



Bellevue Transit Master Plan



***City Council
May 6, 2013***



- 1. March 11 Council Briefing**
- 2. Market Strategies Report**
- 3. “Abundant Access”**
- 4. Metro’s Financial Outlook**
- 5. May 20 Council Action**

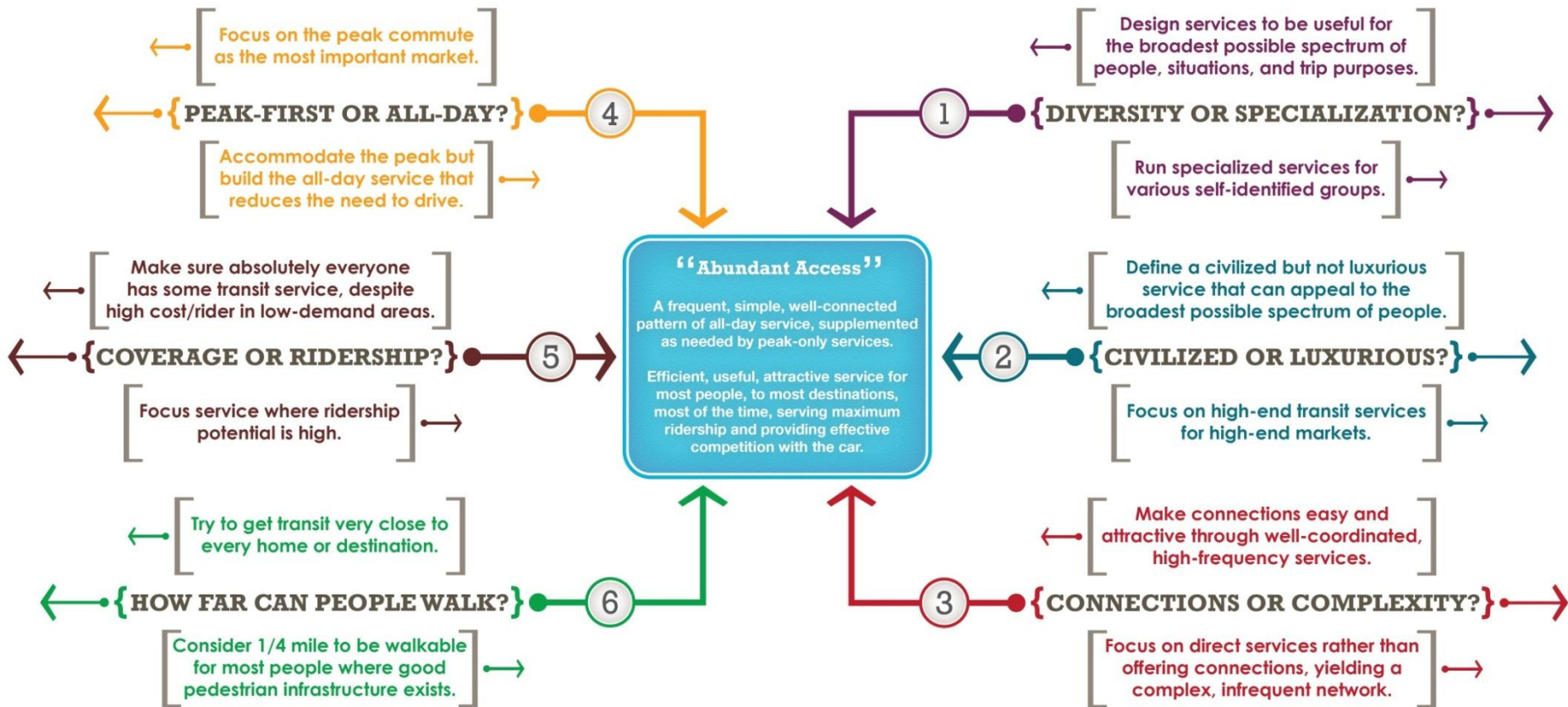
- 1. Transit conveys multiple public benefits: economic, environmental, community, and individual.**
- 2. Bellevue Transit Master Plan (TMP) scope of work comprises three major elements supported by extensive outreach and technical analysis.**
- 3. The Service Element, the current phase of analysis, identifies the City's transit service priorities that are responsive to different financial scenarios and attune to different time horizons.**

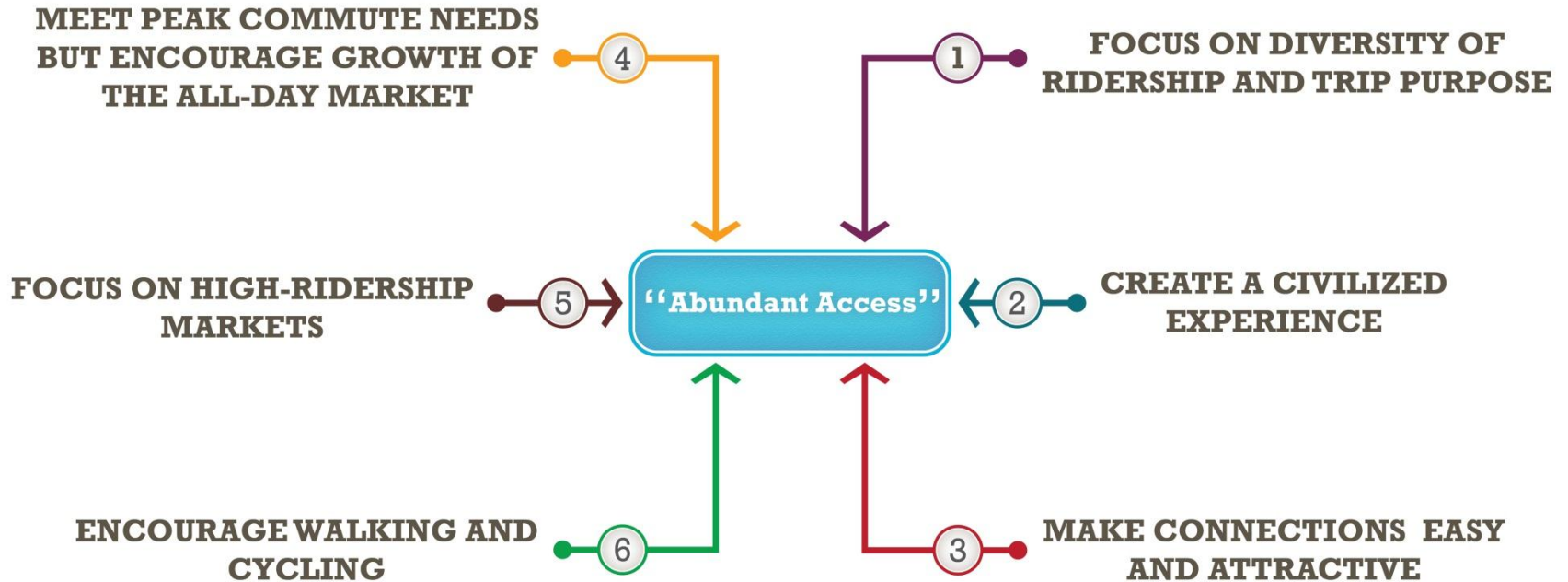
4. Existing Conditions: (i) Usage is increasing; (ii) Highest priority is a frequent, well-connected route network; (iii) Current sources of funding are inadequate.

