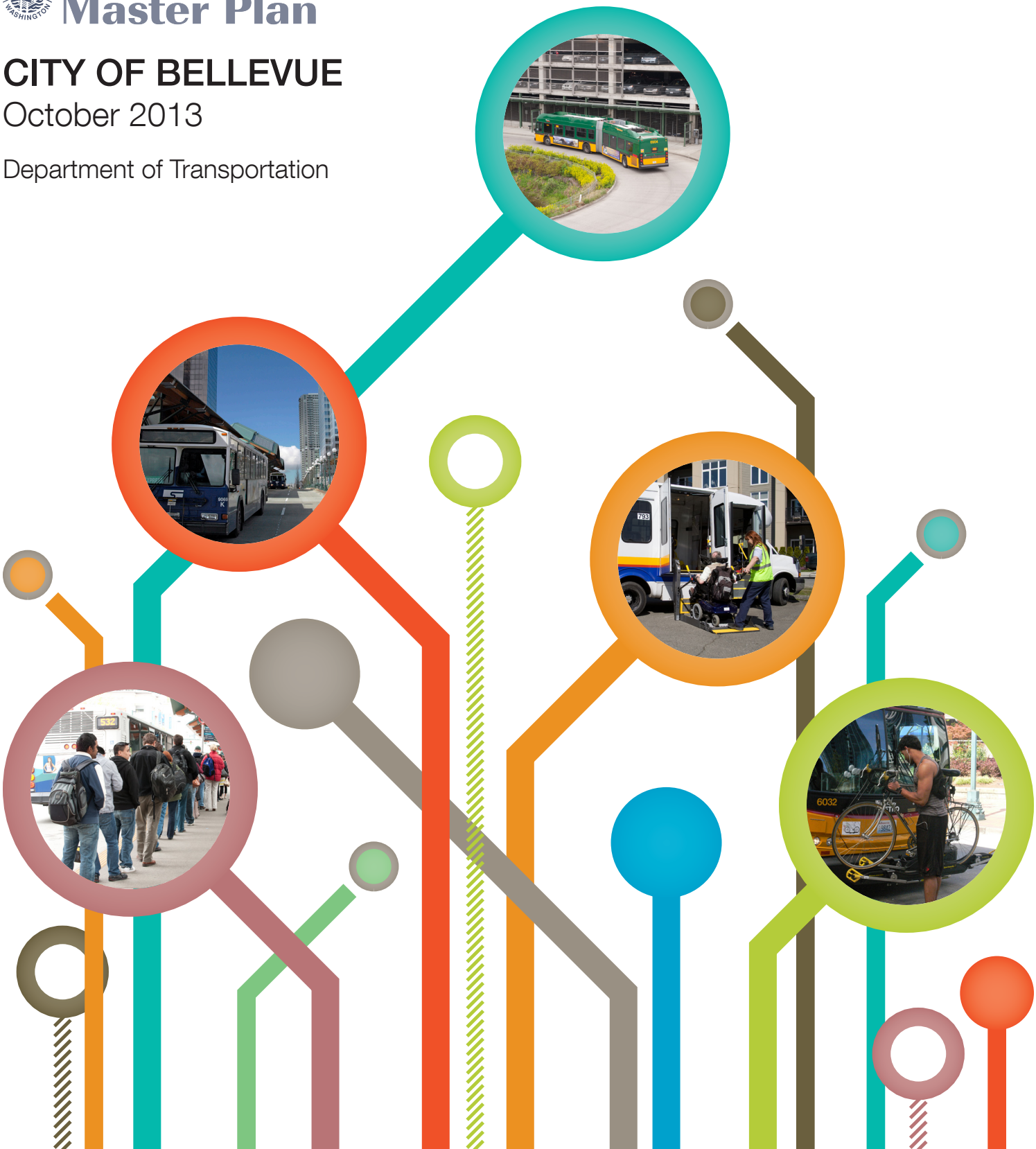
CAPITAL-ORIENTED STRATEGIES DISCUSSION REPORT

Bellevue Transit Master Plan

CITY OF BELLEVUE

October 2013

Department of Transportation



CONTENTS

1

excerpts from the

CAPITAL AND POLICY WORKSHOP REPORT

October 2013

Notable Themes

Several notable themes were identified in an effort to summarize workshop proceedings based on the results of participant polling and comments during discussion.

1

Bellevue faces difficult choices about the use of its limited street right-of-way.

Bellevue is growing rapidly. Because of this growth demand for street space will increase among all modes of travel. Prioritizing how to allocate limited street right-of-way requires trade-offs. For example, moving buses through congested business districts and transportation bottlenecks more quickly and reliably requires changes to right-of-way allocation that could impact other street users.

2

"It is neither possible nor desirable to build enough roadway improvements to keep pace with ever accelerating demand for travel in single-occupant vehicles. Rather, the Plan focuses on reducing auto dependency by providing viable travel choices."

- Bellevue Comprehensive Plan

When polled on their acceptance of this current Comprehensive Plan policy statement seventy (70) percent of forum participants agreed or strongly agreed, ten (10) percent were neutral, and twenty (20) percent disagree or strongly disagree with this perspective. Some forum participants regarded this policy statement as inaccurate or overly value laden. The majority of forum participants appear to believe the City should prioritize capital improvements that enhance transit service and promote a shift towards higher levels of transit usage.

In principle, high-ridership frequent transit deserves a higher priority than low-occupant private vehicles in access to limited road capacity.

3

When polled on their acceptance of this statement seventy-six (76) percent of forum participants agreed or strongly agreed with this perspective, nineteen (19) percent were neutral, and five (5) percent disagreed. The majority of forum participants appear to believe the City should consider moving toward a "person trip" approach for measuring travel, which categorizes the various modes using a street by the number of people served as well as the number of vehicles.

Bellevue should manage its arterial travel lanes to maximize the throughput capacity for *people* rather than *vehicles*.

4

When polled on their acceptance of this statement sixty-three (63) percent of forum participants were comfortable or strongly comfortable, six (6) percent were neutral, and thirty (30) percent were uncomfortable or strongly uncomfortable. In general, participants concurred that it is good policy to time traffic signals to prioritize moving a bus filled with 60 passengers through an intersection rather than prioritizing 15 single-occupant vehicles, but securing support from motorists and freight haulers will require difficult discussions. Although there were differences of opinion on the appropriate phrasing of a Comprehensive Plan statement, forum participants generally believe it would be beneficial to develop city policies that optimize the use of limited rights-of-way for personal mobility—the degree of freedom to move.

5 Transforming high-volume arterials into transit-supportive corridors requires careful and coordinated planning.

Several forum participants observed that Bellevue should take a balanced approach to the implementation of transit priority improvements. Although the City should not over-extend itself with a one-size-fits-all system-wide approach, it should strive to make strategic, coordinated investments that can realize significant, measurable improvements along corridors, rather than highly localized investments whose impact is less certain. It was suggested, for example, that it would be more appropriate to invest in transit priority treatments along the 116th Ave NE corridor as compared to the Bellevue Way NE corridor (both north-south arterials). Long-term, the level of transit priority investment should account for differences in levels of transit service, differences in the ability to support new uses and/or higher densities, surrounding land use characteristics, and the degree to which low-occupancy and service vehicles should continue to be accommodated.

6 Bellevue needs to package its transit speed and reliability improvements with supportive land use policies, pedestrian and bicycle amenities, stop/station design, and transportation demand management strategies.

