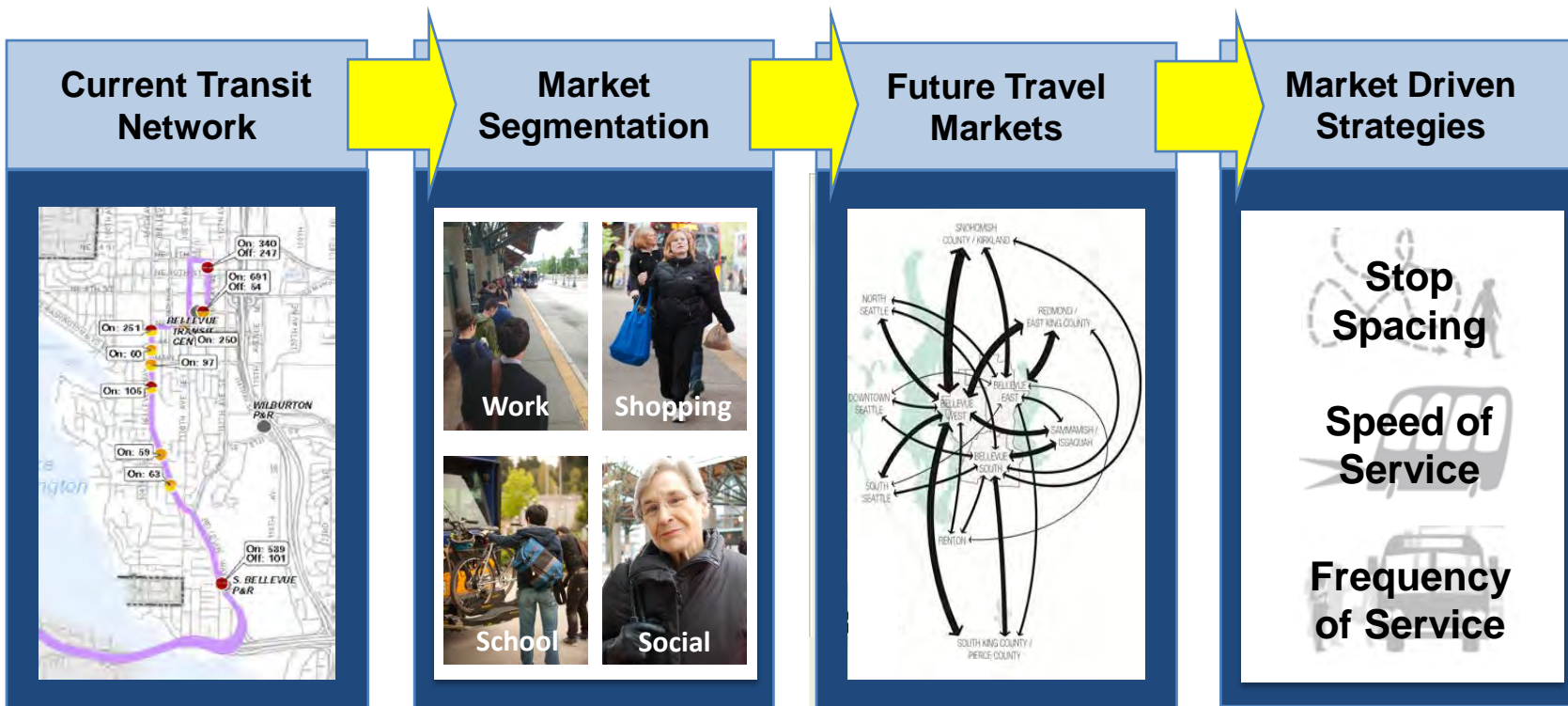
We need to make strategic investments to support future development and growth in transit ridership.

- “If you look at the demand for Downtown Bellevue, there’s a much greater flow North-South, not East-West. We need Bus Rapid Transit on I-405.”
– *Scott Lampe, Transportation Commission*
- “I favor setting up high-ridership corridors for transit that serve high density areas.”
– *Dallas Evans, Parks & Community Services Board*
- “Until 2030, we’ll just keep getting denser around East Link nodes.... If parking is free, people will use it.... If you don’t build the parking, and if you have good transit, people will use it.” – *Hal Ferris, Planning Commission*
- “RapidRide is a success. Maybe look at doing one along Bellevue Way.”
– *Aaron Laing, Planning Commission*



- 1. Current Transit Network**
- 2. Market Segmentation**
- 3. Future Travel Markets**
- 4. Market Driven Strategies**

Service Planning Process



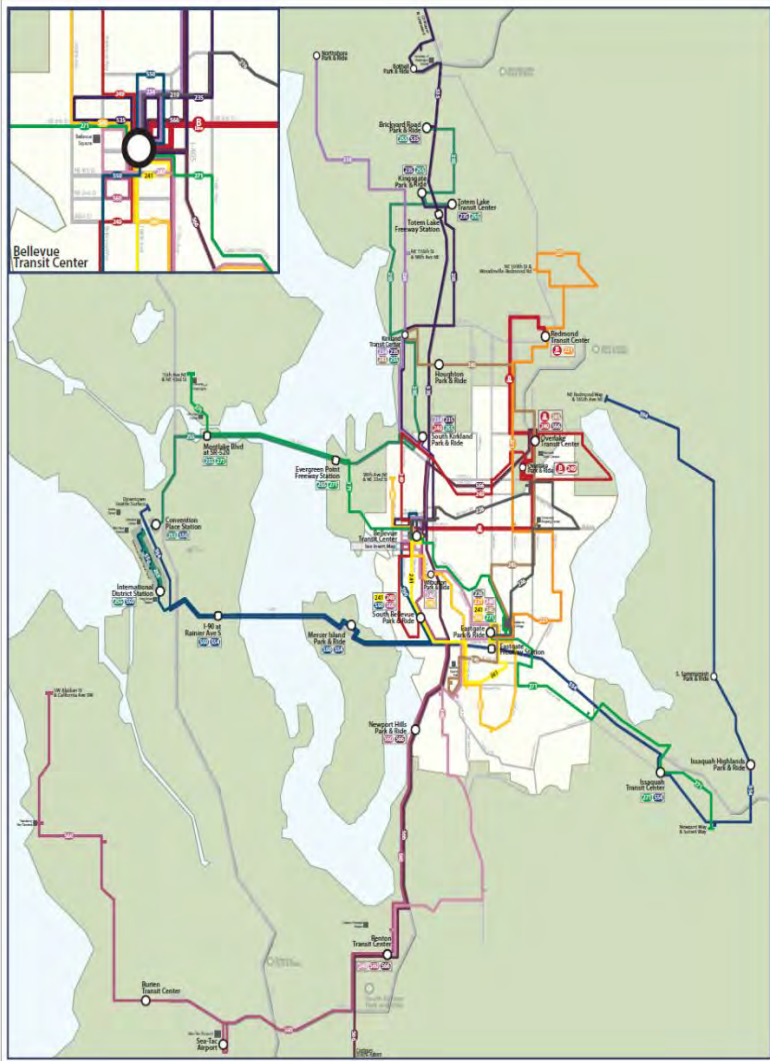
What service types are in place today and how well do they perform?

What are the attitudes and preferences that drive traveler choices?

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

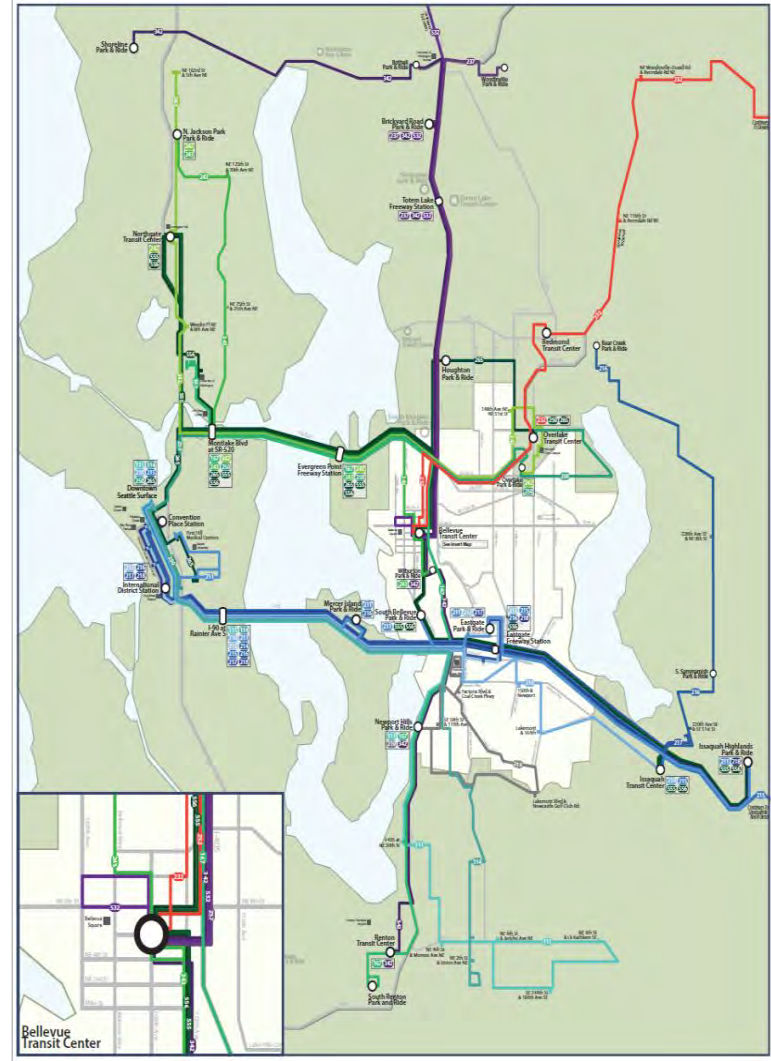
What kinds of strategies can best seize these opportunities?

