

### CHAPTER VIII- BUS STOP AMENITIES

#### *Introduction*

Transit patrons access service within the City of Bellevue at any of the 828 stops located throughout the city. The bus stop conveys not only the sense of importance and security for bus patrons, it also projects an image of transit service to non-bus riders. Ultimately, bus stops are one of the primary marketing mechanisms for transit systems.

Passenger amenities, both at transit stops and on vehicles, play an integral role in building transit ridership. To attract a bus-riding clientele, the bus stop environment must be accessible and attractive. Further, the locations of bus stops should balance operational requirements as well as passenger access needs. Passenger comfort and convenience is essential to the success of a transit stop.

National research has demonstrated that amenities are crucial to improving ridership. *TCRP Report 46 The Role of Transit Amenities and Vehicle Characteristics in Building Transit Ridership: Amenities for Transit Handbook and The Transit Design Game Workbook* research shows:

- **People react positively to amenities designed to improve their transit experience, both at the stop and on board vehicles.** Passengers appreciate these amenities when they are well placed and well designed, particularly when such basic service characteristics as frequency, efficiency, safety, and reliability are perceived by passengers to be attractive. Amenities can help to instill rider confidence in a transit agency, as well as raise passenger optimism regarding the quality of future transit improvements and service.
- **Amenities impact a broad range of passenger experience and the ridership decisions of passengers.** Infrequent or “transit choice” riders, a major target audience for increasing ridership, showed significant interest in amenities in the case study cities surveyed. Amenities do not just help make transit more comfortable, but safer (with lighting and security cameras, for example) and more efficient (with features such as low-floor buses that are shown to reduce dwell time). Amenities may also impact new riders' perception of transit as a mobility option for themselves.

As reflected in Bellevue's Comprehensive Plan, the City of Bellevue is committed to providing a safe and secure environment at bus stops and recognizes that such enhancement increases transit ridership:

#### **Policy TR-58**

Encourage transit use by improving pedestrian and bicycle linkages to the existing and future transit and school bus systems, and by improving the security and utility of park-and-ride lots and bus stops.

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The Bellevue City Council supports enhancements that improve security and safety at park-and-rides as stated in its adopted policy guidance regarding King County Metro (Metro) Transit (adopted May 8, 2000):

### **KCM-13**

Support initiatives that seek to improve personal and property security at all lots.

One strategy for developing and enhancing bus stops is to incorporate transit amenities in new development. This enables immediate transit support for new development, encourages ridership, and adds value to new and existing development in the city. Support for this approach to bus stop development and improvement is found in adopted Comprehensive Plan policies:

### **Policy TR-13**

Require new development to incorporate physical features designed to promote use of alternatives to single-occupant vehicles, such as:

- Preferential parking for carpools and vanpools;
- Special loading and unloading facilities for carpools and vanpools;
- Transit facilities, including comfortable bus stops and waiting areas, adequate turning room, and where appropriate, signal preemption and queue-jump lanes; and
- Bicycle parking and related facilities.

### **Policy TR-7**

Incorporate transit-supportive and pedestrian-friendly design features in new development through the development review process. Examples include:

- Orient the major building entries to the street and closer to transit stops;
- Avoid large surface parking areas between the building frontage and the street;
- Provide pedestrian pathways that minimize distances to activities and to transit stops;
- Where feasible, cluster major buildings within developments to improve pedestrian and transit access;
- Provide weather protection in key areas, such as covered walkways or arcades connecting buildings in major developments, and covered waiting areas for transit and ridesharing;
- Design for pedestrian safety, including adequate lighting and paved, hazard-free surfaces;
- Provide bicycle connections and secure storage convenient to major transit facilities;
- Use design features to create an attractive, interesting pedestrian environment that will stimulate pedestrian use;

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- Design transit access into large developments, considering bus lanes, stops, and shelters as part of project design; and
- Encourage the availability of restrooms for public use.

With regard to developing and enhancing bus stops, the City of Bellevue recognizes its partnership role with transit agencies serving the city (as reflected in the Comprehensive Plan).

### **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]

Further, the City's role as a transit partner is not limited solely to design and planning. The City also realizes its potential funding role for such improvements:

### **KCM-27**

Evaluate the need for City financial contributions to transit services and amenities as part of the biennial update of the Capital Investment Plan (Final Comprehensive King County Transit Policy Statements, adopted by Bellevue City Council on May 8, 2000).

This chapter examines several improvements that can enhance the public image of transit and address passenger needs when accessing buses within the City of Bellevue. Initially, this chapter discusses considerations for bus stop placement. Placement can influence the overall attractiveness of a bus stop as well as govern amenity development. Second, accessibility concerns for bus stops in Bellevue are outlined. Third, types of bus stop amenities as well as whether to develop these amenities at Bellevue bus stops are profiled. Finally, an evaluative framework to prioritize amenity development was determined and applied to Bellevue's existing bus stop inventory. The discussion of bus stop improvement options also outlines suggested improvements for Bellevue's bus stops. These recommendations are fully summarized in the final section of this chapter.

### ***Approval Process***

The current approval process for bus stops and other amenities like shelters is as follows:

- The transit agency sends a request for a new or modified stop location to Bellevue Traffic Engineering.
- Bellevue reviews the proposed location to evaluate if it will work considering existing traffic operations.
- Bellevue requires modifications to the proposal as needed.
- After final revisions, the stop request is approved and the transit agency installs the bus stop.

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Many bus stop requests are approved as submitted without revisions, and occasionally requested bus stops are not approved due to traffic operation concerns.

The current approval process for amenities such as shelters, benches, street lighting, is as follows:

- The transit agency is required to apply for a Right-of-Way Use Permit for the installation of shelters, benches, and other bus stop amenities.
- The permit is review by Traffic Engineering staff for traffic issues such as sight distance and clear zone.
- The applications are either approved, or comments are forwarded back the transit provider for revision.
- Once the permit is approved, the transit provider installs the improvement.

### ***Bus Stop Placement***

Although not directly related to developing bus stop amenities, where stops are placed influences the level and type of transit ridership and can shape amenity development; i.e., does the stop take advantage of existing lighting and sidewalk improvements. For this reason, each new bus stop location should consider a number of factors including:

- Spacing along the route;
- Placement in relation to intersections;
- Pedestrian safety and access;
- Availability of adequate right-of-way to ensure that the bus stop meets the Americans with Disabilities Act (ADA) accessibility standards;
- Curb clearance; and,
- Operational effectiveness issues (including relation to the nearest intersection, bus turning requirements, and re-entering the travel lane).

Because of the number of factors involved, each new or relocated stop must be examined on a case-by-case basis. However, some general guidelines for stop spacing and placement are outlined below.

### ***Stop Spacing***

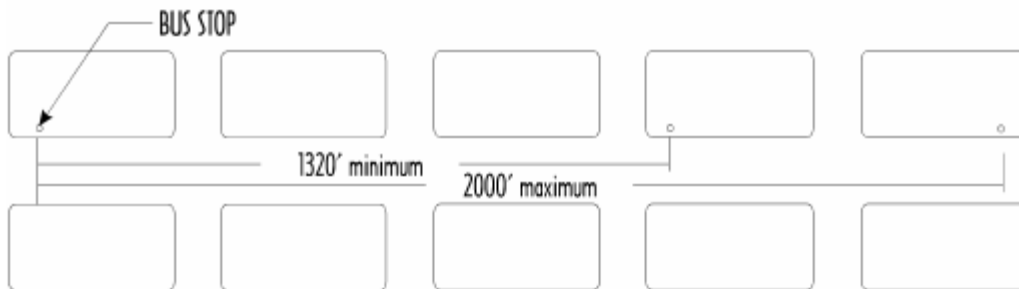
In high-density urban areas (major employment centers and/or with population densities greater than or equal to 4,000 persons per square mile), bus stops should ideally be spaced at intervals of no more than 1,320 feet (1/4 mile) and no less than 600 feet along each route (Figure VIII-1).

**Figure VIII-1  
High-Density Area Bus Stop Spacing<sup>1</sup>**



In less dense suburban areas (with population densities below 4,000 persons per square mile), bus stops should ideally be spaced at intervals of no more than 2,000 feet and no less than 1,320 feet (Figure VIII-2).

**Figure VIII-2  
Low-Density/Suburban Area Bus Stop Spacing<sup>2</sup>**



While these spacing standards are the general rule, exceptions may be made in special circumstances (for example, to accommodate disabled customers who might otherwise need to use Metro Access because they would be unable to use the existing nearest bus stops).

Stop spacing in Bellevue generally reflects the high-density bus stop spacing, with relatively close-spaced stops. Close bus stop spacing increases access to potential customers by reducing walk times to the bus stop. The tradeoff of that increased access is slower bus travel times.

Throughout King County, Metro is examining corridors for bus stop consolidation. The rationale is to improve transit speed and reliability by reducing the amount of close bus stops. Transit patrons have not deserted transit as a result of increased walk distances. For example, Sound Transit Route 550 skips four stops on Bellevue Way SE that was previously

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<sup>1</sup> Draft Arlington County Bus Stop Design Standards, April 2, 2001.

<sup>2</sup> Draft Arlington County Bus Stop Design Standards, April 2, 2001.

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served by the Metro route it replaced. Ridership along Bellevue Way SE did not drop; passengers walked to the stops that remained.

Metro's current zone consolidation efforts are focusing on three corridors: 156th Avenue NE, 148th Avenue NE between NE 51st Street and SR 520, and NE 24th Street to Redmond.

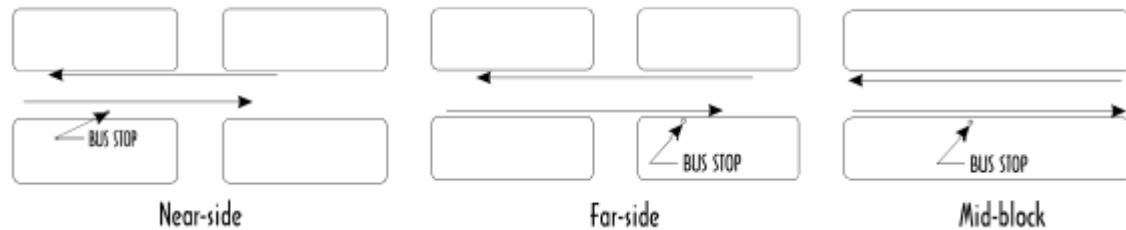
### *Placement in Relation to Intersections*

It is especially important to consider the unique circumstances at each intersection when selecting bus stop locations, including the:

- Intersection angles,
- Traffic patterns,
- Restricted turning lanes,
- Traffic controls,
- Turning movements of the bus,
- Curb clearance needs,
- Location of crosswalks, and
- Location of nearby driveways.

Table VIII-1 summarizes the major advantages and disadvantages related to locating bus stops before crossing the intersection (near-side), after crossing the intersection (far-side), and mid-block (not close to any intersection), as well as conditions under which each of these locations is recommended. Figure VIII-3 illustrates these relative placements.

**Figure VIII-3**  
**Bus Stop Placement in Relation to Intersections**



***Additional Factors To Be Considered in Selecting a Bus Stop Location***

- **Sidewalk Conditions** – Stops should be located and constructed to make use of existing sidewalk facilities, or new sidewalk facilities should be constructed to provide pedestrian access to the bus stop. Bus shelters, benches, and sign poles should be installed off of (but connected to) the main sidewalk path. At stops with heavy ridership, additional passenger waiting/standing areas should be constructed off of the main sidewalk so that waiting passengers do not block passage of other pedestrians.
- **Crosswalks** – Bus stops should ideally be located close to existing crosswalks to encourage safe pedestrian crossings, but also located so that a stopped bus will neither block a crosswalk nor obstruct pedestrian visibility of oncoming traffic and vice-versa. In general, it is safer to locate the bus stop on the far side of a crosswalk.
- **Driveways** – Driveways should only be blocked at stops with very brief dwell times. It is preferable to fully rather than partially block a driveway in these cases, to prevent other vehicles from attempting to squeeze by the bus in a situation with reduced sight distances.

**Table VIII-1  
Advantages and Disadvantages of Stop Placement Relative to the Nearest  
Intersection**

Bus Stop Location	Advantages	Disadvantages	When Recommended
<b>Near-side</b> (located immediately before an intersection)	<ul style="list-style-type: none"> <li>-Less potential conflict with traffic turning onto the bus route street from a side street.</li> <li>-Passengers usually deboard closer to a crosswalk</li> </ul>	<ul style="list-style-type: none"> <li>-Potential conflicts with right-turning traffic as cars may cut in front of the bus while it is stopped.</li> <li>-The stopped bus obscures the sight distance of drivers entering from the right as well as crossing pedestrians.</li> <li>-At intersections controlled by a stop sign, the stopped bus may block visibility of the sign.</li> <li>-At signalized intersections, may result in schedule delays.</li> </ul>	<ul style="list-style-type: none"> <li>-Traffic is heavier on the far-side than on the approaching side of the intersection.</li> <li>-Pedestrian access and existing landing area conditions on the near-side are better than on the far-side.</li> <li>-Street crossings and other pedestrian movements are safer when the bus stops on the near-side than the far-side.</li> <li>-Bus route continues straight or turns right at the intersection.</li> </ul>
<b>Far-Side</b> (located immediately after an intersection)	<ul style="list-style-type: none"> <li>-Does not conflict with vehicles turning right off of the direction of the bus route.</li> <li>-Appropriate after the route has made a left-hand turn.</li> <li>-The stopped bus does not obscure sight distance to the left for vehicles entering or crossing from the side street.</li> <li>-At signalized intersections, buses can more easily re-enter traffic.</li> <li>-The stopped bus does not obscure traffic control devices or pedestrian movements at the intersection.</li> </ul>	<ul style="list-style-type: none"> <li>-The stopped bus obscures the sight distance to the right of drivers entering the from the cross street to the right of the bus.</li> <li>-If the bus stopping area is of inadequate length, the rear of the stopped bus will block the cross street (especially an issue for stops where more than one bus may be stopped at a time).</li> <li>-If the bus stops in the travel lane, it may result in queued traffic behind it blocking the intersection.</li> </ul>	<ul style="list-style-type: none"> <li>-Traffic is heavier on the near-side than on the far-side of the intersection.</li> <li>-Intersections where heavy left or right turns occur.</li> <li>-Pedestrian access and existing landing area conditions on the far-side are better than on the near-side.</li> <li>-Intersections where traffic conditions and signal patterns may cause delays.</li> <li>-Intersections with transit signal priority treatments.</li> </ul>
<b>Mid-Block</b> (located 300 feet or more beyond or before an intersection)	<ul style="list-style-type: none"> <li>-The stopped bus does not obstruct sight distances at an intersection.</li> <li>-May be closer to major activity centers than the nearest intersection.</li> </ul>	<ul style="list-style-type: none"> <li>-Requires most curb clearance of the three options (unless a mid-block sidewalk extension is built).</li> <li>-Encourages mid-block jaywalking.</li> <li>-May increase customer walking distances if the trip generator is close to an intersection.</li> </ul>	<ul style="list-style-type: none"> <li>-Traffic or street/sidewalk conditions at the intersection are not conducive to a near-side or far-side stop.</li> <li>-Passenger traffic generator is located in the middle of the block.</li> <li>-The interval between surrounding cross streets exceeds stop spacing standards for the area.</li> <li>-A mid-block stop is compatible with a corridor or district plan.</li> </ul>



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- **Potential Landscaping Issues** – The presence of trees and bushes at a bus stop may necessitate periodic maintenance at the stop to prevent buses from hitting tree branches and bushes from encroaching on sidewalks. Tall bushes are also a potential security problem, and additional lighting should be considered at stops with this issue.
- **Lighting** – Adequate lighting is important for passenger comfort and security as well as for visibility of waiting passengers to the bus and other oncoming traffic. Bus stops, which are served after dark, should be located where they will be illuminated at night, preferably from an overhead street light. If this is not possible, installation of lighting at the bus stop should be considered.
- **Limited Visibility Over Hills and Around Curves** – Bus stops should not be located over the crest of a hill, immediately after a right-hand curve in the road, or at other locations that limit the visibility of the stopped bus to oncoming traffic. If the bus stops in the travel lane at such locations, it is in danger of being struck from the rear. Even if the bus pulls off the road at such stops, pulling back into the travel lane presents accident potential.
- **On-Street Parking** – Locating a bus stop in an area with existing curbside parking requires either removal of enough parking to permit the bus to pull off, service the stop, and re-enter the travel lane, or installation of a sidewalk extension or curb bulb to provide passenger access to the bus.
- **Proximity to Major Trip Generator** – When feasible, a bus stop should be located to minimize walking distances to the activity center that is expected to generate the most ridership.
- **Right-of-Way Considerations** – If a bus stop may be a future candidate for transit shelter or bench installation, a site should be selected that includes adequate right-of-way for constructing improvements.
- **Transfer Locations** – Bus stops, where transfer activity between routes is heavy, should be located, as much as possible, so that passengers do not need to cross streets to transfer to other routes.
- **Compatibility with Adjacent Properties** – Care should be taken to avoid locating a bus stop immediately adjacent to land uses that are highly sensitive to the effects of bus fumes and noise, such as nursing care facilities, day care centers, and outdoor eating areas.
- **Drainage** – Areas that tend to accumulate standing water should be avoided or improved. However, bus stops should not be located so that passengers are required to step over catch basins when disembarking the bus, as this creates a potential tripping hazard.
- **Bicycle Facilities** – To the extent feasible, bus stops should be located so they do not block bicycle travel lanes.

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### *Bus Stop Accessibility*

Both Metro and the City of Bellevue have committed to making pedestrian improvements and the resulting accessibility improvements a top improvement priority.

Of the 828 bus stops maintained by Metro within the City of Bellevue, 512 are fully accessible. Metro has classified 113 bus stops as inaccessible. The remaining 203 bus stops have some accessibility issues, but are not classified as inaccessible. Figure VIII-4 shows the location of inaccessible bus stops in Bellevue. Table VIII-2 lists these stops. Based on King County Metro data, only three of these stops have more than 5 boardings a day.

Bus stop accessibility is directly influenced by bus stop location, as accessibility is largely a function of stop design, street configuration, Right-of-Way, and the availability (or lack thereof) of sidewalks. According to the Americans with Disabilities Act (ADA), bus stop sites shall be chosen such that, to the maximum extent practicable, lifts or ramps may be deployed. In addition, where new bus stop pads are constructed at bus stops, bays, or other areas where a lift or ramp is to be deployed, bus stops shall have a firm, stable surface; a minimum clear length of 96 inches (measured from the curb or vehicle roadway edge) and a minimum clear width of 60 inches (measured parallel to the vehicle roadway) to the maximum extent allowed by legal or site constraints; and shall be connected to streets, sidewalks, or pedestrian paths by an accessible route.

