



Bellevue Transit Master Plan



***Transportation Commission Meeting
October 17, 2013***

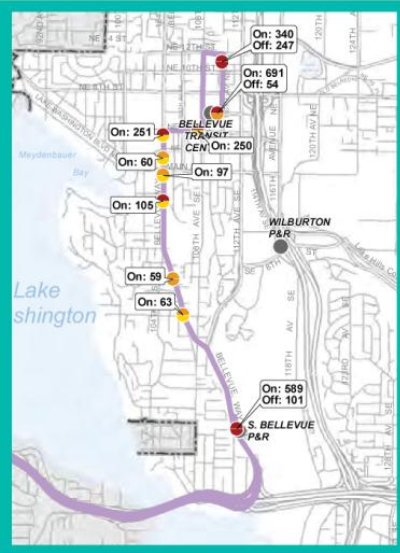


- 1. Transit Master Plan Scope***
- 2. Service-Oriented Strategies***
- 3. Capital-Oriented Strategies***
- 4. Measure of Effectiveness***
- 5. Next Steps***



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?

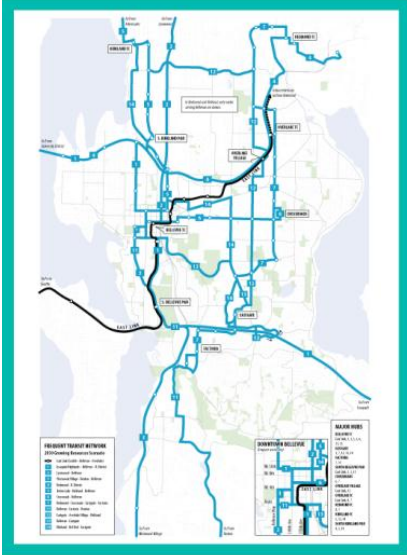
SERVICE-ORIENTED STRATEGIES



What kinds of strategies can best seize these opportunities?

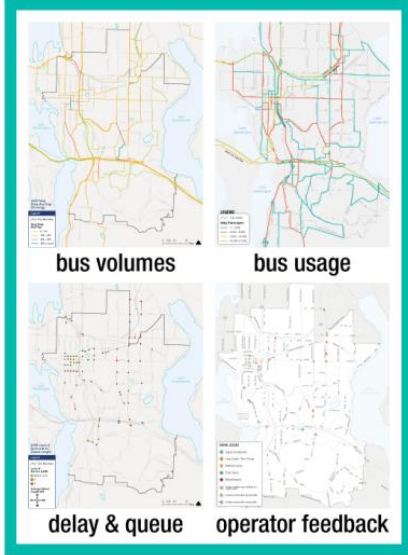


FREQUENT TRANSIT NETWORK (FTN)



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

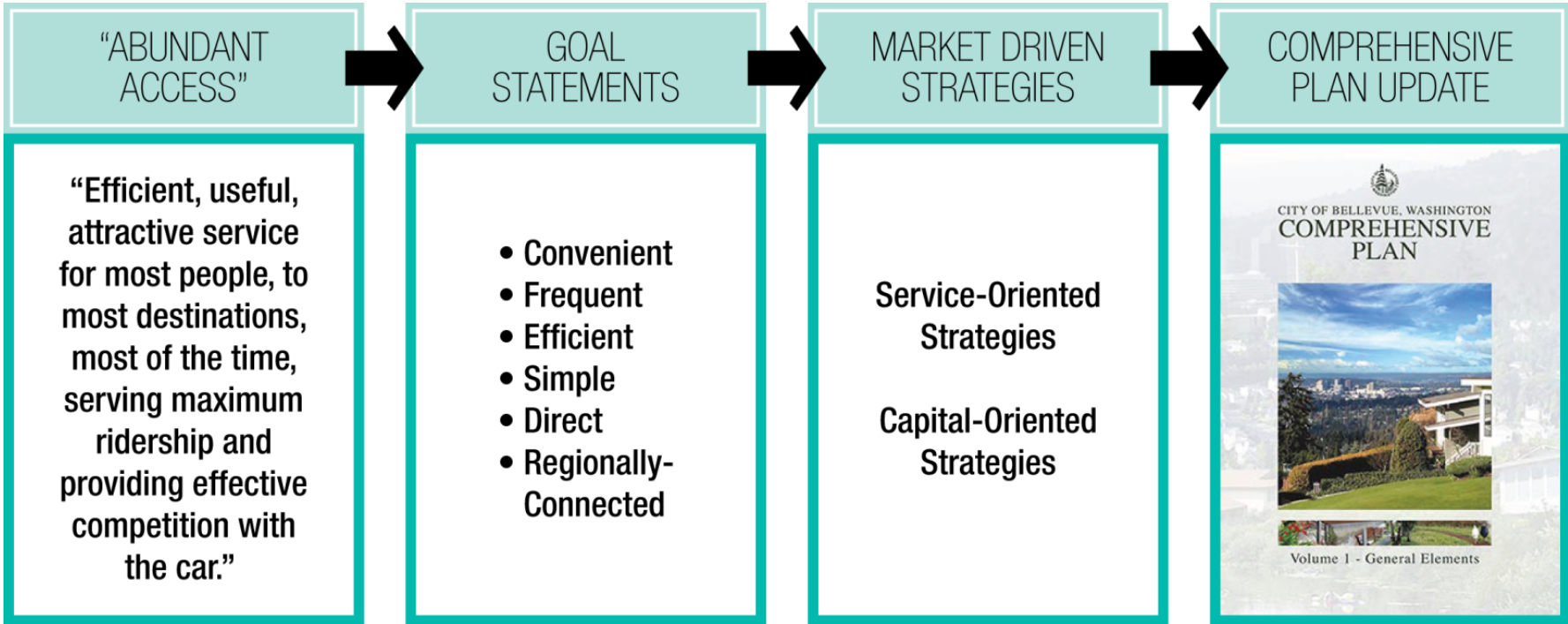


What are the costs and benefits of different levels of operational exclusivity?

CAPITAL-ORIENTED STRATEGIES



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

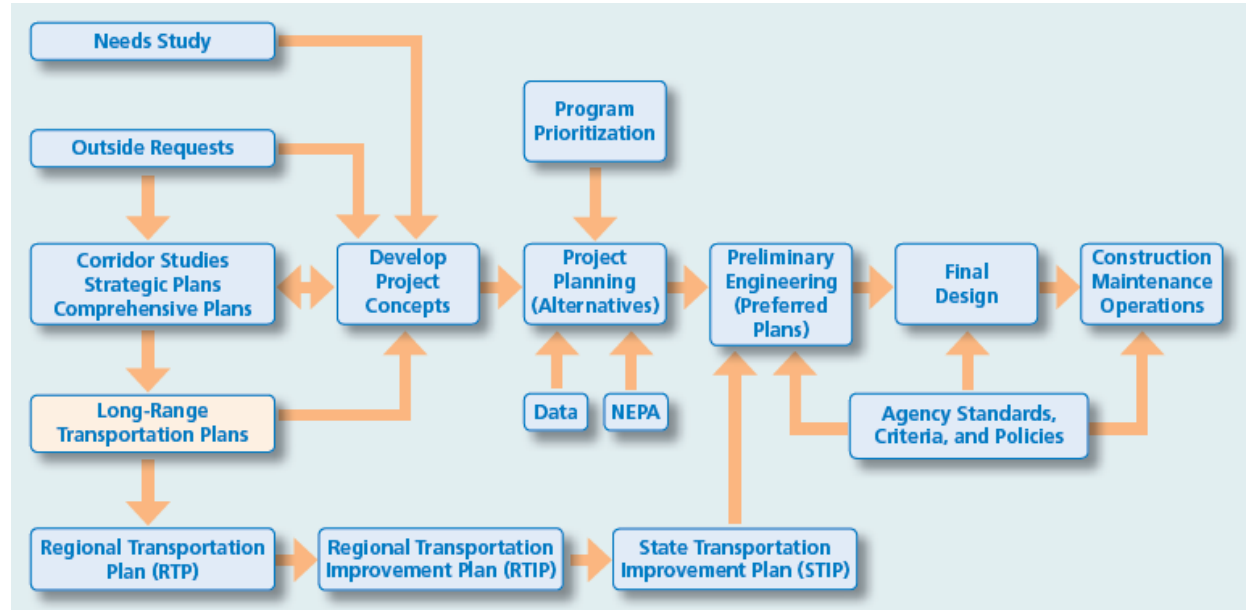
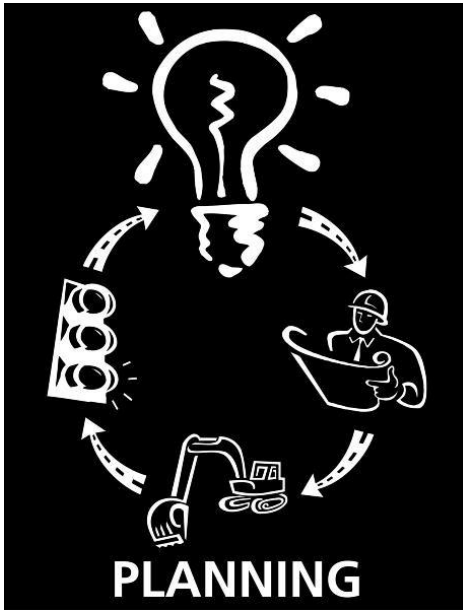


What is the vision statement for the Transit Master Plan?

