



# Bellevue Transit Master Plan



***City Council Meeting  
November 12, 2013***

- 1. Staff seeks Council feedback on the draft capital-oriented strategies and measures of effectiveness.**
- 2. Council input informs the Transportation Commission's identification of speed & reliability, route facility, and pedestrian & bicycle projects.**
- 3. Q1 2014, Council will receive Transportation Commission's recommended draft TMP report with Service, Capital, & Policy Elements (policies/projects).**



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



# ***Transit Master Plan Scope of Work***



## CURRENT TRANSIT NETWORK



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

## MARKET SEGMENTATION



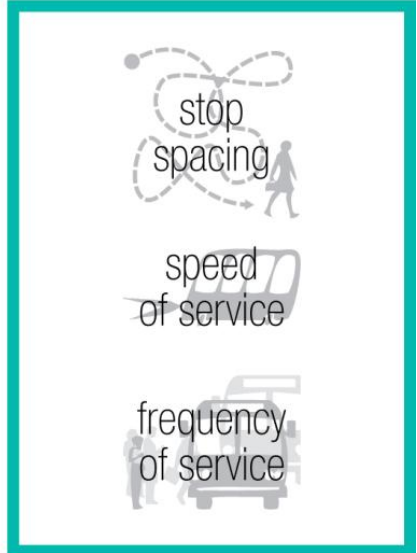
What are the attitudes and preferences that drive traveler choices?

## FUTURE TRAVEL MARKETS



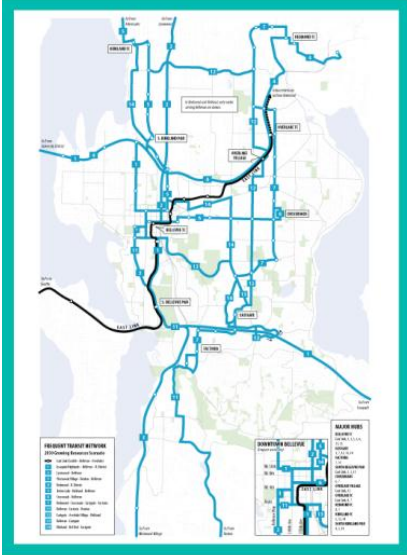
Which segments in which travel markets should transit services compete for?

## SERVICE-ORIENTED STRATEGIES



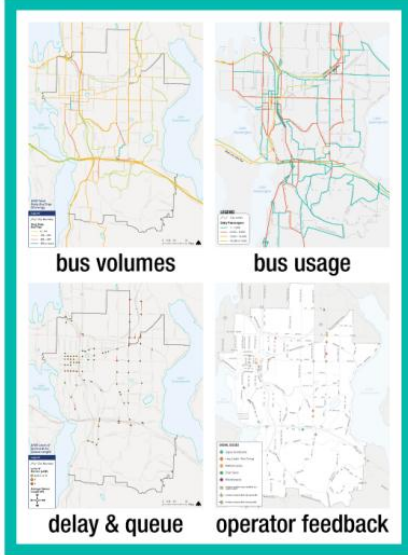
What kinds of strategies can best seize these opportunities?

## FREQUENT TRANSIT NETWORK (FTN)



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

## CURRENT and FUTURE CONDITIONS



What are the current and future conditions on FTN corridors?

## EVALUATION of COSTS and BENEFITS

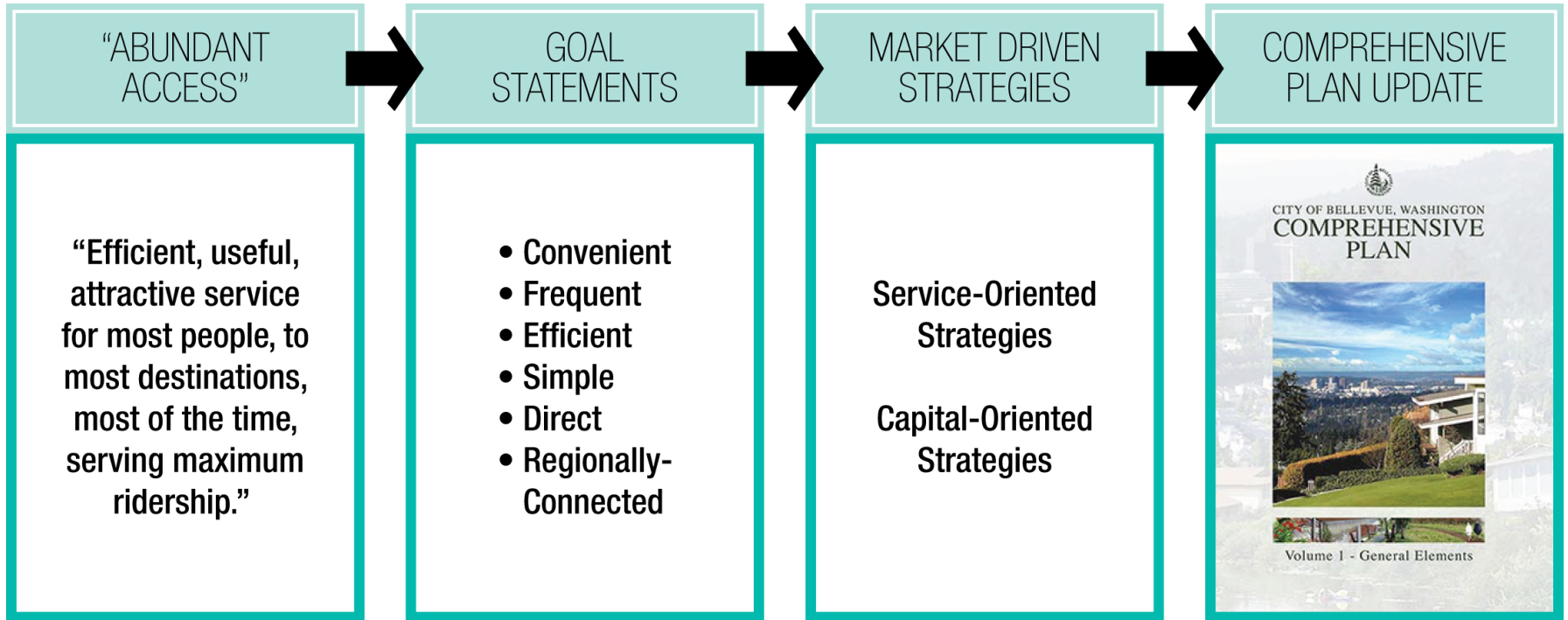


What are the costs and benefits of different levels of operational exclusivity?

## CAPITAL-ORIENTED STRATEGIES



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



What is the vision statement for the Transit Master Plan?

What does the TMP seek to achieve over time?

