



***Transportation Commission Briefing  
January 23, 2014***



- 1. Spring 2013 Transit Usage**
- 2. Transit Signal Priority**
- 3. Downtown Bellevue HOV Analysis**
- 4. Assessing Benefits**
- 5. Metro Service Reduction Proposal**
- 6. 142<sup>nd</sup> Place SE Transit Corridor**



# ***Spring 2013 Transit Usage Analysis***



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

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



**1 Service Availability**  
Measure service availability on Bellevue's Frequent Transit Network corridors

**2 Transit Usage**  
Measure transit usage in Bellevue's Mobility Management Areas.

**3 Person Throughput**  
Measure person throughput by mode on Bellevue's Frequent Transit Network corridors.

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

# 1 **Service Availability**

Measure service availability on Bellevue's Frequent Transit Network corridors

# 2 **Transit Usage**

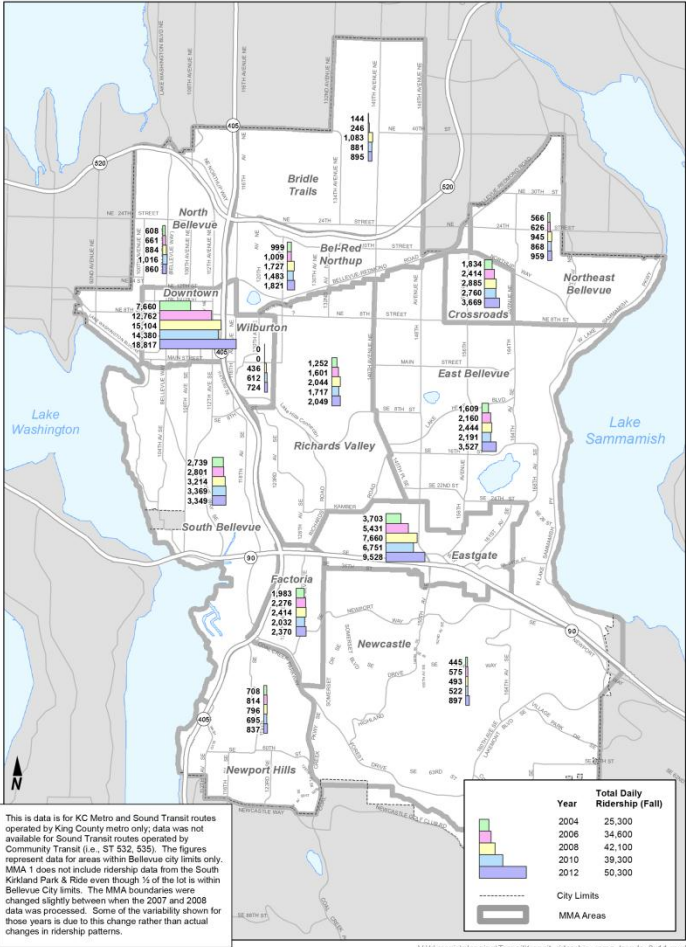
Measure transit usage in Bellevue's Mobility Management Areas.

# 3 **Person Throughput**

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

# 4 **Travel Time**

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

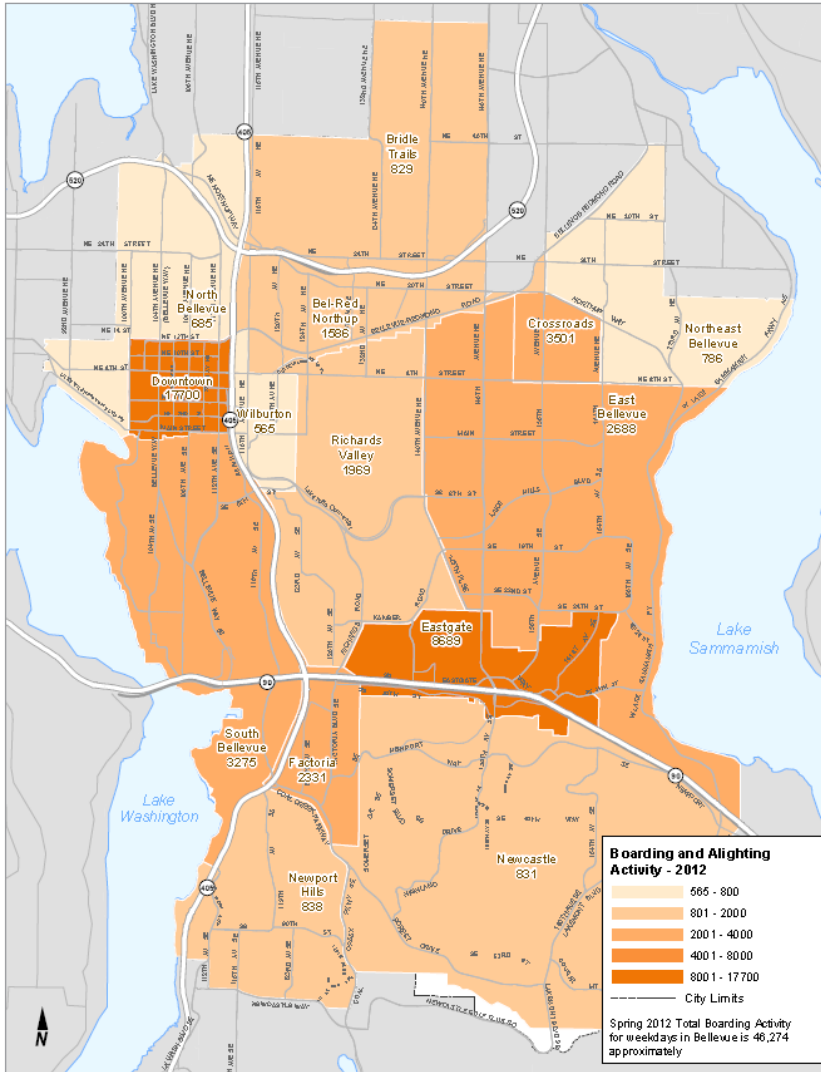


## Average Transit Weekday Usage (ons/off)

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

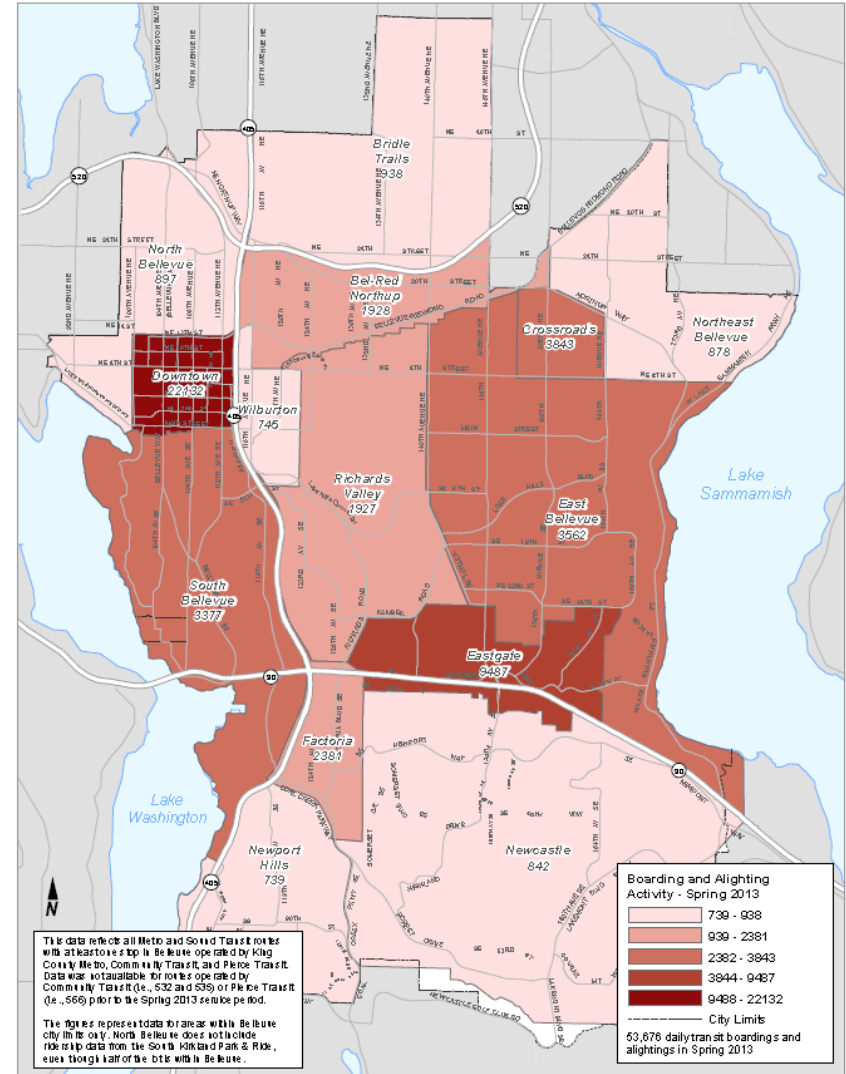
# Spring 2012

Citywide = 46,274



# Spring 2013

Citywide = 53,676

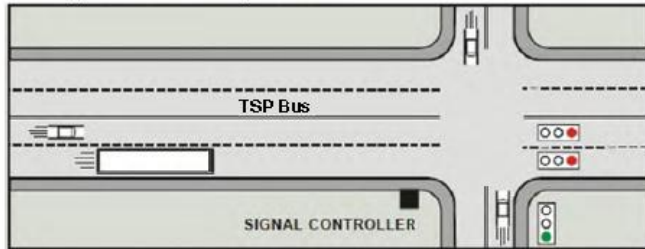




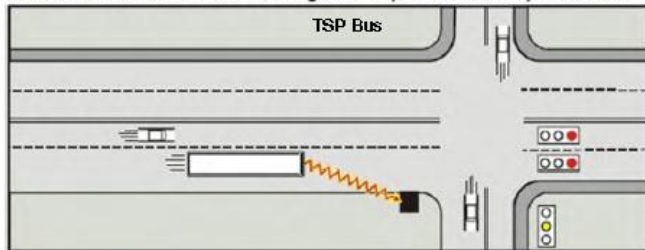


# ***Transit Signal Priority***

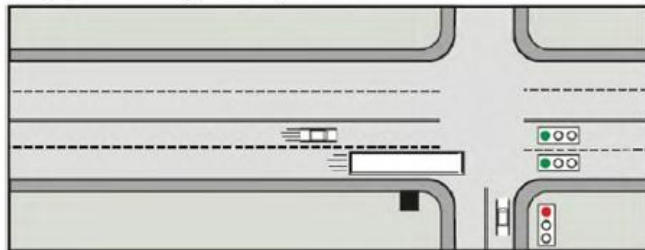
Bus approaches red signal



Signal detects bus; terminates side street green phase early

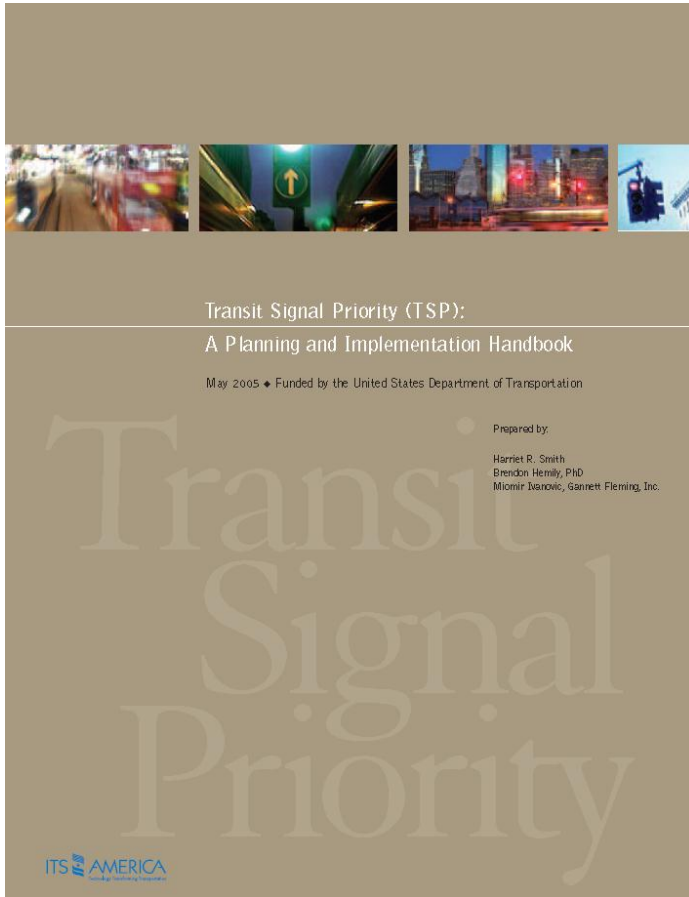


Bus proceeds on green signal



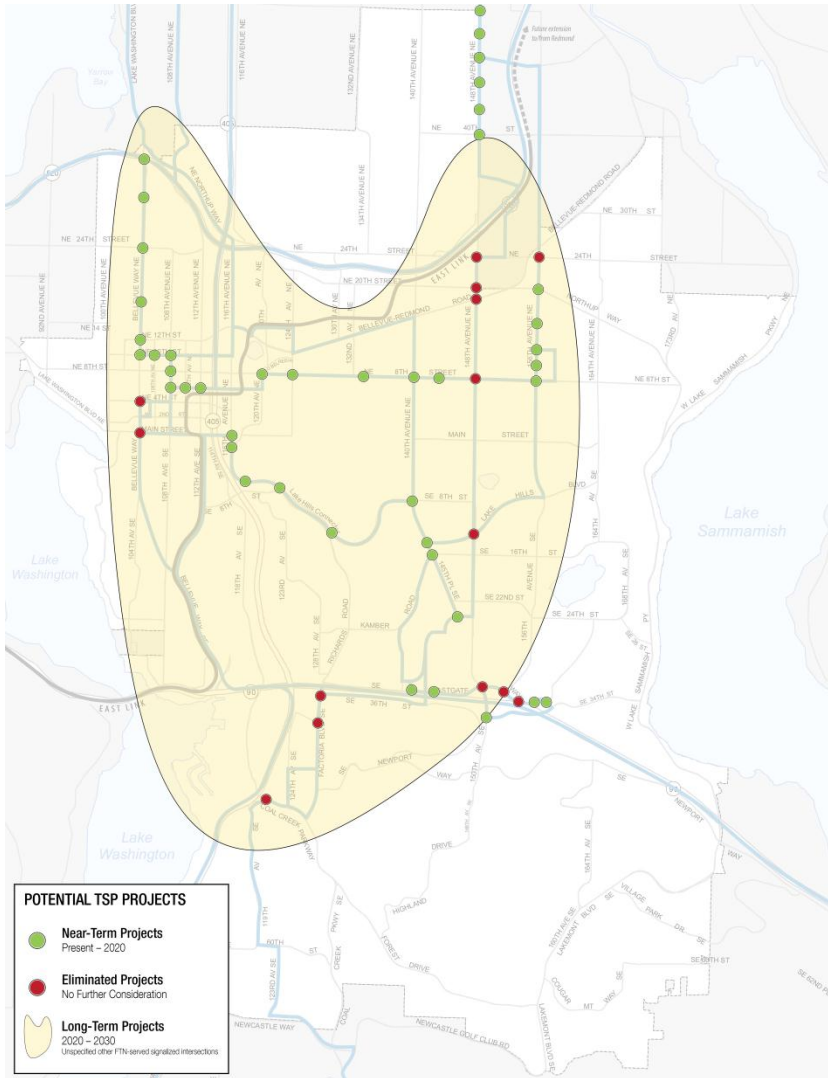
**Transit Signal Priority (TSP) facilitates the movement of transit vehicles through traffic signal controlled intersections.**

**Typically, a transit vehicle sends a signal to a traffic signal controller, which will give the transit vehicle priority by extending the **green** phase, shortening the **red** phase/early **green**, and/or providing for a queue jump.**



- In Tacoma, WA the combination of TSP and signal optimization reduced transit signal delay about 40% in two corridors.
- TriMet (Portland, OR) was able to avoid adding one more bus by using TSP and experienced a 10% improvement in travel time and up to a 19% reduction in travel time variability. Due to increased reliability,
- In Chicago PACE buses realized an average of 15% reduction (3 minutes) in running time. Actual running time reductions varied from 7 to 20% depending on the time of day.
- With the implementation of TSP and through more efficient run cutting, Pace (Chicago) was able to realize a savings of one weekday bus while maintaining the same frequency of service.
- Los Angeles experienced up to 25% reduction in bus travel times with TSP.

## TSP Benefits for Operators



- **Near-Term Projects (Present – 2020):**  
Signalized intersections served by Route 271 and the RapidRide B Line that have not been eliminated by early feasibility screening.
- **Eliminated Projects:**  
Intersections eliminated from further consideration base on known signal and/or roadway limitations.
- **Long-Term Projects (2020 – 2030):**  
Unspecified number of remaining signalized intersections served by 2030 FTN routes.



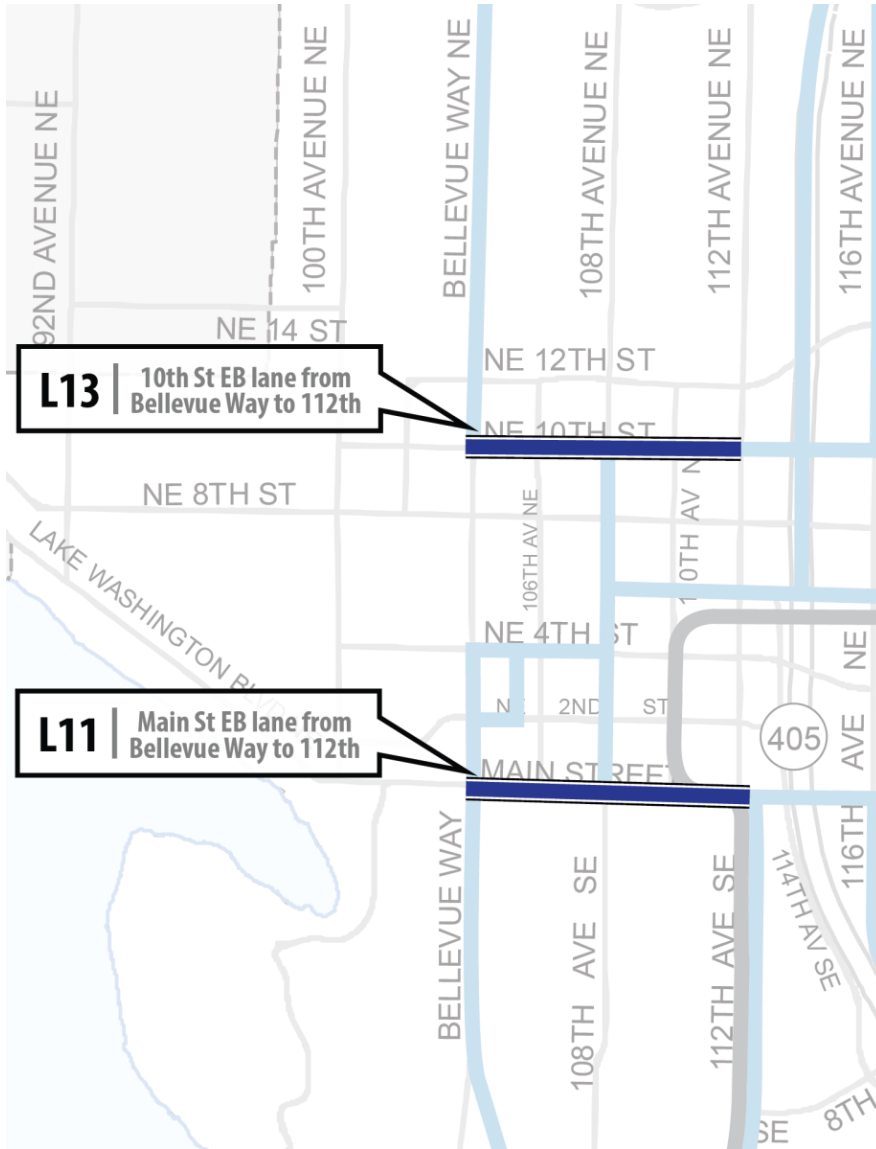


# ***Downtown Bellevue HOV Analysis***



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

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



### NE 10th St

Bellevue Way NE to 112th Ave NE

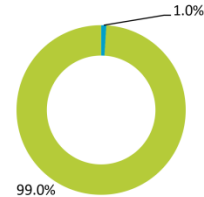
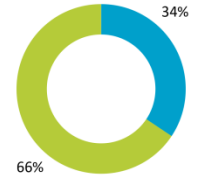
**Weighted Scores<sup>1</sup>**  
Long-Term

Composite Score	17 - 19 ( 18.0 )
Weekday Ridership	6 - 8 ( 7.0 )
Weekday Bus Volumes	1 - 3 ( 2.3 )
Approach Delay (sec)	2 - 4 ( 3.3 )
Approach Queue Length (ft)	2 - 4 ( 3.3 )
Intersection LOS	2 - 3 ( 2.3 )

1. Derived from Issue Identification Methodology; see the Capital Element Background Report for details.  
2. Based on the City of Bellevue 2030 PM Peak Hour BKR Model (MP30R6.2).

### Projected Travel Demand<sup>2</sup>

2030 PM Peak



Legend: Bus (blue), Auto (green)

### Main St

Bellevue Way NE to 116th Ave NE

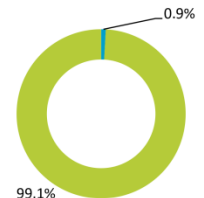
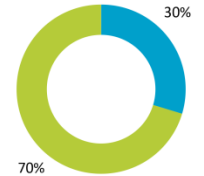
**Weighted Scores<sup>1</sup>**  
Long-Term

Composite Score	17 - 24 ( 20.0 )
Weekday Ridership	4 - 8 ( 6.4 )
Weekday Bus Volumes	2 - 4 ( 3.2 )
Approach Delay (sec)	3 - 4 ( 3.8 )
Approach Queue Length (ft)	3 - 4 ( 3.6 )
Intersection LOS	2 - 4 ( 3.0 )

1. Derived from Issue Identification Methodology; see the Capital Element Background Report for details.  
2. Based on the City of Bellevue 2030 PM Peak Hour BKR Model (MP30R6.2).