One of the primary reasons for the relatively large number of inaccessible bus stops is the lack of sidewalks on some Bellevue streets. For instance, no sidewalks are present on Northrup Way between 116th Avenue NE and 108th Avenue NE; therefore the stops along this corridor are inaccessible to persons with disabilities. To address these types of deficiencies, the City of Bellevue is working closely with Metro during reconstruction and sidewalk addition projects to ensure that deficient bus stops are upgraded to fully accessible status.

The ADA stipulates that bus service must be accessible to those with disabilities. According to the ADA, bus stop sites shall be chosen such that, to the maximum extent practicable, lifts or ramps may be deployed. In addition, where new bus stop pads are constructed at bus stops, bays, or other areas where a lift or ramp is to be deployed, bus stops shall have a firm, stable surface; a minimum clear length of 96 inches (measured from the curb or vehicle roadway edge) and a minimum clear width of 60 inches (measured parallel to the vehicle roadway) to the maximum extent allowed by legal or site constraints; and shall be connected to streets, sidewalks, or pedestrian paths by an accessible route.

The City and King County Metro have a \$156,000 “Bellevue ADA Bus Zone Accessibility Improvements” project that is funded with a combination of local and federal funds. The project will construct accessibility improvements to remove barriers to access to public transportation for people with disabilities by upgrading existing bus zones and pedestrian connections in Bellevue to meet ADA requirements. The project emphasizes improvements at pedestrian loading areas—at bus zones, curb ramps, and sidewalks—connected to transit facilities in areas where current and future public transportation service is provided, with the

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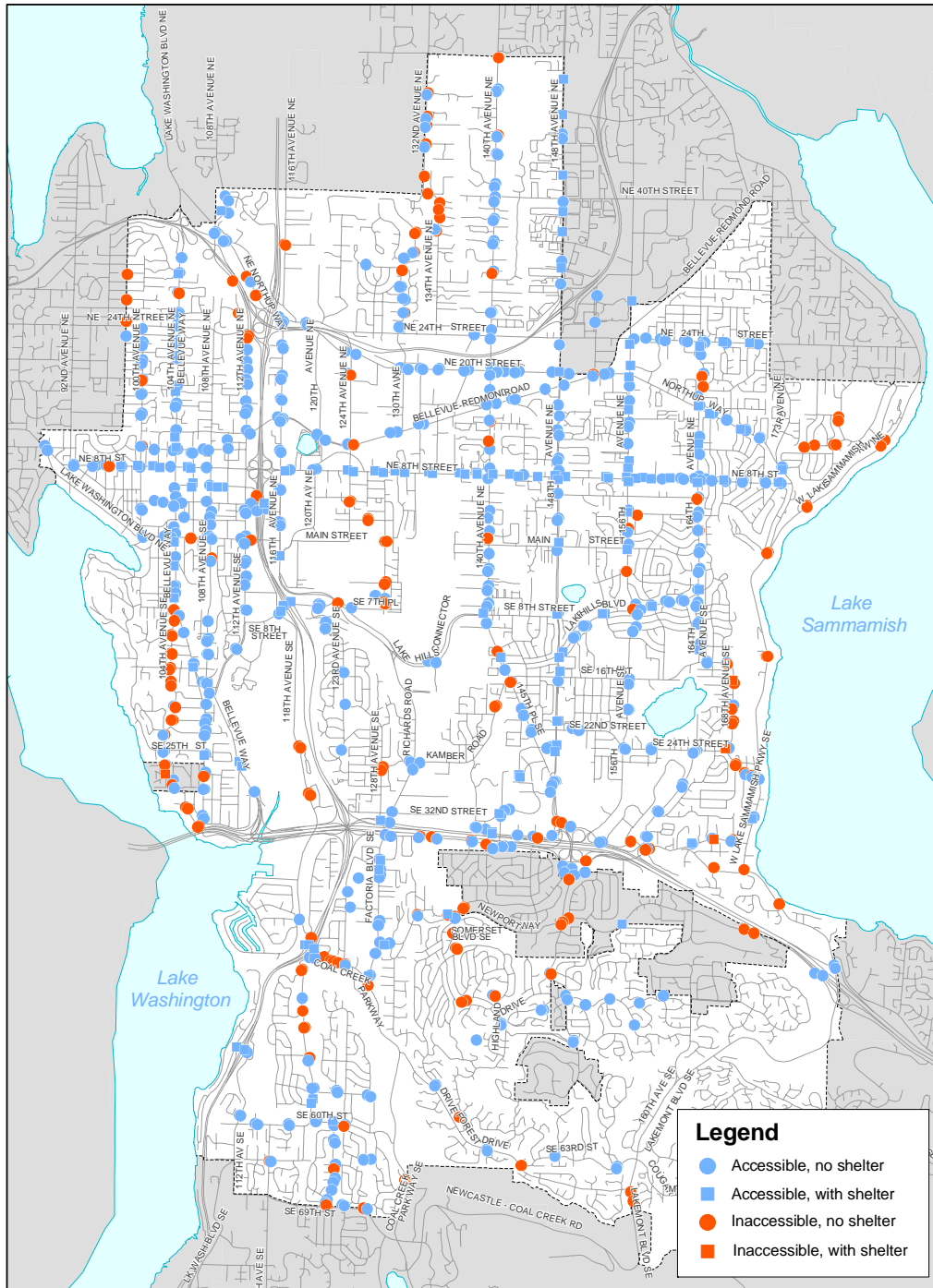
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focus on key activity centers, and locations where transfers between public transit routes are required. Eighteen projects are being funded by this grant.

Creating an accessible stop out of an inaccessible stop can be difficult, or even impossible, due to the geometric constraints. Often, the lack of sidewalk is the major factor why a stop is not accessible. Based on the Bellevue costs for making 18 bus stops accessible, at least \$1,000,000 would be necessary to upgrade all 113 inaccessible stops. Because each stop must be evaluated on an individual basis and cannot easily be examined on an “average cost basis” the \$1,000,000 probably understates amount of resources necessary to upgrade these stops. The majority of the non-accessible stops have fewer than 5 daily riders. Of the 128 non-accessible stops, 108 have fewer than 5 daily boardings, and the cost of improvements at certain locations may outweigh the benefits gained.

Figure VIII-4  
Bellevue Bus Stop Accessibility



# CAPITAL ELEMENT

**Table VIII-2  
Current Inaccessible Stops Recommended for Accessibility Improvements**

Zone #	Street	Cross-Street	Zone #	Street	Cross-Street
64610	SE Newport	17025 (MAILBOX)	69120	104 AV SE	SE 27 ST
64800	COAL CREEK PKWY	124 AV SE	69128	104 AV SE	SE 28 ST
64810	COAL CREEK PKWY	119 AV SE	69150	106 AV SE	SE 32 ST
64821	COAL CREEK PKWY	119 AV SE	69170	106 AV SE	SE 34 ST
64866	125 AV SE	SE 60 ST	69180	106 AV SE	SE 32 ST
64870	SE ALLEN RD	SE NEWPORT WY	69230	104 AV SE	104 PL SE
65250	COAL CREEK PKWY	FACTORIA BLVD SE	69250	104 AV SE	SE 20 ST
65267	116 AV SE	SE 64 ST	69260	104 AV SE	1644 (ADDRESS)
65268	Lakemont Blvd SE	FOREST DR SE	69270	104 AV SE	SE 16 ST
65269	Lakemont Blvd SE	FOREST DR SE	69290	104 AV SE	CEDAR CREST LN
65295	SE 63 ST	FOREST DR SE	69300	104 AV SE	SE 10 ST
65298	FOREST DR SE	HIGHLAND DR	70029	NE 2 ST	126 AV NE
65335	SE Eastgate	SE 35 PL	70031	124 AV NE	NE 4 ST
66730	164 AV NE	NE 20 ST	70032	124 AV NE	NE 5 ST
66910	168 AV SE	SE 19 ST	70033	NE 2 ST	126 AV NE
66920	168 AV SE	SE 21 PL	70034	128 AV NE	MAIN ST
66966	W Lk SAMM PKW SE	SE 12 PL	70035	128 AV NE	MAIN ST
66967	W Lk SAMM PKW SE	SE 12 PL	70036	128 AV SE	SE 4 PL
66990	SE 34 ST	168 PL SE	70037	128 AV SE	SE 4 PL
67024	SE 36 ST	142 PL SE	70038	128 AV SE	SE 7 PL
67030	SE 34 ST	166 AV SE	70039	128 AV SE	SE 7 PL
67032	SE 36 ST	132 AV SE	70183	98 AV NE	NE 24 ST
67080	SE 26 ST	170 AV SE	70185	98 AV NE	NE 27 ST
67110	168 AV SE	SE 21 PL	70187	98 AV NE	NE 30 ST
67130	168 AV SE	SE 17 ST	70560	100 AV NE	NE 18 ST
67290	164 AV NE	NE 18 ST	70778	140 AV NE	NE 30 PL
67935	108 AV SE	SE 2 ST	70792	140 AV NE	NE 12 ST
68301	180 AV NE	NE 19 PL	70801	140 AV NE	NE 1 ST
68302	180 AV NE	NE 19 PL	70844	140 AV NE	NE 14 ST
68303	180 AV NE	NE 16 ST	70868	140 AV NE	NE 48 PL
68304	180 AV NE	NE 16 ST	71132	W LK SAMM PKWY SE	SE 40 PL
68305	NE 13 ST	179 PL NE	71134	SE 38 ST	166 AV SE
68306	NE 13 ST	179 PL NE	71135	SE 38 ST	WLSP SE
68307	176 AV NE	NE 13 ST	71137	Kamber Rd (140 PL SE)	SE 20 ST
68308	NE 13 ST	177 AV NE	71138	Kamber Rd (140 PL SE)	SE 20 ST
68490	156 AV SE	SE 4 ST	71151	W LK SAMM PKWY NE	NE 2 PL
68591	145 PL SE	SE 13 PL	72886	Somerset Blv	SE 43 ST
68671	118 AV SE	2500 DRWY	72888	Somerset Blv	SE 44 ST
68672	118 AV SE	2500 DRWY	74457	EAST BASE RD	124 AV NE
68673	118 AV SE	3010 DRWY	74466	112 AV NE	NE 26 PL
68674	118 AV SE	3010 DRWY	79877	SE 37 ST	15220 (DRWY)
68710	156 AV NE	NE 1 ST	81488	130 AV NE	NE 32 ST
68802	I-405 (SB OFF RAMP)	COAL CREEK PKY	81492	131 AV NE	NE 33 ST
68804	ADDR 15727 DRWY	NE 4 ST	81496	NE 36 ST	134 AV NE
68807	SE 66 ST	COAL CK PKWY SE	81498	134 AV NE	NE 37 PL
69050	104 AV SE	SE 14 ST	81500	134 AV NE	NE 37 PL
69060	104 AV SE	SE 16 ST	81502	NE 40 ST	132 AV NE
69070	104 AV SE	1659 (ADDRESS)	81504	132 AV NE	4206 (DRWY)

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## CAPITAL ELEMENT

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**Table VIII-2 (continued)**  
**Current Inaccessible Stops Recommended for Accessibility Improvements**

Zone #	Street	Cross-Street	Zone #	Street	Cross-Street
81506	132 AV NE	NE 47 ST	82720	MAIN ST	106 AV SE
81508	132 AV NE	NE 50 ST	84829	NE BEL-RED RD	NE 20 ST
81614	134 AV NE	3806 (MAILBOX)	98730	114 AV NE	NE 6 ST
81618	131 AV NE	NE 36 ST	99052	COAL CREEK PKWY	124 AV SE

### *Bus Stop Amenities*

Passenger comfort and convenience is essential to the success of a transit stop. Passenger amenities are installed at selected bus stops to improve passenger comfort and the relative attractiveness of transit as a transportation alternative. Factors that influence the selection of amenities at any given bus stop include:

- Average daily boardings,
- Proximity to major trip generators,
- Passenger transfer activity,
- Planned neighborhood improvements,
- Transit corridor marketing efforts,
- Equity among communities in the County,
- Proximity of other nearby sheltered areas, and
- Customer and community requests.

While not all stops require the same amenities, it is important that each stop be easily identifiable. Passengers should be able to recognize a stop immediately, through legible signage or an identifiable logo. Every stop should contain at a minimum, an accessible landing pad, bus sign, and schedule.

The description of desirable amenities for different types of stops is intended to illustrate what can be done to promote transit use by other public agencies (such as the City of Bellevue or Bellevue Community College) or private property owners (such as Crossroads Mall or Overlake Hospital) and is not intended to imply that Metro will solely be responsible for providing these amenities. The placement of bus stops and bus stop spacing is primarily determined by Metro, although the access to the right-of-way or private property within the City of Bellevue is controlled by the City or other property owner.

Metro has developed a set of standards to guide the implementation of certain kinds of bus stop amenities to assist in prioritizing their investments. Metro implements these standards to the extent that funding allows, and maintains the shelters and bus stop amenities that they have installed

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## CAPITAL ELEMENT

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The following sections discuss different types of bus stop amenities. In addition, existing amenity needs, current Metro bus stop amenity standards, and locations of unidentified Metro needs are profiled. Finally, a proposed prioritization process based on a hierarchy of stops is outlined.

### *Shelters*

Transit shelters are installed at selected bus stops to provide weather protection as well as seating for waiting passengers. Shelter protection is crucial in attracting transit customers in the Puget Sound's rainy environment. In Bellevue, 16 percent of bus stops (128 locations out of 828 stops) have bus shelters.

### **Metro Shelter Installation Standards**

In most cases - an exception being the shelters on NE 8<sup>th</sup> Street - new shelter purchase and installation is the responsibility of Metro. According to Metro standards, additional shelters are warranted in Bellevue. The East King County standard prioritizes shelter installation at bus stops with ridership exceeding 25 boardings per day. The demand for shelters exceeds the available resources; Metro has a backlog of shelter installation needs.

Within Bellevue, 42 identified locations exceed 25 boardings per day of these, two already have shelters. Table VIII-3 shows the 40 identified locations that do not currently have shelters; of these, 19 are potential shelter sites that are not already planned for shelter installation. The other zones on the list are not eligible for shelters due to lack of room for a shelter because of limited ROW or pre-existing awnings, safety concerns with existing driveways (those locations having been denied by City), or are deactivated stops that are not in current use or layover stops where boarding counts indicate driver ons and offs.

Occasionally physical restrictions inhibit the construction of bus stop shelters. For instance, some stops have physical barriers (such as being adjacent to a rockery), which preclude installing a shelter without significant retaining wall modifications. The consequent high cost of installation has precluded a shelter being installed, despite the high number of boardings. The placement of new shelters also needs to consider sight distance from adjacent streets and driveways, as well as clear zone setbacks for adjacent vehicular traffic. These and other traffic engineering elements are addressed during the shelter design and approval process.

In addition to the high-ridership locations with shelters, some bus stops in Bellevue have shelters, yet ridership does not warrant these shelters. Currently, 68 shelters in Bellevue have fewer than 25 daily boardings, and of these, 25 serve 5 or fewer boardings per day. The maintenance costs at each of these shelters, including trash accumulation and vandalism repair, are important financial considerations for transit agencies. While shelters may be moved from an existing location to one where they are warranted, the implications to existing patrons also need to be considered.

# CAPITAL ELEMENT

**Table VIII-3  
Bus Stops Meeting Shelter Warrants using Metro Standards**

Stop No.	On Street	Cross Street	Ons	Feasible
65327	SE EASTGATE WY	14360 DRWY	48	F
66720	164 AV NE	NE 24 ST	40	N
67430	NE 8 ST	164 AV NE	27	N
67580	NE 8 ST	120 AV NE	29	F
67610	NE 8 ST	108 AV NE	29	DW
67620	BELLEVUE WY NE	NE 4 ST	163	P
67630	BELLEVUE WY NE	NE 1 ST	35	A
67636	110 AV NE	NE 12 ST	49	F
68020	BELLEVUE WY SE	SE 3 ST	75	F
68035	BELLEVUE WY NE	MAIN ST	26	F
68081	NE 8 ST	118 AV NE	32	F
68167	NE 8 ST	143 AV NE	27	F
68435	156 AV NE	NE 13 ST	31	N
68770	156 AV NE	NE 15 ST	62	F
68804	ADDR 15727 DRWY	NE 4 ST	42	L
69022	NE 10 ST	102 AV NE	98	L
69024	NE 10 ST	BELLEVUE WY NE	46	F
69025	NE 10 ST	108 AVE NE	47	F
70836	140 AV NE	NE 3 ST	41	F
71331	152 AV NE	NE 24 ST	59	F
73244	148 AV NE	4685 (ADDRESS) DRWY	29	F
73248	148 AV NE	NE 40 ST	42	F
73270	148 AV NE	NE 34 ST	30	F
73290	148 AV NE	NE 29 PL	44	F
74155	INT'L SCHOOL	128 AVE SE	98	L
74525	NE 20 ST	NE BEL-RED RD	49	N
79868	FACTORIA BLVD SE	SE 38 ST (OPP 7-11)	32	F
79880	FACTORIA BLVD SE	SE 40 LN	128	F
79890	FACTORIA BLVD SE	SE 42 ST	45	F
79900	FACTORIA BLVD SE	SE NEWPORT WY	48	P
80380	FACTORIA BLVD SE	SE NEWPORT WY	42	F
80390	FACTORIA BLVD SE	SE 42 ST	25	F
80400	FACTORIA BLVD SE	SE 40 LN	73	L
80492	112 AV NE	NE 4 ST	51	A
81633	NORTHUP WY	130 AV NE	26	P
84824	NE BEL-RED RD	140 AV NE	26	F
84890	148 AV SE	MAIN ST	34	DW
85640	NE 4 ST	108 AV NE	94	P
85750	BELLEVUE WY NE	NE 4 ST	30	P
86750	BELLEVUE WAY NE	NE 6 ST	57	F

F=feasible, N=not feasible, due to lack of right-of-way, school problems, only ph hr boarding, safety.  
 DW=driveway, A=awning, P=planning underway, L=low  
 Note: Bus stops 67700 and 68420 were deleted because these stops already have a bus shelter.



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## CAPITAL ELEMENT

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### *Benches*

Benches are generally installed inside all standard shelters. Benches may also be installed independently at bus stops where average daily boardings do not warrant shelter installation, but where some level of amenity is justified. Benches may also be installed as one element of an improved streetscape; in this case, efforts should be made to locate benches near bus stops (so long as they do not create barriers to accessible bus boarding, deboarding, or sidewalk usage).

### **Metro Bench Installation Standards**

King County Transit considers benches for bus stops with 15 or more daily boardings, plus special requests from schools, hospitals, or elderly persons for benches. King County Metro is interested in working with in developing a program to establish benches along major transit corridors. Metro is also considering implementing a program to place stand alone benches at stops with higher ridership levels. The full details of this potential new program have yet to be developed. Metro currently does not track individual bus bench locations.