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?

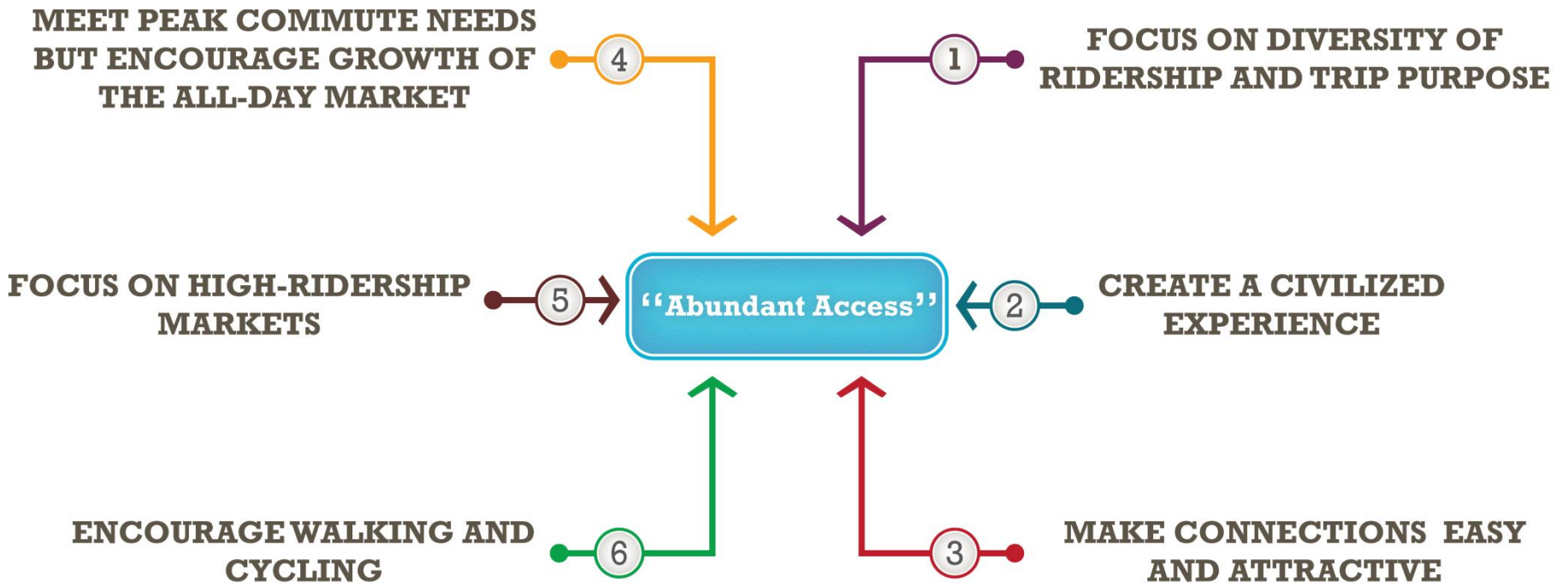


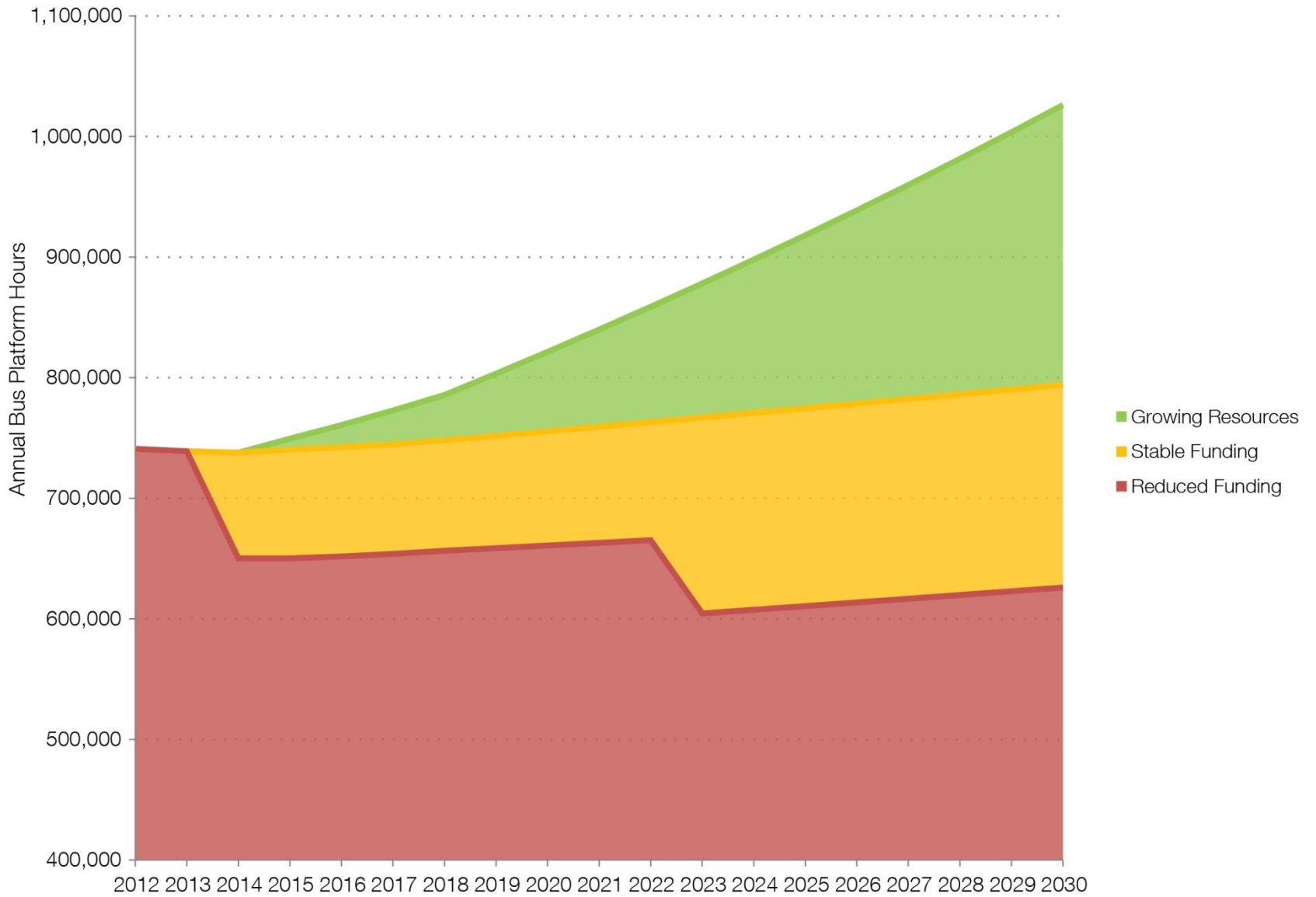
Draft Project Disclaimer Language:

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

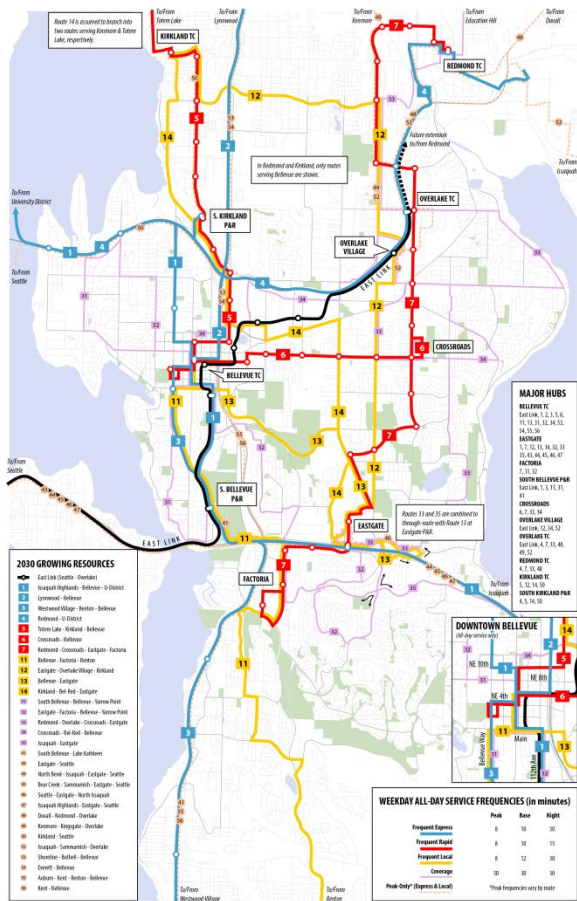


Service-Oriented Strategies

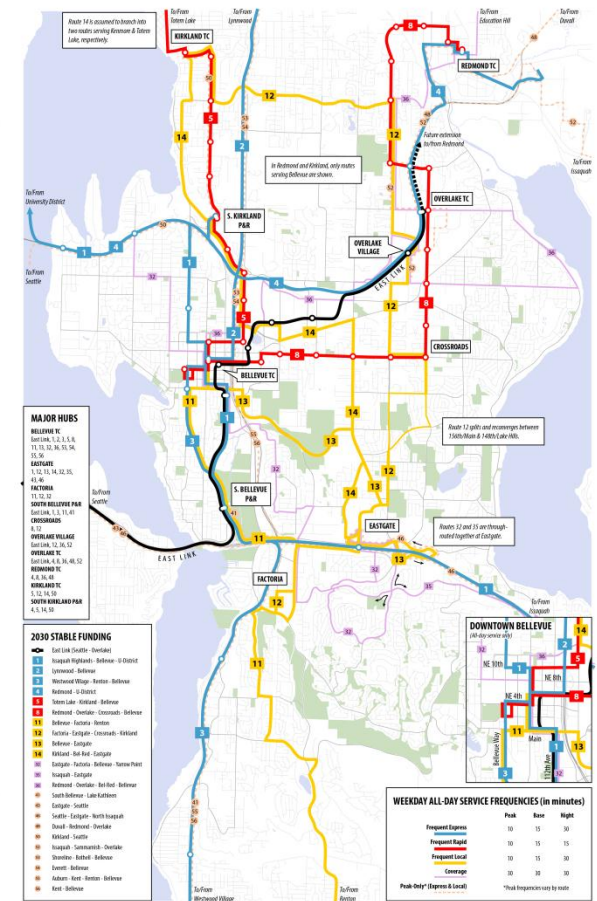




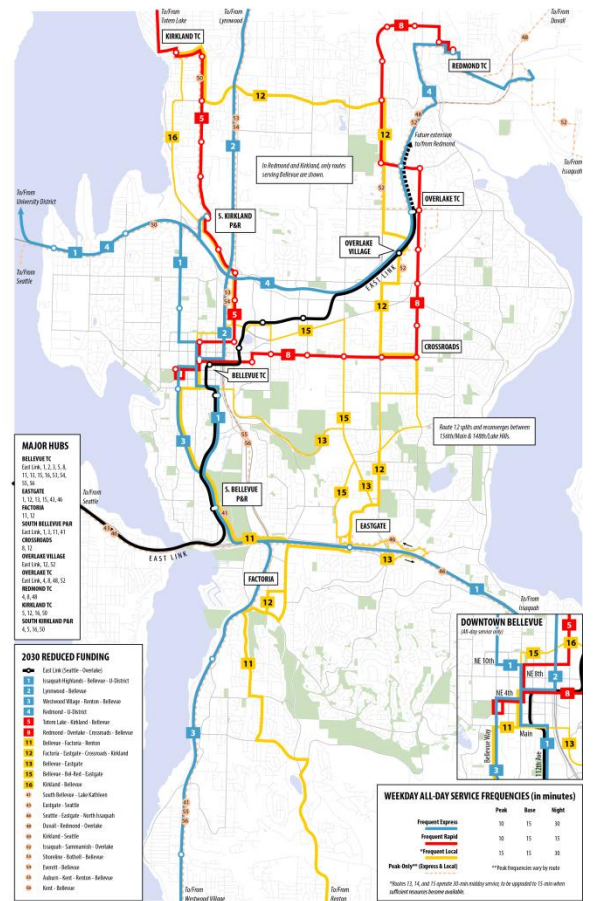
2030 Growing Resources



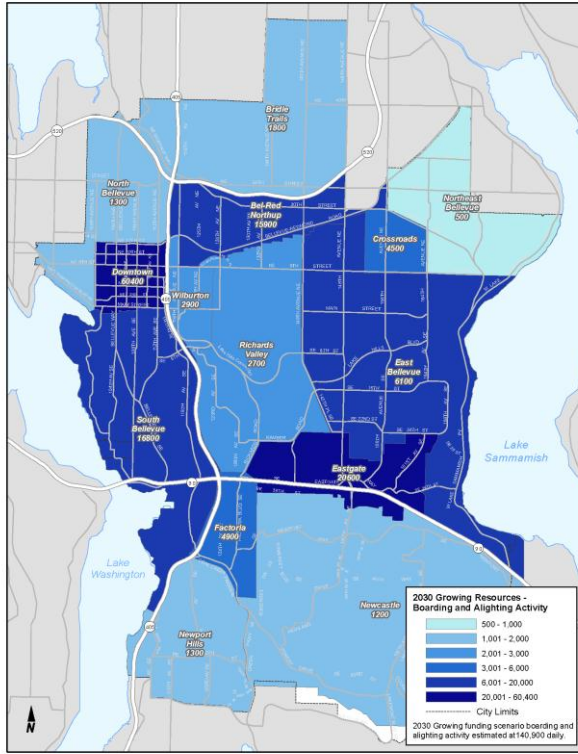
2030 Stable Funding



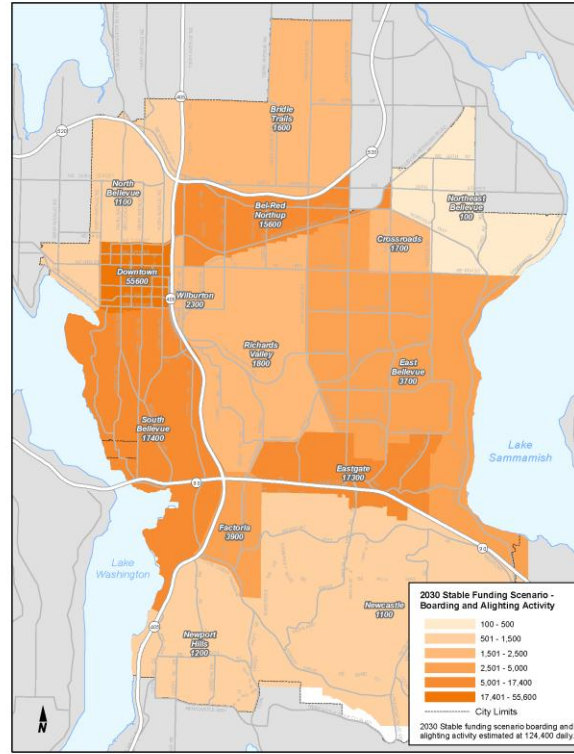
2030 Reduced Funding



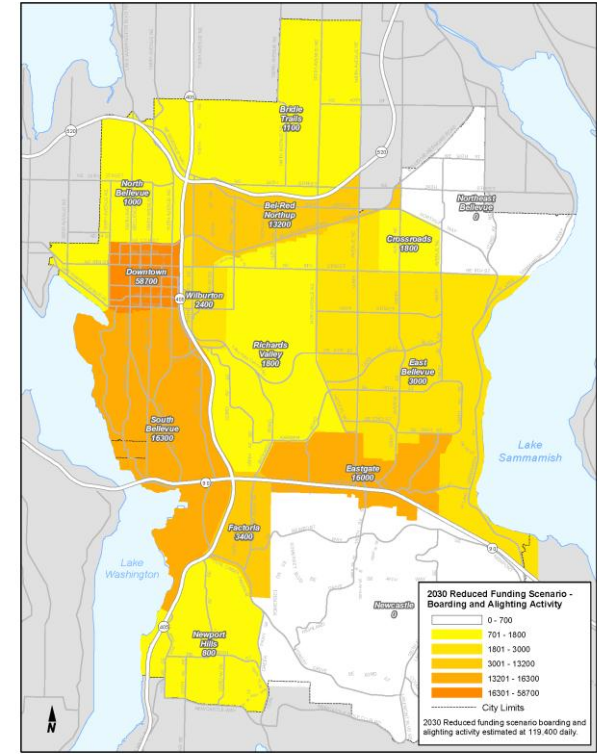
2030 Growing Resources 141,000 ons/off



2030 Stable Resources 124,000 ons/off

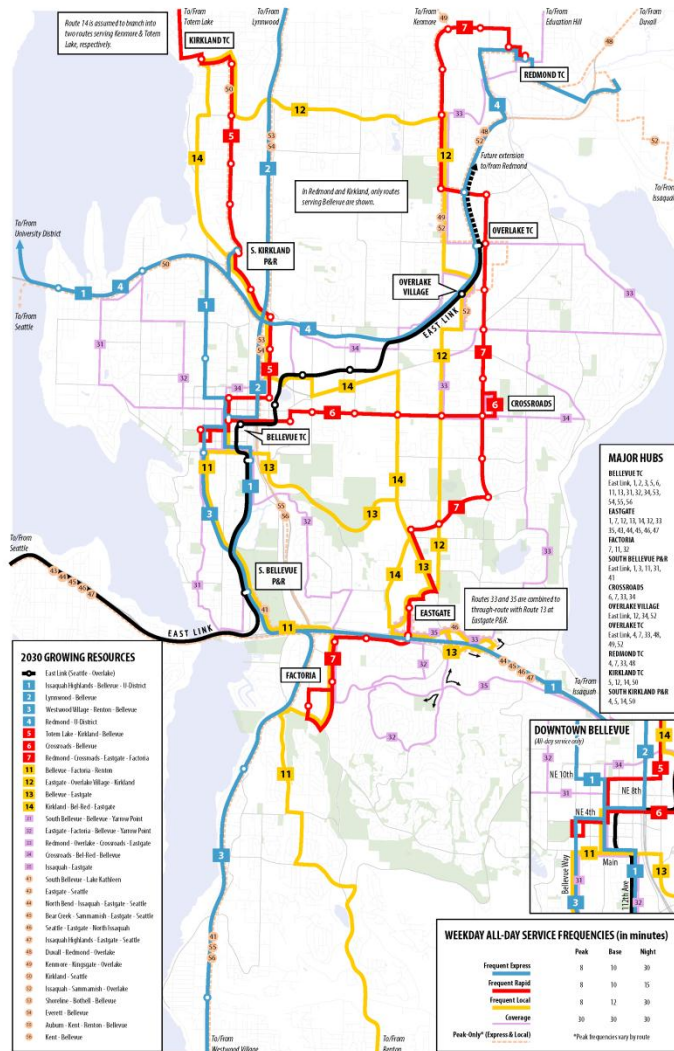