All-Day Routes

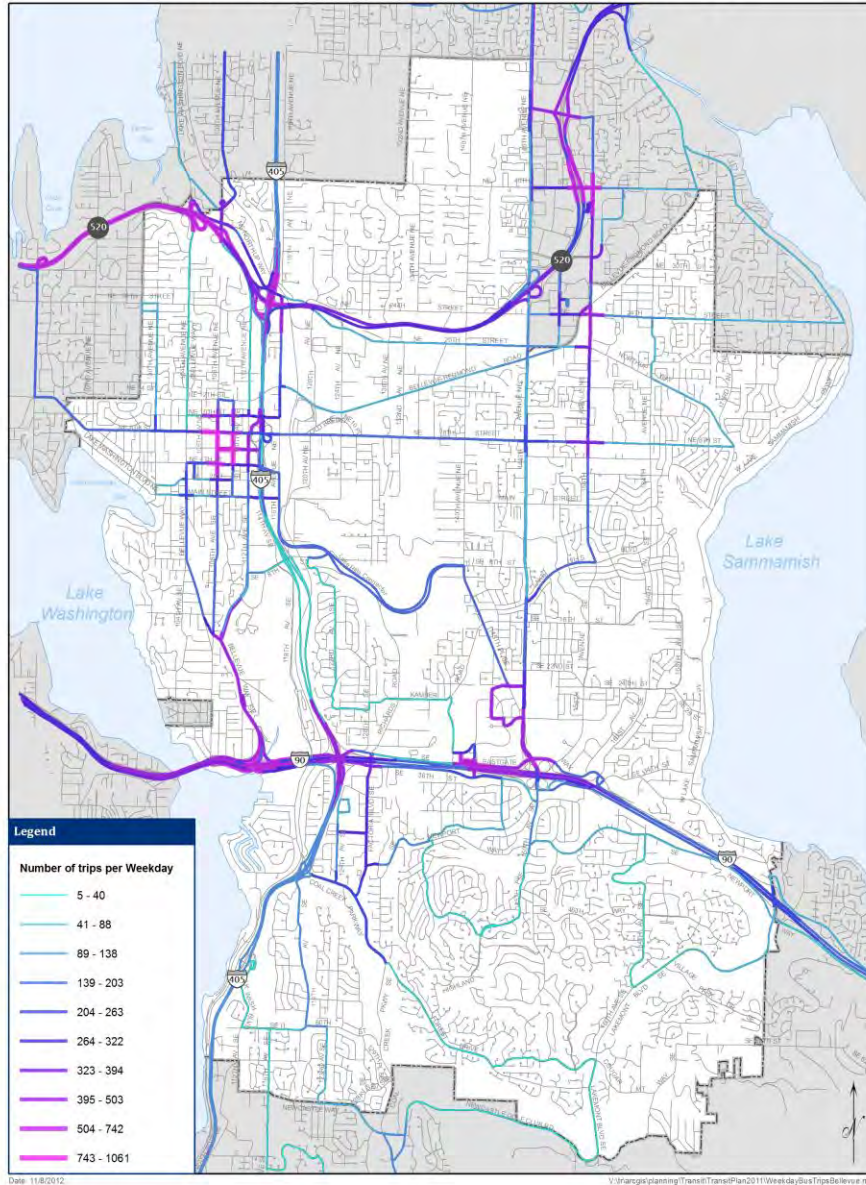


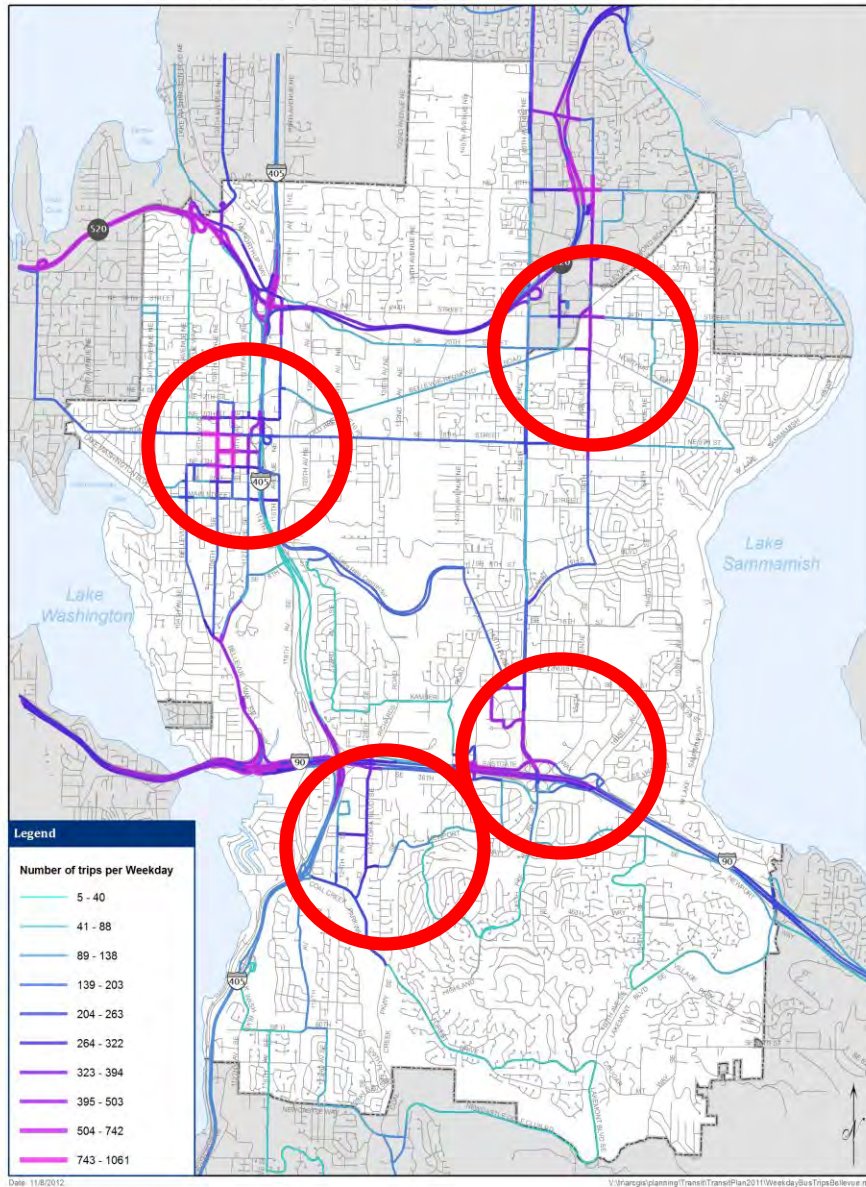
Routes Operating Throughout the Day

Peak Only Routes

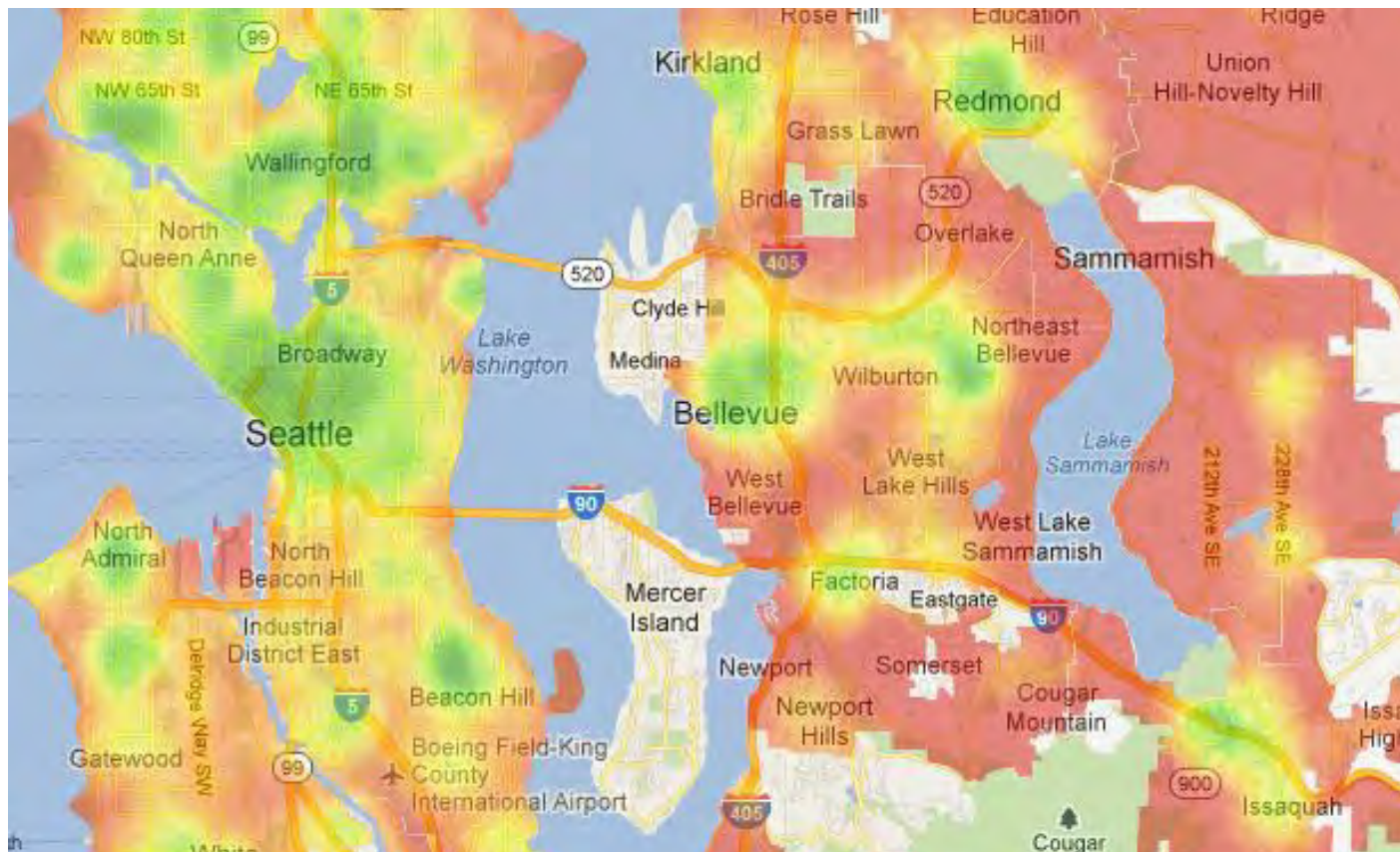


Routes Operating During Morning & Afternoon Commuting Periods





“TransitScore” measures how well a location is served by transit.

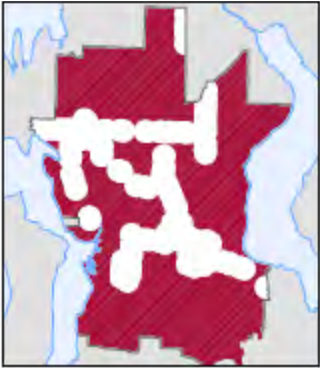


Transit Score	Description
90–100	Rider's Paradise — World-class public transportation.
70–89	Excellent Transit — Transit is convenient for most trips.
50–69	Good Transit — Many nearby public transportation options.
25–49	Some Transit — A few nearby public transportation options.
0–24	Minimal Transit — It is possible to get on a bus.

← Seattle Score: 59
 ← Bellevue Score: 39

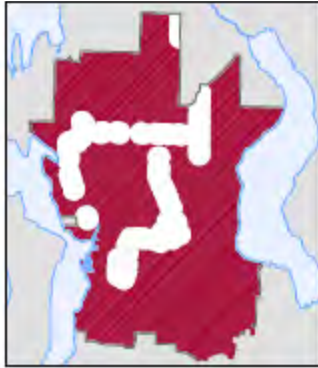
Areas in Bellevue lacking 15 min or Less Bus Service on Weekdays (Fall 2011)

AM Peak (05:00 – 09:00)



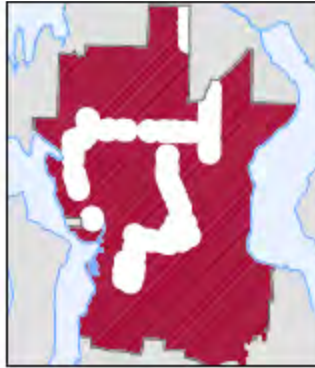
Residents Served: 37%

Base (09:00 – 15:00)



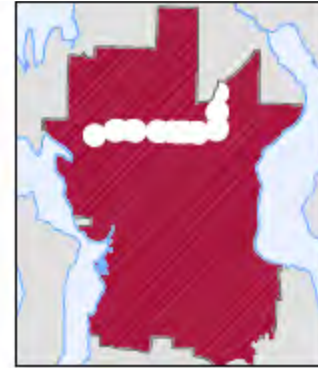
Residents Served: 29%

PM Peak (15:00 – 18:00)



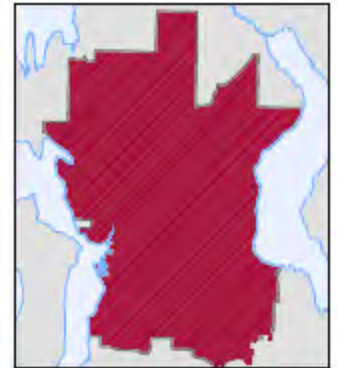
Residents Served: 30%

Evening (18:00 – 22:00)



Residents Served: 13%

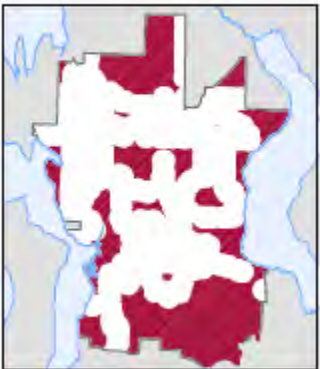
Night (22:00 – 01:00)



Residents Served: 0%

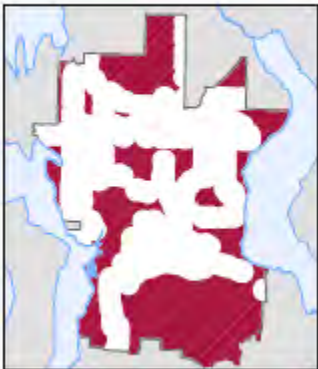
Areas in Bellevue lacking 30 min or Less Bus Service on Weekdays (Fall 2011)

AM Peak (05:00 – 09:00)



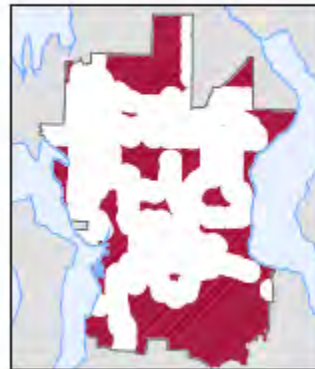
Residents Served: 72%

Base (09:00 – 15:00)



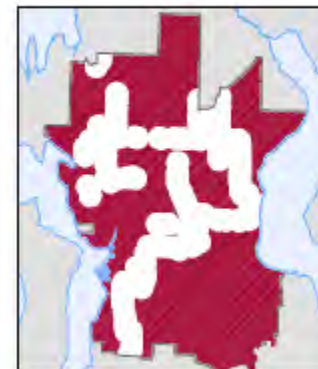
Residents Served: 67%

PM Peak (15:00 – 18:00)



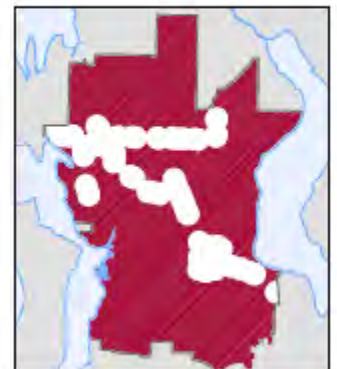
Residents Served: 72%

Evening (18:00 – 22:00)



Residents Served: 40%

Night (22:00 – 01:00)



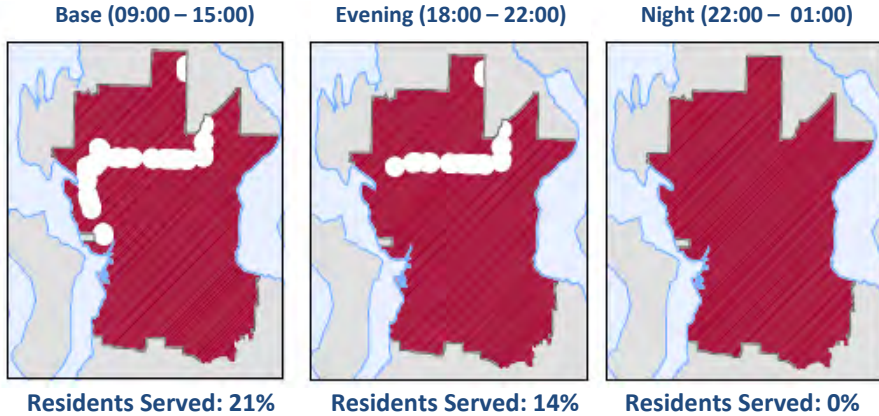
Residents Served: 27%



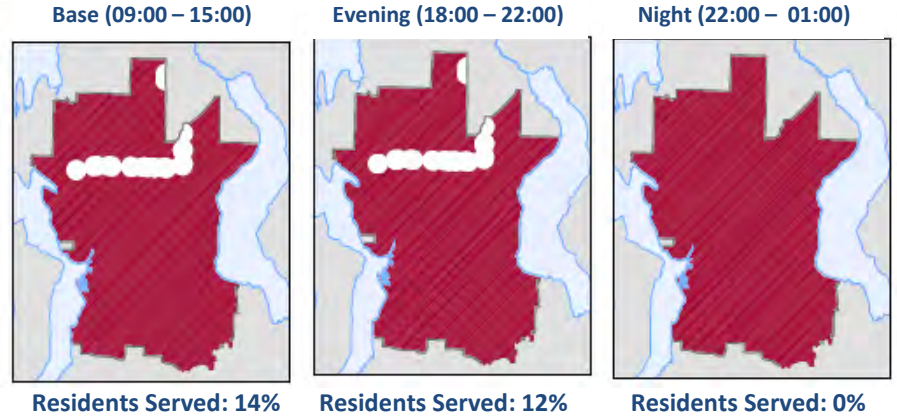
Areas not served by transit during weekdays (i.e bus stop not within 1/4 mile or 15/30 minute or less service not provided)



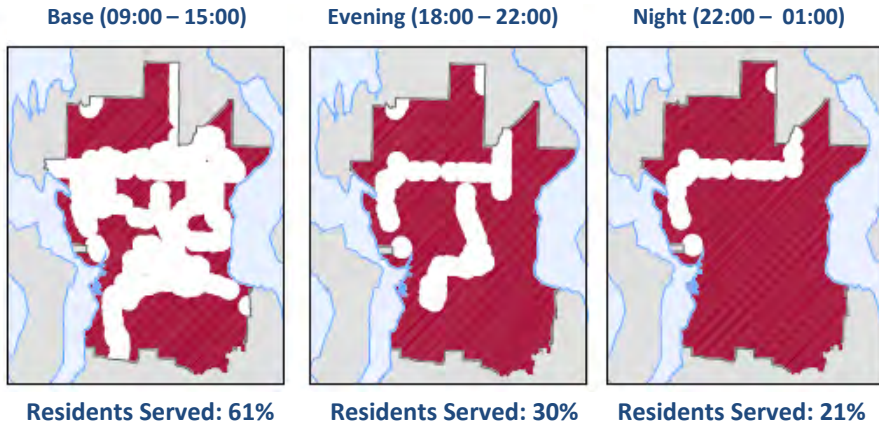
Areas lacking 15 minute or less Bus Service on Saturday (Fall 2011)



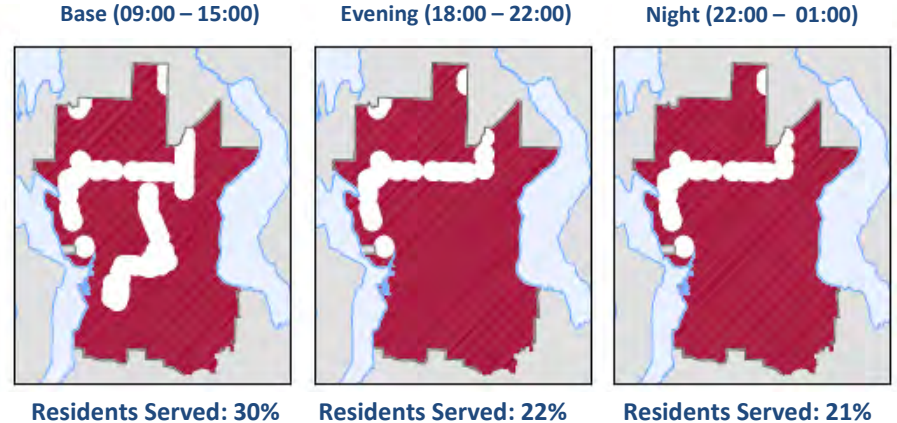
Areas lacking 15 minute or less Bus Service on Sunday (Fall 2011)



Areas lacking 30 minute or less Bus Service on Saturday (Fall 2011)



