CHAPTER XI- TRANSIT CENTERS AND LAYOVER LOCATIONS

The transit center serves as a base for the regional network of local and express routes. These centers operate specifically as easy transfer points between transit modes and routes. Transit centers focus on service in major activity centers, which are themselves the focus of extensive local services. Transit centers primarily occur in commercial or mixed-use land use areas. Parks or colleges may also be associated with or integral to the transit center. Currently, two major transit centers are within or in the vicinity of the city of Bellevue: Bellevue Transit Center and Overlake Transit Center.

Central to this discussion of transit centers is consideration of layover locations which are defined as areas where buses can safely park between trips. The link between layover locations and transit centers is reflected in the "distributed services" plan for the Bellevue Transit Center which relies on layover zones located as close as possible to the core of the downtown, in order to minimize impacts to the transit operating time. If layovers are located too far away from the Transit Center's service area, additional time is needed for the bus to get back to its route, which then impacts the operating time and cost. This can require additional buses (capital costs) and service (operating costs) in order for the route frequency to be maintained. The tradeoff would be less frequent transit service to downtown Bellevue on certain routes if the capital or operating costs are not available.

This chapter discusses the existing transit centers (downtown Bellevue and Overlake) and park-and-rides (South Bellevue, South Kirkland, and Eastgate) that are focal points for local and regional service and serve as secondary transit centers (see Figure XI-1). The chapter includes a preliminary needs assessment for additional transit centers and concludes with recommendations regarding transit centers and layover locations..

The following City of Bellevue Comprehensive Plan policies demonstrate local support for transit centers, secondary transit centers, and other transit supportive facilities (i.e., layover locations):

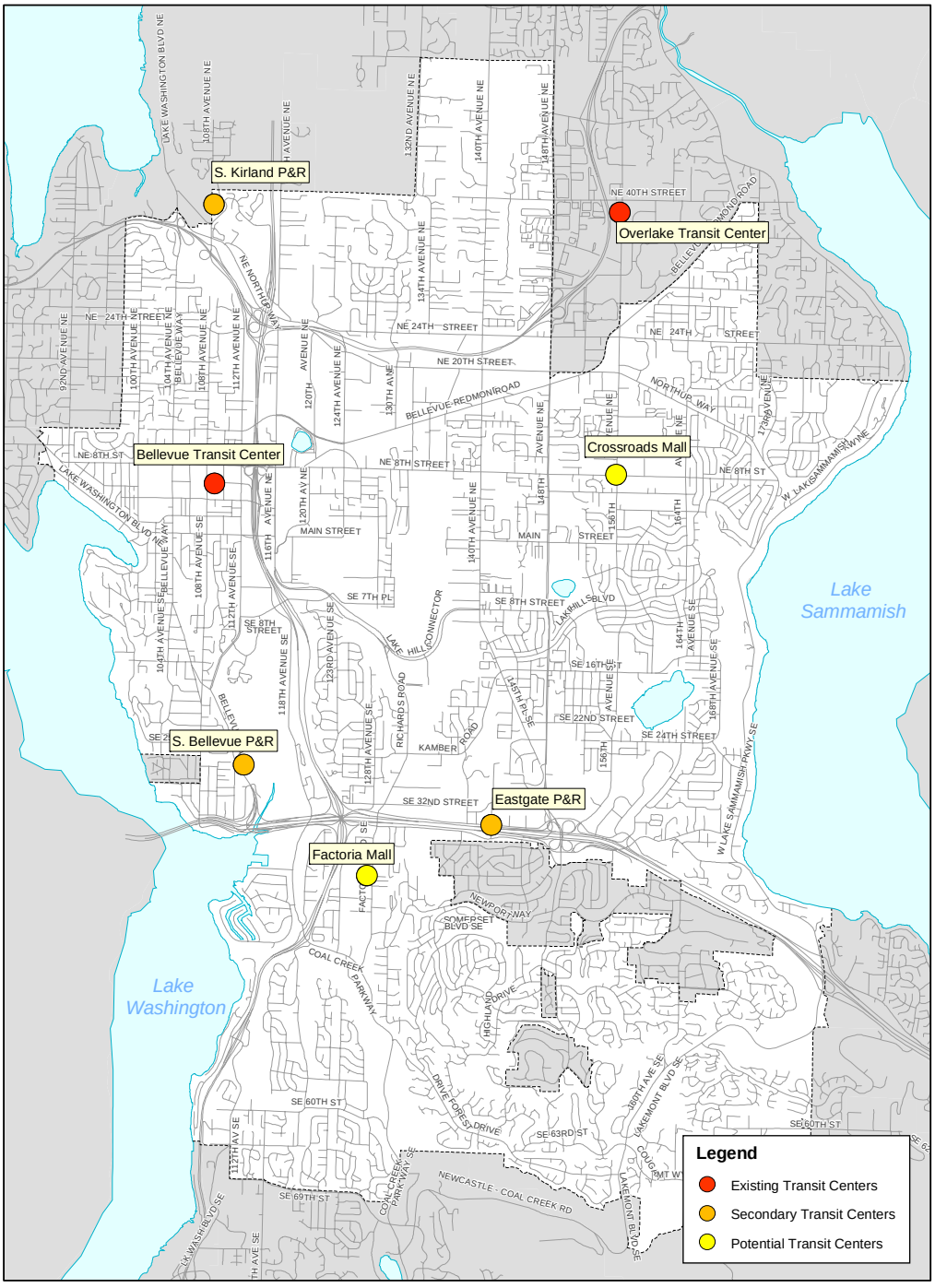
Policy TR-49

Work with the transit providers to establish transit hubs at activity areas in the City. Strategic locations for transit hubs include Downtown Bellevue, Crossroads, Eastgate, and Factoria. Direct the most intensive levels of transit service to the designated transit hubs that have been strategically located in the designated Urban Center and Activity Centers of Bellevue. Work with the City of Redmond to establish a transit hub at Overlake. [Amended Ord. 5058]