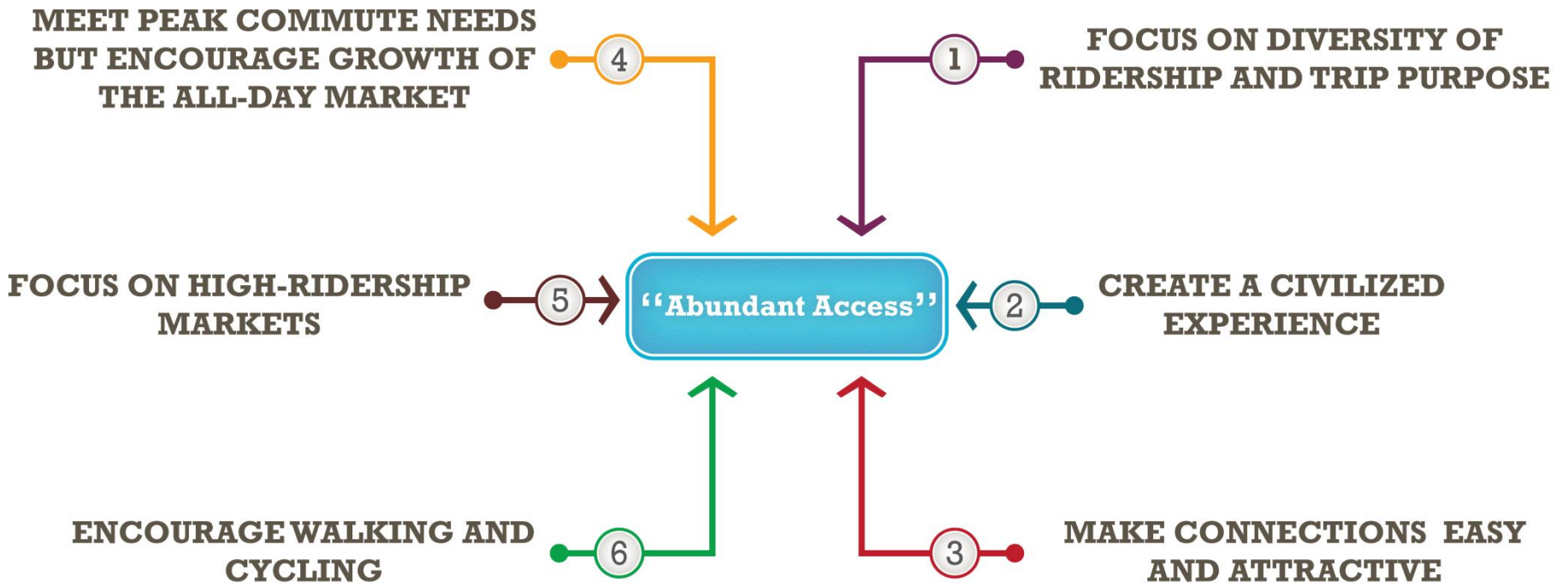
What are the strategies guiding the city's advocacy and actions?

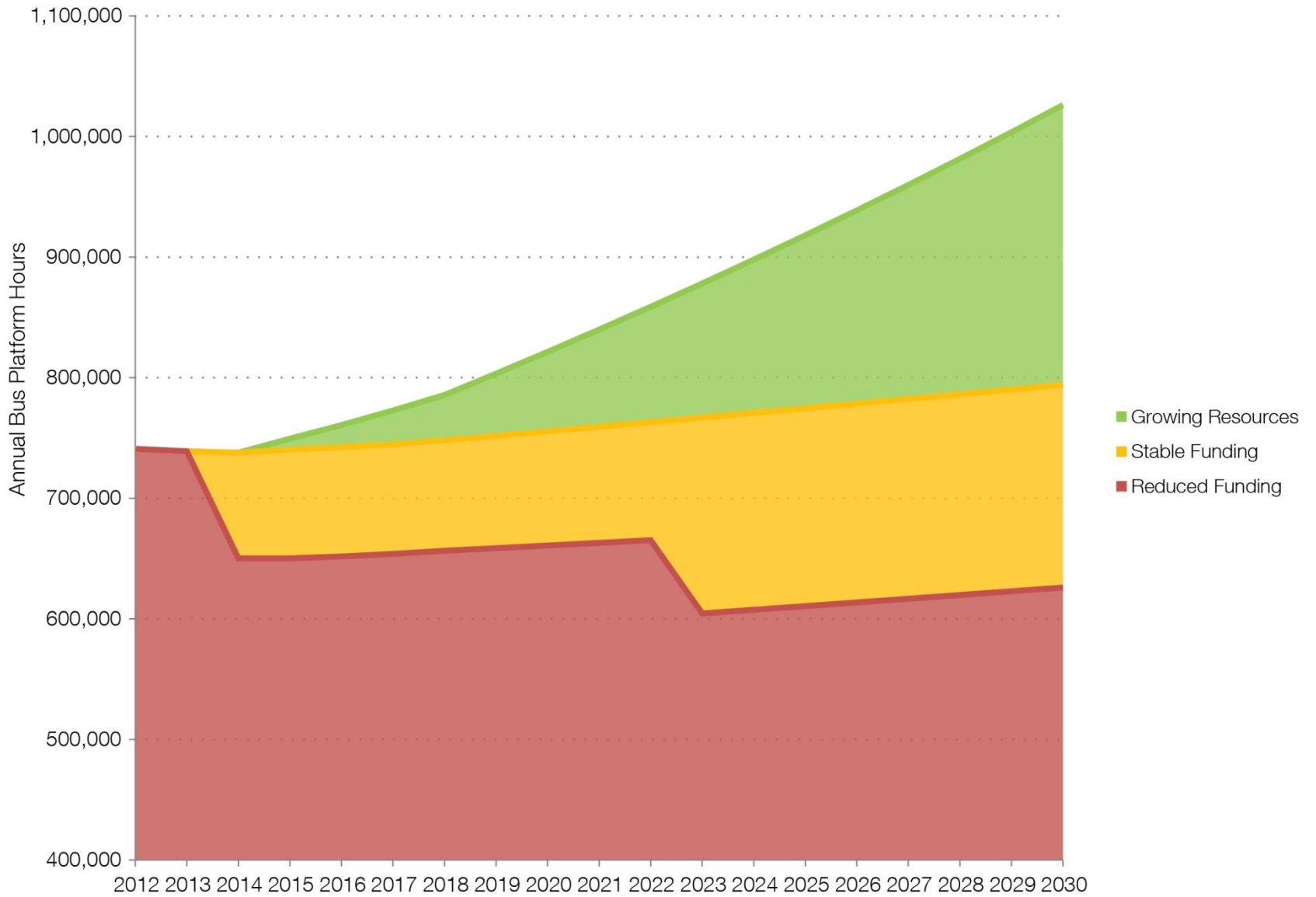
What TMP strategies will inform the Comprehensive Plan Update process?



