



# Bellevue Transit Master Plan



***Bellevue City Council  
March 11, 2013***



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



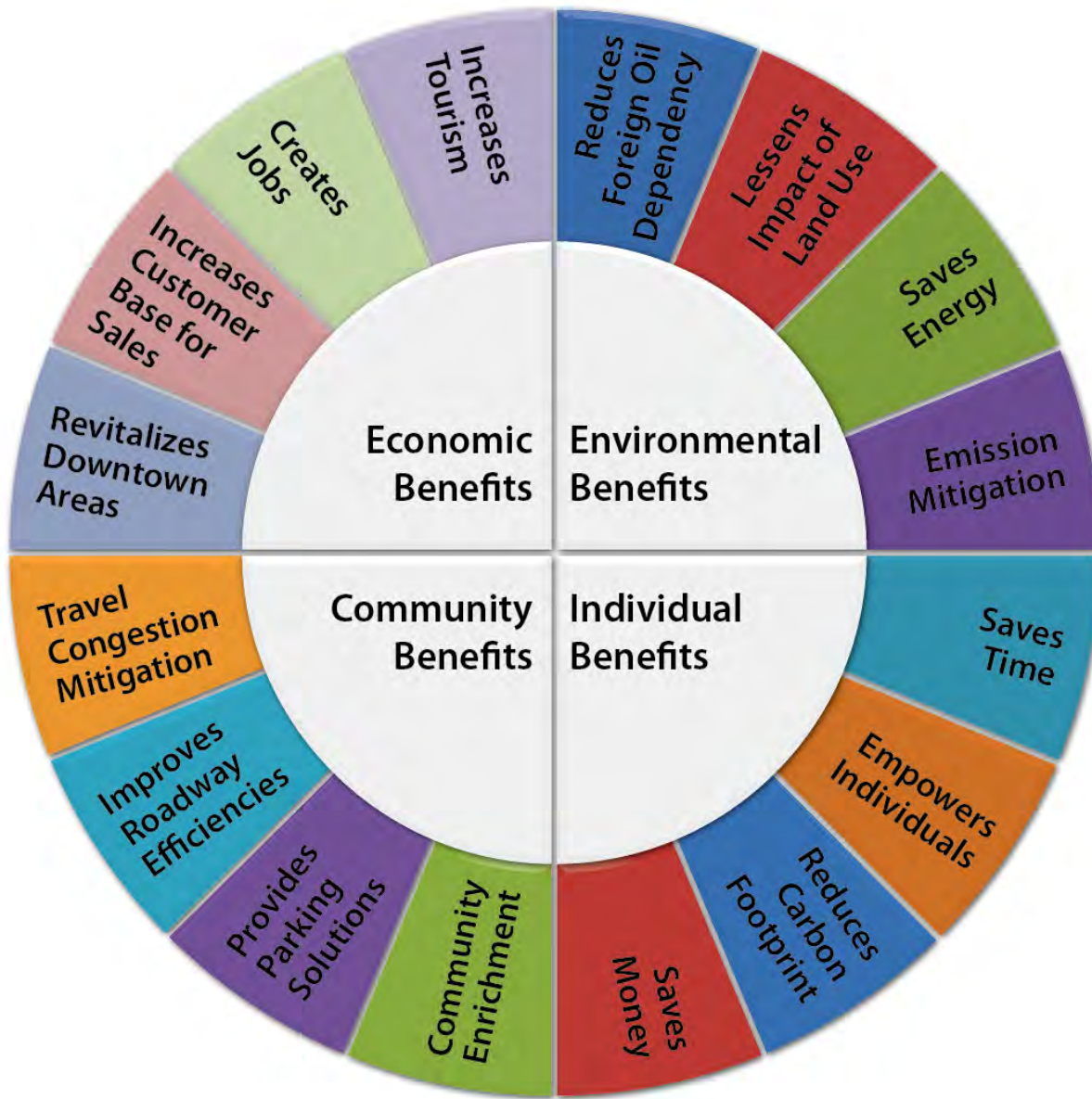
**“Livability means being able to take your kids to school, go to work, see a doctor, drop by the grocery or Post Office, go out to dinner and a movie, and play with your kids at the park – all without having to get in your car.”**

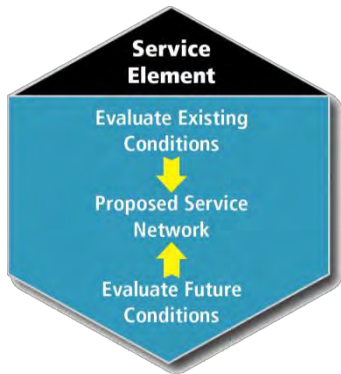
***- Ray LaHood, United States Secretary of Transportation***



**“There’s extreme competition for talent, so it’s recruitment, retention. What you’ve got in downtown Bellevue is a critical mass. You’ve got housing, you’ve got restaurants, you’ve got retail, and **you’ve got transit.**”**

***- Steve Schwartz, Director, Jones Lang LaSalle (The Seattle Times, 1/14/13)***





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



**Assesses roadway, signal system, and other rights-of-way improvements that could be made to support the transit vision outlined in the Service Element.**



**Articulates Bellevue’s interests as it responds to regional transit policy changes and financial uncertainties, and coordinates with partner agencies.**