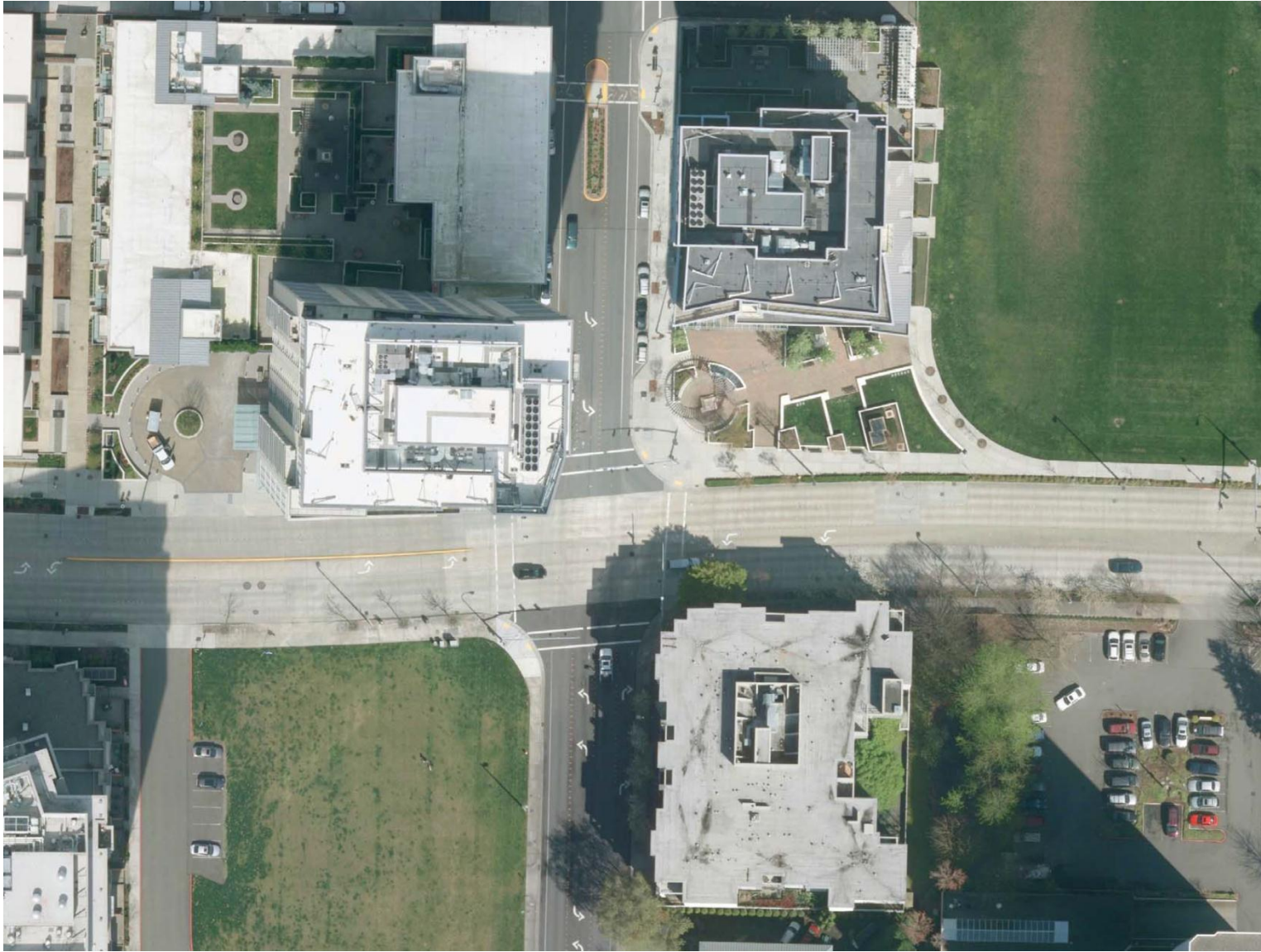
### Projected Travel Demand<sup>2</sup>

2030 PM Peak



Legend: Bus (blue), Auto (green)









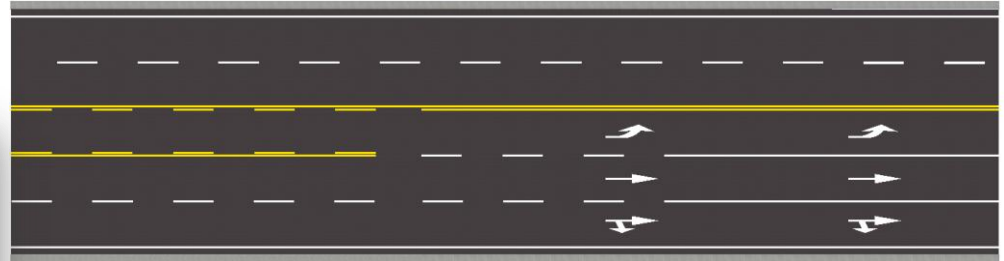
# Bellevue Transit Master Plan

## NE 10<sup>th</sup> Street

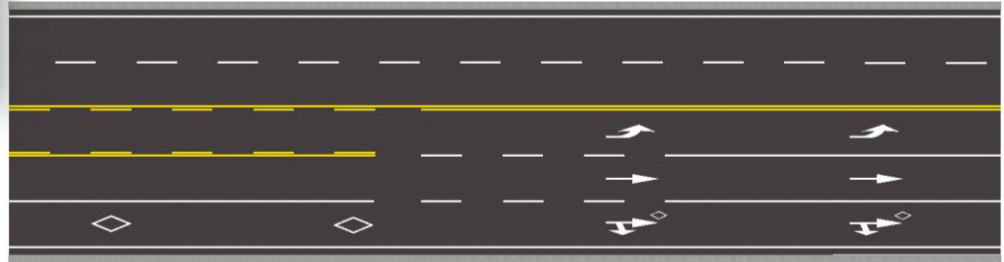
# Proposed Improvement - NE 10th Street Corridor

- Eastbound HOV lane, between Bellevue Way NE and 112th Avenue NE
- Transit Signal Priority (TSP), between Bellevue Way NE and 112th Avenue NE

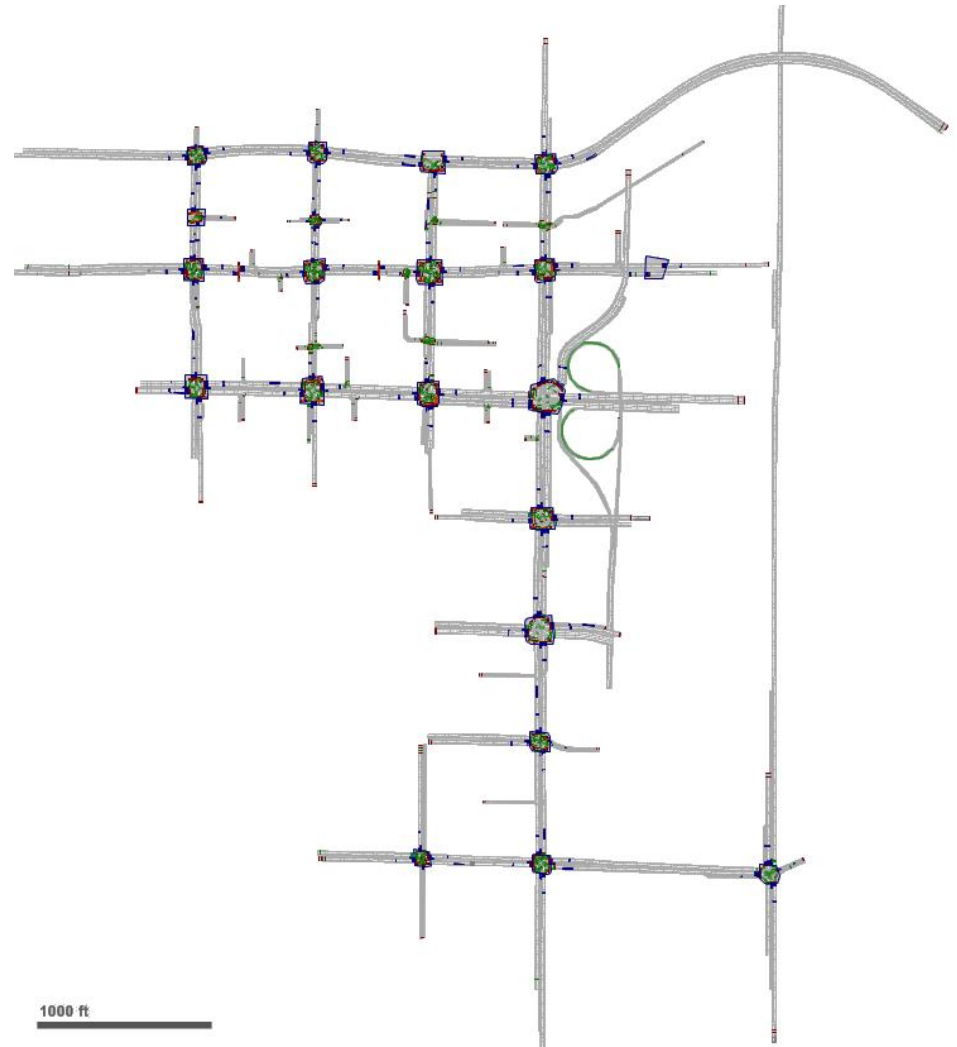
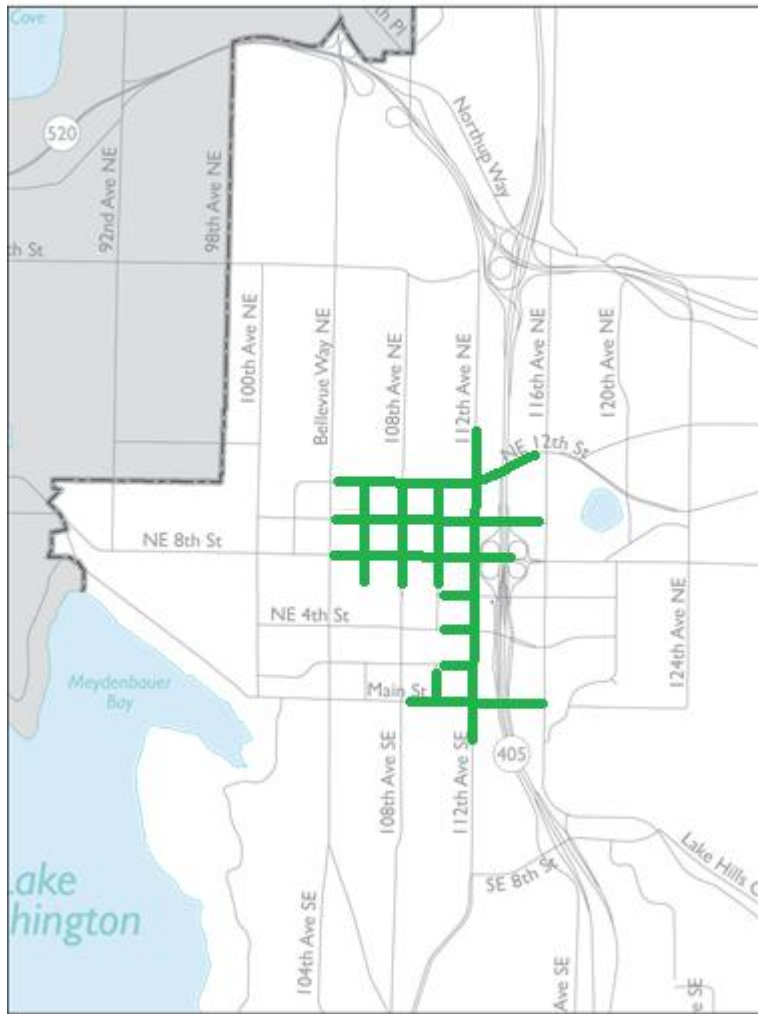
## Existing Configuration:

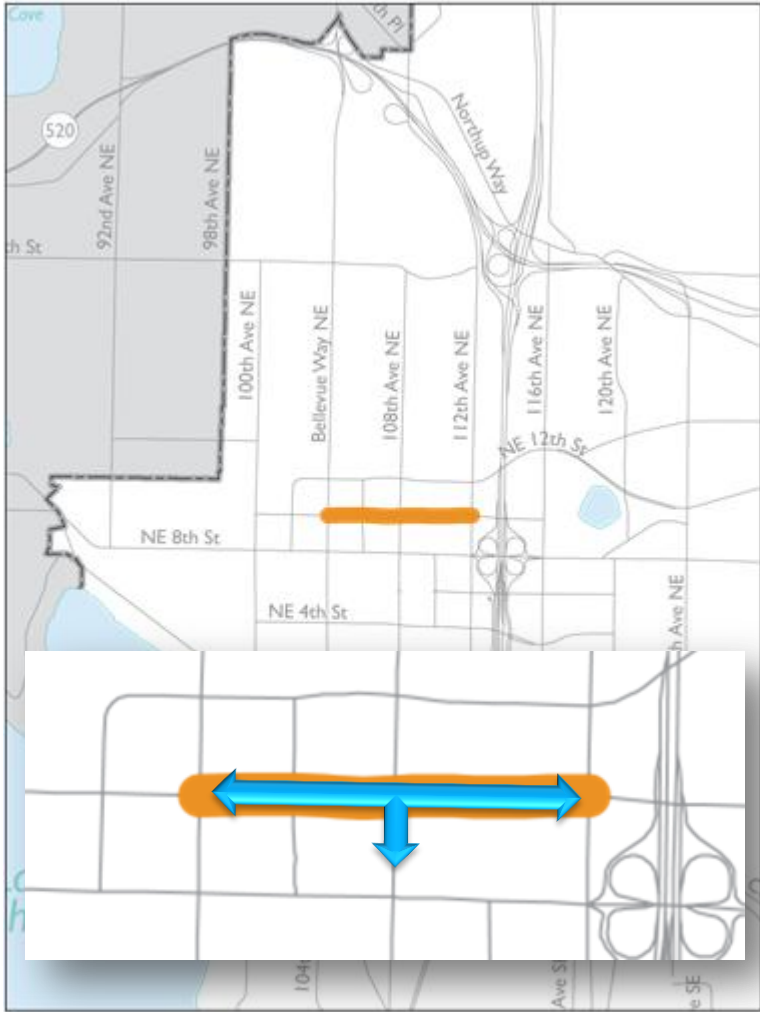


## Future with Improvement:

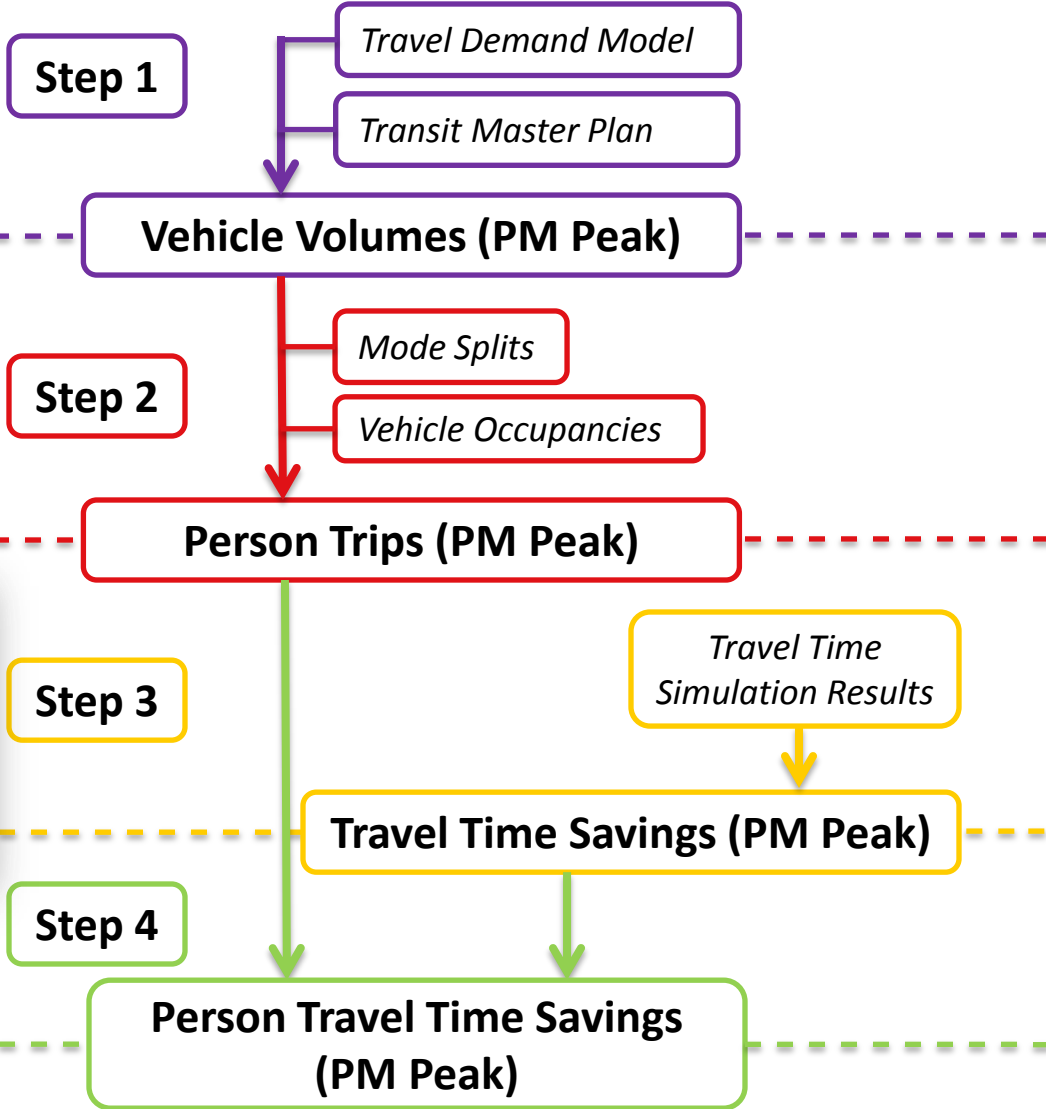


# Simulation Model Network





# Analysis Methodology

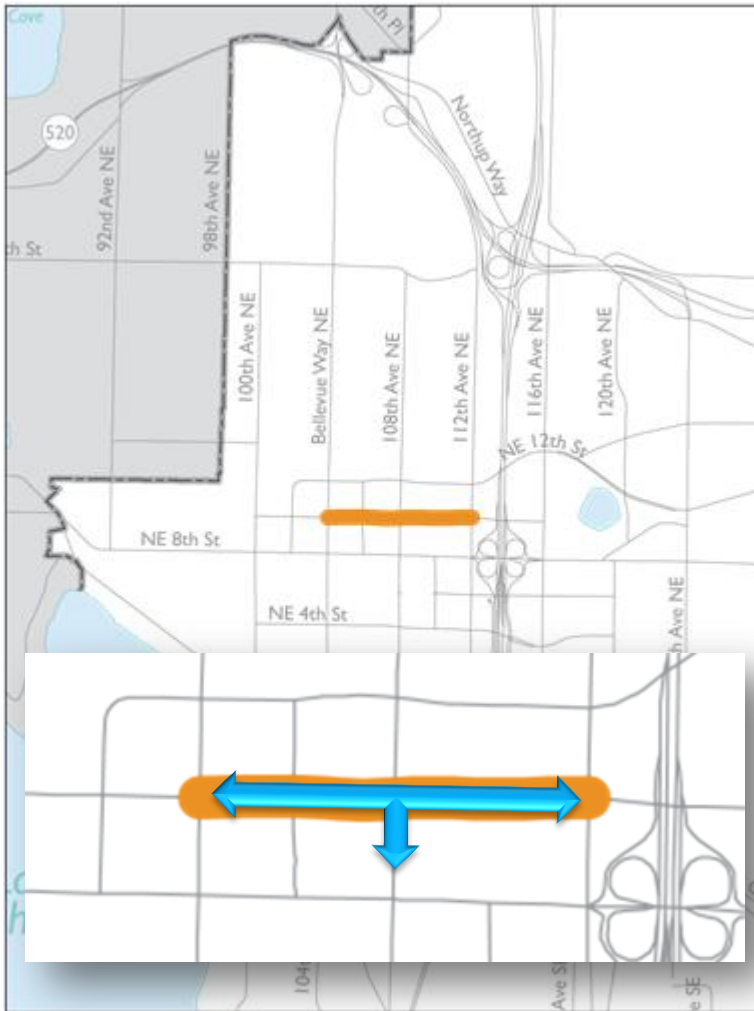


# Downtown HOV Analysis

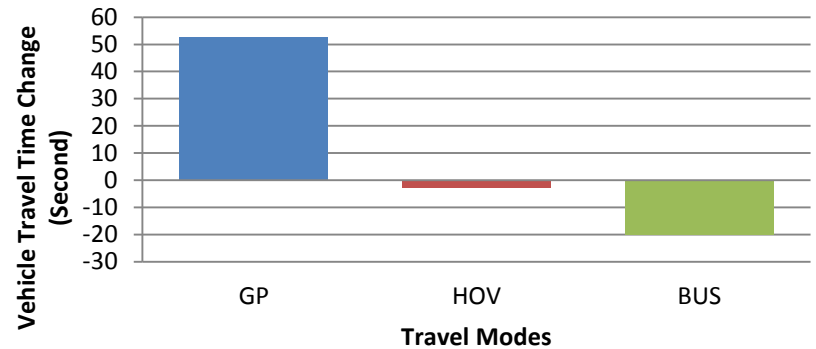


# Travel Time Improvement

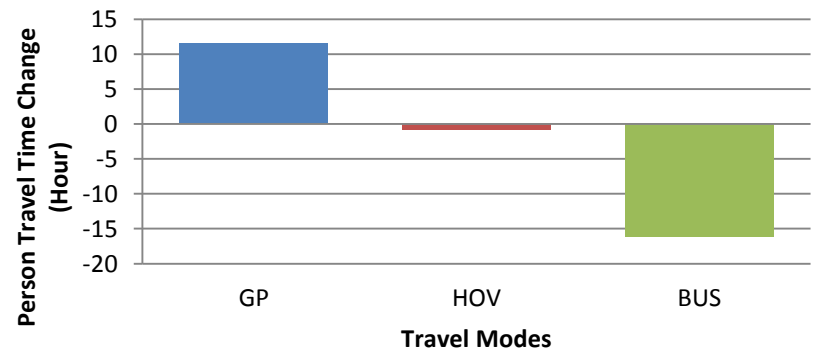
- Focus Area: NE 10th Street and 108th Avenue NE



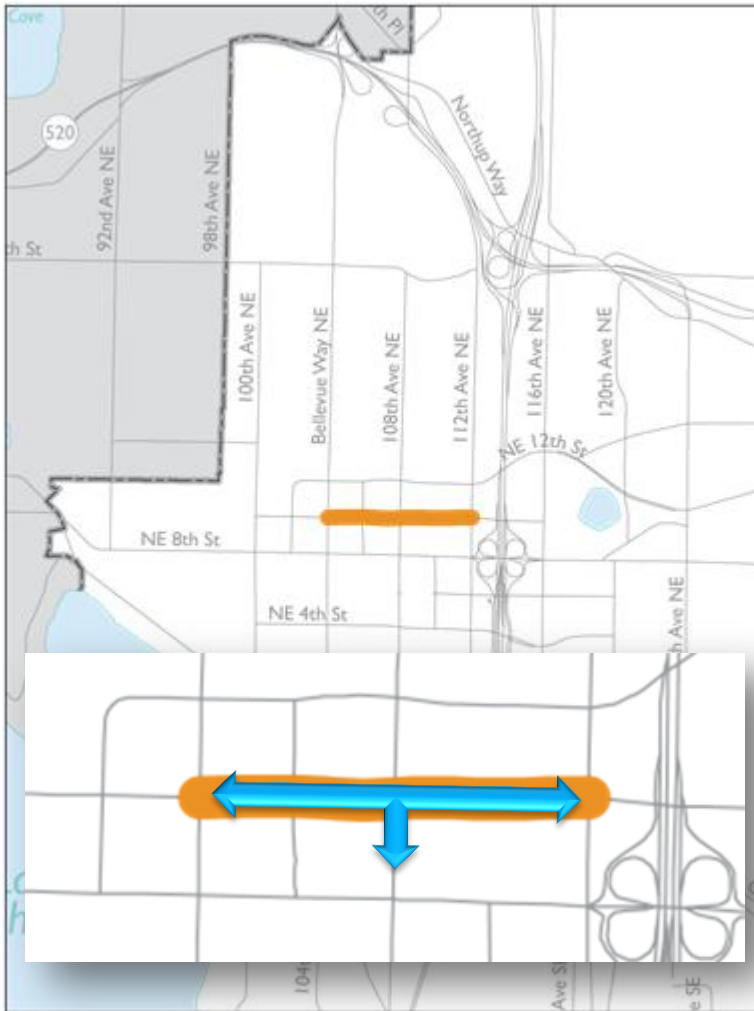
## Vehicle Travel Time Change



## Person Travel Time Change



# Analysis Methodology



**Person Travel Time Savings (PM Peak)**

**Step 5**

*Assumption:  
Similar conditions for 2 hours during AM peak and 2 hours during PM peak.*