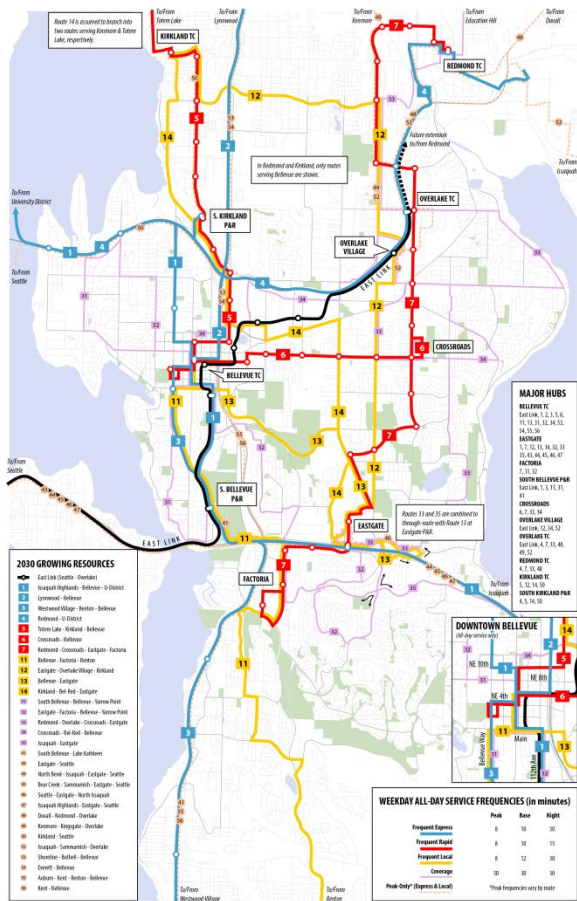
# *Service-Oriented Strategies*



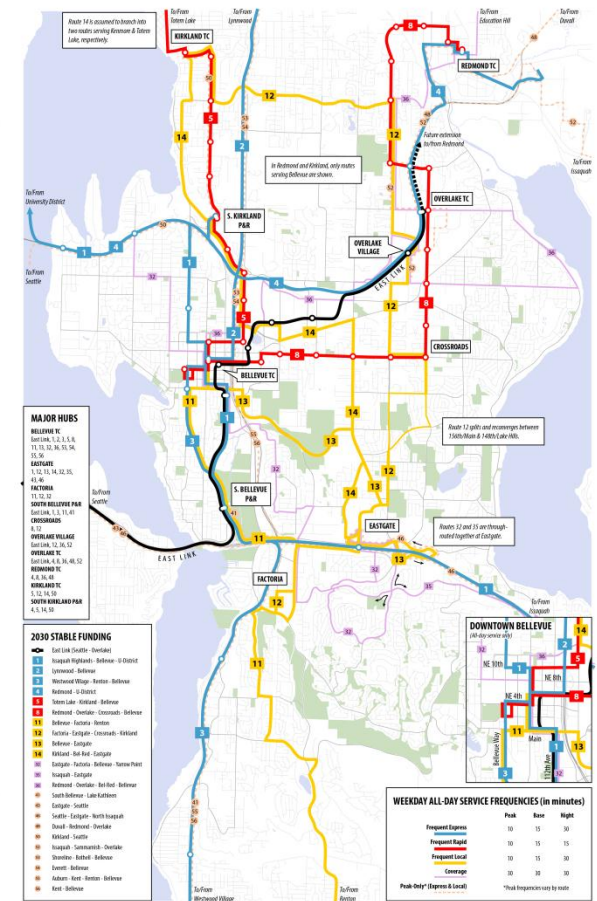




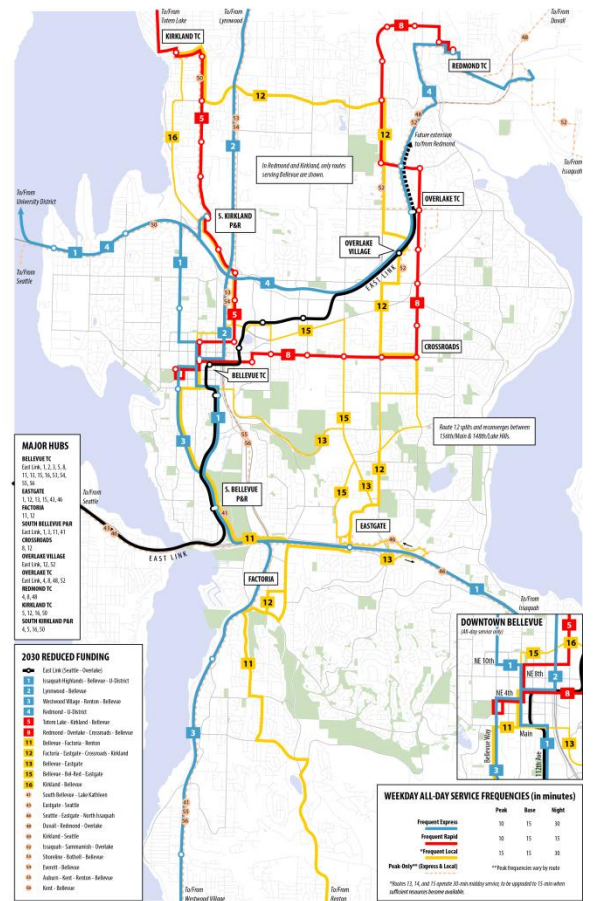
## 2030 Growing Resources



## 2030 Stable Funding



## 2030 Reduced Funding



## Bellevue's 2030 Transit Service Vision

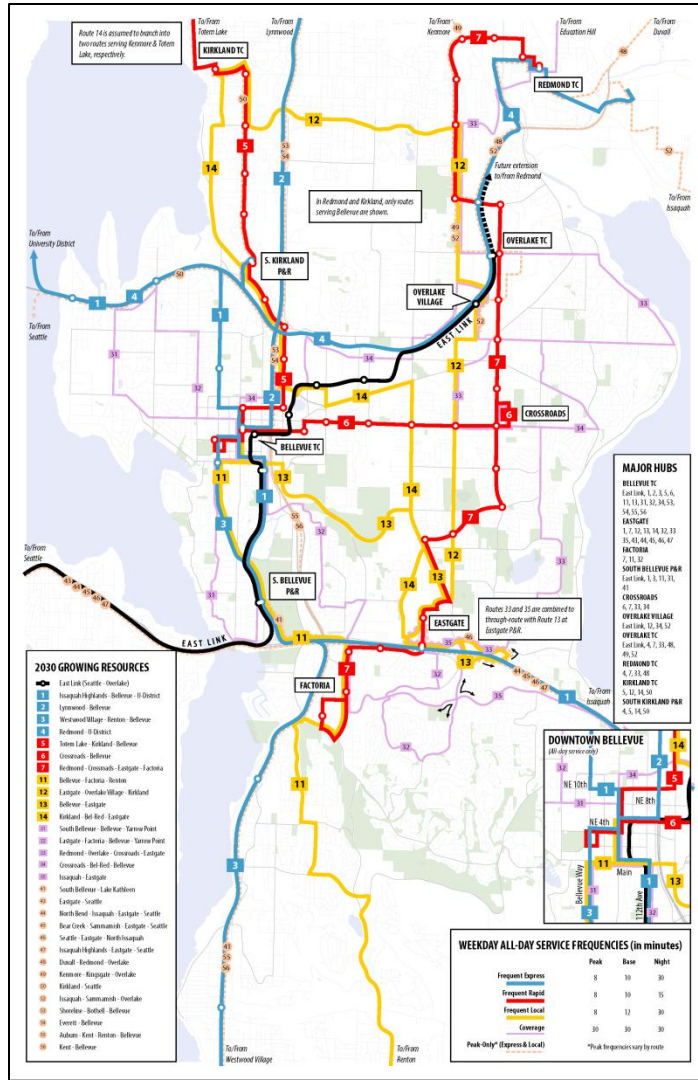
*October 28, 2013 at 7:15 am By David Lawson*