Policy TR-53

Work with the transit providers to create, maintain, and enhance a system of supportive facilities and systems such as transit centers, passenger shelters, park-and-ride lots, bus queue by-pass lanes, bus signal priorities, pedestrian and bicycle facilities, pricing, and incentive programs. [Amended Ord. 5058]

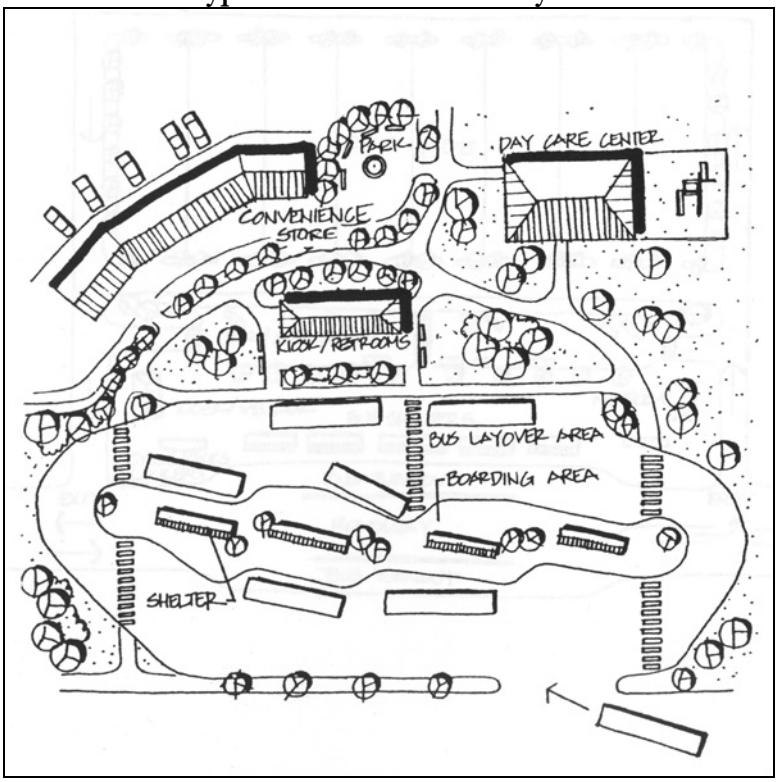
Figure XI-1
Transit Centers



Transit Center Amenities

Transit Centers should incorporate features that enhance the experience of transit riders either accessing or transferring between buses. Typical amenities include shelters, route schedules and maps, restrooms, trash receptacles, newspaper stands, telephones, landscaping, bicycle storage, and an information kiosk. Other amenities sometimes found at transit centers include real-time arrival/departure information, cash machines, and retail kiosks. Transit centers should also be designed to facilitate "natural" surveillance to add security. This includes "open" design, high levels of lighting, security cameras, and transit personnel at stations during operating hours. Figure XI-2 shows a typical transit center layout.

Figure XI-2
Typical Transit Center Layout



Existing Conditions

Each transit center and the associated secondary transit centers at park-and-ride lots are discussed in detail in the following sections.

Bellevue Transit Center

Downtown Bellevue continues to grow as a major destination for regional and local transit services in East King County. The Bellevue Transit Center is located in the heart of downtown Bellevue, on NE 6th Street between 108th Avenue NE and 110th Avenue NE. This location is within a quarter-mile of about 70 percent of downtown employment, shopping, and entertainment centers.

The facility is the cornerstone of King County Metro's (Metro) East King County timed transfer system; a timed transfer pulse operated every 15 minutes throughout the day. Also, the Bellevue Transit Center is served by a number of Sound Transit Regional Express routes. In all, 29 different routes serve the Bellevue Transit Center and more than 7,000 people board or depart from buses at the Bellevue Transit Center each weekday.

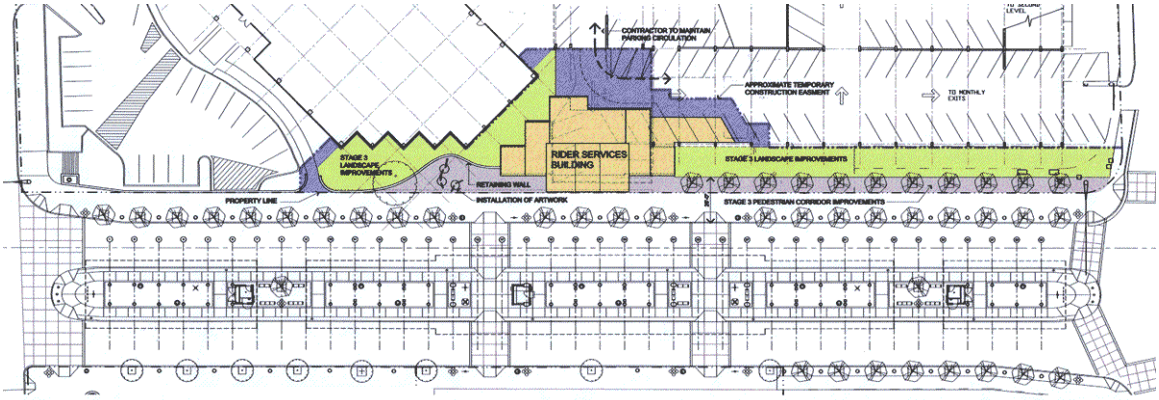
Redevelopment of the Bellevue Transit Center was recently completed to accommodate the continuing growth in transit ridership coupled with new services provided by Sound Transit. The City worked with Sound Transit and King County to develop needed improvements to the Bellevue Transportation Center. The new Bellevue Transit Center opened in September 2002.

The former facility consisted of seven bus bays. Amenities included shelters, a manned supervisor's booth, public restrooms, lighting, newspaper kiosks, a coffee shop, telephones, and a real-time bus information display.

The new Bellevue Transit Center (Figures XI-3 and XI-4) has a wider platform than the old facility: 29 feet versus 24 feet. In addition, the platform was extended to the intersection of NE 6th Street and 110th Avenue NE to accommodate two additional bus bays with the understanding that more than eight buses are likely to use the eight bays during peak periods. The shelters on the existing platform were removed and replaced with a larger canopy that extends over the entire platform to provide better weather protection.