Where the use of the stop and overall funding allows the transit agency to install standardized benches, the transit agency will maintain them. In other locations, Metro encourages benches to be provided by the City in the public right-of-way or by local organizations or property owners. Metro must approve the design to ensure accessibility and security, and ongoing maintenance is guaranteed by the private or public entity furnishing the amenities.

### *Trash Cans*

Trash cans are an important element of maintaining a clean and trash-free environment around bus stops. Transit patrons generate trash while waiting for their bus, whether it is a drink, food, or newspaper. To maintain the transit system's image and to reduce neighborhood complaints about bus stop cleanliness, trash cans are essential.

The installation of trash receptacles is typically a systemwide decision and the size, shape, and color reflect transit agency policy. Not all bus stops have trash receptacles. Low patron volumes may not justify this amenity at a bus stop; however, litter at a site may warrant the inclusion of a trash receptacle at an otherwise low-volume location. Non-riders frequently overload Metro trash cans near fast food vendors. For bus stops in locations with large commercial trash producers, the City should use part of the business tax to supplement the number of and frequency of collection from trash cans.

### **Metro Trash Can Installation Standards**

Metro installs and maintains trash cans at most stops where it has installed shelters. According to Metro, trash cans are sometimes removed from shelters and stops if vandalism occurs regularly.

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## CAPITAL ELEMENT

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Trash cans are placed at individual stops only through the Adopt-a-Stop program, where their maintenance is guaranteed by local property owners, organizations, or cities.

### *Telephones*

Telephones at bus stops offer many potential benefits for bus patrons (see Figure VIII-5). Patrons can make personal and emergency calls while waiting for the bus. Telephones also can provide real-time bus arrival information. Some transit agencies have explicit policies regarding the telephone installation at bus stops. National experience has been mixed. For example, installing telephones at bus stops can create opportunities for illegal or unintended activities, such as drug dealing and loitering, in and around bus stops. Loitering by non-bus patrons at bus stops appears to increase when telephones are installed; this increased loitering may discourage bus patrons from using the facility.

**Figure VIII-5**  
**Example of Shelter/Telephone Installation at Bellevue Transit Center**



A national trend has been to remove pay telephones from the streetscape. This trend has been driven by the explosive growth of cellular telephones, which render pay telephones less economically effective.

### **Metro Telephone Standards**

Metro does not have an explicit policy regarding installation of telephones at bus stop locations. Telephones have been installed at the Bellevue Transit Center and park-and-ride locations. Whenever possible, stops should be located near local businesses that can provide secure locations for pay telephones to keep them in working order.

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## CAPITAL ELEMENT

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### *Lighting*

Lighting significantly influences riders' and non-riders' perception of safety and security. Conversely, the lack of lighting may encourage unintended use of the facility during hours, and especially after hours. Lighting is especially important considering the amount of daylight during the winter-time, as patrons may arrive and return to the stop in darkness. Lighting is also a major issue with regard to shelter maintenance. In general, a well-lit stop is less likely to have vandalism problems.

According to a recently completed survey "Safety Questions and Responses for Eastside Regular and Infrequent Bus Riders," there is concern for passenger safety after dark. Ninety-two percent of respondents were either somewhat or very satisfied with personal safety waiting for the bus in the daytime; only 64 percent were either somewhat or very satisfied during nighttime. Improved lighting and security features should be a long-term goal to address this perception.

### **Metro Lighting Installation Standards**

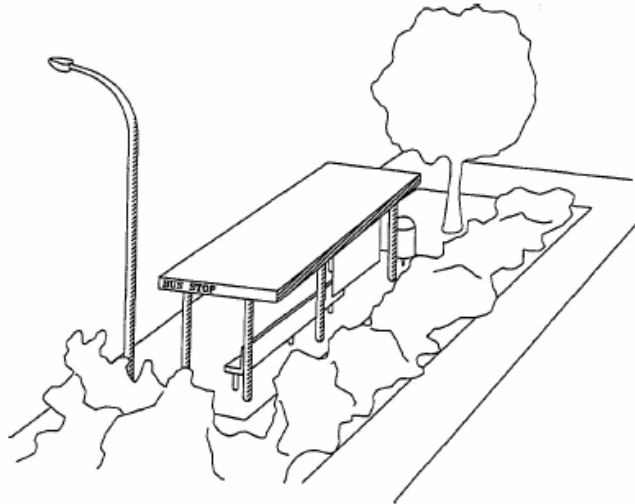
In 1995, Metro adopted a Bus Zone Lighting Improvement Program, which identifies bus zone areas with high crime levels or perceived crime areas, and develops lighting improvements. Lighting improvement requests can be from the general public, neighborhood groups, operators, or local law enforcement agencies. Requests are prioritized based on number of passengers, the light-levels at the existing stops, and the number of comments/complaints by residents, operators, passengers, and law enforcement agencies.

Bus stop locations where lighting improvements are most suitable are:

- Locations served by a high-frequency bus route with all-day and evening service.
- Locations where street lighting already exists in the area.
- Locations serving a high number of transit riders.
- Locations that have been identified as a site of security complaints and illegal activity.

Lighting improvements should be developed to limit impacts to adjacent residents. The City, Metro, and Puget Sound Energy should partner to provide low cost power and lighting to bus shelter sites along major transit corridors. Figure VIII-6 provides an example of shelter lighting.

**Figure VIII-6**  
**Example of Coordinating Shelter Locations with an Existing Street Light<sup>3</sup>**



Lighting improvement costs vary from a few hundred dollars to a few thousand, depending on whether an existing pole can be used or if a new one must be installed. Funding from Metro is available to jurisdictions that have entered an agreement to work together as part of its Bus Zone Lighting Improvement Program.

The City of Bellevue and Metro currently do not have an agreement to implement the Bus Zone Lighting Improvement Program within city limits. The standard lighting agreement between Metro and local jurisdictions calls for, among other things, installation of lighting improvements by Metro but ongoing operation and maintenance costs are assumed by the local jurisdiction.

### ***Bicycle Storage Facilities***

Bicycle storage facilities, such as bike racks, may be provided at bus stops for the convenience of bicyclists using transit. Designated storage facilities discourage bicycle riders from locking bikes onto the bus facilities or on an adjacent property. Proper storage of bicycles can reduce the amount of visual clutter at a stop by confining bikes to one area. Recommendations regarding bicycle storage facilities are:

- Provide paved access to the bus stop and construct the waiting area with non-slip concrete or asphalt that is properly drained.
- Locate the storage area away from other pedestrian or patron activities to improve safety and reduce congestion.
- Coordinate the location of the storage area with existing on-site lighting.

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<sup>3</sup> TCRP Report 19, Guidelines for Location and Design of Bus Stops

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## CAPITAL ELEMENT

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- Do not locate the storage area where views into the area are restricted by the shelter, landscaping, or existing site elements, such as walls.

Many prefabricated storage methods are available, however, as bicycle prices have escalated in recent years, interest has grown in storing bikes in completely enclosed containers called bike lockers or taking bikes on the bus. Although the transit agency can obtain revenue from renting bicycle lockers to patrons, bike lockers are large and awkward to place next to bus stop shelters on sidewalks and present additional surfaces at a bus stop for graffiti (see Figure III-7). For these reasons, they can be expensive to maintain.

It appears bicycle storage is associated with the commuter market and should be installed when demand warrants, which is primarily at major suburban stops. Where substantial bike activity exists, such as in university towns, on-vehicle bike programs are a major asset. Regional demographics should be carefully reviewed prior to implementing such a program.

**Figure VIII-7**  
**Example of Bicycle Locker<sup>4</sup>**



### **Metro/Sound Transit Bicycle Storage Facility Standards**

Metro has installed bicycle facilities at the major park-and-ride and transit centers within the City of Bellevue. Four bicycle lockers are available at both the Eastgate and South Kirkland park-and-ride lots. In addition, bicycle racks (uncovered storage) are available at the South Bellevue, South Kirkland, Overlake, and Eastgate park-and-ride lots, as well as the Bellevue Transit Center.

Metro and Sound Transit are working concurrently to develop a bicycle demand estimation model to assist with developing appropriate capital facilities.

For Sound Transit-funded projects, Sound Transit works with local jurisdictions and communities to determine appropriate bicycle improvements such as creating or enhancing bicycle connections and posting signs on established bicycle routes within a half-mile radius

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<sup>4</sup> TCRP Report 19, Guidelines for Location and Design of Bus Stops

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## CAPITAL ELEMENT

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of stations and transit centers. All Regional Express transit centers will supply racks and/or lockers for bicycles. The goal is for every cyclist to have access to storage. Sound Transit will continue to design facilities with adequate space for maneuvering bicycles through stations. The Bellevue Transit Center is currently in the process of developing a Rider Services Facility that will include bike lockers and an enclosed bike station.

### *Bus Stop/Schedule Information*

All Metro bus stops within Bellevue are marked with the routes that serve that location. However, providing additional information to customers is an often neglected but crucial aspect of providing high-quality transit service that will attract additional ridership. Information for riders about service characteristics, such as routes, hours of service, and frequency, is critical.

At present, the lack of information on bus stop signs continues to be a lost marketing opportunity for local transit operators. A non-transit user gains little from driving by a bus stop sign with a route number on it. Transit visibility can be improved when a sign includes destinations for each route in text sized to be legible to drivers and includes the King County Metro telephone number for rider information. Figure VIII-8 reflects the types of information that might be displayed on King County Metro bus schedules to enhance passenger information at bus stops.

**Figure VIII-8**  
**Examples of Bus/Stop Schedule Information**



Passengers arriving at a stop should be able to find how to get where they are going and know how long a wait to expect. Therefore stops should provide:

- Route names and destinations for all routes serving the stop.
- Span of service and frequency of service.
- Service schedule for low-frequency routes.
- A system map.

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## CAPITAL ELEMENT

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### **Metro Schedule Information Standards**

Most Metro bus stops have a schedule holder attached to the bus stop sign post. The schedule information includes the Metro phone number, the direction the bus is going, and the times of service. The schedule holder does not include a small route map.

Vandals often remove the schedule information holders, leaving transit patrons with no way to know where a bus goes, which direction it is traveling, or when it is coming.

### ***Landscape Features***

Landscaping can enhance the level of passenger comfort and the attractiveness of using transit, but it should be positioned and maintained so that safety and accessibility are not compromised by encroaching bushes, uneven grass surfaces, etc. Tree branches that extend into the roadway below 11 feet should be trimmed back at least two feet from the curb; otherwise, they become an obstacle that the bus driver may or may not be able to avoid hitting. Grass should not be planted between the sidewalk and the curb at bus boarding and deboarding areas; at least 5 feet parallel to the street and eight feet perpendicular to the street must be solid to meet ADA requirements. Although a wheelchair lift may be able to span a well-trimmed planter strip and rest levelly on the sidewalk, the grass presents an uneven or unstable surface for ambulatory customers, which could be hazardous.

### **Metro Landscaping Standards**

Property owners in the vicinity, including city street landscaping programs, are encouraged to place landscaping in the vicinity of stops as long as accessibility or visibility for security purposes is not compromised. Landscaping and landscaping maintenance is provided by the transit agency where the stop is placed on property owned by the agency.

### ***Intelligent Transportation Systems (ITS) Features***

One of the constant challenges of bus service is informing patrons about when the bus is to arrive. While existing schedule information on each bus stop is an important step, real-time information is extremely valuable to transit riders. Such information requires the deployment of an automatic vehicle location (AVL) system to track bus locations. The AVL data can be converted into bus arrival times, which can then be displayed at bus stops, on kiosks, or transmitted over information networks. Passengers benefit because (1) if there is sufficient time, they may decide to leave the bus stop and return closer to the arrival time of their bus and (2) even if they decide to wait, knowing when the bus will arrive, reduces the anxiety associated with waiting.

Studies have shown that perceived waiting time for transit is twice as long as actual waiting time. Real-time arrival time information has the ability to reduce this factor significantly. Examples of worldwide implementation of stop level real-time arrival data include Orlando, Los Angeles, and Dublin are shown in Figure VIII-9.

**Figure VIII-9**  
**Examples of Real-Time Schedule Information**



**Lymmo Station with  
Next Bus LED Display**



**LACMTA Next Bus Display**



**Dublin Bus Real Time  
Traveler Information**

Real-time “next bus” displays are appropriate for high-ridership and high-transfer locations, transit centers, and park-and-ride lots. In preparation for such technologies, whenever feasible, new bus stop locations and improvements to existing stops should provide for electrical hardwiring for ITS functions. Installation of ITS features would provide the following benefits:

- Improved marketing of transit.
- Improved access to information for existing and potential customers.
- Increased relative attractiveness of transit to choice riders.
- Potential for more up-to-date, accurate, and complete information. Information could be updated using advanced vehicle location technology as well as through centralized distribution of information

### **Metro ITS Efforts**

Metro is considering future installation of such ITS features as real-time next-bus bus arrival information and electronic posting of schedules. A prototype was operating at the Bellevue Transit Center prior to its reconstruction and two real-time monitors (Figure VIII-10) are incorporated into the reconstructed Bellevue Transit Center design.



**Figure VIII-10**  
**Bellevue Transit Center Real-Time Monitor**  
**(above information booth)**



### **Bus Stop Amenities Summary**

Each of the capital improvements listed above have real benefits for passengers and yet may also have some drawbacks, such as ongoing costs. Table VIII-4 summarizes each type of amenity and the advantages and disadvantages of their implementation.

### ***Bus Stop Amenity Prioritization***

As described in the individual bus stop amenities section, Metro has explicit standards for some bus stop amenities. Metro is also beginning to target specific corridors for amenity improvements, which include shelter placement, lighting, and bus stop consolidation.

The City of Bellevue, through this plan, intends to build upon the success of the Metro process, and create a comprehensive, multi-step process that guides the level of investment required at each bus stop. This process accounts for the fact that higher passenger volume stops necessitate structures such as shelters and benches, or other amenities such as telephones, lighting, route map with schedules, and even bicycle storage areas.

To direct amenity developments, three different bus stop amenity levels are proposed: local stop, primary local stop, and transit hub. Transit centers and park-and-ride lots are discussed in separate chapters and are not included in the amenity hierarchy discussed here. The hierarchy of amenity level is based on the number of daily passengers and the number of routes served. Land uses also play a role in determining the amenity level of the stop. The recommended amenities for each bus stop level are outlined in Table VIII-5 and further explained below.

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## CAPITAL ELEMENT

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### **Local Transit Stop**

The local transit stop is an access point serving primarily residential areas and smaller retail areas, and generates the lowest boarding volume. At a minimum, the local transit stop should have a bus stop sign mounted on a post, route schedule, and ADA required landing pad. The sign should be easily recognizable and legible, with the route number and customer service telephone number located on it. A "keywalk" or an accessible pathway should be provided from the bus stop landing pad to an accessible route (sidewalk or pedestrian pathway).

### **Primary Local Stop**

Primary local stops are those that receive regular use several times a day. Areas where bus routes cross and transfers are possible should be considered, at a minimum, a primary local stop. These stops are usually located near major intersections, and can include all land use types. The higher frequency of use dictates additional passenger amenities. The primary local stop should include, at a minimum, a sign mounted on a post, ADA required landing pad, a passenger shelter with a bench, a route schedule, route map, and a trash receptacle. Other beneficial amenities may include security lighting, telephone, and landscaping.

## CAPITAL ELEMENT

**Table VIII-4  
Summary of Bus Stop Amenities**

Amenity	Advantages	Disadvantages
Bus Shelters	<ul style="list-style-type: none"> <li>• Provide a place of comfort for waiting passengers</li> <li>• Provide protection from elements (sun, glare, wind, rain, snow)</li> <li>• Help identify the transit system</li> <li>• Can provide a venue for establishing lighting at a site</li> <li>• Can provide a space to install route and schedule information</li> </ul>	<ul style="list-style-type: none"> <li>• Require maintenance, trash collection</li> <li>• May be used by graffiti artists</li> <li>• Must be located outside of sight lines from adjacent street/driveways.</li> <li>• Can create vehicular clear zone concerns.</li> </ul>
Benches	<ul style="list-style-type: none"> <li>• Provide comfort for patrons</li> <li>• Help identify the stop</li> <li>• Are a low-cost amenity when compared to installing a shelter.</li> </ul>	<ul style="list-style-type: none"> <li>• Require maintenance</li> <li>• May be used by graffiti artists</li> </ul>
Trash Cans	<ul style="list-style-type: none"> <li>• Provide place to discard trash</li> <li>• Keep bus stop clean</li> </ul>	<ul style="list-style-type: none"> <li>• May be costly to maintain</li> <li>• May be used by customers of nearby land use</li> <li>• May smell</li> </ul>
Telephones	<ul style="list-style-type: none"> <li>• Are convenient for bus patrons</li> <li>• Provide access to transit information</li> </ul>	<ul style="list-style-type: none"> <li>• May encourage loitering at or near bus stop by non-bus patrons</li> <li>• May encourage illegal activities at bus stop</li> </ul>
Lighting	<ul style="list-style-type: none"> <li>• Increases visibility</li> <li>• Increases perceptions of comfort and security by patrons</li> <li>• Discourages “after hours” use of bus stop facilities by indigents</li> </ul>	<ul style="list-style-type: none"> <li>• Requires maintenance of lighting elements</li> <li>• Can be costly</li> </ul>
Bicycle Storage Facilities	<ul style="list-style-type: none"> <li>• Increases transit draw area</li> <li>• Discourages locking bicycles to bus facilities or on adjacent property</li> </ul>	<ul style="list-style-type: none"> <li>• Require additional sidewalk space</li> <li>• May attract graffiti</li> </ul>
Bus Stop/Schedule Information	<ul style="list-style-type: none"> <li>• Is useful to first-time riders</li> <li>• Helps identify the bus stop</li> <li>• Can communicate general system information</li> </ul>	<ul style="list-style-type: none"> <li>• Must be maintained to provide current route or schedule information</li> <li>• May be popular surface for graffiti</li> </ul>
Landscape Features	<ul style="list-style-type: none"> <li>• Improves overall passenger waiting experience</li> <li>• May improve passenger safety</li> </ul>	<ul style="list-style-type: none"> <li>• Can be costly</li> <li>• Can negatively affect sight distance.</li> </ul>
ITS Technology	<ul style="list-style-type: none"> <li>• Real-time arrival data dramatically improve passenger experience</li> </ul>	<ul style="list-style-type: none"> <li>• Expensive, up-front cost</li> </ul>

# CAPITAL ELEMENT

**Table VIII-5  
Bus Stop Levels and Amenities**

Components	Local	Primary Local	Transit Hub	Transit Center	Park-and-Ride Lot
Bus stop sign	●	●	●	●	●
Schedule	●	●	●	●	●
Disabled Access	●	●	●	●	●
Passenger Shelter		●	●	●	●
Route Map/Schedule		●	●	●	●
Benches		●	●	●	●
Trash Receptacle		●	●	●	●
System Map/Fare Info.		○	●	●	●
Lighting		○	●	●	●
Landscaping		○	○	●	●
Public Telephone		○	○	●	●
Bicycle Storage		○	○	●	●
Information Kiosk		○	●	●	●
Auto Parking			○	○	●
Real-Time Schedule Information (RTS)			○	○	○
Cash Machine			○	○	○
Post Office Vending			○	○	○
Retail Kiosk			○	○	○
Turnarounds			○	○	○
Concierge Services				○	○
Day Care Center				○	○
Joint Development				○	○
On-Site Management				○	○
Taxi Stand				○	○
Bathrooms			○	○	○
<p>Legend:</p> <ul style="list-style-type: none"> <li>● Essential</li> <li>○ Beneficial in Most Situations</li> <li>○ Beneficial in some Situations</li> </ul>					
<p>Notes:</p> <ol style="list-style-type: none"> <li>1) Essential amenities may not be possible in some locations due to physical attributes of the site, or cost disproportionate to the use of the bus stop.</li> <li>2) King County Metro does not provide most of the amenities on this list, so City or private participation is assumed to implement and maintain both essential and beneficial amenities for bus stops within Bellevue.</li> </ol>					

### **Transit Hubs**

The transit hub concept serves as a hybrid between the primary local stop and the transit center. The transit hub provides many of the same amenities found at a primary local stop, while also adding to the usefulness of neighborhood centers. They are located near activity centers such as college campuses, parks, government centers, and shopping areas. They have facilities that focus on conveniences in residential and mixed-use land types. The transit hub would include all of the items that are both essential and beneficial at a primary local stop. Additional amenities include items such as bicycle storage and an information kiosk. Some beneficial, but not necessary items would be public telephones, real-time bus arrival time information (ITS), bathrooms, a cash machine, and a retail kiosk. Transit hubs can be targeted for neighborhood commercial centers already containing many development pads for cash machines, photo drops, food concessions, postal outlets, and drop boxes.