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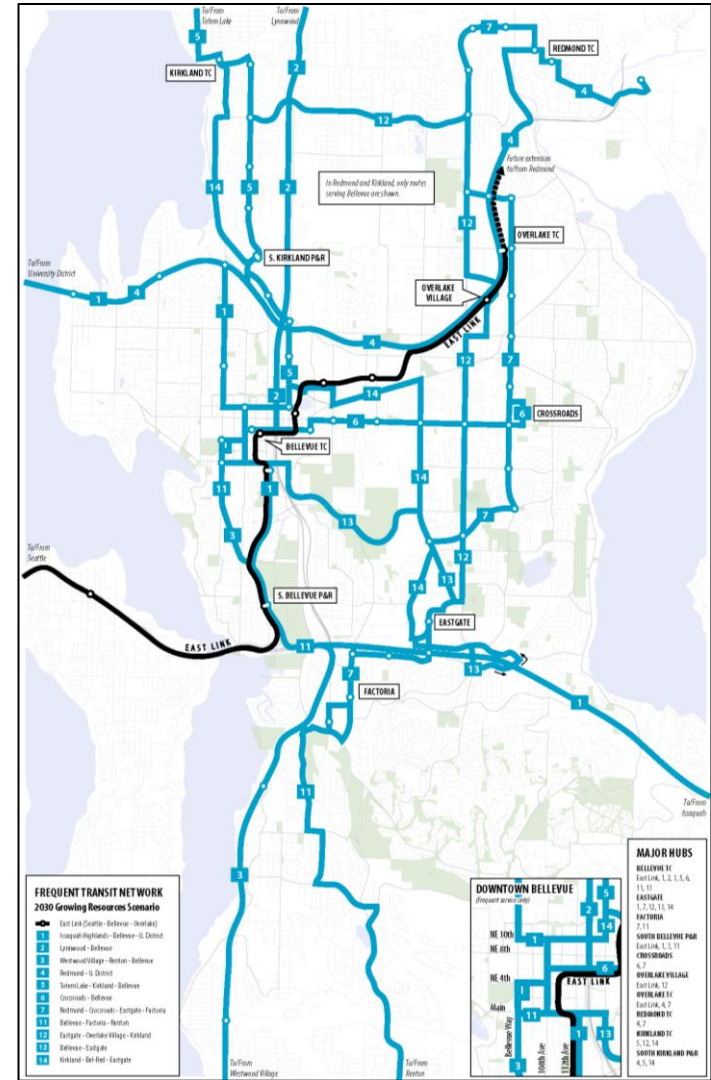
**“This is exciting work — the most serious, credible proposal for a major restructure toward all-day frequent networks that is currently on the table in the Puget Sound area. The City of Bellevue deserves enormous credit for making this happen. I can’t wait to watch Bellevue, Metro, and Sound Transit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



# 2030 Growing Resources



# 2030 Frequent Transit Network





# ***Capital-Oriented Strategies***

**USE URBAN DESIGN AND DEVELOPMENT REGULATIONS TO SUPPORT TRANSIT USE**

1

**DESIGN TRANSIT FACILITIES TO ENHANCE ACCESSIBILITY, CONNECTIVITY AND USER EXPERIENCE**

2

**“Abundant Access”**

**INVEST IN TRANSIT PRIORITY MEASURES**

3

**EMPLOY INNOVATION AND COMMUNITY COLLABORATION WHEN IMPLEMENTING TRANSIT PRIORITY MEASURES**

4

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



## Statements of Inclination

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

## Statements of Principle

Describe clear targets or conditions of success.

## Statements of Impact

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



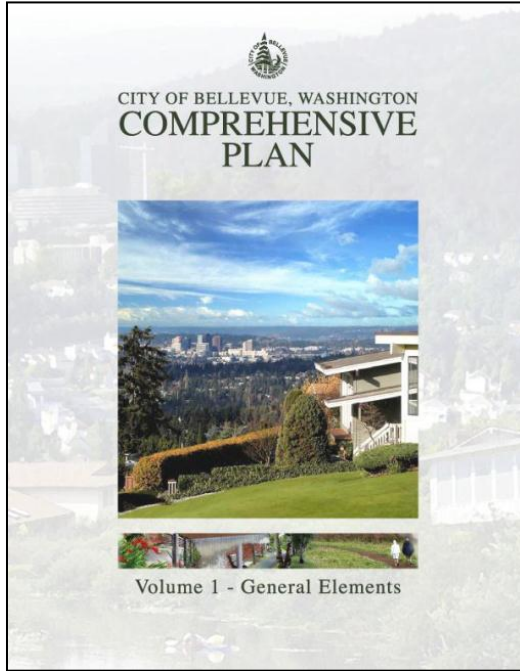
# Draft language informed by Council actions and policies and Board/Commission discussions.

## Council Project Principles

- The City Council envisions a fully integrated and user-friendly network of transit services for Bellevue that supports the city's growth, economic vitality, and enhanced livability, and has developed the following set of project principles to direct development of the Transit Master Plan.
- Support prime growth and development in Bellevue with a bold transit solution that encourages high-employment growth.** The dynamic nature of Bellevue's economic expansion requires a bold transit vision supported by practical, actionable strategies for the near term that will build foundations for long-term success through 2030. The Transit Master Plan should identify, evaluate, and prioritize transit investments that are responsive to a range of transit modalities (public transit, micro-mobility) and assure to different use scenarios (peak/off-peak/term).
  - Engage community and universities in setting the priorities for transit delivery.** A collaborative public engagement strategy should result in a strategic transit vision and facilities from a range of perspectives including residents, businesses, major institutions, neighboring cities, transportation agencies, and other (e.g., community associations, Network on Aging, Bellevue School District, Bellevue College, Chamber of Commerce, Bellevue Development Coalition). Special attention will be required to extend the participation of "under-represented" groups such as seniors, low-income and non-native English speakers.
  - Use commission actions to fund transit investments that address the challenges and opportunities of changing demographic, land use characteristics, and travel patterns.** Following consultation with the community, demand forecasting, and a review of existing best practices and emerging technologies, this plan will identify the steps required to create a public transportation system that is safe to use by all people in Bellevue for both within Bellevue and to regional destinations.
  - Integrate active transit modes to address both local and regional mobility needs.** The Transit Master Plan should recognize and regional transportation projects and plans that have been approved and/or in progress since the Bellevue Transit Plan was adopted in 2005. Transportation system changes include East Link, SR 520 expansion and tolling, and improvements to SR 520 and SR 520. Planning changes include the updated West Valley Link Plan, the West Valley Station Plan and the Eastgate/Lea and Ux and Transportation Project. Through coordination with local and regional transportation plans, the Transit Master Plan should outline a strategy to leverage the investment in public transportation projects to the benefit of Bellevue residents and businesses.
  - Identify partnership opportunities to further extend transit service and infrastructure.** While transit infrastructure is typically funded through large capital funding programs, other less traditional funding mechanisms can be utilized to pay for programmatic transit support transit construction services within regional transit planning. The Transit Master Plan should consider an analysis of partnership opportunities that the City might want to consider with other government organizations (e.g., Bellevue School District, Bellevue College, Metro, Sound Transit), non-profit agencies, and private organizations, to improve transit service delivery in Bellevue. The analysis will explore alternatives to self-funded transit and transit conditions.
  - Develop measures of effectiveness to evaluate transit investments and to guide plan progress.** The Bellevue City Comprehensive Plan Property includes the following performance goals related to transit: (1) Walk 300 targets within each of the City's Major Management Areas (MAs) (1) - Area Mobility Targets; (2) transit service frequency in proven hot targets between downtown, Overlake, Crossroads, Eastgate, and Factoria (TR-3 - 10 Year Transit Vision); and (3) guidance based on transit-supportive policies. The Transit Master Plan will build these metrics, and where necessary, propose modifications to self-funded transit and transit conditions.

