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## SERVICE ELEMENT

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### CHAPTER II - 1995-2001 Transit Plans

Previous Bellevue transit planning efforts have sought to move the Metro transit system toward a multi-centered system, away from a Seattle-centric system to reflect the changing urban form of the Eastside. Other Cities in East King County have sought similar changes.

#### City of Bellevue 1997 Transit Targets

During 1997, the City developed transit targets that were adopted into the Bellevue *Comprehensive Plan* in early 1998. While the targets were not applicable during the 1996-1998 reporting period, they provide a way to monitor how well transit service and related capital facility goals were being met. Specific transit targets for each of the 14 Mobility Management Areas (MMA) were set, based on the *1995 Bellevue Transit Study* recommendations and existing transit service. These targets are defined as a set of transit services and facility improvements to be completed before 2005. Transit services are listed by type and destination served. Associated with each transit service is a target level of frequency for morning and evening peak hours, midday, evening, and weekend service.

The Downtown Bellevue MMA, for example, has targets for local neighborhood services, local urban services, Eastside inter-community services, regional services, a target has been established to provide shuttle service for local circulation.

#### Bellevue Transit Services

- **Local urban services:** Service along arterials and other major streets within the city.
- **Neighborhood services:** Local access within neighborhoods and links to other transit services.
- **Inter-community services:** Transit links between Bellevue and other Eastside communities, focused on major hubs.
- **Regional services:** Connections between major hubs in Bellevue and locations outside the Eastside.
- **Hubs:** Transfer points, usually located where there is a mix of transit services and other activities.

The local urban service targets have been established to provide two-way service to Overlake, Eastgate, and Crossroads. Downtown Bellevue has the highest number of regional transit services recognizing the district designation as an urban center that attracts riders from throughout the region.

Targets have been tailored to fit mixed commercial and residential areas. For example, in the Eastgate MMA, targets have been established for service to Issaquah, Renton, Overlake and the Sammamish Plateau. A target to address the over-capacity parking at the Eastgate Hub also was included.

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Transit targets for the residential MMAs focus on providing services to nearby transit hubs. These targets are consistent with the Bellevue Transit Vision which calls for local neighborhood services that connect transit riders to transit hubs. At the transit hubs, riders can connect to regional services. Each of the residential MMAs includes a target for local shuttle service or local urban service.

Figure II-1 outlines the transit service targets developed during 1997 for each MMA. The targets were based on qualitative descriptions for a.m. peak, midday, p.m. peak, evening, and weekend services. The following is a synopsis of the service improvements through 2000 that have enabled the City to begin to meet some its established transit targets.

**Downtown Bellevue** – The Downtown Bellevue MMA reached twelve of seventeen targets. Targets met include providing two-way service to Overlake, Crossroads, and Eastgate. In addition, planning for an expanded Bellevue Transit Center started in 1996.

**Bel-Red/Northup, Crossroads and Eastgate** – Ten of the sixteen transit targets in these mixed commercial/residential areas were met. Transit service in Eastgate has improved greatly in the past two years with implementation of Metro's Six-Year Plan service. However, many of the targeted services exist today but not at the targeted frequency levels.

**Residential Group 1 (comprised of N. Bellevue, S. Bellevue, Richards Valley, E. Bellevue)** – Four of the eight targets have been met in the establishment of community services in East Bellevue. Transit service does exist for the target destinations, but not at the targeted level of frequency. In several instances, Sound Transit has provided the requisite amount of service to achieve the targets set for these areas.

**Residential Group 2 (comprised of Bridle Trails, NE. Bellevue, Newcastle, and Newport)** – Two of the six transit targets have been met. Transit service in these MMAs continues to be limited and infrequent. Currently, there are no plans to add service in these areas.

Analysis of 1997 transit services and capital facilities shows that approximately 60% of the transit targets have been met. Most of the unmet targets occur in the residential MMAs where local transit service remains limited. Also, several of the targeted capital facilities have not yet been completed. Reasons for the shortfalls include:

- The first phase of the *Metro Six-Year Transit Development Plan* focused on providing regional transit services and services between regional activity centers.
- Targets established for services during the peak hour are more likely to be met than for services provided during the midday and evening hours. This reflects Metro's emphasis on providing services for commuters versus non-work trips. This policy was revised in the *Metro Transit Plan* and additional services are gradually being added for midday and evening hours.
- Capital facility improvements targeted for Eastgate and Downtown Bellevue are currently in the design phase.

