Bellevue Transit Master Plan

Bellevue Downtown Association

October 10, 2012

Bellevue Transit Master Plan

Metro Fixed Route Service

ST Regional Express

Other Transit Services

ST Light Rail Service

ST Commuter Rail Service

Access Paratransit

Dial-a-Ride-Transit (DART)

Commuter Vans

Taxi Script

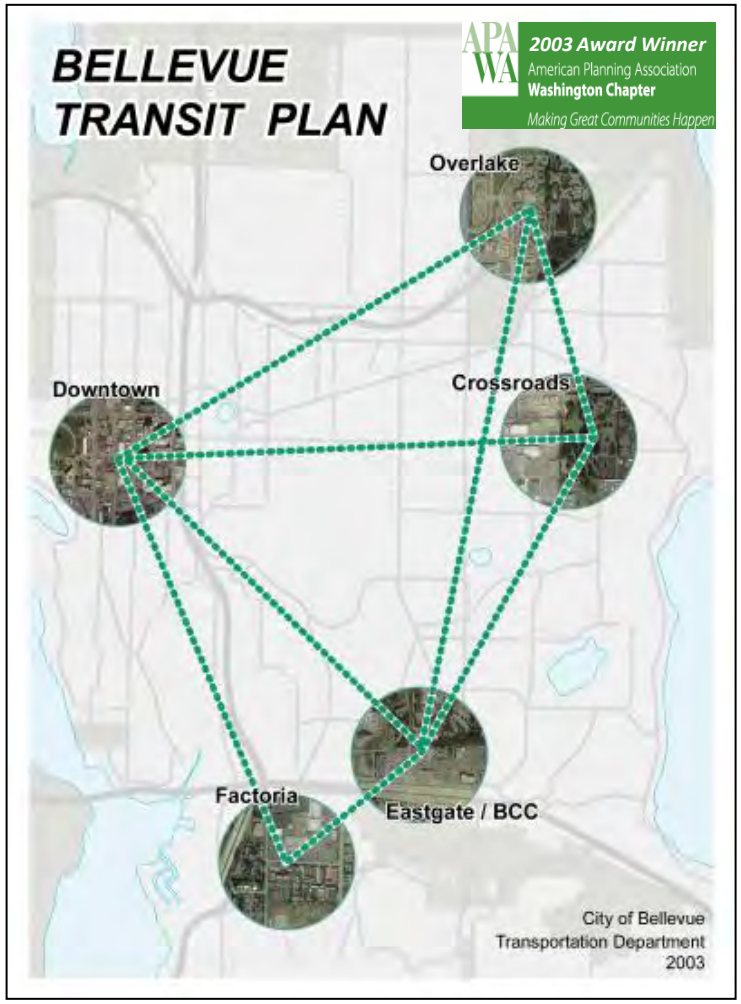
Bellevue Transit Master Plan

Bellevue "Transit" Master Plan

1. Project Background
2. Public Involvement
3. Project Principles
4. Scope of Work
5. Next Steps

Today's Agenda

Preliminary Outreach to Inform Scope & Principles



Resolution No. 6859 (June 2, 2003)

- **Assessed the adequacy of transit service levels in Bellevue.**
- **Formulated a shared vision with the community, elected officials, and transit partners.**
- **Leveraged service and capital investments in Bellevue.**
- **Enhanced mobility options for the public.**

Eastgate P&R

I-90 Two-Way Transit HOV

Eastgate Direct Access Ramps

Bellevue Transit Center

RapidRide B Line

Access Downtown

Bellevue Transit Master Plan

More Facilities

- **Frequent & all-day transit network, featuring the RapidRide B Line (initiated October 1, 2011).**
- **Frequent service routes operate approximately every 15 minutes or less during most portions of the day.**
- **Other All-Day service routes shown operate approximately every 30 minutes during most portions of the day.**

