



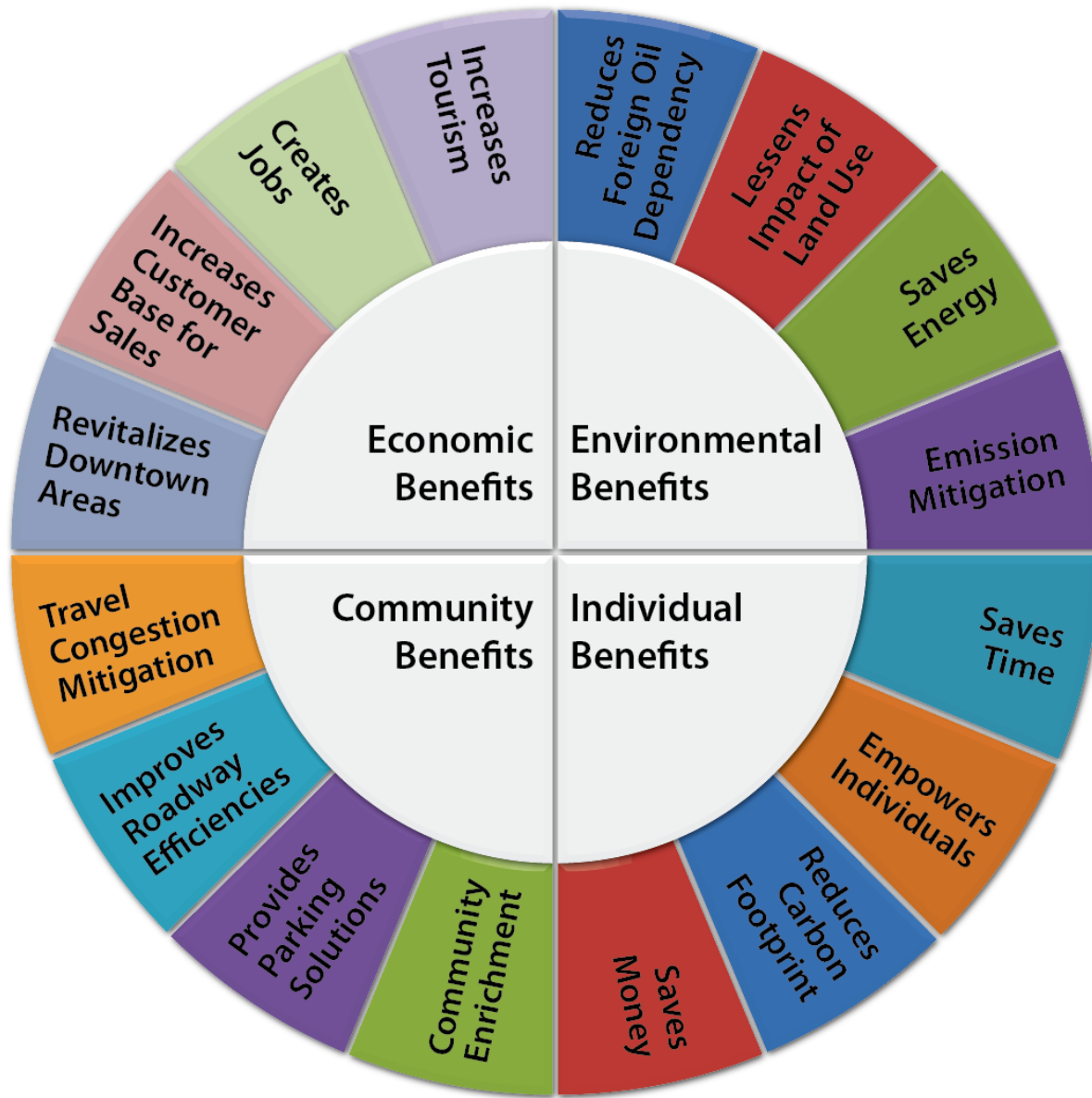
Bellevue Transit Master Plan

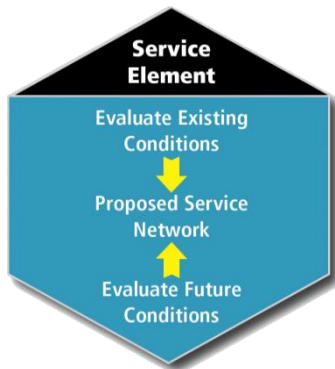


***Sound Transit Citizen Oversight Panel
May 16, 2013***



- 1. Project Status Report**
- 2. Existing & Future Conditions**
- 3. Funding Scenarios**
- 4. Market Driven Strategies**
- 5. May 20 Council Action**
- 6. Next Steps**