2030 Reduced Resources 119,000 ons/off

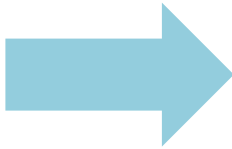
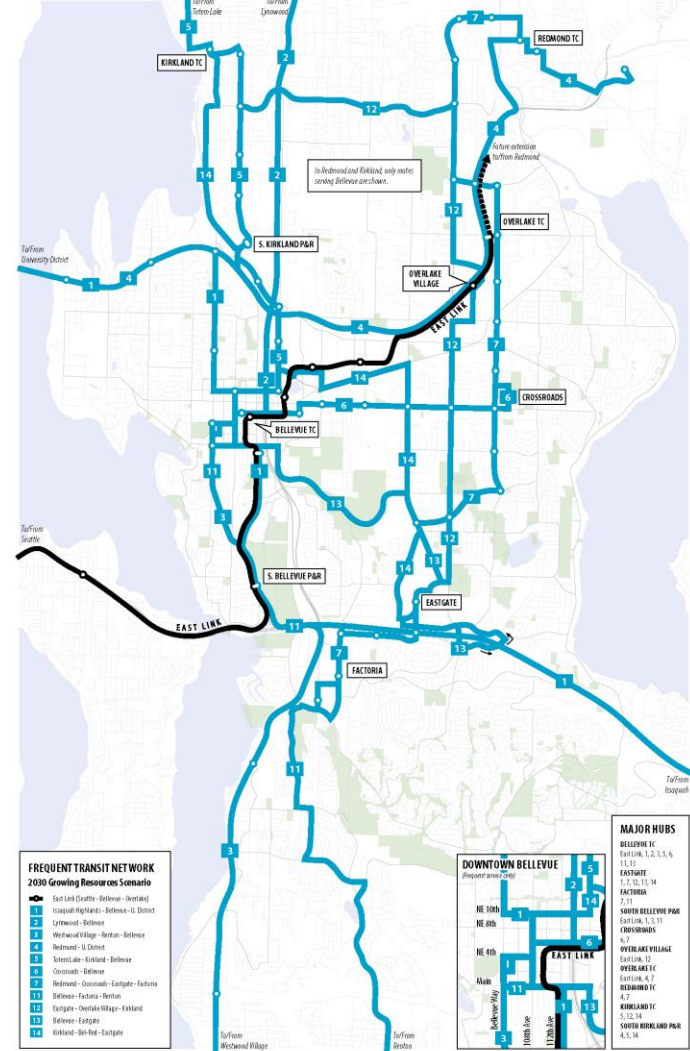


Source: BKR travel demand model (platform MP30r6.2)

2030 Growing Resources



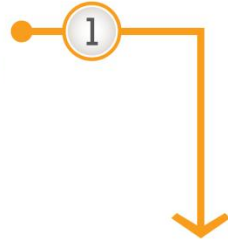
2030 Frequent Transit Network





Capital-Oriented Strategies

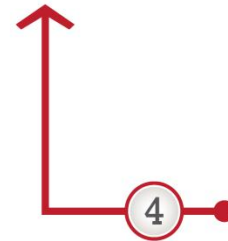
USE URBAN DESIGN AND DEVELOPMENT REGULATIONS TO SUPPORT TRANSIT USE



DESIGN TRANSIT FACILITIES TO ENHANCE ACCESSIBILITY, CONNECTIVITY, AND USER COMFORT

“Abundant Access”