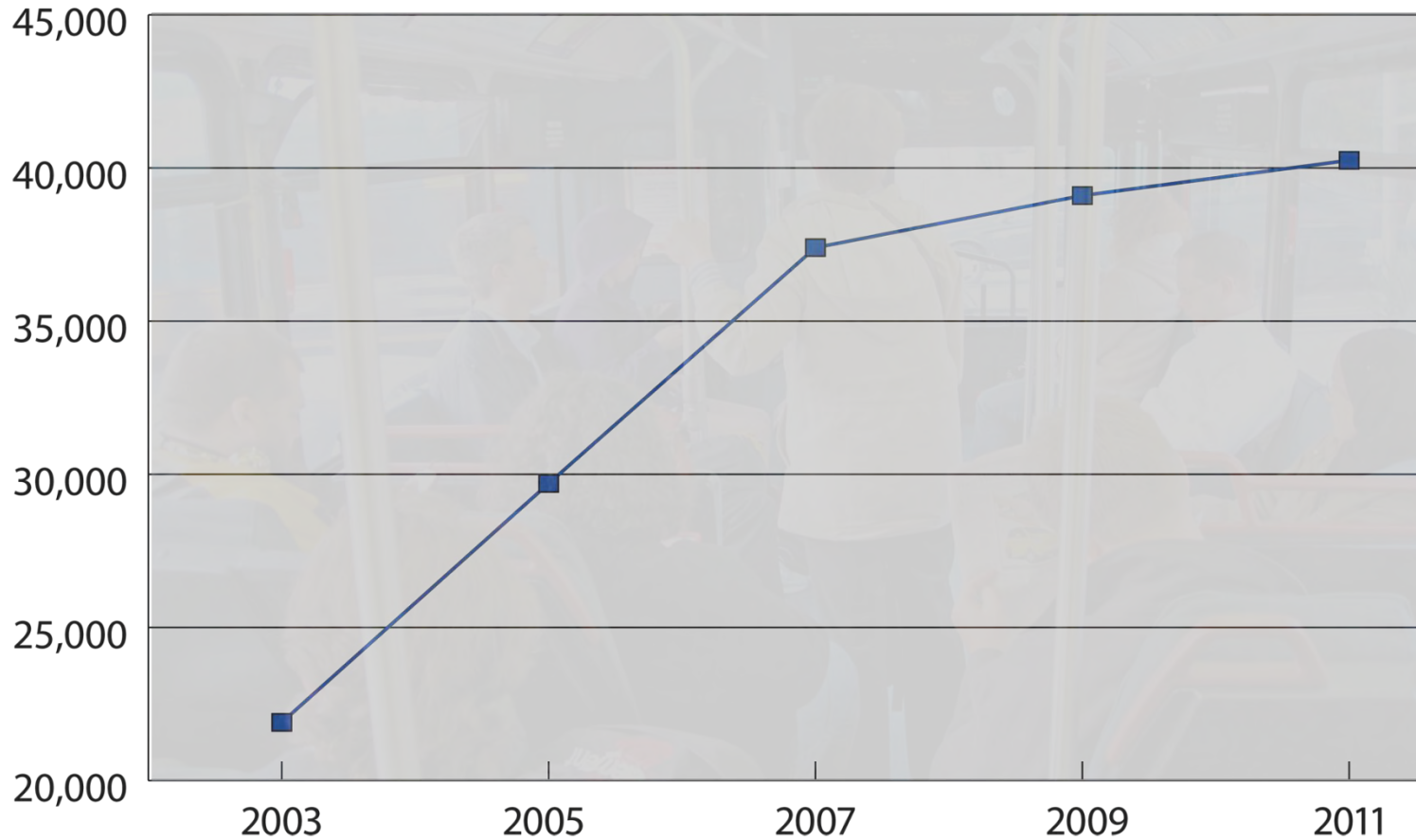
Areas lacking 30 minute or less Bus Service on Sunday (Fall 2011)



 Areas not served by transit during weekends (i.e bus stop not within 1/4 mile or 15/30 minute or less service not provided)

Average Weekday Transit Ridership (Fall 2003 to Fall 2011)

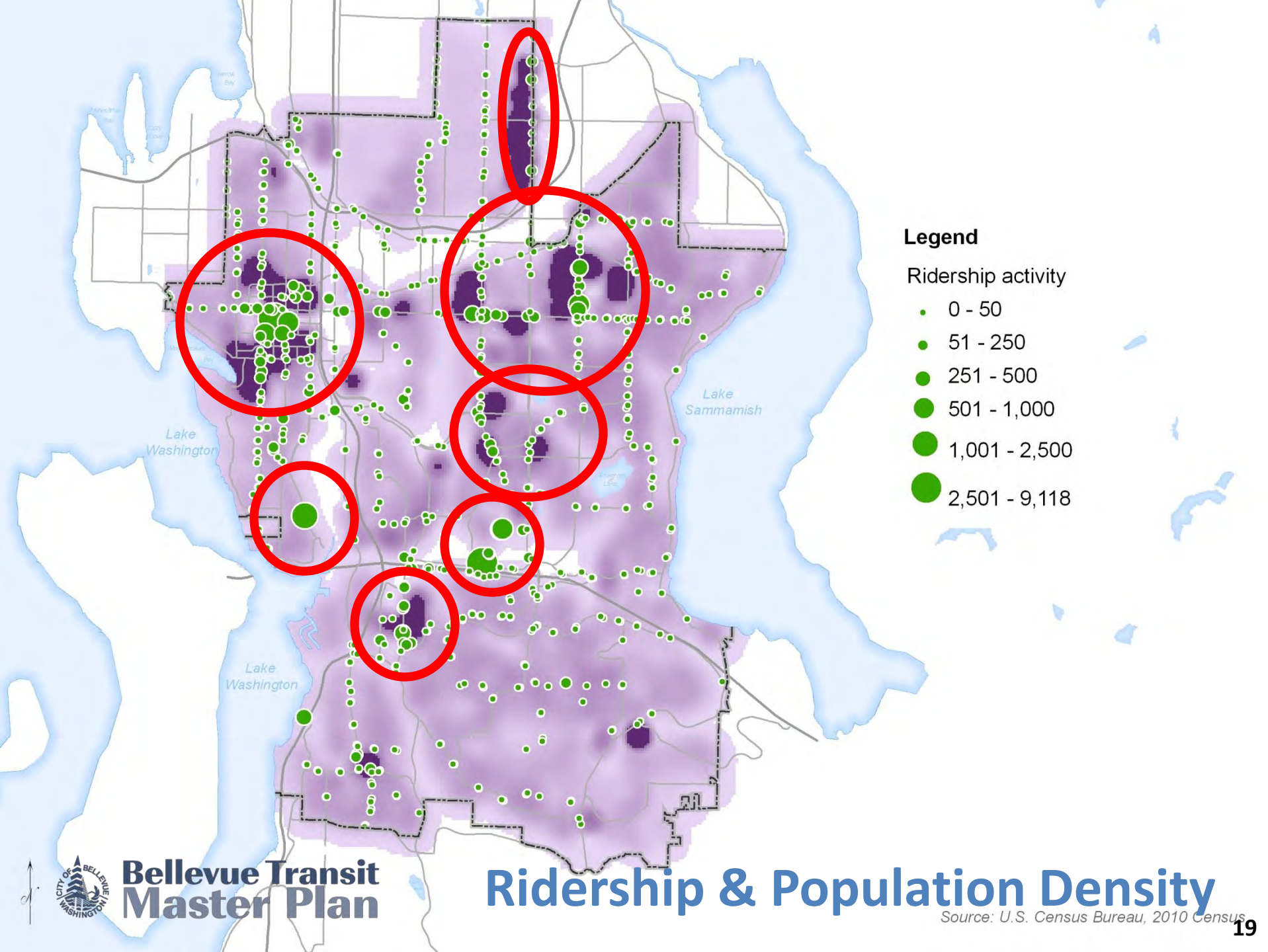
84 percent increase, from 21,900 (2003) to 40,250 (2011).

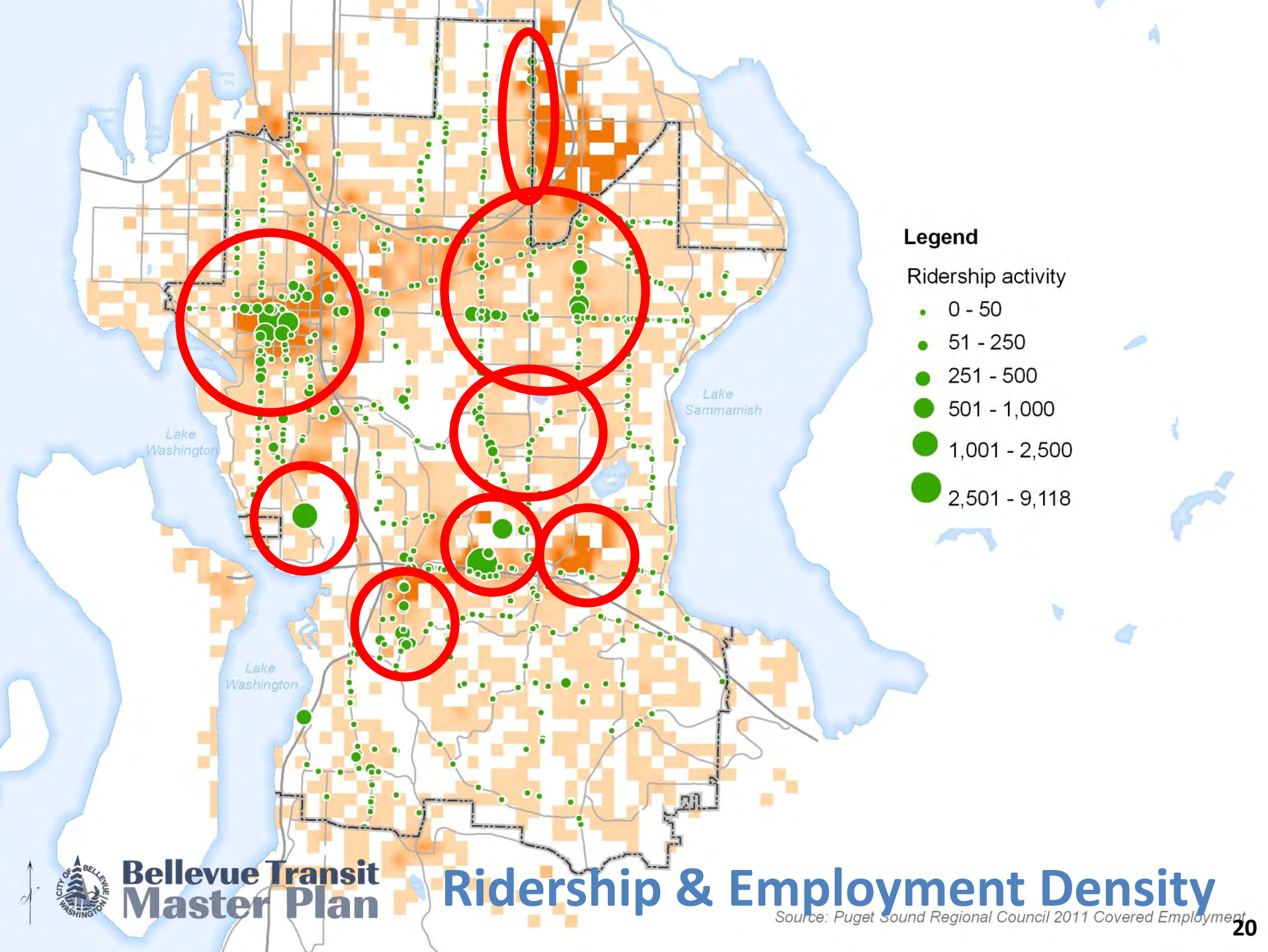


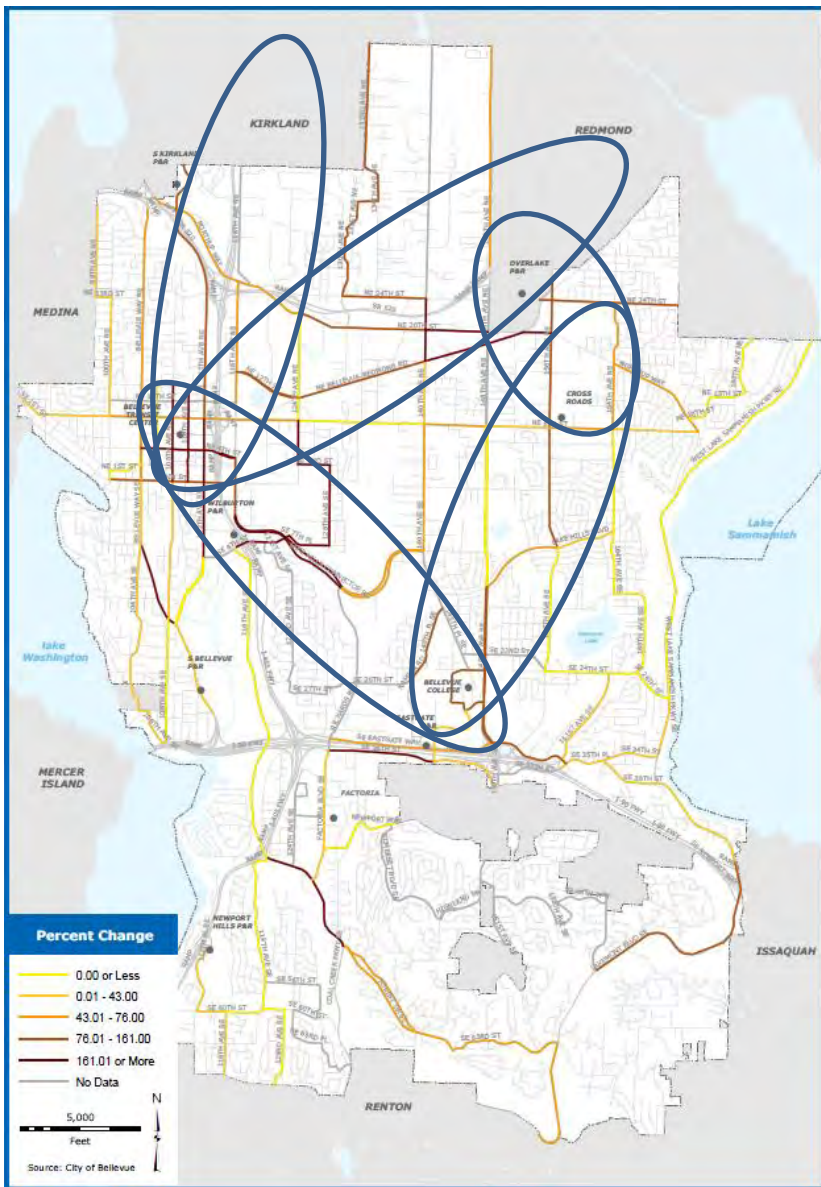
Average Weekday Transit Ridership (Fall 2003 to Fall 2011)

- 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.