### ***Proposed Bus Amenity Prioritization Methodology***

Each of the 828 transit stops within the City of Bellevue was analyzed to determine its potential position in the hierarchy presented as described in the previous section. The analysis was based on five categories:

- Number of Routes (1-3 points)
- On Transit Priority Network (1-3 points)
- Boardings (1-5 points)
- Transit Propensity (1-3 points)
- Proximity to Transit Attractors (0-2 points)

A scoring methodology was applied to each stop based on the above criteria. Each passenger stop was given a total score based on this evaluation. The stop was then assigned a position in the hierarchy (i.e., local transit stop, primary local stop, transit hub, etc.) based on the score it received. However, transit center classification was given to existing transit centers. As noted, transit centers are discussed in Chapter XI and are not included in the amenity hierarchy discussed here. The criteria and scoring system are explained in the following sections.

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## CAPITAL ELEMENT

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### Number of Routes

The number of routes determines the amount of transfer activity that is likely to occur. Stops with high transfer activity are usually classified as at least a primary local stop, and usually require additional amenities such as shelters and benches. The scoring methodology is shown below:

One Route	1 point
Two Routes	2 points
3 or more Routes	3 points

### On Transit Priority Network Status

The frequency of routes determines the likelihood of future boarding activity. Corridors with high service frequencies are likely to attract greater numbers of riders, and therefore should be targeted for improved amenities such as shelters and benches. The scoring methodology is shown below:

Local Transit Access	1 point
Minor Transit Corridor	2 points
Principal Transit Corridor	3 points
Transitway	3 points

### Boardings

The number of boardings determines the amount of pedestrian activity located at the stop (except at park-and-ride locations). A large number of boardings at a stop is usually due to greater transfer activity or nearby activity centers. The number of average daily weekday boardings was used to determine each stop's classification. Stops with high boardings are usually classified as at least a primary local stop that requires additional amenities, such as shelters and benches. Because this characteristic has the greatest impact on amenity needs, this criterion's scoring is weighted higher than other criterion:

0-10 boardings	1 point
10-25 boardings	3 points
25+ boardings	5 points

### Transit Propensity

Transit propensity measures the probability of transit ridership. Pedestrian projects in an area with higher transit propensity should be prioritized over those with lower transit propensity.

Transit propensity may be determined by population density, elderly population density, vehicle accessibility (auto ownership), and income. All four measures are readily

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## CAPITAL ELEMENT

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available from the 2000 Census. For the purposes of measuring transit propensity, elderly is defined as those 65 years of age or older. The four measures were chosen because:

- High population densities tend to foster greater transit use.
- Elderly are much more likely to use transit, therefore, elderly population is measured.
- People not owning automobiles are more likely to use transit than those who do.
- Low-income residents are more likely to use transit than high-income residents.

The City completed a GIS analysis on 2000 Census data that summarized the demographics of each census tract. The data in each census tract were grouped by statistical analysis into four different categories: low, medium-low, medium-high, and high. These categories were then assigned a corresponding point value of 1 to 4. The point values for each census tract were summed to produce an average propensity score between 4 and 16 points. For pedestrian projects in several census tracts, the average score of the affected tracts was calculated. The next step was to reduce the scores to high, medium, and low propensity. Census tracts that had propensity one standard deviation above the mean were assigned a high propensity, census tracts that had propensity one standard deviation below the mean were assigned a low propensity, and all other tracts were assigned a medium propensity.

The scoring methodology is shown below:

Low Transit Propensity	1 points
Medium Transit Propensity	2 point
High Transit Propensity	3 points

### Proximity to Transit Attractors

Transit attractors are defined as commute trip reduction employment sites, shopping and governmental facilities, libraries, hospitals, medical facilities, and other high pedestrian generators. Stops near several transit attractors are likely to generate more use, and thereby should be given additional weighting for stop amenities. The scoring methodology is shown below:

Within ¼ mile of Zero Transit Attractors–	0 points
Within ¼ mile of One Transit Attractors–	1 point
Within ¼ mile of Two or more Transit Attractors	2 points

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## CAPITAL ELEMENT

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### Hierarchy Application

Based on the total score, each stop was then categorized into a stop hierarchy. The scoring methodology is shown below:

Local Transit Stop	0-8 points
Primary Local Stop	9-12 points
Transit hub	13 or more points
Transit Center	Already designated

Based on the hierarchy application, the majority of bus stops within Bellevue are categorized as local transit stops, 430. An additional 354 stops are categorized as primary local stops, and 42 are categorized as transit hubs. The results of the hierarchy application are found in Table VIII-6.

**Table VIII-6  
Bus Stop Improvement Needs Summary<sup>5</sup>**

	Bellevue System	Upgrade Desired	Percent Complete	Cost to Complete
Transit Center Stops	11	0	100%	0
Transit hubs	36	36	0%	\$1,746,000
Primary Local Stops	241	171	29%	\$3,560,000
Local Transit Stops	535	535	0%	\$267,500
Total	823	742	10%	\$5,573,500

### Implementation Strategies

Several strategies have been identified to enhance the bus-riding experiences of transit patrons and provide community enhancement:

- *Work with Metro* – As the primary service provider and the agency currently responsible for the vast majority of bus stop amenities operations and maintenance, Metro will be responsible for implementing the recommended improvements. The City of Bellevue could continue and expand its involvement with Metro by remaining involved in corridor improvement programs (156th Avenue NE) and developing a Bus Zone Lighting Program. The City of Bellevue and Metro should also continue their successful efforts at obtaining ADA accessibility grants, which is currently being used to make bus stops accessible.

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<sup>5</sup> The cost estimates reflected in the table above are subject to further field evaluations. For example, the designation of "Primary Local Stops" presumes an aggressive shelter enhancement program throughout the City; this would include shelter installs at bus zones with less than 25 boardings per day (to encourage ridership at locations with market conditions suggesting untapped latent demand). At present, the above estimate reflects the high-end of the type of investments required. Were the sites reflected to receive a basic upgrade the cost could be as little as \$500 per location as compared to the \$20,000 per location reflected (which presumes a shelter install).



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## CAPITAL ELEMENT

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- *Work with Sound Transit* – Sound Transit provides high levels of service on several Bellevue corridors; the primary ones being 112th Avenue SE and Bellevue Way SE. Sound Transit, through its capital program, has developed a higher standard of bus stop amenities. The City of Bellevue should begin working with Sound Transit to provide these higher levels of bus stop amenities at stops served by Sound Transit on arterials. Bellevue Way SE should be the initial focus of this effort.
- *Implement Community Bus Stop Adoption* – The Lynx system in Orlando, Florida has been a front-runner in involving the community to assist in the design and maintenance of community bus stop facilities. The City of Bellevue should consider implementing a more involved bus stop adoption process with the ultimate goal of improving neighborhood amenities by having the neighborhoods themselves supporting this aim.
- *Create City of Bellevue Process to Fund Bus Stop Amenity Investments* – Due to funding constraints of the local transit service providers, cases will arise where bus stop amenity priorities for the City of Bellevue or one of its neighborhoods are not funded. To address this, the City should consider creating a process in its own CIP process to fund and construct bus stop facilities.

### ***Recommendations***

The bus stop may be the first image passengers have of transit service within the City of Bellevue, and one of the only lasting images for non-riders. Bus stop facilities are also an important piece of the urban, commercial, and neighborhood environments. Consistent, visible, and user-friendly bus stop design will provide the riders, and potential future riders, the confidence and security of a well-defined, identifiable system.

The description of desirable amenities for different types of stops is intended to illustrate what can be done to promote transit use and is not intended to imply that Metro will solely be responsible for providing these amenities. The placement of bus stops and bus stop spacing is primarily determined by Metro, although the access to the right-of-way or private property within the City of Bellevue is controlled by the City or other property owner.

Two different categories of recommendations are suggested for bus stop amenities within the City of Bellevue. The first category consists of global recommendations, which are applicable at every stop within the City. The other category of recommendations is site specific, and based on the bus stop amenity prioritization process outlined earlier.

### **Global Bus Stop Amenity Recommendations**

The following recommendations are applicable to every bus stop within the City of Bellevue.

- *Add Additional Passenger Information at Bus Stop* – The lack of information on bus stop signs continues to be a lost marketing opportunity for local transit operators. A non-transit user gains little from driving by a bus stop sign with a route number on it. The size of legible sign typeface and the number of routes that may serve a stop has led to information on King County Metro bus signs being limited to route numbers. To improve transit visibility, we recommend a sign template be developed for each set of stops served by common routes. Each sign template should have destinations for each route in text sized to be legible to drivers and include the King County Metro telephone number for rider information. In addition, small maps should be developed showing the routes serving a particular stop to allow pedestrians to see the intermediate destinations that are available. These signs would provide a sense of civic connection to transit service, and would improve transit patron way-finding, improve transit visibility, and give passers-by an opportunity to see where bus service actually goes. Ultimately, this recommendation will improve system marketing and potentially lead to higher ridership city-wide.
- *Refine Schedule Data in Bus Stop Schedule Holders* – Metro should be lauded for having schedule information at the majority of its stops. The information within the schedule holder, however, could be improved. We recommend replacing existing timepoint-based schedule information with a bus-stop specific schedule at every bus stop. The existing schedule information reflects timepoints, not the actual time buses arrive at that stop. Most people do not understand timepoints; they want to know “when will the bus be at my stop?” In addition, a small route map should also be included in the schedule information.
- *Make All Bus Stops ADA Accessible* – One of the City’s goals is to improve accessibility and meet ADA standards. The existing ADA grant efforts confirm this commitment. We recommend that the City continue to support Metro’s efforts to upgrade all bus stops within Bellevue to an accessible standard. Figure VIII-4 and Table VIII-2 show the inaccessible bus stops in Bellevue. These stops should be prioritized for improvements as funding becomes available. In this regard, higher ridership stops should be prioritized for accessibility improvements over lower ridership stops. Upgrading the 113 inaccessible Bellevue stops to current accessible standards will require at a minimum \$1,000,000<sup>6</sup>. The costs presented here do not include the cost to the City to install a continuous sidewalk for the block where the stop exists, and for the distance necessary to form a connected ADA pathway.

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<sup>6</sup> Based on an average cost of \$8,666 per improvement (derived from \$156,000 ADA grant fixing 18 stops in Bellevue). For many of the inaccessible bus stops, the average cost of \$8,666 significantly understates the level of effort necessary. Each stop must be examined separately for a more detailed cost estimate.

### Individual Bus Stop Amenity Recommendations

Based on the quantitative analysis done using six different evaluation criteria outlined earlier, every bus stop in Bellevue has been assigned one of three different amenity level categories.<sup>7</sup> Of the 823 stops, it is recommended that new shelters be installed at 186 locations, primarily at transit hubs and primary local stops. The total capital cost estimate for transit-related improvements is \$5,573,500 not including contingency costs (Table VIII-6). Capital improvement recommendations are shown in Table VIII-7.

There are 36 stops shown in Table VIII-7 that are categorized as transit hubs, estimated to cost approximately \$58,000 per location. As outlined in Table VIII-5, each transit hub should include bus stop signage, schedule information, ADA accessibility, shelters, system maps, schedules and fare information, benches, trash cans, landscaping, public telephone lighting, and an information kiosk. Some beneficial, but not necessary items may include public and courtesy telephones, computer bulletin, bathrooms, a cash machine and a retail kiosk. The total estimated cost for these amenities is \$1,746,000, with King County Metro provided amenities comprising only a portion of this total. Some of the amenities reflected would be privately owned and maintained. The City and Metro would need to develop an aggressive program to recruit private provision of these amenities. The City would also need to consider whether or not zoning regulations would have to be altered to allow these activities to take place adjacent to these transit hubs.

The 241 stops shown in Table VIII-7 are categorized as primary local stops. As outlined in Table VIII-5, each primary local stop should have the following amenities: bus stop signage, schedule information, ADA accessibility, shelters, system maps, schedules and fare information, benches, trash cans. Some beneficial, but not necessary items for primary local stops are landscaping, public telephones, lighting, and bicycle storage. Each primary local stop is estimated to cost approximately \$20,000, including labor for installation. The total estimated cost for primary local stops improvements is \$3,560,000.

The remaining 535 Bellevue transit stops are classified as local transit stops. As mentioned in the “Global Bus Stop Amenity Recommendation” section, each of these stops should receive upgraded signage, schedule information, and ADA accessibility; in addition to the local stop amenities outlined in Table VIII-5. Each local transit stop is estimated to cost at minimum approximately \$500, including labor for installation. The total estimated cost for improvements to local transit stops is \$267,500.

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<sup>7</sup> The quantitative analysis conducted as part of the Bellevue Transit Plan does not account for site specific issues that would preclude the implementation of recommendations identified in this section. It is not clear, that zones on the list are eligible for shelters due to lack of room for a shelter because of limited ROW or pre-existing awnings, safety concerns with existing driveways, or are deactivated stops that are not in current use or layover stops where boarding counts indicate driver ons and offs. Occasionally physical restrictions inhibit the construction of bus stop shelters. For instance, some stops have physical barriers (such as being adjacent to a rockery), which preclude installing a shelter without significant retaining wall modifications. The consequent high cost of installation would preclude a shelter being installed, despite the high number of boardings. The placement of new shelters also needs to consider sight distance from adjacent streets and driveways, as well as clear zone setbacks for adjacent vehicular traffic. These and other traffic engineering elements would need to be addressed during the shelter design and approval process.

# CAPITAL ELEMENT

**Table VIII-7  
Evaluation of Existing Bus Stops**

Stop No.	On Street	Cross Street	No. of Routes	Transit Priority Network	Boardings	Transit Propensity	Transit Attractors	Assigned Hierarchy†	Cost
67013	EASTGATE P&R BAY	SE EASTGATE WY	0	3	1	2	2	T	N/A
67014	EASTGATE P & R	BAY 2	3	3	5	2	2	T	N/A
67015	EASTGATE P & R	BAY 1	3	3	5	2	2	T	N/A
67653	NE 6 ST BAY B	108 AV NE	3	3	5	3	2	T	N/A
67654	NE 6 ST BAY C	110 AV NE	3	3	5	3	2	T	N/A
68007	108 AV NE BAY A	NE 6 ST (BTC ENTR)	3	3	5	3	2	T	N/A
68047	106 AV NE	NE 6 ST	3	3	5	3	2	T	N/A
68048	106 AV NE	NE 6 ST	3	3	5	3	2	T	N/A
84268	S BELLEVUE P & R	BAY 2	3	3	5	2	0	T	N/A
84292	BELLEVUE WY SE	S.BELV. P&R (BAY 1)	3	3	5	2	0	T	N/A
85630	108 AV NE BAY D	NE 6 ST	3	3	5	3	2	T	N/A
65327	SE EASTGATE WY	14360 DRWY	3	3	5	2	2	TH	\$58,000
67022	142 PL SE	SE 32 ST	3	3	5	2	2	TH	\$40,000
67430	NE 8 ST	164 AV NE	3	3	5	3	1	TH	\$58,000
67460	NE 8 ST	156 AV NE	3	3	5	3	2	TH	\$40,000
67470	NE 8 ST	156 AV NE	3	3	5	3	2	TH	\$40,000
67480	NE 8 ST	153 AV NE	3	3	5	3	1	TH	\$40,000
67510	NE 8 ST	143 AV NE	3	3	5	3	1	TH	\$40,000
67570	NE 8 ST	124 AV NE	3	3	5	2	2	TH	\$40,000
67580	NE 8 ST	120 AV NE	3	3	5	2	2	TH	\$58,000
67610	NE 8 ST	108 AV NE	3	3	5	3	2	TH	\$58,000
67620	BELLEVUE WY NE	NE 4 ST	3	3	5	3	2	TH	\$58,000
67636	110 AV NE	NE 12 ST	3	3	5	3	2	TH	\$58,000
68085	NE 8 ST	116 AV NE	3	3	5	2	2	TH	\$40,000
68150	NE 8 ST	140 AV NE	3	3	5	3	1	TH	\$40,000
68200	NE 8 ST	156 AV NE	2	3	5	3	2	TH	\$40,000
68360	156 AV NE	NE NORTHUP WY	3	3	5	2	2	TH	\$40,000
68410	156 AV NE	NE 16 PL	3	3	5	3	1	TH	\$40,000
68420	156 AV NE	NE 15 PL	3	3	5	3	1	TH	\$58,000
68435	156 AV NE	NE 13 ST	3	3	5	3	2	TH	\$58,000
68438	156 AV NE	NE 10 ST	3	3	5	3	2	TH	\$40,000
68440	156 AV NE	NE 8 ST	3	3	5	3	2	TH	\$40,000
68750	156 AV NE	NE 10 ST	3	3	5	3	2	TH	\$40,000
68770	156 AV NE	NE 15 ST	3	3	5	3	2	TH	\$58,000
68780	156 AV NE	1616 (ADDRESS)	3	3	5	3	1	TH	\$58,000
69022	NE 10 ST	102 AV NE	2	3	5	3	2	TH	\$58,000
69024	NE 10 ST	BELLEVUE WY NE	2	3	5	3	2	TH	\$58,000
69025	NE 10 ST	108 AVE NE	2	3	5	3	2	TH	\$58,000
70608	NE 8 ST	102 AV NE	3	3	5	3	2	TH	\$40,000
74460	108 AV NE	NE NORTHUP WY	3	3	5	2	2	TH	\$58,000
79868	FACTORIA BLVD SE	SE 38 ST (OPP 7-11)	3	3	5	2	2	TH	\$58,000
80412	FACTORIA BLVD SE	SE 38 ST (OPP BANK)	3	3	5	2	2	TH	\$40,000
80492	112 AV NE	NE 4 ST	3	3	5	3	2	TH	\$58,000