Several forum participants spoke in favor of broadening the discussion beyond transit speed and reliability improvements to consider a number of complementary concepts including incentivizing private employers to reduce and even eliminate employee commutes (e.g., tax incentives to allow employees to work at home or be re-assigned to a work location closer to home).

7 Bellevue should make transit the logical choice for a wide range of people and situations, by ensuring reliable operations.

Forum participants were supportive of principles and speed and reliability strategies that make transit less expensive, more convenient, and more attractive to potential transit users. If Bellevue is to increase transit mode share it will need to make targeted transit speed and reliability investments where they are most likely to support future development and growth in ridership.

8 Bellevue should consider pursuing bold investments in transit priority on some high-demand corridors by 2030.

In considering what levels of transit priority might be appropriate on several arterial segments by 2030, pluralities and large minorities of workshop participants—as many as 45%—could envision supporting center bus lanes in some cases. Such interventions would substantially further the shift in mode share toward transit by delivering high transit reliability.

9 Bellevue should consider broadening the transit priority toolbox.

A comment card was submitted suggesting use of Freight Access + Transit (FAT) Lanes that would operate as follows: Pre-AM Peak: freight only and loading; Peak (AM/PM): bus only; Mid-day and Evening: shared use. The suggested advantages of this concept include: (i) freight/transit have similar vehicle profiles (size, weight, speed, width); (ii) removes freight from general purpose traffic, improving SOV speed; (iii) fully utilizes restricted lane (time/space); (iv) concentrates heavy vehicles to a single lane, saving road surface maintenance; (v) builds support from freight community; and, (vi) allows for narrower general traffic lanes, possibly allowing for bike lanes.

2

complete

MARKET DRIVEN STRATEGIES REPORT

May 2013

MARKET DRIVEN STRATEGIES

Transit is not just about getting people from point A to point B. Transit is integral to Bellevue's livability, economic vitality, and overall quality of life. Looking to the future, we envision a public transportation network that serves a more diverse range of people and trip purposes, and that is the mode of choice for an increasing number of people who live, work, and play in Bellevue. This "bold transit vision"—derived from the Council-approved project principles shown in Figure 1—could be called "Abundant Access" because it is about providing a network whose extent, frequency, duration, and speed liberate citizens to access the riches of their city and region without requiring them to drive. The key elements of this vision are that transit must be:

Convenient, making it the logical choice for the largest possible share of trips.

Frequent, to minimize waiting times and improve connections.

Efficient, in terms of being designed for high ridership and cost-effective operations.

Simple, with the fewest possible discrete lines, so that each can have the best possible frequency, speed, and duration without complicated redundancy.

Direct to major activity centers in Bellevue by minimizing the degree to which a route deviates from the shortest path between its start and end points.

Regionally Connected, with a complete network of regional links in all directions, with particular focus on abundant north-south service along I-405.

The City of Bellevue recognizes that achieving this kind of network necessitates making a series of choices among competing priorities, as illustrated in Figure 2 on page 9. After carefully evaluating these trade-offs, the *Transit Master Plan* endorses the market driven strategies presented on the following pages as being in the best interest of the community.

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.

1. Support planned 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, achievable strategies in the near term that set a solid foundation for longer term improvements through 2030. The Transit Master Plan should identify, evaluate, and prioritize transit investments that are responsive to a range of financial scenarios (cuts/status-quo/aspirational) and attune to different time horizons (near/mid/long term).
2. Engage community stakeholders in setting the priorities for transit delivery.	A comprehensive public engagement strategy should result in meaningful input on transit services and facilities from a range of stakeholders including residents, businesses, major institutions, neighboring cities, transportation agencies, and others (e.g., community associations, Network on Aging, Bellevue School District, Bellevue College, Chamber of Commerce, Bellevue Downtown Association). Special attention will be required to enlist the participation of "under-represented" communities such as immigrants, low-income and non-native English speakers.
3. Determine where and how transit investments can deliver the greatest degree of mobility and access possible for all populations.	The Transit Master Plan should look to the future and be compatible with Bellevue's land use and transportation plans and the challenges and opportunities of changing demographics, land use characteristics, and travel patterns. Following consultations with the community, demand forecasting, and a review of industry best practices and emerging technologies, this initiative will identify the steps required to create a public transportation system that is easy to use by all people in Bellevue for trips within Bellevue and to regional destinations.
4. Incorporate other transit-related efforts (both bus and light rail) underway in Bellevue and within the region.	The Transit Master Plan should incorporate local and regional transportation projects and plans that have been approved and/or implemented since the Bellevue Transit Plan was adopted in 2003. Transportation system changes include East Link, SR 520 expansion and tolling, and improvements to I-90 and I-405. Planning changes include the updated Bel-Red Subarea Plan, the Wilburton Subarea Plan and the Eastgate/I-90 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.
5. 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 improvements vital to support transit communities and/or achieve higher transit ridership. The Transit Master Plan should undertake 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), human service agencies, and private corporations, to improve transit service delivery in Bellevue. This analysis will explore alternatives to traditional transit service delivery.
6. Develop measures of effectiveness to evaluate transit investments and to track plan progress.	The Bellevue Comprehensive Plan presently includes the following metrics/benchmarks related to transit: (i) mode split targets within each of the City's Mobility Management Areas [Table TR.1 – Area Mobility Targets]; (2) transit service frequency improvement targets between Downtown, Overlake, Crossroads, Eastgate, and Factoria [TR.8 – 10 Year Transit Vision]; and, (3) guidance found in 44 transit-supportive policies. The Transit Master Plan will revisit these metrics, and where necessary, propose modifications to better reflect present and future conditions.

Figure 1 The *Bellevue Transit Master Plan Project Principles*, approved by City Council on July 9, 2012, provide guidance for the planning process and establish a framework within which to develop a vision for transit in Bellevue.

1 Focus on diversity of ridership and trip purpose.

Great transit networks arise from designing services that are useful to the broadest and most diverse possible spectrum of user groups and trip purposes. By way of example, Route 240 that links Downtown Bellevue to Renton (via Newcastle, Factoria and Eastgate Park & Ride) is an example of a productive service (i.e., 22 boardings/platform hour and a cost/boarding of $5.50) catering to workers, students, and multiple other user groups. Given these diverse attributes, it is understandable why twelve more trips were added to this route in Spring 2012.[1] This high performing route stands in stark contrast to Route 925, a former DART shuttle van operation serving Newport Hills, Newcastle, and Factoria. This highly specialized route lacked the appeal for a broad user group with diverse travel patterns. For this reason, in October 2011, Route 925 was eliminated due to poor performance (i.e., 1 boarding/platform hour and a cost/boarding of $135). Except as required by the Americans with Disabilities Act, we will resist designing specialized services for specialized user groups, and seek instead to design versatile services that many different people find useful for many kinds of trips.

1. In 2009, WSDOT awarded King County Metro Regional Mobility Grant funds to increase Route 240 service frequency. This grant expires in June 2013, necessitating a 4,600 annualized platform hour reduction to Route 240.

Create a civilized experience.

It is sometimes suggested that transit agencies should develop higher-quality services for high-end markets, possibly with lower crowding, particularly nice seating, and so on. Luxury services at high price points should generally be left to the private sector so that transit can focus on creating an attractive product at an appropriate price point for the widest possible spectrum of the population. The idea that everyone should have a seat during peak hours, for example, may be important for very long commutes but is not practical for shorter trips around Bellevue during busy times.