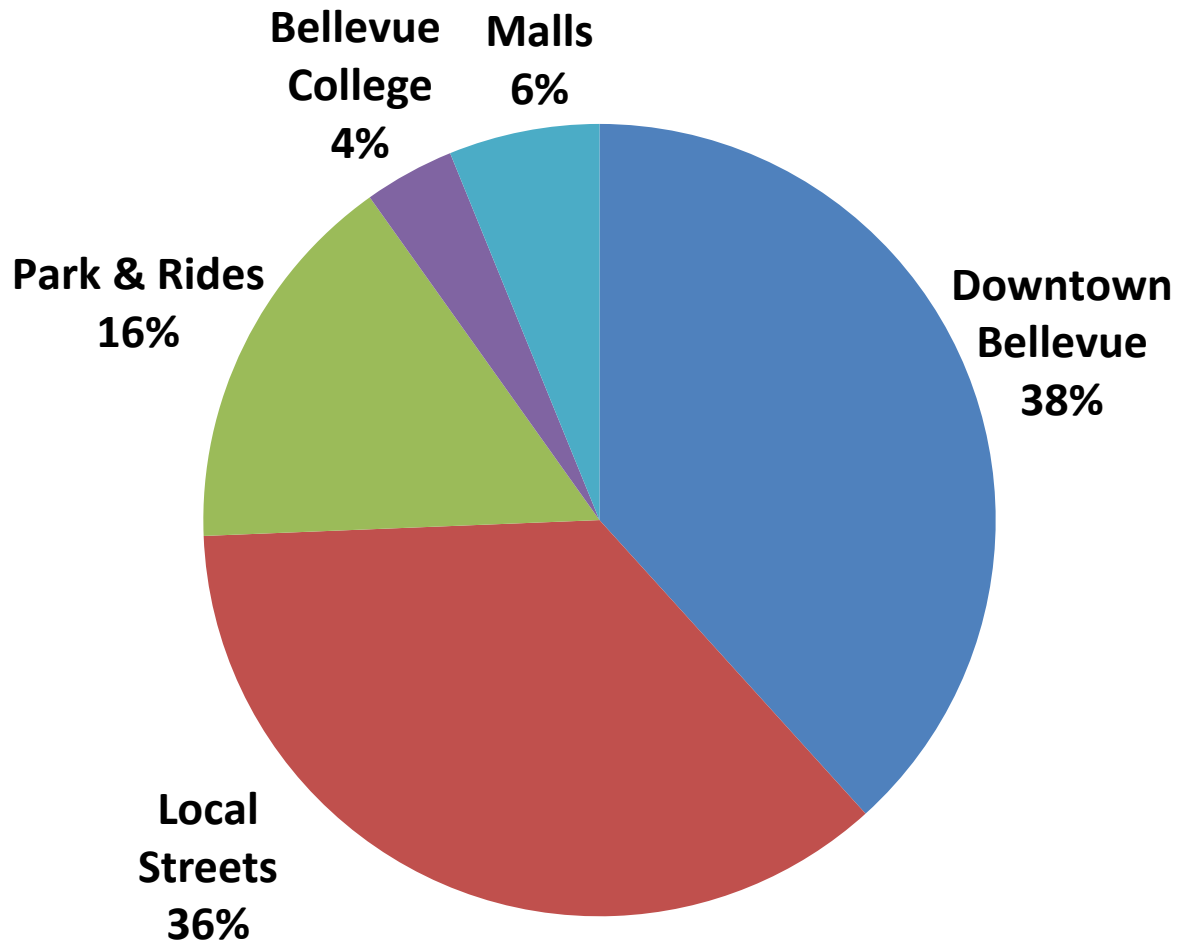








CORRIDOR	CHANGE
BTC to Overlake via Northup Way (b/n Downtown Bellevue and Overlake)	247%
BTC to Overlake via Bel-Red Rd (b/n Downtown Bellevue and Overlake)	235%
BTC to Kirkland via 116th Ave NE (b/n Downtown Bellevue and Kirkland)	185%
BTC to Kirkland via 112th Ave NE (b/n Downtown Bellevue and Kirkland)	157%
BTC to BC via Lake Hills Connector/ 145th Place (b/n Downtown Bellevue and BC)	127%
Crossroads to Overlake via 156th Ave NE (b/n Crossroads Shopping Center and Overlake)	109%
BC to Crossroads via 156th Ave (b/n Bellevue College and Crossroads Shopping Center)	107%



Notes:

- Fall 2011 average weekday daily ons/offers (40,250) is for KC Metro and Sound Transit only; data not available for Community Transit.
- Downtown Bellevue figure reflects all of Mobility Management Area #3 (including Bellevue Transit Center).
- Park & Ride figure includes Eastgate (2,166), South Bellevue (1,588), Newport Hills (281); Wilburton (51), and Eastgate Direct Access Ramp (2,270).
- Malls figure includes bus stop usage along arterials in front of Factoria (944) and Crossroads Malls (1,533).

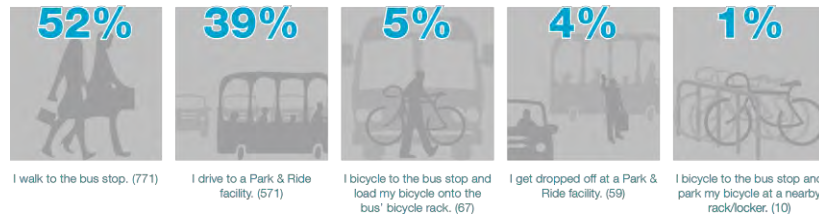
HOW STUDENTS ACCESS TRANSIT



HOW SPECIAL EVENT USERS ACCESS TRANSIT



HOW WORKERS ACCESS TRANSIT



HOW SOCIAL USERS ACCESS TRANSIT



HOW SHOPPERS ACCESS TRANSIT





Q3 2012

Q3 2011

Park & Ride	Capacity	Used	Utilization	Capacity	Used	Utilization
South Bellevue	519	560	108%	519	557	107%
Eastgate	1,614	1,508	93%	1,614	1,297	80%
Wilburton	186	153	82%	186	128	69%
Newport Hills	275	199	72%	275	179	65%

Productivity by Time of Day and Metro Service Family Among All-Day Routes



Bellevue Routes Serving the Seattle Core

Route	Peak		Off-Peak		Night	
	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi
111	19	11.5	—	—	—	—
114	17.5	10.2	—	—	—	—
167	22.1	16.9	—	—	—	—
210	10.6	5.0	—	—	—	—
211	14.9	4.7	—	—	—	—
212	34.4	14.7	—	—	—	—
215	17.3	9.7	—	—	—	—
216	20.6	12.3	—	—	—	—
217	26.9	12.2	—	—	—	—
218	36.5	17.2	—	—	—	—
225	28.8	12.5	—	—	—	—
229	24.7	13.4	—	—	—	—
243	23.0	8.6	—	—	—	—
250	11.2	5.5	—	—	—	—
255	28.8	15.0	22.6	13.9	14.7	10.4
256	16.1	6.6	—	—	—	—
261	18.8	7.3	—	—	—	—
266	13.2	6.7	—	—	—	—
271	20.9	9.0	25.9	11.8	13.5	5.9
272	15.0	6.5	—	—	—	—
280	—	—	—	—	9.8	4.5
Fall 2010 Thresholds						
Top 25%	41.1	12.9	49.7	13.9	28.7	7.3
Bottom 25%	18.7	8.2	29.1	9.3	15.3	5

Bellevue Routes Not Serving the Seattle Core

Route	Peak		Off-Peak		Night	
	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi
219	4.1	0.8	—	—	—	—
221	15.8	5.6	16.5	5.9	8.6	2.3
222	16.8	3.9	14.8	5.0	7.4	1.9
230E	35.3	8.0	25.8	5.9	26.6	5.1
230W	26.2	7.1	20.6	5.3	11.3	3.5
232	14.2	4.2	—	—	—	—
233	21.4	4.9	22.6	6.8	10.5	2.4
234	15.7	6.6	13.2	5.6	6.2	2.9
237	15.2	5.7	—	—	—	—
240	29.1	7.4	25.0	8.9	13.6	3.4
242	15.5	8.1	—	—	—	—
245	19.5	5.7	21.2	5.8	11.8	2.5
246	10.3	2.2	7.5	1.1	—	—
247	6.3	1.9	—	—	—	—
249	14	3.6	12.6	4.7	5.4	2.0
253	33.4	10.1	38.2	8.6	27.7	5.6
342	13.9	6.4	—	—	—	—
925 DART	1.0	—	1.0	—	—	—
926 DART	7.3	1.9	6.9	1.8	—	—
Fall 2010 Thresholds						
Top 25%	21.1	7.0	26.3	8.6	17.4	5.1
Bottom 25%	8.4	2.2	10.4	2.4	7.8	2.2

Figures based on Fall 2010 performance data.

Bellevue Routes Serving the Seattle Core

Route	Peak		Off-Peak		Night	
	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi
111	20.8	12.8	—	—	—	—
114	17.8	10.4	—	—	—	—
167	22.3	16.7	—	—	—	—
210	10.7	5.0	—	—	—	—
211EX	16.9	4.8	—	—	—	—
212	36.7	15.8	—	—	—	—
215	19.7	11.1	—	—	—	—
216	21.2	13.9	—	—	—	—
217	30.4	16.0	—	—	—	—
218	37.6	20.8	—	—	—	—
225	24.5	12.4	—	—	—	—
229	27.2	14.3	—	—	—	—
243	24.2	8.9	—	—	—	—
250	9.2	4.5	—	—	—	—
255	27.0	14.7	20.5	12.1	17.5	11.8
256	17.9	9.4	—	—	—	—
261	17.2	7.2	—	—	—	—
266	13.5	7.1	—	—	—	—
271	23.3	10.0	26.7	13.6	16.9	7.9
272	14.3	6.1	—	—	—	—
280*	—	—	—	—	9.8	—
Spring 2011 Thresholds						
Top 25%	42.0	12.9	52.6	15.2	32.0	8.4
Bottom 25%	18.6	7.9	29.4	9.8	17.7	5.8

* Passenger miles data was unavailable on some routes and time periods due to a lack of APC data.

Bellevue Routes Not Serving the Seattle Core

Route	Peak		Off-Peak		Night	
	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi
219	4.2	0.5	—	—	—	—
221	17.0	5.0	17.8	5.7	12.5	2.7
222	15.6	3.3	16.0	4.7	8.3	2.4
230 E	36.3	8.6	25.9	9.6	26.1	6.5
230 W	28.2	7.2	21.4	7.9	11.9	4.5
232	15.5	4.8	—	—	—	—
233	23.0	5.5	22.2	6.4	13.5	3.2
234	16.2	5.7	12.7	5.6	8.8	3.3
237	13.7	5.1	—	—	—	—
240	27.9	9.9	24.5	12.6	12.9	5.5
242	16.7	9.1	—	—	—	—
245	22.4	6.2	20.2	6.0	15.7	3.7
246	9.6	1.8	8.5	2.0	—	—
247	4.8	1.3	—	—	—	—
249	15.6	4.5	14.9	5.3	5.0	1.4
253	35.2	11.3	36.4	12.5	31.5	8.9
342	14.7	4.7	—	—	—	—
925 DART	1.0	0.5	—	—	—	—
926 DART	8.4	2.2	7.4	1.9	—	—
Spring 2011 Thresholds						
Top 25%	27	7.2	27.4	9.3	20.3	6.2
Bottom 25%	9.8	2.9	12.7	3.3	8.8	2.6

Figures based on Spring 2011 performance data.



Spring 2011 Performance

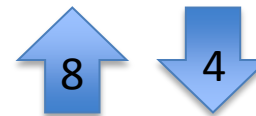
Bellevue Routes Serving the Seattle Core

Route	Peak		Off-Peak		Night	
	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi
111	24.4	15.1	—	—	—	—
114	22.4	13.0	—	—	—	—
167	25.1	19.9	—	—	—	—
210	11.0	5.0	—	—	—	—
211	12.8	3.9	—	—	—	—
212	47.7	18.9	—	—	—	—
215	19.6	11.2	—	—	—	—
216	26.2	14.2	—	—	—	—
217	28.9	15.8	—	—	—	—
218	43.5	20.2	—	—	—	—
250	19.3	10.0	—	—	—	—
255	30.4	14.3	27.1	12.0	20.5	10.3
265	17.3	8.8	—	—	—	—
271	25.1	10.5	28.0	12.7	19.1	8.5
280	—	—	—	—	5.9	—
Fall 2010 Thresholds						
Top 25%	45.0	14.7	55.4	15.9	31.3	9.0
Bottom 25%	22.7	9.7	29.5	9.9	19.1	5.8

Bellevue Routes Not Serving the Seattle Core

Route	Peak		Off-Peak		Night	
	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi
B Line	39.6	11.1	33.7	10.5	29.8	8.0
219	7.0	0.9	—	—	—	—
221	16.8	5.3	14.0	4.3	8.9	2.3
226	21.9	5.6	16.4	3.9	9.4	2.3
232	14.7	5.4	—	—	—	—
234	17.9	6.4	14.8	5.9	10.9	3.7
235	17.4	5.7	12.2	4.9	8.6	3.2
237	17.7	4.3	—	—	—	—
240	19.8	6.6	22.3	8.2	14.6	5.9
241	16.6	3.3	13.2	2.7	10.1	1.5
242	18.2	9.8	—	—	—	—
243	25.0	9.8	—	—	—	—
244	12.3	5.0	—	—	—	—
245	20.8	6.6	18.8	5.9	13.2	4.0
246	9.6	2.3	8.2	1.8	—	—
249	16.4	4.0	9.6	2.5	7.4	2.0
269	10.6	4.5	12.5	6.0	9.1	3.9
342	19.6	9.4	—	—	—	—
Fall 2010 Thresholds						
Top 25%	21.9	6.4	22.4	6.6	17.7	5.3
Bottom 25%	12.2	2.2	10.0	1.9	9.3	2.0

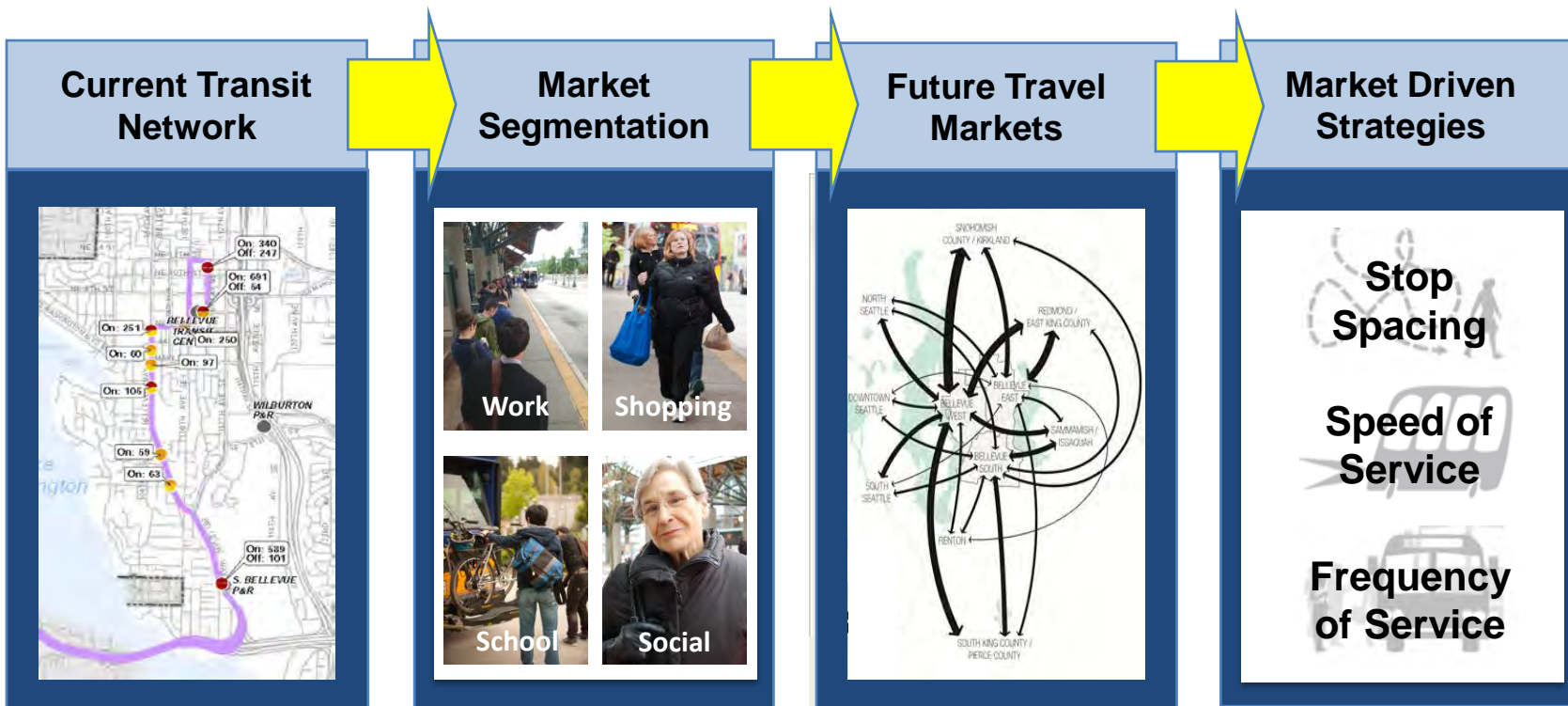
Figures based on Spring 2012 performance data.