**“Engage community stakeholders in setting the priorities for transit delivery.”**

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

# Corporations, Agencies, and Institutions

# Riders, Former Riders, and Non-Riders

**Bellevue Transit Master Plan**

- 您認為貝爾優的交通設施有甚麼好的地方?  
 非常喜歡這里的公車，十分方便！  
 如免費，去城區，看病等之。
- 您認為貝爾優的交通設施有甚麼不好的地方?  
 希望 Rapid Ride 公車站的在  
 此若中心增加一個行車站(向  
 从 Redmond 到 Bellevue 的)

mar1506A.372.indd

# City of Bellevue Boards and Commissions







**“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)***



*Downtown Bellevue 2030 Vision*



*Eastgate Transit Oriented Development Concept*



*Bel-Red Subarea Plan*

# 1,219,965

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

# 1,750,539

**2030 daily person trips to/from/inside Bellevue  
- *BKR travel demand model (MP30r6.2)***



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

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

# 46,300

**Spring 2012 daily transit ons/offers in Bellevue  
- *King County Data***

# 136,000

**2030 daily ons/offers in Bellevue**

***- BKR travel demand model (platform MP30r6.2)***

# 28,000

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



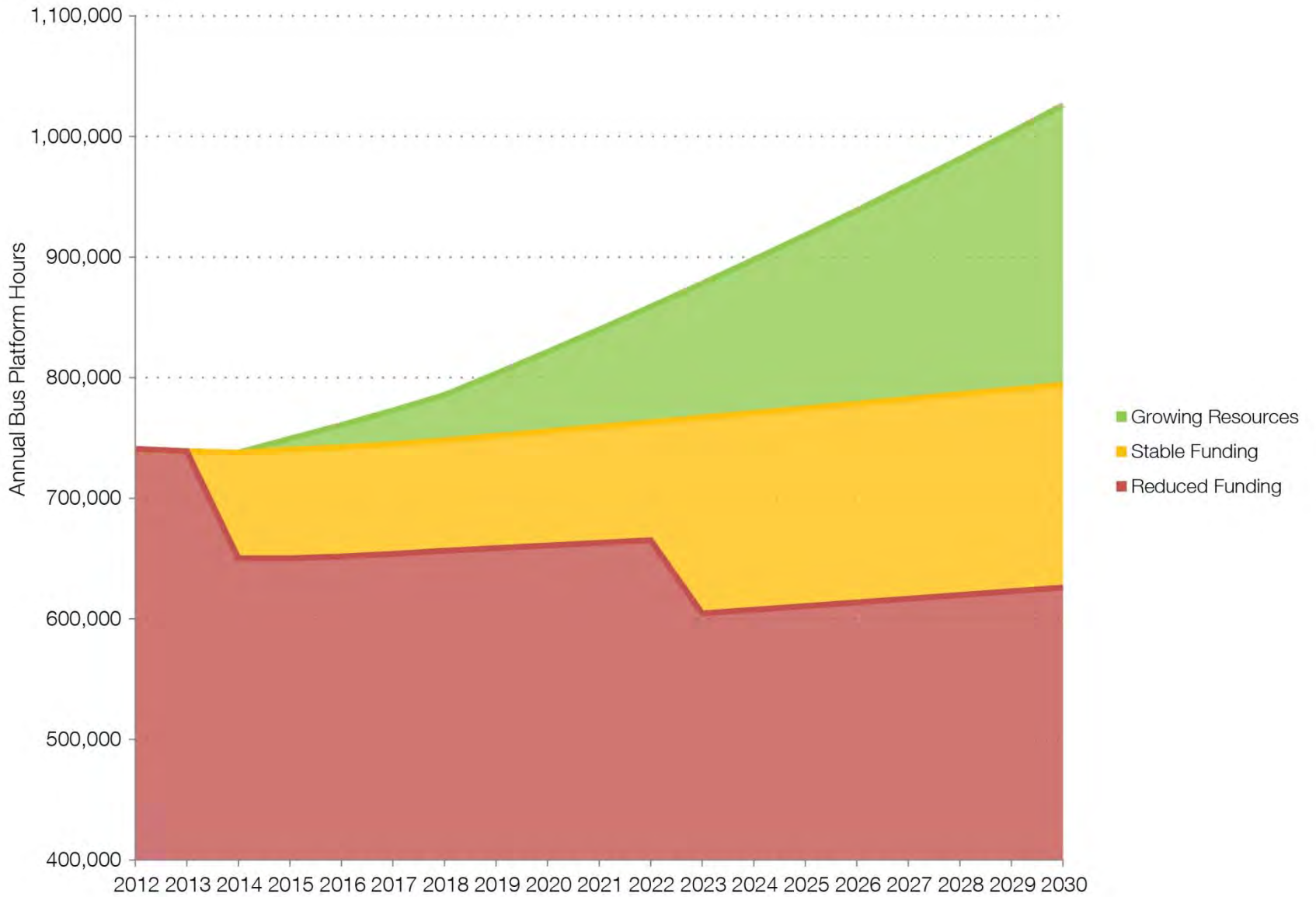
# 108,000

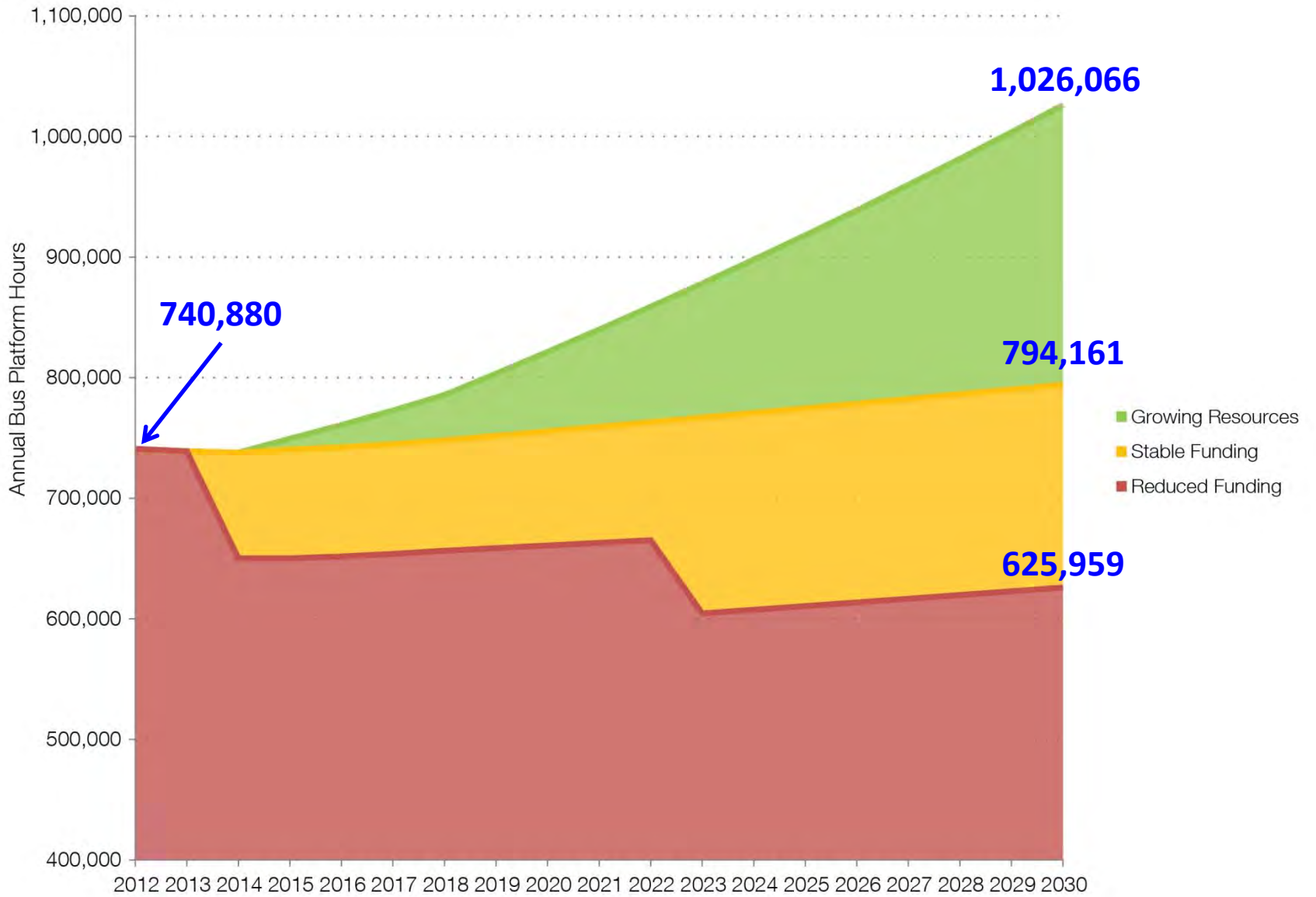
**2030 daily bus usage (ons/off) in Bellevue**  
**- *BKR travel demand model (platform MP30r6.2)***



**“Determine where and how transit investments can deliver the greatest degree of mobility and access possible for all populations.”**