Make connections easy and attractive.

A transit network is more than the sum of its parts. The usefulness of the network lies in the way all the parts work together, not just how they function individually. A single transit line may be useful for some trips, but it has more value when it is well connected with all the other lines; a passenger can travel along one line but also to anywhere those connecting lines go. The only way to efficiently serve multi-centered cities like Bellevue is with routes that are frequent and that make it easy to connect from one route to another at attractive and safe connection facilities. These improved connections contribute to greater coverage and more direct and shorter journeys. The transit network should be managed to take into account how all the parts—Link light rail, RapidRide lines, and bus routes—work together to enable people to reach more destinations in less time.

4 Meet peak commute needs but encourage the growth of the all-day market.

In addition to moving peak commuters, transit has an important role to play in improving the mobility of people who want to access family and friends, recreation, education, entertainment, health care, and the many activities that contribute to individual and community well-being. Transit is also critical to a vast range of work trips that happen all day, all evening, and all weekend, such as to jobs in the service sector or to 24/7 employers.

The existing network in Bellevue is not well designed to capture these non-peak trips, as frequencies during the off-peak (with headways typically more than 15 minutes) are often insufficient. Increasing off-peak frequencies on services like Route 245 (that links Kirkland to Factoria via Overlake, Crossroads, Bellevue College, and Eastgate) has the potential to significantly improve the appeal of transit to a wide variety of trip purposes. In Fall 2011 Metro began operating 15-minute headways mid-day on Route 245.[2] Today, this route is among the ten highest-ridership routes operating in Bellevue and the most frequent Eastside route that serves neither the Bellevue Transit Center nor Seattle. Indeed, with the majority of its transit patronage occurring in the mid-day, Route 245 is an example of a route with consistent productivity all-day.

The transit network should improve the all-day frequencies on routes like 245 that connect many major trip generators, since these destinations can justify better service along the entire corridor. Peak commuters, too, benefit from off-peak service, as today's complex jobs often require off-peak travel, and many people go to work without being sure exactly when they'll be able to come home.

2. In 2009, WSDOT awarded King County Metro Regional Mobility Grant funds to increase Route 245 service frequency. This grant expires in June 2013, necessitating a a 2,500 annualized platform hour reduction to Route 245.

Focus on high–ridership markets.

Two-thirds of transit patronage in Bellevue takes place in Downtown Bellevue, Factoria, Crossroads, and Eastgate—major activity centers for which traffic is managed and concurrency standards are established to help guide land development and transportation improvement decisions. As land use and travel patterns change, so does demand for transit.

Looking to the future, transit needs to maximize the return on investment on existing and anticipated public transportation projects by providing transit service where high ridership is anticipated, typically where there is some mix of higher residential or commercial density, major activity centers, and measures that discourage driving, such as limited parking. The transit network should provide more frequent bus service to support: (a) population and employment growth in the rapidly developing areas of Downtown Bellevue and the Eastgate/I-90 corridor; (b) areas of redevelopment in the Bel-Red corridor that will require the introduction of completely new services; and, (c) the East Link light rail line that will require feeder bus connectivity to extend the reach of this transformational investment in public transportation.

06

Encourage walking and cycling.

The efficiency of the transit network is compromised when bus routes try to get too close to everyone's home—no matter how winding the road network or dispersed the land use patterns. Integrating pedestrian and bicycle use with transit service is an effective means of attracting new riders by increasing the catchment areas of stations and stops without expensive investments in route expansion or new routes.

Since transit cannot provide universal door-to-door access, ensuring that stops are easily accessible to a large percentage of the public is important to enhancing ridership. Walking and cycling are already the predominant methods by which people access transit; today only 16 percent of transit customers access public transportation at Park-and-Ride facilities in Bellevue.

As the transit network moves towards attracting more patrons who take transit by choice, it will be increasingly important to factor in the pedestrian and bicycle experience as part of a more holistic ridership strategy so that transit can run more efficiently. Transit's role is not to compete with walking or cycling, but rather to compete with cars, so it must focus on faster services that are worth walking or cycling to.

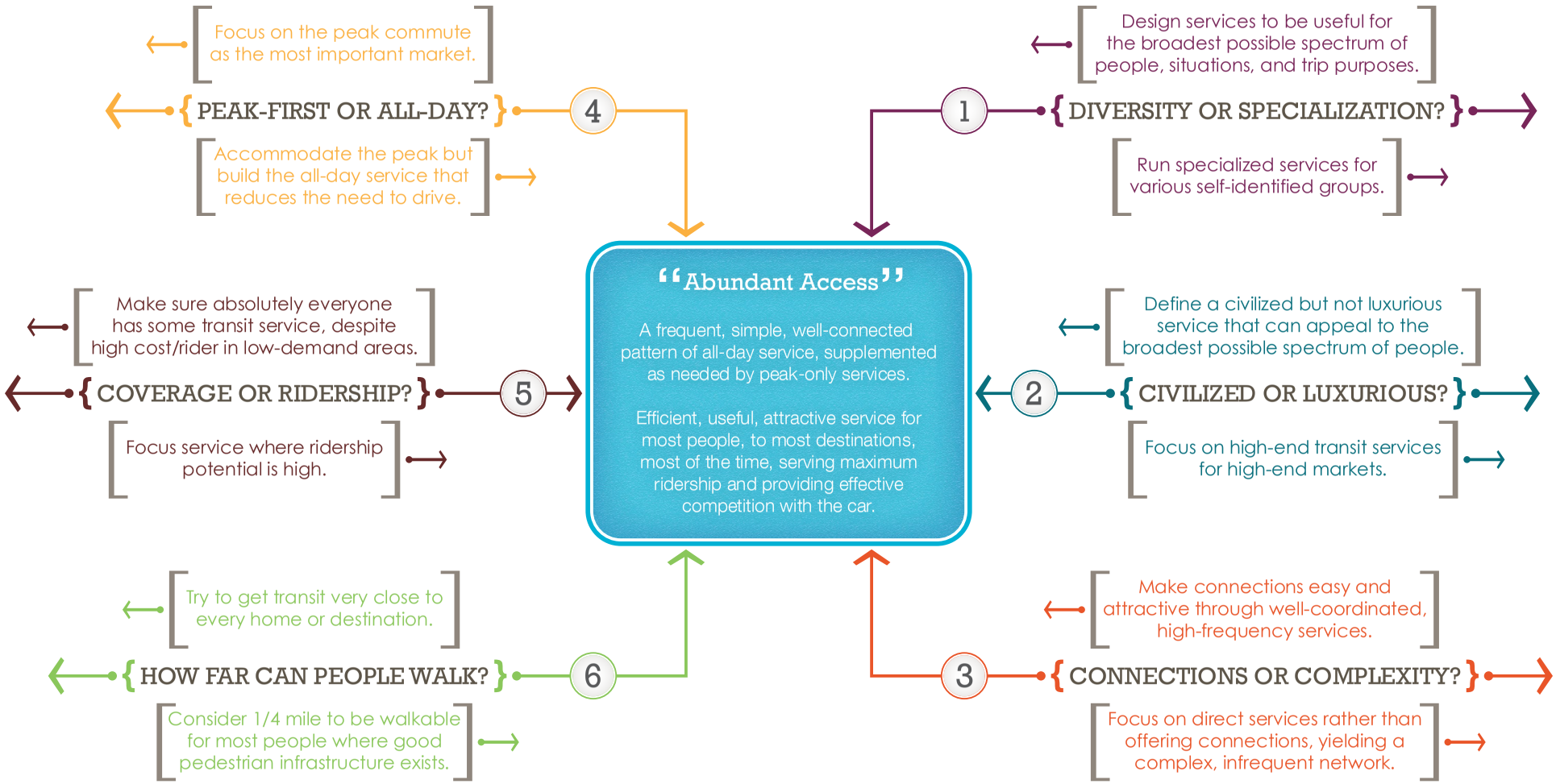


Figure 2 *The transit network vision statement arises from a consideration of competing transit service priorities. In these six choices, we are conscious that by moving toward one goal we are moving away from others that have some support. Nevertheless, these choices tend to lead to a network that provides abundant access, and reflect the features of the most successful urban transit networks in the world. [Note: The "Abundant Access" concept was developed by Jarrett Walker & Associates.]*