† T = Transit Center, TH = Transit Hub, P = Primary Local Stop, L = Local Transit Stop

# CAPITAL ELEMENT

**Table VIII-7 (continued)  
Evaluation of Existing Bus Stops**

Stop No.	On Street	Cross Street	No. of Routes	Transit Priority Network	Boardings	Transit Propensity	Transit Attractors	Assigned Hierarchy†	Cost
80570	116 AV SE	SE 1 ST	3	3	5	2	2	TH	\$40,000
85410	I-90 (WB ON RAMP)	RICHARDS ROAD	3	3	5	2	2	TH	\$40,000
85640	NE 4 ST	108 AV NE	3	3	5	3	2	TH	\$58,000
85770	BELLEVUE WY NE	NE 10 ST	2	3	5	3	2	TH	\$40,000
64750	SE ALLEN RD	138 AV SE	3	3	1	2	1	P	\$20,000
64760	SE ALLEN RD	SE NEWPORT WY	3	3	3	2	1	P	\$2,000
64780	SE NEWPORT WY	129 PL SE	3	3	3	2	0	P	\$20,000
64790	FACTORIA BLVD SE	COAL CREEK PKWY	3	3	3	2	0	P	\$2,000
64835	SE 41 PL	124 AV SE	3	3	3	2	1	P	\$20,000
64845	SE NEWPORT WY	FACTORIA BLVD SE	3	3	5	2	0	P	\$2,000
65300	SE EASTGATE WY	RICHARDS RD	3	3	1	2	2	P	\$20,000
65305	SE EASTGATE WY	146 PL SE	3	3	1	2	2	P	\$20,000
65310	SE EASTGATE WY	148 AV SE	3	3	3	2	1	P	\$20,000
65320	SE EASTGATE WY	150 AV SE	3	3	1	2	1	P	\$20,000
65323	SE EASTGATE WY	160 AV SE	3	3	1	1	2	P	\$20,000
65325	SE EASTGATE WY	146 PL SE	3	3	1	2	2	P	\$20,000
65328	SE EASTGATE WY	158 AV SE	3	3	1	2	2	P	\$20,000
65329	SE EASTGATE WY	158 AV SE	3	3	1	1	2	P	\$20,000
65335	SE EASTGATE WY	SE 35 PL	3	3	1	1	2	P	\$20,000
65480	SE 60 ST	123 AV SE	2	2	5	2	0	P	\$2,000
65500	119 AV SE	SE 58 ST	3	2	5	2	0	P	\$2,000
65520	119 AV SE	SE 52 ST	3	2	3	2	0	P	\$20,000
65630	119 AV SE	SE 58 ST	3	2	3	2	0	P	\$2,000
66710	164 AV NE	NE 24 ST	3	3	3	2	0	P	\$2,000
66720	164 AV NE	NE 24 ST	3	3	5	2	0	P	\$20,000
66780	164 AV NE	NE 8 ST	2	3	1	3	1	P	\$2,000
66790	164 AV NE	NE 6 ST	2	3	1	3	1	P	\$20,000
67012	SE 35 PL	SE EASTGATE WY	3	3	1	1	2	P	\$20,000
67019	139 AV SE	SE EASTGATE WY	3	3	1	2	2	P	\$20,000
67024	SE 36 ST	142 PL SE	3	3	1	2	2	P	\$20,000
67026	SE 36 ST	136 PL SE	3	3	1	2	2	P	\$20,000
67028	SE 36 ST	13451 DRWY	3	3	1	2	2	P	\$20,000
67032	SE 36 ST	132 AV SE	3	3	1	2	2	P	\$20,000
67034	SE 36 ST	FACTORIA BLD SE	3	3	1	2	2	P	\$20,000
67230	164 AV NE	NE 4 ST	3	3	1	3	0	P	\$20,000
67240	164 AV NE	NE 6 ST	3	3	1	2	1	P	\$20,000
67280	164 AV NE	NE 16 PL	3	2	3	2	0	P	\$20,000
67440	NE 8 ST	164 AV NE	3	3	1	3	2	P	\$20,000
67450	NE 8 ST	164 AV NE	3	3	3	3	2	P	\$2,000
67500	NE 8 ST	148 AV NE	3	3	5	3	0	P	\$2,000
67520	NE 8 ST	140 AV NE	3	3	5	3	0	P	\$2,000
67530	NE 8 ST	136 AV NE	3	3	5	3	0	P	\$2,000
67560	NE 8 ST	126 AV NE	3	3	3	2	0	P	\$2,000
67612	NE 8 ST	106 AV NE	2	3	3	3	2	P	\$2,000

† T = Transit Center, TH = Transit Hub, P = Primary Local Stop, L = Local Transit Stop

# CAPITAL ELEMENT

**Table VIII-7 (continued)**  
**Evaluation of Existing Bus Stops**

Stop No.	On Street	Cross Street	No. of Routes	Transit Priority Network	Boardings	Transit Propensity	Transit Attractors	Assigned Hierarchy†	Cost
67625	105 AV NE	NE 2 ST	1	3	3	3	2	P	\$20,000
67630	BELLEVUE WY NE	NE 1 ST	3	3	5	3	0	P	\$20,000
67637	110 AV NE	NE 10 ST	2	3	3	3	2	P	\$20,000
67640	BELLEVUE WY SE	MAIN ST	3	3	5	3	0	P	\$2,000
67650	BELLEVUE WY SE	SE 3 ST	3	3	5	2	0	P	\$2,000
67660	BELLEVUE WY SE	SE 6 ST	3	3	1	2	1	P	\$20,000
67670	BELLEVUE WY SE	SE 6 ST	3	3	1	2	1	P	\$2,000
67700	BELLEVUE WY SE	SE 11 ST	3	3	5	2	1	P	\$20,000
67720	BELLEVUE WY SE	SE 16 ST	3	3	5	2	0	P	\$2,000
67943	108 AV SE	SE 10 ST	1	3	3	2	1	P	\$20,000
67990	BELLEVUE WY SE	SE 10 ST	3	3	1	2	1	P	\$20,000
68000	BELLEVUE WY SE	SE 6 ST	3	3	1	2	1	P	\$20,000
68010	BELLEVUE WY SE	SE 6 ST	3	3	1	2	1	P	\$20,000
68020	BELLEVUE WY SE	SE 3 ST	3	3	5	3	0	P	\$20,000
68023	106 AVE NE	NE 10 ST	3	3	1	3	2	P	\$20,000
68026	106 AVE NE	NE 10 ST	3	3	1	3	2	P	\$20,000
68035	BELLEVUE WY NE	MAIN ST	3	3	5	3	0	P	\$20,000
68042	NE 4 ST	105 AV NE	3	3	3	3	2	P	\$20,000
68058	NE 12 ST	112 AV NE	1	3	1	3	2	P	\$20,000
68063	NE BEL-RED RD	148 AV NE	2	3	1	3	1	P	\$20,000
68066	NE BEL-RED RD	124 AV NE	2	3	1	2	2	P	\$20,000
68069	NE BEL-RED RD	143 AV NE	2	3	1	3	1	P	\$20,000
68081	NE 8 ST	118 AV NE	3	3	3	2	2	P	\$20,000
68090	NE 8 ST	120 AV NE	3	3	3	2	2	P	\$20,000
68100	NE 8 ST	124 AV NE	3	3	3	2	1	P	\$2,000
68110	NE 8 ST	126 PL NE	3	3	3	2	0	P	\$2,000
68135	NE 8 ST	136 AV NE	3	3	3	3	0	P	\$2,000
68140	NE 8 ST	140 AV NE	3	3	5	3	0	P	\$2,000
68160	NE 8 ST	143 AV NE	3	3	3	3	1	P	\$2,000
68165	NE 8 ST	143 AV NE	3	3	3	3	1	P	\$2,000
68167	NE 8 ST	143 AV NE	3	3	3	3	1	P	\$20,000
68180	NE 8 ST	148 AV NE	3	3	3	3	0	P	\$2,000
68190	NE 8 ST	153 AV NE	3	3	1	3	1	P	\$2,000
68210	NE 8 ST	156 AV NE	2	3	3	3	2	P	\$2,000
68220	NE 8 ST	164 AV NE	2	3	1	3	2	P	\$20,000
68230	NE 8 ST	164 AV NE	2	3	1	3	2	P	\$20,000
68240	NE 8 ST	164 AV NE	1	3	3	2	1	P	\$20,000
68370	NE 24 ST	156 AV NE	3	3	3	2	1	P	\$20,000
68372	NE 24 ST	160 AV NE	3	3	1	2	1	P	\$20,000
68390	156 AV NE	NE 24 ST	3	3	5	2	1	P	\$2,000
68400	156 AV NE	NE NORTHUP WY	3	3	3	3	1	P	\$2,000
68460	156 AV NE	NE 4 ST	3	3	1	3	1	P	\$2,000
68470	156 AV NE	NE 1 ST	3	3	1	3	0	P	\$20,000
68490	156 AV SE	SE 4 ST	3	3	1	2	1	P	\$20,000

† T = Transit Center, TH = Transit Hub, P = Primary Local Stop, L = Local Transit Stop

# CAPITAL ELEMENT

**Table VIII-7 (continued)  
Evaluation of Existing Bus Stops**

Stop No.	On Street	Cross Street	No. of Routes	Transit Priority Network	Boardings	Transit Propensity	Transit Attractors	Assigned Hierarchy†	Cost
68500	LK HILLS BLVD	156 AV SE	3	3	3	2	2	P	\$20,000
68510	LK HILLS BLVD	154 AV SE	3	3	3	2	2	P	\$2,000
68520	LK HILLS BLVD	150 PL SE	3	3	1	2	2	P	\$20,000
68530	LK HILLS BLVD	SE 12 PL	3	3	1	2	1	P	\$20,000
68540	148 AV SE	LK HILLS BLVD	3	3	3	2	0	P	\$2,000
68560	148 AV SE	SE 22 ST	3	3	5	2	1	P	\$2,000
68570	148 AV SE	SE 24 ST	3	3	1	2	2	P	\$2,000
68582	LANDERHOLM CIR	148 AV SE	3	3	1	2	1	P	\$20,000
68584	148 AV SE	SE 28 ST	3	3	1	2	1	P	\$20,000
68590	148 AV SE	SE 28 ST	3	3	1	2	1	P	\$20,000
68596	145 PL SE	LK HILLS BLVD	1	3	3	3	0	P	\$2,000
68597	140 AV SE	LK HILLS CONN	1	3	3	3	0	P	\$20,000
68598	LK HILLS CONN	140 AV SE	2	3	5	3	0	P	\$2,000
68610	148 AV SE	SE 24 ST	3	3	3	2	2	P	\$2,000
68612	SE 24 ST	148 AV SE	3	3	1	2	1	P	\$20,000
68613	SE 24 ST	145 PL SE	3	3	3	2	1	P	\$20,000
68620	148 AV SE	SE 22 ST	3	3	5	2	1	P	\$2,000
68630	148 AV SE	SE 16 ST	3	3	5	2	0	P	\$2,000
68640	LK HILLS BLVD	148 AV SE	3	3	3	2	0	P	\$2,000
68650	LK HILLS BLVD	SE 12 PL	3	3	1	2	2	P	\$20,000
68660	LK HILLS BLVD	150 PL SE	3	3	1	2	2	P	\$20,000
68670	LK HILLS BLVD	154 AV SE	3	3	3	2	2	P	\$2,000
68680	156 AV SE	SE LK HILLS BLVD	3	3	3	2	2	P	\$20,000
68700	156 AV NE	MAIN ST	3	3	1	3	0	P	\$20,000
68710	156 AV NE	NE 1 ST	3	3	1	3	0	P	\$20,000
68720	156 AV NE	NE 4 ST	3	3	1	3	1	P	\$20,000
68740	156 AV NE	NE 8 ST	3	3	1	3	2	P	\$20,000
68782	156 AV NE	NE NORTHUP WY	3	3	1	3	1	P	\$20,000
68784	156 AV NE	NE 28 ST	3	3	5	1	1	P	\$2,000
68804	ADDR 15727 DRWY	NE 4 ST	2	3	5	3	1	P	\$20,000
68930	BELLEVUE WY NE	NE 30 PL	3	2	3	2	1	P	\$2,000
69010	BELLEVUE WY NE	NE 12 ST	3	3	1	3	2	P	\$2,000
69027	NE 10 ST	108 AV NE	3	3	1	3	2	P	\$20,000
69029	NE 10 ST	BELLEVUE WY NE	3	3	1	3	2	P	\$20,000
70520	NE 23 ST	98 AV NE	2	2	3	2	2	P	\$20,000
70596	NE 8 ST	100 AV NE	2	3	1	2	2	P	\$20,000
70600	BELLEVUE WY SE	108 AV SE	3	3	1	2	1	P	\$20,000
70607	NE 8 ST	BELLEVUE WY NE	2	3	1	3	2	P	\$20,000
70610	100 AV NE	NE 10 ST	1	3	1	3	2	P	\$20,000
70619	NE 8 ST	100 AV NE	2	3	3	2	1	P	\$2,000
70682	116 AV NE	NE 8 ST	3	3	1	2	2	P	\$20,000
70796	140 AV NE	NE 8 ST	2	3	1	3	1	P	\$20,000
70804	140 AV SE	SE 3 PL	2	2	3	3	0	P	\$20,000
70812	SE 8 ST (WILBUR PR)	I-405 (SB OFF RAMP)	2	3	1	2	2	P	\$2,000

† T = Transit Center, TH = Transit Hub, P = Primary Local Stop, L = Local Transit Stop

# CAPITAL ELEMENT

**Table VIII-7 (continued)**  
**Evaluation of Existing Bus Stops**

Stop No.	On Street	Cross Street	No. of Routes	Transit Priority Network	Boardings	Transit Propensity	Transit Attractors	Assigned Hierarchy†	Cost
70822	SE 8 ST	118 AV SE	2	3	1	2	2	P	\$20,000
70830	140 AV SE	SE 3 PL	2	2	3	3	0	P	\$20,000
70865	116 AVE NE	NE 2 PL	3	3	1	2	2	P	\$20,000
71280	NE 24 ST	167 AV NE	2	3	3	2	0	P	\$2,000
71290	NE 24 ST	164 AV NE	2	3	3	2	0	P	\$20,000
71310	NE 24 ST	160 AV NE	3	3	1	2	1	P	\$20,000
71320	NE 24 ST	156 AV NE	3	3	1	2	1	P	\$20,000
71331	152 AV NE	NE 24 ST	3	3	5	1	1	P	\$20,000
71686	156 AV SE	SE 10 ST	2	3	1	2	2	P	\$20,000
71866	NE 20 ST	NE BEL-RED RD	3	3	1	3	1	P	\$20,000
72870	150 AV SE	SE 38 ST	3	3	3	2	0	P	\$20,000
72880	150 AV SE	SE EASTGATE WY	3	3	3	2	1	P	\$20,000
72932	NE 8 ST	98 AV NE	2	3	3	2	0	P	\$2,000
72983	KELSEY CK RD	TYE RIVER RD	3	3	5	2	1	P	\$2,000
72985	KELSEY CK RD	TYE RIVER RD	3	3	5	2	1	P	\$2,000
73049	NE 8 ST	106 AV NE	3	3	1	3	2	P	\$2,000
73053	116 AV NE	1041 ADD. OP-1040	2	3	3	1	1	P	\$20,000
73080	150 AV SE	SE EASTGATE WY	3	3	3	2	1	P	\$20,000
73240	148 AV NE	NE 51 ST	3	3	5	2	1	P	\$2,000
73242	148 AV NE	VFW POST (2995)	3	3	5	2	0	P	\$20,000
73244	148 AV NE	4685 DRWY	3	3	5	2	0	P	\$20,000
73246	148 AV NE	4207 PP #4309	3	3	5	2	1	P	\$2,000
73248	148 AV NE	NE 40 ST	3	3	5	2	1	P	\$20,000
73250	148 AV NE	NE 37 PL	3	3	5	2	1	P	\$2,000
73260	148 AV NE	NE 36 ST	3	3	5	2	0	P	\$2,000
73270	148 AV NE	NE 34 ST	3	3	5	2	0	P	\$20,000
73282	148 AV NE	NE 32 ST	3	3	5	2	0	P	\$2,000
73290	148 AV NE	NE 29 PL	3	3	5	2	0	P	\$20,000
73351	148 AV NE	NE 55 ST	3	3	3	2	1	P	\$2,000
74155	INTL SCHOOL PARK	128 AVE SE	3	3	5	2	0	P	\$20,000
74158	112 AV NE	ADDR 2229 DRWY	2	3	1	2	2	P	\$20,000
74442	108 AV NE	NE 38 PL	3	3	1	1	2	P	\$20,000
74446	NORTHUP WY	3000 NORTHUP	3	3	1	1	2	P	\$20,000
74447	NORTHUP WY	3000 NORTHUP	3	3	1	2	2	P	\$20,000
74448	NORTHUP WY	NE 33 PL	3	3	1	2	2	P	\$20,000
74450	S KIRKLAND P & R	SHELTER LOAD ZN	3	3	5	1	2	P	\$2,000
74451	NORTHUP WY	NE 33 PL	3	3	1	2	2	P	\$20,000
74453	NORTHUP WY	NE 28 ST	3	3	1	1	2	P	\$20,000
74455	NORTHUP WY	NE 28 ST	3	3	1	2	2	P	\$20,000
74461	112 AV NE	NE 24 ST	2	3	1	2	2	P	\$20,000
74462	112 AV NE	BELLWOOD OFF PK	2	3	1	2	2	P	\$20,000
74512	112 AV NE	NE 12 ST	2	3	1	2	2	P	\$20,000
74517	112 AV NE	UNISYS (DRWY)	2	3	1	2	2	P	\$20,000
74518	112 AV NE	EVERWOOD PARK	2	3	1	2	2	P	\$20,000

† T = Transit Center, TH = Transit Hub, P = Primary Local Stop, L = Local Transit Stop