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**Figure II-1  
Bellevue 1997 Transit Targets**

Mobility Management Area (MMA)	Description of Service	Route Numbers	2005 Target Frequency (minutes)*	2000 Frequency (minutes)	Target Met
<b>3-Downtown</b>	<b>Local Neighborhood Services</b>				
	Establish shuttle service to meet local circulation needs			no service avail	
	<b>Local Urban Services</b>				
	Two-way service to Overlake	253/230	15/30/15/60/60	15/15/15/30/30	yes
	Two-way service to Crossroads	230/253	15/15/15/60/60	15/15/15/30/30	yes
	Two-way service to Eastgate	222/271/921	15/15/15/60/60	15/30/15/30/60	no
	<b>Eastside Inter-Community Services</b>				
	Two-way service to Totem Lake	230	30/60/30/-/-	30/30/30/60/60	yes
	Two-way service to Downtown Kirkland	230/234	30/60/30/-/-	30/30/30/60/60	yes
	Two-way service to Bothell	ST 565	30/60/30/-/-	15/30/15/60/60	yes
	Two-way service to Issaquah	271	30/60/30/-/-	30/30/30/60/30	yes
	Two-way service to Renton/Boeing	ST 565	30/60/30/-/-	15/30/15/60/60	yes
	Two-way service to Downtown Redmond	230/253	30/60/30/60/60	15/15/15/30/30	yes
	Two-way service to Sammamish Plateau		60/-/60/-/-	no service avail	no
	<b>Regional Services</b>				
	Express service to Downtown Seattle	ST 550	15/30/15/-/-	7.5/15/7.5/30/30	yes
	Express service to North Seattle	243	30/-/30/-/-	-/-/30/-/-	no
	Express service to Snohomish County	ST 530/31/32/35	30/-/30/-/-	15/30/10/60/60	yes
	Express service to Pierce County		30/-/30/-/-	no service avail	no
	All-day service to Downtown Seattle	ST 550	7.5/15/7.5/30/60	7.5/15/7.5/30/30	yes
	<b>Capital Facilities</b>				
	Expand Bellevue Transit Center		construction, 2001	hub in planning	yes
	<b>Mixed Commercial / Residential Areas</b>				
<b>4. Bel-Red/Northup</b>	<b>Local Urban Services</b>				
	Two-way service to Crossroads	230/253/261	15/30/15/60/60	15/20/15/30/30	yes
	Two-way service to Downtown	230/253/261	15/30/15/60/60	15/20/15/30/30	yes
<b>5. Crossroads</b>	<b>Local Neighborhood Services</b>				
	New flexible service to serve Crossroads Hub to allow convenient transfers.	923			yes
	<b>Local Urban Services</b>				
	Two-way service to Eastgate	923	30/30/30/60/60	30/30/30/30/30	yes
	Two-way service to Overlake	230	30/30/30/60/60	30/30/30/60/60	yes
	Two-way service to Downtown	230/253/261	15/30/15/60/60	15/20/15/30/30	yes
	<b>Capital Facilities</b>				
	Address over-capacity at Crossroads Hub			hub in planning	no
<b>10. Eastgate</b>	<b>Local Neighborhood Services</b>				
	Shuttle service to meet local circulation needs	921/923/222			yes
	<b>Local Urban Services</b>				
	Two-way service to Crossroads	923	15/30/15/60/60	30/30/30/30/30	no
	Two-way service to Downtown	271/921	15/30/15/60/60	30/30/30/60/30	no
	<b>Eastside Inter-Community Services</b>				
	Two-way service to Issaquah	271	30/60/30/-/-	30/30/30/60/30	yes
	Two-way service to Renton/Boeing	no	30/60/30/-/-	no service avail	no
	Two-way service to Overlake	222/225/229	30/60/30/-/-	30/30/30/30/30	yes
	Two-way service to Sammamish Plateau	no	30/60/30/-/60	no service avail	no
	<b>Regional Services</b>				
	Express service to Downtown Seattle	212/215/225/229	15/30/15/-/-	15/30/15/-/-	yes
	<b>Capital Facilities</b>				
	Address over-capacity parking at Eastgate Hub	design phase			no
<b>Residential</b>					