Central Eastside Service

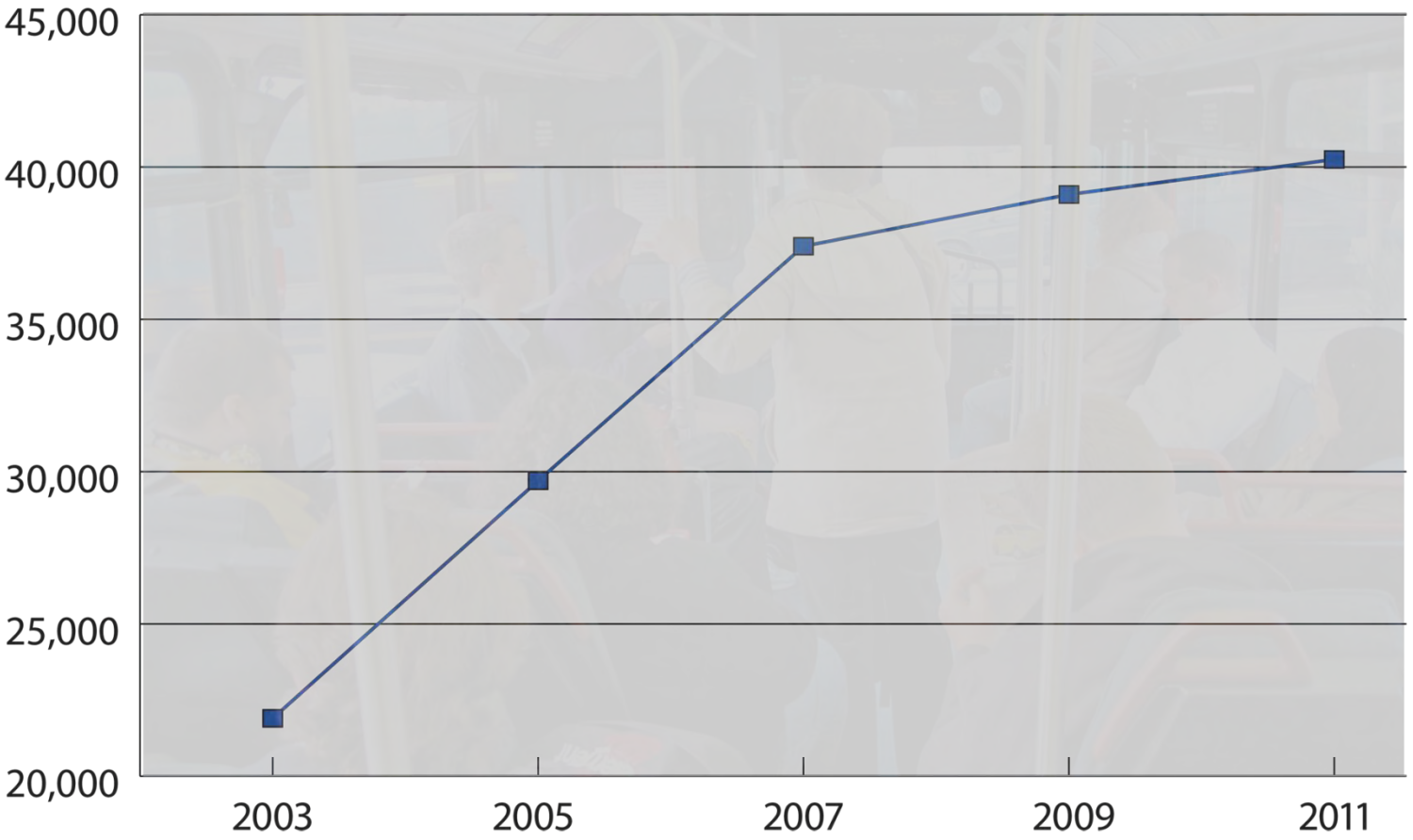
Tolling

Lake Washington Urban Partner Agreement

In support of SR-520 tolling the region set in motion the Lake Washington Urban Partnership Agreement that added 130 bus trips to routes on SR 520 for a total of 700 every weekday.