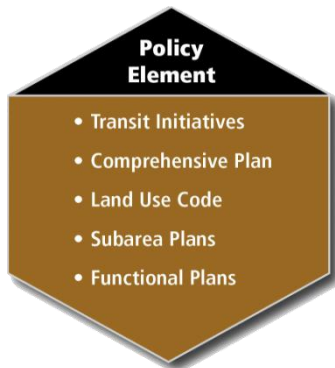




Identifies the City’s transit service priorities that are responsive to different financial scenarios and attune to different time horizons.



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.

CURRENT TRANSIT NETWORK



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

MARKET SEGMENTATION



What are the attitudes and preferences that drive traveler choices?

FUTURE TRAVEL MARKETS



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

MARKET DRIVEN STRATEGIES

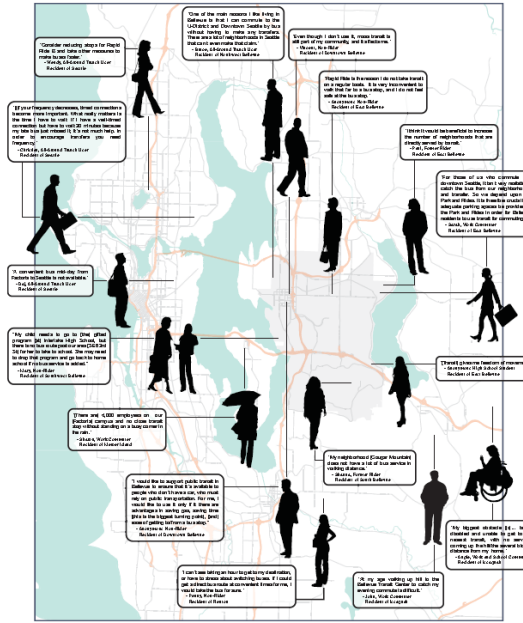


What kinds of strategies can best seize these opportunities?

Corporations, Agencies, and Institutions



Riders, Former Riders, and Non-Riders



1. 您認為貝爾優的交通設施有甚麼好的地方?
 非常喜歡這兒的公車，十分方便！
 如免費，去城區，看病等之。

2. 您認為貝爾優的交通設施有甚麼不好的地方?
 希望 Rapid Ride 公車站的在
 此若中心增加一個行車站(向
 从 Redmond 到 Bellevue 的)

City of Bellevue Boards and Commissions



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

Quality of Service	All		Bellevue Resident	
	Count	Percent	Count	Percent
Increase Frequency During Peak	643	33.2%	149	22.8%
Increase Frequency to Reduce Overcrowding	249	12.9%	74	11.3%
Increase Vehicle Capacity at Park & Rides	183	9.5%	65	9.9%
Other	168	8.7%	54	8.3%
Increase Frequency During Midday	152	7.9%	58	8.9%
Revise Schedules to Improve Connections	131	6.8%	44	6.7%
Expand Service Coverage in Bellevue	114	5.9%	71	10.9%
Install Additional Shelters	60	3.1%	30	4.6%
Increase Frequency on Weekends	50	2.6%	30	4.6%
Extend Service at Night on Weekends	48	2.5%	20	3.1%
Increase Frequency During Late Night	47	2.4%	22	3.4%
Expand ORCA Sales Locations in Bellevue	41	2.1%	18	2.8%
Extend Service at Night on Weekdays	32	1.7%	13	2.0%
Increase Bicycle Capacity at Park & Rides	18	0.9%	6	0.9%
	respondents	1,936	654	



Downtown Bellevue 2030 Vision



South Kirkland P&R Transit Oriented Development Project



Bel-Red Subarea Plan



Eastgate Transit Oriented Development Concept

1,219,965

2010 daily person trips to/from/inside Bellevue
- *BKR travel demand model (MP0r12.1)*

1,750,539

2030 daily person trips to/from/inside Bellevue
- *BKR travel demand model (MP0r12.1)*