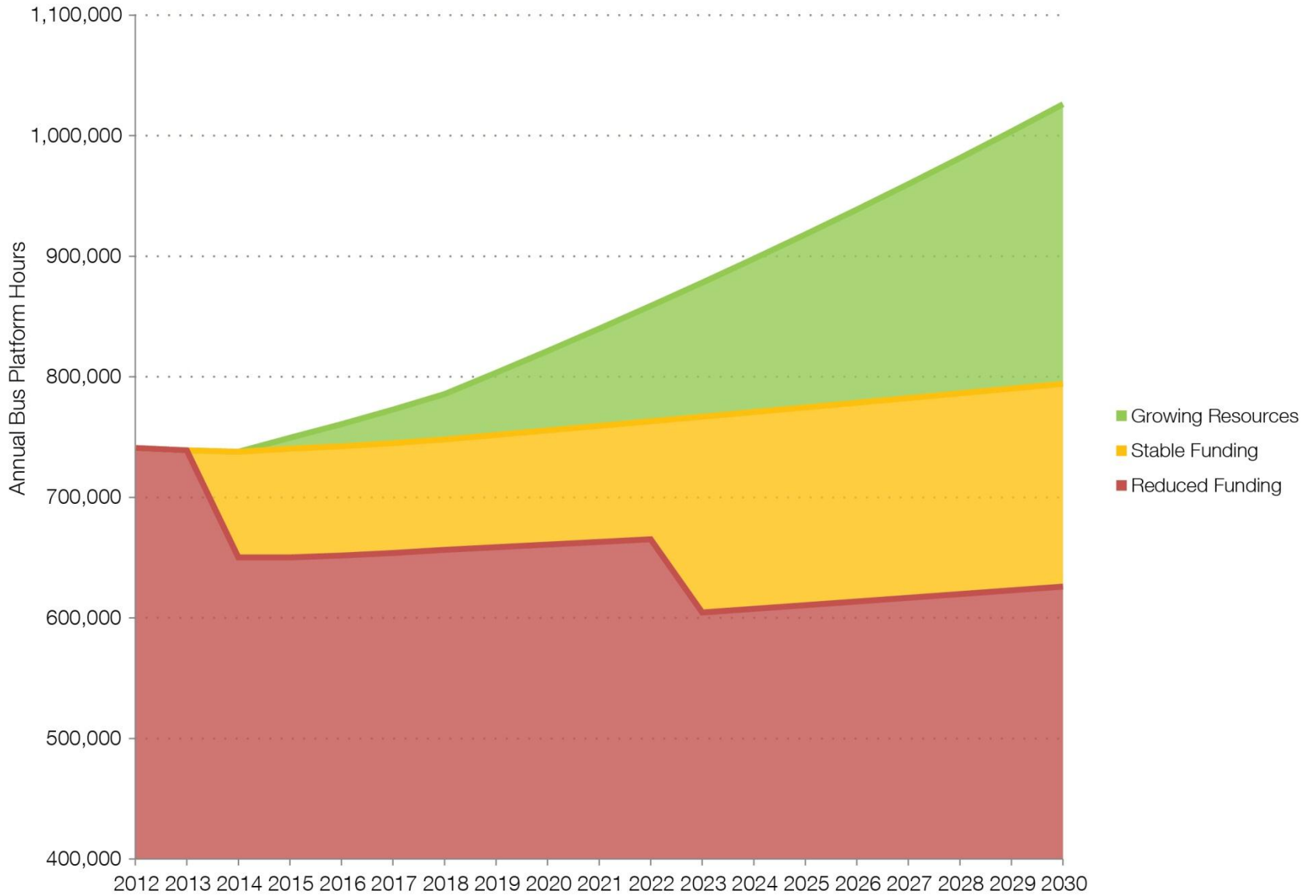
5. Future Conditions: (i) Pop/emp growth expected to increase usage; (ii) Greatest opportunities include travel within Bellevue, to/from Eastside, and I-405 corridor; (iii) Roadway investments will enhance service delivery & rider experience; (iv) East Link represents a transformational opportunity.