Spring 2012 Performance



Service Planning Process

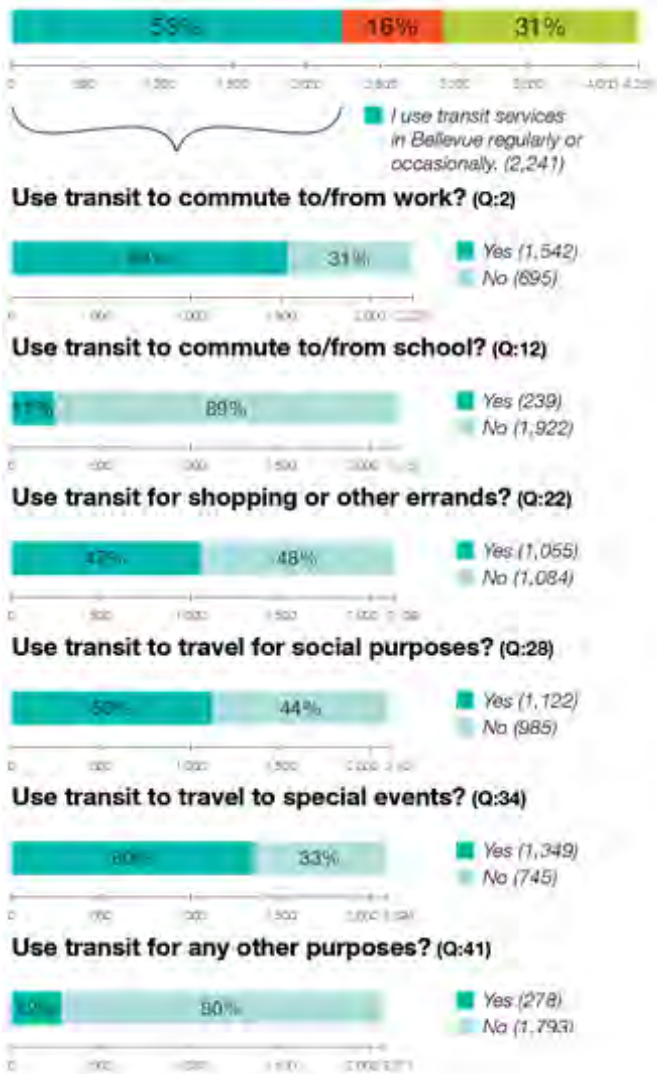


What service types are in place today and how well do they perform?

What are the attitudes and preferences that drive traveler choices?

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

What kinds of strategies can best seize these opportunities?

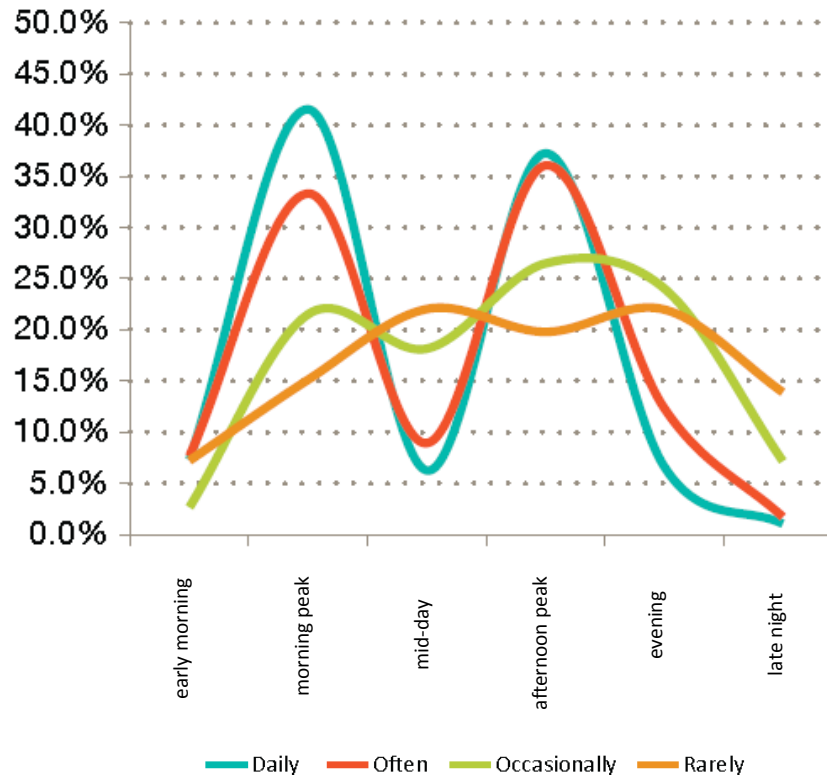


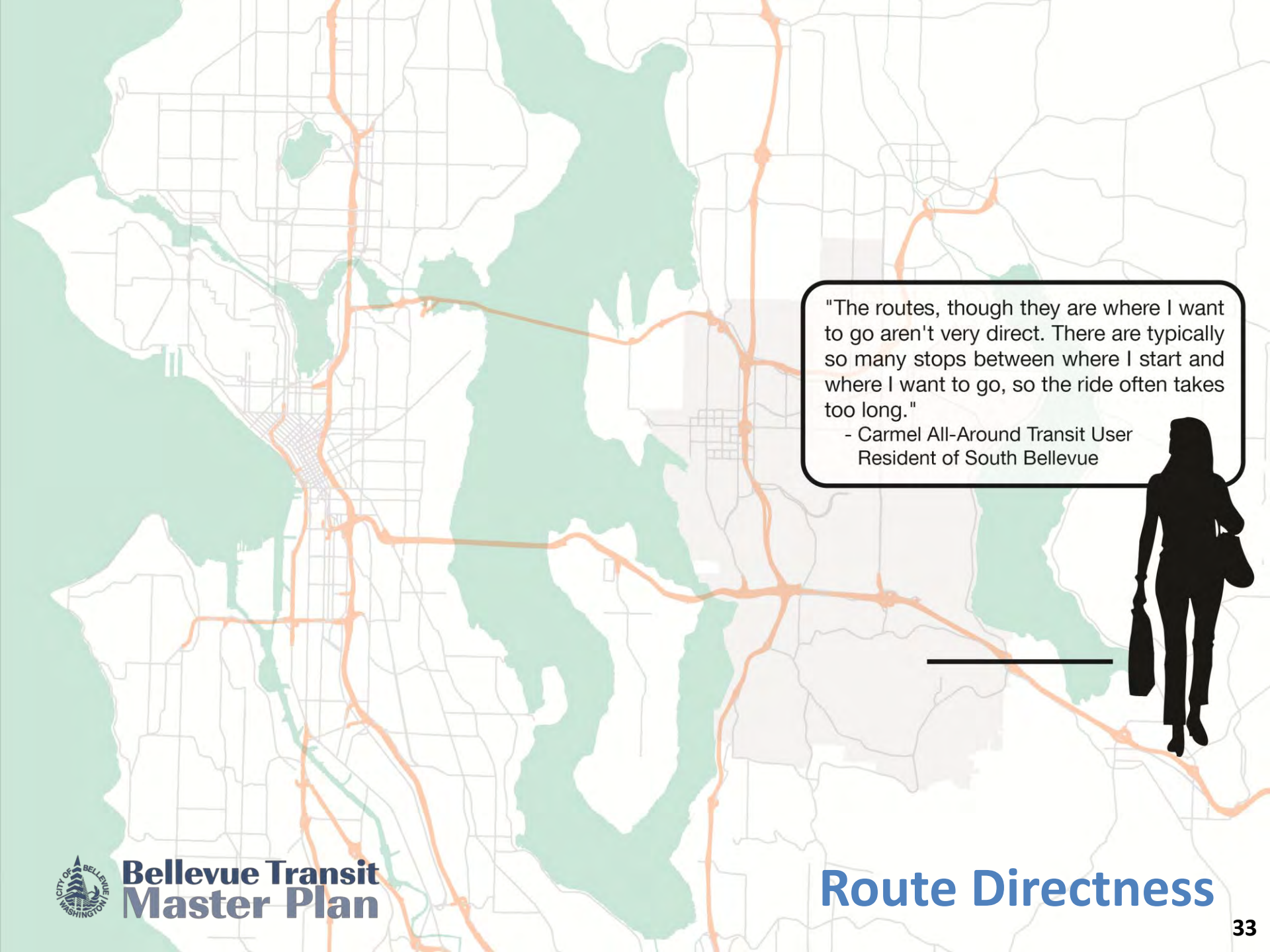
- **HBW is most common trip purpose:** 68.8% of respondents use transit in Bellevue to commute to work.
- **Most use transit for 2+ purposes:** 77% (505/2,195) use transit for more than one purpose—30.5% use transit for two purposes, 29.4% for three purposes, 15.9% for four purposes, and 1.2% for all five trip purposes.
- **Most are “regular riders” (use transit 3+ per week):** 69.5% of respondents are regular transit users for one or more trip purposes, compared to 63.3% infrequent riders and 45% occasional riders.
- **Work/school users tend to be regular riders:** 75.7% of work- and 74.0% of school commuters use transit three or more times per week.
- **Shopping/social users tend to be infrequent riders.** 62.7% of shopping transit users and 76.1% of social transit users use transit less than once per week.

Regular ridership is strongly peak-oriented: Over half of all regular riders use transit during the morning and afternoon peak (56.9% and 54.0%, respectively), while less than 20% use transit during other times of the day.

Frequency of Transit use for Current Users

All Current Transit Users





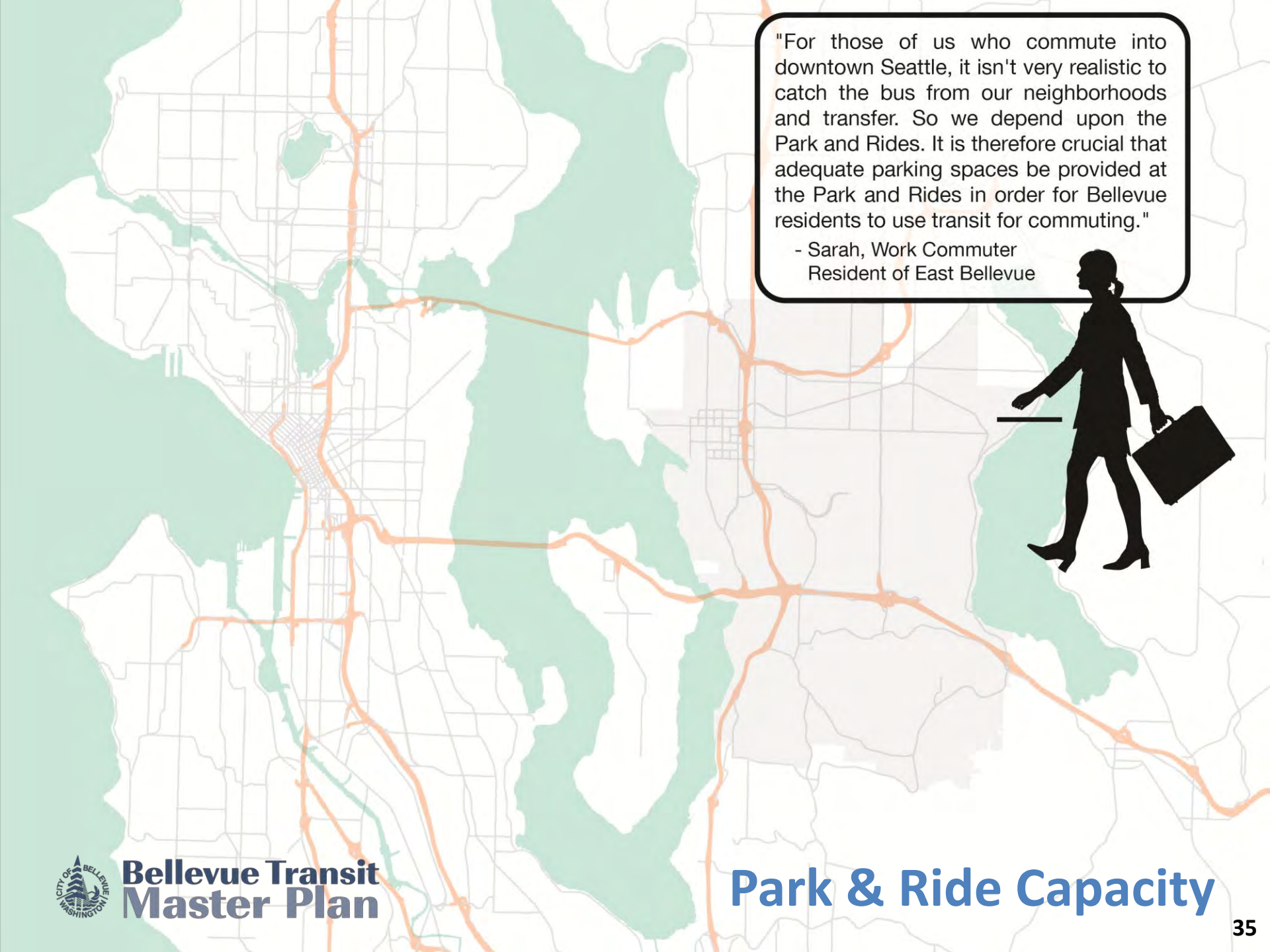
"The routes, though they are where I want to go aren't very direct. There are typically so many stops between where I start and where I want to go, so the ride often takes too long."
- Carmel All-Around Transit User
Resident of South Bellevue



"The bus stop can be quite a distance from where people live. We are one block south of NE 8th and it is still 1/4 mile. It would be much longer for most in our neighborhood."

- Derek, Non-Commute Transit User
Resident of Wilburton



A map of Bellevue, Washington, showing transit routes in orange and green. The map includes a grid of streets and green areas representing parks or water. A black silhouette of a woman in a business suit walking with a briefcase is overlaid on the right side of the map.

"For those of us who commute into downtown Seattle, it isn't very realistic to catch the bus from our neighborhoods and transfer. So we depend upon the Park and Rides. It is therefore crucial that adequate parking spaces be provided at the Park and Rides in order for Bellevue residents to use transit for commuting."

- Sarah, Work Commuter
Resident of East Bellevue



"Increase HOV lanes for buses to use to get around rush [hour] traffic, [and] prioritize signals to allow buses to move through congested areas faster..."

- Daryl, All-Around Transit User
Resident of Northwest Bellevue



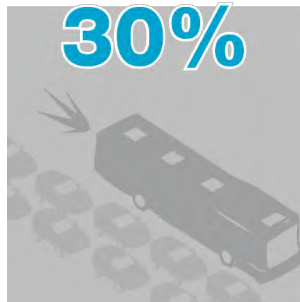
"Overcrowding on the 550 is getting to the point where I am considering driving."