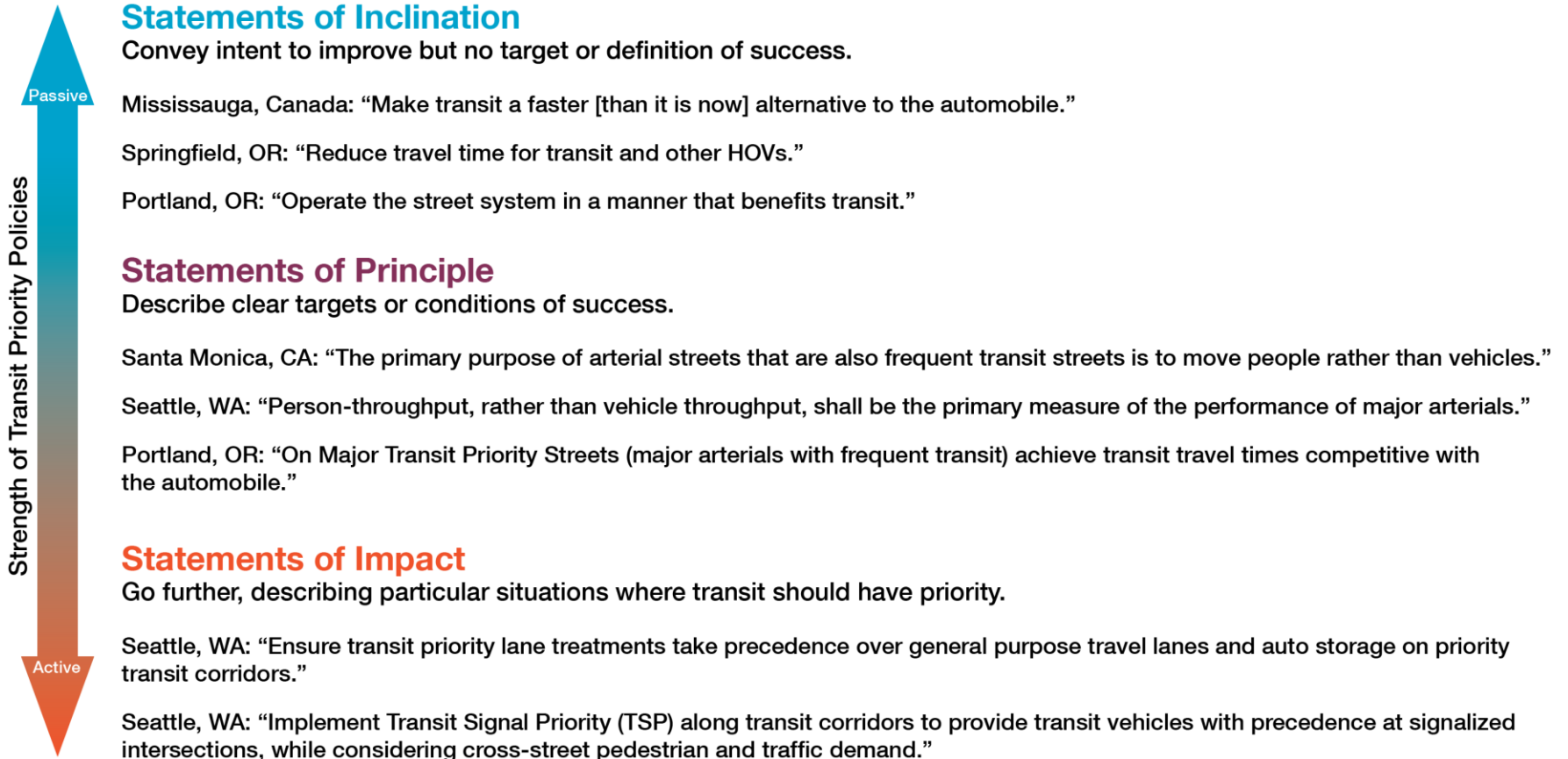
INVEST IN TRANSIT PRIORITY MEASURES



EMPLOY BEST PRACTICES AND CONTEXT SENSITIVITY WHEN IMPLEMENTING TRANSIT PRIORITY MEASURES

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

Peer Cities Transit Priority Policies



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

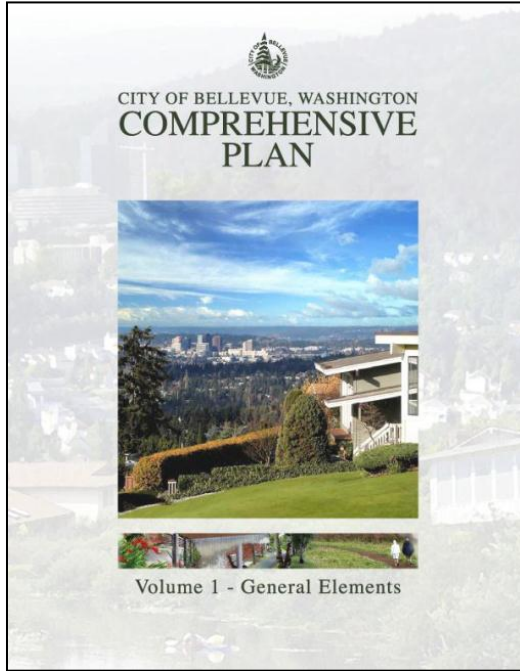
Council Project Principles

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 planned growth and development in diverse ways, but not in isolation.** Transit encourages long-term, resilient 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 a foundation for long-term, high-quality transit through 2050. The Transit Master Plan should identify, evaluate, and prioritize transit investments that are responsive to a range of transit corridors (corridor-transit partnerships) and assure to different transit modes (transit planning term).
- Engage community and universities in creating the priorities for transit delivery.** A collaborative public engagement strategy should result in a strategic focus on transit services and facilities from a range of stakeholders including residents, businesses, higher education, neighboring cities, transportation agencies, and others (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" communities such as low-income, low-income and non-white English speakers.
- Discourage investment in transit investments that deliver the greatest degree of mobility and access possible for all populations.** The Transit Master Plan should take into the future and low population who deliver and use transportation plans and the challenges and opportunities of changing demographics and use characteristics, and travel patterns. Following consultation with the community, demand forecasting, and a variety of efficiency best practices and emerging technologies, the plan will identify the steps required to create a public transportation system that is designed to be used by all people in Bellevue and the region.
- Investigate other transit modes efforts both within and outside the region.** The Transit Master Plan should investigate local and regional transportation projects and plans that have been approved and/or planned since the Bellevue Transit Plan was adopted in 2007. Transportation system changes include East Link, SR 520 expansion and tolling, and improvements to I-90 and I-49. Planning changes include the updated TriMet Suburban Plan, the Willamette Suburban Plan and the Eastgate/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 local 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 improvements: what to support transit construction and/or enhance transit service. The Transit Master Plan should consider an array of partnership opportunities that the City might want to consider with other governmental organizations (e.g., Bellevue School District, Bellevue College, Metro, Sound Transit, human service agencies, and private organizations), to improve transit service delivery in Bellevue. The analysis will explore alternatives to traditional transit service delivery.
- Develop measures of effectiveness to evaluate transit investments and transportation plan progress.** The Bellevue Comprehensive Plan primarily includes the following objectives related to transit: (1) *Within 10 years* begin work on the City's *Active Management Areas (TMA 17)* - Area Mobility Targets; (2) *transit service frequency in present or target locations* (Olivette, Crossroads, Eastgate, and Factoria (TRB - 10 Year Transit Vision), and; (3) *guidance found in transit supportive policies.* The Transit Master Plan will identify metrics and, where necessary, propose modifications to independent project and future conditions.

7/9/12

Transit-Supportive Policies



Market Driven Strategies Report

- Focus on diversity of ridership and trip purposes.** A market driven strategy for transit services should identify higher quality services for high-end users (people with more mobility, parking, and money) and on so on. Lower quality or high-end users should be provided to the extent possible that transit can be a service to the community. It is important to understand that a market driven strategy is not a one-size-fits-all approach. It is important to understand that a market driven strategy is not a one-size-fits-all approach. It is important to understand that a market driven strategy is not a one-size-fits-all approach.
- Create a civilized experience.** A civilized experience for transit services should identify higher quality services for high-end users (people with more mobility, parking, and money) and on so on. Lower quality or high-end users should be provided to the extent possible that transit can be a service to the community. It is important to understand that a market driven strategy is not a one-size-fits-all approach. It is important to understand that a market driven strategy is not a one-size-fits-all approach.
- Make connections easy and attractive.** A market driven strategy for transit services should identify higher quality services for high-end users (people with more mobility, parking, and money) and on so on. Lower quality or high-end users should be provided to the extent possible that transit can be a service to the community. It is important to understand that a market driven strategy is not a one-size-fits-all approach. It is important to understand that a market driven strategy is not a one-size-fits-all approach.

5/20/13

Workshop Reports

Notable Themes

- Bellevue faces difficult choices about the use of its limited transit budget.** Bellevue is geographically diverse and the transit budget is limited. The City must make difficult choices about the use of its limited transit budget. The City must make difficult choices about the use of its limited transit budget.
- Bellevue should manage its transit budget to maximize the benefit to all populations.** Bellevue should manage its transit budget to maximize the benefit to all populations. The City should manage its transit budget to maximize the benefit to all populations.
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6/6/13

Group 3

Participants in Group 3 discussed the importance of transit services for the city and the region. They discussed the importance of transit services for the city and the region. They discussed the importance of transit services for the city and the region.