7/9/12

## Transit-Supportive Policies



## Market Driven Strategies Report

- Focus on diversity of ridership and trip purpose.** A market driven strategy for transit services should be used to the greatest extent possible to address the needs of all users. This includes the needs of people who are not currently using transit services, such as seniors, people with disabilities, and people who are not currently using transit services. It also includes the needs of people who are currently using transit services but are not fully utilizing them, such as people who are not using transit services for their primary mode of transportation.
- Create a civilized experience.** A civilized experience for transit services should be one that is safe, secure, and comfortable. It should be one that is easy to use and that provides a high level of customer service. This includes the need for a safe and secure environment, a clean and comfortable environment, and a high level of customer service. It also includes the need for a convenient and accessible environment, a high level of customer service, and a high level of customer service.
- Make connections easy and attractive.** A transit system is more than just the transit itself. It is also the connections between the transit and the rest of the community. This includes the need for a convenient and accessible environment, a high level of customer service, and a high level of customer service. It also includes the need for a convenient and accessible environment, a high level of customer service, and a high level of customer service.

5/20/13

## Workshop Reports

**Notable Themes**

- Bellevue faces difficult choices about the use of its limited transit budget.** Bellevue faces a difficult choice about the use of its limited transit budget. The city must decide whether to invest in transit services that will provide a high level of customer service, or whether to invest in transit services that will provide a lower level of customer service. The city must also decide whether to invest in transit services that will provide a high level of customer service, or whether to invest in transit services that will provide a lower level of customer service.
- Bellevue should maintain its transit capacity for people rather than vehicles.** Bellevue should maintain its transit capacity for people rather than vehicles. This means that the city should focus on providing transit services that will provide a high level of customer service, rather than focusing on providing transit services that will provide a lower level of customer service.
- In principle, high-ridership frequent transit services are preferred over low-occupancy private vehicles in order to limited road capacity.** In principle, high-ridership frequent transit services are preferred over low-occupancy private vehicles in order to limited road capacity. This means that the city should focus on providing transit services that will provide a high level of customer service, rather than focusing on providing transit services that will provide a lower level of customer service.
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6/6/13

**Group 3**

Participants in Group 3 discussed the importance of transit services in providing a high level of customer service. They discussed the need for a safe and secure environment, a clean and comfortable environment, and a high level of customer service. They also discussed the need for a convenient and accessible environment, a high level of customer service, and a high level of customer service.

1/31/13

**SUMMARY OF THEMES**

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

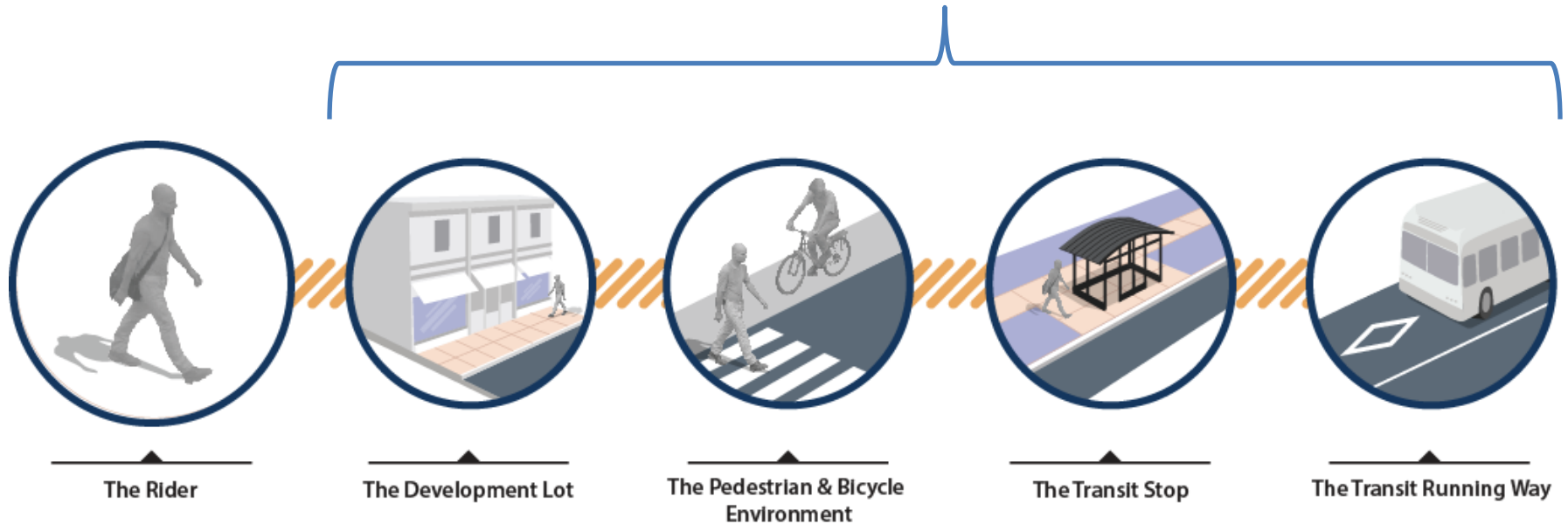
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9/18/12