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

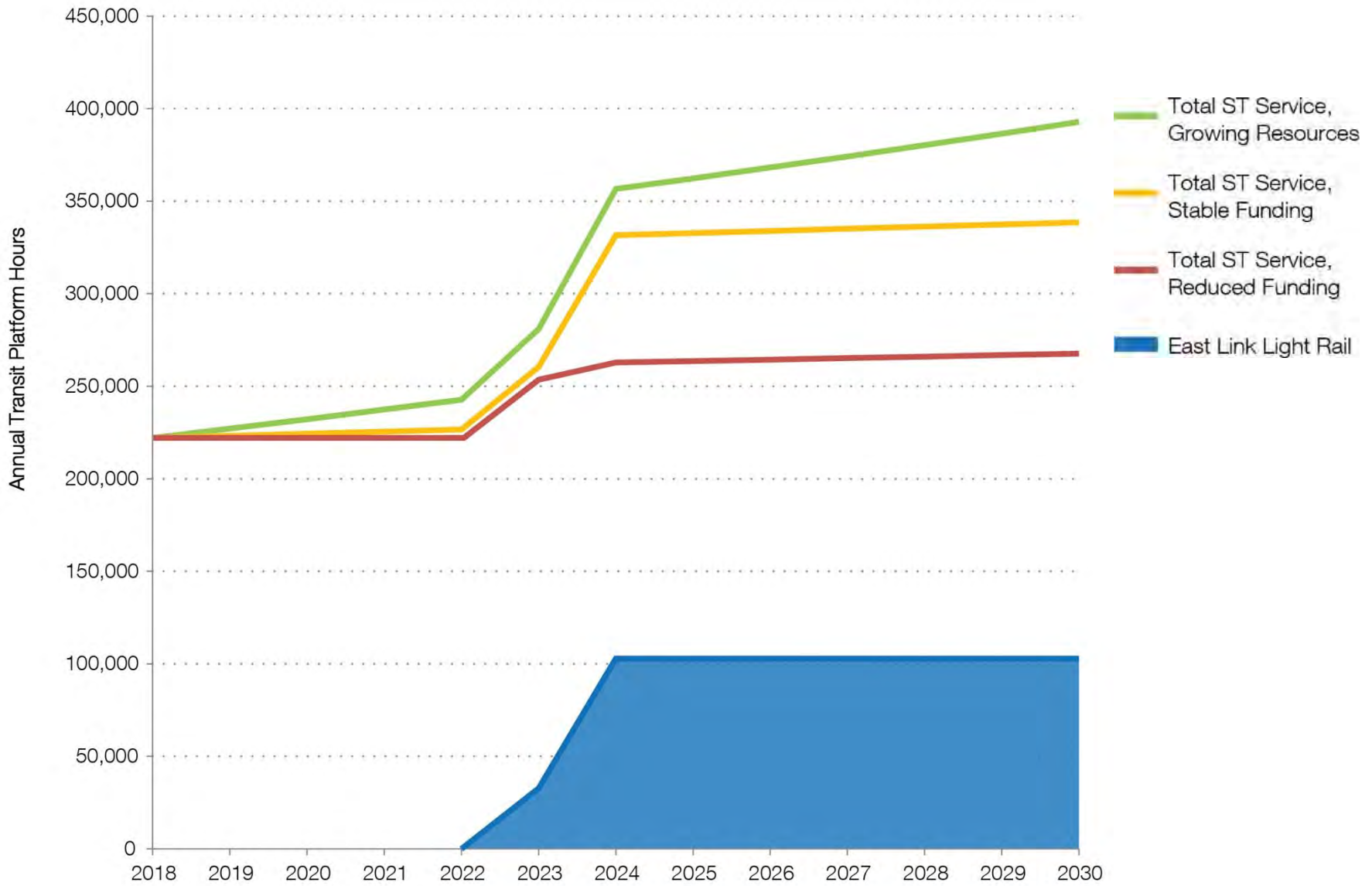






**“Incorporate other transit-related efforts (both bus and light rail) underway in Bellevue and within the region.”**

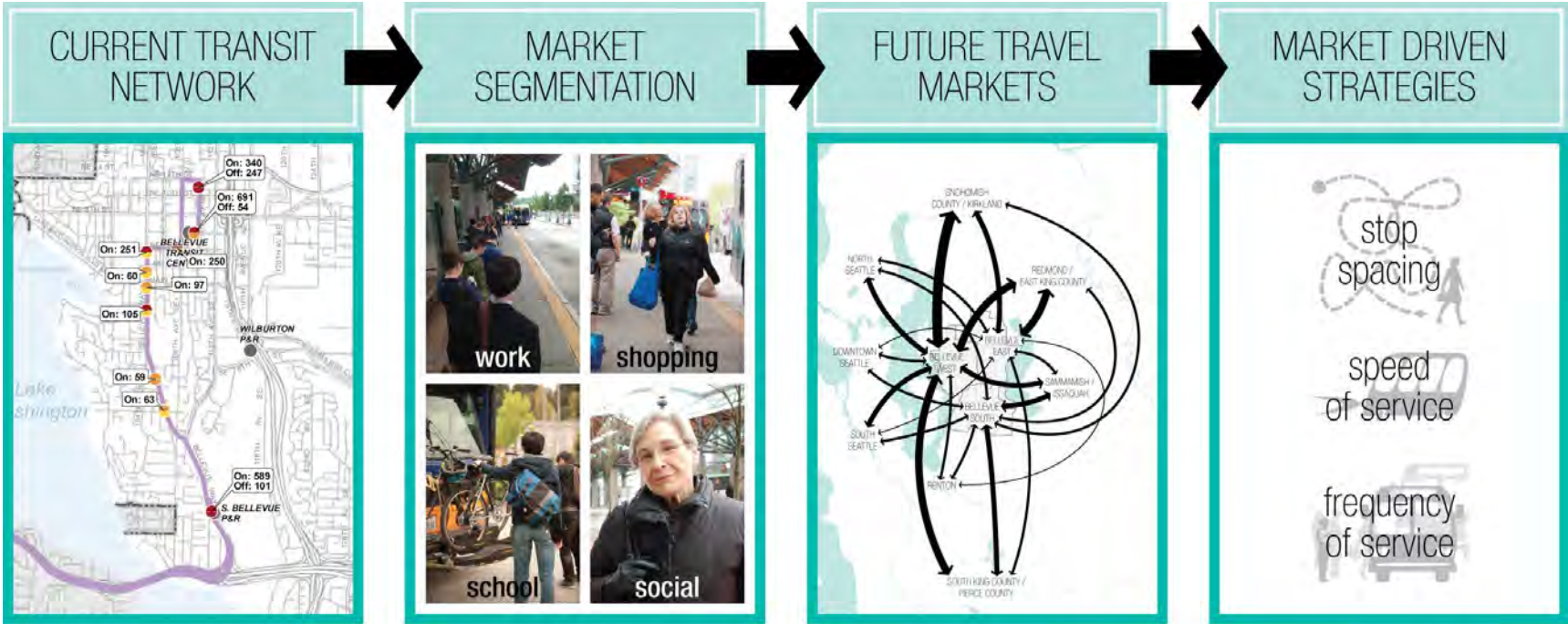
***- Bellevue City Council, Project Principles (Approved July 9, 2012)***





**“Identify partnership opportunities to further extend transit service and infrastructure.”**

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



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

What are the attitudes and preferences that drive traveler choices?