- 6. Network design process assessed competing priorities and involved active participation of: (i) Bellevue staff and Boards & Commissions; (ii) Transit agencies; (iii) Eastside jurisdictions; (iv) Business community; (v) Educational institutions; (vi) Human service agencies.**

- 7. “Abundant Access” vision based on: (i) Extensive outreach; (ii) Council approved Project Principles; (iii) Review of current transit network; (iv) Assessment of the attitudes and preferences that drive traveler choices; (v) Evaluation of future travel markets.**









The City Council's endorsement of the market driven strategies provides Bellevue staff with the guidance required to more effectively assess and respond to current and future proposed service adjustments from Sound Transit and King County Metro.



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



Franz Loewenherz

Transportation Department

floewenherz@bellevuewa.gov

425-452-4077



**Bellevue Transit
Master Plan**

Additional Information

Metro Transit 2012 Service Guidelines Report

Bellevue City Council

May 6, 2013

Purpose Today

- Service Needs and Financial Recap
- Service Guidelines Report
- Service Reduction Illustration



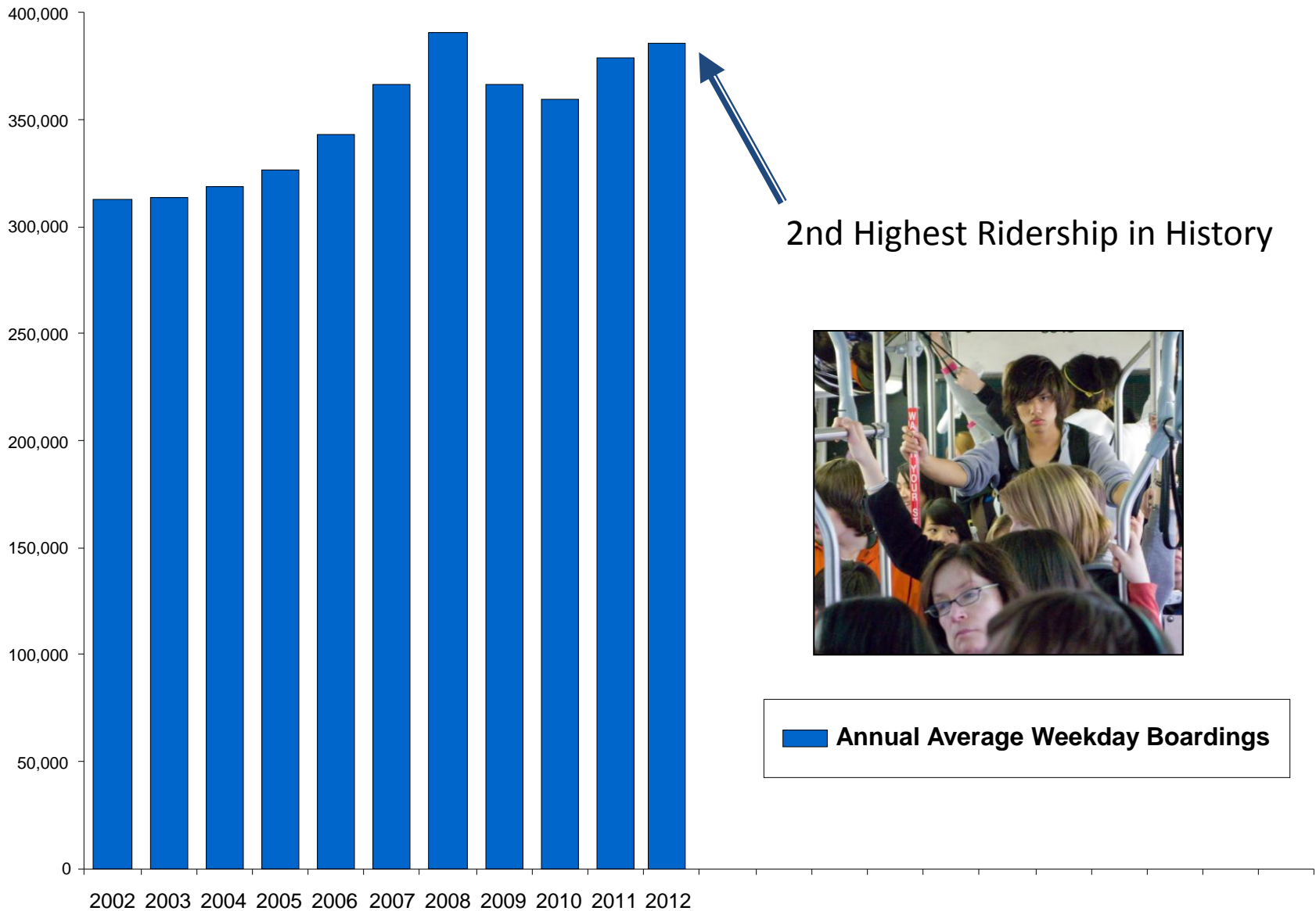
King County
METRO
We'll Get You There

King County
Metro Transit
**2012 Service
Guidelines
Report**

March 2013

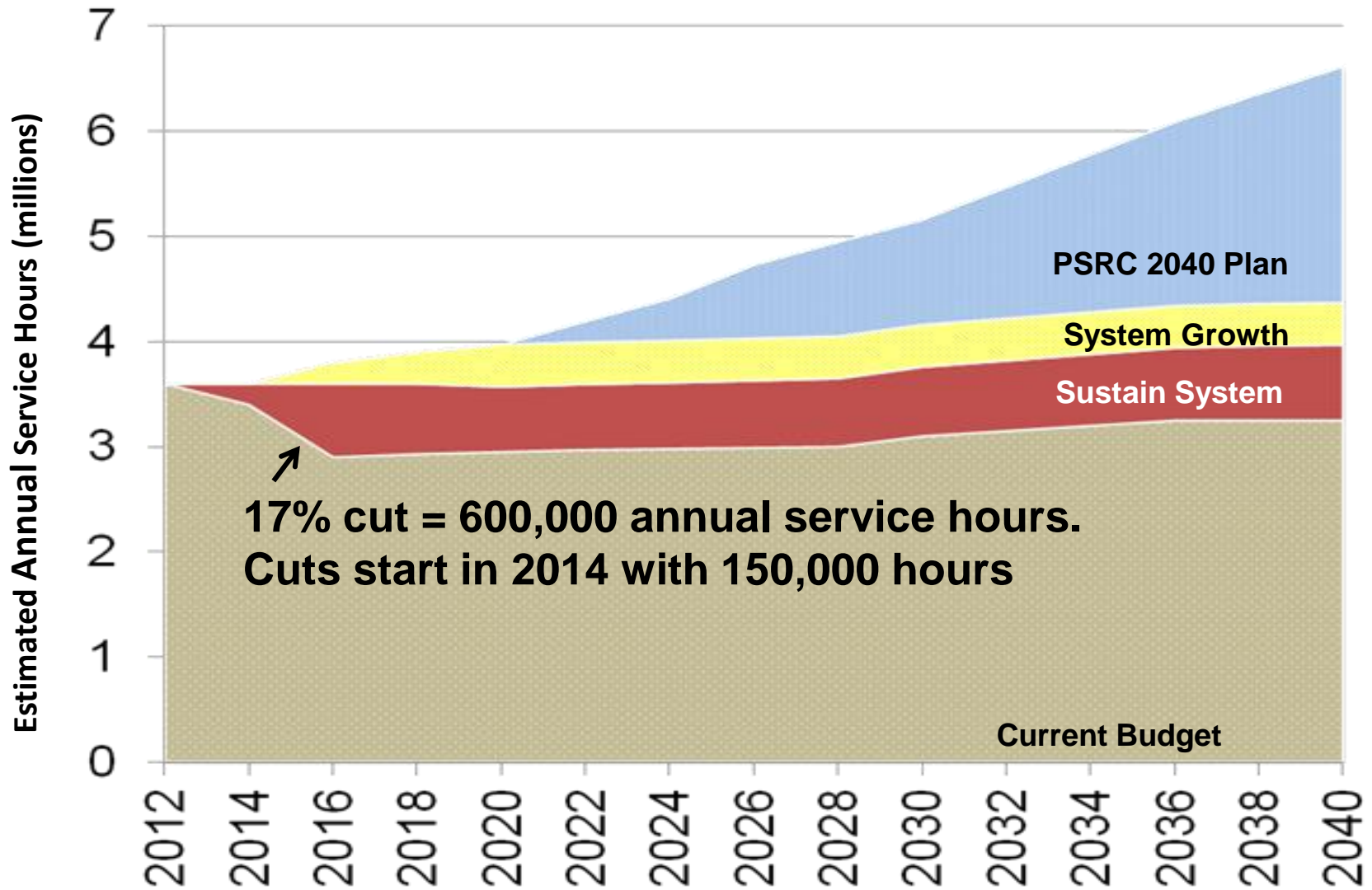
DRAFT 8
3/20/13

Average Weekday Ridership on Metro's Buses and Trolleys



■ Annual Average Weekday Boardings

Metro Service Needs



Actions to Reduce Metro's Deficit

(2009-2013)

Updated 4/9/13	Cumulative Total Through 2013	Ongoing Annual Savings
I. Ongoing productivity/efficiency actions <ul style="list-style-type: none"> • Transit program efficiencies* <ul style="list-style-type: none"> ➔ Scheduling efficiencies ➔ Non-service & staff reductions ➔ Other program efficiencies • Bus service reductions • Labor cost savings • Service deferrals 	\$34 million \$55 million \$15 million \$23 million \$36 million \$41 million	\$13 million \$14 million \$5 million \$8 million \$17 million \$36 million