**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)

50,300

**Fall 2012 daily transit ons/offs in Bellevue
- *King County Data***

136,000

2030 daily ons/offers in Bellevue

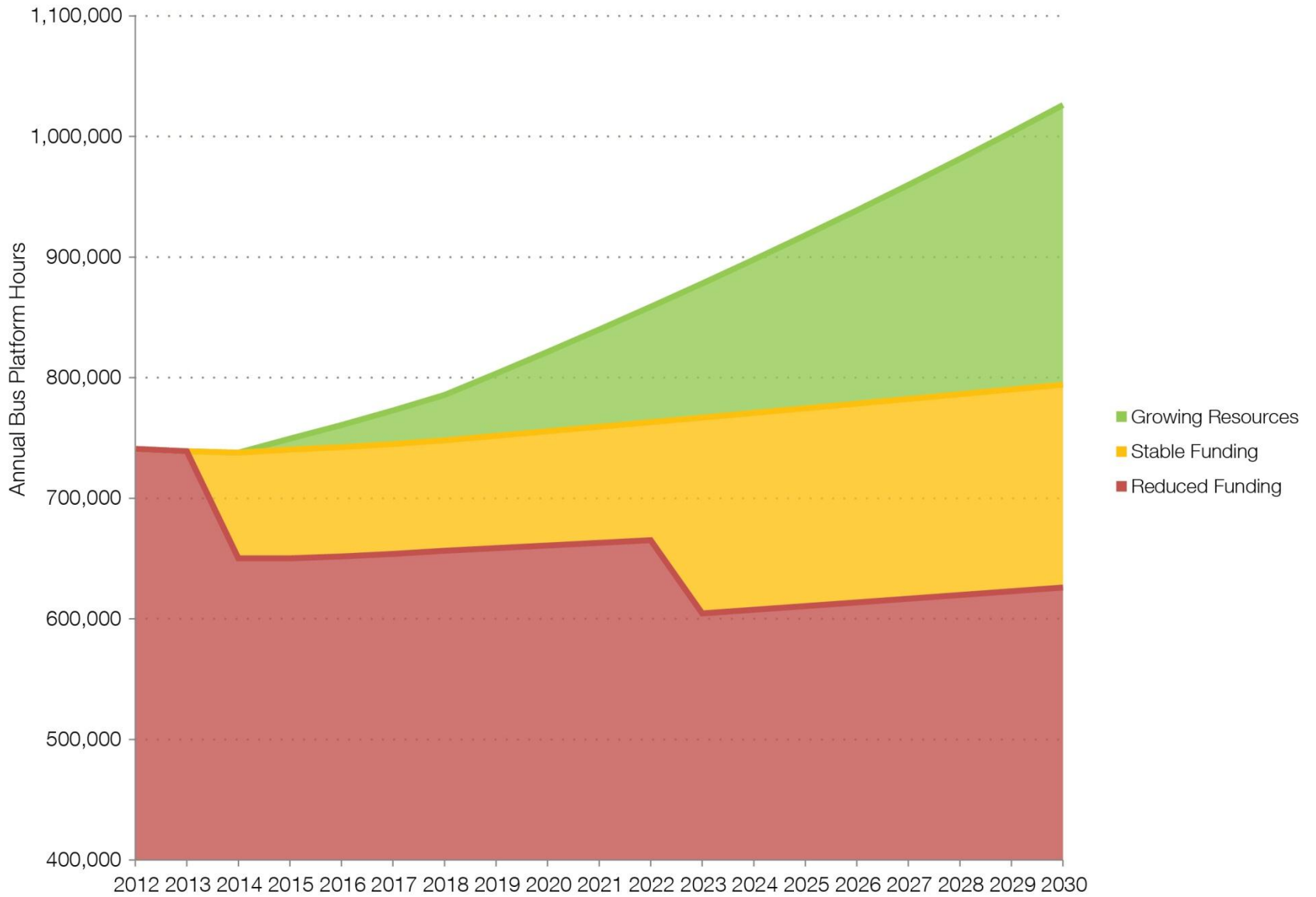
- BKR travel demand model (platform MP30r6.2)

28,000

2030 daily ons/offers at Bellevue LRT Stations
- *BKR travel demand model (platform MP30r6.2)*

108,000

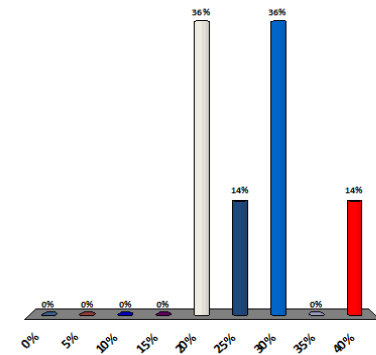
**2030 daily bus usage (ons/off) in Bellevue
- *BKR travel demand model (platform MP30r6.2)***





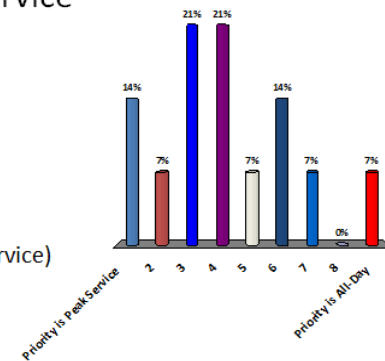
What % of the population is it OK not to serve?