3

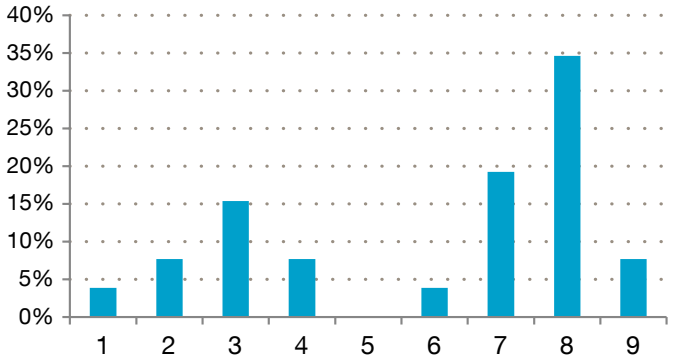
excerpts from the

TRANSIT NETWORK DESIGN WORKSHOP REPORT

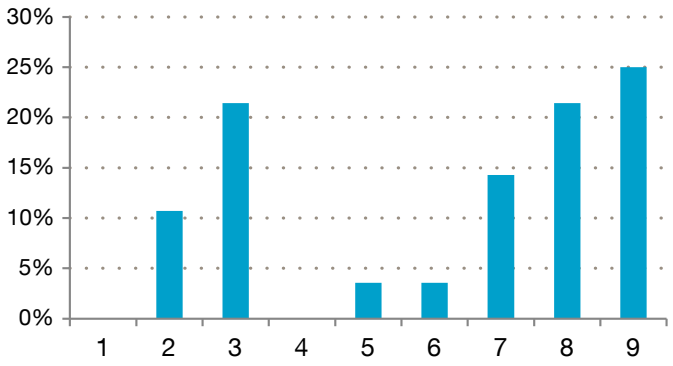
April 2013

Figure 8 Post-Workshop Audience Polling Results

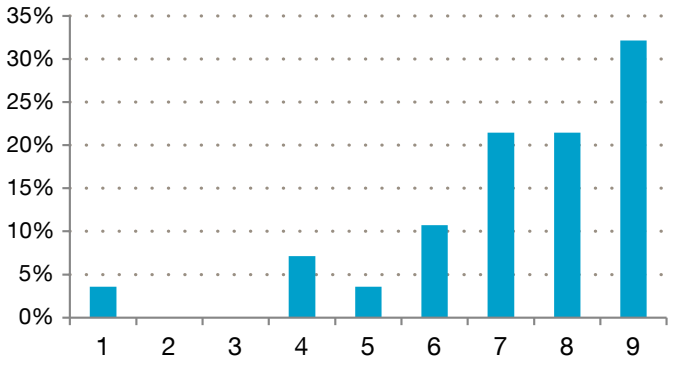
Should investment focus on peak period commuter service, or on building a network that runs all-day?
(1 is 'Peak-Oriented', 9 is 'All-Day Service')



During peak periods, should we focus on running direct service from many places to each commute destination, or can we ask people to transfer?
(1 is 'Avoid Transfers', 9 is 'Encourage Transfers')



Should we focus more on investments that make service more attractive to higher-end markets or focus on making service as abundant as possible?
(1 is 'Premium Service', 9 is 'Abundant Service')



CONCLUSION

Before the workshop was adjourned, a final round of polling took place to see how the network design exercise might have impacted participants' perspectives on transit service in Bellevue. Whereas the first round of polling sought to identify what people knew of existing operations, this round of questions attempted to determine whether any consensus had developed about what priorities Bellevue's future transit network should pursue. The charts in Figure 8 depict the results of the five questions posed. A clear consensus was reached on some of the questions—for example, most participants agreed that providing abundant service is more important than offering 'premium' service—but some polarization remains in terms of other issues. For example, while a larger share of participants support an emphasis on providing all-day service with supplementary peak service, a notable minority indicated a preference for emphasizing peak-only commuter services and minimizing off-peak service. Likewise, while more than half of the participants would encourage transferring to foster a more frequent and more connective network, more than one-quarter wish to provide more direct point-to-point services that do not require transfers, even though this requires service to be less frequent. Participants indicated that it would be acceptable not to provide service to between 25 and 35 percent of Bellevue's population if it would result in a more useful, better-performing network for users overall.

These insights into participants' priorities for frequency, coverage, span, and the many various concepts for how to connect Bellevue's centers of activity, its neighborhoods, and the forthcoming East Link light rail with a robust bus transit system will be considered by the City of Bellevue and its consultant when designing the future transit networks that are proposed by the Transit Master Plan.