**Daily Person Travel Time Savings**

**Step 6**

*Prevailing Hourly Wage: \$25.60*

*Travel Time Values Relative to Prevailing Wages:*

<u>GP</u>	<u>HOV</u>	<u>BUS</u>
69%	56%	57%

**Daily Travel Time Value Savings**

**Step 7**

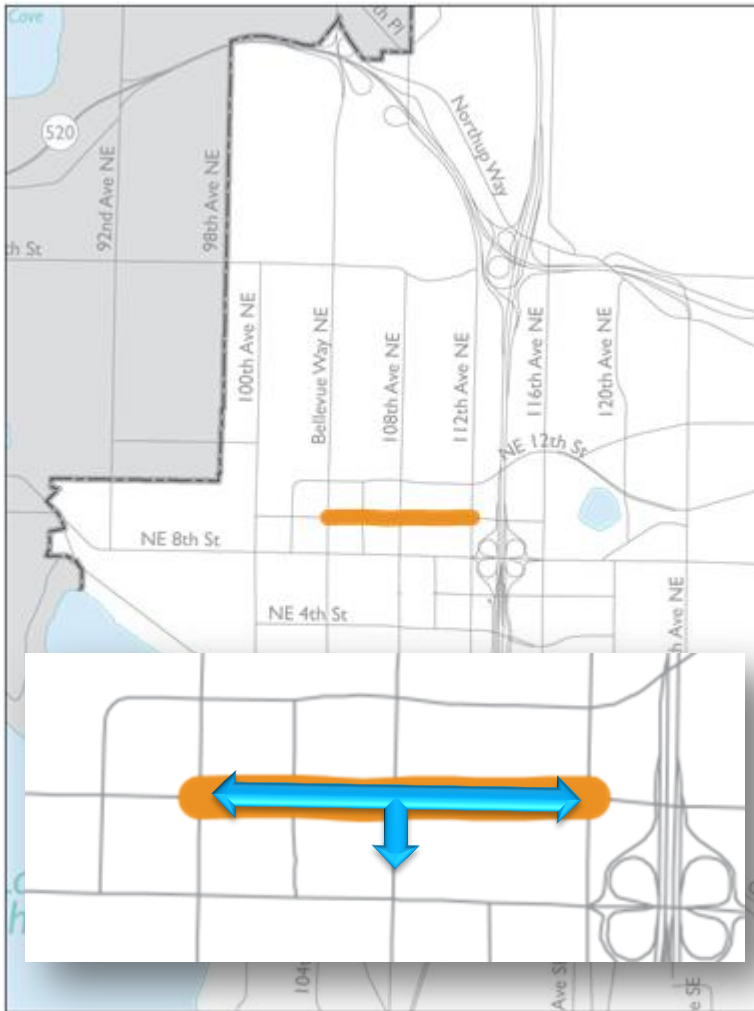
*x 5 Days x 52 Weeks*

**Annual Travel Time Value Savings**

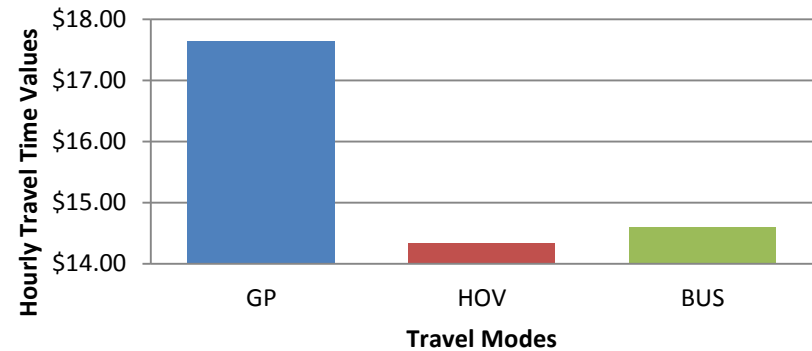
# Downtown HOV Analysis

# Change in Travel Time Value

- Focus Area: NE 10th Street and 108th Avenue NE
- PM Peak Hour Savings: **\$(30.23)**



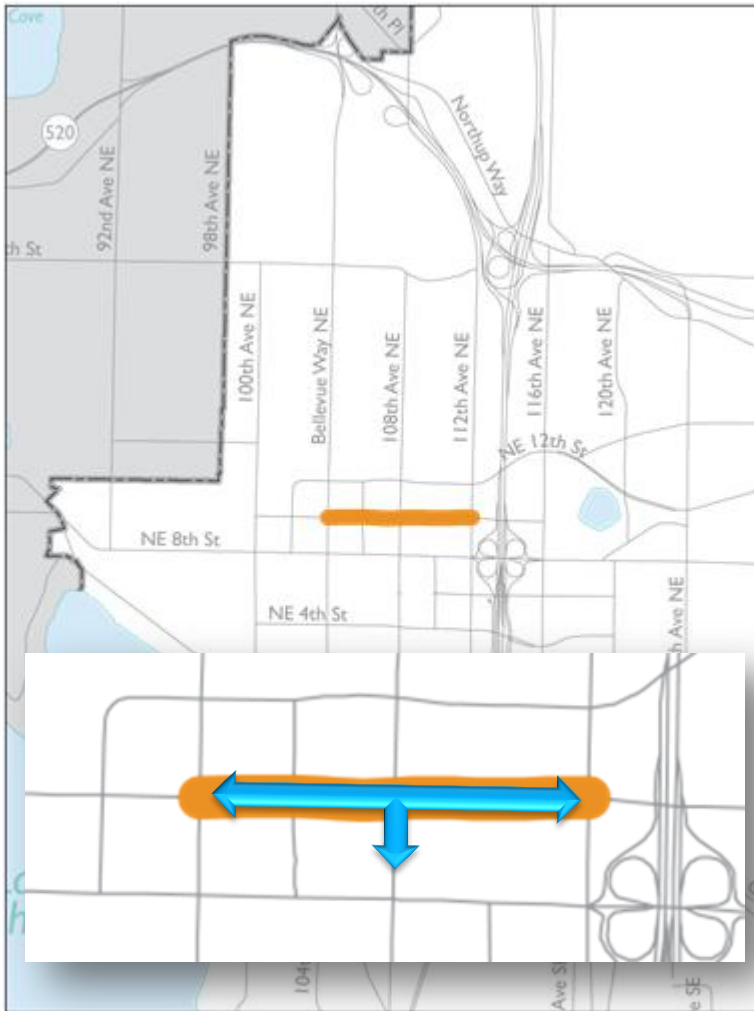
## Travel Time Values



Annual Travel Time Savings: **\$(31,450.00)**

# Travel Time Improvement

- Focus Route:
  - From: Bellevue Way NE/NE 10th Street
  - To: 112th Avenue NE/NE 10th Street

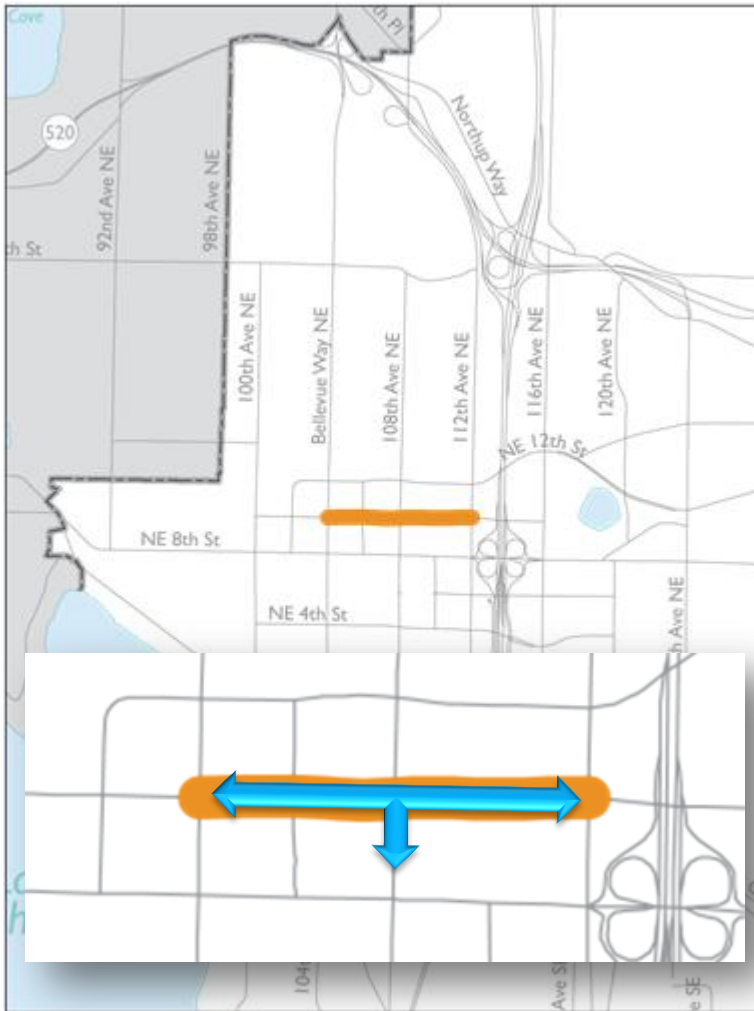


Route	Vehicle Travel Time Change (In Seconds)			Person Travel Time Change (In Hours)			Travel Time Savings (PM Peak)
	GP	HOV	BUS	GP	HOV	BUS	
1	95.97	-14.71	-	10.98	-1.65	-	<b>\$173.56</b> <b>+19.7%</b>



# Travel Time Improvement

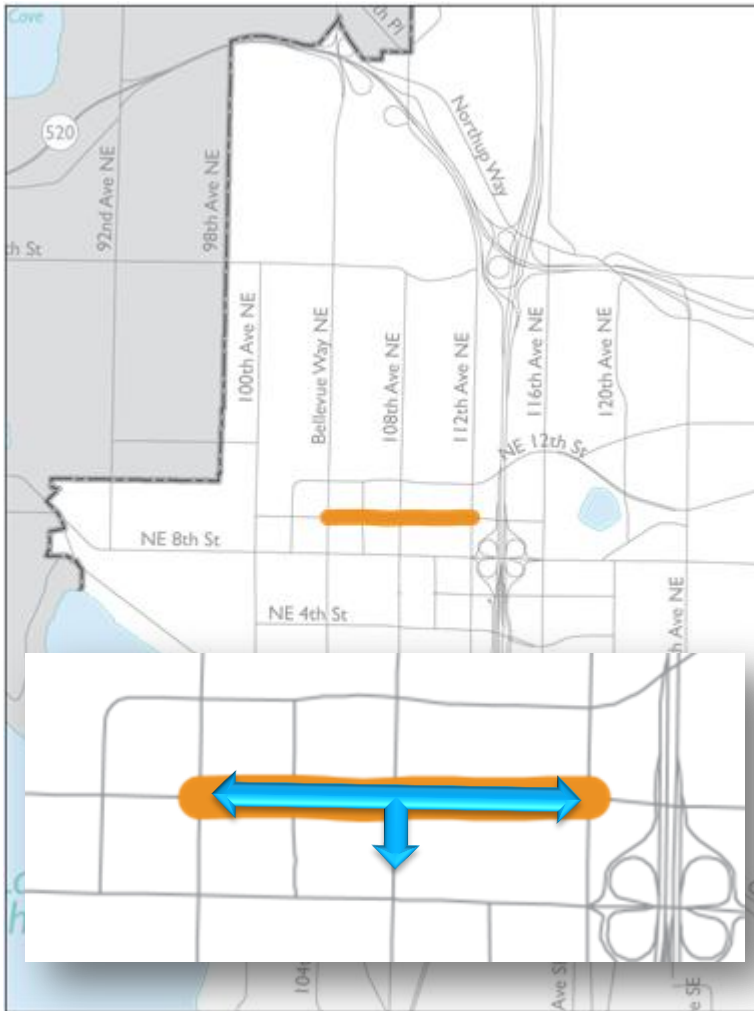
- Focus Route:
  - From: Bellevue Way NE/NE 10th Street
  - To: 108th Avenue NE/NE 8th Street



Route	Vehicle Travel Time Change (In Seconds)			Person Travel Time Change (In Hours)			Travel Time Savings (PM Peak)
	GP	HOV	BUS	GP	HOV	BUS	
2	68.32	28.38	-27.40	0.96	0.44	-5.48	<b>\$(56.10)</b> <b>(-7.8%)</b>

# Travel Time Improvement

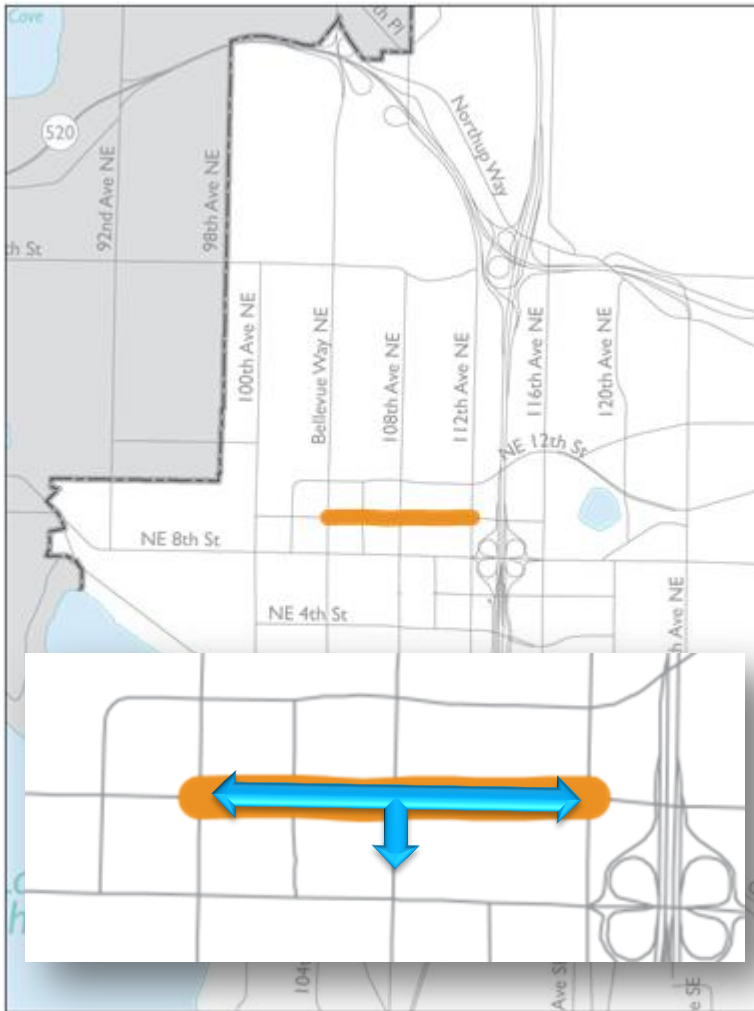
- Focus Route:
  - From: 112th Avenue NE/NE 10th Street
  - To: Bellevue Way NE/NE 10th Street



Route	Vehicle Travel Time Change (In Seconds)			Person Travel Time Change (In Hours)			Travel Time Savings (PM Peak)
	GP	HOV	BUS	GP	HOV	BUS	
3	1.67	6.99	-	0.04	0.21	-	<b>\$3.15</b> <b>+2.1%</b>

# Travel Time Improvement

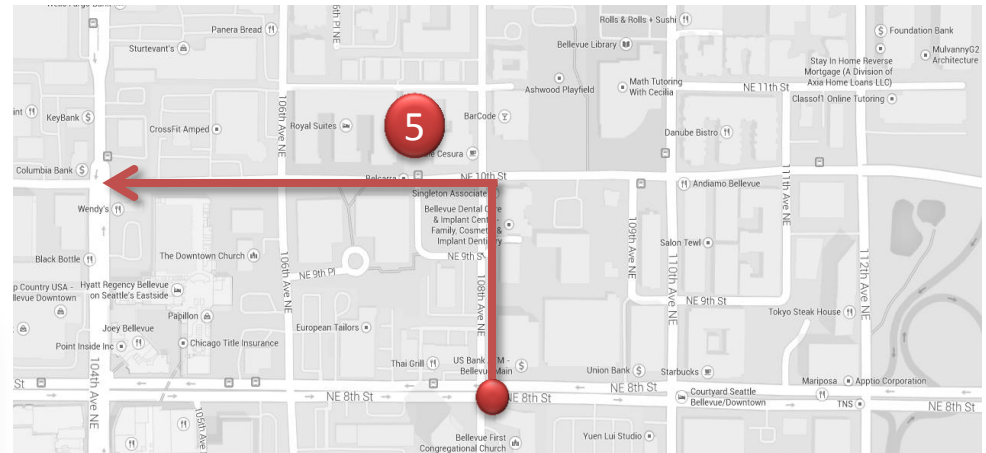
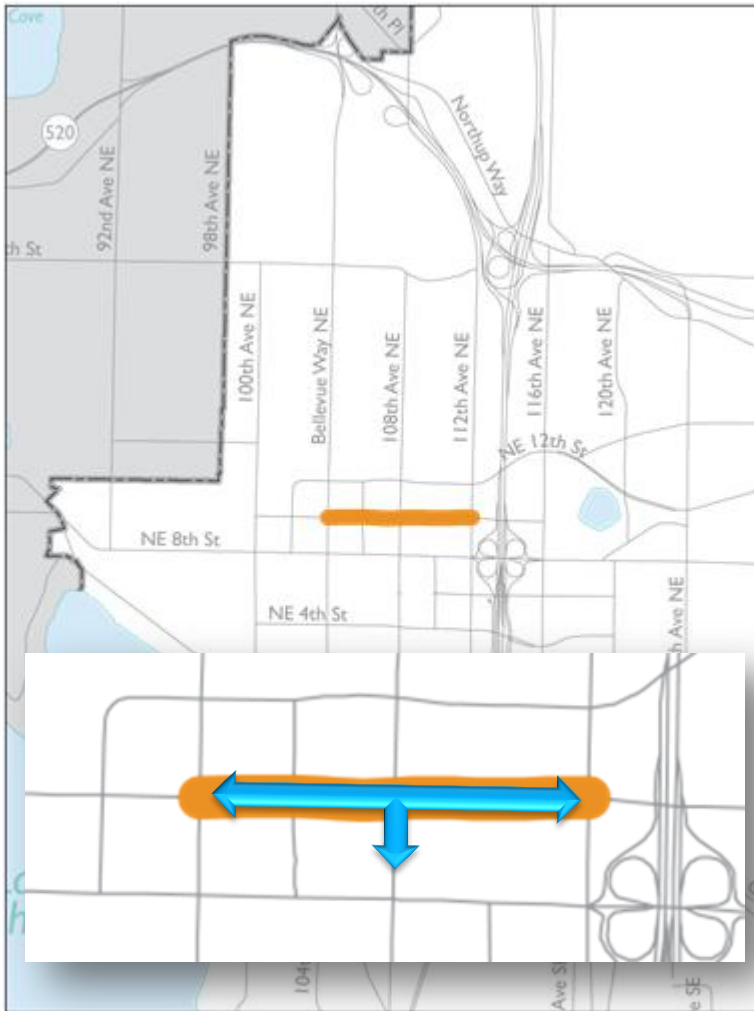
- Focus Route:
  - From: 112th Avenue NE/NE 10th Street
  - To: 108th Avenue NE/NE 8th Street



Route	Vehicle Travel Time Change (In Seconds)			Person Travel Time Change (In Hours)			Travel Time Savings (PM Peak)
	GP	HOV	BUS	GP	HOV	BUS	
4	50.12	49.90	40.91	1.08	1.04	8.18	<b>\$151.24 +22.7%</b>

# Travel Time Improvement

- Focus Route:
  - From: 108th Avenue NE/NE 8th Street
  - To: Bellevue Way NE/NE 10th Street

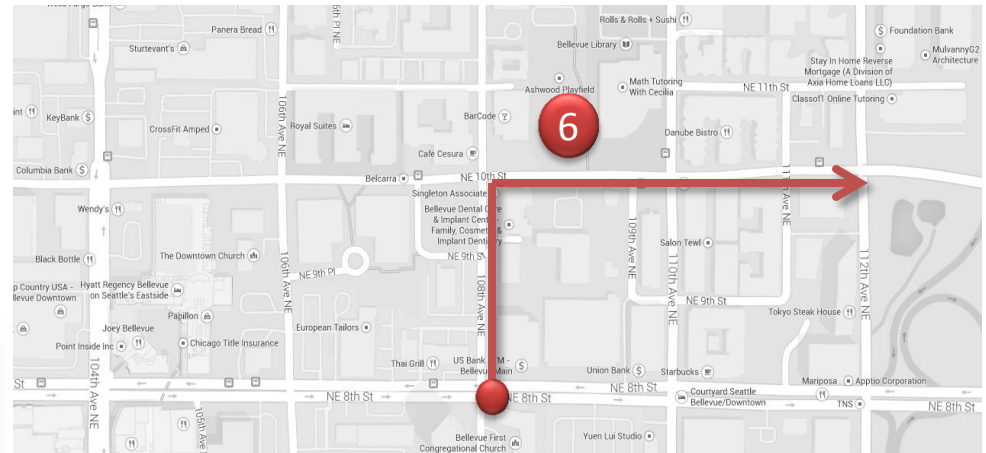
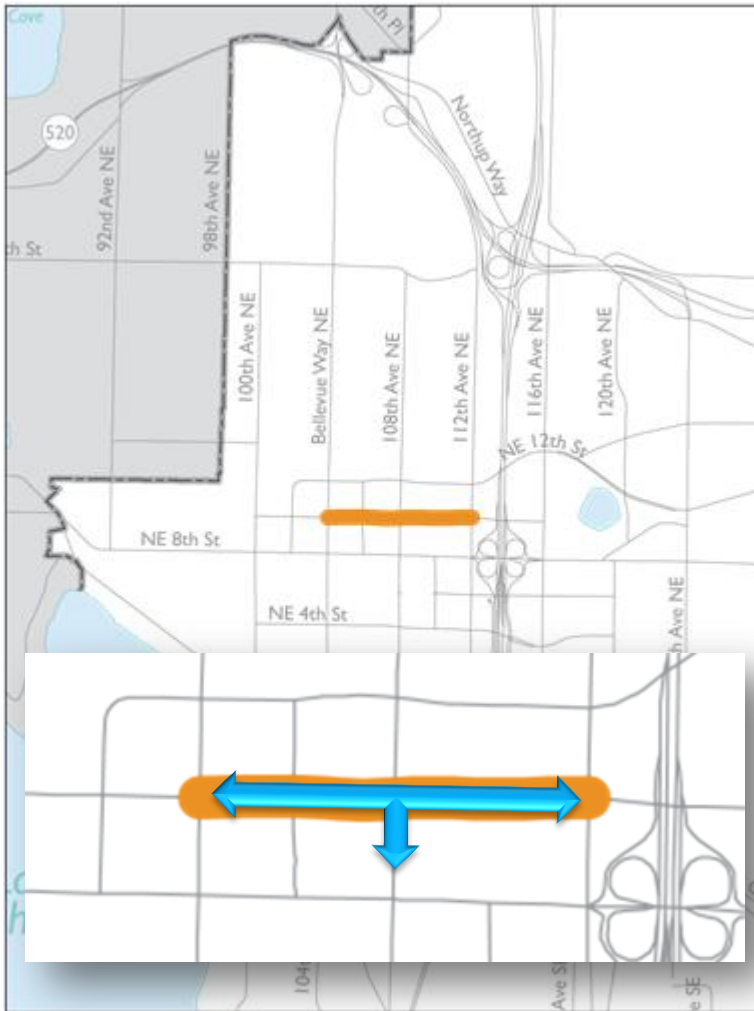


Route	Vehicle Travel Time Change (In Seconds)			Person Travel Time Change (In Hours)			Travel Time Savings (PM Peak)
	GP	HOV	BUS	GP	HOV	BUS	
5	-32.42	-9.18	-33.40	-0.36	-0.40	-6.68	<b>\$ (109.92)</b> <b>(-20.1%)</b>



# Travel Time Improvement

- Focus Route:
  - From: 108th Avenue NE/NE 8th Street
  - To: 112th Avenue NE/NE 10th Street



Route	Vehicle Travel Time Change (In Seconds)			Person Travel Time Change (In Hours)			Travel Time Savings (PM Peak)
	GP	HOV	BUS	GP	HOV	BUS	
6	-12.89	-16.63	-60.53	-0.47	-0.52	-12.11	\$ (192.16) (-19.2%)



# ***Assessing Transit's Speed & Reliability Benefits***

**Table 9** Average transit and general purpose travel speeds by FTN service category before and after HOV and BAT lane implementation.