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

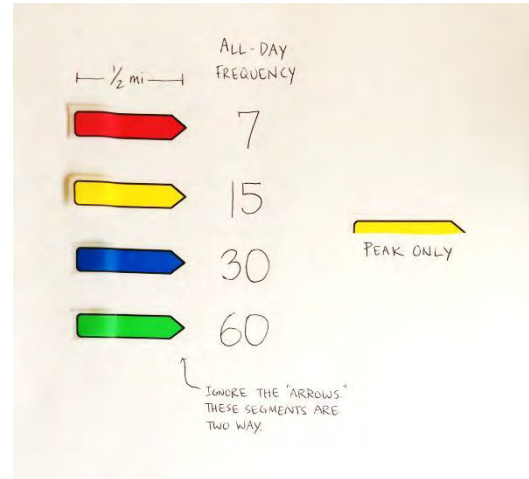
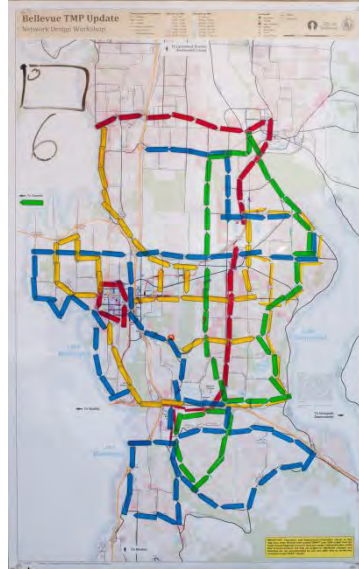
What kinds of strategies can best seize these opportunities?





**Transportation Commission  
Planning Commission  
Human Services Commission  
Parks & Community Services Board  
Arts Commission  
East Bellevue Community Council  
City of Bellevue  
City of Redmond  
City of Kirkland  
Puget Sound Regional Council  
King County Metro  
Sound Transit  
Bellevue School District  
Bellevue College  
Bellevue Chamber of Commerce  
Seattle Children's Hospital  
Hopelink**