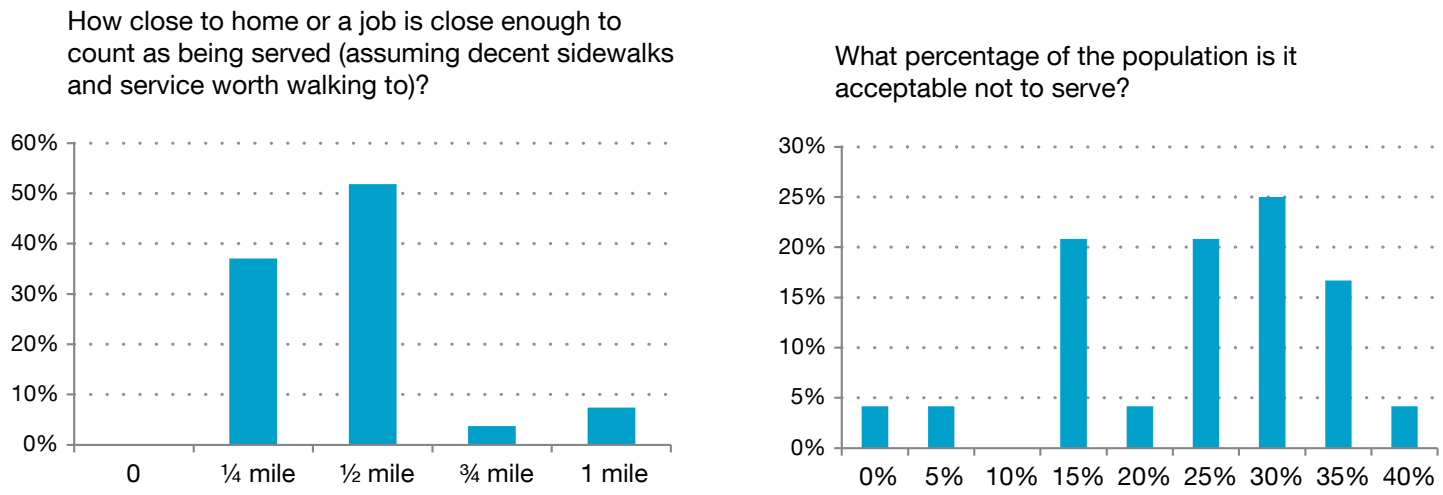
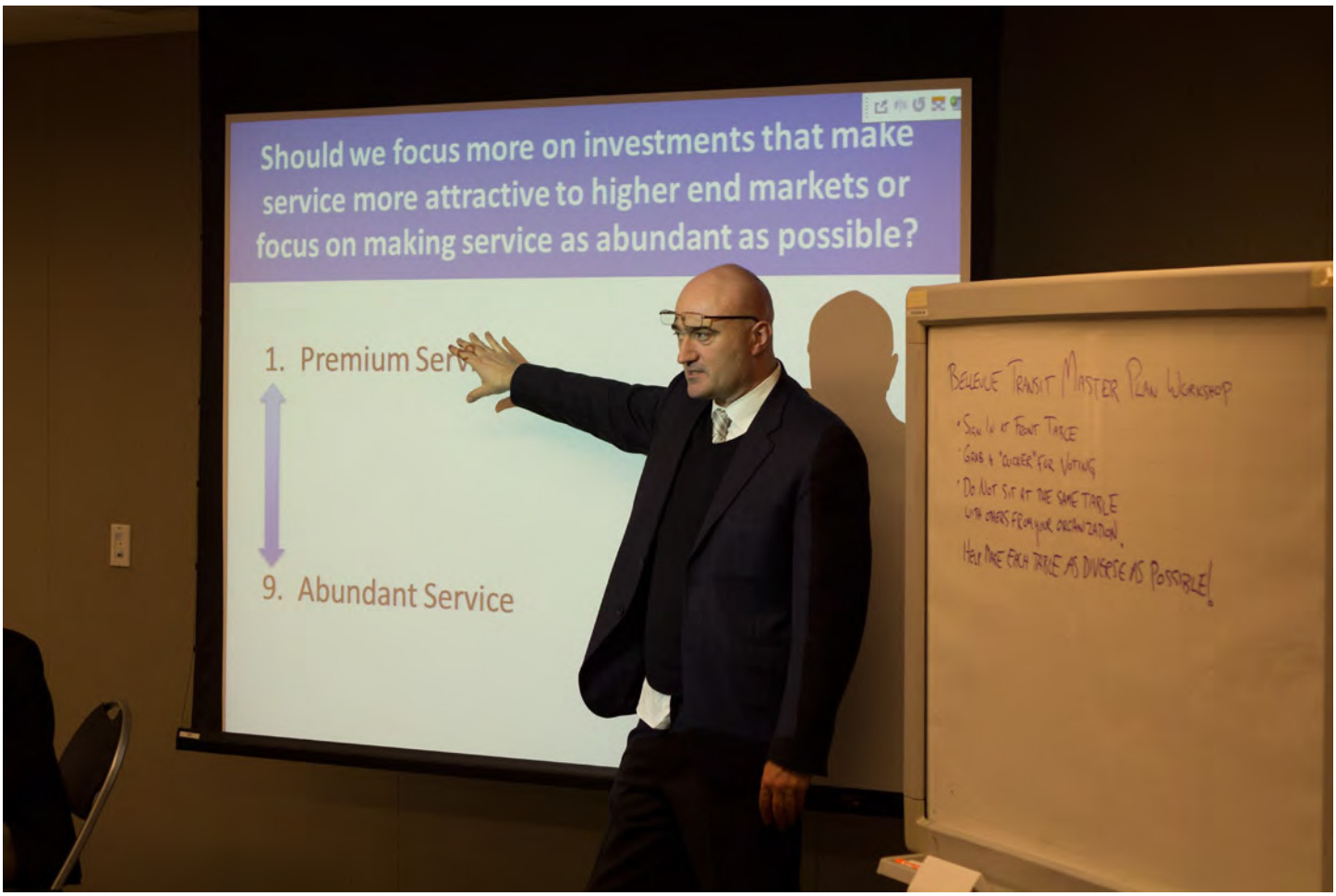


Figure 9 Jarrett prompts participants in the workshop's final audience polling session. In this case, the choice is between 'premium service', which he defines as more limited service that emphasizes comfort and luxurious amenities, and 'abundant service', which he defines as the widespread deployment of more basic services. Participants expressed an overwhelming preference for service that emphasizes abundance over luxury.



4

excerpts from the

TRANSIT MASTER PLAN FORUM REPORT

October 2012

SUMMARY OF THEMES

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

Forum participants spoke of the many ways that transit benefits Bellevue; including: (i) Economic Benefits – Businesses, especially large employers, frequently locate in communities with strong public transit services; (ii) Environmental Benefits – Cities benefit from reduced traffic congestion and improved air quality when people take transit; (iii) Community Benefits – Since transit requires less land and energy than the private car to move the same number of people, it is often cheaper to meet mobility needs with transit rather than through other measures such as road widening or new parking facilities; and, (iv) Individual Benefits – Public transportation provides an affordable, and for many, necessary, alternative to driving. The following is a sampling of comments from Forum participants on how transit benefits Bellevue:

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

Forum participants believe that transit in Bellevue, as it currently operates, is well used by work commuters and those attending special events in Seattle. Transit was considered to be inconvenient for shopping trips, doctor's appointments, and midday, evening, and weekend travel. The following is a sampling of comments from Forum participants on what types of transit improvements are needed in Bellevue:

Figure 7 Forum participants including Mayor Conrad Lee (City Council), Diane Tebelius (Planning Commission), John Carlson (Planning Commission), Mark Van Hollebeke (Parks & Community Services Board), and Michael Yantis (Human Services Commission). City of Bellevue support staff including Paul Krawczyk, Gwen Rousseau, and Tresa Berg.

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.

When presented with trade-off scenarios (e.g., peak vs. off-peak; route directness vs. service area coverage), the majority of Forum participants advocate for helping the greatest number of people get to where they need to go by preserving/enhancing service where there is already high ridership. The following is a sampling of comments from Forum participants on the importance of maximizing ridership:

Figure 9 Forum participants including Stefanie Beighle (Human Services Commission), Stuart Heath (Parks & Community Services Board), Pat Sheffels (Planning Commission), and Tom Tanaka (Transportation Commission). City of Bellevue support staff including Paul Inghram, Janet Lewine, and, Mike Mattar.

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

Encouraging long-term ridership growth involves building capacity to meet future demand for transit service by: (i) providing service where there is anticipated to be high ridership, typically where there is some mix of: higher residential or commercial density; major activity centers; measures that discourage driving, such as limited parking; (ii) building and supporting park and ride facilities that help people access the transit system; (iii) improving the way people make transit connections so they can reach more destinations in less time; and, (iv) investing in speed and reliability enhancements such as transit priority measures and bus rapid transit. Forum participants spoke of the need to make the following types of strategic investments to grow ridership:

Dallas Evans, Parks & Community Services Board

"Transit needs to be made easier and faster so that people would make decisions to ride based off of the convenience…. I favor setting up high-ridership corridors for transit that serve high density areas. Businesses and residents can choose to be near these transit corridors, or not. To the point about an aging population, older people make a decision to stay in their homes or not."