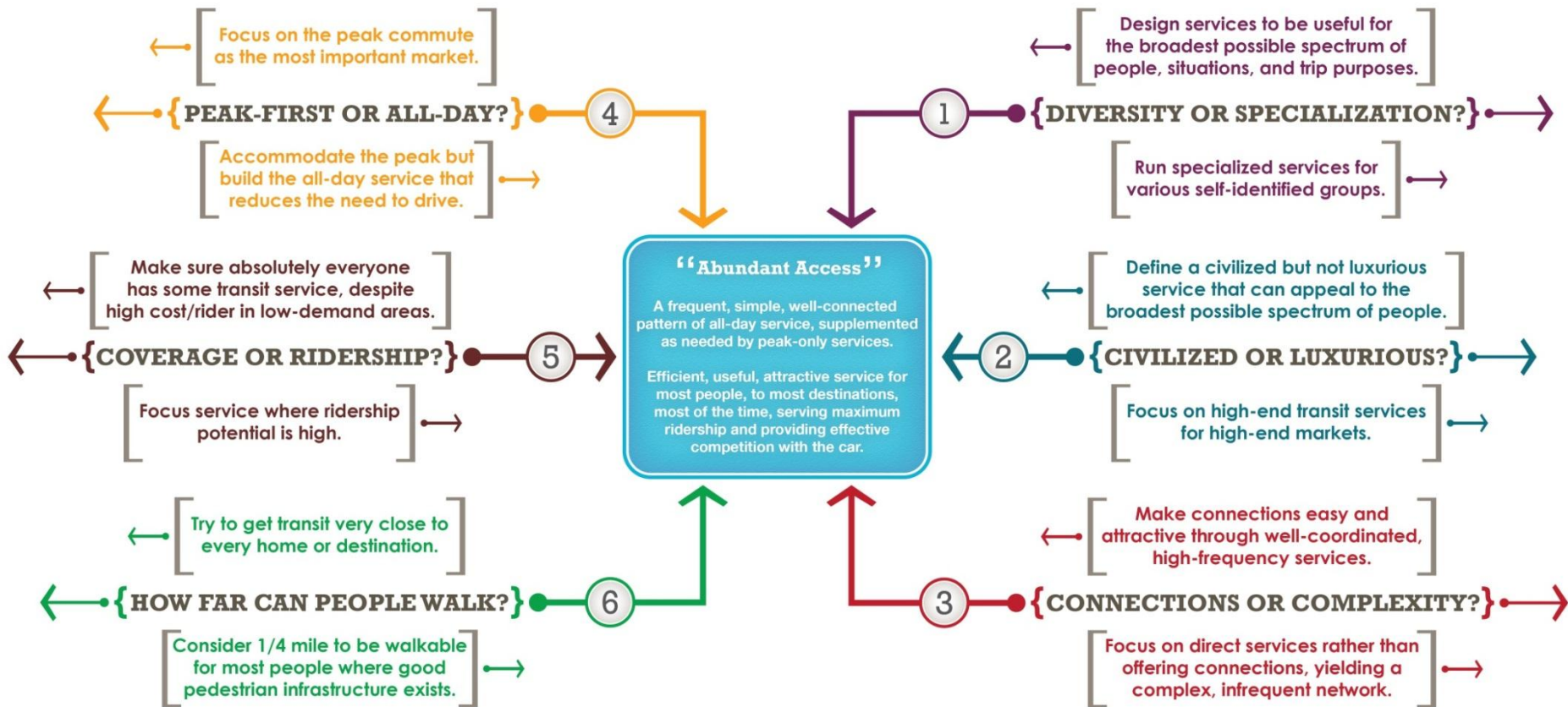
1. 0%
2. 5%
3. 10%
4. 15%
5. 20%
6. 25%
7. 30% We Are Here
8. 35%
9. 40%