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

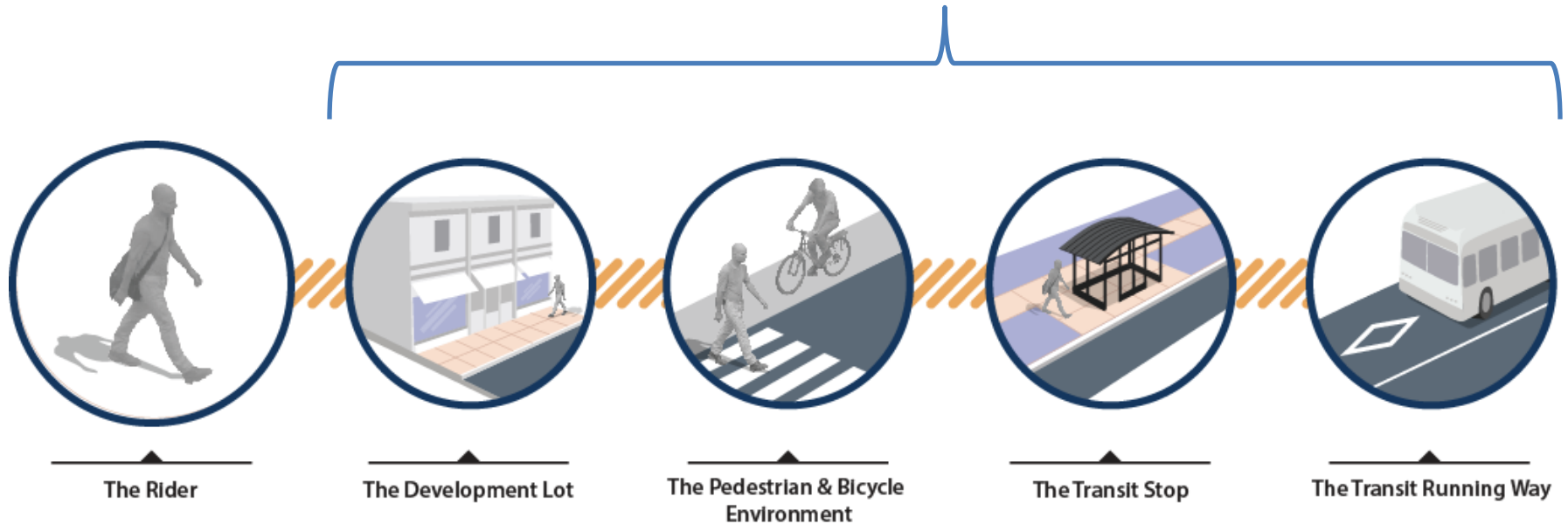


Bellevue Transit Master Plan

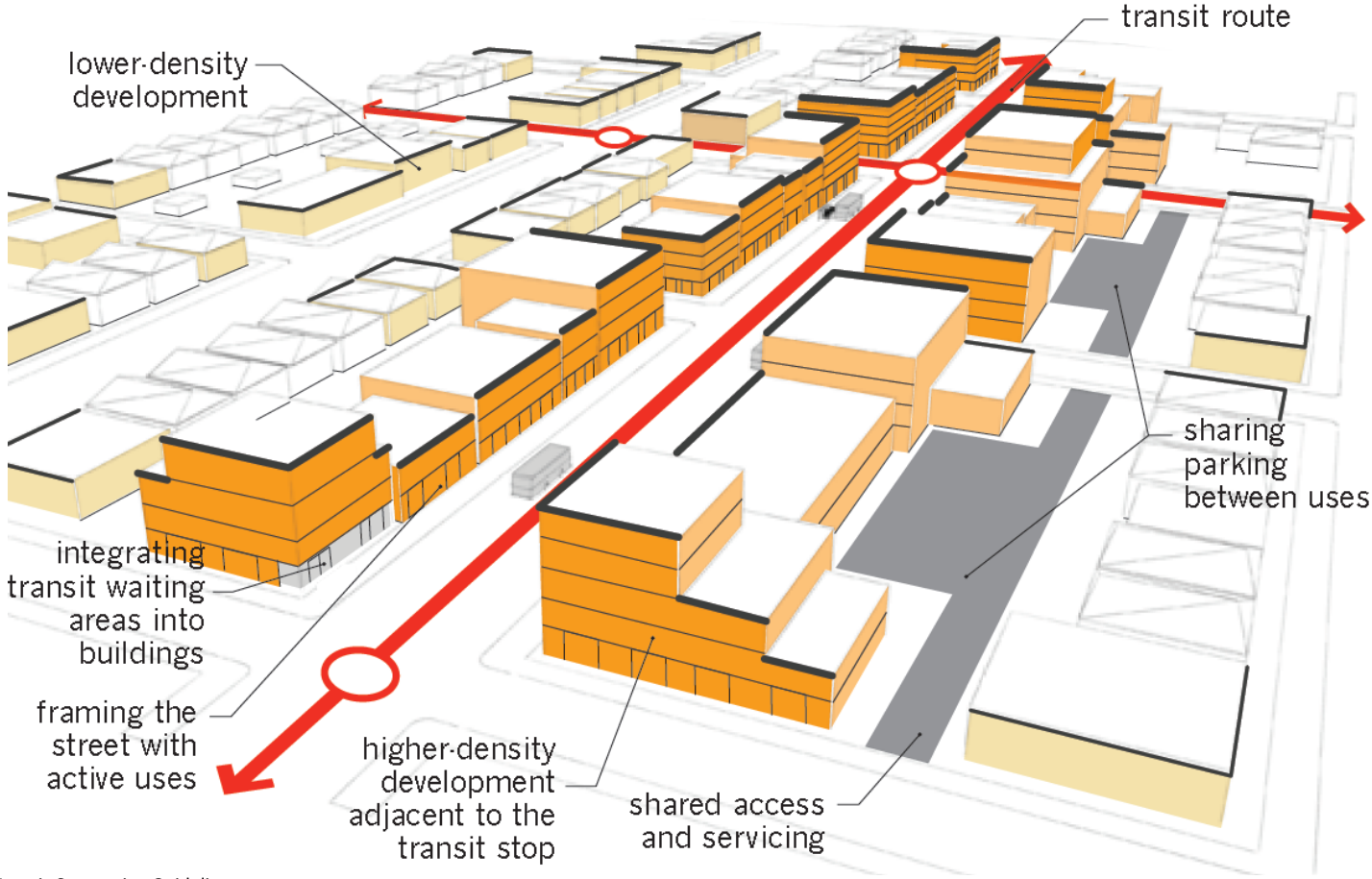
Influences on Draft Language

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.



Source: Ontario Transit-Supportive Guidelines

Design transit facilities to enhance accessibility, connectivity, and user comfort.



South Kirkland P&R Transit Oriented Development Project



Bel-Red Subarea Plan



Eastgate Transit Oriented Development Concept



Invest in transit priority measures along FTN corridors.



Eastgate P&R



I-90 Two-Way Transit HOV



Eastgate Direct Access Ramps



Bellevue Transit Center

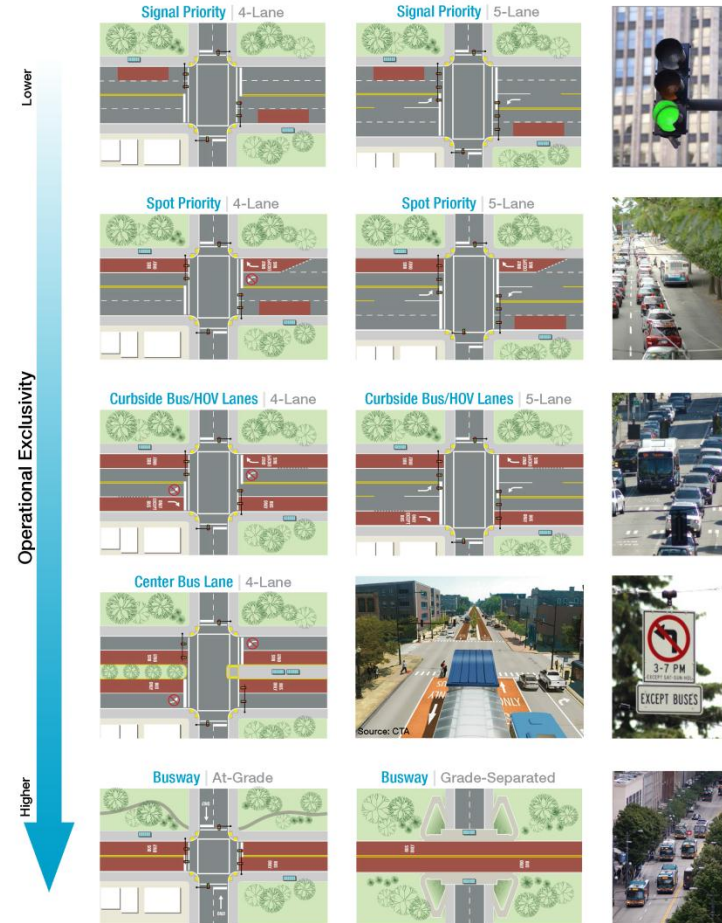
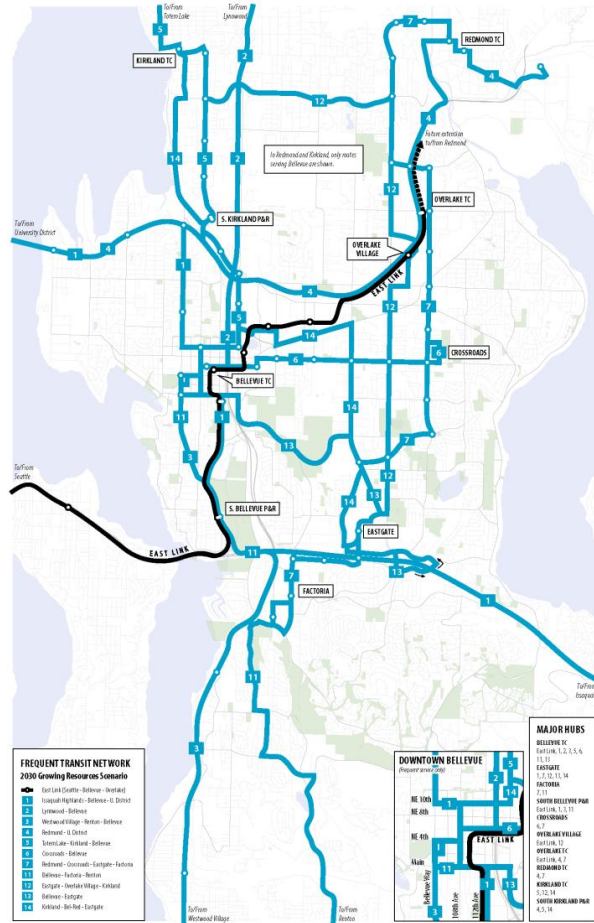


RapidRide B Line



Access Downtown

Employ best practices and context sensitivity when implementing transit priority measures along FTN corridors.