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Group 1					
<b>1. N. Bellevue</b>	<b>Local Urban Services</b>				
	Two-way service to Downtown along Bellevue Way	230/261/271/272	15/30/15/-/60	15/30/15/30/30	yes
<b>7. S. Bellevue</b>	<b>Local Urban Services</b>				
	Two-way service to Downtown along Bellevue Way	ST 550	15/30/15/-/60	7.5/15/7.5/30/30	yes
	<b>Regional Services</b>				
	Express service to Downtown Seattle	ST 550	15/30/15/-/-	7.5/15/7.5/30/30	yes
	<b>Capital Facilities</b>				
	Address over-capacity parking at the S. Bellevue Park and Ride	n/a		hub in planning	n.a.
<b>8 Richards Vly</b>	<b>Local Neighborhood Services</b>				
	Establish shuttle service to provide access to the Eastgate transit hub	271/921			yes
	Two-way service between Downtown Bellevue and the Eastgate hub	921	15/30/15/30/60	30/30/30/60/30	no
<b>9. E. Bellevue</b>	<b>Local Neighborhood Services</b>				
	Establish shuttle service to meet local circulation needs	222	30/30/30/30/30	30/30/30/60/30	no
	<b>Local Urban Services</b>				
	Two-way service between Eastgate and Crossroads	923	15/30/15/-/60	30/30/30/30/30	no
	<b>Eastgate Inter-Community Services</b>				
	Two-way service between Overlake and Eastgate	225/229	15/30/15/-/60	30/30/30/60/30	no
Residential Group 2					
<b>2. Bridle Trails</b>	<b>Local Neighborhood Services</b>				
	Establish shuttle service to provide access to the Overlake transit hub			no service avail.	no
<b>6. NE Bellevue</b>	<b>Local Neighborhood Services</b>				
	Establish shuttle service to access Overlake and/or Crossroads hubs			no service avail.	no
<b>11. Newcastle</b>	<b>Local Neighborhood Services</b>				
	Establish shuttle service to provide access to the Factoria transit hub.	222		30/30/30/60/30	yes
	Re-evaluate demand for 2-way service & other service options along Lakemont Blvd. from I-90 to Forest Dr. before Lakemont Blvd. complete			no service avail	no
<b>14. Newport</b>	<b>Local Neighborhood Services</b>				
	Establish shuttle service to provide access to transit hub	219/925			yes
	<b>Local Urban Services</b>				
	Two-way service to Factoria	219	30/30/30/-/60	60/-/60/-/-	no
	<b>Regional Services</b>				
	Peak period service to Downtown Seattle	114	15/-/15/-/-	30/30/30/60/30	no
	<b>Capital Facilities</b>				
	Build new transfer facility in Coal Creek Area	WSDOT		work not begun	no
*Frequencies in minutes are set for a.m. peak/midday/p.m. peak/evening/weekend services.					

Analysis of transit target completion suggests that the City has achieved success in meeting some of its targets. Because the City is not the transit provider, achieving the established transit targets has occurred through a close working partnership with King County Metro and Sound Transit. Close coordination with the transit providers must continue if the City is to be successful in meeting its transit targets.

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### Kirkland and Redmond Transit Plans

A review of transit plans undertaken elsewhere in East King County reflect a great many common themes with those identified in the *Bellevue Transit Plan* – rapid growth in both population and employment and the need to improve intra-Eastside transit travel options. Figure II-2 and Figure II-3 summarize those sections of the transit plans of both Kirkland (adopted in September 2000) and Redmond (adopted in August 1994) that identify service connections to Bellevue:

**Figure II-2  
Kirkland Transit Plan**

Routes Operating between Kirkland and Bellevue	Service Span		Headways	
	Existing	Recommended	Existing	Recommended
230 – Kingsgate/Kirkland transit center/BTC	Peak, Midday, late evening Monday-Sunday	Meets recommendation for service span	Peaks: 15 minutes and less 30 minutes midday and evenings	Meets recommendations for headways
234 – Juanita/Kirkland transit center/BTC	Peak and Midday (to 7:00 PM) Monday-Saturday	Extend weekday service to 9:00 PM	Peaks: 30 minutes Midday: 60 minutes	Peaks: 15 minutes Midday: 30 minutes
237 – Woodinville/Kingsgate/BTC (via I-405)	Peak only	No change	Peaks; 30 minutes	Peaks: 15 minutes
239 – Kingsgate/Totem Lake/Overlake	Peak only	No change	15-30 minutes	15 minutes
Sound Transit 540 – Redmond/Kirkland transit center/S. Kirkland park-and-ride/U-District	Peak, Midday, late evening Monday-Sunday	No change	Peaks: 30 minutes Midday: 30 minutes	Peaks: 15 minutes
Recommendations Affecting Bellevue		Key Features		
More Direct Connection between Downtown Kirkland and Overlake		<ul style="list-style-type: none"> <li>▪ Also called out in Redmond transit planning study.</li> <li>▪ Reinforced by planned upgrades to downtown Kirkland transit center</li> <li>▪ Was given substantial support by community focus groups that reviewed potential transit improvements for Kirkland.</li> </ul>		
Improved Connections between Kirkland and Bellevue Transit Centers		<ul style="list-style-type: none"> <li>▪ Stagger schedules for Routes 230 and 234 to provide more even distribution of service.</li> </ul>		
Improved Connections between South Kirkland and Totem Lake/Evergreen Hospital		<ul style="list-style-type: none"> <li>▪ Affects North Bellevue area</li> <li>▪ Directly connects residential/employment</li> </ul>		

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	<p>areas at south and north ends of Kirkland.</p> <ul style="list-style-type: none"> <li>▪ Recommendation calls for local route operating between South Kirkland park-and-ride lot (located in north Bellevue) and Totem Lake/Evergreen Hospital via the downtown Kirkland transit center.</li> <li>▪ The route would also connect with the planned transit hub along I-405 in Totem lake area.</li> </ul>
<p>Eastside Circle Route</p>	<ul style="list-style-type: none"> <li>▪ Connects current and future transit hubs located on Eastside including the downtown Kirkland transit center, Bellevue Transportation Center, Overlake transit center, downtown Redmond park-and-ride lot, and Kingsgate park-and-ride lot.</li> <li>▪ Reinforces major public investment in transit centers/park-and-ride lots by Metro, Sound Transit, and local jurisdictions.</li> <li>▪ Will result in direct and frequent transit connections between transit focal points, local bus service at the focal points, and nearby major travel generators.</li> <li>▪ Long-term strategy.</li> </ul>

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**Figure II-3  
Redmond Transit Plan**

Recommendations Affecting Bellevue	Level of Implementation	Status (effective Jan/2001)
Improved access between Overlake and Eastgate	Implemented	New Route 222 provides 7-day/week service between Overlake and Eastgate
Direct (non-transfer) access between Overlake and South Bellevue	Implemented	New Route 222 provides 7-day/week service between Overlake and Factoria
Improved all-day access between English Hill & downtown Bellevue	Partially Implemented	English Hill/dwtn Bellevue provided via Rt 233 (peaks only)
Improved all-day access between Avondale Road and downtown Bellevue.	Partially Implemented	Avondale Road/downtown Bellevue provided by Route 232 (peaks only)
Direct peak/midday connections between Overlake and Kingsgate/Totem Lake area	Partially Implemented	New Route 239 – peak periods only
Kirkland/North Bellevue to Overlake – more direct connections (see also Kirkland Transit Plan)	Not Implemented	<ul style="list-style-type: none"> <li>▪ New Sound Transit Route 540 connecting Redmond and Kirkland via 85th Street;</li> <li>▪ Does not directly connect with Overlake.</li> <li>▪ In 1999, Metro proposed new east-west link between Kirkland – Overlake - Eastgate. Deferred due to I-695.</li> </ul>
Sammamish-Bellevue – extend service from Redmond to Overlake and downtown Bellevue. Provide peak and midday service	Partially Implemented	<ul style="list-style-type: none"> <li>▪ Route 269 operates in peaks only</li> <li>▪ Route 269 extended from Redmond to Overlake (peaks only)</li> <li>▪ Potential extension of Route 269 to downtown Bellevue proposed for Sept/99 changes (deferred due to I-695)</li> <li>▪ Frequency on 269 decreased in Feb/2000 due to I-695 cuts.</li> </ul>
Provide local circulator in Overlake; connecting with new transit center at SR 520/NE 40th Street.	Not Implemented	New transit center completion: Sept/01. Microsoft will operate shuttle service to its campus.
Provide peak/midday bi-directional express service between Overlake and downtown Seattle	Implemented	Sound Transit 545/546 connects Redmond-Overlake-Seattle; peak and midday service.
Provide express connections between dwntn Redmond, Overlake, & dwntn Bellevue.	Not Implemented	Initially in Sound Move plan; not yet implemented.