II. Revenue related actions <ul style="list-style-type: none"> • Fare increases • Property tax** • Congestion Reduction Charge (temporary)*** • Ride Free Area Elimination 	\$145 million \$66 million \$39 million	\$35 million \$18 million \$2 million
III. One-time actions (cash savings) <ul style="list-style-type: none"> • Capital program cuts • Fleet replacement reserves • Operating reserves • 2009 savings i.e. hiring freeze • Healthy incentives program**** 	\$180 million \$93 million \$41 million \$20 million \$10 million	
Total	\$798 million	\$148 million

*Transit program efficiencies include a number of savings associated with staff reductions as well as implementing recommendations from the 2009 transit performance audit
 ** Property tax swap with King County Ferry District; amount shown reflects 5.5 cents/\$1000 assessed value moved from Ferry District to Metro, excludes 1 cent for SR 520
 ***\$50 million through 2014 or total over the two-year collection period
 **** Metro's participation in the County's Healthy Incentives program has helped control employee health costs, which saved about \$10 million between 2007 and 2011. This program continues to provide ongoing savings.

Strategic Plan for Public Transportation

- **Guides Metro toward a vision for public transportation**
 - Builds on King County's Strategic Plan 2010-2014
 - Drawn from the recommendations of the Regional Transit Task Force in 2010
- **Navigates the road ahead to meet complex challenges**
 - Sets a vision, goals and objectives
- **Ensures success: monitoring performance**
- **Manages the system**
 - Service guidelines help plan and manage the transit system whether **expanding, reducing or revising** service
 - Balance **productivity, social equity and geographic value**

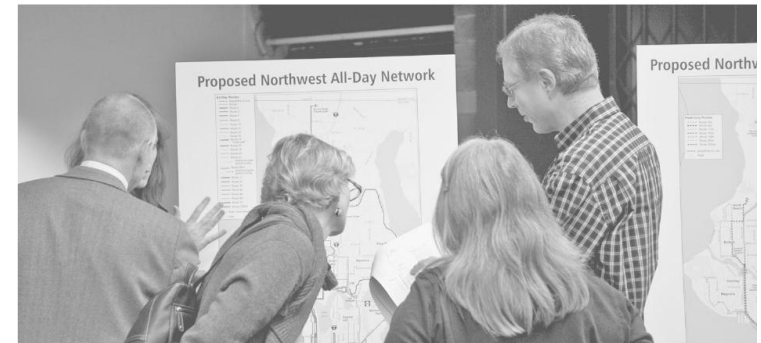


Service Guidelines

The service guidelines define a transparent process using objective data that helps Metro make decisions about adding, reducing and changing transit service to deliver productive, high-quality service where it's needed most.