Measure of Effectiveness

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.

- 1. Support planned growth and development in Bellevue with a bold transit vision that encourages long-term residential 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 (cost/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 big 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/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 that support transit operations 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.**

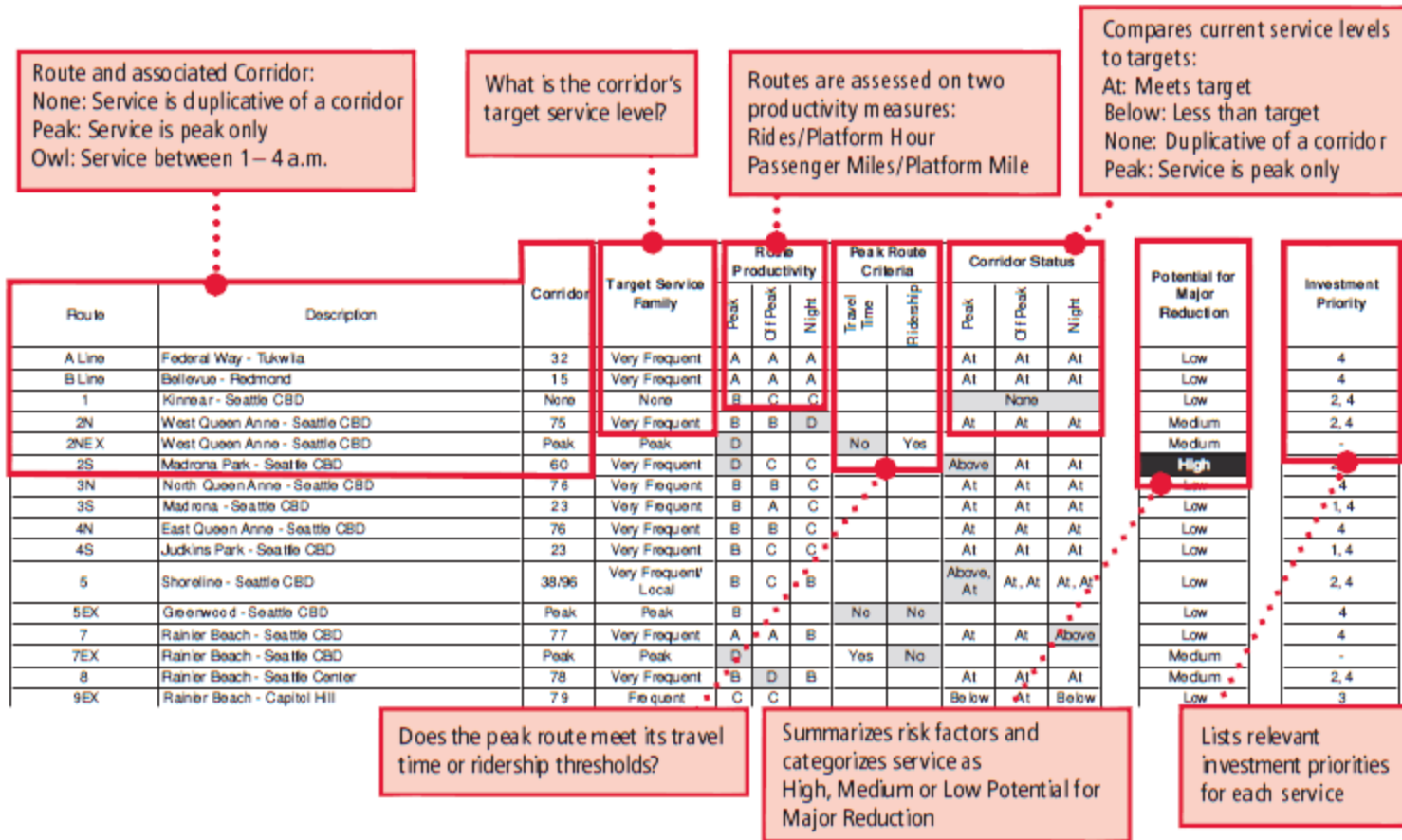
The Bellevue Comprehensive Plan presently includes the following metrics/benchmarks related to transit: (1) mode split targets within each of the City's Mobility Management Areas [Table TR.1 – Area Mobility Targets]; (2) transit service frequency improvement targets between Downtown, Overlake, Crossroads, 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.

Approved July 9, 2012

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

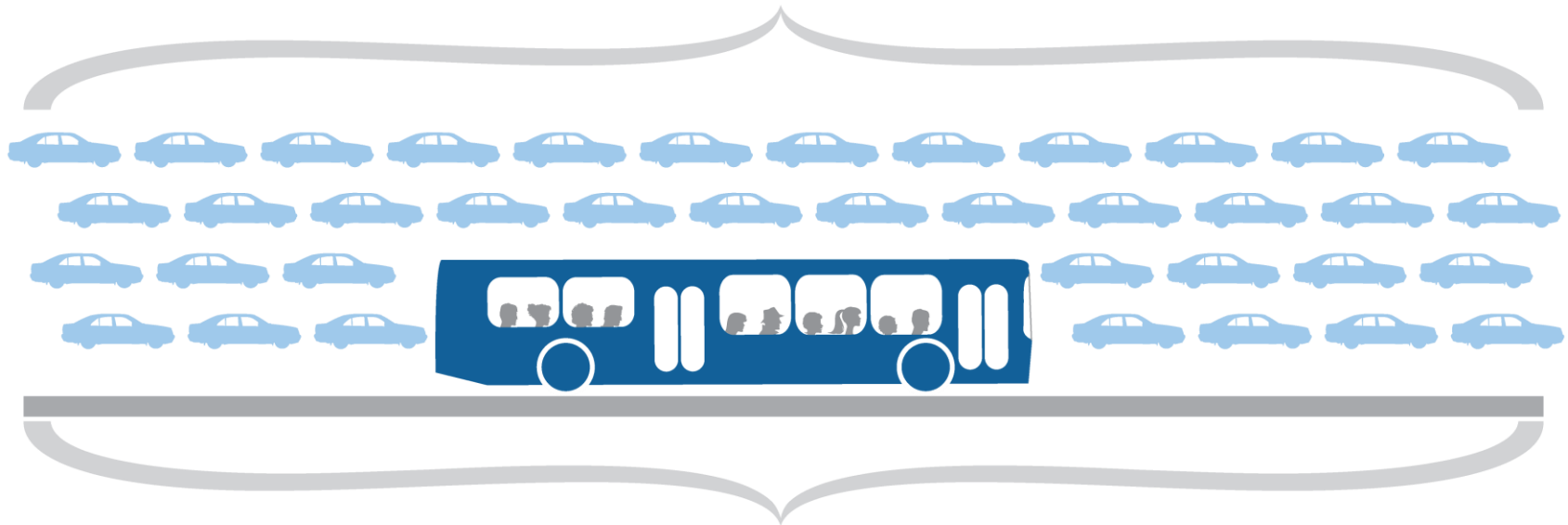
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How to Read the Combined Route Performance and Network Assessment Tables



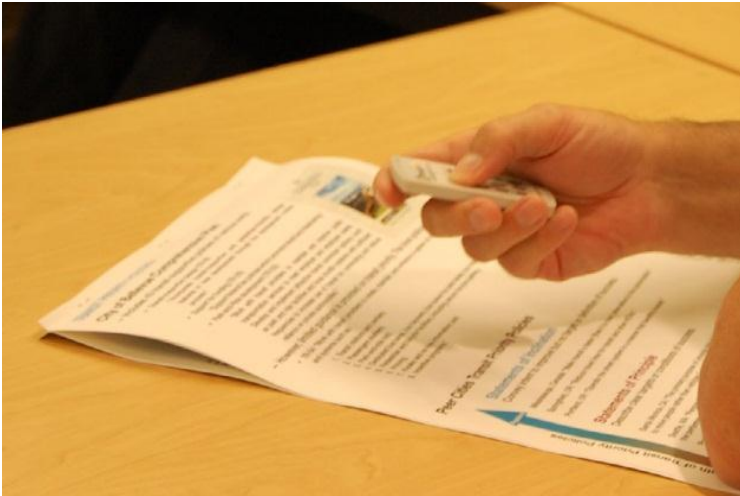
Measure person throughput by mode on Bellevue's Frequent Transit Network Corridors.