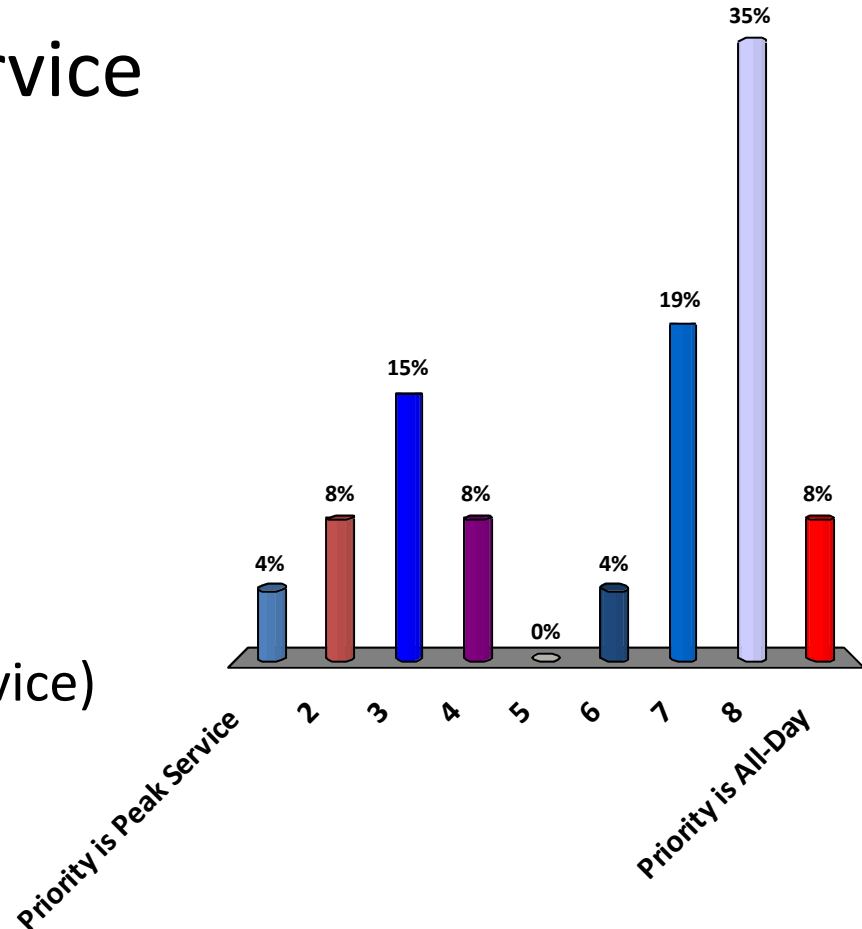


# Should investments focus on peak period commuter service, or on building a network that runs all-day?

1. Priority is Peak Service



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

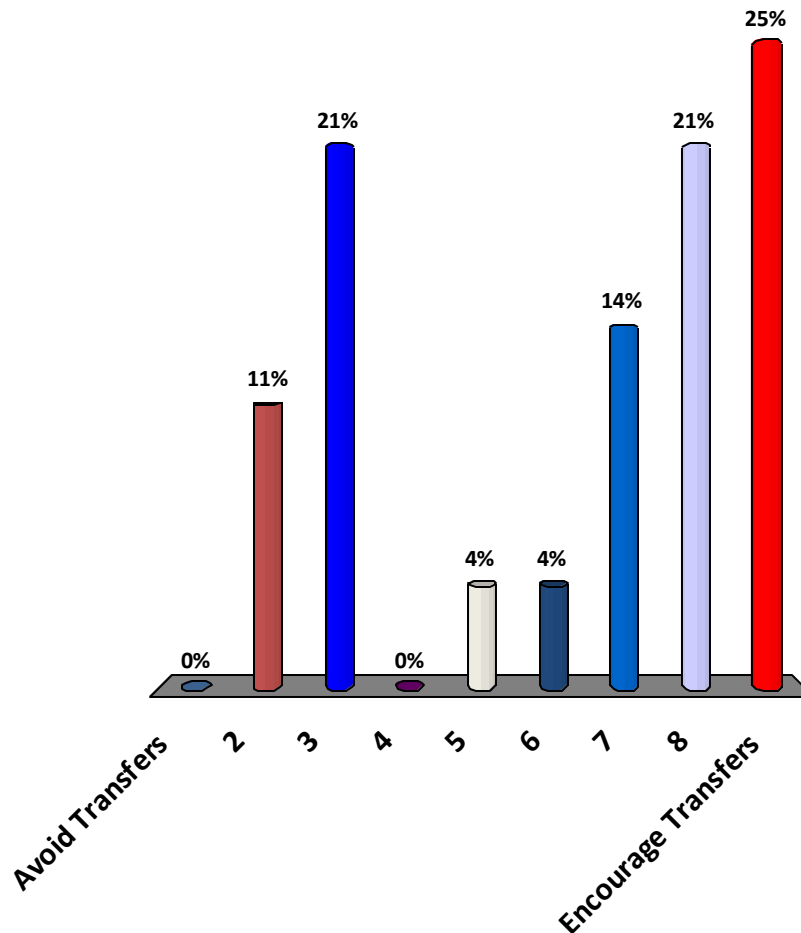


# During peak commute, should we focus on running direct service from many places to each commute destination, or can we ask people to transfer?

1. Avoid Transfers



9. Encourage Transfers

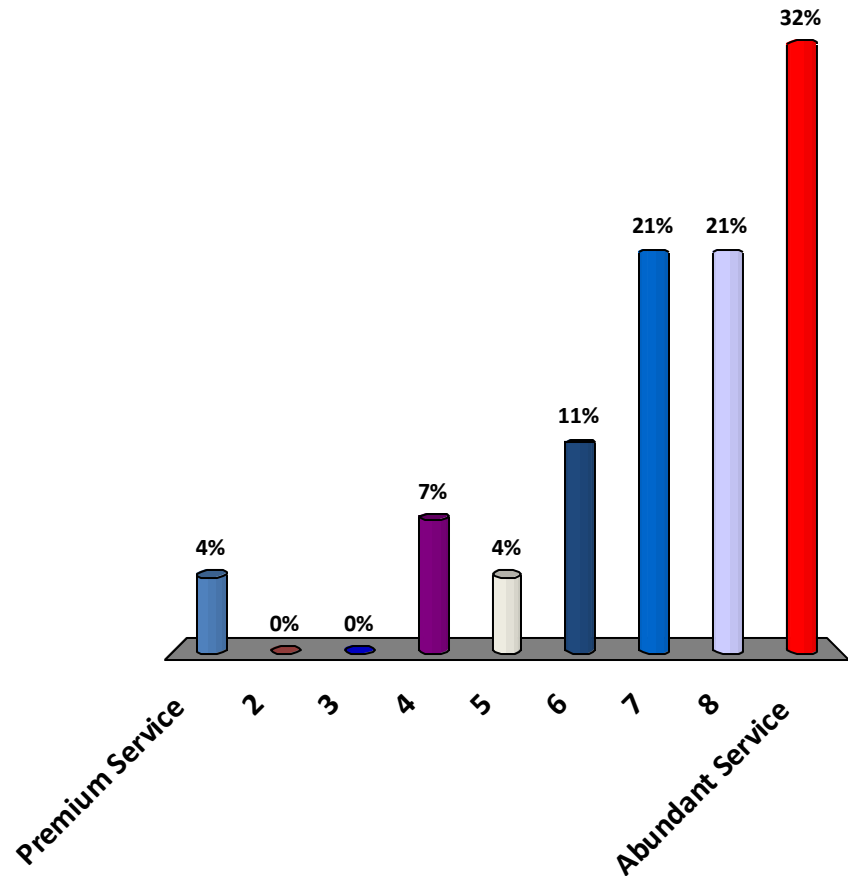


# Should we focus more on investments that make service more attractive to higher end markets or focus on making service as abundant as possible?