Scenario	Avg. Speed Along FTN Corridors by Service Type (mph)		
	FX	FR	FL
<b>Transit</b>			
Baseline	18	12	12
HOV/BAT Lane Projects	19	13	13
2030 Targets	22	15	14
<b>General Purpose Traffic</b>			
Baseline	20	13	13
HOV/BAT Lane Projects	21	14	14

**Source:** Dynameq model D30R1.0.3, for November 14, 2013 Transportation Commission meeting.



[http://www.bls.gov/oes/current/oes\\_42644.htm#00-0000](http://www.bls.gov/oes/current/oes_42644.htm#00-0000)

Seattle-Bellevue-Everett mean hourly wage for all occupations: **\$27.68.**

Occupation code	Occupation title (click on the occupation title to view its profile)	Level	Employment	Employment RSE	Employment per 1,000 jobs	Location quotient	Median hourly wage	Mean hourly wage	Annual mean wage	Mean wage RSE
00-0000	All Occupations	total	1,409,500	0.9%	1000.000	1.00	\$22.18	\$27.68	\$57,560	2.7%



<http://www.vtpi.org/tca/tca0502.pdf>

**Table 5.2.6-1 Recommended Travel Time Values (Relative to Prevailing Wages)<sup>36</sup>**

Category	LOS A-C	LOS D	LOS E	LOS F	Waiting		
					Good	Average	Poor
Commercial vehicle driver	120%	137%	154%	170%		170%	
Comm. vehicle passenger	120%	132%	144%	155%		155%	
City bus driver	156%	156%	156%	156%		156%	
Personal vehicle driver	50%	67%	84%	100%		100%	
Adult car passenger	35%	47%	58%	70%		70%	
Adult transit passenger – seated	35%	47%	58%	70%	35%	50%	125%
Adult transit passenger – standing	50%	67%	83%	100%	50%	70%	175%
Child (<16 years) – seated	25%	33%	42%	50%	25%	50%	125%
Child (<16 years) – standing	35%	46%	60%	66%	50%	70%	175%
Pedestrians and cyclists	50%	67%	84%	100%	50%	100%	200%
Transit Transfer Premium					5-min.	10-min.	15-min.

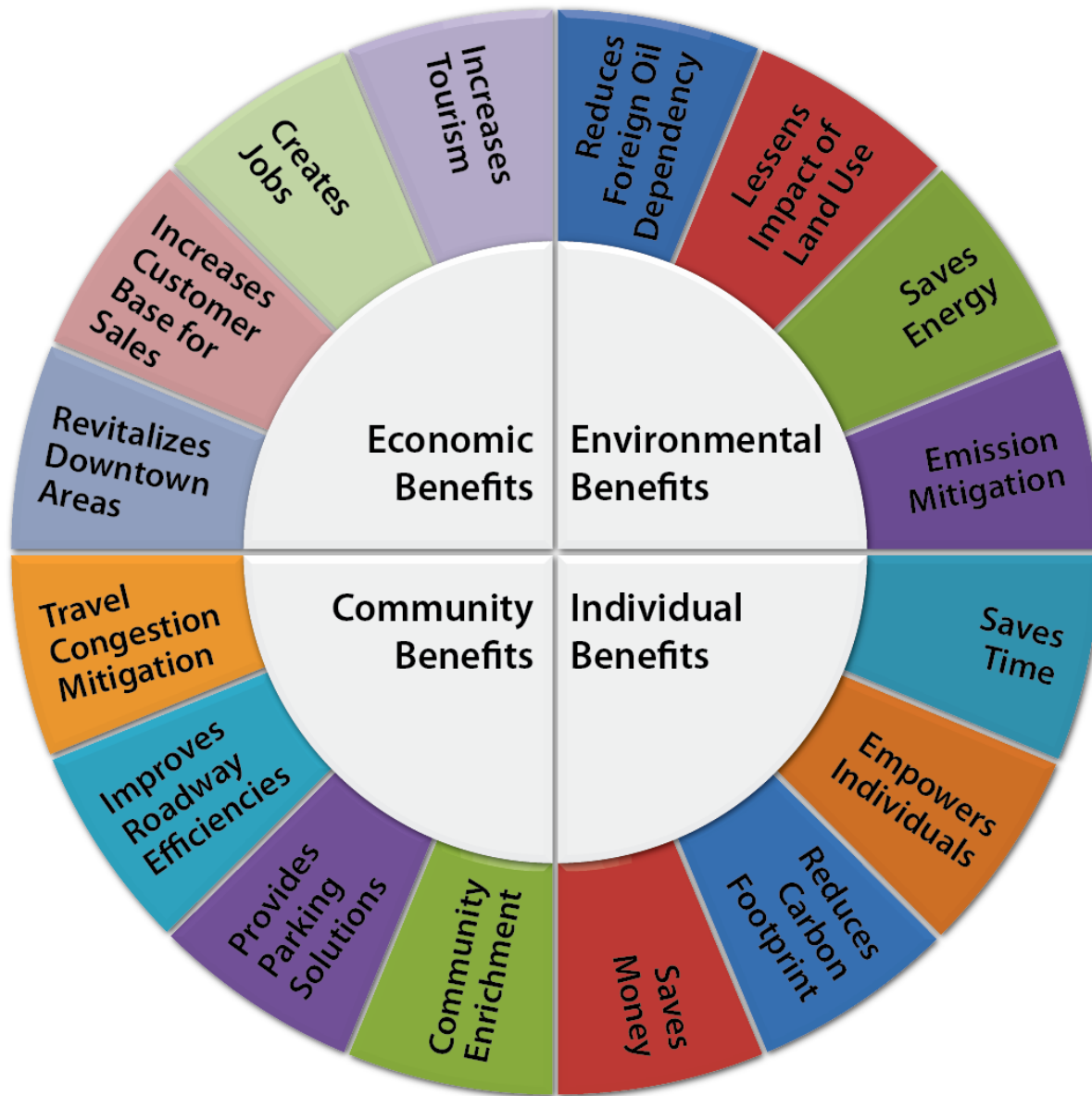


# Inputs to Calculation



FTN Service Type	PM Peak Rev Miles	PM Peak Avg Speed (mph)		Est. PM Peak Rev Hours		Est. PM Peak Rev Hours Saved		PM Peak Pass Hr / Rev Hr	Annualized PM Peak Pass Hours Saved
		Baseline	HOV/BAT	Est. Baseline	Est. HOV/BAT	Baseline - HOV/BAT	% Diff		
Data Source:	Planned	Dynameq Model		Calculated		Calculated		BKR Model	Calculated
FX	816,446	18.1	19.1	45,008	42,657	2,352	5.2%	63.2	148,592
FR	290,891	12.4	12.6	23,535	23,014	521	2.2%	33.4	17,414
FL	474,491	12.1	13.1	39,117	36,248	2,869	7.3%	34.8	99,779
								<b>Annual Total:</b>	<b>265,786</b>

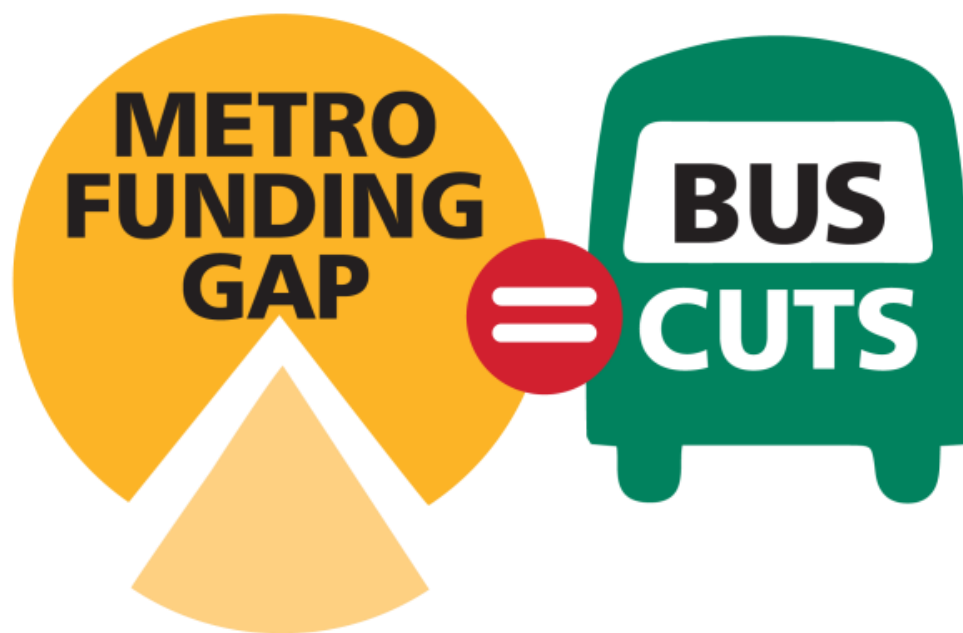
FTN Service Type	Annualized PM Peak Pass Hours Saved	Mean Hourly Wage (Seattle-Bellevue-Everett)	Travel Time Value (Relative to Wage)			Value of Time*** (\$/person hr)			Value of Pass Hrs Saved		
			Low — LOS A-C (Seated) / Urban Peak	Medium — LOS A-C (Standing)	High — LOS D (Seating/Standing Average)	Low	Medium	High	Low	Medium	High
Data Source:	Calculated	Bureau of Labor Statistics	Victoria Transport Policy Institute			Calculated			Calculated		
FX	148,592								\$ 1,439,564	\$ 2,056,519	\$ 2,344,432
FR	17,414	\$27.68	35%	50%	57%	\$9.69	\$13.84	\$15.78	\$ 168,711	\$ 241,016	\$ 274,759
FL	99,779								\$ 966,655	\$ 1,380,936	\$ 1,574,267
								<b>Annual Total:</b>	<b>\$ 2,574,930</b>	<b>\$ 3,678,471</b>	<b>\$ 4,193,457</b>





# ***Metro Service Reduction Proposal***

**Implications of Metro's proposed 17% service reduction proposal aimed at closing a \$75 million budget gap.**



**King County's service reduction proposal affects 28 of the 33 Metro routes in Bellevue; together, these routes transport approximately 35,000 daily weekday rides.**



**Commuters**



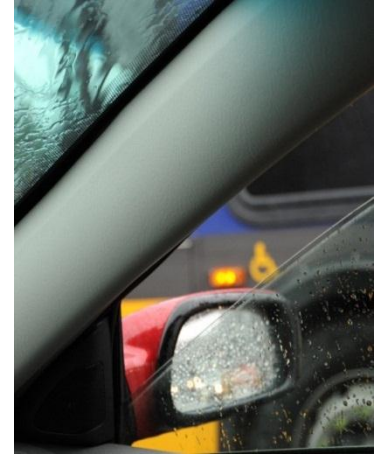
**Students**



**People with Disabilities**



**Seniors**



**Roadway Users**



“If I miss a bus in Seattle due to a class/meeting finishing late, I can expect another one in about 10 minutes. In Bellevue, I have to wait for 30 minutes (1 hour on weekends).”

*-Alexandra, Bellevue Resident*

“Make bus routes more accessible during the late evening. Most Bellevue bus routes end at around 10pm or 11pm. This makes it difficult for people to go to social gatherings in the late evening. Also some people have graveyard shifts.”

*-Juan, Bellevue Resident*

“I know 1/2 mile is supposed to be within the walkshed, but it gets really tiring doing it every morning.”

*-Mandy, Kirkland Resident*

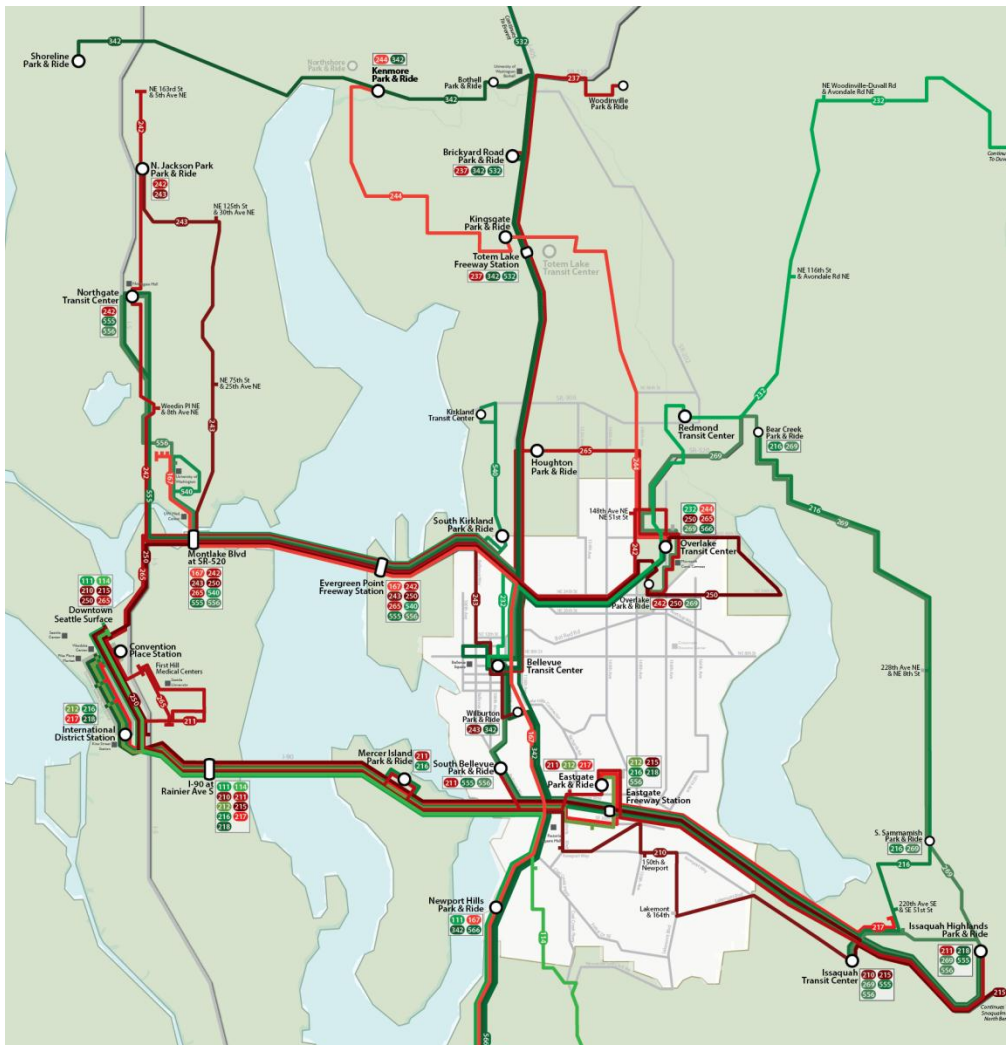


**SERVICE FREQUENCY**

**SERVICE SPAN**

**SERVICE COVERAGE**





## Implications:

- More Overcrowding
- More Transfers
- Longer Commutes
- More People Driving

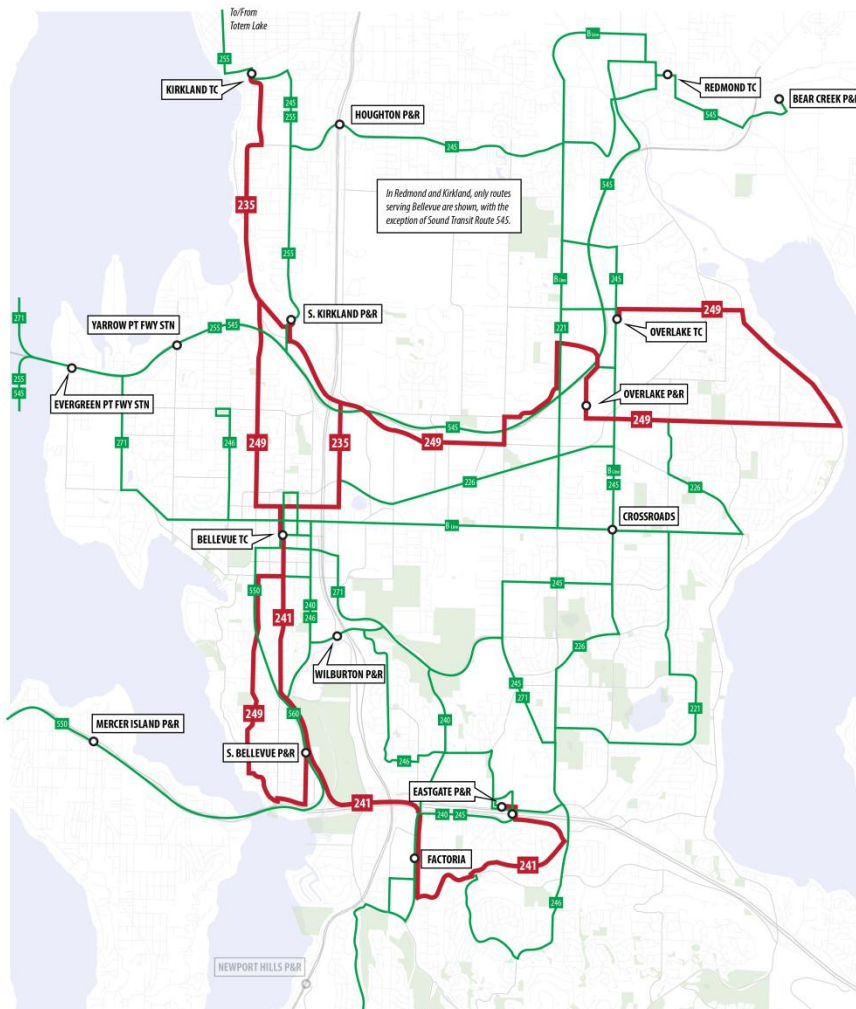
## 2014 METRO PROPOSAL

### Deleted Routes

- 167** Renton to University District
- 210** Issaquah to Downtown Seattle
- 211** Eastgate to First Hill
- 215** North Bend to Downtown Seattle
- 217** Downtown Seattle to North Issaquah
- 237** Woodinville to Downtown Seattle
- 242** Ridgecrest to Overlake
- 243** Jackson Park to Bellevue
- 244** Kenmore to Overlake
- 250** Redmond to Downtown Seattle
- 265** Overlake to First Hill

### Unaffected Routes

- 111** Maplewood to Downtown Seattle
- 114** Renton Highlands to Downtown Seattle
- 212** Eastgate to Downtown Seattle
- 216** Bear Creek to Downtown Seattle
- 218** Issaquah Highlands to Downtown Seattle
- 232** Duvall to Bellevue
- 269** Overlake to Issaquah
- 342** Shoreline to Renton
- 532** Bellevue to Everett
- 540** Kirkland to U. District
- 555** Bellevue to Everett
- 556** Issaquah to Northgate



## 2014 METRO PROPOSAL

### Routes with Reduced Weekday Frequency

- 235** Kirkland - Bellevue
- 241** Bellevue - Factoria - Eastgate
- 249** Overlake - S. Kirkland - Bellevue - S. Bellevue

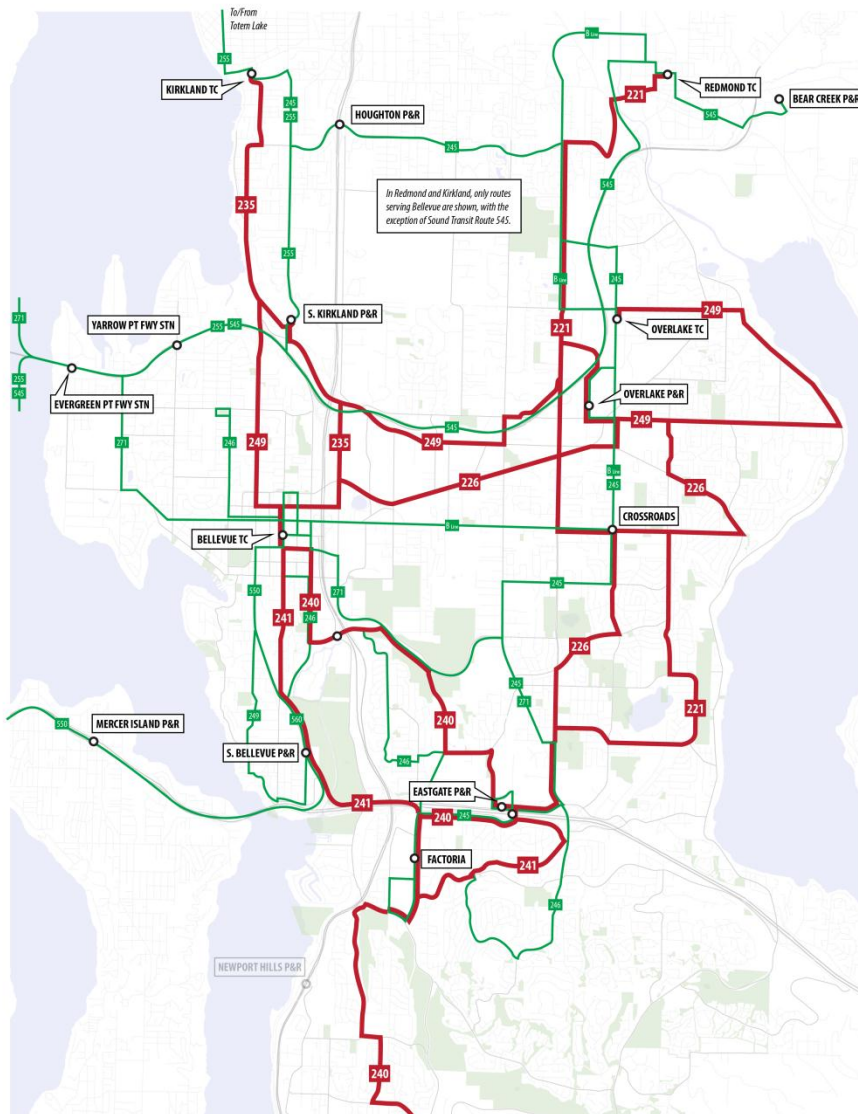
### Unaffected Routes

- B Line** Redmond - Overlake - Crossroads - Bellevue
- 221** Redmond - Crossroads - Eastgate
- 226** Eastgate - Bel-Red - Bellevue
- 240** Bellevue - Eastgate - Factoria - Renton
- 245** Kirkland - Crossroads - Eastgate - Factoria
- 246** Eastgate - Somerset - Factoria - NW Bellevue
- 255** Totem Lake - Kirkland - Seattle
- 271** Eastgate - Bellevue - U. District
- 545** Redmond - Seattle
- 550** Bellevue - Seattle