Average Weekday Transit Ridership (Fall 2003 to Fall 2011)

84 percent increase, from 21,900 (2003) to 40,250 (2011).



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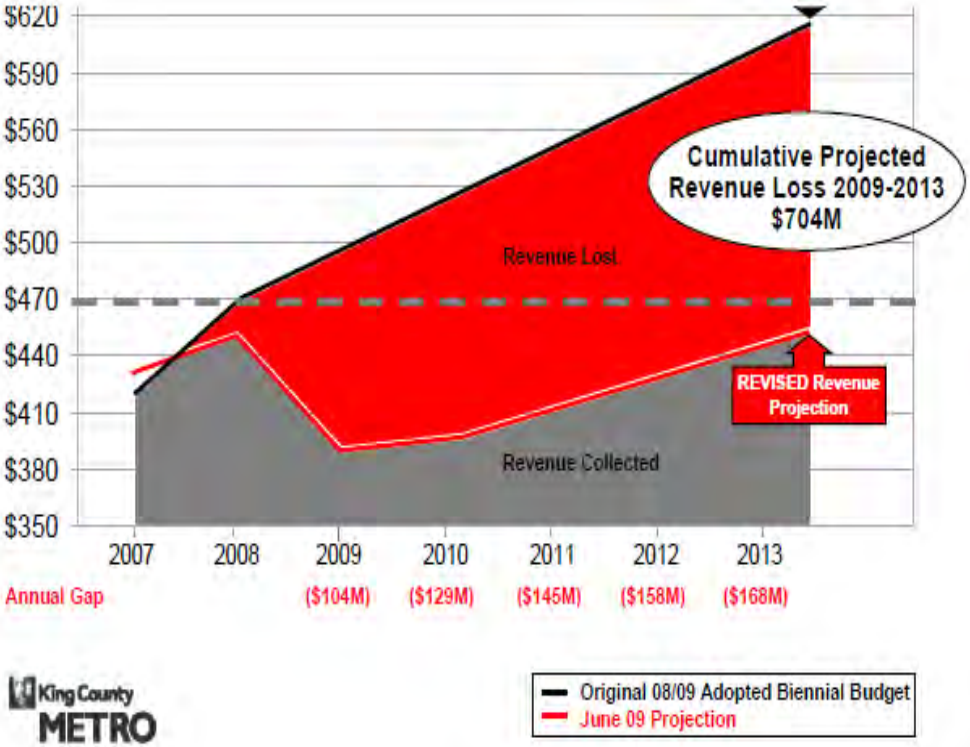
Citywide Transit Ridership

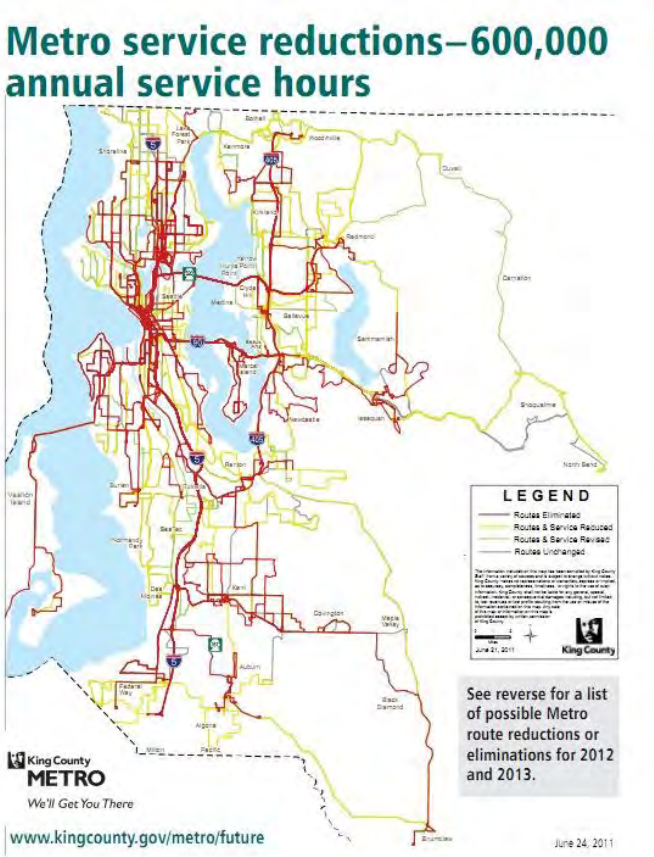
Average Weekday Transit Ridership (Fall 2003 to Fall 2011)