Scott Lampe, Transportation Commission

"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."

5

complete

PROJECT PRINCIPLES

July 2012

Bellevue Transit Master Plan

Project Principles

Approved July 9, 2012

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.

1. **Support planned 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, achievable strategies in the near term that set a solid foundation for longer term improvements through 2030. The Transit Master Plan should identify, evaluate, and prioritize transit investments that are responsive to a range of financial scenarios (cuts/status-quo/aspirational) and attune to different time horizons (near/mid/long term).

2. **Engage community stakeholders in setting the priorities for transit delivery.**

   A comprehensive public engagement strategy should result in meaningful input on transit services and facilities from a range of stakeholders including residents, businesses, major institutions, neighboring cities, transportation agencies, and others (e.g., community associations, Network on Aging, Bellevue School District, Bellevue College, Chamber of Commerce, Bellevue Downtown Association). Special attention will be required to enlist the participation of "under-represented" communities such as immigrants, low-income and non-native English speakers.

3. **Determine where and how transit investments can deliver the greatest degree of mobility and access possible for all populations.**

   The Transit Master Plan should look to the future and be compatible with Bellevue's land use and transportation plans and the challenges and opportunities of changing demographics, land use characteristics, and travel patterns. Following consultations with the community, demand forecasting, and a review of industry best practices and emerging technologies, this initiative will identify the steps required to create a public transportation system that is easy to use by all people in Bellevue for trips within Bellevue and to regional destinations.

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

   The Transit Master Plan should incorporate local and regional transportation projects and plans that have been approved and/or implemented since the Bellevue Transit Plan was adopted in 2003. Transportation system changes include East Link, SR 520 expansion and tolling, and improvements to I-90 and I-405. Planning changes include the updated Bel-Red Subarea Plan, the Wilburton Subarea Plan and the Eastgate/I-90 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.

5. **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 improvements vital to support transit communities and/or achieve higher transit ridership. The Transit Master Plan should undertake 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), human service agencies, and private corporations, to improve transit service delivery in Bellevue. This analysis will explore alternatives to traditional transit service delivery.

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

   The Bellevue Comprehensive Plan presently includes the following metrics/benchmarks related to transit: (i) mode split targets within each of the City's Mobility Management Areas [Table TR.1 – Area Mobility Targets]; (2) transit service frequency improvement targets between Downtown, Overlake, Crossroads, Eastgate, and Factoria [TR.8 – 10 Year Transit Vision]; and, (3) guidance found in 44 transit-supportive policies. The Transit Master Plan will revisit these metrics, and where necessary, propose modifications to better reflect present and future conditions.

6

complete

TRANSIT SUPPORTIVE COMPREHENSIVE PLAN POLICIES

October 2013

TRANSIT SUPPORTIVE COMPREHENSIVE PLAN POLICIES

The following represents transit-related policies in the *Bellevue Comprehensive Plan* (Volume 1).

- **Transportation Element:** references are listed below.
- **Land Use Element:** references are listed below.
- **Urban Design Element:** references are listed below.
- **Housing Element:** Several references to transit are included in this element; that said, no specific policies are included.
- **Capital Facilities Element:** Several references to transit are included in this element; that said, no specific policies are included.
- **Economic Development Element:** Only one reference to transit is included in this element; that said, no specific policies are included.
- **Environmental Element:** Only one reference to transit is included in this element; that said, no specific policies are included.
- **Human Service Element:** No references to transit are included in this element.
- **Parks, Open Space, and Recreation Element:** No references to transit are included in this element.

TRANSPORTATION ELEMENT

p.123	Transportation and Land Use
p.125	**POLICY TR-7.** Locate new community facilities near major transit routes and in areas convenient to pedestrians and bicyclists.
p.125	**POLICY TR-8.** Incorporate transit-supportive and pedestrian-friendly design features in new development through the development review process. Examples include: 1. Orient the major building entries to the street and closer to transit stops; 2. Avoid constructing large surface parking areas between the building frontage and the street; 3. Provide pedestrian pathways that minimize walking distances to activities and to transit stops; 4. Cluster major buildings within developments to improve pedestrian and transit access; 5. Provide weather protection such as covered walkways or arcades connecting buildings in major developments, and covered waiting areas for transit and ridesharing; 6. Design for pedestrian safety, including providing adequate lighting and paved, hazard-free surfaces; 7. Provide bicycle connections and secure bicycle parking and storage convenient to major transit facilities; 8. Use design features to create an attractive, interesting pedestrian environment that will stimulate pedestrian use; 9. Design transit access into large developments, considering bus lanes, stops, and shelters as part of project design; and 10. Encourage the availability of restrooms for public use.

p.126	Transportation Demand Management
p.127	**POLICY TR-9.** Coordinate with other Eastside jurisdictions, the private sector, and the transit providers to develop and implement uniform or compatible transportation demand management regulations and strategies that are consistent with and implement the state Commute Trip Reduction Act and address the following factors: 1. Parking; 2. Services to increase high-occupancy vehicle use; 3. Demand management program elements, including incentives; and 4. Reporting, monitoring, and performance evaluation standards.
p.128	**POLICY TR-14.** Require new development to incorporate physical features designed to promote use of alternatives to single-occupant vehicles, such as: 1. Preferential parking for carpools and vanpools; 2. Special loading and unloading facilities for carpools and vanpools; 3. Transit facilities, including comfortable bus stops and waiting areas, adequate turning room, and where appropriate, signal preemption and queue-jump lanes; and 4. Bicycle parking, showers, secure storage facilities, lockers, and related facilities. *Cross-reference: See Policy TR-8, concerning transit-supportive and pedestrian-friendly site design features. Also see Urban Design Element Policies UD-38 through 40, concerning sidewalks and trails.*
p.128	**POLICY TR-20.** Support federal tax policies which promote transit and ridesharing.

p.129	Mobility Management
p.130	**POLICY TR-21.** Manage the transportation system through the Mobility Management Areas shown in Figure TR.1, the boundaries of which reflect street patterns, transit serviceability, topography, development patterns, and land use objectives.
p.130	**POLICY TR-24.** Incorporate pedestrian and bicycle facility improvements into roadway projects, and incorporate transit/high-occupancy vehicle improvements where feasible.

TRANSPORTATION ELEMENT (CONT.)