### Implications:

- Longer Waiting Times
- More Difficult Connections
- Reduced Reliability
- Loss of an FTN Connection (BTC-KTC)
- More routes 'too infrequent to be useful'





## Implications:

- Reduced Mobility at Night
- Reduced Access for Swing Shift Workers
- Reduced 24/7 Urban Vitality

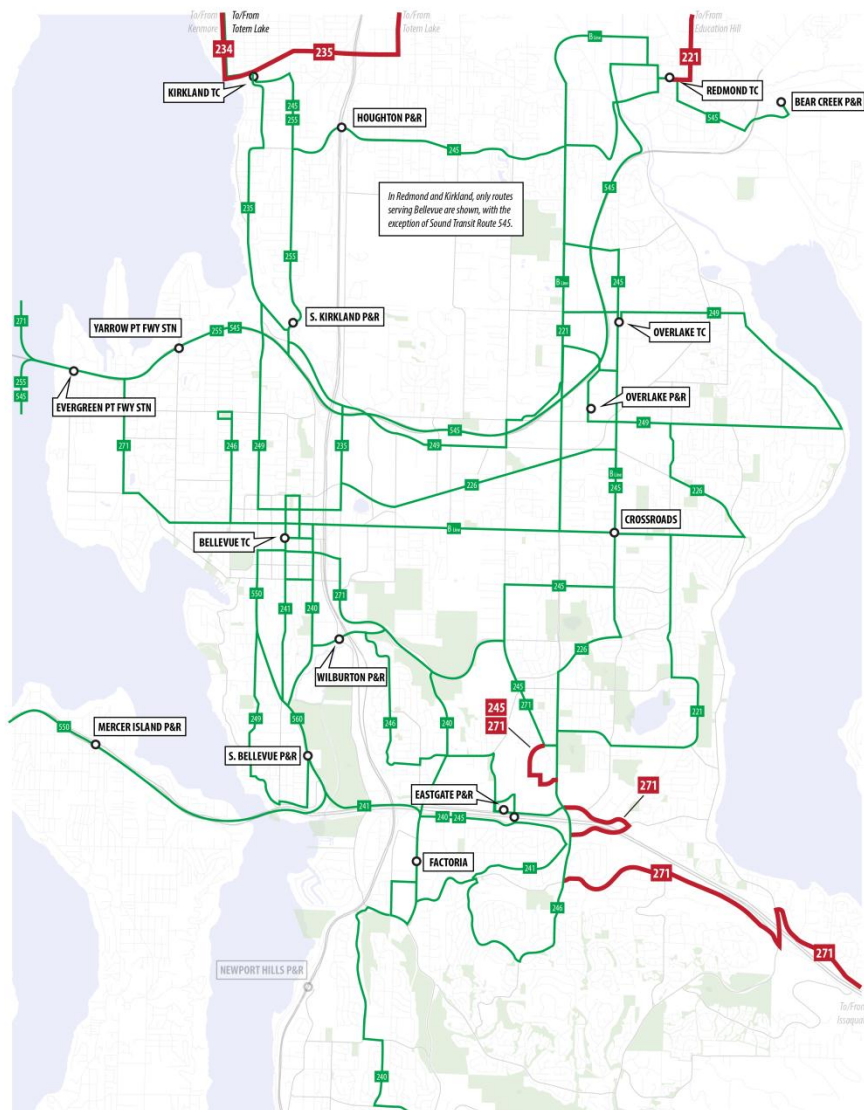
## 2014 METRO PROPOSAL

### Routes with Reduced Span (Hours of Operation)

- 221** Redmond - Crossroads - Eastgate
- 226** Eastgate - Bel-Red - Bellevue
- 235** Kirkland - Bellevue
- 240** Bellevue - Eastgate - Factoria - Renton
- 241** Bellevue - Factoria - Eastgate
- 249** Overlake - S. Kirkland - Bellevue - S. Bellevue

### Unaffected Routes

- B** Redmond - Overlake - Crossroads - Bellevue
- 245** Kirkland - Crossroads - Eastgate - Factoria
- 246** Eastgate - Somerset - Factoria - NW Bellevue
- 255** Totem Lake - Kirkland - Seattle
- 271** Eastgate - Bellevue - U. District
- 545** Redmond - Seattle
- 550** Bellevue - Seattle



## Implications:

- Reduced Access to Bellevue College
- Reduced Access to Eastgate/I-90 Offices
- More Transfers to Kirkland and Redmond

## 2014 METRO PROPOSAL

### Routes with Deleted Coverage

- 221** Redmond - Crossroads - Eastgate
- 235** Kirkland - Bellevue
- 245** Kirkland - Crossroads - Eastgate - Factoria
- 271** Eastgate - Bellevue - U. District

### Unaffected Routes

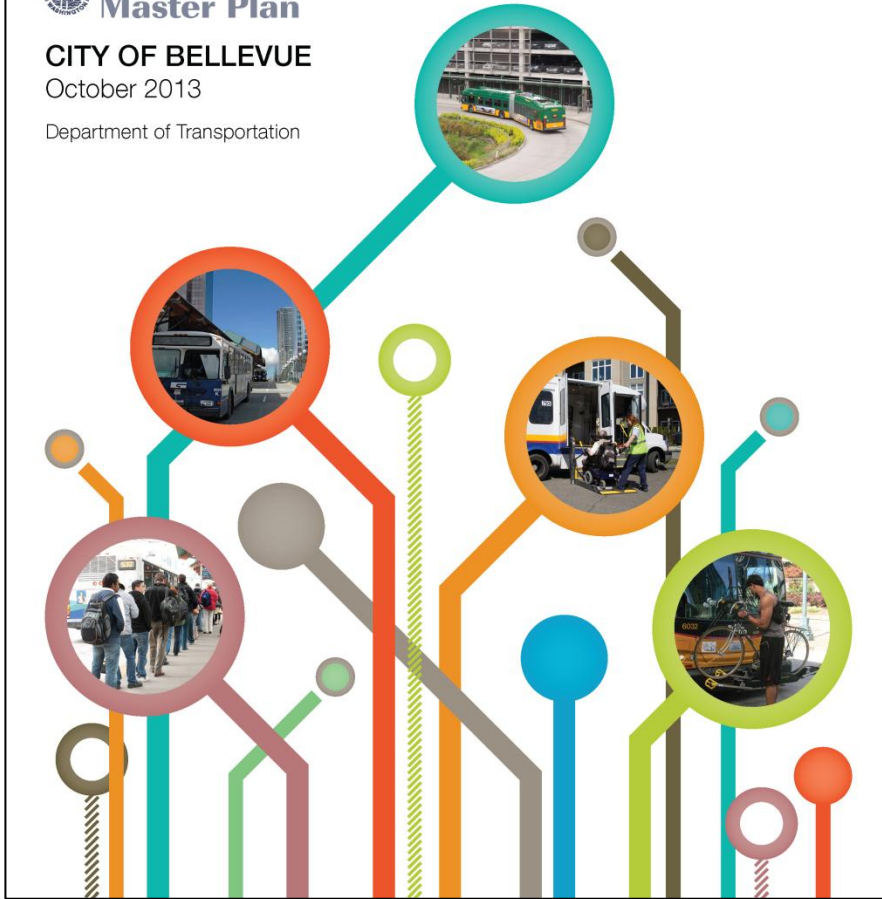
- B** Redmond - Overlake - Crossroads - Bellevue
- 226** Eastgate - Bel-Red - Bellevue
- 240** Bellevue - Eastgate - Factoria - Renton
- 241** Bellevue - Factoria - Eastgate
- 246** Eastgate - Somerset - Factoria - NW Bellevue
- 249** Overlake - S. Kirkland - Bellevue - S. Bellevue
- 255** Totem Lake - Kirkland - Seattle
- 545** Redmond - Seattle
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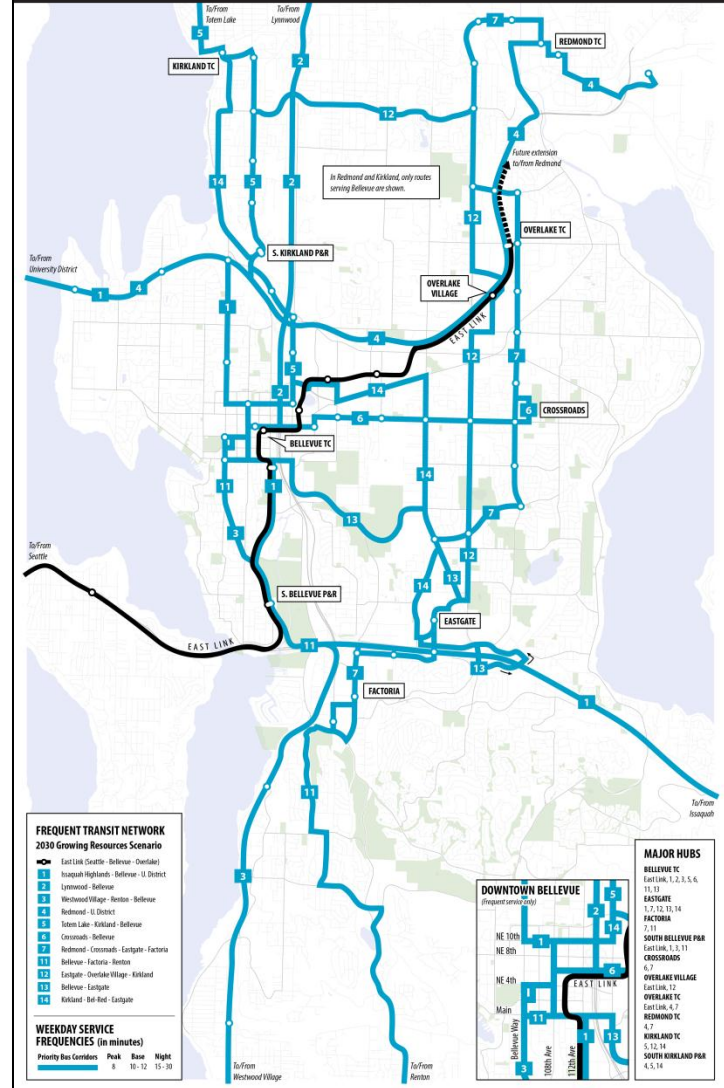
# TRANSIT SERVICE VISION REPORT

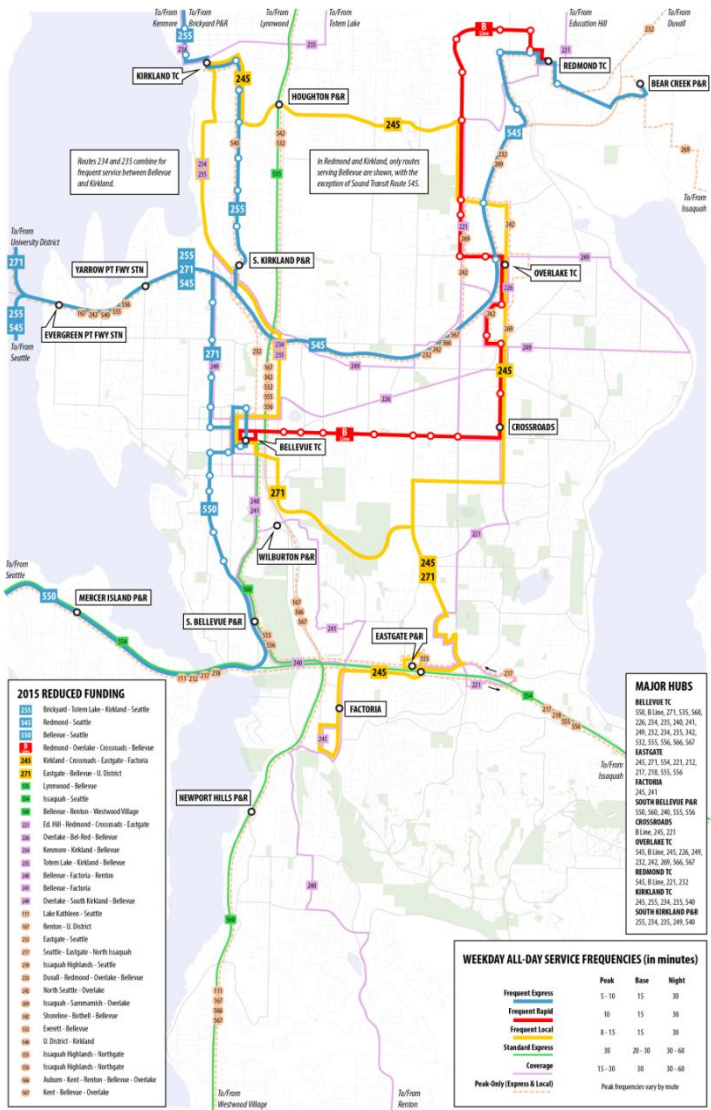


CITY OF BELLEVUE  
October 2013  
Department of Transportation



## 2030 FREQUENT TRANSIT NETWORK

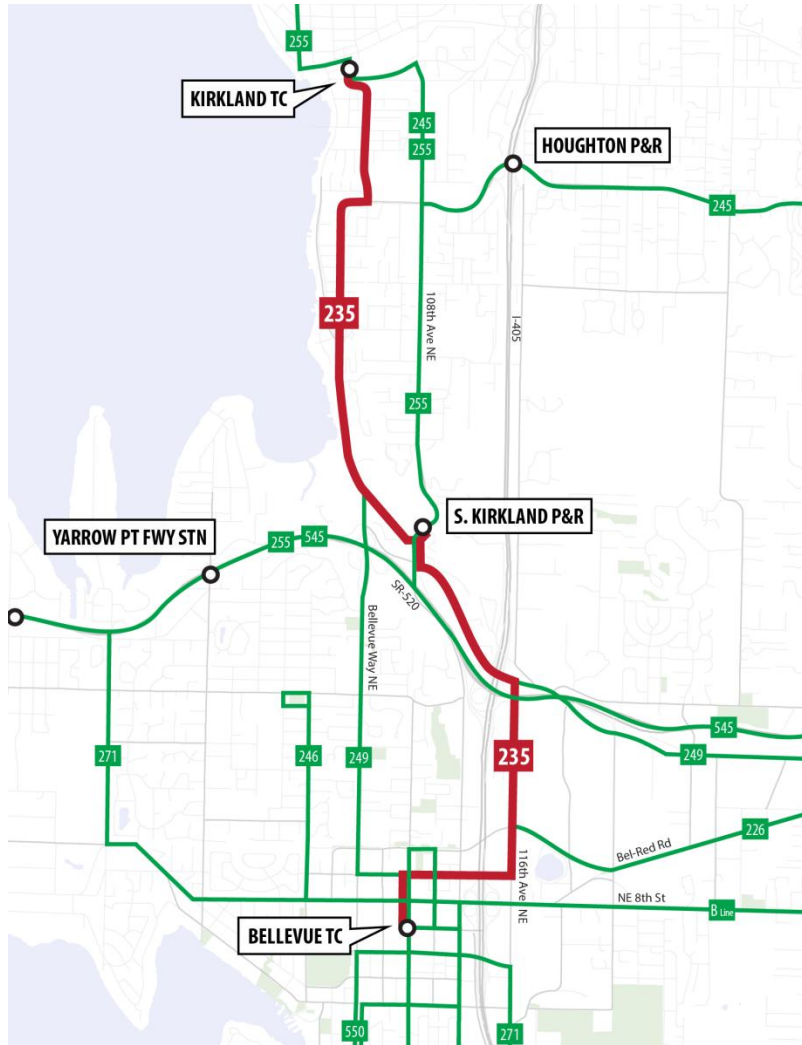




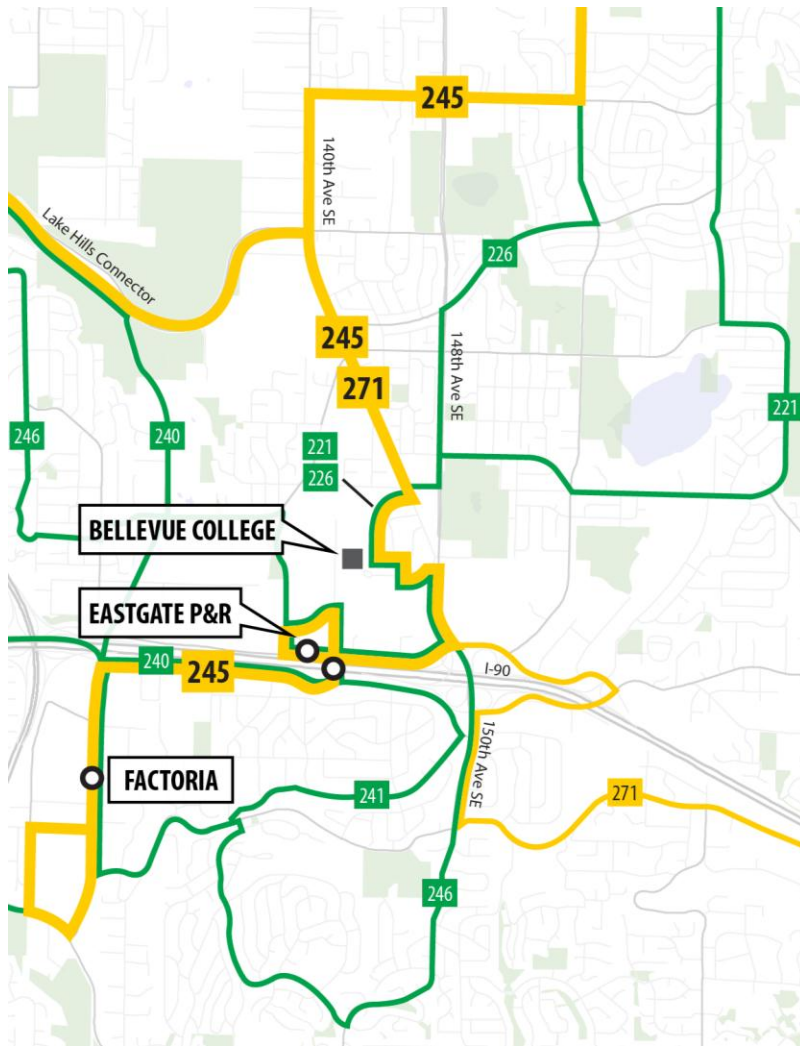
## Transit Master Plan Principles:

- Protect all-day service frequency in high demand Frequent Transit Network corridors linking major activity centers.
- Make two types of cuts to the existing system:
  - Delete commuter routes operating empty in counter-flow direction.
  - Delete poor performing routes.