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

## City of Bellevue Influence



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



*Bel-Red Subarea Plan*





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





# Invest in transit priority measures along FTN corridors.



Eastgate P&R



I-90 Two-Way Transit HOV



Eastgate Direct Access Ramps



Bellevue Transit Center



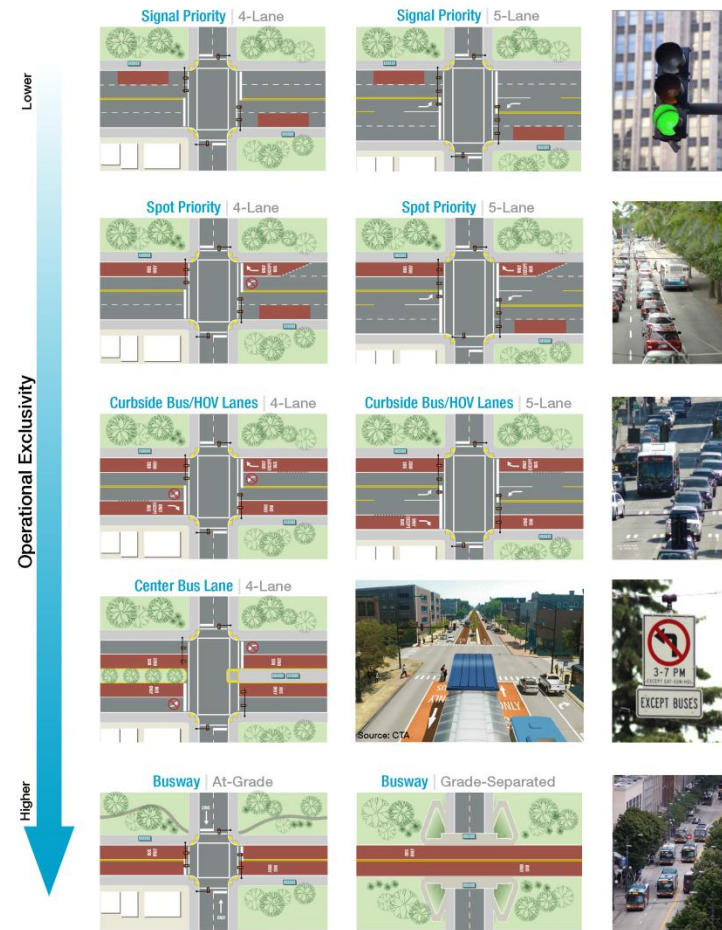
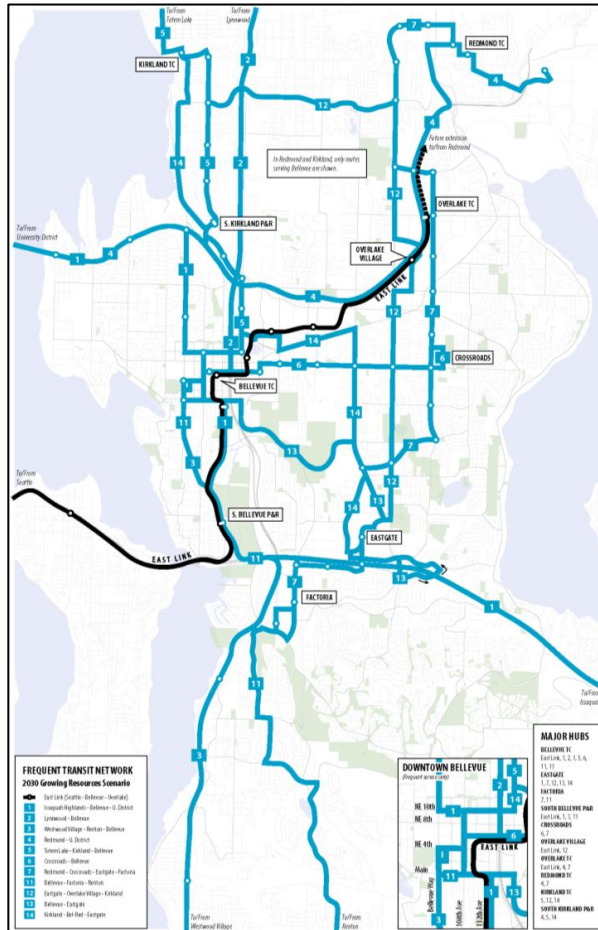
RapidRide B Line



Access Downtown



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







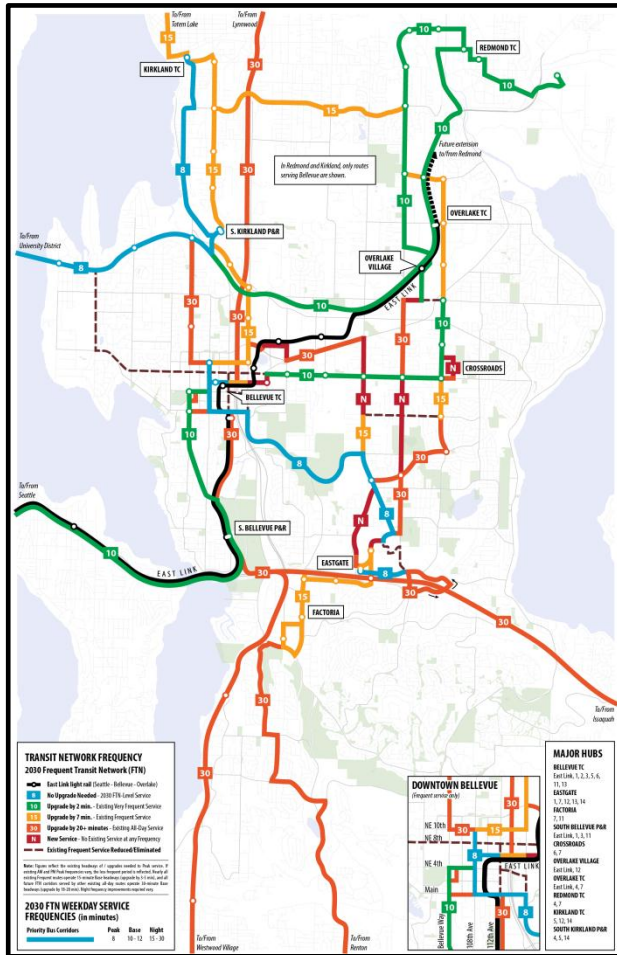
# *Measures of Effectiveness*

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

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



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



## TRANSIT NETWORK FREQUENCY 2030 Frequent Transit Network (FTN)

- East Link light rail (Seattle - Bellevue - Overlake)
- 8** No Upgrade Needed - 2030 FTN-Level Service
- 10** Upgrade by 2 min. - Existing Very Frequent Service
- 15** Upgrade by 7 min. - Existing Frequent Service
- 30** Upgrade by 20+ minutes - Existing All-Day Service
- N** New Service - No Existing Service at any Frequency
- Existing Frequent Service Reduced/Eliminated