40 people driving alone, 60 feet between vehicles=300 feet,
or more than 1/2 mile road space

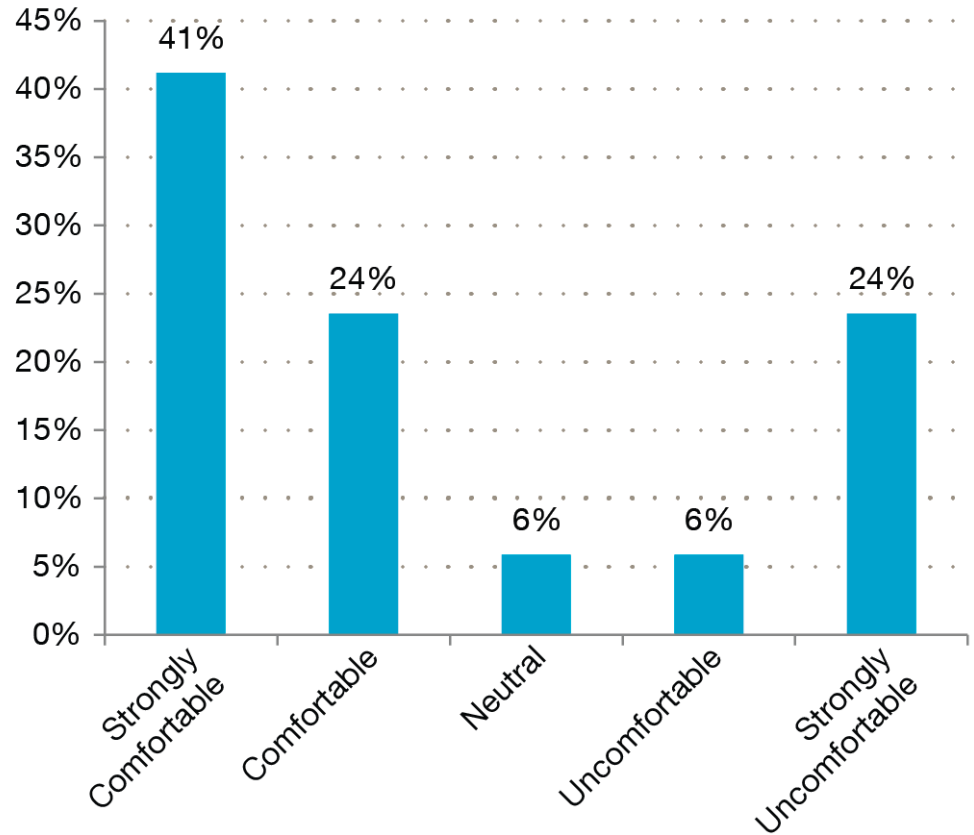


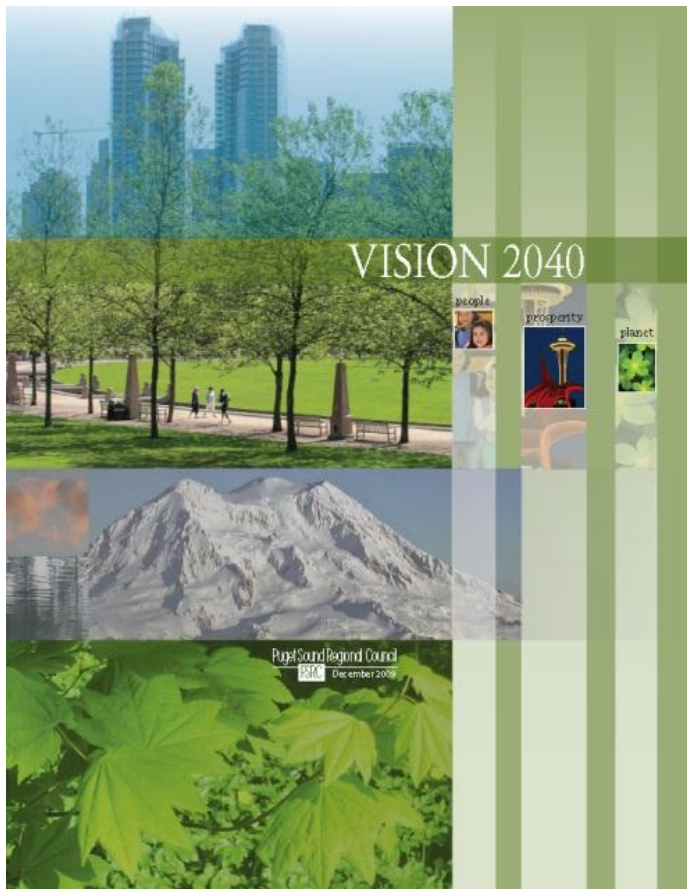
1 bus (50 feet long), 40 passengers,
125 feet for safe spacing = 175 feet of road space





Manage arterial travel lanes to maximize the throughput capacity for people rather than vehicles.





MPP-DP-54: Develop concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.





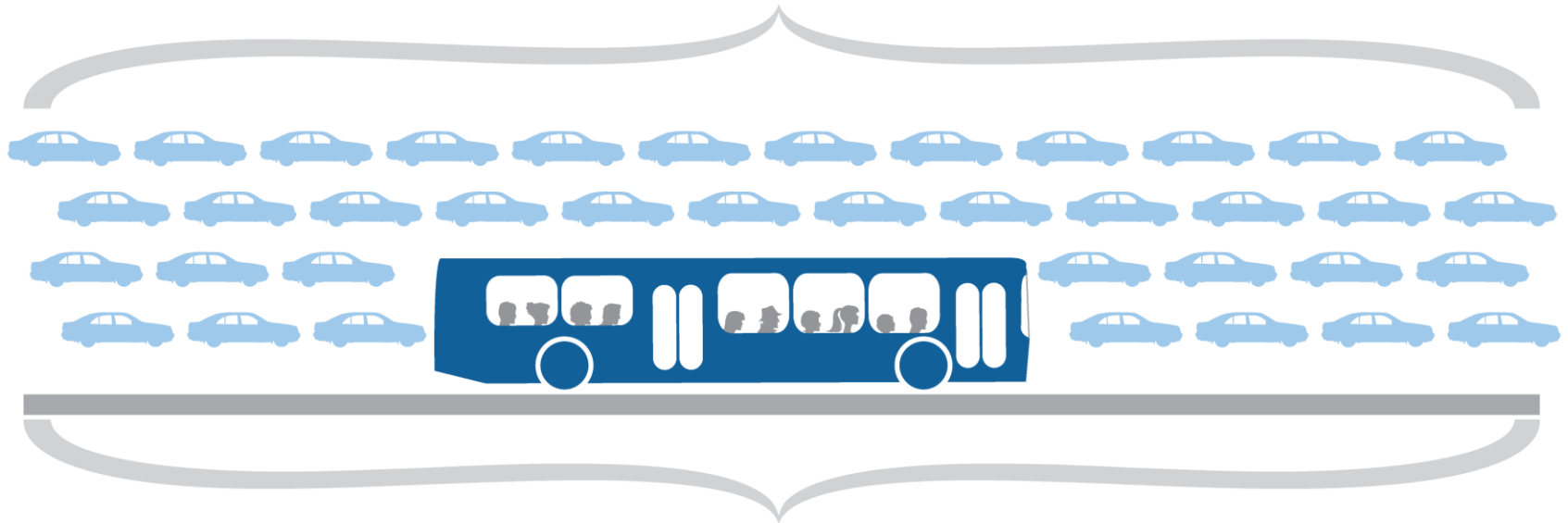
WSDOT HOV Policy:

“Through HOV programs and policies we strive to make the best use of existing facilities by increasing freeway efficiency and promoting programs to move more people in fewer vehicles.”



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

40 people driving alone, 60 feet between vehicles=300 feet,
or more than 1/2 mile road space



1 bus (50 feet long), 40 passengers,
125 feet for safe spacing = 175 feet of road space

- **10/17/13 – Transportation Commission briefing on draft capital-oriented strategies.**
- **11/12/13 – Council Extended Study Session briefing on capital-oriented strategies.**
- **11/14/13 – Transportation Commission briefing on preliminary Capital Element project list.**
- **Q1 2014 – Council approval of TMP Capital Vision.**

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



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