- Eastgate increased **232 percent**, from 2,197 to 7,303.
- Downtown increased **110 percent**, from 7,346 to 15,408.
- Crossroads increased **80 percent**, from 1,706 to 3,065.
- Factoria increased **23 percent**, from 1,724 to 2,113.

In 2011 the County Council approved a temporary congestion reduction charge to help fund transit service for two years.



King County Metro – Sales Tax Shortfall



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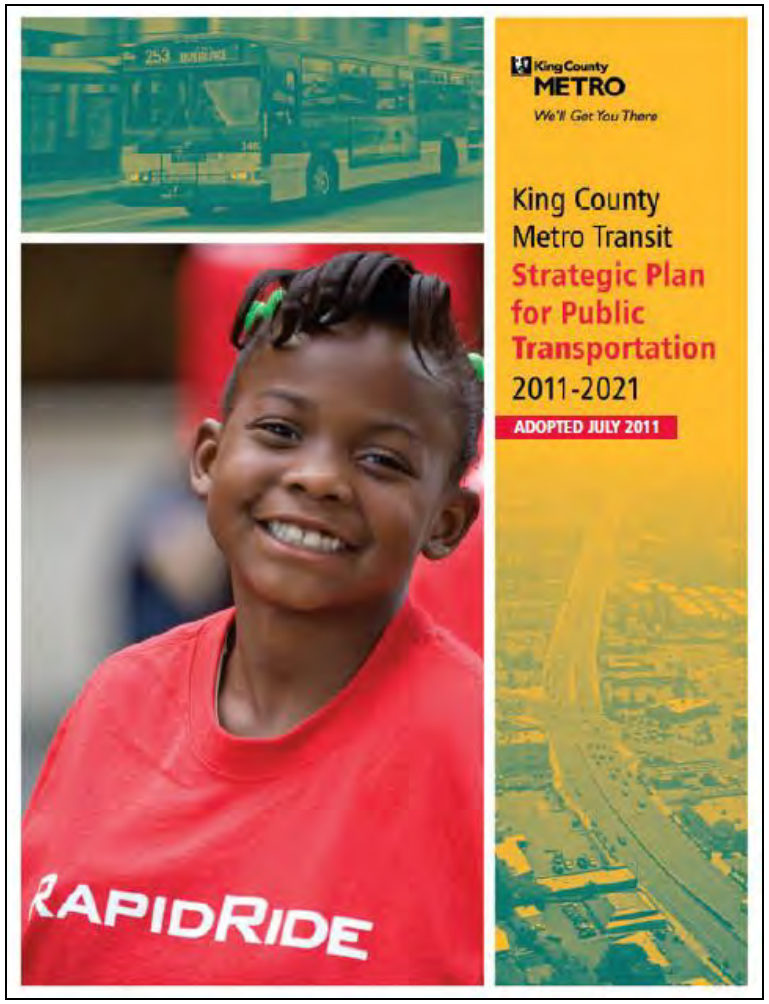
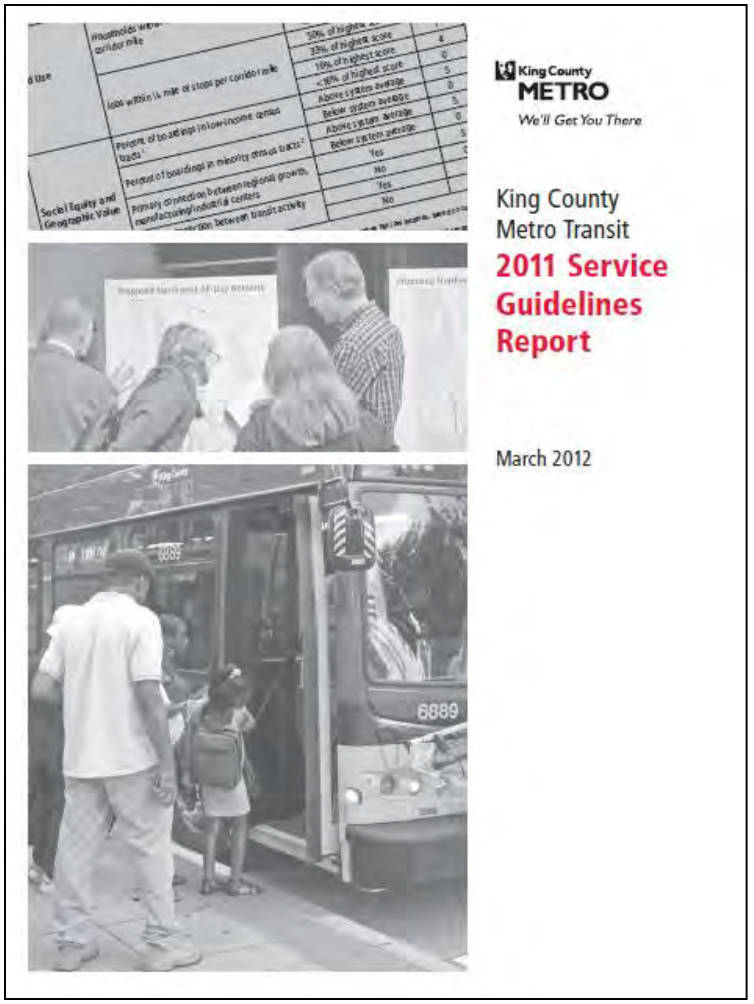
Financial Uncertainties