Figure XI-3
Bellevue Transit Center

Figure XI-4
Bellevue Transit Center Layout



In addition, a soon-to-be-constructed rider services facility will be located adjacent to the platform, and will include customer information, a bike station, restrooms, and a neighborhood police station. The rider services facility is slated for completion by late 2003.

The decision to redevelop the Bellevue Transit Center emerged after months of preliminary screening, community meetings, and discussions with the City Council and Transportation Commission, the Sound Transit Board, and the King County Council. During those discussions, a "distributed facilities" alternative was selected as the best option for *near-term* improvements (near term means up to 15 years) for the transportation needs in Downtown Bellevue. It is understood that a longer-term solution is still needed to accommodate future transportation needs; such as high capacity transit and other modes including shuttles and taxis. A longer-term facility to accommodate these needs will be planned after Sound Transit begins its Phase 2 planning.

In addition to the redeveloped Bellevue Transit Center, the "distributed facilities" alternative also includes other improvements in Downtown Bellevue:

- Additional bus stalls and shelters were built on 108th Avenue NE, both northbound and southbound, adjacent to the NE 6th Street Transportation Center.

- Roadway improvements on 106th Avenue NE, 108th Avenue NE, 110th Avenue NE, and on NE 6th Street east of 110th Avenue NE have already been completed to improve transit and traffic flow through the downtown area and around the transit center.

- New bus stops, shelters, signage, and other amenities were built on 106th Avenue NE (northbound and southbound), near Downtown Bellevue's Pedestrian Corridor, which extends along the NE 6th Street alignment to the west of the Transit Center. Bus routes that use these stops will not stop at the Transit Center; they will be routes that require the least amount of transfers.

- Bus layover sites have been established throughout the downtown area as part of the Distributed Services alternative. These are necessary to provide recovery time in bus routes to compensate for potential traffic delays. The City of Bellevue worked with Metro and Sound Transit to establish 15 bays for layovers distributed throughout the downtown area. All of the bays were provided on existing curb of street lanes. The City is currently working with Sound Transit and Metro to locate 5 layover spaces to replace the 5 existing layover spaces on NE 6th that will be eliminated when the 6th direct access ramp is opened up. In addition to all current layover zones within downtown Bellevue, Metro is projecting an additional six layover spaces for 60-foot coaches, as required in their Six-Year Transit Plan. These spaces would be needed in the long term, by the year 2008. In addition, Metro projects the need for four additional layovers by the year 2020.

- Street improvements were constructed, including new turn lanes and increased curb radii at corners.

- Direct access improvements at NE 6th Street will connect the transit center to I-405 in 2005.

Overlake Transit Center

The new Overlake Transit Center (figures XI-5 and XI-6) opened February 2002 and is located adjacent to the new SR 520 interchange at NE 40th Street and next door to the Microsoft Campus. It is a short distance from more than 20,000 workers in the middle of one of the Eastside's largest employment centers. In addition to Microsoft, the Overlake Transit Center serves such businesses as Eddie Bauer, Nintendo, and Safeco Insurance.

Sound Transit, King County, the City of Redmond, the Federal Transit Administration and Microsoft collaborated on the construction of the NE 40th/Overlake Transit Center. The Overlake Transit Center is a key component in connecting the Overlake employment areas with the express bus service provided on SR 520. With the facility, express buses can stay on SR 520 and avoid the congested local routing through the Overlake arterial system. Eleven routes currently serve the Overlake Transit Center.

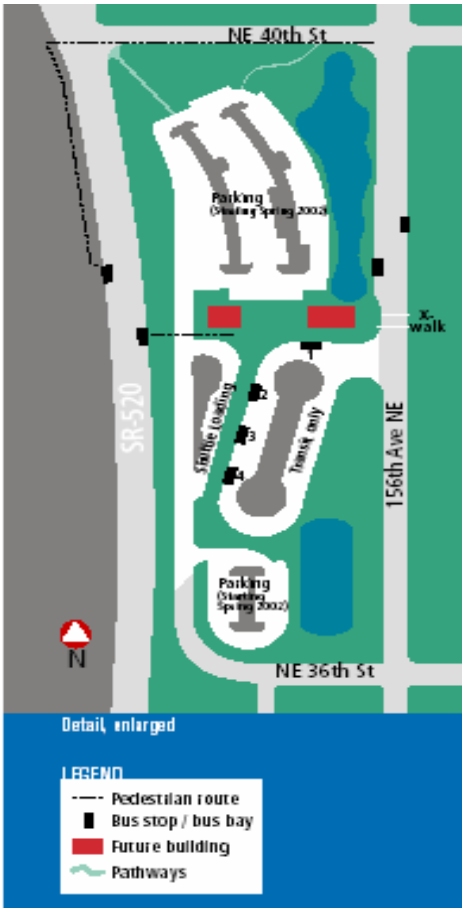
Figure XI-5
Overlake Transit Center View

The $8.5 million, nine-acre transit center is a local and regional hub, providing approximately 230 park-and-ride spaces as well as a transfer site for riders using buses operated by Sound Transit, Metro, and Community Transit. Private shuttle services operated by nearby employers also use the facility. Bicycle riders will be served with a convenient station offering a changing room, lockers for daytime storage and three options for securing their bikes. There are several other features that make this facility a unique and valuable addition to the Overlake community:

- City of Redmond police will operate a field station at the site for officers patrolling the Overlake area.

- The Greater Redmond Transportation Management Association will lease space so they can assist commuters and help employers market public transit services to their workers.
- Space will also be available for potential food and/or beverage concessionaires as well as for bike repairs.

Figure XI-6
Overlake Transit Center Site Plan



Transit-Oriented Development

Transit-oriented development (TOD) is a way to locate people near transit services and to decrease their dependence on driving. From a transportation perspective, TOD is the land-use and economic development version of transportation demand management. The purposes of TOD are to reduce the use of single-occupant vehicles by increasing the number of times people walk, bicycle, carpool, vanpool, or take a bus, streetcar, or rail.