- Katie, All-Around Transit User
Resident of West Bellevue

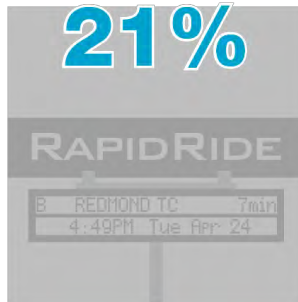


HOW SHOULD THE CITY INVEST?

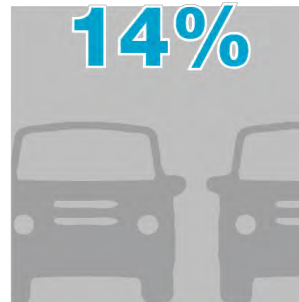
ACCORDING TO CURRENT TRANSIT USERS



Improve service speed and reliability by investing in roadway and traffic signal infrastructure. (595)



Provide real-time bus arrival information signs at major stops, similar to the RapidRide B Line at Bellevue Transit Center. (406)



Increase vehicle parking capacity at Park and Ride lots. (268)



Provide additional route, schedule, and wayfinding information at bus shelters. (189)



Install additional bicycle lanes/trails to better connect neighborhoods to bus services. (107)



Improve comfort at bus stops with improvements like additional seating and other street furniture. (60)



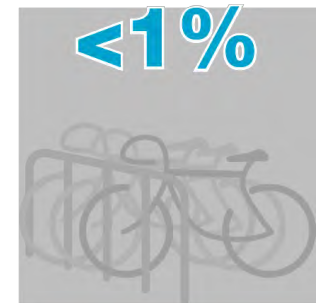
Improve safety at bus stops by providing additional street lighting. (61)



Improve sidewalk connectivity (install additional sidewalks) at and around bus stops. (48)



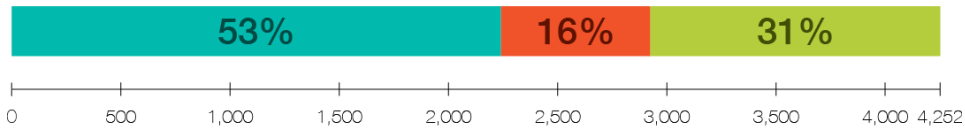
Repair City-owned streets used as transit corridors to improve ride quality/comfort. (31)



Increase bicycle parking capacity at Park and Ride lots. (3)

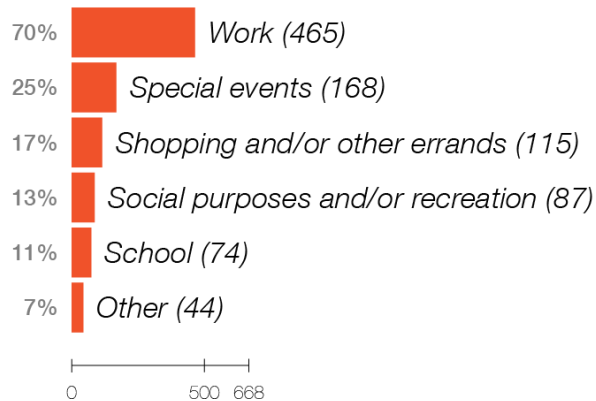
Note: N=1,962 total respondents. Percentages for current transit users who live in Bellevue are shown in parenthesis (661 respondents).

FORMER RIDERS: TRIP PURPOSE



■ I formerly used transit in Bellevue but no longer do. (684)

For what purpose(s) did you previously use transit? (Q:49)



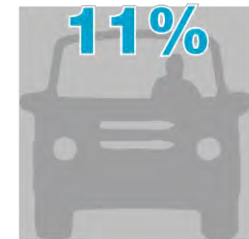
WHY DO YOU NO LONGER RIDE THE BUS? ACCORDING TO FORMER RIDERS OF TRANSIT IN BELLEVUE




Traveling by bus takes too long. (133)



I moved / changed jobs / now work from home. (80)



I think driving is more convenient. (69)



"Bus stops are geared towards daily commuters only, [with] limited to no service on nights and weekends in the Lake Hills area."

- Jens, Former Rider
Resident of East Bellevue



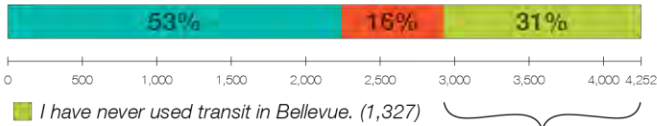
"I think it would be beneficial to increase the number of neighborhoods that are directly served by transit."
- Paul, Former Rider
Resident of East Bellevue



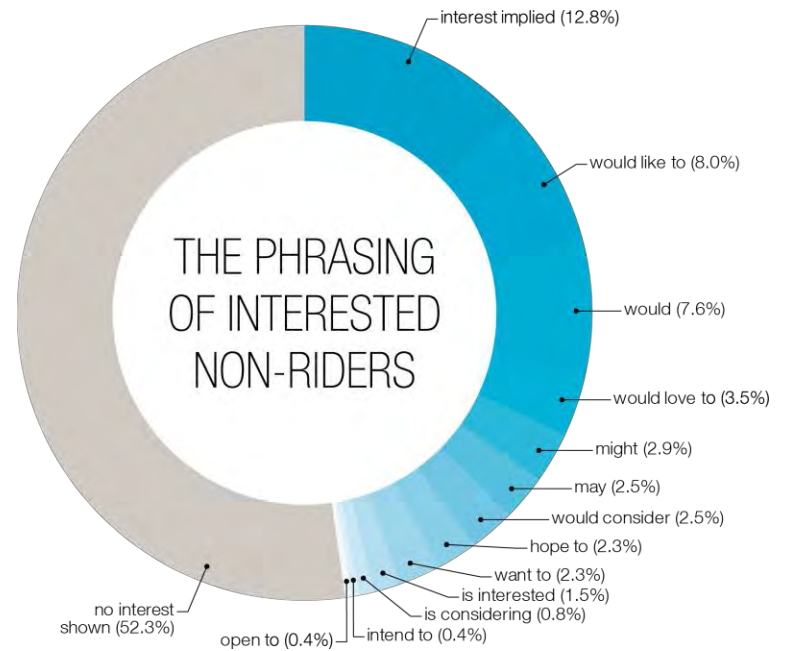
Bellevue Transit Master Plan

Service Area Coverage

NEVER RIDDEN: WHY?




For what reason(s) do you not use transit? (Q:56)



"Even though I don't use it, mass transit is still part of my community, and it affects me."
- Vincent, Non-Rider
Resident of Downtown Bellevue



A map of Bellevue, Washington, showing a network of transit routes in orange. A black silhouette of a person in a suit stands in the center of the map. A speech bubble is positioned above the silhouette, containing a quote. The map also shows green areas representing parks and grey areas representing urban centers.

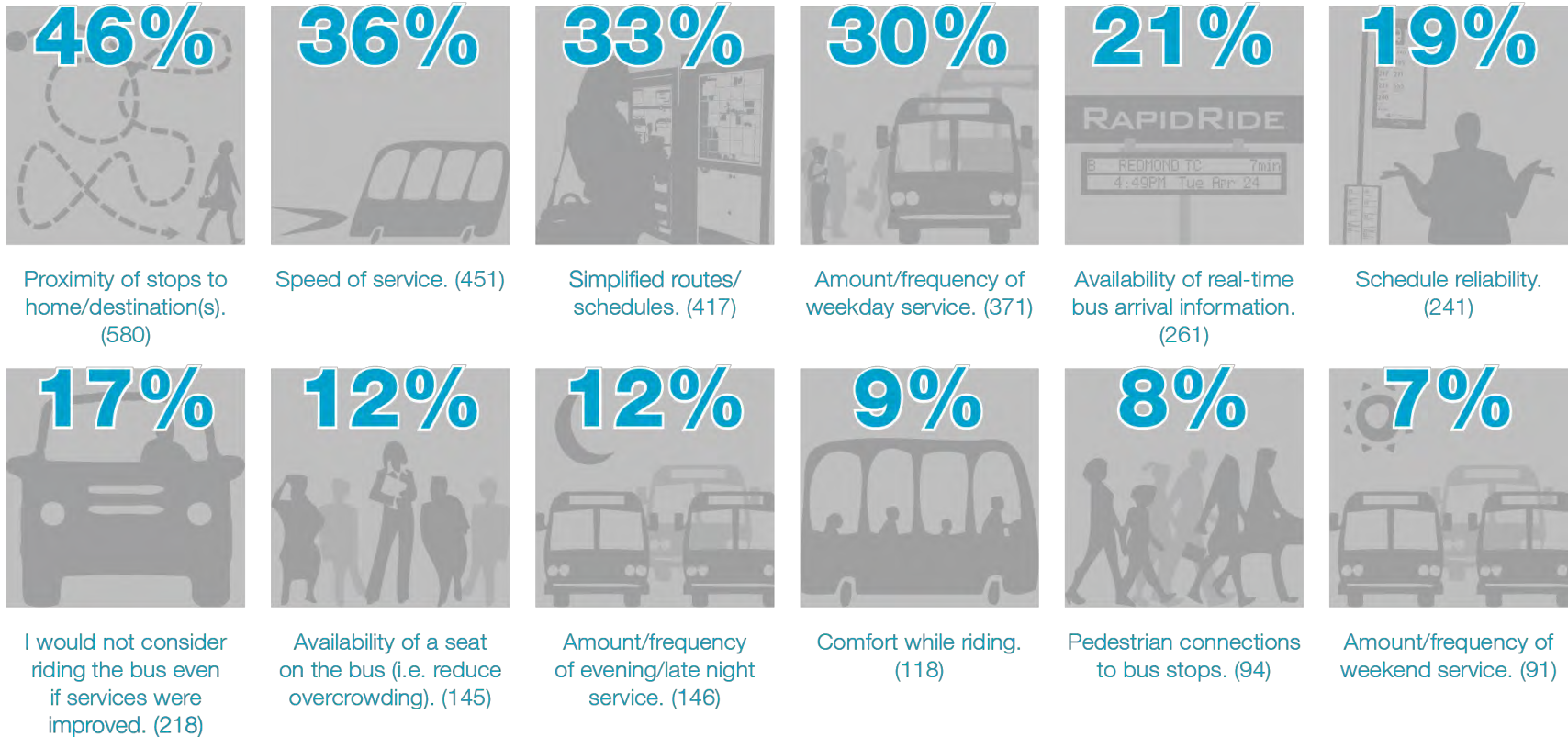
“I would like to support public transit in Bellevue to ensure that it's available to people who don't have a car, who must rely on public transportation. For me, I would like to use it only if there are advantages in saving gas, saving time (this is the biggest turning point), [and] ease of getting to/from a bus stop.”

- Anonymous Non-Rider
Resident of Downtown Bellevue

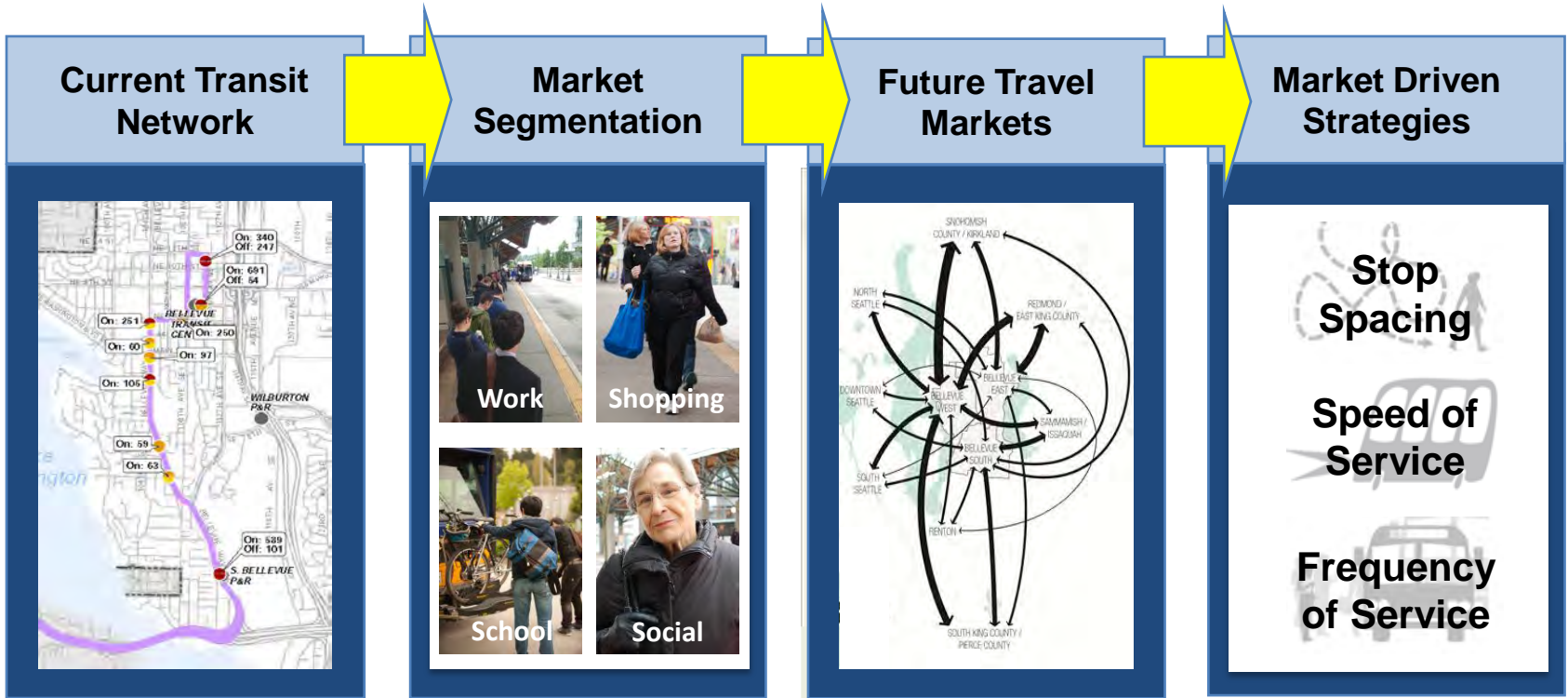


WHAT IMPROVEMENTS WOULD GET YOU TO CONSIDER RIDING THE BUS?

ACCORDING TO THOSE WHO HAVE NEVER USED TRANSIT IN BELLEVUE



Service Planning Process



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

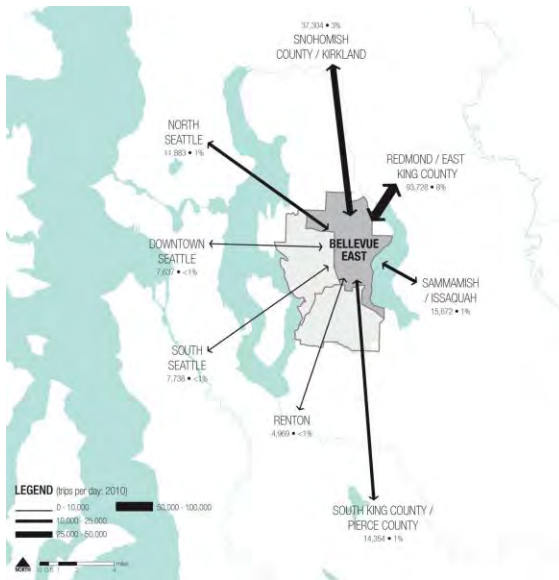
What are the attitudes and preferences that drive traveler choices?