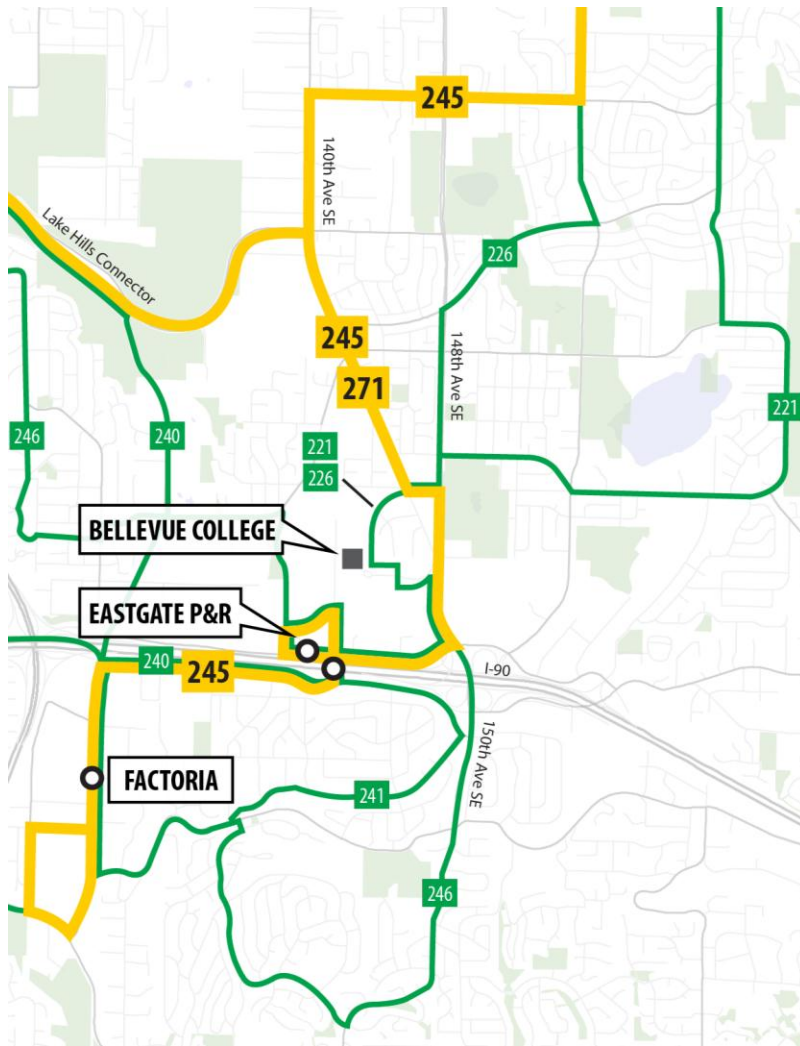


- Metro’s 2013 Service Guidelines Report identifies Corridor #53 (Route 234/235) as warranting “very frequent service.”
- Metro’s proposed restructuring of routes 234 & 235 degrades the Bellevue – Kirkland connection (FTN corridor) to 30 minute frequency during off-peak hours.
- This off-peak service reduction is most impactful to Bellevue’s Medical Institution District on 116<sup>th</sup> Avenue NE.
- “It is critical that the frequency and span of service on Bellevue’s most productive corridors be maintained.” – *Children’s Hospital*



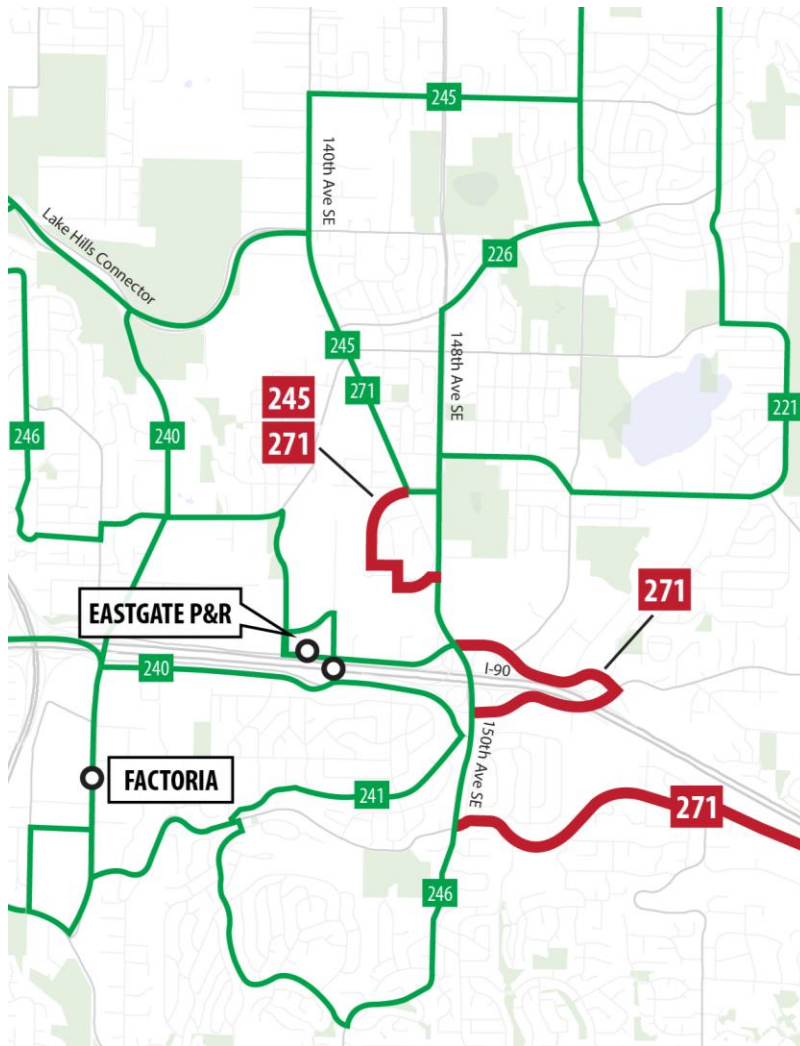
- Metro’s 2013 Service Guidelines Report identifies Corridor #14 (Route 271) and Corridor #54 (Route 245) as warranting “very frequent service.”
- Metro’s proposed restructuring of route 245 & 271 off campus on to 148th Ave SE would add a 1/2 mile walk from the 148th Ave bus stop to the campus.
- Nearly 1/3 of BC students ride transit as their primary mode of transportation. Routes 245 and 271 serve 55% of BC’s student transit riders.
- The stop that would be cut supports 1,500+ rides per day.





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Post Office Box 90012 • Bellevue, Washington • 98009 9012

January 14, 2014

Mr. Victor Obeso, Manager  
Service Development  
King County Department of Transportation  
201 South Jackson, KSC-TR-0426  
Seattle, WA, 98104-3856

Re: King County Metro Service Reduction Proposal

Dear Mr. *Obeso*:

On behalf of the City of Bellevue, we appreciate your efforts to integrate our input concerning Metro's service reductions proposal before you transmit a final recommendation to the King County Council. In conjunction with our Transit Master Plan, and anticipating the potential need for this service reduction, Bellevue staff actively engaged the public in an extensive community outreach process consisting of:

- stakeholder interviews;
- presentations to interest groups;
- workshops with Bellevue Board and Commission members, transit officials, neighboring jurisdictions, and business interests;
- an online survey of transit riders, former-riders, and non-riders; and,
- targeted outreach to people with disabilities and non-native English speakers.

Consistent with the community feedback received, the City of Bellevue's highest priority is to maintain all-day headways on our Frequent Transit Network (FTN) corridors. FTN corridors are where transit service and capital investments need to be focused to serve the most riders and provide the highest quality of service. As an active participant in our Transit Master Plan process, Metro understands that the desired end state of Bellevue's "Abundant Access" service vision is a network that is "efficient, useful, attractive service for most people, to most destinations, most of the time, serving maximum ridership." This vision statement was approved by Bellevue City Council on May 20, 2013.

**Metro's Service Reduction Proposal**

We are deeply concerned about the magnitude of Metro's service cuts proposal which affects 28 of the 33 routes it operates in Bellevue. Together, these routes transport approximately 35,000 daily weekday rides. It is difficult to contemplate the severity of these service cuts at a time when transit ridership in Bellevue is at record levels; between 2003 and 2012 we've seen city-wide usage increase by 129 percent from 22,000 to 50,000 daily ons/offers. And, as we look to the future, transit usage in Bellevue is projected to increase threefold by 2030.



Seattle Children's®  
HOSPITAL • RESEARCH • FOUNDATION



**Bellevue Transit  
Master Plan**

# Community Input on Reduction



\*Metro Transit's public outreach plan addresses reductions of up to 600,000 service hours, phased in 2014-2015.

\*\*At the same time, an additional reduction of 45,000 service hours on viaduct routes will be communicated to the public.



For more information >> [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)

13142.DOT/COMMODISPLAYS 11/03/13

- 1. Bellevue staff presentations to the City Council on January 27 and at an additional briefing in February on the County's proposed ballot measure.**
- 2. The King County Council would have to approve a new tax proposal in mid-February for it to go before voters in April 2014.**

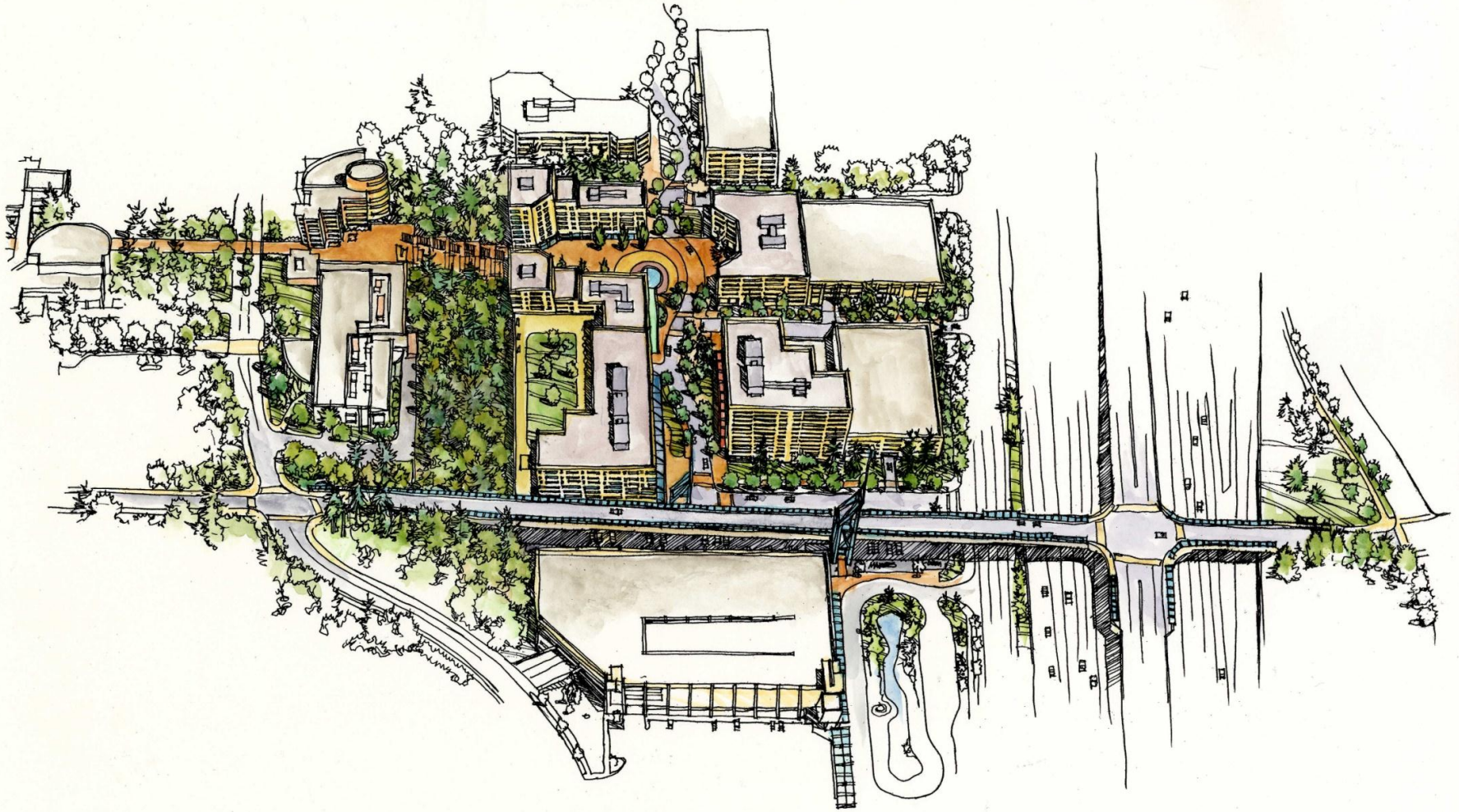


# ***142<sup>nd</sup> Place SE Transit Emphasis Corridor (Project #L27)***





# Eastgate/I-90 Land Use & Transportation Project







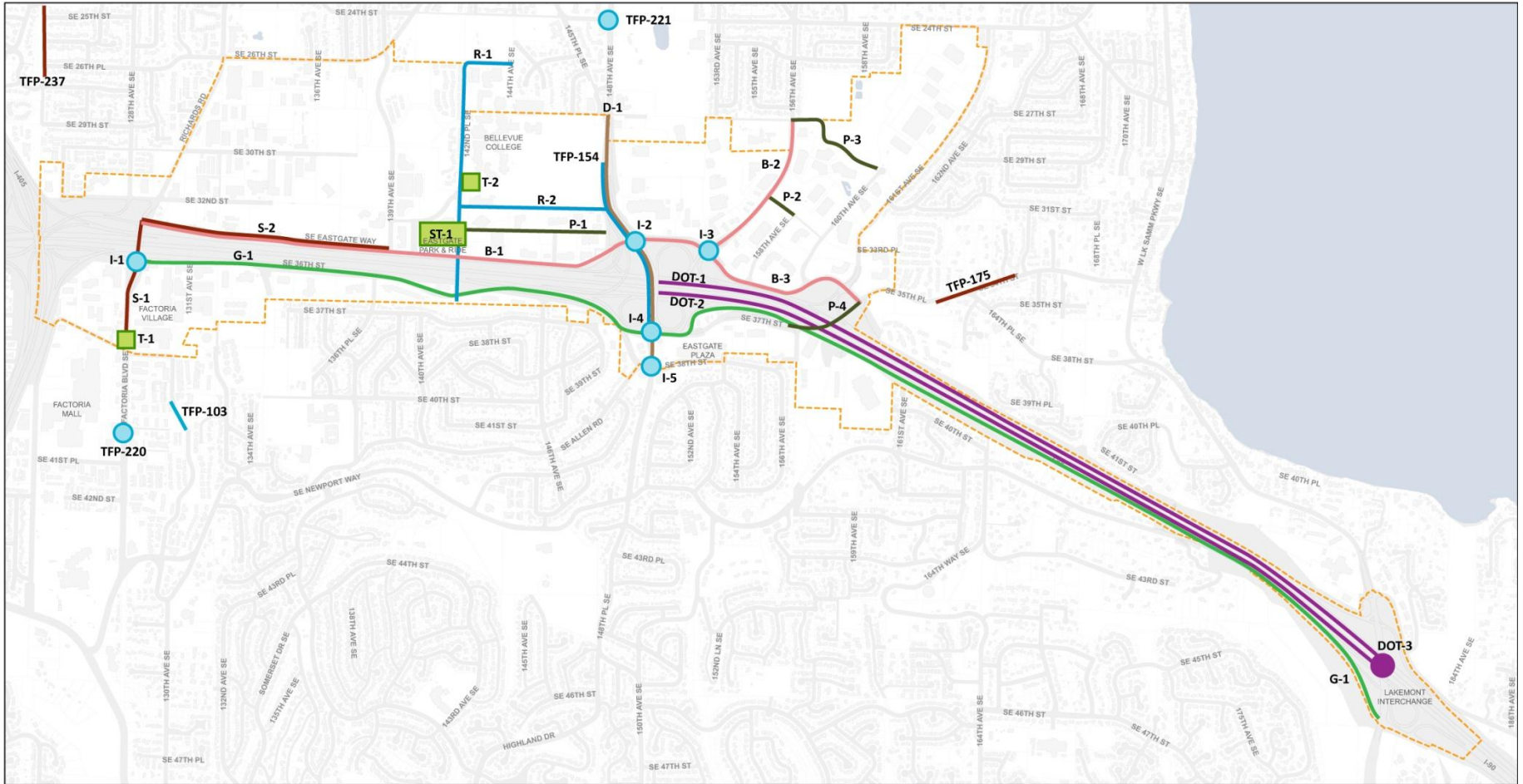
**Eastgate P&R (2004) = \$33M**

**Eastgate Transit Access (2006) = \$39M**





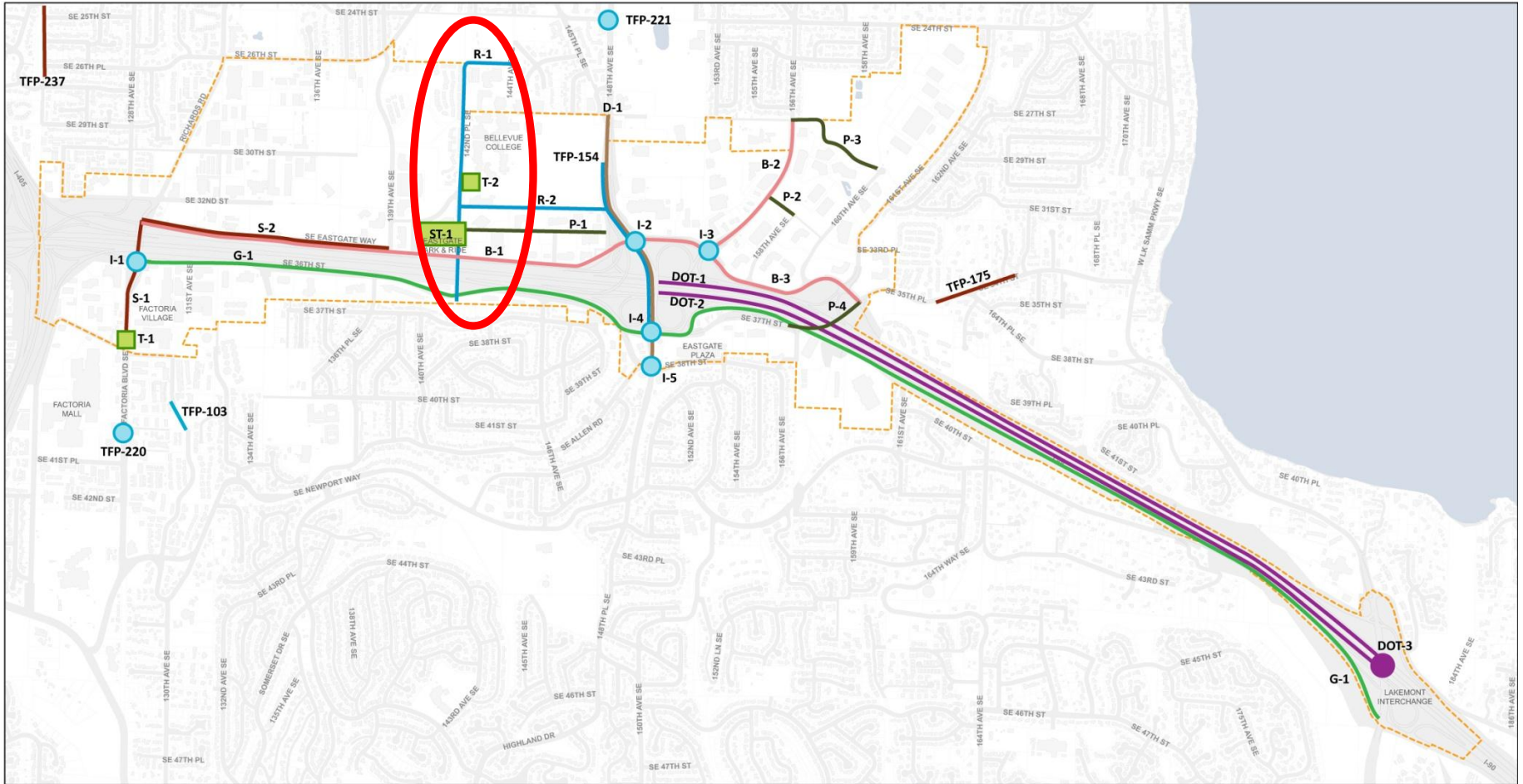
# Eastgate/I-90 Land Use & Transportation Project



- Sidewalk
- Bicycle
- Roadway
- Boulevard treatment
- Transit
- Off-street path
- Mountains to Sound Greenway Trail
- Intersection
- Interstate/interchange



# Eastgate/I-90 Land Use & Transportation Project

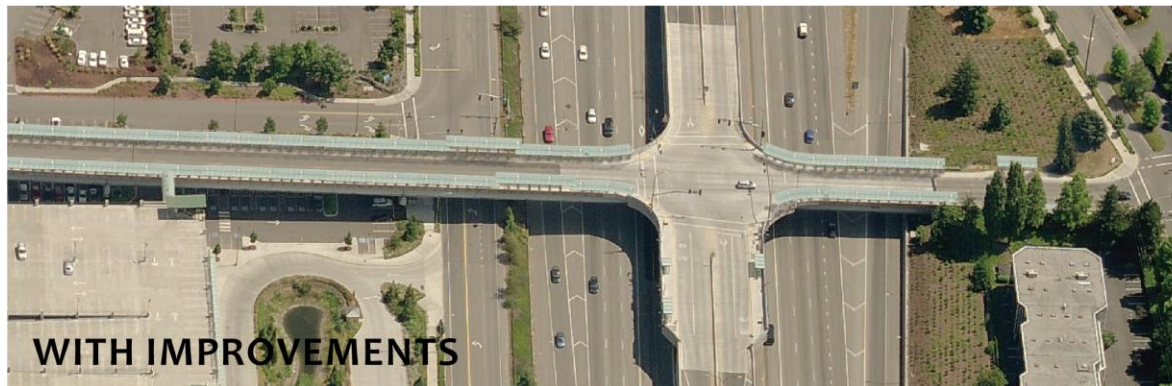


- Sidewalk
- Bicycle
- Roadway
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- Off-street path
- Mountains to Sound Greenway Trail
- Intersection
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## R-1: 142<sup>nd</sup> Place SE Transit Emphasis Corridor

Transportation Strategies Report: pages 29-33 and A63-A93



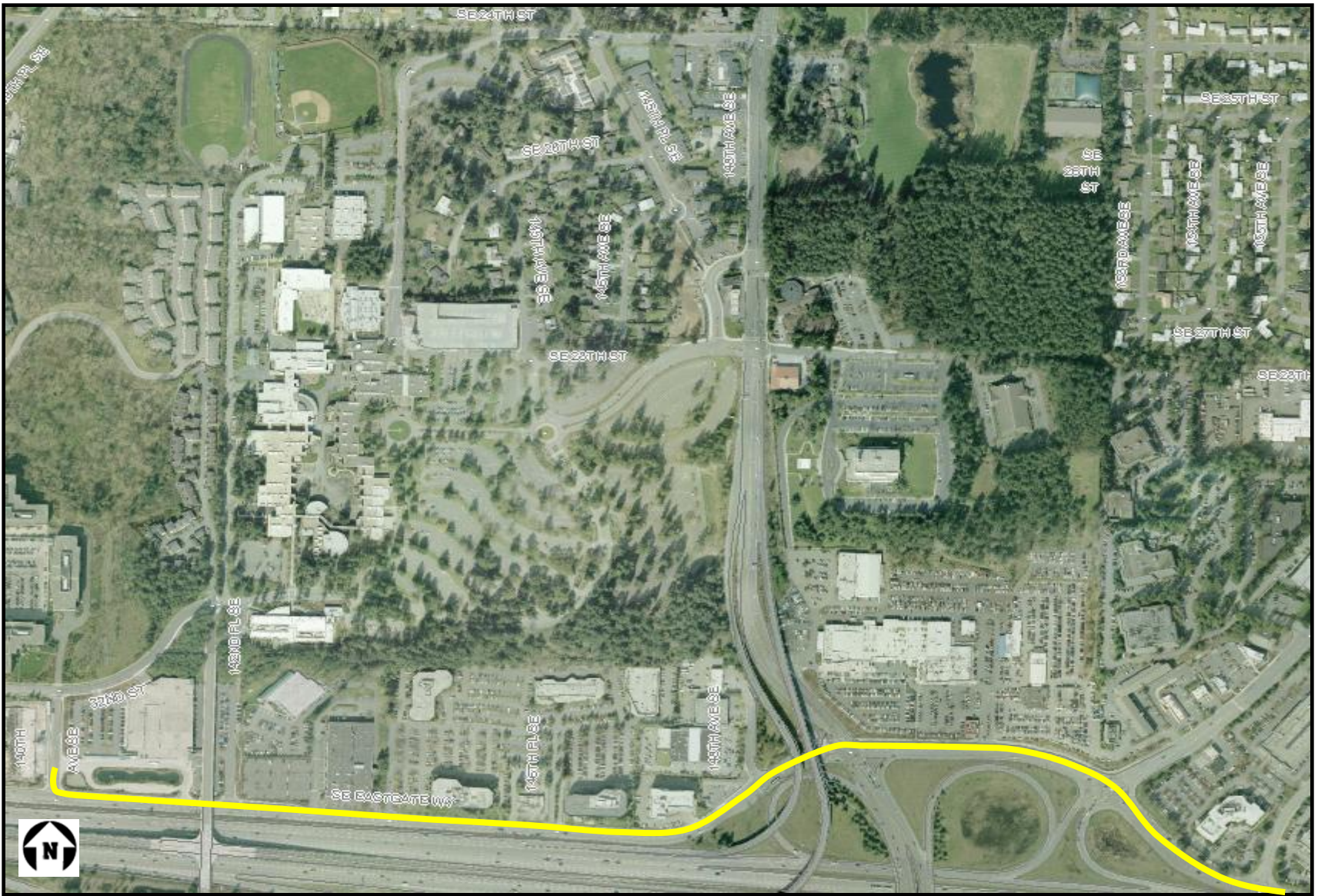
A covered/widened walkway on the 142nd Place SE bridge will improve transit operations at the direct access ramp and at the intersection with SE 36th Street North of the 142nd Place SE bridge, improvements would be made on Snoqualmie River Road, which includes upgraded pavement to support buses, sidewalks, and accessible bus stops.