TOD development brings potential riders closer to transit facilities rather than building away from population centers and making people more dependent on roads and automobiles.

TOD makes transit investments work more efficiently by putting more riders on existing buses.

The following City of Bellevue policies demonstrate local support for TOD:

KCM-26

The City of Bellevue recognizes the importance of transit-friendly design and where appropriate, TOD. Evaluate opportunities for advancing TOD principles in all long-range transportation and land use plans where appropriate. Consistency with local/neighborhood land uses is critical. This policy is from the Council interest statement "Final Comprehensive King County Transit Policy Statements (As revised and adopted by Bellevue City Council on May 8, 2000)".

TR-76

To promote transit use and achieve land use objectives, transit system planning shall include:

- Provision of supportive land uses, including mixed use and night-time activities;
- A safe, pedestrian-friendly environment, with restrictions on auto access;
- Integration of multiple access modes, including buses, carpools and vanpools, bicycles and pedestrians;
- Urban design and community character;
- Protection of nearby neighborhoods from undesirable impacts; and
- Potential transit-oriented development opportunities with the private and public sectors. [Amended Ord. 5058, 5247]

TOD Considerations

To reduce external trips, TOD projects should be located in higher-density, mixed-use, urban pedestrian districts with high-quality transit service. External SOV trips can be reduced as much or more by people walking within a mixed-use urban district as they can by using transit within and between urban centers. To be most effective, TOD should be "urban" even in a suburban setting. Pedestrian-scale design draws people to return repeatedly.

Once that idea takes hold in a community, it becomes a powerful motivator for changing the built environment. The concept includes mixed-use, higher-density buildings at the sidewalk; less private and more public open space; smaller blocks; narrow streets with wider sidewalks, street trees, and lights; lower parking-to-occupant ratios; shared parking; parking behind buildings; and on-street parallel parking.

TOD Opportunities

Within Bellevue city limits, only one TOD opportunity is currently being examined, the South Kirkland Park-and-Ride. In addition, the Overlake Park-and-Ride TOD has opened recently in Redmond.

South Kirkland Park-and-Ride – This county-owned site is 6.95 acres with 603 parking stalls. Transit service runs through the lot, and increased parking capacity is needed at the site. The site straddles the border between Kirkland and Bellevue; the Kirkland portion is zoned Professional Office, and the Bellevue portion is Residential, 15 units/acre. The City of Kirkland expressed interest in TOD in 2001; Sound Transit road improvements are proposed near the park-and-ride. In 2001, Metro evaluated the South Kirkland Park-and-Ride to determine the feasibility of placing a TOD on the site. At this time, no improvements to the South Kirkland Park-and-Ride have been completed as a result of this effort.

Overlake Park-and-Ride - The Overlake Park-and-Ride TOD project in Redmond was one of the first pilot projects for King County's TOD Section. It combines moderate-income rental housing, a day-care facility, and a park-and-ride/transit center into a single integrated use. The first apartments opened to the public in December 2001, with the final project completed in June 2002. The park-and-ride facility reopened to the public in March 2002.

The Village at Overlake Station includes two levels of covered parking with 536 parking stalls and 308 rental housing units affordable to households earning 60 percent of the area's median income ($35,000-$40,000 per year). The garage provides shared parking for use by both residents and park-and-ride users. The site continues to operate as a park-and-ride lot and a major transit facility in the Metro Transit system. There is a 2,400-square-foot child-care facility for use by residents and park-and-ride users.

This project is a joint development of King County, the King County Housing Authority, and a private developer using tax-exempt financing and federal housing tax credits. A bus pass is provided to every apartment unit as an incentive to take the bus and help reduce automobile congestion in the region. Figures XI-7a and XI-7b are photos of the current Village at Overlake station.

Figure XI-7a
The Village at Overlake Station

Figure XI-7b
The Village at Overlake Station

Layover Zones

Layover spaces are defined as areas where buses can safely park between trips. Layover space is necessary to give buses adequate recovery time between runs so that the driver has a break, and can start the return trip on-time. Ideally, layover zones should have driver facilities.

Currently, there are a total of 19 available layover spaces in Bellevue (Table XI-1 and Figure XI-9) Of these, thirteen are located in downtown Bellevue. Five of these spaces, at NE 6th Street between 110th Avenue NE and 112th Avenue NE, will be unavailable by 2005, when the NE 6th Street direct access ramp is completed. King County Metro and the City of Bellevue are currently developing permanent alternative locations for these spaces.

The "Distributed Services" plan for the Bellevue Transit Center relies on layover zones located as close as possible to the core of the downtown, in order to minimize impacts to the transit operating time. If layovers are located too far away from the service area, additional time is needed for the bus to get back to its route, which then impacts the operating time and cost. This can require additional buses (capital costs) and service (operating costs) in order for the route frequency to be maintained. The tradeoff would be less frequent transit service to downtown Bellevue on certain routes if the capital or operating costs are not available.