1. Premium Service

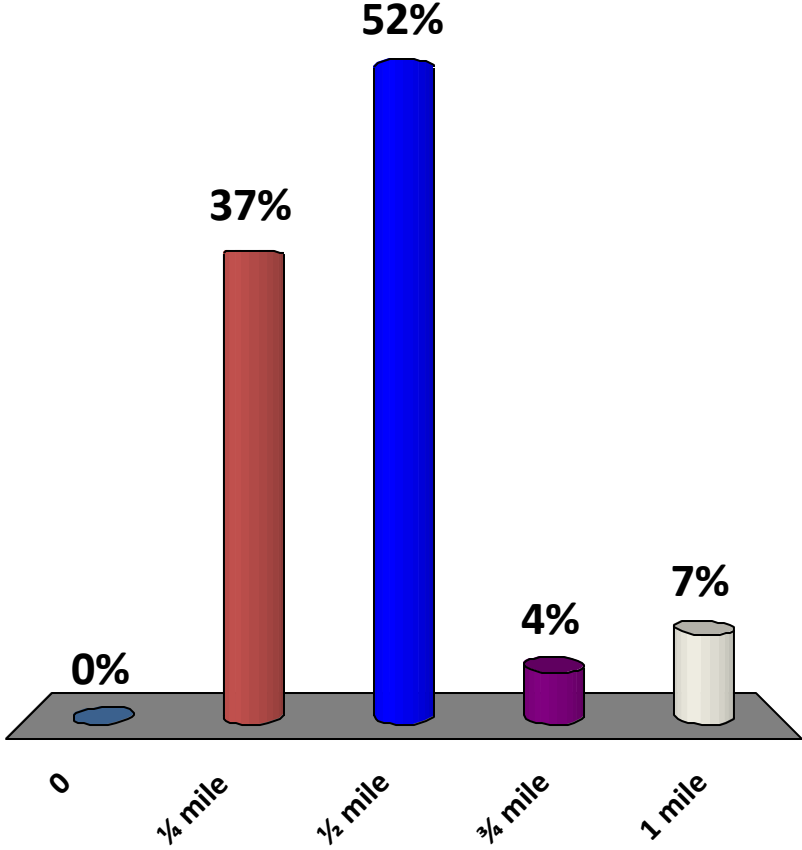


9. Abundant Service



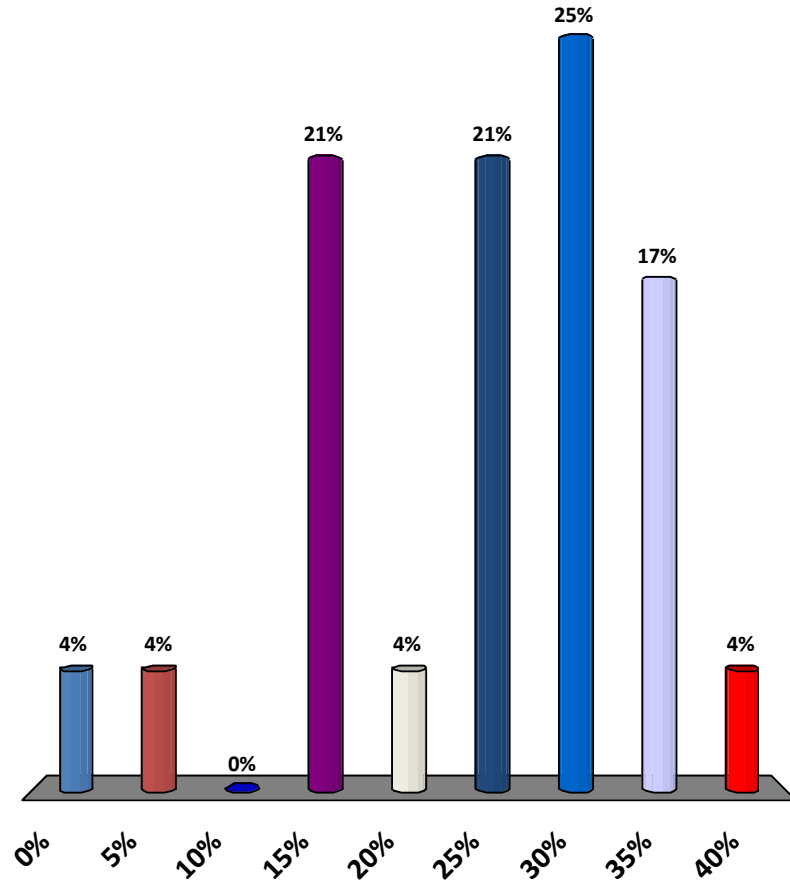
# How close to a home or job is close enough to count as being served (assuming decent sidewalks and service worth walking to)?