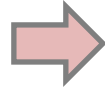
King County Metro Service Guidelines

Category	Metric	Score
Land Use	Households within 1/4 mile of stops per corridor mile	50% of highest score: 7
		33% of highest score: 4
		16% of highest score: 0
		<16% of highest score: 5
Social Equity and Geographic Value	Jobs within 1/4 mile of stops per corridor mile	Above system average: 0
		Below system average: 5
	Percent of boardings in low-income census tracts ¹	Above system average: 5
		Below system average: 0
Social Equity and Geographic Value	Percent of boardings in minority census tracts ²	Above system average: 5
		Below system average: 0
	Primary connection between regional growth, manufacturing/industrial centers	Yes: 5
		No: 0
Social Equity and Geographic Value	Proximity between transit activity	Yes: 5
		No: 0
		Yes: 5
		No: 0



2012 Service Guidelines Report

- Objective



Service investment priorities

Service quality (unreliable and overcrowded services)	24,500 hours
Service below target levels	309,800 hours
Total	~334,300 hours

- Clear

- Transparent



Service reduction priorities

- Routes with high and medium potential for reduction

Getting to 600K: Reduction Priorities

First priority

Routes in bottom 25%

--Some services retained to meet other policy objectives



Next priority

More productive routes

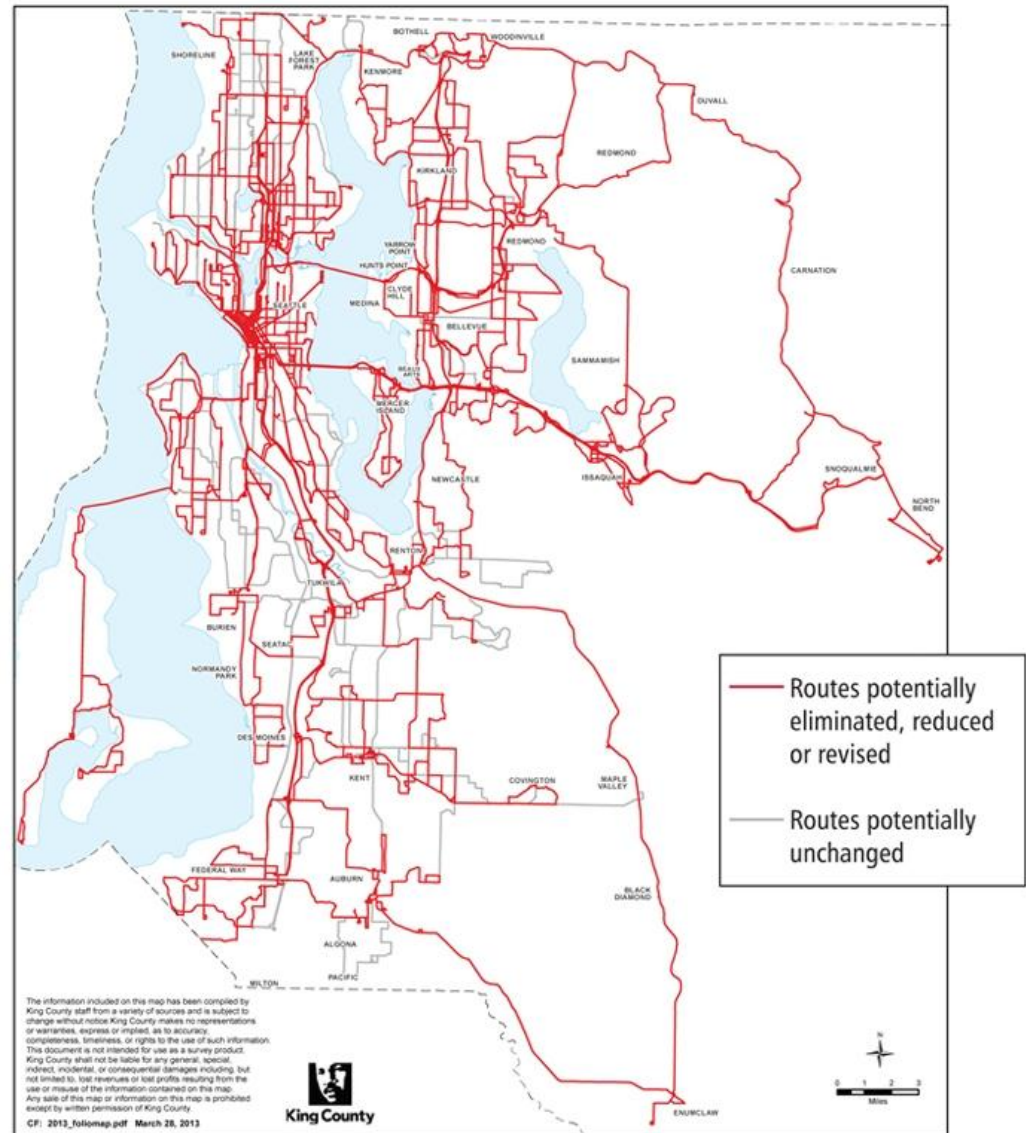


600,000 hours

- 50% low productivity services
- 50% more productive routes

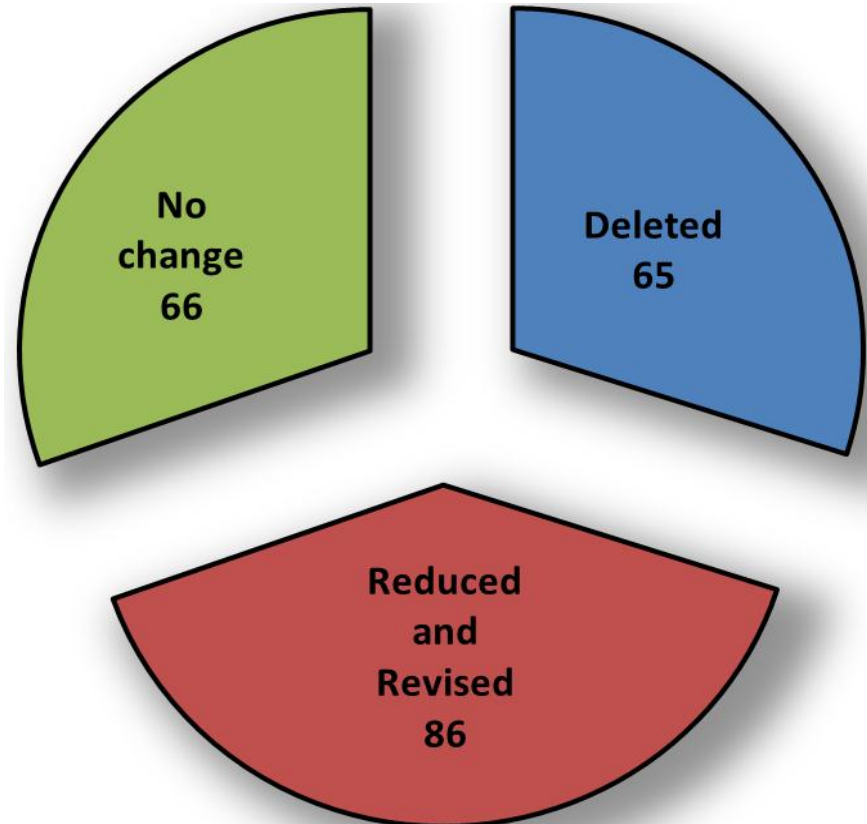
Service Reduction Illustration

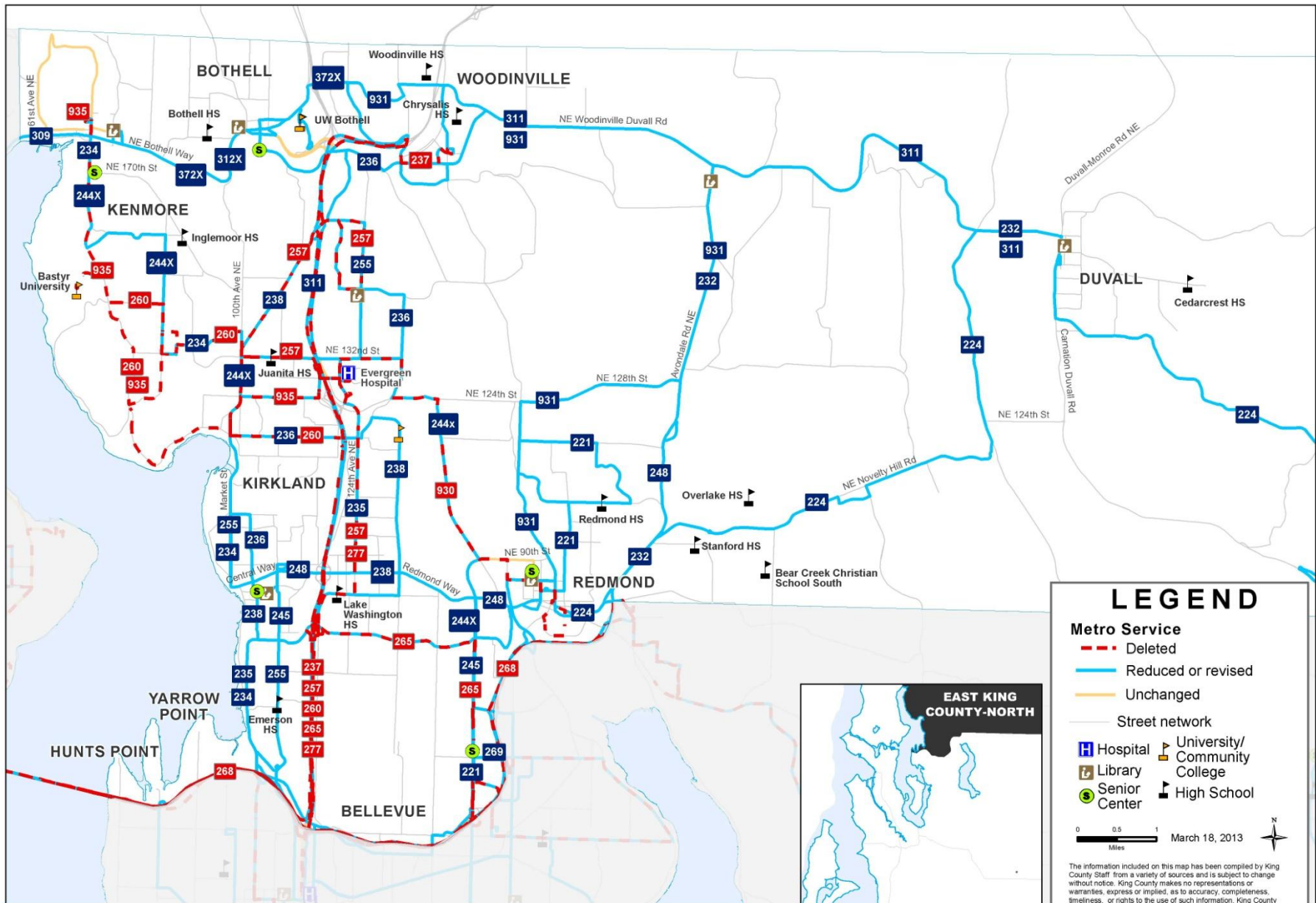
- Applies service guideline to determine where service should be eliminated, reduced or revised
- Illustrates possible impacts of a large-scale reduction
- Affects all service, including low and higher productivity routes