# CAPITAL ELEMENT

**Table VIII-7 (continued)  
Evaluation of Existing Bus Stops**

Stop No.	On Street	Cross Street	No. of Routes	Transit Priority Network	Boardings	Transit Propensity	Transit Attractors	Assigned Hierarchy†	Cost
74519	112 AV NE	NE 24 ST	2	3	1	2	2	P	\$20,000
74520	108 AV NE	NE NORTHUP WY	3	3	1	1	2	P	\$20,000
74525	NE 20 ST	NE BEL-RED RD	3	3	1	2	1	P	\$20,000
74537	NE 20 ST	136 PL NE	3	3	3	1	0	P	\$20,000
74538	NE 20 ST	136 PL NE	3	3	3	1	0	P	\$20,000
79862	SE 36 ST	FACTORIA BLVD SE	3	3	3	2	2	P	\$20,000
79864	SE 36 ST	132 AV SE	3	3	1	2	2	P	\$20,000
79870	FACTORIA BLVD SE	SE 38 ST	3	3	1	2	2	P	\$2,000
79872	SE 36 ST	13451 DRWY	3	3	1	2	2	P	\$20,000
79874	SE 36 ST	136 PL SE	3	3	1	2	2	P	\$20,000
79876	SE 36 ST	142 PL SE	3	3	1	2	2	P	\$20,000
79878	142 PL SE	SE 32 ST	3	3	1	2	2	P	\$20,000
79879	139 AV SE	SE EASTGATE WY	3	3	1	2	2	P	\$20,000
79880	FACTORIA BLVD SE	SE 40 LN	3	3	5	2	1	P	\$20,000
79890	FACTORIA BLVD SE	SE 42 ST	3	3	5	2	0	P	\$20,000
79892	RICHARDS RD	SE 32 ST	3	3	1	2	2	P	\$20,000
79900	FACTORIA BLVD SE	SE NEWPORT WY	3	3	5	2	0	P	\$20,000
80380	FACTORIA BLVD SE	SE NEWPORT WY	3	3	5	2	0	P	\$20,000
80390	FACTORIA BLVD SE	SE 42 ST	3	3	5	2	1	P	\$20,000
80400	FACTORIA BLVD SE	SE 40 LN	3	3	5	2	1	P	\$20,000
80409	124 AV SE	SE 41 PL	3	3	1	2	1	P	\$20,000
80410	FACTORIA BLVD SE	SE 38 ST	3	3	1	2	2	P	\$20,000
80489	112 AV NE	NE 4 ST	2	3	1	3	2	P	\$20,000
80491	I-405 (NB ON RAMP)	NE 4 ST	3	3	1	2	2	P	\$2,000
80493	I-405 (SB ON RAMP)	NE 4 ST	3	3	3	3	2	P	\$20,000
80495	NE 4 ST	I-405 (ES)	3	3	1	2	2	P	\$20,000
80497	NE 4 ST	I-405 (WS)	3	3	3	3	2	P	\$20,000
80565	116 AV SE	SE 1 ST	3	3	3	2	2	P	\$2,000
80571	116 AV NE	NE 2 PL	2	3	1	2	2	P	\$20,000
80572	116 AV NE	NE 2 PL	3	3	1	2	2	P	\$20,000
81633	NORTHUP WY	130 AV NE	3	3	5	1	1	P	\$20,000
82718	I-405 (SB OFF RAMP)	SE 8 ST	3	3	1	2	2	P	\$2,000
82740	112 AV SE	MAIN ST	2	3	1	2	2	P	\$20,000
82741	112 AV SE	MAIN ST	2	3	1	3	2	P	\$20,000
82750	112 AV SE	SE 1 PL	2	3	1	2	2	P	\$20,000
82760	112 AV SE	SE 4 ST	2	3	1	2	2	P	\$20,000
82780	I-405 (NB ON RAMP)	112 AV SE (EXIT 9)	3	3	5	2	0	P	\$2,000
82785	I-405 (NB ON RAMP)	COAL CREEK PKWY	3	3	3	2	0	P	\$2,000
82787	I-405 (NB ON RAMP)	SE 8 ST	2	3	3	2	2	P	\$2,000
82790	112 AV SE	SE 4 ST	2	3	1	2	2	P	\$20,000
82800	112 AV SE	SE 4 ST	2	3	1	2	2	P	\$20,000
82810	MAIN ST	112 AV NE	1	3	1	3	2	P	\$20,000
82834	MAIN ST	100 AV NE	1	3	1	3	2	P	\$20,000
82836	100 AV NE	NE 4 ST	1	3	1	3	2	P	\$20,000

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# CAPITAL ELEMENT

**Table VIII-7 (continued)**  
**Evaluation of Existing Bus Stops**

Stop No.	On Street	Cross Street	No. of Routes	Transit Priority Network	Boardings	Transit Propensity	Transit Attractors	Assigned Hierarchy†	Cost
84250	112 AV SE	SE 8 ST	2	3	1	2	2	P	\$20,000
84260	112 AV SE	SE 15 ST	2	3	1	2	2	P	\$20,000
84300	112 AV SE	SE 15 ST	2	3	1	2	2	P	\$20,000
84310	112 AV SE	SE 8 ST	2	3	1	2	2	P	\$20,000
84810	148 AV NE	NE 24 ST	3	3	1	1	2	P	\$20,000
84820	148 AV NE	NE 20 ST	3	3	5	1	1	P	\$2,000
84821	NE BEL-RED RD	152 AV NE	2	3	1	3	1	P	\$20,000
84824	NE BEL-RED RD	140 AV NE	2	3	5	1	1	P	\$20,000
84830	148 AV NE	NE 15 ST	2	3	1	3	1	P	\$20,000
84860	148 AV NE	NE 8 ST	2	3	5	3	0	P	\$2,000
84890	148 AV SE	MAIN ST	3	3	5	3	0	P	\$20,000
84900	148 AV SE	SE 8 ST	3	3	1	3	0	P	\$2,000
84920	148 AV NE	MAIN ST	2	3	5	3	0	P	\$2,000
85040	108 AV NE	NE 38 PL	3	3	1	1	2	P	\$20,000
85487	108 AV NE	NE 2 PL	2	3	1	3	2	P	\$20,000
85489	108 AV NE	NE 2 ST	2	3	3	3	2	P	\$20,000
85646	NE 4 ST	I-405 (NB ON RAMP)	3	3	1	2	2	P	\$20,000
85650	NE 4 ST	BELLEVUE WY NE	1	3	1	3	2	P	\$20,000
85669	NE 8 ST	102 AV NE	2	3	3	3	2	P	\$2,000
85670	NE 4 ST	102 AV NE	1	3	1	3	2	P	\$20,000
85685	MAIN ST	100 AV NE	1	3	1	3	2	P	\$20,000
85730	108 AV NE	NE 2 ST	2	3	3	3	2	P	\$20,000
85737	108 AV NE	MAIN ST	2	3	3	3	2	P	\$20,000
85750	BELLEVUE WY NE	NE 4 ST	1	3	5	3	2	P	\$20,000
86750	BELLEVUE WAY NE	NE 6 ST	2	3	1	3	2	P	\$20,000
98730	114 AV NE	NE 6 ST	3	3	5	3	2	Layover	
74456	EAST BASE RD	124 AV NE	0	3	1	1	0	Bus Base	
74457	EAST BASE RD	124 AV NE	2	3	3	1	0	Bus Base	
64045	COAL CREEK PKWY	I-405 (SB ON RAMP)	3	3	1	2	0	L	\$500
64056	SE 63 ST	155 AV SE	1	2	1	2	0	L	\$500
64057	SE 63 ST	155 AV SE	1	2	1	2	0	L	\$500
64605	W LK SAMM PKWY	SR 901	1	3	1	1	0	L	\$500
64610	SE NEWPORT WY	17025 (MAILBOX)	2	3	1	1	0	L	\$500
64770	SE NEWPORT WY	133 AV SE	3	3	1	2	0	L	\$500
64800	COAL CREEK PKWY	124 AV SE	3	3	1	2	0	L	\$500
64810	COAL CREEK PKWY	119 AV SE	3	3	1	2	0	L	\$500
64820	COAL CREEK PKWY	119 AV SE	3	3	1	2	0	L	\$500
64821	COAL CREEK PKWY	119 AV SE	3	3	1	2	0	L	\$500
64830	COAL CREEK PKWY	124 AV SE	3	3	1	2	0	L	\$500
64840	FACTORIA BLVD SE	COAL CREEK PKWY	3	3	1	2	0	L	\$500
64860	SE NEWPORT WY	133 AV SE	3	3	1	2	0	L	\$500
64862	SE 56 ST	123 AV SE	1	2	1	2	0	L	\$500
64864	SE 56 ST	128 AV SE	1	1	1	1	0	L	\$500
64866	125 AV SE	SE 60 ST	1	2	1	1	0	L	\$500

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# CAPITAL ELEMENT

**Table VIII-7 (continued)**  
**Evaluation of Existing Bus Stops**

Stop No.	On Street	Cross Street	No. of Routes	Transit Priority Network	Boardings	Transit Propensity	Transit Attractors	Assigned Hierarchy†	Cost
64868	SE 63 PL	127 PL SE	1	2	1	1	0	L	\$500
64870	SE ALLEN RD	SE NEWPORT WY	3	3	1	2	0	L	\$500
64871	SE 63 PL	127 PL SE	1	1	1	1	0	L	\$500
64873	125 AV SE	SE 60 ST	1	2	1	1	0	L	\$500
64875	SE 56 ST	128 AV SE	1	1	1	1	0	L	\$500
64877	SE 56 ST	123 AV SE	1	2	1	2	0	L	\$500
64880	SE ALLEN RD	138 AV SE	3	3	1	2	0	L	\$500
64951	SE 36 ST	150 AV SE	1	3	1	2	0	L	\$500
64952	SE 36 ST	150 AV SE	1	3	1	2	0	L	\$500
64953	SE 36 ST	142 PL SE	1	3	1	2	2	L	\$500
64960	SE NEWPORT WY	151 AV SE	2	3	1	2	0	L	\$500
64980	SE NEWPORT WY	156 AV SE	2	2	1	2	0	L	\$500
65014	SE NEWPORT WY	SR-901 (W LK SAM)	2	3	1	1	0	L	\$500
65015	W LAKE SAMM. P.	SE NEWPORT WY	2	3	1	1	0	L	\$500
65020	SE NEWPORT WY	SE 42 PL	2	3	1	1	0	L	\$500
65023	W LK SAMM PKWY	SR-901	1	3	1	1	0	L	\$500
65157	SE NEWPORT WY	SOMERSET BLVD SE	3	3	1	2	0	L	\$500
65159	SE NEWPORT WY	SOMERSET BLVD SE	3	3	1	2	0	L	\$500
65250	COAL CREEK PKWY	FACTORIA BLVD SE	1	3	1	2	0	L	\$500
65264	116 AV SE	SE 64 ST	1	1	1	1	0	L	\$500
65265	SE 60 ST	118 AV SE	2	2	1	2	0	L	\$500
65266	SE 60 ST	118 AV SE	2	2	1	2	0	L	\$500
65267	116 AV SE	SE 64 ST	1	1	1	1	0	L	\$500
65268	LAKEMONT BLVD	FOREST DR SE	1	1	1	1	0	L	\$500
65269	LAKEMONT BLVD	FOREST DR SE	1	2	1	1	0	L	\$500
65292	SE 63 ST	149 AV SE	1	2	1	2	0	L	\$500
65294	SE 63 ST	149 AV SE	1	2	1	2	0	L	\$500
65295	SE 63 ST	FOREST DR SE	1	2	1	2	0	L	\$500
65296	FOREST DR SE	142 AV SE	1	2	1	2	0	L	\$500
65297	FOREST DR SE	142 AV SE	1	2	1	2	0	L	\$500
65298	FOREST DR SE	HIGHLAND DR	1	2	1	2	0	L	\$500
65299	FOREST DR SE	HIGHLAND DR	1	2	1	2	0	L	\$500
65301	FOREST DR SE	SOMERSET DR SE	1	2	1	2	0	L	\$500
65302	FOREST DR SE	SOMERSET DR SE	1	2	1	2	0	L	\$500
65410	SE 69 WY	128 AV SE	2	2	1	1	0	L	\$500
65420	SE 69 WY	125 AV SE	2	2	1	1	0	L	\$500
65432	123 AV SE	SE 68 PL	2	2	3	1	0	L	\$500
65450	123 AV SE	SE 65 PL	2	2	1	1	0	L	\$500
65460	123 AV SE	SE 64 PL	2	2	1	1	0	L	\$500
65470	123 AV SE	SE 62 ST	2	2	1	1	0	L	\$500
65490	SE 60 ST	119 AV SE	2	2	3	2	0	L	\$500
65510	119 AV SE	SE 56 ST	3	2	1	2	0	L	\$500
65530	119 AV SE	SE 49 PL	3	2	1	2	0	L	\$500
65540	119 AV SE	SE 48 ST	3	2	1	2	0	L	\$500

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# CAPITAL ELEMENT

**Table VIII-7 (continued)  
Evaluation of Existing Bus Stops**

Stop No.	On Street	Cross Street	No. of Routes	Transit Priority Network	Boardings	Transit Propensity	Transit Attractors	Assigned Hierarchy†	Cost
65550	119 AV SE	LK HEIGHTS ST	3	3	1	2	0	L	\$500
65560	119 AV SE	COAL CREEK PKWY	3	3	1	2	0	L	\$500
65570	119 AV SE	COAL CREEK PKWY	3	3	1	2	0	L	\$500
65580	119 AV SE	LK HEIGHTS ST	3	3	1	2	0	L	\$500
65590	119 AV SE	SE 47 ST	3	2	1	2	0	L	\$500
65600	119 AV SE	SE 49 PL	3	2	1	2	0	L	\$500
65610	119 AV SE	SE 52 ST	3	2	1	2	0	L	\$500
65620	119 AV SE	SE 54 PL	3	2	1	2	0	L	\$500
65640	SE 60 ST	119 AV SE	2	2	1	2	0	L	\$500
65652	123 AV SE	SE 60 ST	2	2	1	1	0	L	\$500
65660	123 AV SE	SE 61 ST	2	2	1	1	0	L	\$500
65670	123 AV SE	SE 64 PL	2	2	1	1	0	L	\$500
65680	123 AV SE	SE 65 PL	2	2	1	1	0	L	\$500
65690	123 AV SE	123 PL SE	2	2	1	1	0	L	\$500
65700	123 AV SE	SE 69 WY	2	2	1	1	0	L	\$500
65710	SE 69 WY	123 AV SE	2	2	1	1	0	L	\$500
65720	SE 69 WY	125 AV SE	2	2	1	1	0	L	\$500
65730	SE 69 WY	128 AV SE	2	2	1	1	0	L	\$500
66700	NE 24 ST	162 AV NE	3	3	1	2	0	L	\$500
66730	164 AV NE	NE 20 ST	3	3	1	2	0	L	\$500
66740	164 AV NE	NE 18 ST	3	2	1	2	0	L	\$500
66750	164 AV NE	NE NORTHUP WY	3	2	1	3	0	L	\$500
66760	164 AV NE	NE 12 ST	1	2	1	3	0	L	\$500
66770	164 AV NE	NE 11 ST	1	3	1	3	0	L	\$500
66800	164 AV NE	NE 4 ST	2	2	1	3	0	L	\$500
66810	164 AV NE	NE 2 ST	2	2	1	3	0	L	\$500
66820	164 AV SE	MAIN ST	2	2	1	3	0	L	\$500
66830	164 AV SE	SE 2 ST	2	2	1	2	0	L	\$500
66840	164 AV SE	LK HILLS BLVD	2	2	1	2	0	L	\$500
66850	164 AV SE	SE 7 ST	1	2	1	2	0	L	\$500
66860	164 AV SE	SE 9 ST	1	2	1	2	0	L	\$500
66870	164 AV SE	SE 12 ST	1	2	1	2	0	L	\$500
66880	SE 14 ST	165 AV SE	1	2	1	2	0	L	\$500
66890	SE 14 ST	167 AV SE	1	2	1	2	0	L	\$500
66900	168 AV SE	SE 16 ST	1	2	1	2	0	L	\$500
66910	168 AV SE	SE 19 ST	1	2	1	2	0	L	\$500
66920	168 AV SE	SE 21 PL	1	2	1	2	0	L	\$500
66930	168 AV SE	SE 26 ST	1	2	1	2	0	L	\$500
66940	SE 26 ST	169 AV SE	1	2	1	1	0	L	\$500
66950	SE 26 ST	170 AV SE	1	2	1	1	0	L	\$500
66960	SE 26 ST	171 AV SE	1	1	1	2	0	L	\$500
66966	W LK SAMM PKWY	SE 12 PL	1	1	1	2	0	L	\$500
66967	W LK SAMM PKWY	SE 12 PL	1	1	1	2	0	L	\$500
66980	W LK SAMM PKWY	SE 31 PL	2	1	1	1	0	L	\$500

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# CAPITAL ELEMENT

**Table VIII-7 (continued)**  
**Evaluation of Existing Bus Stops**

Stop No.	On Street	Cross Street	No. of Routes	Transit Priority Network	Boardings	Transit Propensity	Transit Attractors	Assigned Hierarchy†	Cost
66990	SE 34 ST	168 PL SE	2	1	1	1	0	L	\$500
67000	SE 34 ST	166 AV SE	2	1	1	1	0	L	\$500
67010	SE 34 ST	163 PL SE	2	1	1	1	0	L	\$500
67018	SE 35 PL	EASTGATE WY	2	3	1	1	2	L	\$500
67020	SE 34 ST	163 PL SE	3	1	1	1	0	L	\$500
67025	SE 36 ST	142 PL SE	1	3	1	2	2	L	\$500
67030	SE 34 ST	166 AV SE	3	1	1	1	0	L	\$500
67035	SE 26 ST	RICHARDS RD	1	2	1	2	0	L	\$500
67036	128 AV SE	SE 27 ST	1	2	1	2	0	L	\$500
67038	123 AV SE	SE 17 PL	1	1	1	2	0	L	\$500
67040	SE 34 ST	168 PL SE	3	1	1	1	0	L	\$500
67045	121 AV SE	SE 10 ST	1	3	1	2	0	L	\$500
67050	W LK SAMM PKWY	SE 31 PL	3	1	1	1	0	L	\$500
67060	W LK SAMM PKWY	SE 26 ST	3	1	1	2	0	L	\$500
67070	SE 26 ST	171 AV SE	2	1	1	2	0	L	\$500
67080	SE 26 ST	170 AV SE	2	2	1	1	0	L	\$500
67090	SE 26 ST	169 AV SE	2	2	1	2	0	L	\$500
67100	168 AV SE	SE 26 ST	1	2	1	2	0	L	\$500
67110	168 AV SE	SE 21 PL	1	2	1	2	0	L	\$500
67120	168 AV SE	SE 19 ST	1	2	1	2	0	L	\$500
67130	168 AV SE	SE 17 ST	1	2	1	2	0	L	\$500
67140	SE 14 ST	167 AV SE	1	2	1	2	0	L	\$500
67150	SE 14 ST	165 AV SE	1	2	1	2	0	L	\$500
67160	164 AV SE	SE 12 ST	1	2	1	2	0	L	\$500
67170	164 AV SE	SE 9 ST	1	2	1	2	0	L	\$500
67180	164 AV SE	SE 7 ST	1	2	1	2	0	L	\$500
67190	164 AV SE	LK HILLS BLVD	2	2	1	2	0	L	\$500
67200	164 AV SE	SE 2 ST	2	2	1	2	0	L	\$500
67210	164 AV NE	MAIN ST	2	2	1	2	0	L	\$500
67220	164 AV NE	NE 2 ST	2	2	1	2	0	L	\$500
67250	164 AV NE	NE 8 ST	1	3	1	2	1	L	\$500
67260	164 AV NE	NE 11 ST	1	3	1	2	0	L	\$500
67270	164 AV NE	NE 13 PL	1	2	1	2	0	L	\$500
67290	164 AV NE	NE 18 ST	3	2	1	2	0	L	\$500
67300	164 AV NE	NE 20 ST	3	3	1	2	0	L	\$500
67310	164 AV NE	NE 24 ST	3	3	1	2	0	L	\$500
67320	164 AV NE	NE 24 ST	3	3	1	2	0	L	\$500
67330	NE NORTHUP WY	165 AV NE	2	2	1	2	0	L	\$500
67340	NE NORTHUP WY	168 AV NE	2	2	1	2	0	L	\$500
67350	NE NORTHUP WY	169 PL NE	2	2	1	2	0	L	\$500
67360	NE NORTHUP WY	170 AV NE	2	2	1	2	0	L	\$500
67370	NE NORTHUP WY	NE 10 ST	2	2	3	2	0	L	\$500
67380	NE 8 ST	172 PL NE	1	2	3	2	0	L	\$500
67390	NE 8 ST	172 AV NE	1	2	1	2	0	L	\$500