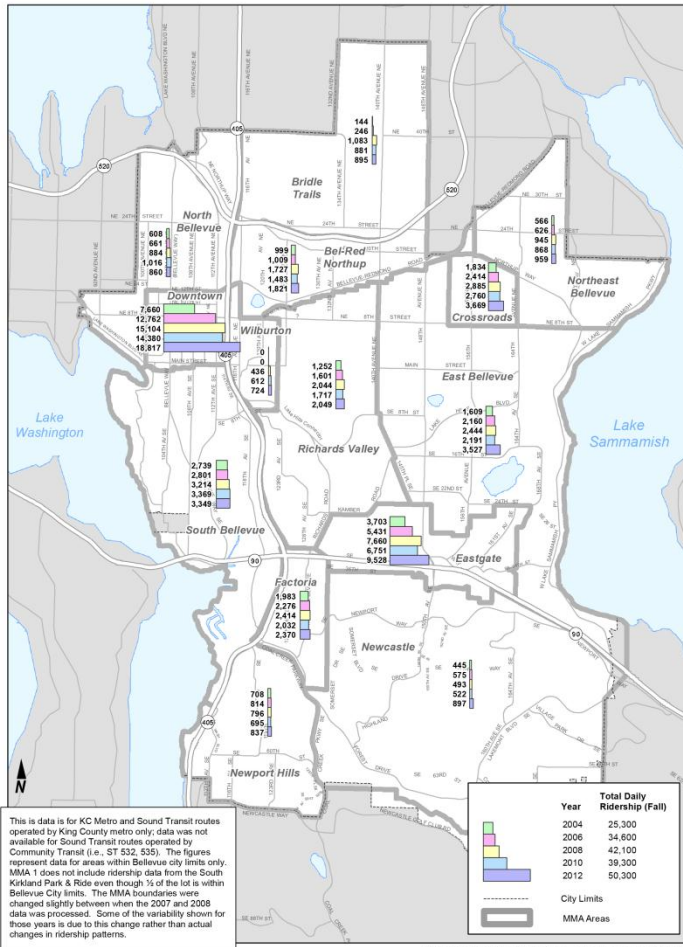
**Note:** Figures reflect the existing headways of / upgrades needed to Peak service. If existing AM and PM Peak frequencies vary, the less frequent period is reflected. Nearly all existing Frequent routes operate 15-minute Base headways (upgrade by 3-5 min), and all future FTN corridors served by other existing all-day routes operate 30-minute Base headways (upgrade by 18-20 min). Night frequency improvements required vary.

## 2030 FTN WEEKDAY SERVICE FREQUENCIES (in minutes)

Priority Bus Corridors	Peak	Base	Night
	8	10-12	15-30



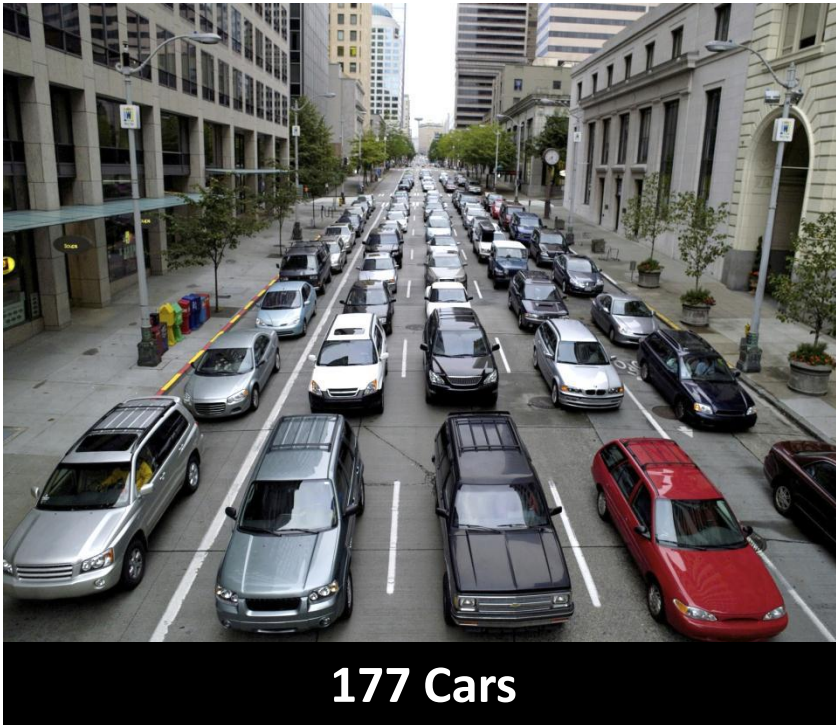
# Measure transit usage in Bellevue's Mobility Management Areas.



## Average Transit Weekday Usage (ons/off)

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

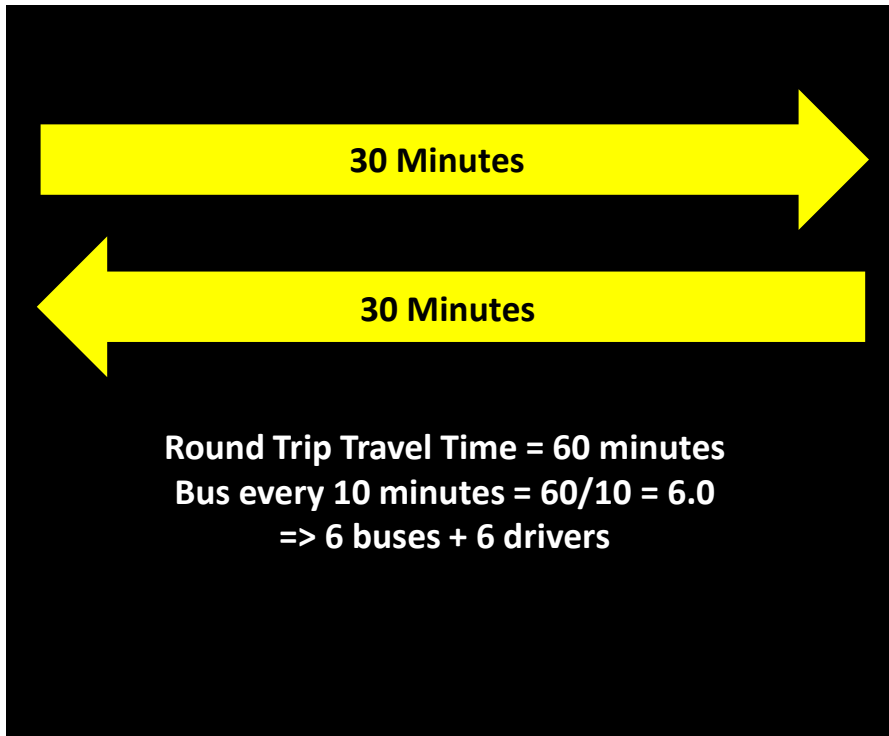
# Measure person throughput by mode on Bellevue's Frequent Transit Network Corridors.