Service Reduction Illustration

- **About 70% of routes will be reduced, revised or eliminated**
 - 30% of routes deleted (65 routes)
 - 40 % of routes revised or reduced (86 routes)
 - Remaining 66 routes become overcrowded and unreliable





East King County - North

Illustration of Possible Service Reductions

LEGEND

Metro Service

- - - Deleted
- Reduced or revised
- Unchanged

— Street network

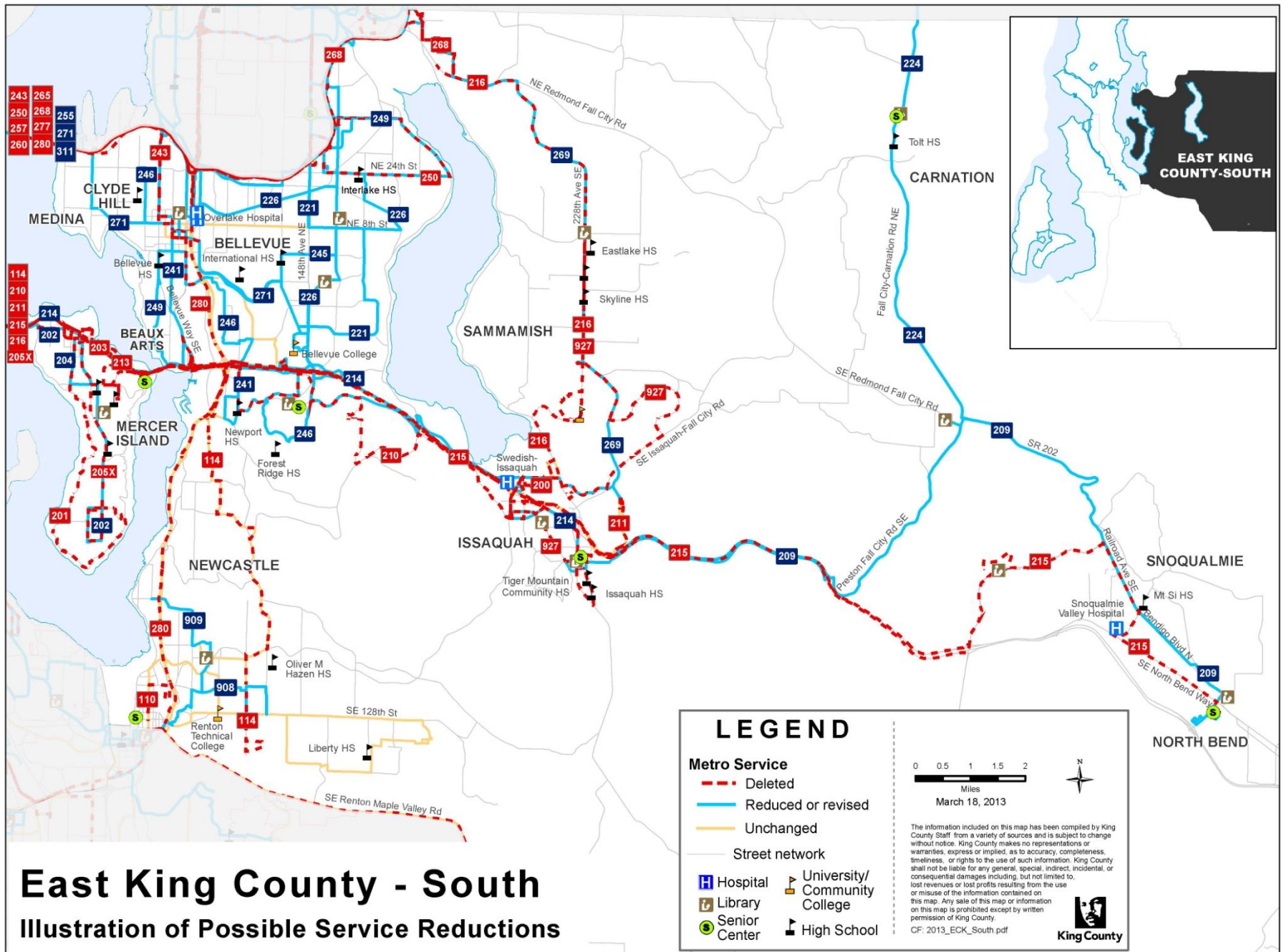
- Hospital
- University/Community College
- Library
- Senior Center
- High School

0 0.5 1 Miles March 18, 2013

The information included on this map has been compiled by King County Staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