- 1. 0
- 2. ¼ mile (Main to 4th Street)
- 3. ½ mile (Main to 8th Street)
- 4. ¾ mile (Main to 12th Street)
- 5. 1 mile

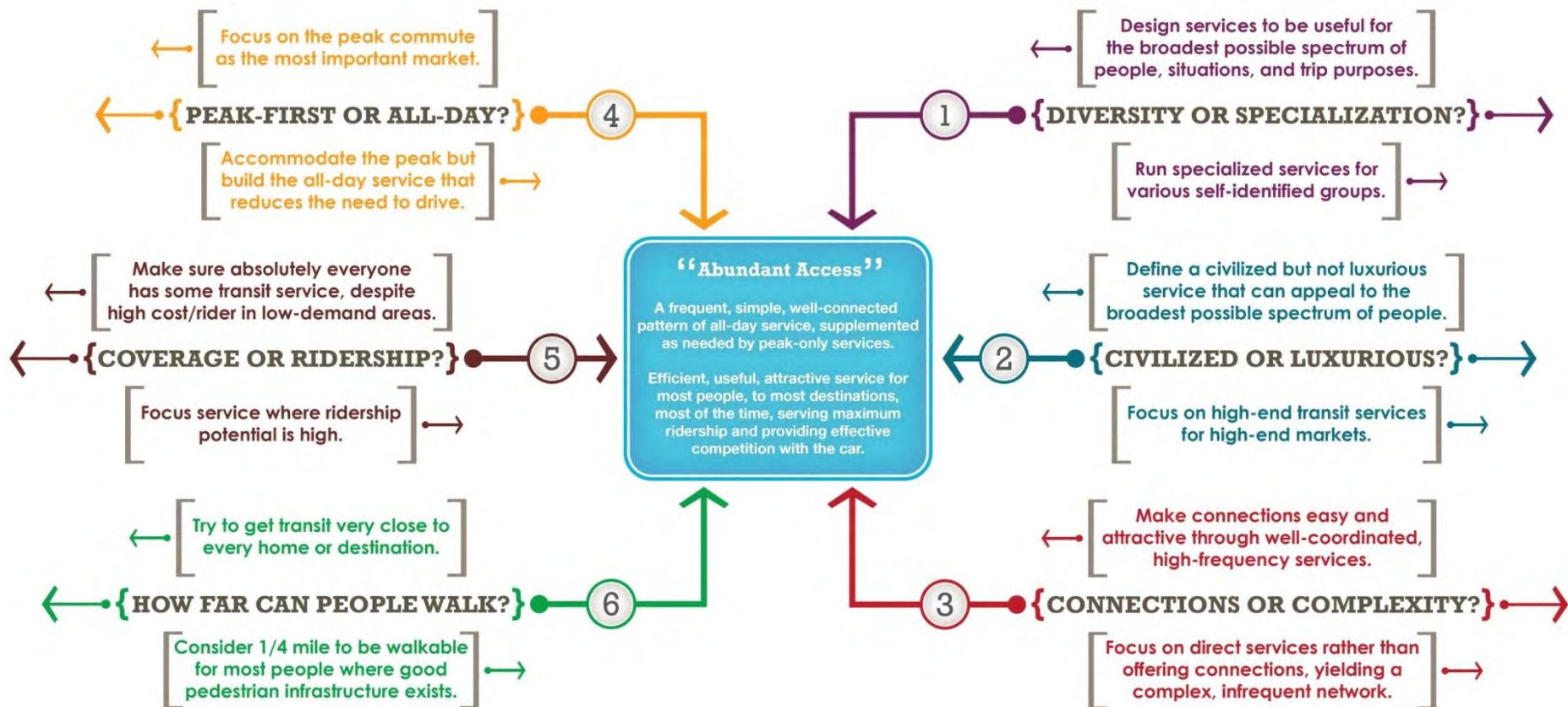


# What % of the population is it OK not to serve?

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









## “Abundant Access”

A frequent, simple, well-connected pattern of all-day service, supplemented as needed by peak-only services.

Efficient, useful, attractive service for most people, to most destinations, most of the time, serving maximum ridership and providing effective competition with the car.



← [ Design services to be useful for the broadest possible spectrum of people, situations, and trip purposes. ]

1 { DIVERSITY OR SPECIALIZATION? } →

[ Run specialized services for various self-identified groups. ] →



“Abundant Access”

“Abundant Access”

← 2

{CIVILIZED OR LUXURIOUS?} →

← [ Define a civilized but not luxurious service that can appeal to the broadest possible spectrum of people. ]

[ Focus on high-end transit services for high-end markets. ] →

“Abundant Access”



← [ Make connections easy and attractive through well-coordinated, high-frequency services. ]

3 {CONNECTIONS OR COMPLEXITY?} →

[ Focus on direct services rather than offering connections, yielding a complex, infrequent network. ] →

← [ Focus on the peak commute  
as the most important market. ]

← { **PEAK-FIRST OR ALL-DAY?** } ● 4

[ Accommodate the peak but  
build the all-day service that  
reduces the need to drive. ] →

↓  
“Abundant Access”

← [ Make sure absolutely everyone has some transit service, despite high cost/rider in low-demand areas. ]

← { **COVERAGE OR RIDERSHIP?** } ● (5) → “Abundant Access”

[ Focus service where ridership potential is high. ] →





- 1. Service Element completed by end of April 2013.**
- 2. Service Element will include near, mid, and long-term route-level recommendations that are responsive to a range of potential financial scenarios (reduced funding, stable funding, and growing resources).**
- 3. Capital and Policy Elements commence in May 2013.**
- 4. TMP project completed by end of 2013.**

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



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Master Plan**

**Additional Information**