p.131	Roadway Network
p.133	**POLICY TR-36.** Observe the following guidelines in adopting and revising arterial level of service standards by Mobility Management Area: 1. Reflect the availability of alternative travel options and community goals that may be as important as managing congestion, such as goals for land use, neighborhood protection from wider streets, or economic vitality. For example, allow more congestion in some areas of the city under the following conditions: a. In return for stronger emphasis on transit, walking, and other alternatives to the single-occupant vehicle, and b. Where the impacts of wider streets are judged to be worse than the congestion they are designed to solve. *Cross-reference: See Table TR.1 for adopted standards.*

p.135	Transit
p.136	**POLICY TR-50. Work with transit providers to implement the Bellevue Transit** Plan as an attractive travel option for local residents, employees, students, visitors, businesses and other users of regional facilities. **(see Figure TR.10).**
p.136	**POLICY TR-51.** Work with transit providers to establish a hierarchy of transit services focused on three major elements: 1. Bellevue-Bellevue Connections (e.g. Downtown, Overlake, Crossroads, Eastgate/BCC, Factoria) 2. Bellevue-Eastside Connections (e.g. Redmond, Kirkland, Issaquah) 3. Bellevue-Regional Connections (e.g. Seattle, south county)
p.136	**POLICY TR-52.** Work with transit providers to establish transit hubs at activity areas in the city. Strategic locations for transit hubs include Downtown Bellevue, Crossroads, Eastgate (including Bellevue Community College), and Factoria. Direct the most intensive levels of transit service to the designated transit hubs which have been strategically located in the designated Urban Center and Activity Centers of Bellevue.
p.136	**POLICY TR-53.** Work with transit providers to maintain and improve public transportation services to meet employer and employee needs. Develop and implement attractive transit commuter options, such as park and ride facilities and local shuttle systems with sufficient frequencies to increase use of transit for commuting and reduce reliance on private automobiles.
p.136	**POLICY TR-54.** Work with transit providers to create, maintain, and enhance a system of supportive facilities and systems such as: 1. Transit stations and centers; 2. Passenger shelters; 3. Park and ride lots; *Transportation Element, p.137* 4. Dedicated bus lanes, bus layovers, bus queue by-pass lanes, bus signal priorities; 5. Pedestrian and bicycle facilities, including secure bicycle parking; 6. Pricing; 7. Kiosks and on-line information; and 8. Incentive programs.
p.137	**POLICY TR-55.** Work with private developers and transit providers to integrate transit facilities and pedestrian and bicycle connections into residential, retail, manufacturing, office, and other types of development.
p.137	**POLICY TR-56.** Develop partnerships with transit providers to implement projects providing neighborhood–to–transit links that improve pedestrian and bicycle access to transit services and facilities.
p.137	**POLICY TR-57.** Coordinate with transit providers to enhance transit service information and provide incentives to encourage and facilitate transit use.

TRANSPORTATION ELEMENT (CONT.)

p.137	Regional Transit
p.138	**POLICY TR-58.** Participate actively in efforts to expand the regional transit system. Work to ensure that Eastside services and facilities are high priorities for system improvements.
p.138	**POLICY TR-59.** Provide regional leadership for regional transit system planning efforts.
p.138	**POLICY TR-60.** Secure a share of regional transit system facilities and service priorities for Bellevue residents proportional to the city's contributed share of regional transit revenues.
p.138	**POLICY TR-61.** Work with transit providers to maintain and expand direct and frequent regional bus routes to support the city's land use and mode split goals.
p.138	**POLICY TR-62.** Work to ensure that the regional transit system includes park and ride lots to serve activity centers in the region and on the Eastside to: 1. Intercept trips by single occupant vehicles closer to the trip origins; 2. Reduce traffic congestion; and 3. Reduce total vehicle miles traveled.
p.138	**POLICY TR-63.** Encourage transit providers to increase the frequency of transit serving the permanent park and ride lots in the I-90 corridor to better balance commuter usage of the lots.
p.139	**POLICY TR-64.** Encourage transit providers and the state to provide new and expanded park and ride lots to adequately serve city residents and to develop additional capacity outside Bellevue at other strategic Eastside locations to serve outlying residents.
p.139	**POLICY TR-65.** Work with transit providers and local property owners to develop new leased park and ride lots.
p.139	**POLICY TR-67.** Identify and preserve necessary right-of-way for regional transit facilities.
p.139	**POLICY TR-68.** Integrate local transit services and facilities with the regional transit services and facilities and modes serving Bellevue and the Eastside.
p.139	**POLICY TR-69.** Work in partnership with transit providers to market and promote regional transit services to commuters, residents, and employers.
p.139	**POLICY TR-70.** Promote transit use and achieve land use objectives through transit system planning that includes consideration of: 1. Land uses that support transit, including mixed use and night-time activities; 2. Transit-oriented development opportunities with the private and public sectors; 3. A safe and accessible pedestrian environment, with restrictions on auto access; 4. Integrating multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians; 5. Provisions for bicycles on transit vehicles; 6. Access to regional destinations, including employment centers, residential concentrations, and major recreational facilities; 7. Urban design and community character that support and facilitate transit use; and 8. Protecting nearby neighborhoods from undesirable impacts.
p.139	**POLICY TR-71.** Improve transit connections between downtown Bellevue and other designated urban centers.

TRANSPORTATION ELEMENT (CONT.)

p.140	Light Rail Transit
p.146	**POLICY TR-75.**27. Provide reliable access to the system for Bellevue residents in cooperation with local and regional transit providers, by ensuring that adequate existing and new park and ride lot capacity, neighborhood bus connections and local and regional express bus services are available.
p.146	**POLICY TR-75.**28. Facilitate intermodal transfers and increased access to transit stations through partnerships with public and private providers of transit and shuttle services. Encourage transit-to-transit, transit-to-pedestrian, transit-to-bicycle, and transit-to-pick-up/drop-off transfers, with an emphasis on safety for people transferring between the station platform and the various modes. *Discussion: Facilitation of intermodal transfers encompasses the provision of convenient, well-lighted and secure storage at stations sufficient to accommodate a range of modes (e.g. bicycles and other small motorized and non-motorized vehicles).*
p.146	**POLICY TR-75.**29. Develop and implement an integrated wayfinding system, incorporating principles of universal design (i.e. designing the pedestrian environment to be usable by all people, to the greatest extent possible, without adaptation) and multiple languages, in conjunction with the regional transit providers, to facilitate transit ridership by all users.
p.146	**POLICY TR-75.**30. Evaluate proposed new park and ride facilities and expansion of existing park and ride facilities to serve light rail transit, for their effectiveness to serve the community and the light rail system, and for their potential environmental and community impacts. New or expanded park and ride facilities should be consistent with the Comprehensive Plan vision for each specific location.

p.149	Pedestrian and Bicycle Transportation System
p.151	**POLICY TR-79.** Assign high priority to pedestrian and bicycle projects that: 1. Address safety issues; 2. Provide access to activity centers such as schools, parks, public facilities such as libraries and community centers, retail centers, major employment centers, and concentrations of housing and commercial areas; 3. Provide accessible linkages to the transit and school bus systems; 4. Complete and connect planned pedestrian or bicycle facilities or trails; 5. Provide system connectivity or provide connections to the existing portions of the system to develop primary north-south or east-west routes; 6. Conform to and are consistent with Bellevue's roadway classification system; and 7. Serve concentrations of residents with special accessibility needs.
p.151	**POLICY TR-80.** Encourage transit use by improving pedestrian and bicycle linkages to the existing and future transit and school bus systems, and by improving the security and utility of park-and-ride lots and bus stops.

TRANSPORTATION ELEMENT (CONT.)

p.152	State Highways and Corridors
p.153	**POLICY TR-94.** Support multi-modal transportation solutions including general purpose lanes, High Capacity Transit, HOV lanes, transit and non-motorized improvements that use the best available technologies and innovative implementation tools and programs such as bike-sharing programs, that have been shown to be successful in other areas and are applicable to Bellevue.
p.153	**POLICY TR-95.** Support options for the I-90 bridge to maintain general purpose capacity and freight mobility and to provide for 24-hour two-way transit and HOV operations.

p.155	Finance
p.156	**POLICY TR-110.** Support joint projects, including the contribution of city matching funds, with adjoining cities, unincorporated King County, the transit providers, or the state, where such partnerships may help establish or accelerate a project beneficial to the city.