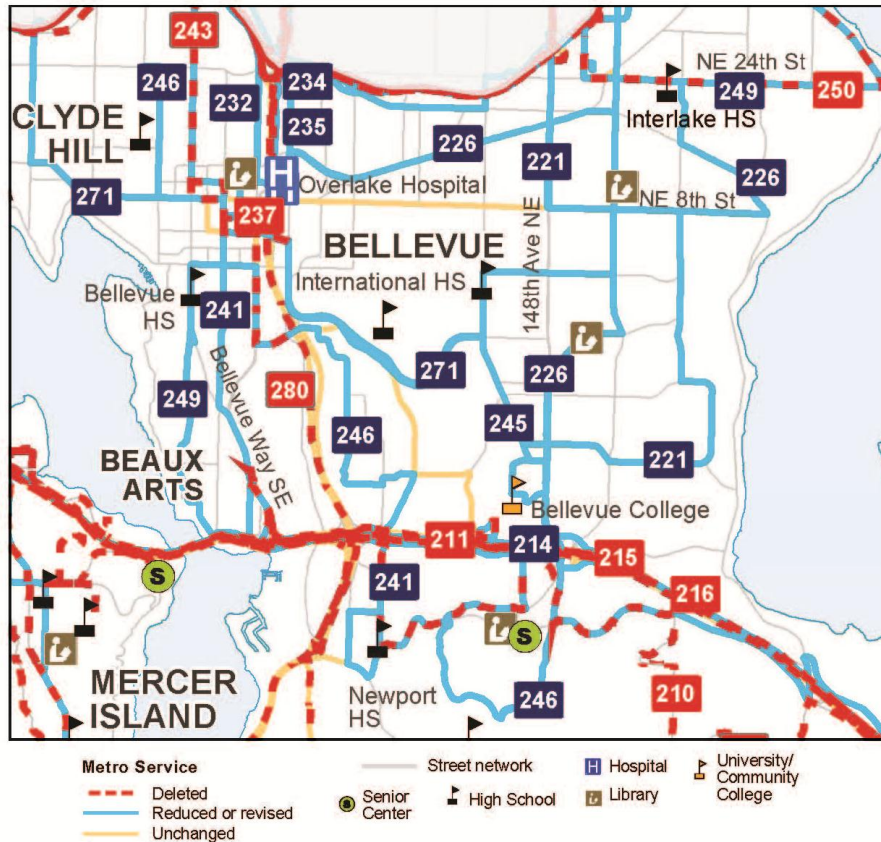
CF: 2013_EKC_North





Example impacts to the network

- Connections between major centers significantly reduced
- Connections between neighborhoods and secondary destinations would be reduced or eliminated.
- Ability to rely on transit for all travel needs would be reduced

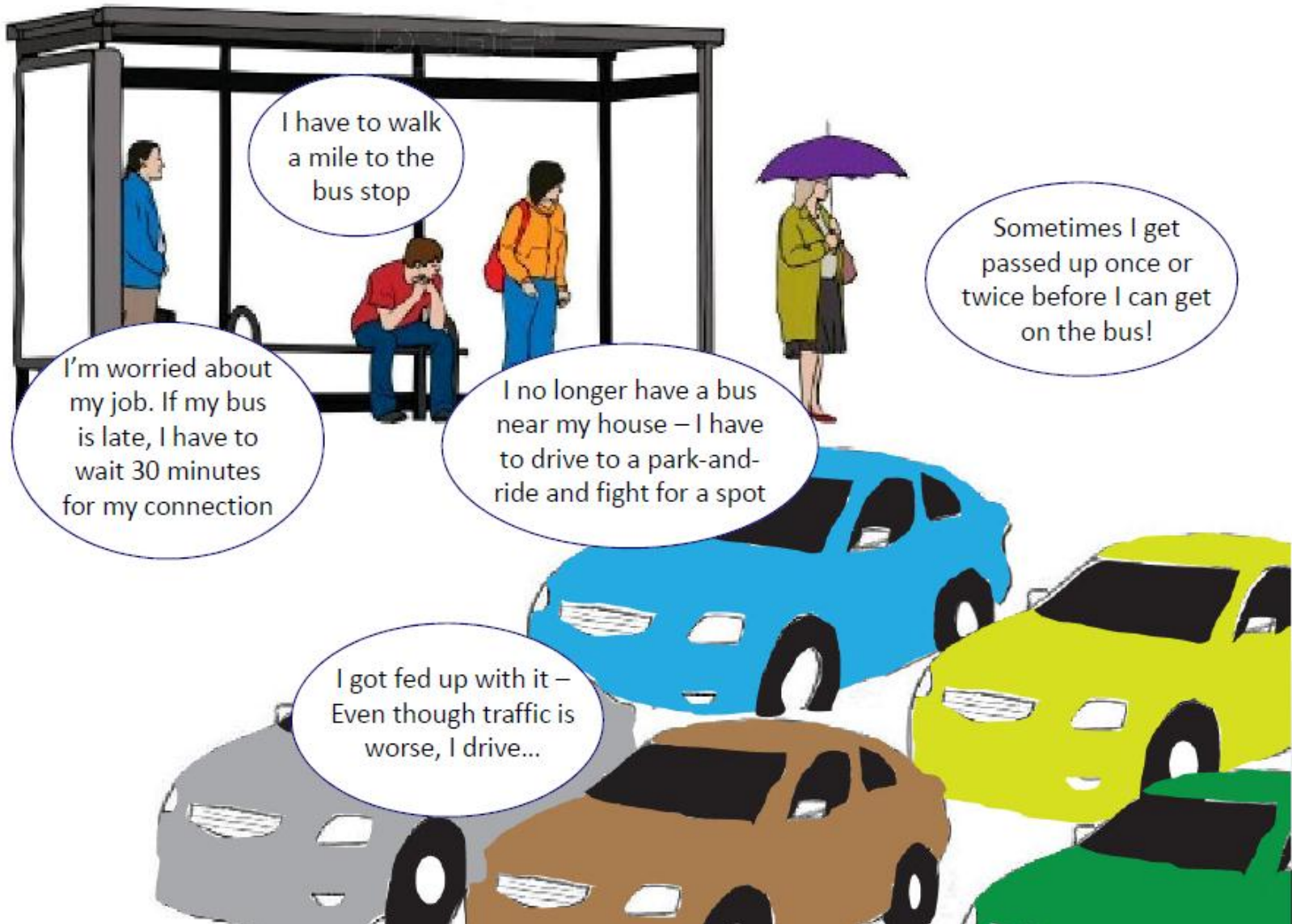


Affecting our customers



- **More crowded buses, more pass-ups**
 - Ridership has been growing and demand will continue as the region grows
- **More vehicles on the road**
 - Metro takes ~175,000 vehicles off our roads each weekday
- **Harder for people to get to work and school**
 - 55% of Metro riders take the bus to school or work
 - 1500 businesses, universities and other institutions buy bus passes for their employees

17% less service



Thank you

<http://metro.kingcounty.gov/planning/>