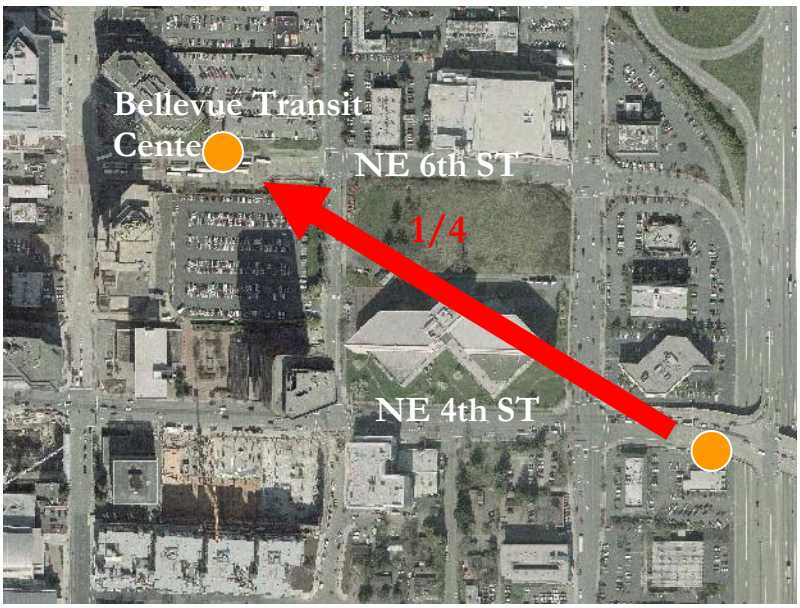
As service levels improve to the levels outlined in Chapters I-V and routing patterns change, additional layover space throughout the City of Bellevue will be required. According to King County Metro, two (2) immediate layover space are needed in downtown Bellevue by April 2003 (currently on NE 6th Street which will be displaced due to Access Downtown construction staging). By mid 2005, the remaining three (3) layover spaces currently on NE 6th Street will need to be relocated. In addition, there is a possibility that one (1) additional layover space may be needed if new service is added. By 2007, based on current planning, Sound Transit/King County Metro will need six (6) additional layover spaces (to accommodate 60' coaches). However, given the current funding situation, these additional layover spaces may not be needed until year 2010. For the long term (2020), and based on current planning, Sound Transit/King County Metro will need seven (7) more additional spaces (above the mid-term need). King County Metro, Sound Transit, and the City of Bellevue are currently devising a plan to address these longer-term layover needs (Table XI-2).

In addition to the downtown Bellevue layover spaces, the service vision outlined in Chapters I-V point to the need for additional layover spaces at activity centers such as Crossroads and Factoria. If service frequencies improve, then a corresponding improvement in layover spaces at these locations must be made *Needs Analysis for Transit Centers in Bellevue* section that follows.

The importance of convenient layover zones cannot be overemphasized. King County Metro "spends" 1.5 hours of bus driver's time for every hour of bus service in Bellevue. This ratio is high, and is a direct result of congestion and the associated scheduling. A

contributing factor to the large amount of unproductive time is the distance to/from the end of the route to the layover area. The cost impacts to operators are significant. As reflected in Figure XI-8 Sound Transit Route 560 reduced its operating costs by $250,000 annually just because a layover space was available in the Bellevue Transit Center. The annual savings for Route 560 and one bus (worth $350,000) were then used to improve existing service. Additional savings opportunities like this are possible if convenient layover spaces are available.

Figure XI-8
Example Cost Savings Through Layover Location Change



Layovers: ST Route 560 reduced its operating costs by $250K annually because a layover space was available in the BTC. The annual savings for Route 560 and one bus (worth $350,000) were then used to improve service.

Table XI-1
Existing Designated City of Bellevue Layover Spaces

Zone#	Layover location	Dir	Onstreet	Inter.	Cross street	Layover Stalls
67625	105th Ave	N	105 AV NE	FS	NE 2 ST	1
69022	10th St	E	NE 10 ST	NS	102 AV NE	3
70865	116TH Ave.	N	116 AV NE	NS	NE 2 PL	1
67651	6th St	E	NE 6 ST	FS	110 AV NE	5 (until 2005)
70520	Clyde Hill	W	NE 23 ST	NS	98 AV NE	1
72810	Eastgate Area	E	SE 38 ST	FM	150 AV SE (TM)	1
67014	EASTGATE P&R	W	EASTGATE P & R	AT	BAY 2 (INSIDE ZONE)	1
67015	EASTGATE P&R	W	EASTGATE P & R	AT	BAY 1 (OUTSIDE ZONE)	
67021	EASTGATE INTERIM PR	E	EASTGATE INTM P&R	AT	SE EASTGATE WAY	1
64836	Factoria Mall	W	SE 41ST PL	FS	FACTORIA BLVD SE	1
66220	Old Bellevue	N	100 AV NE	FS	MAIN ST	1
67636	Bellevue Regional Library	S	110 AV NE	FS	NE 12 ST	2
74555	S KIRKLAND P & R	S	S KIRKLAND P & R	AT	EAST SIDE OF LOOP	1
None	S. BELLEVUE P&R	S	S BELLEVUE P & R	NS	EAST SIDE, MAIN ENTR RD	1
70812	WILBURTON P&R	W	SE 8 ST (WILBUR P&R)	FS	I-405 (SB OFF RAMP)	1
None	Wildwood Park*	N	101 Av SE	FS	SE 3 ST	2 (van only)
* The Wildwood Park location has been adopted by the Bellevue City Council, but as it is only usable by van service so far it has not been used. Use is expected by 2005.						
Note: Due to the frequency of service through the BTC, none of the existing BTC bays can be considered a pure "layover zone" and therefore have not been documented as such. Similarly, most "active" zones have too much service traveling through to be used for layover, whether on a street or in a park and ride facility.						