*Plan Range: \$5M to \$9.9M  
(COB estimate, 2011)*



**“Bus transit through Bellevue College takes too long.”**







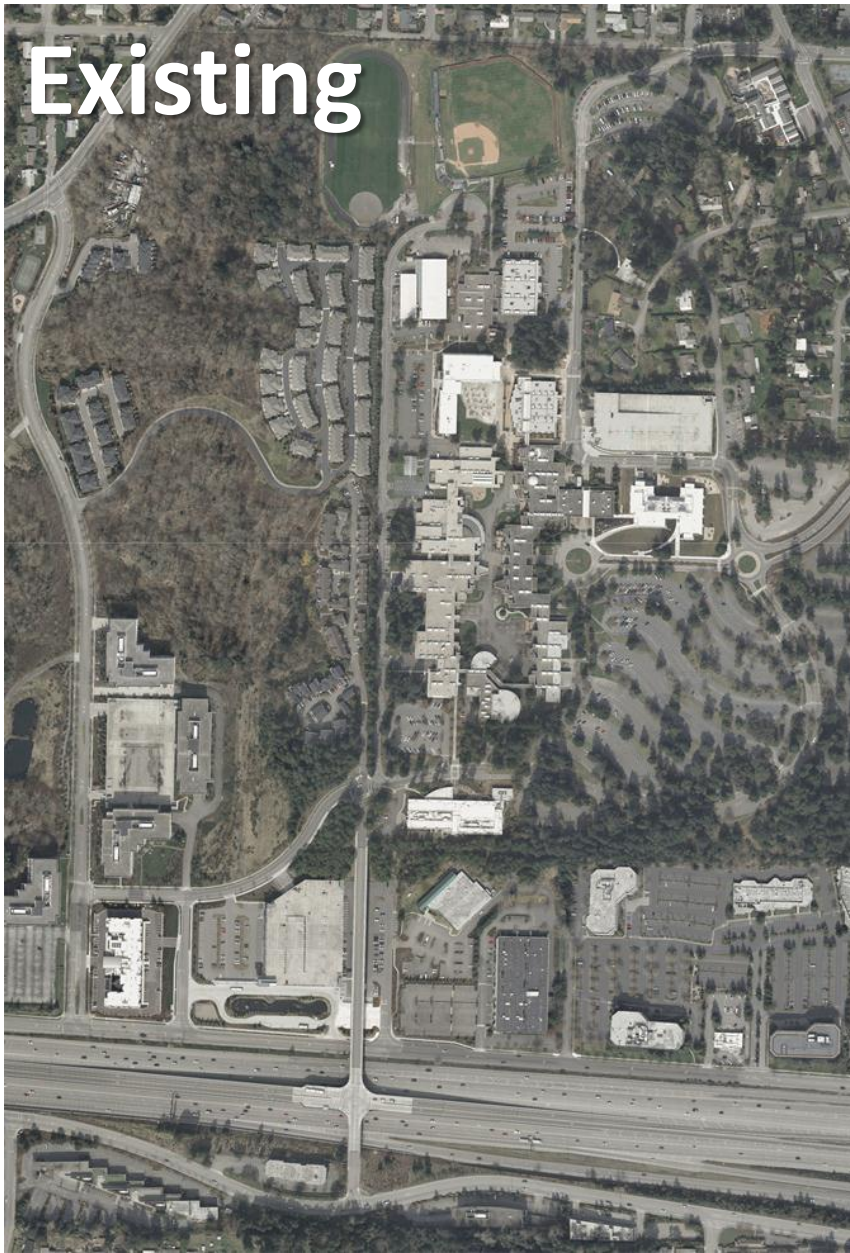








Existing



Proposed



**Bellevue Transit  
Master Plan**

**142<sup>nd</sup> Place SE**

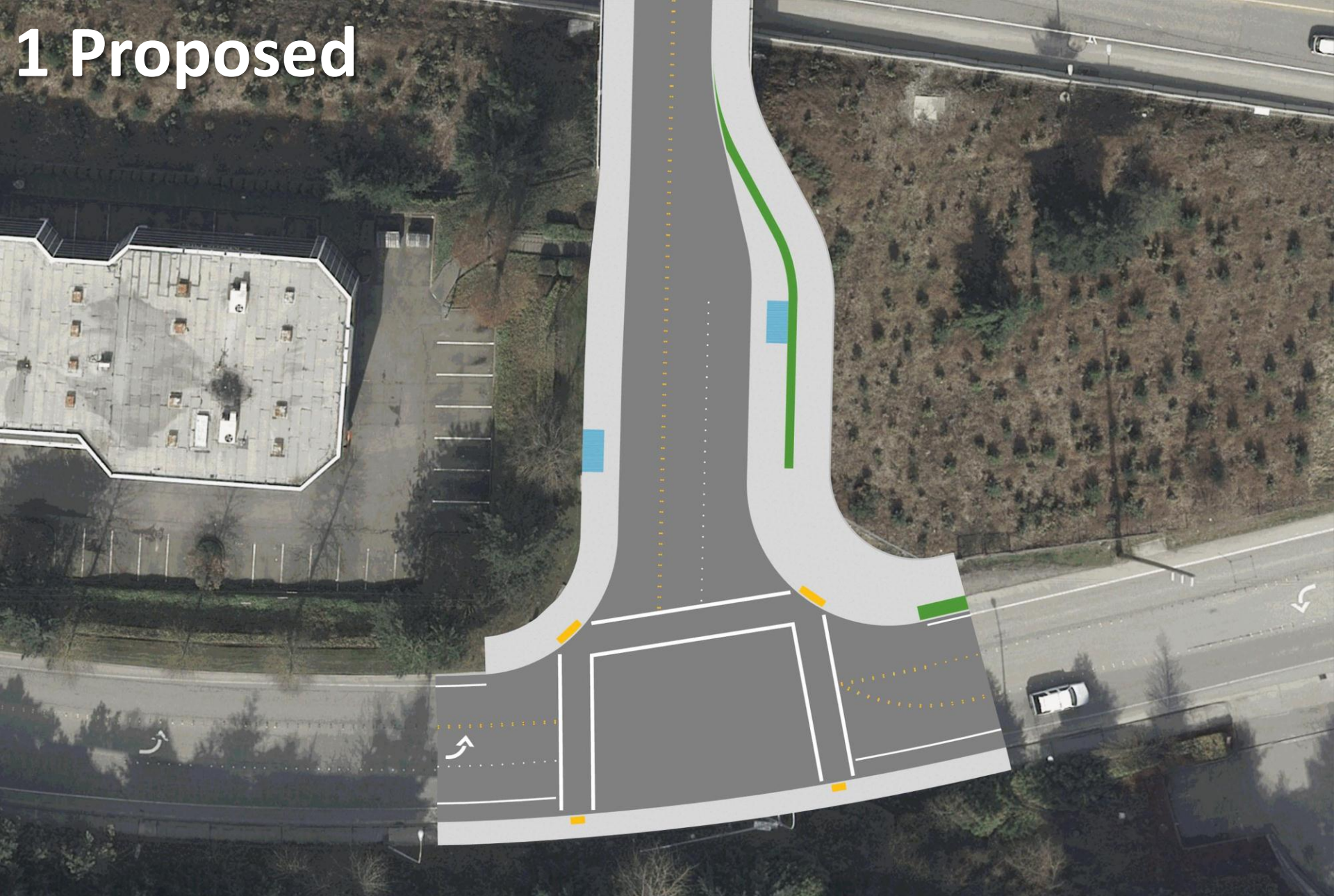


# 1 Existing





# 1 Proposed





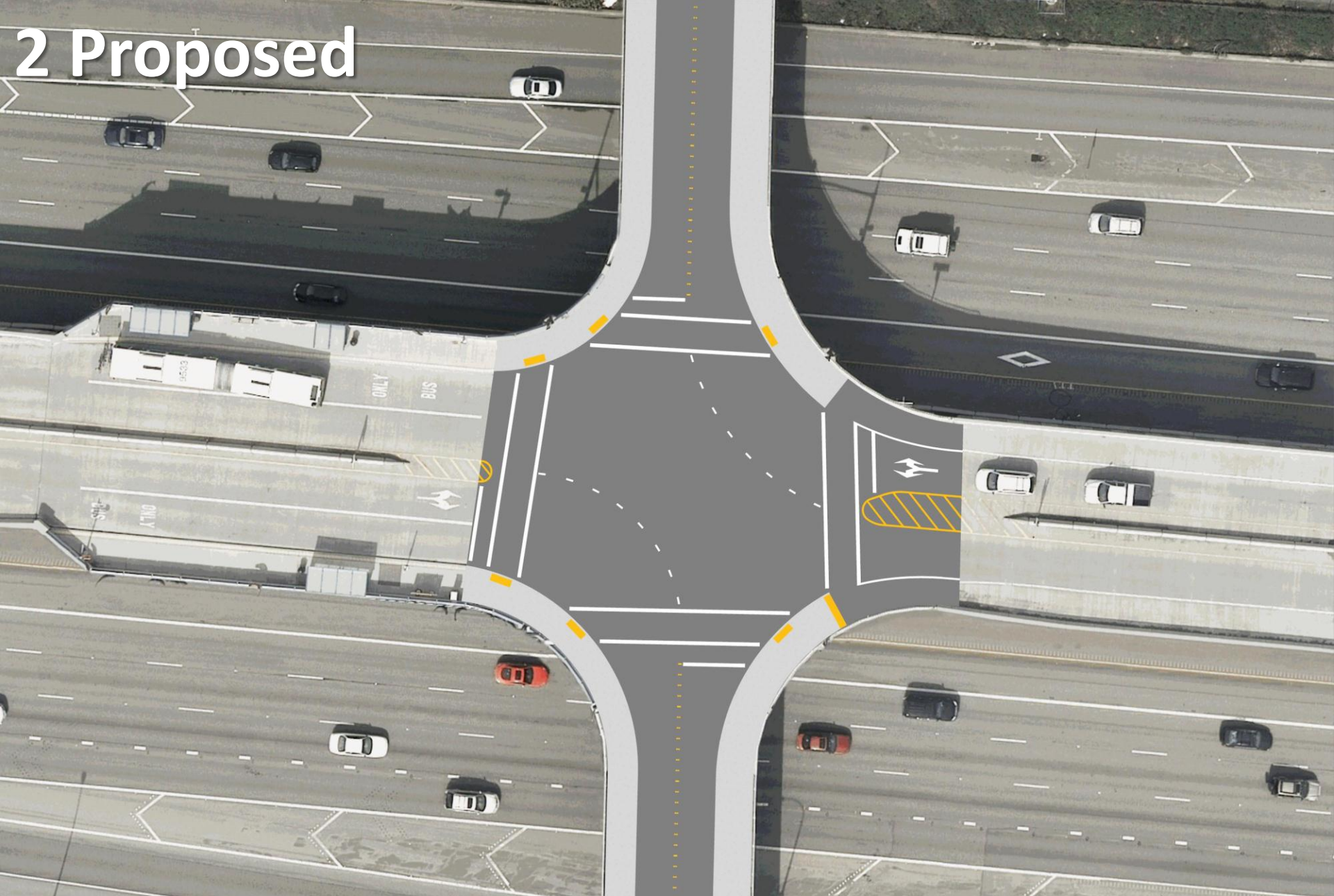


2 Existing



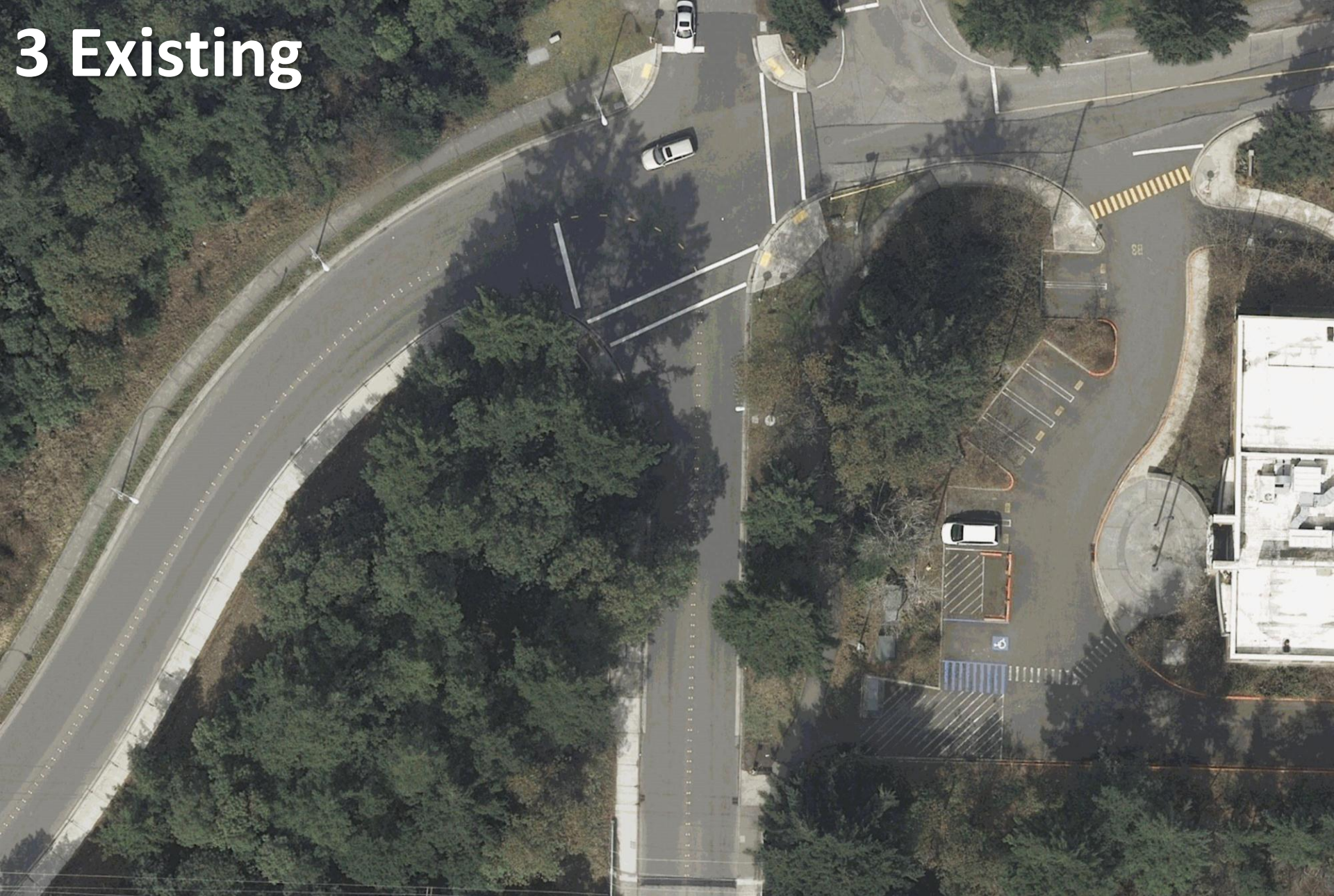


# 2 Proposed



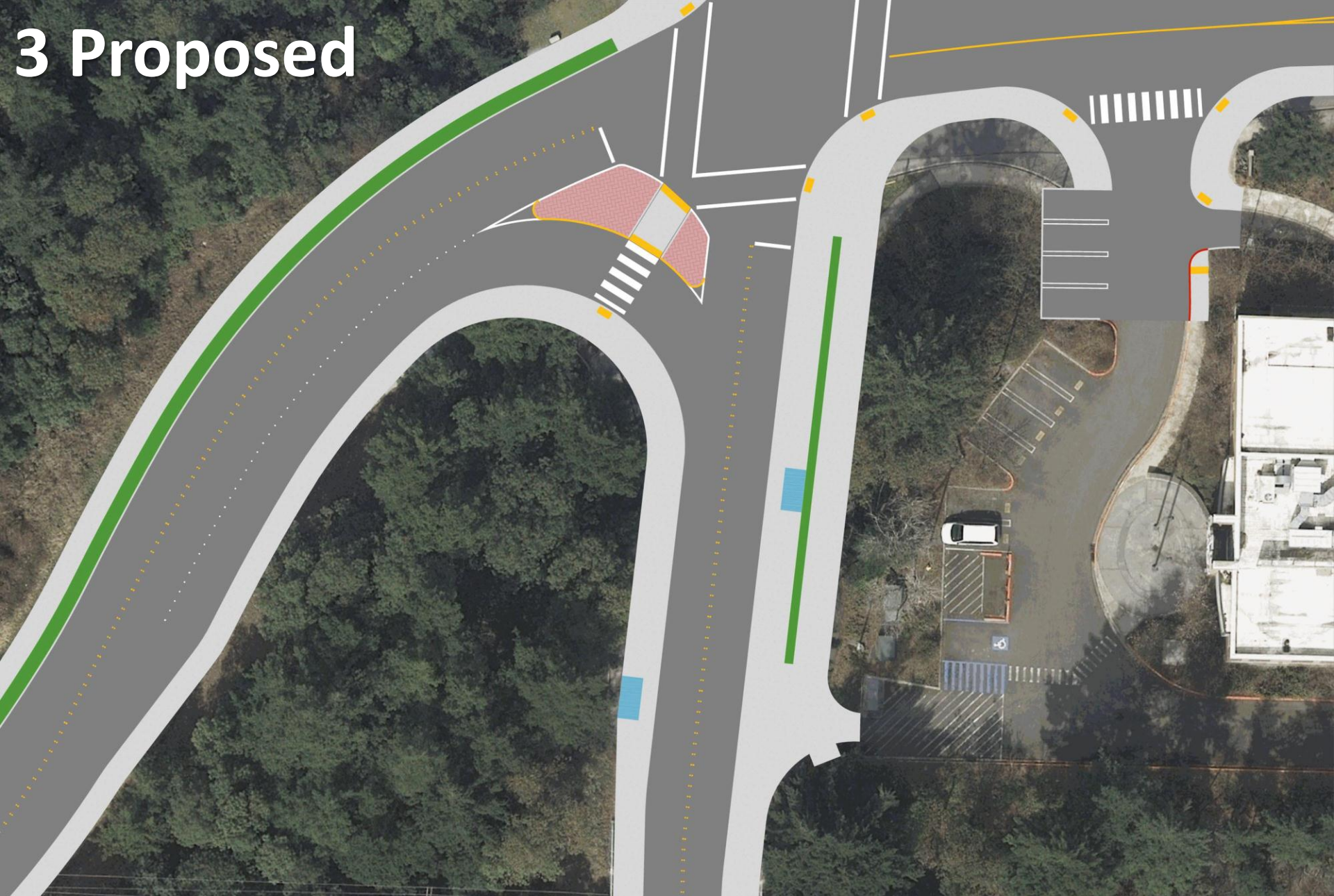


# 3 Existing





# 3 Proposed



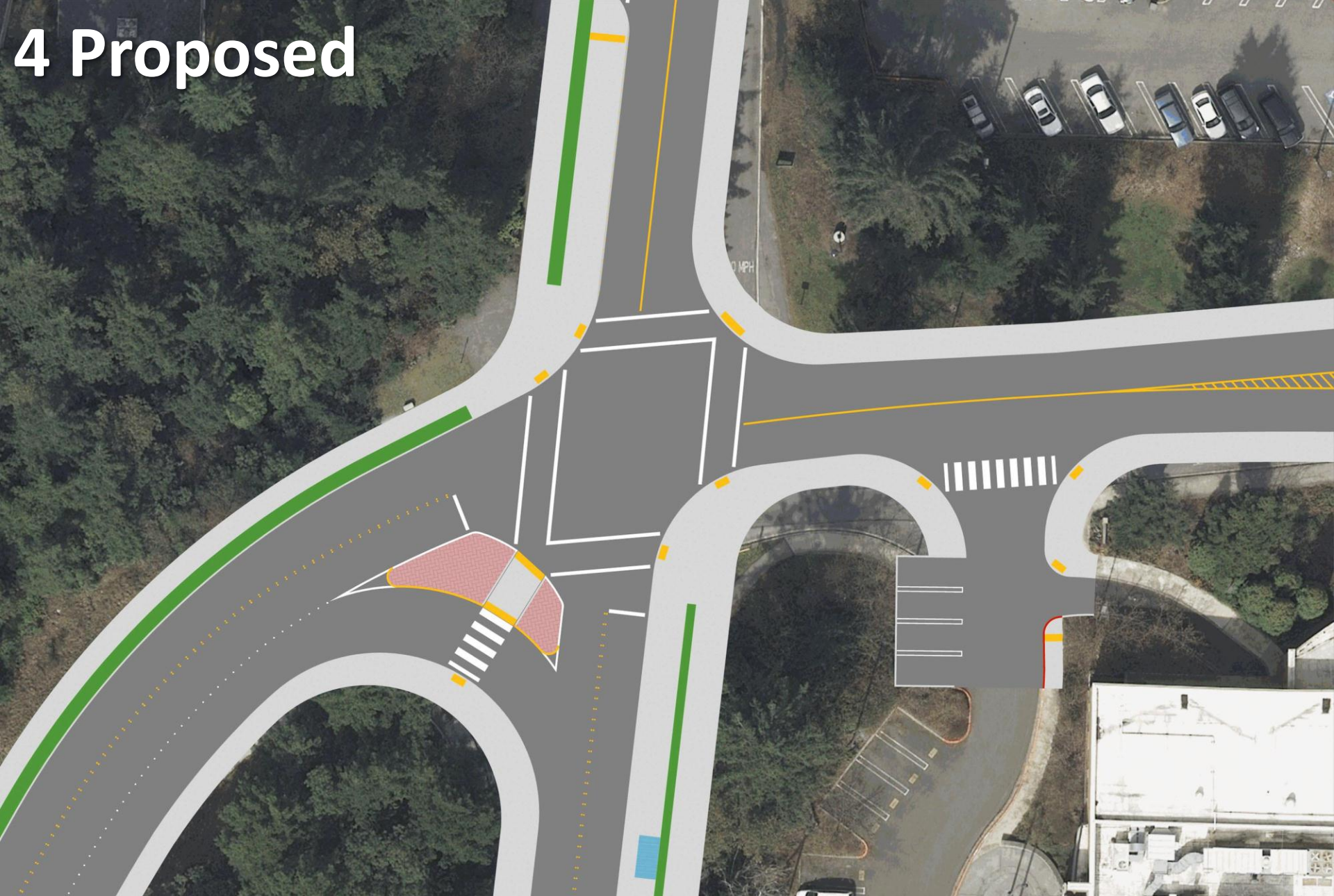


# 4 Existing





# 4 Proposed





# 5 Existing











6 Existing

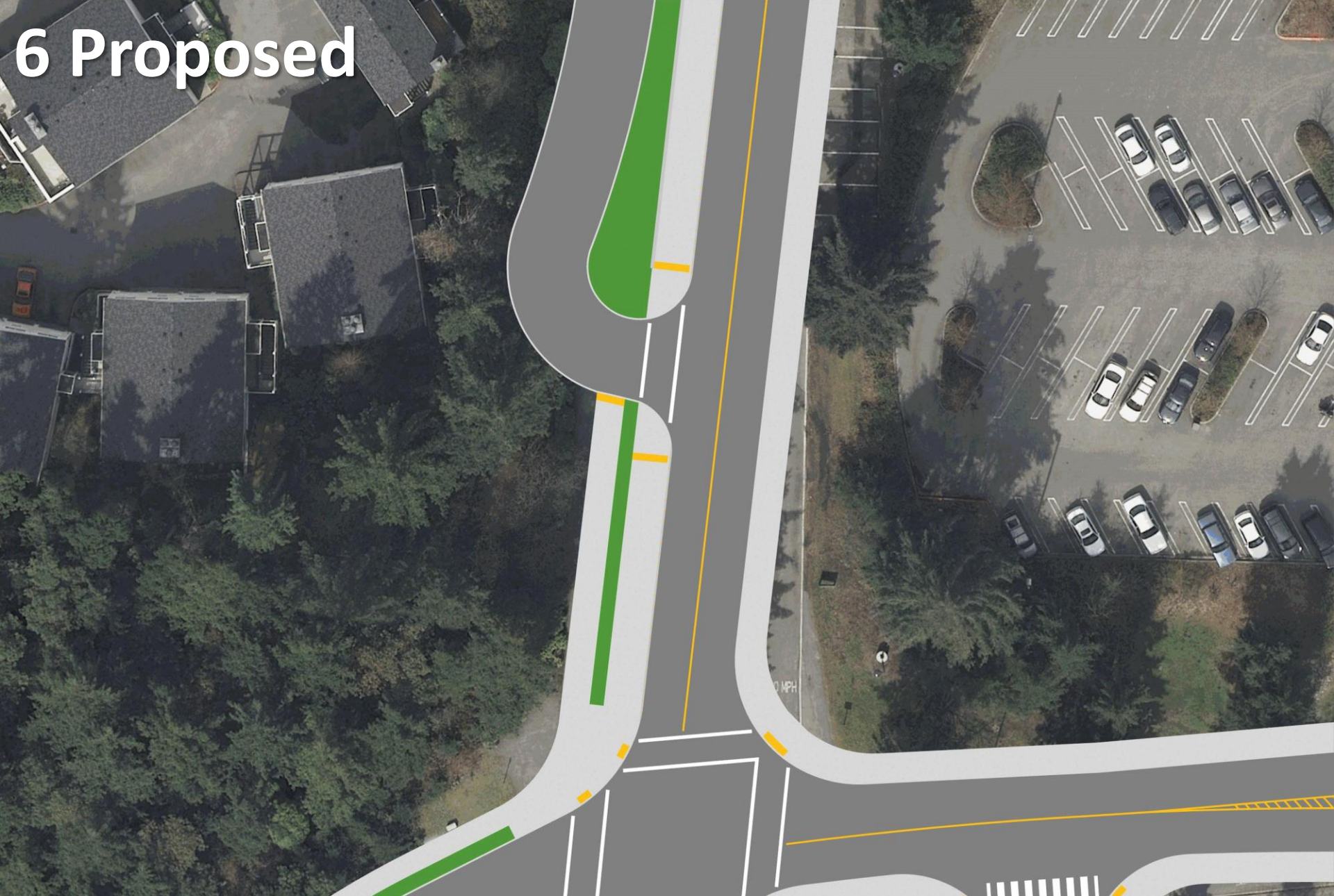


**Bellevue Transit  
Master Plan**

**142<sup>nd</sup> Place SE**



# 6 Proposed







7 Existing



**Bellevue Transit  
Master Plan**

**142<sup>nd</sup> Place SE**



# 7 Proposed



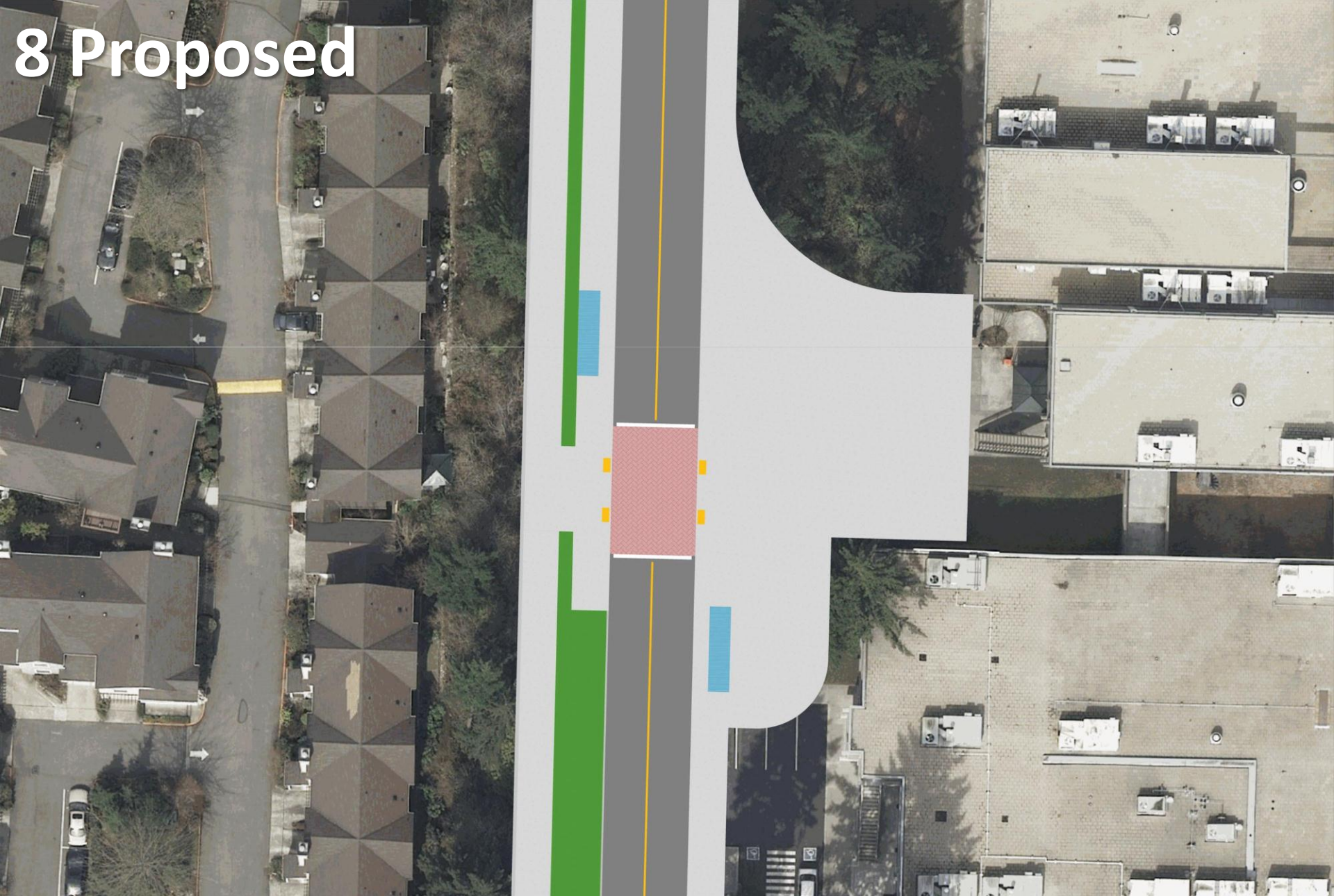


# 8 Existing





# 8 Proposed







9 Existing



**Bellevue Transit  
Master Plan**

**142<sup>nd</sup> Place SE**



# 9 Proposed







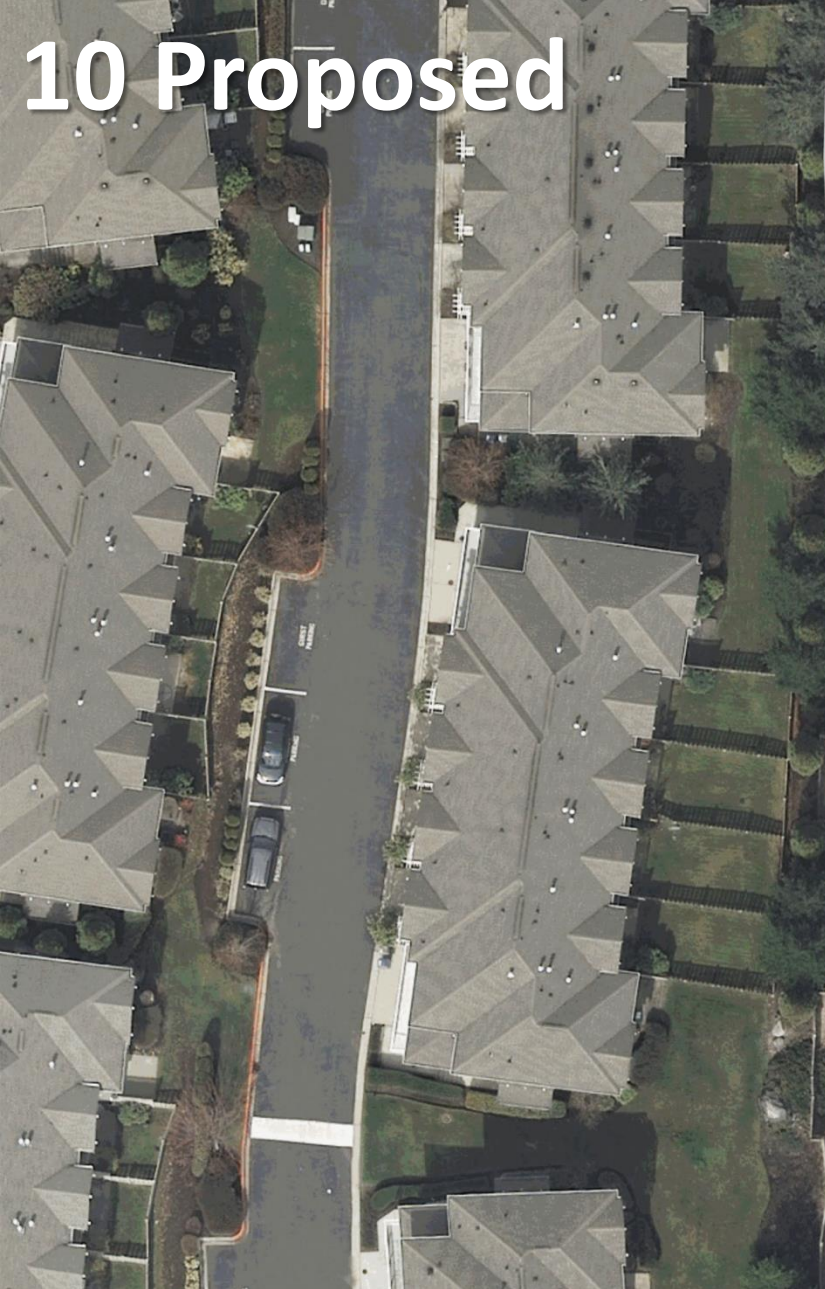
10 Existing



**Bellevue Transit  
Master Plan**

**142<sup>nd</sup> Place SE**





10 Proposed