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# CAPITAL ELEMENT

**Table VIII-7 (continued)  
Evaluation of Existing Bus Stops**

Stop No.	On Street	Cross Street	No. of Routes	Transit Priority Network	Boardings	Transit Propensity	Transit Attractors	Assigned Hierarchy†	Cost
67400	NE 8 ST	170 PL NE	1	2	1	2	0	L	\$500
67410	NE 8 ST	167 AV NE	1	3	1	2	0	L	\$500
67420	NE 8 ST	165 AV NE	1	3	1	2	1	L	\$500
67540	NE 8 ST	134 AV NE	3	3	1	2	0	L	\$500
67550	NE 8 ST	130 AV NE	3	3	1	2	0	L	\$500
67596	NE 12 ST	116 AV NE	1	3	1	1	1	L	\$500
67740	108 AV SE	SE 22 ST	1	3	1	2	1	L	\$500
67750	108 AV SE	SE 23 ST	1	3	1	2	1	L	\$500
67760	108 AV SE	SE 25 PL	1	3	1	2	0	L	\$500
67770	108 AV SE	SE 28 ST	1	2	1	2	0	L	\$500
67780	108 AV SE	SE 30 ST	1	2	1	2	0	L	\$500
67790	108 AV SE	SE 34 ST	1	3	1	2	0	L	\$500
67880	108 AV SE	SE 34 ST	1	3	1	2	0	L	\$500
67890	108 AV SE	SE 29 ST	1	2	1	2	0	L	\$500
67900	108 AV SE	SE 28 ST	1	3	1	2	0	L	\$500
67910	108 AV SE	SE 25 PL	1	3	1	2	0	L	\$500
67920	108 AV SE	SE 23 ST	1	3	1	2	1	L	\$500
67922	108 AV SE	BELLEVUE WY SE	1	3	1	2	0	L	\$500
67925	108 AV SE	BELLEVUE WY SE	1	3	1	2	0	L	\$500
67930	108 AV SE	SE 22 ST	1	3	1	2	1	L	\$500
67932	108 AV SE	SE 3 ST	1	3	1	2	0	L	\$500
67935	108 AV SE	SE 2 ST	1	3	3	2	0	L	\$500
67938	108 AV SE	SE 12 ST	1	3	1	2	0	L	\$500
67939	108 AV SE	SE 14 ST	1	3	1	2	0	L	\$500
67940	108 AV SE	SE 20 ST	1	3	1	2	1	L	\$500
67944	108 AV SE	SE 12 ST	1	3	1	2	0	L	\$500
67947	108 AV SE	SE 14 ST	1	3	1	2	0	L	\$500
67950	BELLEVUE WY SE	108 AV SE	0	3	1	2	0	L	\$500
67960	BELLEVUE WY SE	SE 16 ST	3	3	1	2	0	L	\$500
68062	NE 12 ST	116 AV NE	1	3	1	1	1	L	\$500
68064	NE 12 ST	120 AV NE	1	3	1	1	2	L	\$500
68065	NE BEL-RED RD	130 AV NE	2	2	1	2	1	L	\$500
68067	NE BEL-RED RD	132 AV NE	2	2	1	2	1	L	\$500
68068	NE BEL-RED RD	140 AV NE	2	3	1	1	1	L	\$500
68120	NE 8 ST	130 AV NE	3	3	1	2	0	L	\$500
68130	NE 8 ST	131 AV NE	3	3	1	2	0	L	\$500
68250	NE 8 ST	165 AV NE	1	3	1	2	0	L	\$500
68260	NE 8 ST	167 AV NE	1	3	1	2	0	L	\$500
68270	NE 8 ST	170 PL NE	1	2	1	2	0	L	\$500
68280	NE 8 ST	172 AV NE	1	2	1	2	0	L	\$500
68290	NE 8 ST	172 PL NE	1	2	1	2	0	L	\$500
68300	NE NORTHUP WY	NE 10 ST	2	2	3	2	0	L	\$500
68303	180 AV NE	NE 16 ST	1	1	1	2	0	L	\$500
68304	180 AV NE	NE 16 ST	1	1	1	2	0	L	\$500

† T = Transit Center, TH = Transit Hub, P = Primary Local Stop, L = Local Transit Stop

# CAPITAL ELEMENT

**Table VIII-7 (continued)  
Evaluation of Existing Bus Stops**

Stop No.	On Street	Cross Street	No. of Routes	Transit Priority Network	Boardings	Transit Propensity	Transit Attractors	Assigned Hierarchy†	Cost
68305	NE 13 ST	179 PL NE	1	1	1	2	0	L	\$500
68306	NE 13 ST	179 PL NE	1	1	1	2	0	L	\$500
68307	176 AV NE	NE 13 ST	1	2	1	2	0	L	\$500
68308	NE 13 ST	177 AV NE	1	1	1	2	0	L	\$500
68310	NE NORTHUP WY	170 AV NE	2	2	1	2	0	L	\$500
68320	NE NORTHUP WY	169 PL NE	2	2	1	2	0	L	\$500
68330	NE NORTHUP WY	168 AV NE	2	2	1	2	0	L	\$500
68340	NE NORTHUP WY	165 AV NE	2	2	1	2	0	L	\$500
68351	116 AV NE	NE 19 ST	2	3	1	1	1	L	\$500
68352	116 AV NE	NE 19 ST	2	3	1	1	1	L	\$500
68353	116 AV NE	NE 12 ST	2	3	1	1	1	L	\$500
68354	116 AV NE	NORTHUP WY	2	3	1	1	1	L	\$500
68355	116 AV NE	NORTHUP WY	2	3	1	1	1	L	\$500
68480	156 AV SE	MAIN ST	3	3	1	2	0	L	\$500
68550	148 AV SE	SE 16 ST	3	3	1	2	0	L	\$500
68555	NEWPORT KEY	118 AV SE	1	3	1	2	0	L	\$500
68583	LANDERHOLM CIR	148 AV SE	3	3	1	2	0	L	\$500
68585	COAL CREEK RD	142 PL SE	0	3	1	2	2	L	\$500
68586	COAL CREEK RD	142 PL SE	0	3	1	2	2	L	\$500
68591	145 PL SE	SE 13 PL	1	3	1	3	0	L	\$500
68592	145 PL SE	SE 22 ST	1	3	3	2	0	L	\$500
68593	145 PL SE	SE 16 ST	1	3	3	2	0	L	\$500
68594	145 PL SE	SE 16 ST	1	3	3	2	0	L	\$500
68595	145 PL SE	SE 22 ST	1	3	1	2	0	L	\$500
68599	145 PL SE	144 AV SE	1	3	1	2	0	L	\$500
68611	145 PL SE	LAKE HILLS BLVD	1	3	1	3	0	L	\$500
68614	145 PL SE	144 AV SE	1	3	1	2	0	L	\$500
68671	118 AV SE	2500 DRWY	1	3	3	2	0	L	\$500
68672	118 AV SE	2500 DRWY	1	3	1	2	0	L	\$500
68673	118 AV SE	3010 DRWY	1	3	1	2	0	L	\$500
68674	118 AV SE	3010 DRWY	1	3	1	2	0	L	\$500
68802	I-405 (SB OFF RAMP)	COAL CREEK PKWY	3	3	1	2	0	L	\$500
68807	SE 66 ST	COAL CK PKWY SE	1	1	1	1	0	L	\$500
68888	SE 22 ST	150 AV SE	0	3	1	2	2	L	\$500
68889	SE 22 ST	150 AVE SE	0	3	1	2	2	L	\$500
68940	BELLEVUE WY NE	NE 28 PL	3	2	1	2	0	L	\$500
68950	BELLEVUE WY NE	NE 26 ST	3	2	1	2	0	L	\$500
68960	BELLEVUE WY NE	NE 24 ST	3	2	1	2	1	L	\$500
68970	BELLEVUE WY NE	NE 22 PL	3	2	1	2	0	L	\$500
68980	BELLEVUE WY NE	NE 20 ST	3	2	1	2	0	L	\$500
68990	BELLEVUE WY NE	NE 17 ST	3	2	1	2	0	L	\$500
69000	BELLEVUE WY NE	NE 15 ST	3	2	1	2	1	L	\$500
69030	104 AV SE	SE 8 ST	1	3	1	2	1	L	\$500
69040	104 AV SE	CEDAR CREST LN	1	3	1	2	1	L	\$500

† T = Transit Center, TH = Transit Hub, P = Primary Local Stop, L = Local Transit Stop

# CAPITAL ELEMENT

**Table VIII-7 (continued)**  
**Evaluation of Existing Bus Stops**

Stop No.	On Street	Cross Street	No. of Routes	Transit Priority Network	Boardings	Transit Propensity	Transit Attractors	Assigned Hierarchy†	Cost
69050	104 AV SE	SE 14 ST	1	3	1	2	0	L	\$500
69060	104 AV SE	SE 16 ST	1	3	1	2	0	L	\$500
69070	104 AV SE	1659 (ADDRESS)	1	3	1	2	0	L	\$500
69080	104 AV SE	SE 20 ST	1	2	1	2	0	L	\$500
69090	104 AV SE	SE 22 ST	1	2	1	2	0	L	\$500
69100	104 AV SE	104 PL SE	1	2	1	2	0	L	\$500
69110	104 AV SE	SE 25 ST	1	2	1	2	0	L	\$500
69120	104 AV SE	SE 27 ST	1	2	1	2	0	L	\$500
69128	104 AV SE	SE 28 ST	1	2	1	2	0	L	\$500
69140	105 AV SE	SE 29 ST	1	2	1	2	0	L	\$500
69150	106 AV SE	SE 32 ST	1	3	1	2	0	L	\$500
69160	106 AV SE	SE 34 ST	1	3	1	2	0	L	\$500
69170	106 AV SE	SE 34 ST	1	3	1	2	0	L	\$500
69180	106 AV SE	SE 32 ST	1	3	1	2	0	L	\$500
69190	SE 30 ST	105 AV SE	1	2	1	2	0	L	\$500
69200	105 AV SE	SE 28 ST	1	2	1	2	0	L	\$500
69210	104 AV SE	SE 27 ST	1	2	1	2	0	L	\$500
69220	104 AV SE	SE 25 ST	1	2	1	2	0	L	\$500
69230	104 AV SE	104 PL SE	1	2	1	2	0	L	\$500
69240	104 AV SE	SE 22 ST	1	2	1	2	0	L	\$500
69250	104 AV SE	SE 20 ST	1	2	1	2	0	L	\$500
69260	104 AV SE	1644 (ADDRESS)	1	3	1	2	0	L	\$500
69270	104 AV SE	SE 16 ST	1	3	1	2	0	L	\$500
69280	104 AV SE	SE 14 ST	1	3	1	2	0	L	\$500
69290	104 AV SE	CEDAR CREST LN	1	3	1	2	1	L	\$500
69300	104 AV SE	SE 10 ST	1	3	1	2	1	L	\$500
69320	BELLEVUE WY NE	NE 12 ST	2	3	1	2	1	L	\$500
69330	BELLEVUE WY NE	NE 15 ST	2	2	1	2	1	L	\$500
69340	BELLEVUE WY NE	NE 17 ST	2	2	1	2	0	L	\$500
69350	BELLEVUE WY NE	NE 20 PL	2	2	1	2	0	L	\$500
69360	BELLEVUE WY NE	NE 22 PL	2	2	1	2	0	L	\$500
69370	BELLEVUE WY NE	NE 24 ST	2	2	1	2	0	L	\$500
69380	BELLEVUE WY NE	NE 26 ST	2	2	1	2	0	L	\$500
69390	BELLEVUE WY NE	NE 28 PL	2	2	1	2	0	L	\$500
69400	BELLEVUE WY NE	NE 30 PL	2	2	1	2	1	L	\$500
69402	BELLEVUE WY NE	103 AV NE	2	3	1	2	1	L	\$500
70029	NE 2 ST	126 AV NE	2	1	1	2	0	L	\$500
70031	124 AV NE	NE 4 ST	2	3	1	2	1	L	\$500
70032	124 AV NE	NE 5 ST	2	3	1	2	1	L	\$500
70033	NE 2 ST	126 AV NE	2	1	1	2	0	L	\$500
70034	128 AV NE	MAIN ST	2	1	1	2	0	L	\$500
70035	128 AV NE	MAIN ST	2	1	1	2	0	L	\$500
70036	128 AV SE	SE 4 PL	2	1	1	2	0	L	\$500
70037	128 AV SE	SE 4 PL	2	1	1	2	0	L	\$500

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# CAPITAL ELEMENT

**Table VIII-7 (continued)**  
**Evaluation of Existing Bus Stops**

Stop No.	On Street	Cross Street	No. of Routes	Transit Priority Network	Boardings	Transit Propensity	Transit Attractors	Assigned Hierarchy†	Cost
70038	128 AV SE	SE 7 PL	3	3	1	2	0	L	\$500
70039	128 AV SE	SE 7 PL	3	3	1	2	0	L	\$500
70183	98 AV NE	NE 24 ST	1	2	1	2	2	L	\$500
70185	98 AV NE	NE 27 ST	1	2	1	2	2	L	\$500
70187	98 AV NE	NE 30 ST	1	1	1	2	0	L	\$500
70530	100 AV NE	NE 24 ST	2	2	1	2	2	L	\$500
70540	100 AV NE	NE 22 ST	1	2	1	2	2	L	\$500
70550	100 AV NE	NE 20 ST	1	2	1	2	0	L	\$500
70560	100 AV NE	NE 18 ST	1	2	1	2	0	L	\$500
70570	100 AV NE	NE 16 ST	1	2	1	2	0	L	\$500
70580	100 AV NE	NE 14 ST	1	3	1	2	0	L	\$500
70590	100 AV NE	BELFAIR LANE 2*2	1	3	1	2	2	L	\$500
70620	100 AV NE	NE 14 ST	1	2	1	2	0	L	\$500
70630	100 AV NE	NE 16 PL	1	2	1	2	0	L	\$500
70640	100 AV NE	NE 18 ST	1	2	1	2	0	L	\$500
70650	100 AV NE	NE 20 ST	1	2	1	2	1	L	\$500
70660	100 AV NE	NE 22 ST	1	2	1	2	2	L	\$500
70686	116 AV NE	NE 8 ST	1	3	1	2	2	L	\$500
70764	140 AV NE	NE 55 ST	1	2	1	2	1	L	\$500
70766	140 AV NE	NE 48 PL	1	2	1	2	0	L	\$500
70768	140 AV NE	NE 44 PL	1	2	1	2	0	L	\$500
70770	140 AV NE	NE 42 ST	1	2	1	2	0	L	\$500
70772	140 AV NE	NE 40 ST	1	2	1	2	0	L	\$500
70774	140 AV NE	NE 37 PL	1	2	1	2	0	L	\$500
70776	140 AV NE	NE 34 PL	1	2	1	2	0	L	\$500
70778	140 AV NE	NE 30 PL	1	2	1	2	0	L	\$500
70780	140 AV NE	NE 26 PL	1	2	1	2	0	L	\$500
70782	140 AV NE	NE 24 ST	2	3	1	1	0	L	\$500
70784	140 AV NE	NE 20 ST	1	3	1	1	1	L	\$500
70786	140 AV NE	NE 20 ST	1	3	1	1	1	L	\$500
70790	140 AV NE	NE 14 ST	1	2	1	3	1	L	\$500
70792	140 AV NE	NE 12 ST	1	3	1	3	0	L	\$500
70798	140 AV NE	NE 3 ST	2	2	1	3	0	L	\$500
70801	140 AV NE	NE 1 ST	2	2	1	3	0	L	\$500
70803	LK HILLS CONN	134 AV SE	2	3	1	3	0	L	\$500
70805	LK HILLS CONN	134 AV SE	2	3	1	3	0	L	\$500
70806	140 AV SE	SE 5 ST	1	3	1	3	0	L	\$500
70807	LK HILLS CONN	SE 8 ST	3	3	1	2	0	L	\$500
70808	140 AV SE	SE 7 ST	1	3	1	3	0	L	\$500
70811	SE 8 ST	121 AV SE	3	3	1	2	0	L	\$500
70813	LK HILLS CONN	SE 8 ST	3	3	1	2	0	L	\$500
70815	121 AV SE	SE 8 ST	1	3	1	2	0	L	\$500
70817	121 AV SE	SE 10 ST	1	3	1	2	0	L	\$500
70825	SE 8 ST	121 AV SE	3	3	1	2	0	L	\$500