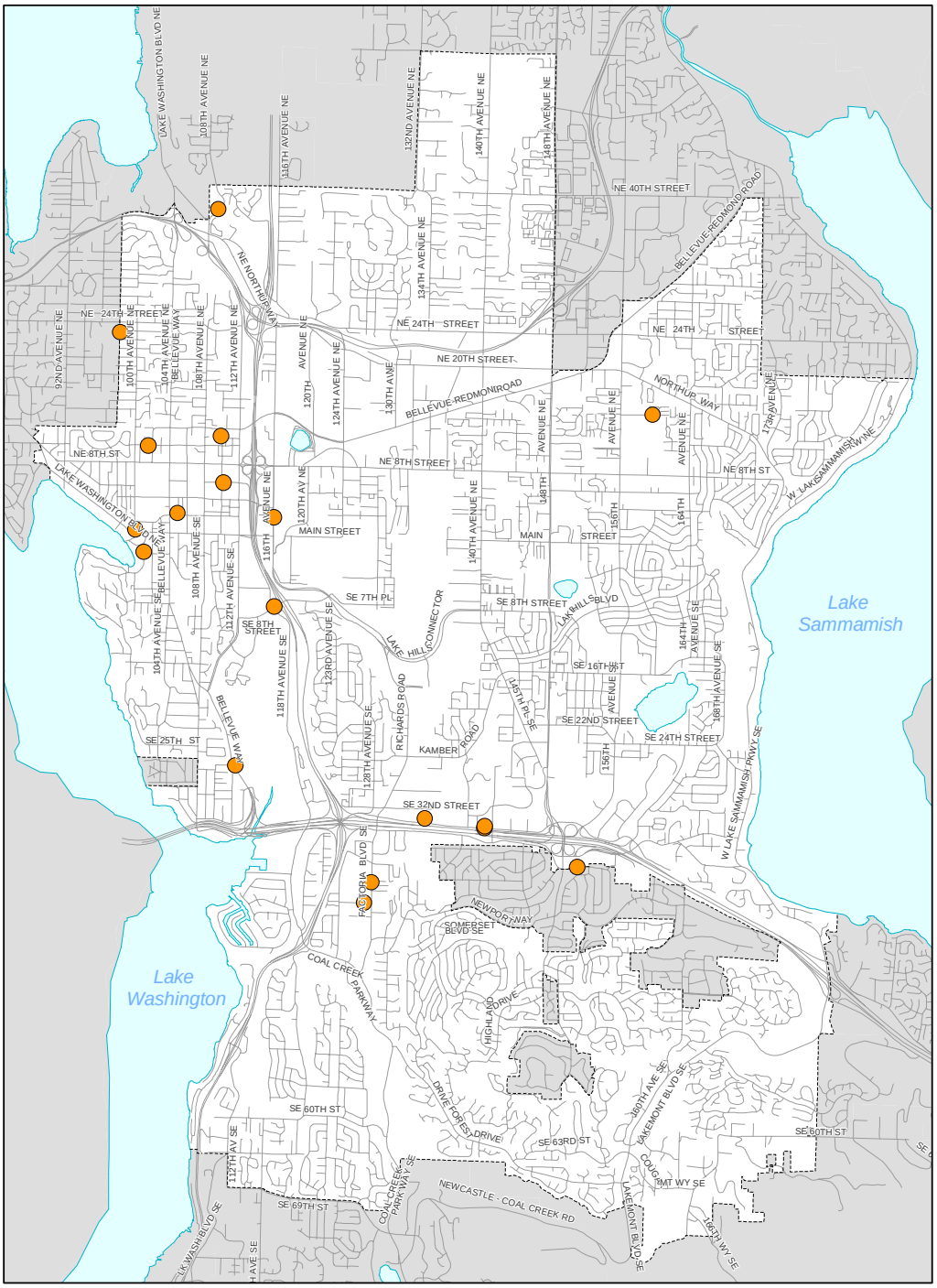
Table XI-2
Locations in Bellevue that are used for layover when space is available

Zone#	Layover location	Dir	Onstreet	Inter.	Cross street	Layover Stalls
None	Factoria Mall	-	FACTORIA MALL	-	GOTTSCHALKS W ENT.	none - contiguous parking stalls when available used by vans
None	North Crossroads Community Park	-	parking lot on north end of park	-	15th place (or whatever road to park is called!)	none - contiguous parking stalls when available used by vans

Table XI-3
Projected Downtown Bellevue Layover Requirements

Time Period	Additional Layovers	Reason for Need
Immediate: Spring 2003	2	Replace NE 6th layovers needed by Bellevue Access project
Near Term: Summer 2005	4	Replace 3 NE 6th layovers and 1 additional for Sound Transit bus service
Medium Term: 2006 - 2010	6	Accommodate increased Metro and Sound Transit bus service
Long Term: 2010 - 2020	7	Accommodate increased Metro and Sound Transit bus service
Total for downtown Bellevue	19	19 in addition to those already approved (the two van layovers approved but not currently used will start being used; therefore, 21 additional)

Figure XI-9
Existing Bellevue Layover Locations



Secondary Transit Centers

The South Bellevue, South Kirkland, and Eastgate park-and-ride facilities all have minimal amenities for passengers, considering the level of waiting passengers. Each park-and-ride has shelters, newspaper racks, and bus schedule maps and information available. However, the features—lighting and passenger amenities—at these facilities are not to the level of either the Overlake or Bellevue Transit Centers, even though each facility accommodates large numbers of transfers. This is unsurprising, considering the primary mission of the facilities is for park-and-ride purposes. The available amenities at all three facilities reflect this primary purpose.

The Eastgate Park-and-Ride will be reconstructed and expanded in the future. The details are summarized in the Needs Analysis section below.

Needs Analysis For Additional Transit Centers In Bellevue

Transit systems can seldom serve every trip pattern with direct service. Transferring between buses will continue to be a feature of bus service in Bellevue for the foreseeable future. Currently, service in Bellevue tends to focus on the timed transfer that occurs every 15 minutes at the Bellevue Transit Center. As bus frequencies increase to urban levels (a bus every 15 minutes or better), the need for timed transfers at the Bellevue Transit Center will decrease. However, the need for timed transfers and connections at activity centers outside of downtown Bellevue will remain.

Designation of a location as a transit center recognizes the presence of multiple bus routes operating frequently with many riders, and is generally also within walking distance of popular destinations such as shopping areas, colleges, or a central business district like downtown Bellevue. A transit center allows riders to transfer between routes to reach more destinations, and it may provide a "pulse" where buses wait while people move between routes. A pulse also allows trips delayed by traffic conditions to begin their next segment on time. However, the minutes to "pulse" also provide a disadvantage to some riders who are continuing their trip on the same vehicle, so the usefulness of imposing this delay must be carefully considered. In addition to these functions, transit centers also should allow space for buses to park between trips. These 'layover' spaces are needed so that time can be allowed for those trips that are delayed by congestion to catch up to the printed schedule, and also are needed to allow drivers to take periodic breaks.

Most routes can only reliably meet other routes in one location, since the result of varying travel times required by different routes means that two routes leaving one transit center at the same time will not arrive at another transit center together. Providing timed transfers at multiple locations is practically possible only when the routes serving the two locations are different. Although it would be possible to delay the earlier bus until a later one arrived, this is often an unacceptable time delay for riders.

The Service Element of the of the Bellevue Transit Plan shows four different focal points in Bellevue outside of the downtown area: Factoria, Eastgate, Bellevue Community College, and Crossroads. Each would be an appropriate location for further study. A brief description of some of the issues for each location follows.