**Bellevue Transit  
Master Plan**

**142<sup>nd</sup> Place SE**





11 Existing



**Bellevue Transit  
Master Plan**

**142<sup>nd</sup> Place SE**





11 Proposed



**Bellevue Transit  
Master Plan**

**142<sup>nd</sup> Place SE**



12 Existing



**Bellevue Transit  
Master Plan**

**142<sup>nd</sup> Place SE**



# 12 Proposed



**Bellevue Transit  
Master Plan**

**142<sup>nd</sup> Place SE**





13 Existing



**Bellevue Transit  
Master Plan**

**142<sup>nd</sup> Place SE**



# 13 Proposed







14 Existing





# 14 Proposed





15 Existing

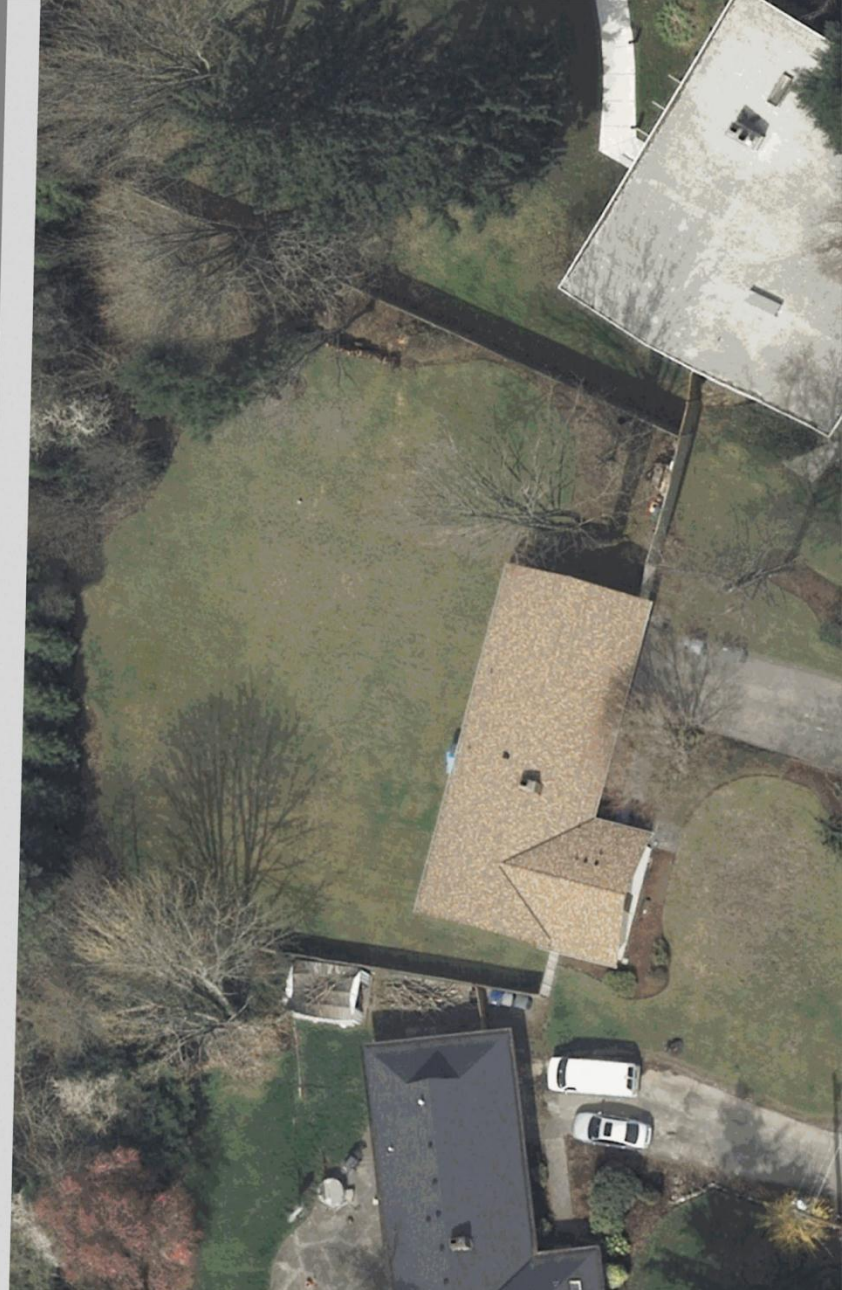
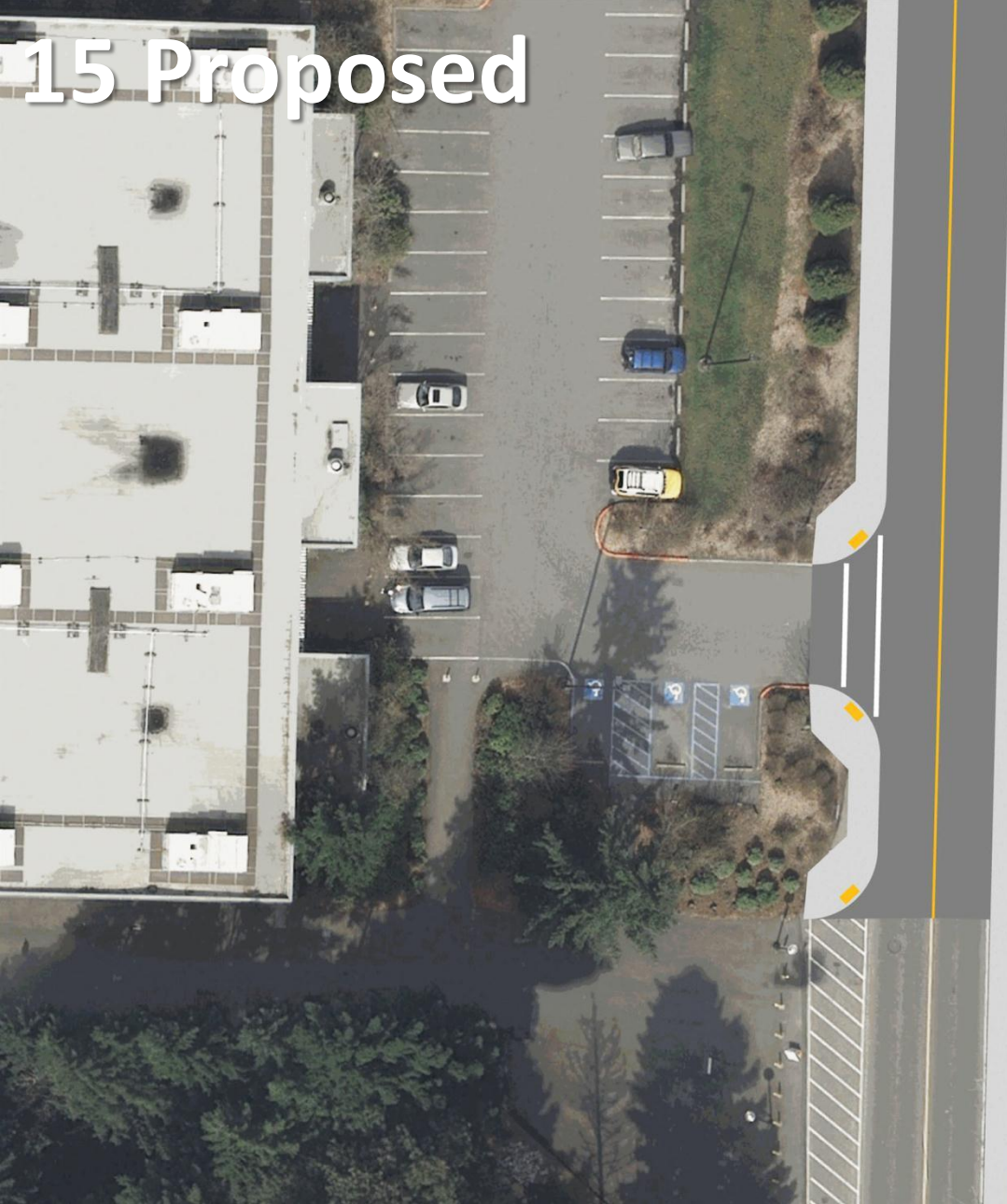


**Bellevue Transit  
Master Plan**

**142<sup>nd</sup> Place SE**



# 15 Proposed





# 16 Existing





# 16 Proposed





# 17 Existing

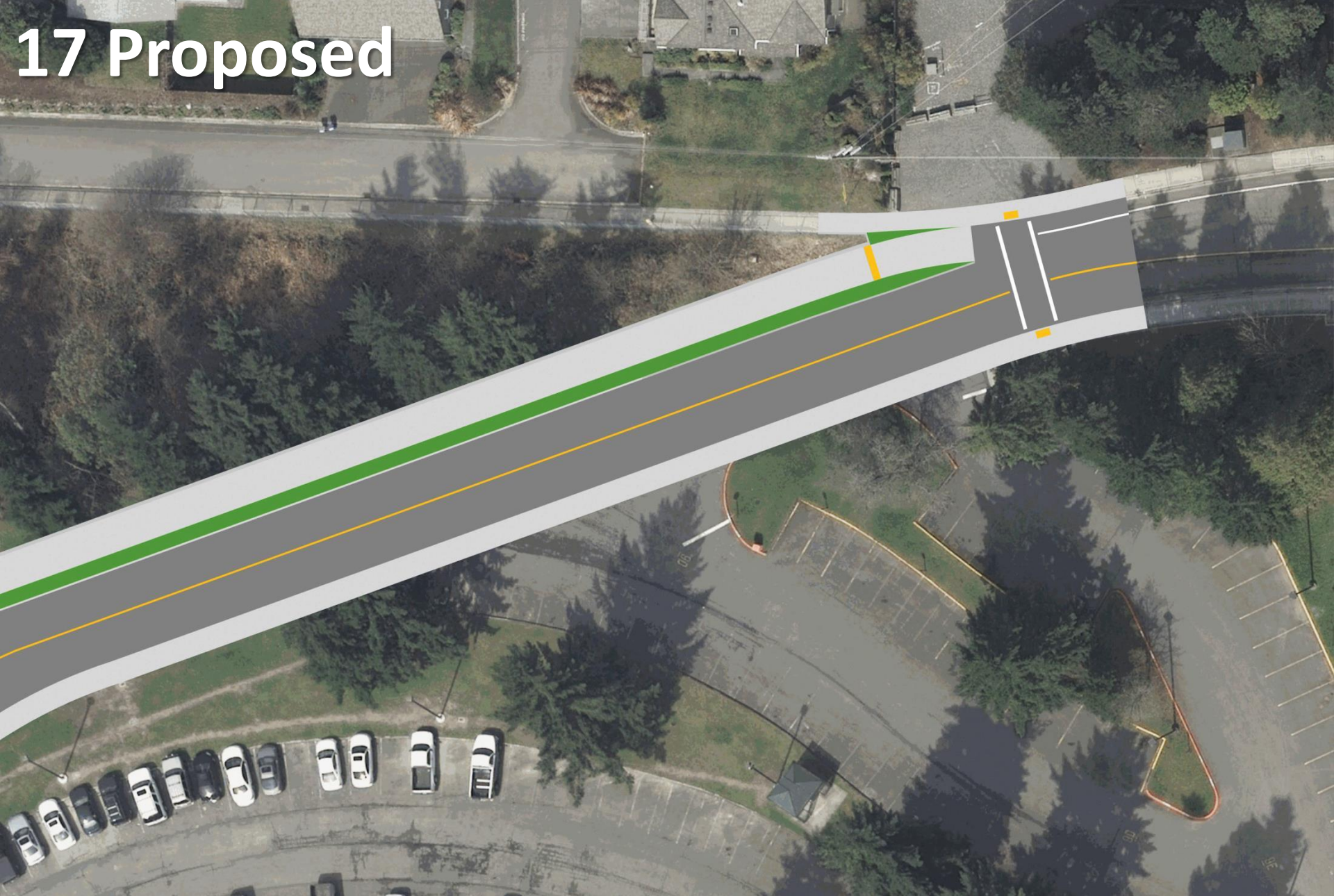


**Bellevue Transit  
Master Plan**

**142<sup>nd</sup> Place SE**



# 17 Proposed





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



**Franz Loewenherz**

Transportation Department

[floewenherz@bellevuewa.gov](mailto:floewenherz@bellevuewa.gov)

**425-452-4077**



**Bellevue Transit  
Master Plan**

**Additional Information**