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

What kinds of strategies can best seize these opportunities?

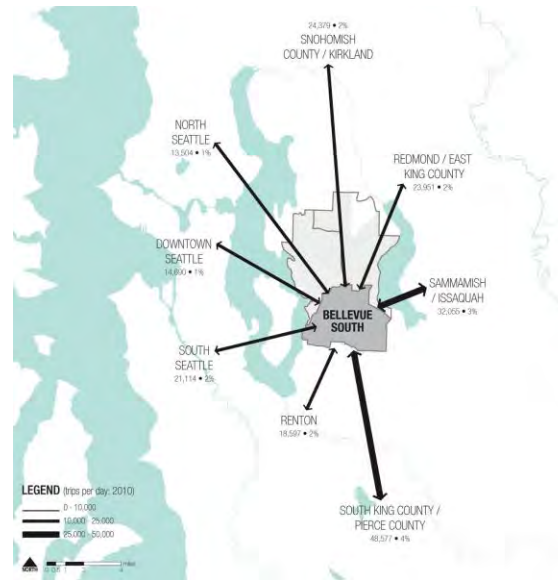
1,219,965 daily person trips to/from or internal to Bellevue in 2010.

Bellevue East



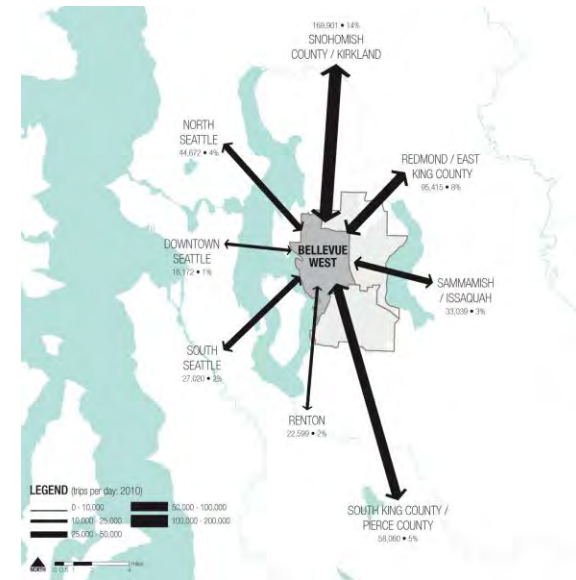
193,285 of the total 1,219,965 trips start and/or end in East Bellevue (16%).

Bellevue South



196,866 of the total 1,219,965 trips being and/or end in South Bellevue (16%).

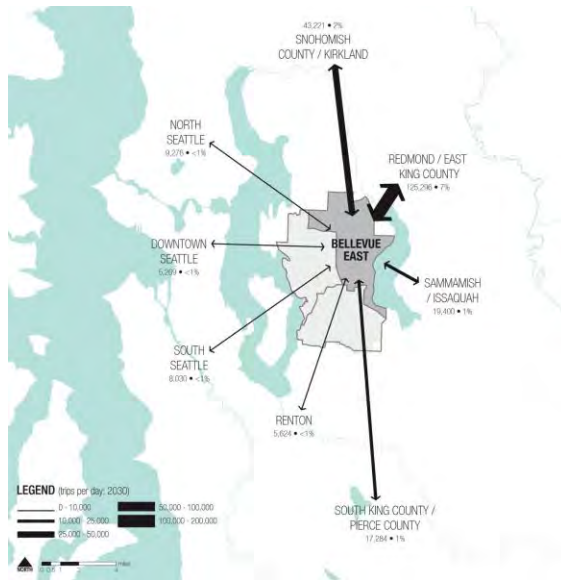
Bellevue West



466,877 of the total 1,219,965 trips start and/or end in West Bellevue (38%).

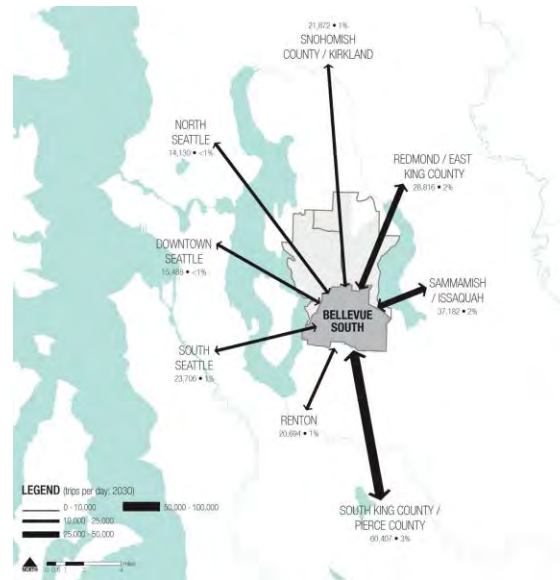
1,750,539 daily person trips to/from or internal to Bellevue in 2030.

Bellevue East



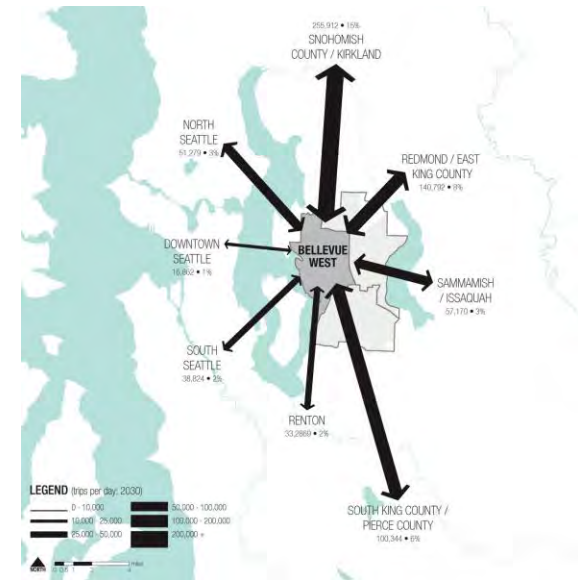
233,398 of the total 1,750,539 trips start and/or end in East Bellevue (13%).

Bellevue South



222,294 of the total 1,750,539 trips being and/or end in South Bellevue (13%).

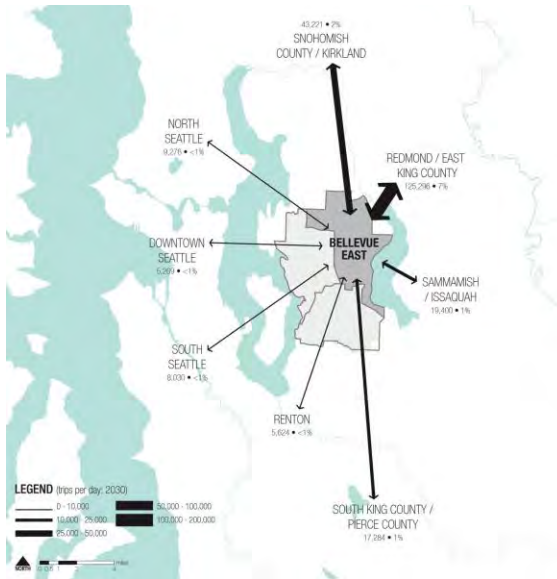
Bellevue West



694,470 of the total 1,750,539 trips start and/or end in West Bellevue (40%).

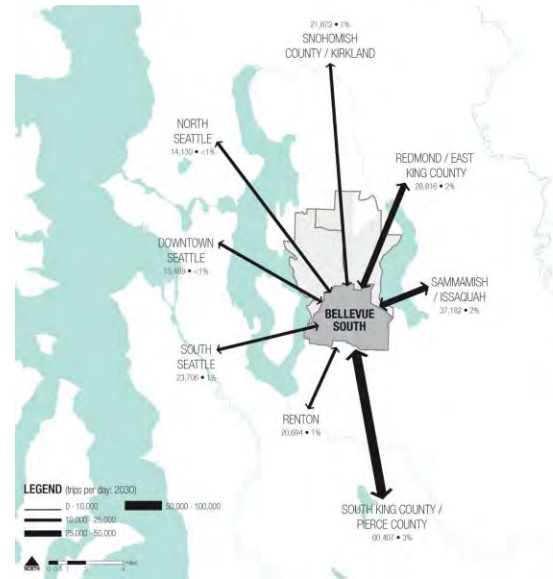
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Bellevue East



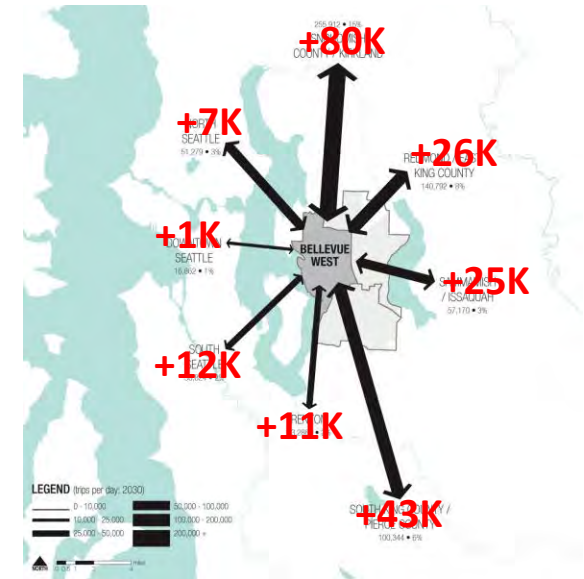
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Bellevue South



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Bellevue West



694,470 of the total 1,750,539 trips start and/or end in West Bellevue (40%).

- **“West Bellevue” area, which includes Downtown Bellevue, is the largest origin/destination for trips to Bellevue**
- **Largest flows are from the I-5 and I-405 corridor markets of Snohomish County/Kirkland and South King County/Pierce County.**
- **Seattle market is smaller than the close in suburban markets.**
- **Suggests additional need for suburban park-and-ride capacity and express bus capacity in the I-405 corridor.**

**I-405
Corridor Program**

**White Paper:
Bus Rapid Transit Line Concept**
Ten-Year Program Implementing the First Phase of
the I-405 Corridor Program Recommendations



Submitted to:
 Washington State Department of Transportation
 Office of Urban Corridors
 401 Second Avenue, Suite 560
 Seattle, WA 98104

Prepared by:
 I-405 Transit Workgroup

and
Mirai Associates
 19110 Bothell Way NE, Suite 202
 Bothell, WA 98011

August 2003

FINAL DRAFT



**INTERSTATE
405 Corridor Program**

Congestion Relief & Bus Rapid Transit Projects

600 – 108th Avenue NE, Suite 405
 Bellevue, WA 98004
 Main 425-456-8500
 Fax 425-456-8600

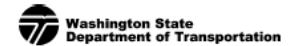
**I-405 South Corridor
Bus Rapid Transit Pre-Design**

**Final Report
June 16, 2005**

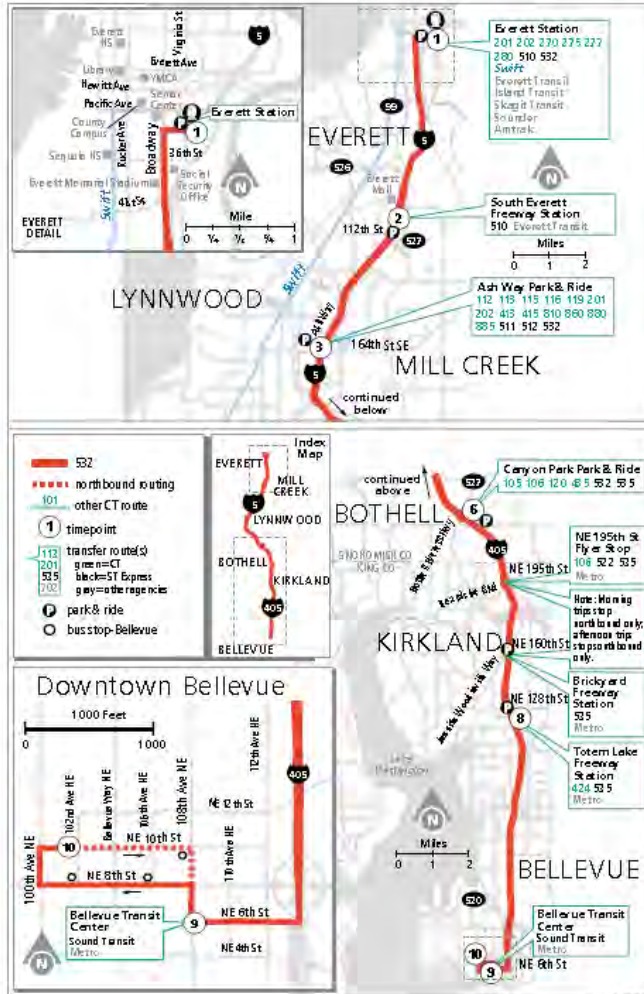
Prepared By:
IBI Group
 506 Second Avenue, Suite 600
 Seattle, WA 98104