- *Factoria* – consists of a concentration of retail, office, and higher density housing along Factoria Boulevard. The area is served by 10 routes, and currently generates high transit ridership. Future housing and retail growth plans will likely enhance Factoria as a transit destination. The current planning efforts for the Factoria Mall call for a TOD.

  Existing Transit Center Needs: Factoria does not have a transit focal point although several routes travel along Factoria Boulevard. A transit focal point would allow infrequent and first-time transit patrons to easily find access points to bus service. The Bellevue Service Element and the Metro Six-Year Plan show several routes terminating in Factoria. Route 245 currently terminates in Factoria; the layover space, however, is less than ideal. There is no space for expansion and the site does not have permanent operator facilities.

  Recommendations: A permanent dedicated layover area with driver amenities is currently necessary to address the existing layover deficiency. In the long run, additional facilities are likely necessary to accommodate future development in Factoria, and the associated growth in person-trips. A more detailed analysis on the transit amenities of the Factoria area is currently being undertaken.

- *Eastgate Park-and-Ride* – is located adjacent to I-90, just south of the Bellevue Community College. The park-and-ride is located close to major employment destinations and the Bellevue Community College, although most destinations are at the edge of comfortable walking distance. The Park-and-Ride is served by 17 routes. Metro is proposing to build a five-story park-and-ride garage at the Eastgate park-and-ride lot. The 1,400-stall garage is scheduled to open in late 2003 (see Figure XI-10 Parking capacity for the entire facility would increase from 700 stalls to 1,700. The new facility is planned for completion by early 2004.

  Existing Transit Center Needs: The Eastgate Park-and-Ride is currently the focal point of local and regional service and some timed transfers are currently scheduled at this location (Figure XI-11). Timed transfers will likely continue in the future. The proposed redesign has incorporated more features of a transit center, including one platform with covered shelter, and a turnaround loop for buses, and layover spaces. All represent an improvement over existing conditions, and improve the transit amenities.

  Recommendations: No recommendations are made for the Eastgate Park-and-Ride.

Figure XI-10
Eastgate Park-and-Ride Layout

Figure XI-11
Existing Eastgate Park-and-Ride

- *Bellevue Community College (BCC)* – is a major transit destination in Bellevue that is located just north of I-90 and the Eastgate Park-and-Ride (see Figure XI-12). Four routes serve the BCC campus (Routes 222, 245, 271 and 926). Locally, community colleges have become more of a focus for transit improvements, as they cater to a market that is traditionally more receptive to transit. In Pierce, Snohomish, and King counties, transit facilities and transit centers have been constructed at community colleges to tap this potential market.

Figure XI-12
Bellevue Community College Access Shelter

Existing Transit Center Needs: While creating a transit center at the BCC responds to the transit market, it has its challenges. The BCC is located within walking distance of the Eastgate Park-and-Ride, which currently functions as a transfer point and transit hub for the Eastgate area. Two transit centers in such close proximity would be counter-productive. Also, access into the BCC is poor; speed bumps slow bus traffic on any approach, SE Perimeter Road, which could connect Eastgate Park-and-Ride with the BCC is not suitable for full-sized coaches, and the intersection of Landerholm Circle at 148th Avenue SE is congested and poorly configured for buses.

As the number of bus trips serving the BCC campus increases, it is anticipated that a number of transfers currently taking place at the Eastgate Park and Ride, perhaps as many as 100 per weekday, could be shifted to the main BCC campus stop. The BCC location, a much more pedestrian-friendly location than the Eastgate Park and Ride facility adjacent to Eastgate Way, can be expected to attain a much higher significance as a sub-regional transfer point in the future.

Currently, an average of 680 weekday riders get on and off the four KCM transit routes serving the main BCC campus stop adjacent to Building L along Kelsey Creek Road. As the college is currently anticipating significant expansion of operations and of capital facilities, the demand for transit services to this area is anticipated to grow. Within the study area, the BCC campus is currently the number two transit destination, exceeded only by the Eastgate Park and Ride, and currently exceeds the number of transit trips generated by the Factoria area.

Currently, Bellevue Community College has about 22,000 students representing approximately 9,500 full-time equivalents. Forecasts anticipate approximately 15,000 full-time equivalent students, representing 30,000 individuals by the year 2012.

Metro rider counts taken in the Spring of 2002 recorded 349 boardings and 331 alightings from Metro buses at the stops on both sides of Kelsey Creek Road at Tye River Road, the main bus stop on the BCC campus. With an anticipated increase of 8,000 individual students coming to campus by 2012, and the recommended improvements to BCC campus transit access and circulation, the passenger utilization at the existing main campus bus stop is expected to increase to approximately 550 to 600 boardings per day by 2012.

Recommendations: The expansion of ridership into and out of the BCC campus, coupled with the diversion of as many as 100 daily transfers from the Eastgate Park and Ride, may achieve a level of total transit activity of more than 1,300 passenger trips per weekday compared to the approximately 680 weekday passenger trips at present. The growing attractiveness of the community college as a major regional transit destination has suggested a number of transit enhancements designed to improve access to the community college for existing riders, to accommodate larger numbers of riders and to enhance the main college transit zone as a sub-regional transfer point.

- The anticipated expansion of service suggests the need for a significant upgrade to the passenger loading area and facilities on both sides of Kelsey Creek Road, particularly along the eastern side of Kelsey Creek Road. Investments to improve the transit and pedestrian environment at this location can pay off significantly in terms of inducing more students to commute to BCC via public transit.

- Bus shelters, waste receptacles, low-level lighting, schedule information & maps for all BCC & Eastgate Transit Center routes and prominent signs identifying the area as a transit transfer facility are minimum facilities needs that should be provided on both sides of Kelsey Creek Road adjacent to, and across from L Building.

- This anticipated level of transit activity, nearly double the current level, justifies a more significant capital investment in the transit facilities at the Kelsey Creek Road location in conjunction with the planned parking garage and other planned capital improvements at this location. While the Eastgate Park and Ride will continue to be a major transfer point in the Bellevue/Factoria area, the BCC campus is expected to represent an increasingly-important transfer location in the region, justifying a significant enhancement of rider amenities.