Graphics that will require amendments:

FIGURE TR.6
p.168

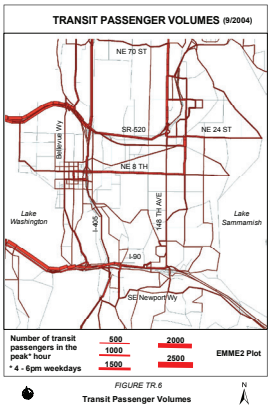


FIGURE TR.6
Transit Passenger Volumes

FIGURE TR.7
p.169

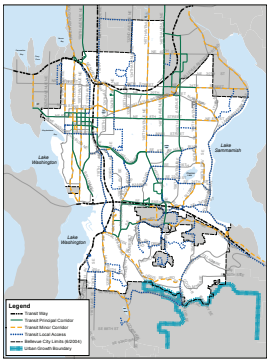


FIGURE TR.7
Bellevue Transit Priority Corridor Designations

FIGURE TR.8
p.170

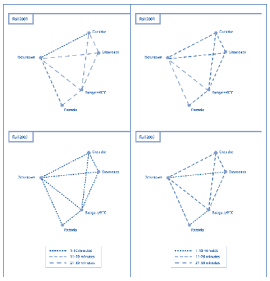


Figure TR.8
10 Year Transit Vision

FIGURE TR.1-A
p.177

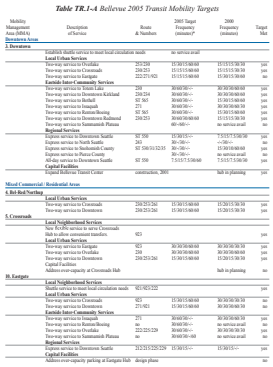


Table TR.1-A Bellevue 2005 Transit Mobility Targets

Mobility Management Area (MMA)	Description of Service	Route & Number	2005 Target Frequency (minutes)*	2000 Frequency (minutes)	Target Met
Downtown Areas					
1. Downtown					
	Regional transit services to meet local circulation needs		no service avail		
	Local Urban Services				
	Two-way service to Overlake	250/249	15/30/30:60:60	15/15/15:30:30	yes
	Two-way service to Crossroads	250/253	15/15/15:60:60	15/15/15:30:30	yes
	Two-way service to Eastgate	252/271/921	15/15/15:60:60	15/30/15:30:60	no
	Eastside Inter-Community Services				
	Two-way service to Totem Lake	249	30/60/30:--:--	30/30/30:60:60	yes
	Two-way service to Downtown Kirkland	230/234	30/60/30:--:--	30/30/30:60:60	yes
	Two-way service to Redmond	226/545	30/60/30:--:--	30/30/30:60:60	yes
	Two-way service to Issaquah	271	30/60/30:--:--	30/30/30:60:30	yes
	Two-way service to Renton/Boeing	927/565	30/60/30:--:--	15/30/15:60:60	yes
	Two-way service to Downtown Redmond	230/253	30/60/30:60:60	15/15/15:30:30	yes
	Two-way service to Sammamish Plateau		60/--/60:--:--	no service avail	no
	Regional Services				
	Express service to Downtown Seattle	927/550	15/30/15:--:--	7.5/15/7.5:60:60	yes
	All-day service to Seattle	550	7.5/15/7.5:60:60	7.5/15/7.5:60:60	yes
	Express service to Snohomish County	927/550/535/535	30/--/30:--:--	15/30/60:60:60	yes
	Express service to Pierce County		30/--/30:--:--	no service avail	no
	All-day service to Downtown Seattle	927/550	7.5/15/7.5:60:60	7.5/15/7.5:60:30	yes
	Capital Facilities				
	Expand Bellevue Transit Center	construction, 2005		built to planning	yes
Mixed Commercial / Residential Areas					
4. Bel-Red/Northup					
	Local Urban Services				
	Two-way service to Crossroads	250/253/261	15/30/15:60:60	15/20/15:30:30	yes
	Two-way service to Downtown	250/253/261	15/30/15:60:60	15/20/15:30:30	yes
5. Crossroads					
	Local Neighborhood Services				
	New Red/Ne service to serve Crossroads				
	Hub to allow convenient transfers	923			yes
	Local Urban Services				
	Two-way service to Eastgate	921	30/30/30:60:60	30/30/30:30:30	yes
	Two-way service to Overlake	250	30/30/30:60:60	30/30/30:60:60	yes
	Two-way service to Downtown	250/253/261	15/30/15:60:60	15/20/15:30:30	yes
	Capital Facilities				
	Address over-capacity at Crossroads Hub			built to planning	no
10. Eastgate					
	Local Neighborhood Services				
	Shuttle service to meet local circulation needs	921/925/232			yes
	Local Urban Services				
	Two-way service to Crossroads	923	15/30/15:60:60	30/30/30:30:30	no
	Two-way service to Downtown	271/921	15/30/15:60:60	30/30/30:60:30	no
	Eastside Inter-Community Services				
	Two-way service to Issaquah	271	30/60/30:--:--	30/30/30:60:30	yes
	Two-way service to Renton/Boeing	927	30/60/30:--:--	15/30/15:60:60	yes
	Two-way service to Downtown	232/225/229	30/60/30:--:--	30/30/30:30:30	yes
	Two-way service to Sammamish Plateau	no	30/60/30:--/60	no service avail	no
	Regional Services				
	Express service to Downtown Seattle	212/311/522/229	15/30/15:--:--	15/30/15:--:--	yes
	Capital Facilities				
	Address over-capacity parking at Eastgate Hub	design phase			no

LAND USE ELEMENT

"Land Use Challenges" section (*p.35*)

Bellevue faces a number of challenges in continuing to achieve the community's desired land use vision, while accommodating the growth that is expected over the next twenty years. These include:

- Continuing to concentrate a mix of employment and residential uses in the Downtown, Bellevue's designated Urban Center. This will require enhancing the city center's livability and attractiveness, while continuing to meet the transportation and infrastructure needs of Downtown growth.
- Better integrating land use and transportation, so that people have more choices in how they move around. This will require better pedestrian linkages for new and existing developments, and a density and mix of land uses that encourage walking and transit in appropriate locations.

p.40	Residential / Neighborhood Areas *Creating a Sense of Place*
p.41	**POLICY LU-24.** Encourage adequate pedestrian connections with nearby neighborhood and transit facilities in all residential site development.

URBAN DESIGN ELEMENT

p.280	Public Places and Connections *Attracting people into the public realm means supporting them with better transit and safer street crossings, sidewalks, walkways, bicycle routes, and trails as important connections between different places in the city.*
p.284	**POLICY UD-47.** Work closely and cooperatively with the regional transit provider in the planning and design of any transit facility to ensure that the design of the facilities reflect the general character of Bellevue and the surrounding neighborhoods. *Discussion: As the transit system expands and develops, it is imperative that it makes a positive contribution to the appearance of the community. Transit facilities should enhance their surroundings, with special attention given to planting, structural design, street furnishings, signs, and its connection to adjacent development.*
p.284	**POLICY UD-48.** Encourage site and building designs that support and connect with existing or planned transit facilities in the vicinity. *Cross Reference: See Transportation Element for suggestions for transit-supportive and pedestrian-friendly design features.*
p.285	**POLICY UD-49.** Design and coordinate the proximity of bike racks, wheelchair access, pedestrian amenities, and other modes of transportation with transit facilities.