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# CAPITAL ELEMENT

**Table VIII-7 (continued)  
Evaluation of Existing Bus Stops**

Stop No.	On Street	Cross Street	No. of Routes	Transit Priority Network	Boardings	Transit Propensity	Transit Attractors	Assigned Hierarchy†	Cost
70826	140 AV SE	SE 7 ST	2	3	1	3	0	L	\$500
70828	140 AV SE	SE 5 ST	2	3	1	3	0	L	\$500
70832	140 AV SE	SE 1 ST	2	2	1	3	0	L	\$500
70834	140 AV NE	NE 1 ST	0	2	3	3	0	L	\$500
70836	140 AV NE	NE 3 ST	0	2	1	3	1	L	\$500
70838	140 AV NE	NE 8 ST	0	3	1	3	1	L	\$500
70842	140 AV NE	NE 12 ST	0	3	1	3	0	L	\$500
70844	140 AV NE	NE 14 ST	0	2	1	3	1	L	\$500
70846	140 AV NE	NE BEL-RED RD	0	3	1	1	1	L	\$500
70850	140 AV NE	NE 20 ST	2	3	1	1	0	L	\$500
70852	140 AV NE	NE 24 ST	1	3	1	2	0	L	\$500
70854	140 AV NE	NE 26 PL	1	2	1	2	0	L	\$500
70856	140 AV NE	NE 30 PL	1	2	1	2	0	L	\$500
70858	140 AV NE	NE 34 PL	1	2	1	2	0	L	\$500
70860	140 AV NE	NE 37 PL	1	2	1	2	0	L	\$500
70862	140 AV NE	NE 40 ST	1	2	1	2	0	L	\$500
70864	140 AV NE	NE 42 ST	1	2	1	2	0	L	\$500
70866	140 AV NE	NE 44 PL	1	2	1	2	0	L	\$500
70868	140 AV NE	NE 48 PL	1	2	1	2	0	L	\$500
70870	140 AV NE	NE 55 PL	1	2	1	2	1	L	\$500
70872	140 AV NE	NE 62 ST	1	2	1	2	0	L	\$500
71132	W LK SAMM PKWY	SE 40 PL	1	3	1	1	0	L	\$500
71134	SE 38 ST	166 AV SE	1	3	1	1	0	L	\$500
71135	SE 38 ST	W LK SAMM PKWY	1	1	1	1	0	L	\$500
71137	KAMBER RD(140 PL)	SE 20 ST	1	3	1	2	0	L	\$500
71138	KAMBER RD(140 PL)	SE 20 ST	1	3	1	3	0	L	\$500
71139	SE 26 ST	RICHARDS RD	1	2	1	3	0	L	\$500
71151	W LK SAMM PKWY	NE 2 PL	1	1	1	2	0	L	\$500
71152	W LK SAMM PKWY	NE 2 PL	1	1	1	2	0	L	\$500
71153	W LK SAMM PKWY	177 LN NE	1	2	1	2	0	L	\$500
71154	W LK SAMM PKWY	177 LN NE	1	2	1	2	0	L	\$500
71155	W LK SAMM PKWY	NE 15 PL	1	1	1	2	0	L	\$500
71156	W LK SAMM PKWY	NE 15 PL	1	1	1	2	0	L	\$500
71208	NE 24 ST	136 PL NE	0	3	1	2	0	L	\$500
71270	NE 24 ST	169 AV NE	2	2	1	2	0	L	\$500
71300	NE 24 ST	162 AV NE	3	3	1	2	0	L	\$500
71380	NE 24 ST	164 AV NE	2	3	1	2	0	L	\$500
71390	NE 24 ST	167 AV NE	2	3	1	2	0	L	\$500
71400	NE 24 ST	171 AV NE	2	2	1	2	0	L	\$500
71650	156 AV SE	SE 8 ST	1	3	1	2	2	L	\$500
71652	156 AV SE	SE 10 ST	1	3	1	2	2	L	\$500
71654	156 AV SE	SE 16 ST	1	1	1	2	1	L	\$500
71656	156 AV SE	SE 20 PL	1	1	1	2	0	L	\$500
71658	SE 24 ST	156 AV SE	1	1	1	1	0	L	\$500

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# CAPITAL ELEMENT

**Table VIII-7 (continued)**  
**Evaluation of Existing Bus Stops**

Stop No.	On Street	Cross Street	No. of Routes	Transit Priority Network	Boardings	Transit Propensity	Transit Attractors	Assigned Hierarchy†	Cost
71660	SE 24 ST	158 AV SE	1	1	1	2	0	L	\$500
71661	SE 24 ST	161 AV SE	0	2	1	1	0	L	\$500
71662	161 AV SE	SE 24 ST	1	2	1	1	0	L	\$500
71664	161 AV SE	SE 28 PL	1	2	1	1	0	L	\$500
71666	161 AV SE	SE 31 ST	1	2	1	1	2	L	\$500
71668	161 AV SE	SE 33 PL	1	3	1	1	2	L	\$500
71670	161 AV SE	SE 33 PL	1	3	1	1	2	L	\$500
71672	161 AV SE	SE 31 ST	1	2	1	1	2	L	\$500
71674	161 AV SE	SE 28 PL	1	2	1	1	0	L	\$500
71675	SE 24 ST	161 AV SE	1	2	1	2	0	L	\$500
71676	161 AV SE	SE 24 ST	1	2	1	1	0	L	\$500
71678	SE 24 ST	158 AV SE	2	1	1	2	0	L	\$500
71680	SE 24 ST	156 AV SE	2	1	1	1	0	L	\$500
71682	156 AV SE	SE 20 PL	2	1	1	2	0	L	\$500
71684	156 AV SE	SE 16 ST	2	1	1	2	1	L	\$500
71865	NE 20 ST	148 AV NE	3	3	1	1	1	L	\$500
72810	SE 38 ST	150 AV SE (TM)	1	3	1	2	0	L	\$500
72811	SE 38 ST	150 AV SE	1	3	1	2	0	L	\$500
72861	116 AV NE	NE 34 ST	1	3	1	1	1	L	\$500
72862	116 AV NE	NE 34 ST	0	3	1	1	1	L	\$500
72871	150 AV SE	SE 38 ST	3	3	1	2	0	L	\$500
72872	150 AV SE	SE NEWPORT WY	3	3	1	2	0	L	\$500
72873	150 AV SE	SE NEWPORT WY	1	3	1	2	0	L	\$500
72874	148 AV SE	SE 45 PL	3	1	1	2	0	L	\$500
72875	148 AV SE	SE 46 ST	1	1	1	2	0	L	\$500
72876	HIGHLAND DR	147 PL SE	2	1	1	2	0	L	\$500
72877	HIGHLAND DR	147 PL SE	1	1	1	2	0	L	\$500
72878	HIGHLAND DR	SOMERSET BLVD SE	2	1	1	2	0	L	\$500
72879	SOMERSET BLVD SE	HIGHLAND DR	1	1	1	2	0	L	\$500
72881	SOMERSET BLVD SE	143 AV SE	2	1	1	2	0	L	\$500
72882	SOMERSET BLVD SE	143 AV SE	1	1	1	2	0	L	\$500
72884	SOMERSET BLVD SE	SOMERSET LN	2	1	1	2	0	L	\$500
72885	SOMERSET BLVD SE	SE 44 ST	2	3	1	2	0	L	\$500
72886	SOMERSET BLVD SE	SE 43 ST	2	3	1	2	0	L	\$500
72887	SOMERSET BLVD SE	SE 43 ST	1	3	1	2	0	L	\$500
72888	SOMERSET BLVD SE	SE 44 ST	1	3	1	2	0	L	\$500
72889	SOMERSET BLVD SE	SOMERSET LN	1	1	1	2	0	L	\$500
72891	FOREST RIDGE SCH	ACADEMIC BLDG	1	1	1	2	0	L	\$500
72892	151 AV SE	SE 49 ST	1	1	1	2	0	L	\$500
72893	150 AV SE	SE 46 WAY	2	1	1	2	0	L	\$500
72897	151 AV SE	SE 49 ST	1	1	1	2	0	L	\$500
72898	150 AV SE	SE 46 WAY	1	1	1	2	0	L	\$500
72900	LK HILLS BLVD	156 AV SE	1	3	1	2	2	L	\$500
72910	LK HILLS BLVD	159 PL SE	1	3	1	2	2	L	\$500

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# CAPITAL ELEMENT

**Table VIII-7 (continued)**  
**Evaluation of Existing Bus Stops**

Stop No.	On Street	Cross Street	No. of Routes	Transit Priority Network	Boardings	Transit Propensity	Transit Attractors	Assigned Hierarchy†	Cost
72920	LK HILLS BLVD	160 AV SE	1	3	1	2	0	L	\$500
72930	LK HILLS BLVD	163 AV SE	1	2	1	2	0	L	\$500
72934	NE 8 ST	96 AV NE	2	3	1	2	0	L	\$500
72936	NE 8 ST	95 AV NE	2	3	1	2	0	L	\$500
72940	NE 8 ST	92 AV NE	2	3	1	2	0	L	\$500
72950	NE 1 ST	NE 10 ST	2	3	1	2	0	L	\$500
73040	NE 1 ST	NE LK WASH BLVD	2	3	1	2	0	L	\$500
73042	NE 8 ST	92 AV NE	2	3	1	2	0	L	\$500
73044	NE 8 ST	94 AV NE	2	3	1	2	0	L	\$500
73046	NE 8 ST	96 AV NE	2	3	1	2	0	L	\$500
73047	116 AV NE	2385 (ADDRESS)	2	3	1	1	2	L	\$500
73048	NE 8 ST	98 AV NE	2	3	1	2	0	L	\$500
73050	LK HILLS BLVD	163 AV SE	1	2	1	2	0	L	\$500
73051	116 AV NE	1601 (ADDRESS)	2	3	1	1	1	L	\$500
73052	116 AV NE	1040 (ABODIO)	2	3	1	1	1	L	\$500
73054	116 AV NE	1600 OP-1601	2	3	1	1	1	L	\$500
73055	116 AV NE	NE 12 ST	2	3	1	1	1	L	\$500
73056	116 AV NE	2112 (ADDRESS)	2	3	1	1	2	L	\$500
73060	LK HILLS BLVD	160 AV SE	1	3	1	2	0	L	\$500
73070	LK HILLS BLVD	159 PL SE	1	3	1	2	2	L	\$500
73082	SE 46 WY	151 PL SE	1	1	1	2	0	L	\$500
73084	SE 46 WY	154 PL SE	1	1	1	2	0	L	\$500
73085	158 AV SE	SE 47 PL	1	1	1	2	0	L	\$500
73086	SE 46 WY	159 AV SE	1	1	1	2	0	L	\$500
73088	SE 46 WY	161 AV SE	1	1	1	2	0	L	\$500
74154	128 AV SE	ADDRESS 522	3	3	1	2	0	L	\$500
74441	108 AV NE	NE 39 ST	3	3	1	1	0	L	\$500
74445	NORTHUP WY	116 AV NE	3	3	1	1	1	L	\$500
74452	NORTHUP WY	NE 24 ST	3	3	1	1	1	L	\$500
74454	NORTHUP WY	124 AV NE	3	3	1	1	0	L	\$500
74463	112 AV NE	HIDDEN VALLEY	2	3	1	2	1	L	\$500
74464	112 AV NE	NE 15 ST	2	3	1	2	0	L	\$500
74465	112 AV NE	NE 14 ST	2	3	1	2	0	L	\$500
74466	112 AV NE	NE 26 PL	2	3	1	2	1	L	\$500
74472	NORTHUP WY	130 AV NE	3	3	1	1	1	L	\$500
74474	NE 20 ST	132 AV NE	3	3	1	1	0	L	\$500
74476	NE 20 ST	13433 (AT SHIRLEY'S)	3	3	1	1	0	L	\$500
74478	NE 20 ST	140 AV NE	2	3	1	1	1	L	\$500
74480	NE 20 ST	14309 AT CAMERA W	2	3	1	1	1	L	\$500
74514	112 AV NE	NE 14 ST	2	3	1	2	0	L	\$500
74516	112 AV NE	NE 15 ST (BLDGS BC)	2	3	1	2	1	L	\$500
74524	NE 20 ST	148 AV NE	2	3	1	1	1	L	\$500
74526	NE 20 ST	14408 (AT Melco DR)	2	3	1	1	2	L	\$500
74528	NE 20 ST	14230 OP CAMERA W	2	3	1	1	1	L	\$500

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# CAPITAL ELEMENT

**Table VIII-7 (continued)  
Evaluation of Existing Bus Stops**

Stop No.	On Street	Cross Street	No. of Routes	Transit Priority Network	Boardings	Transit Propensity	Transit Attractors	Assigned Hierarchy†	Cost
74533	108 AV NE	NE 39 ST	3	3	1	1	0	L	\$500
74535	NE 20 ST	140 AV NE	2	3	1	1	1	L	\$500
74542	NE 20 ST	13424(At MR Plywood)	3	3	1	1	0	L	\$500
74544	NE 20 ST	132 AV NE	3	3	1	1	0	L	\$500
74761	FACTORIA MALL	GOTTSCHALKS W E	2	3	1	2	1	L	\$500
79856	128 AV SE	SE 26 PL	1	2	1	2	0	L	\$500
79858	SE 26 ST	RICHARDS RD	1	2	1	2	0	L	\$500
79877	SE 37 ST	15220 (DRWY)	2	3	1	2	1	L	\$500
79906	RICHARDS RD	SE 26 ST	3	2	1	2	0	L	\$500
80325	NEWPORT HILLS PR	113 PL SE	1	3	1	2	0	L	\$500
80331	LK WASH BLVD SE	SE 59 ST	2	3	1	1	0	L	\$500
80332	LK WASH BLVD SE	SE 59 ST	2	3	1	1	0	L	\$500
80334	SE 60 ST	114 PL SE	2	1	1	2	0	L	\$500
80335	SE 60 ST	114 PL SE	2	1	1	2	0	L	\$500
80566	123 AV SE	SE 17 PL	1	3	1	2	0	L	\$500
81480	130 AV NE	NE 24 PL	0	3	1	1	1	L	\$500
81482	130 AV NE	NE 26 PL	0	1	1	1	1	L	\$500
81484	130 AV NE	NE 28 PL	0	1	1	1	0	L	\$500
81485	NE 32 ST	125 AV NE	1	1	1	1	0	L	\$500
81486	130 AV NE	NE 30 ST	0	1	1	1	0	L	\$500
81488	130 AV NE	NE 32 ST	0	1	1	1	0	L	\$500
81490	130 AV NE	NE 32 PL	0	1	1	1	0	L	\$500
81492	131 AV NE	NE 33 ST	0	1	1	1	0	L	\$500
81494	131 AV NE	NE 36 ST	0	1	1	1	0	L	\$500
81496	NE 36 ST	134 AV NE	0	1	1	1	0	L	\$500
81498	134 AV NE	NE 37 PL	0	1	1	2	0	L	\$500
81500	134 AV NE	NE 37 PL	0	1	1	2	0	L	\$500
81502	NE 40 ST	132 AV NE	0	1	1	1	0	L	\$500
81504	132 AV NE	4206 (DRWY)	0	1	1	1	0	L	\$500
81506	132 AV NE	NE 47 ST	0	1	1	1	0	L	\$500
81508	132 AV NE	NE 50 ST	0	1	1	1	0	L	\$500
81510	132 AV NE	NE 51 PL	0	1	1	1	0	L	\$500
81512	132 AV NE	NE 54 PL	0	1	1	2	0	L	\$500
81602	132 AV NE	NE 54 PL	1	1	1	1	0	L	\$500
81604	132 AV NE	NE 51 PL	1	1	1	1	0	L	\$500
81606	132 AV NE	NE 50 ST	1	1	1	1	0	L	\$500
81608	132 AV NE	NE 47 ST	1	1	1	1	0	L	\$500
81614	134 AV NE	3806 (MAILBOX)	1	1	1	2	0	L	\$500
81616	NE 36 ST	134 AV NE	1	1	1	1	0	L	\$500
81618	131 AV NE	NE 36 ST	1	1	1	1	0	L	\$500
81620	131 AV NE	NE 33 ST	1	1	1	1	0	L	\$500
81622	131 AV NE	130 AV NE	1	1	1	1	0	L	\$500
81626	130 AV NE	NE 30 ST	1	1	1	1	0	L	\$500
81628	130 AV NE	NE 28 PL	1	1	1	1	0	L	\$500

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# CAPITAL ELEMENT

**Table VIII-7 (continued)**  
**Evaluation of Existing Bus Stops**

Stop No.	On Street	Cross Street	No. of Routes	Transit Priority Network	Boardings	Transit Propensity	Transit Attractors	Assigned Hierarchy†	Cost
81630	130 AV NE	NE 26 PL	1	1	1	1	1	L	\$500
81632	130 AV NE	NE 24 PL	1	3	1	1	1	L	\$500
81635	NORTHUP WY	124 AV NE	3	3	1	1	0	L	\$500
81637	NORTHUP WY	NE 24 ST	3	3	1	1	1	L	\$500
82720	MAIN ST	106 AV SE	1	3	1	2	0	L	\$500
82730	MAIN ST	108 AV SE	1	3	1	2	2	L	\$500
82821	MAIN ST	108 AV NE	1	3	1	2	2	L	\$500
82832	MAIN ST	103 AV NE	1	3	1	3	0	L	\$500
84270	BELLEVUE WY SE	113 AV SE	3	3	1	2	0	L	\$500
84275	I-405 (SB ON RAMP)	COALCREEK PKWY	3	3	1	2	0	L	\$500
84280	I-405 (SB OFF RAMP)	112 AV SE (EXIT 9)	3	3	1	2	0	L	\$500
84822	NE BEL-RED RD	143 AV NE	2	3	1	1	1	L	\$500
84825	NE BEL-RED RD	148 AV NE	2	3	1	1	2	L	\$500
84826	NE BEL-RED RD	132 AV NE	2	2	1	1	1	L	\$500
84827	NE BEL-RED RD	130 AV NE	2	2	1	2	1	L	\$500
84828	NE 12 ST	124 AV NE	1	3	1	1	2	L	\$500
84829	NE BEL-RED RD	NE 20 ST	2	3	1	1	1	L	\$500
84832	NE 12 ST	120 AV NE	1	3	1	1	1	L	\$500
84840	148 AV NE	NE 13 PL	2	3	1	3	0	L	\$500
84850	148 AV NE	NE 10 ST	2	3	1	3	0	L	\$500
84870	148 AV NE	NE 6 ST	2	3	1	3	0	L	\$500
84880	148 AV NE	NE 3 ST	2	3	1	3	0	L	\$500
84910	148 AV SE	SE 8 ST	2	3	1	2	0	L	\$500
84930	148 AV NE	NE 3 ST	2	3	1	3	0	L	\$500
84940	148 AV NE	NE 8 ST	2	3	1	3	0	L	\$500
84950	148 AV NE	NE 10 ST	2	3	1	3	0	L	\$500
84960	148 AV NE	NE 12 ST	2	3	1	3	0	L	\$500
84970	148 AV NE	NE 15 ST	2	3	1	3	0	L	\$500
85683	100 AV NE	NE 4 ST	1	3	1	2	2	L	\$500
85720	MAIN ST	BELLEVUE WY SE	1	3	1	3	0	L	\$500
85728	MAIN ST	112 AV NE	1	3	1	2	2	L	\$500
99049	152 AV NE	2956 (ADDRESS)	3	3	1	1	1	L	\$500
99052	COAL CREEK PKWY	124 AV SE	3	3	1	2	0	L	\$500
99751	123 AV SE	SE 20 PL	1	1	1	2	0	L	\$500
99752	123 AV SE	SE 25 ST	1	3	1	2	0	L	\$500

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