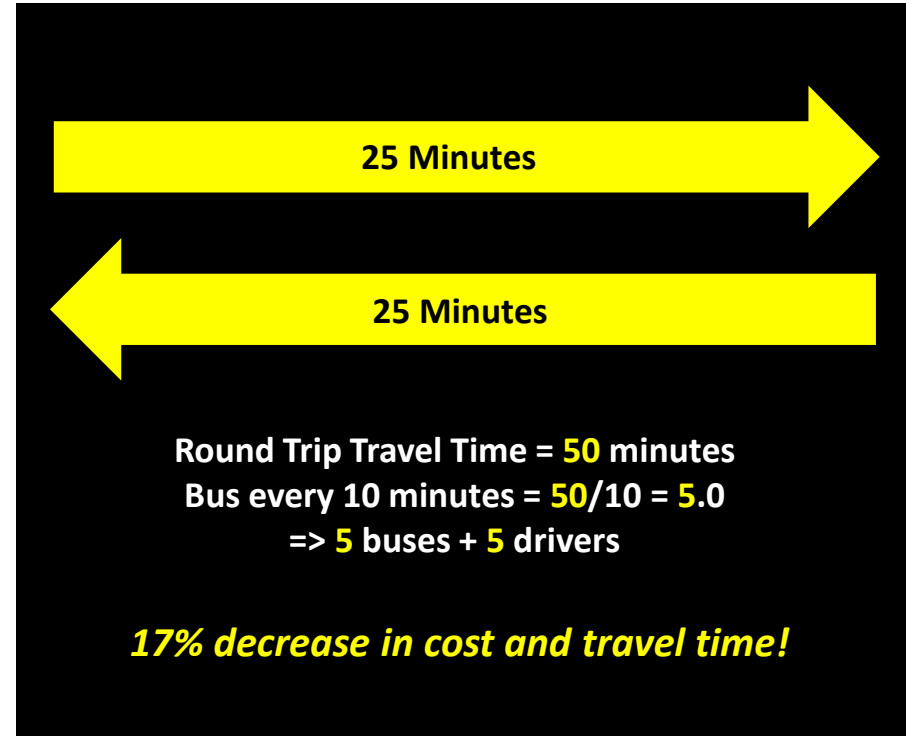
Source: i-SUSTAIN [www.i-sustain.com](http://www.i-sustain.com)

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

## Bus Route .... 60 Minutes Travel Time

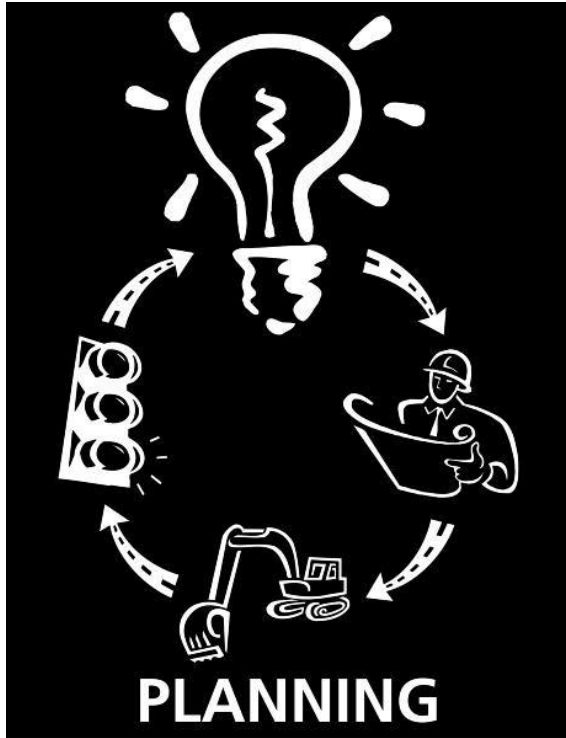


## Reduce Time = Reduce Resources



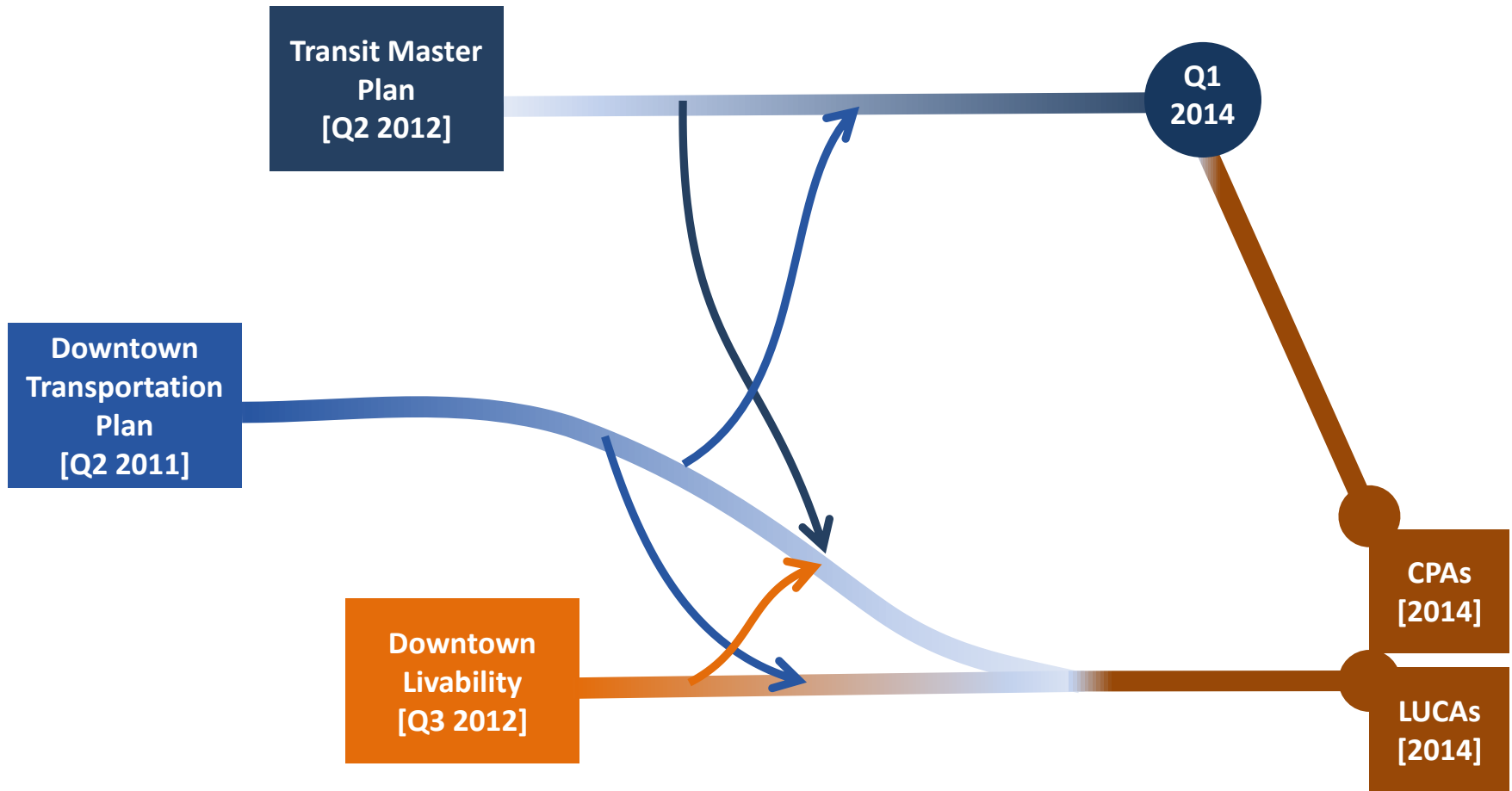


# Transportation Commission briefing (11/14/13) on preliminary transit priority measure project list.



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





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- 2. Council input informs the Transportation Commission's identification of speed & reliability, route facility, and pedestrian & bicycle projects.**
- 3. Q1 2014, Council will receive Transportation Commission's recommended draft TMP report with Service, Capital, & Policy Elements (policies/projects).**

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



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