Mirai Associates
 11410 NE 122nd Way, Suite 320
 Kirkland, WA 98034

Otak
 117 S Main Street, Suite 400
 Seattle, WA 98104

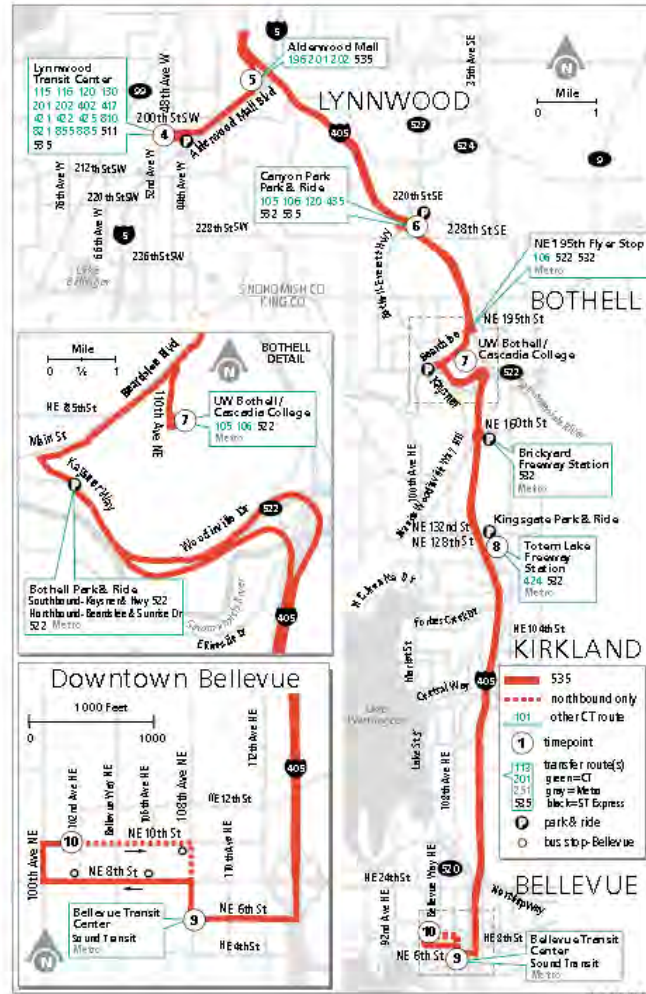


Route 532 ST Express



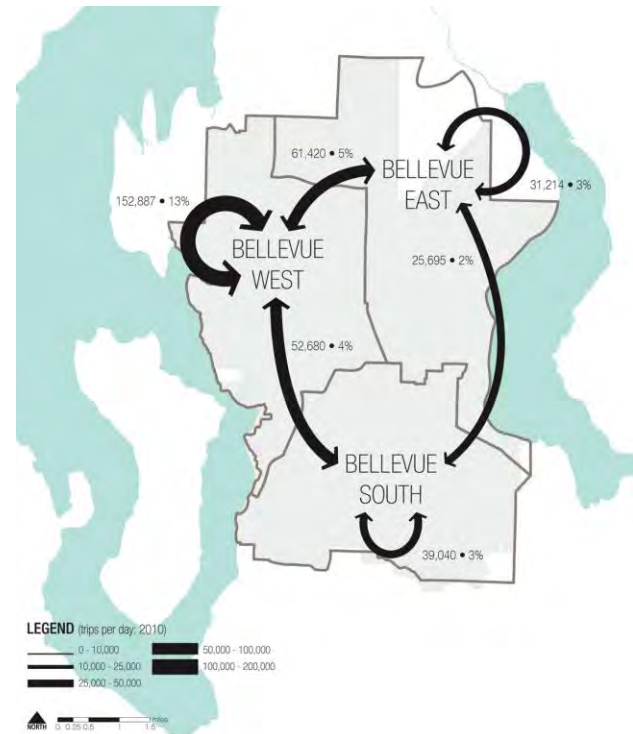
Route 532 912

ST Express 535 Route

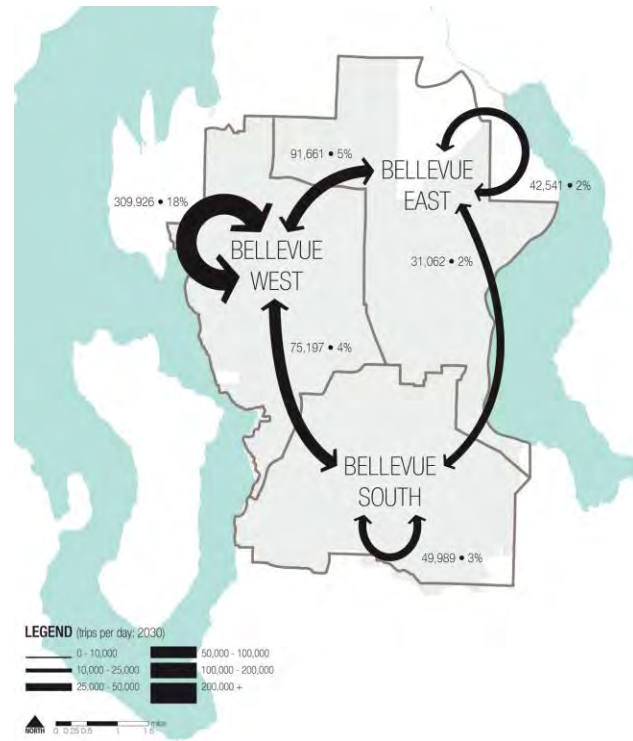


Route 535 912

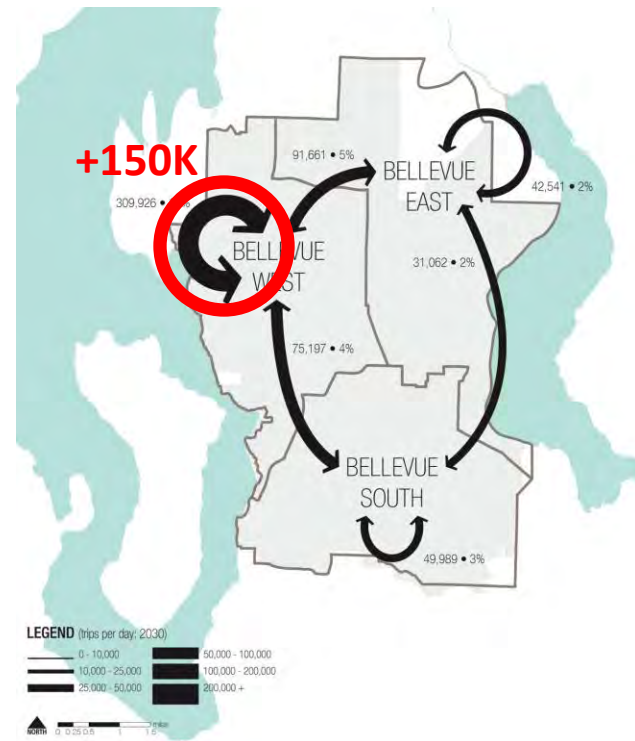
362,937 of the total 1,219,965 trips begin/end in Bellevue in 2010 (30%).



600,377 of the total 1,750,539 trips begin/end in Bellevue in 2030 (34%).

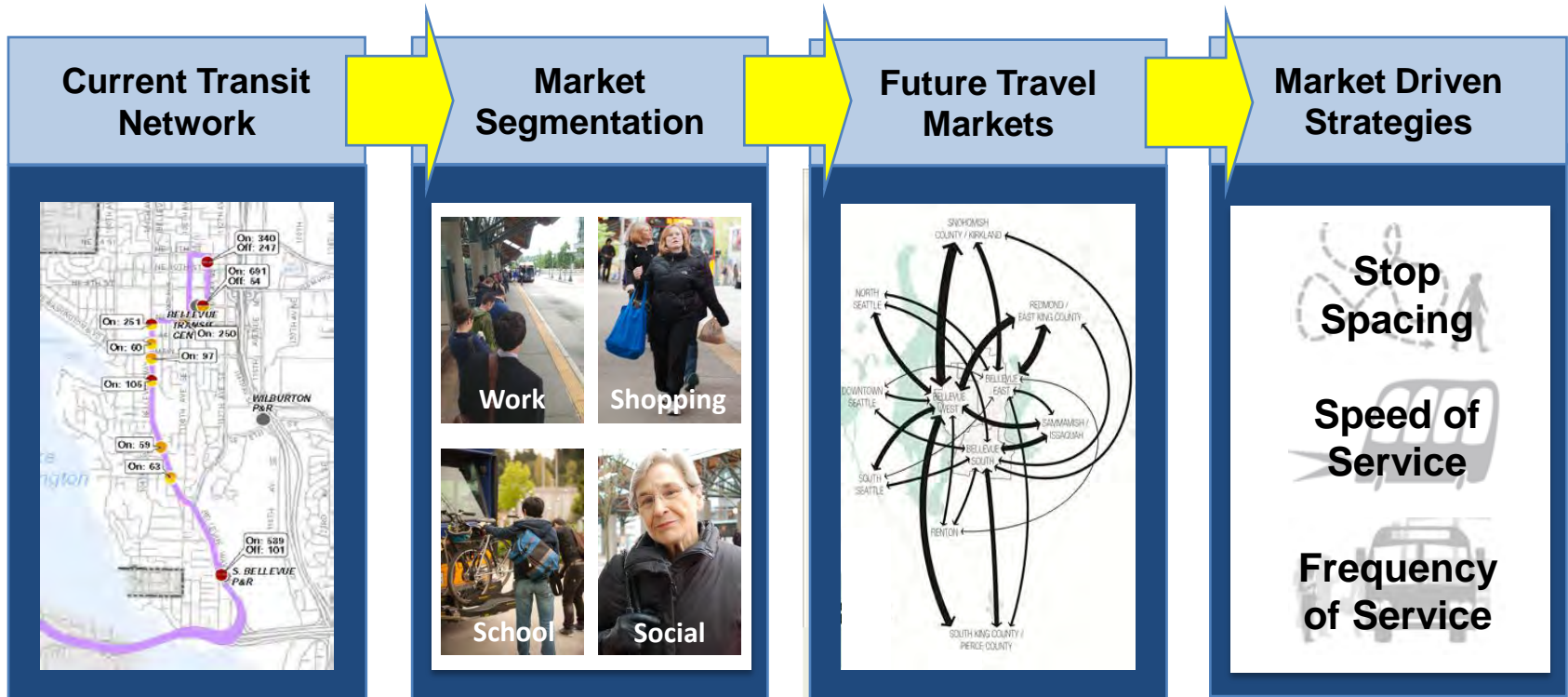


600,377 of the total 1,750,539 trips begin/end in Bellevue in 2030 (34%).



- *West Bellevue internal market growth is almost twice as high as the next biggest market (Kirkland/Snohomish County to Bellevue).*
- *West Bellevue internal market represents City's best opportunity to gain transit mode share, as the City can influence service levels, capital enhancements, and priority measures for transit at both the trip origin and destination.*
- *Existing transit network is not well designed to capture non-work trips (fastest growing trip purpose) as frequencies during off-peak time (more than 15-minute) are often insufficient to attract choice riders.*

Service Planning Process



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

What are the attitudes and preferences that drive traveler choices?

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

What kinds of strategies can best seize these opportunities?





Downtown Bellevue 2030 Vision



South Kirkland P&R Transit Oriented Development Project



Bel-Red Subarea Plan



Eastgate Transit Oriented Development Concept



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

Stations

○ Station

Route Profile

- At-Grade
- Elevated
- Tunnel

●●●● Retained Cut / Fill

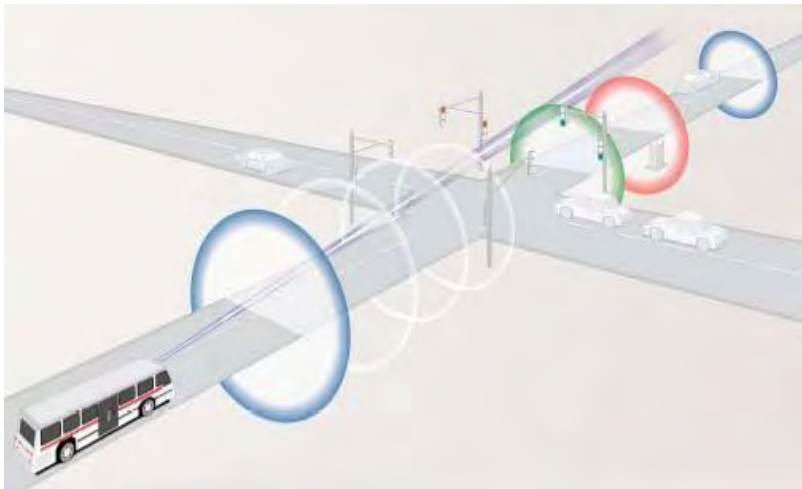
◆◆◆◆ Future Downtown Redmond Extension*

* The Board also identified a route for a further extension to Downtown Redmond in the future that was not funded in the Sound Transit 2 ballot measure.

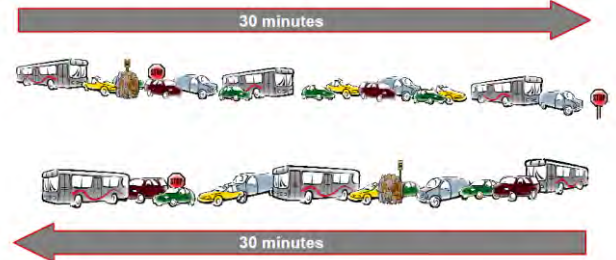
Central Link Light Rail

- Central Link Alignment and Station
- University Link Under Construction
- Final Design

(December 2011)



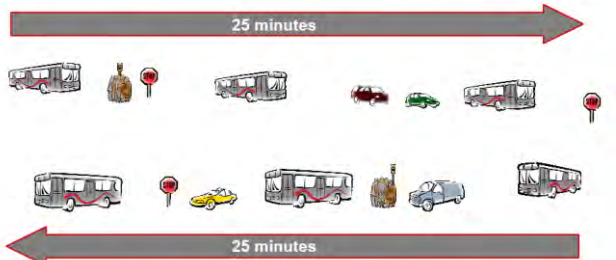
Bus route...60 min running time



Round Trip Travel Time = 60 minutes
 Bus every 10 minutes = $\frac{60}{10} = 6.0 \Rightarrow$ 6 buses + 6 drivers

The Cost of Delay

Remove congestion...reduce time, reduce resources



Round Trip Travel Time = 50 minutes
 Bus every 10 minutes = $\frac{50}{10} = 5$ buses + 5 drivers
17% decrease in cost and travel times!

The Cost of Delay





RapidRide B Case Study

Serves Major Employment Centers

- Downtown Bellevue
- Crossroads
- Overlake Village
- Overlake
- 154th Ave NE/ Willows Road
- Downtown Redmond

16% ridership increase in corridor based on:

- YTD average weekday ridership (Sept 2012) = 5,870 (RapidRide B).
- Average weekday ridership (Spring 2011) = 5,066 (Rt. 253 and 235E).

PUGET SOUND PARK & RIDE
SYSTEM UPDATE

FINAL REPORT

Prepared for:
Washington State
Department of Transportation
Office of Urban Mobility

Prepared by:
Parsons Brinckerhoff

February 2001



Parking Demand for King County

Park & Ride Facility	Lot Capacity	Base Year Demand		Future Demand	
		Observed	Estimated	2010	2020
I-90 Lots					
Mercer Island	257	257	490	590	680 to 750
South Bellevue	524	562	470	600 to 650	690 to 1000
Eastgate	724	673	600	760	820
Lakemont	N/A	N/A	520	660	730 to 820
Issaquah	364	405	520	670	800
Issaquah Highlands	N/A	N/A	360	510	640
Preston	53	39	90	130 to 190	170 to 230
North Bend	N/A	N/A	140	210	270
Snoqualmie Pass	N/A	N/A	0	0	0
TOTAL	1952	1950	3210	4130 to 4440	4780 to 5350
I-405 Lots					
Northshore	376	125			
Kenmore	432	369	560	560 to 620	700 to 850
Bothell	230	209			
Woodinville	459	266	620	640 to 710	770 to 940
Brickyard	247	237			
Kingsgate	502	467			
NE 116th	24	5	520	520 to 590	650 to 790
SR 90B/Kirkland Way	20	13			
Houghton	450	288	480	480 to 530	610 to 740
Redmond	344	259			
Bear Creek	334	180	520	520 to 590	650 to 790
Northup	32	16			
Evergreen Point	51	47			
S Kirkland	603	525	530	530 to 590	670 to 820
NE 40th/Overlake TC (Sep '01)	235	N/A			
Overlake	150	83			
Wilburton	190	196			
Newport Hills	292	187	510	520 to 570	650 to 790
Renton Highlands	146	80	490	490 to 540	610 to 750
TOTAL	5117	3571	4230	4260 to 4720	5310 to 6470

I-90 Lots Increased Demand (2000-2020): 3,398 or 174%
I-405 Lots Increased Demand (2000-2020): 1,353 or 26%

The goal of this study was to develop corridor-level park and-ride demand estimates for the year 2020, and to identify potential current and future park-and-ride lot investment needs within the four-county region that can be prioritized through the regional and state priority programming processes and through transit agency budget processes.



- The quality of the pedestrian environment can be a deciding factor when choosing whether or not to take transit at all, especially for those with the option to drive.



Access Paratransit Van
Cost/boarding = \$42.11



Fixed-Route Bus
Cost/boarding = \$3.98

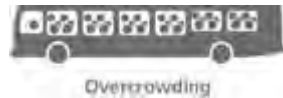
- For those people with disabilities who do not have the option to drive, investing in neighborhood sidewalks can extend the reach of fixed-route service thereby reducing a transit agency's paratransit service obligations.





Restructures.

- Transit service doesn't reflect transit demand
- Transit services overlap
- Service levels do not match ridership
- Major transportation changes take place (e.g. SR-520 tolling)
- Major developments or land use changes have occurred



Additions.

- Reduce overcrowding
- Improve on-time performance
- Approach target service levels
- Improve service on routes with high performance



Reductions.

- Reduce low productivity service in areas not underserved
- Restructure service to improve efficiency
- Reduce low-productivity services in underserved areas

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



Franz Loewenherz

Transportation Department

floewenherz@bellevuewa.gov

425-452-4077