- With the increased likelihood of multiple transit vehicles stopped along both sides of the roadway and moving in and out of traffic lanes, there is a potential for increased pedestrian-vehicle conflicts at the existing crosswalks in this vicinity due to the decreased visibility and the propensity of some auto and bicycle drivers to travel too fast through congested pedestrian areas. The safety of crossing pedestrians must be a high priority in designing any improvements in this area.

- *Crossroads* – is also a major transit destination in east Bellevue located adjacent to the intersection of NE 8th Street and 156th Avenue NE (see Figure XI-13). Commercial and high-density land uses dominate, and ridership is correspondingly high. Six routes currently serve the Crossroads area.

Figure XI-13
Existing Crossroads Bus Shelter

Existing Transit Center Needs: Currently, there is no transit focal point in Crossroads, and Metro has been hampered from improving Crossroads specific service due to the lack of layover in the area and the superblocks that make turning buses around a time-consuming proposition. Routes that could end in the Crossroads area are extended to either the Overlake Park-and-Ride or the Overlake Transit Center, which adds significant running time and operating costs that could pay for additional service. Currently, only one route terminates in Crossroads. Route 926 operates with a van, and not a full-sized coach, and can therefore travel into the parking areas of the Crossroads Mall.

Recommendations: Two recommendations should be considered. Based on existing needs, a turnaround and layover area for full-sized buses should be found or constructed in the Crossroads area. A turnaround/layover area would improve Metro flexibility, allow full-sized coaches on Route 926, and potentially attract additional services to Crossroads. On a long-term basis, the Crossroads area should be considered for a transit center; however, locating a transit center in this area would be difficult because of the problems with obtaining ROW, or obtaining an off-street space that would not delay routes too greatly. The high levels of ridership and the transfer potential between routes at NE 8th Street/156th Avenue NE should be incentive for this step.

Recommendations

Upgrading existing bus stops to a Transit Center level is most often a political decision. Therefore, the following projects are not evaluated on a qualitative basis. Based on the existing and projected ridership patterns, four areas should be considered for bus stop improvements on the level of transit centers. In all four areas, an upgrade of the existing facilities is warranted, and in all four, further improvements should be examined. The full cost of implementing both long- and short-term transit center recommendations is approximately $6,874,200 (which does not include the downtown Bellevue layover recommendations). The recommendations are discussed below and summarized in Table XI-3:

Downtown Bellevue Recommendations

Short-Term Recommendation: Identify and permanently create ten layover locations in downtown Bellevue by 2010. These layovers need to be close to the Transit Center, as they are linked to the selection of the Distributed Services concept. These layover spaces are necessary to accommodate future service expansion. King County Metro, Sound Transit, and the City of Bellevue are currently working on this issue. The cost of this improvement is currently not known, as this effort is on-going.

Long-Term Recommendation: Create an additional four permanent layover spaces in downtown Bellevue to accommodate long-range service improvements. The cost of this improvement is currently not known, as this effort is on-going.

Factoria Recommendations

Short-Term Recommendation: Construct a permanent dedicated layover area with driver amenities to address the existing layover deficiencies in the Factoria area. A pullout layover space construction costs is approximately $120,000, not including right-of-way.

Long-Term Recommendation: Additional transit passenger facilities are likely necessary to accommodate future development in Factoria, and the associated growth in person-trips. A more detailed analysis on the transit amenities of the Factoria area is currently being undertaken. The cost of a full-sized transit center is estimated at approximately $3,000,000.

Bellevue Community College Recommendations

Short-Term Recommendation: Improve amenities at the existing BCC stops. At a minimum, additional shelters and improved passenger information should be considered. These passenger amenities for the existing BCC stops are recommended in Chapter VIII Bus Stop Amenities. The estimated cost for these improvements is $4,200.

Long-Term Recommendation: Improve access between Eastgate Park-and-Ride and the existing transit shelters and facilities in the BCC. The current routing between the Eastgate Park-and-Ride and the BCC via 148th Avenue SE is circuitous and the

resulting travel time rivals that of an able-bodied pedestrian. As part of this effort, determine additional ways that full-sized transit coaches can travel between the BCC and Eastgate park-and-rides without accessing 148th Avenue SE. Improving access between the Eastgate Park-and-Ride and BCC is discussed and recommended in Chapter IX - Arterial Improvements.

Crossroads Recommendations

Short-Term Recommendations: Based on existing needs, a turnaround and layover area for full-sized buses should be found in the Crossroads area. A turnaround/ layover area would improve Metro flexibility, allow full-sized coaches on Route 926, and potentially attract additional services to Crossroads. It could also decrease route lengths, which could lead to additional service hours for Bellevue. An estimate for a bus turnaround and layover area is $750,000, which excludes ROW costs.

Long-Term Recommendations: The Crossroads area should be considered for a transit center. The high levels of ridership and the transfer potential between routes at NE 8th Street/156th Avenue NE should be incentive for this step. The transit center should accommodate layovers, require minimal time to access from either NE 8th Street or 148th Avenue NE, and be within walking distance of the major destination in the area, the Crossroads Mall. The cost of a full-sized transit center is estimated approximately $3,000,000, excluding right-of-way costs.

Table XI-4
Recommendation Summary and Projected Utilization

Recommendation	Existing Daily Buses	Projected Daily Buses	Estimated Cost[a]
Construct twelve permanent layover spaces in downtown Bellevue by 2010	none	~250	n/a
Construct seven permanent layover spaces in downtown Bellevue by 2020	none	~150	n/a
Construct a permanent dedicated layover area behind Factoria Mall	30	~50	$120,000
Construct a transit center in Factoria	199	~300	$3,000,000
Improve amenities at the existing BCC stops	218	~350	$4,200
Construct a turnaround and layover area for full-sized buses in the Crossroads area	20	~50	$750,000
Construct a transit center in Crossroads	218	~350	$3,000,000

a. Does not include any costs associated with right-of-way.