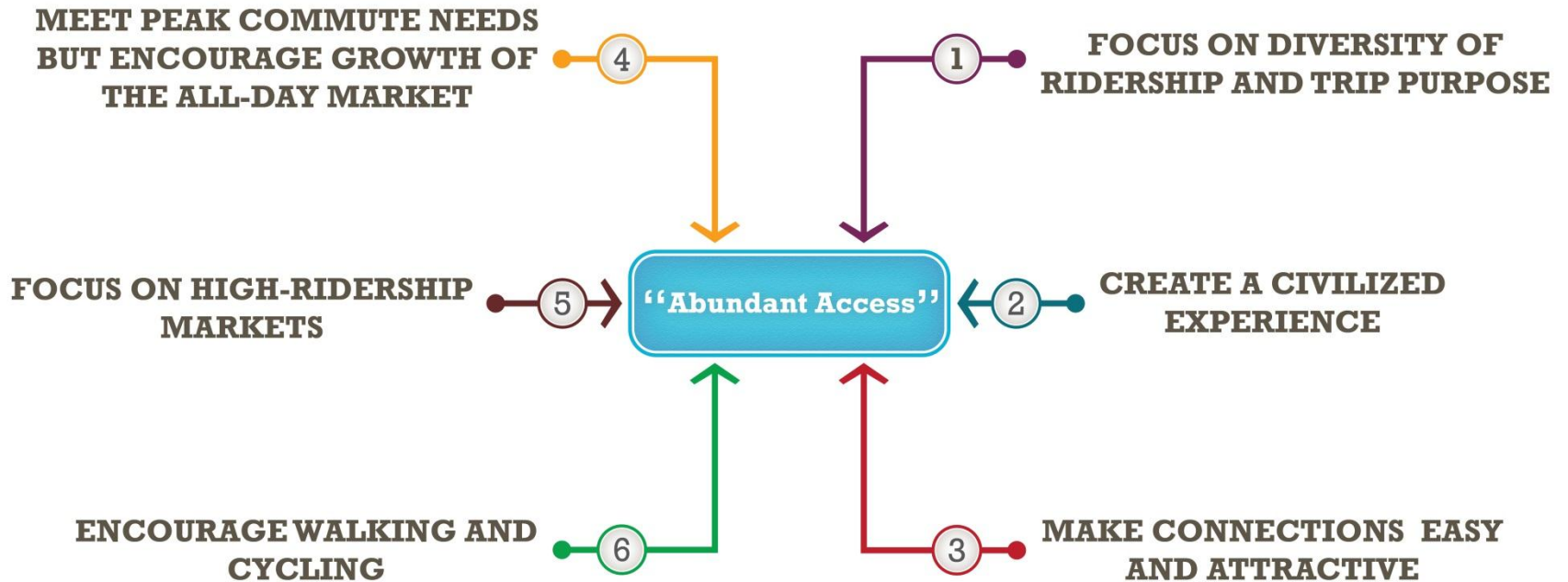


Should investments focus on peak period commuter service, or on building a network that runs all-day?

1. Priority is Peak Service
9. Priority is All-Day (evening and weekend service)



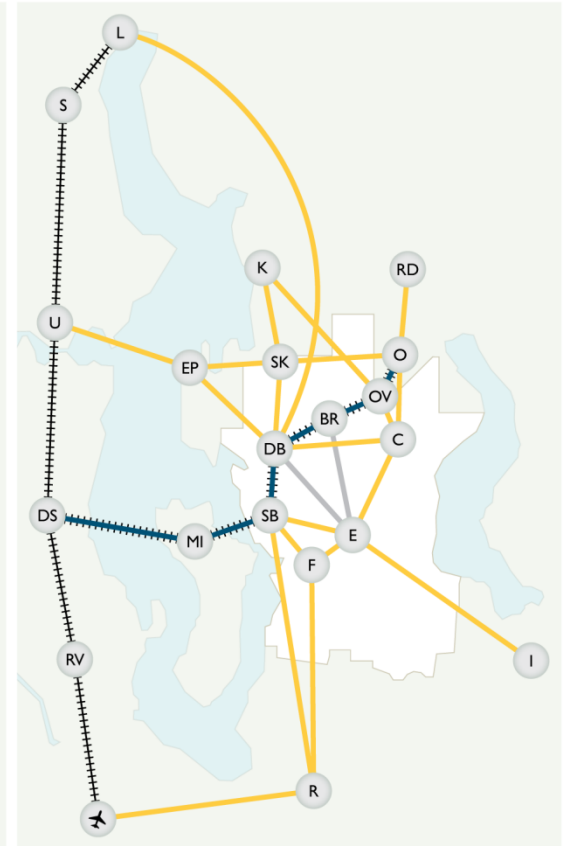
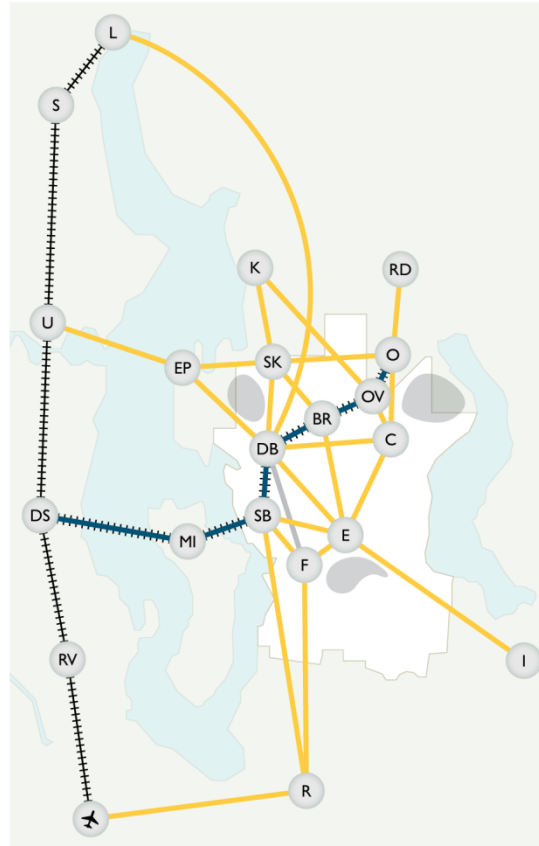
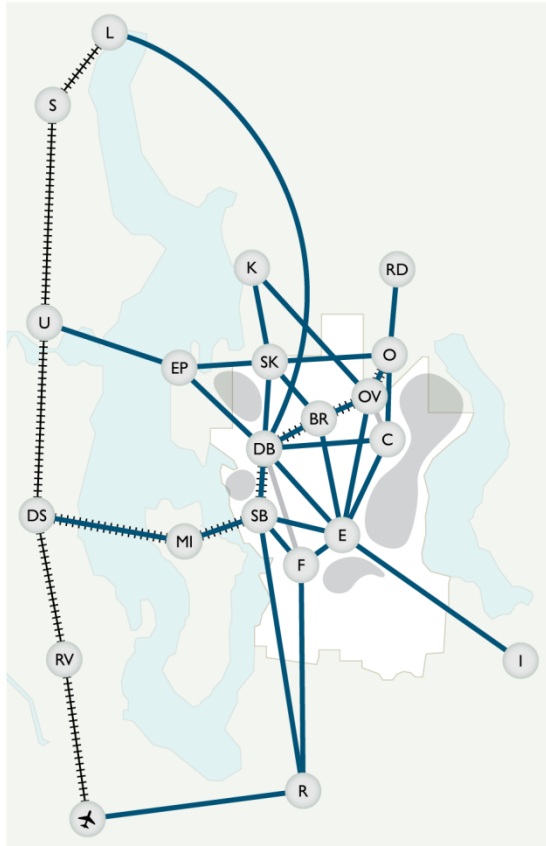




Growing

Stable

Reduced



2030

BELLEVUE

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

REGION

- DS** Downtown Seattle
- EP** Evergreen Point
- I** Issaquah Transit Center
- K** Kirkland Transit Center
- L** Lynnwood
- MI** Mercer Island
- O** Overlake Transit Center
- OV** Overlake Village

- R** Renton
- RD** Redmond Transit Center
- RV** Rainier Valley
- S** Shoreline
- SK** South Kirkland Park & Ride
- U** University District
- ✈** SeaTac

	Peak	Midday	Night
Very Frequent (every train connection)	≤8	≤12	15-30
Frequent	10-15	15	15-30
Infrequent	30	15-30	30-60

Note: numbers reflect approximate peak/midday/night frequencies.

+++++
LRT



Bellevue Transit Master Plan

2030 "Conceptual" Network

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



Franz Loewenherz

Transportation Department

floewenherz@bellevuewa.gov

425-452-4077



**Bellevue Transit
Master Plan**

Additional Information