Metro is expected to start reducing/eliminating unproductive services for it to reinvest resources in more productive areas.

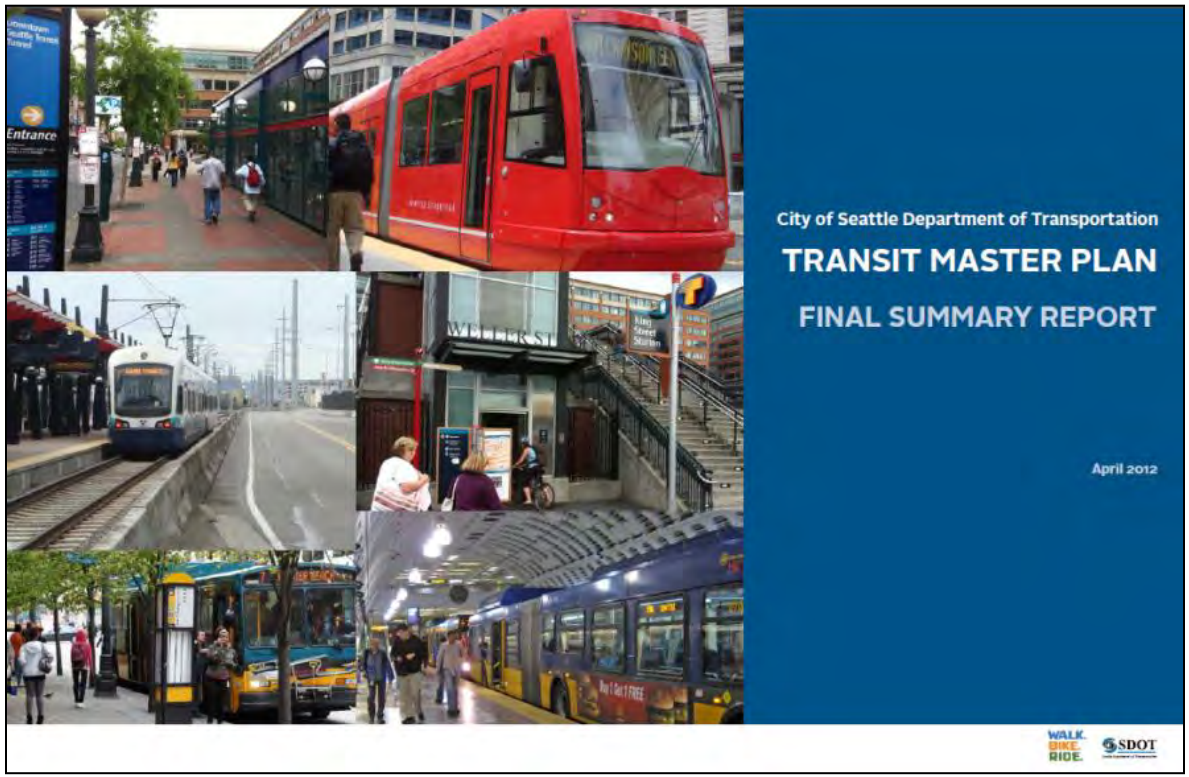




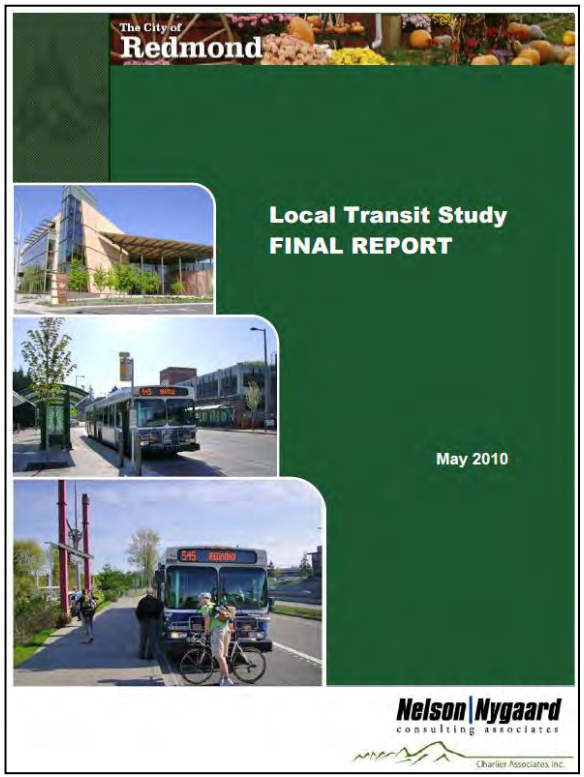
Bellevue Transit Master Plan

New Policy Framework

Project Decision
Summer/Fall 2011
Final Design
2012-2015
Construction
2015-2022
Service Begins
2023
University of Washington
Lake Union
Lake Washington
520
405
5
90
99
Overlake Transit Center Station
Overlake Village Station
120th Station
130th Station
Hospital Station
Bellevue Transit Center Station
East Main Station
Sound Transit is evaluating design modifications on 112th Avenue SE.
International District/ Chinatown Station
Rainier Station
Mercer Island Station
South Bellevue Station
To Sea-Tac Airport
N
0
0.5
1 Mile
East Link Light Rail
Project to be built
Route Profile
Station
At-Grade
Elevated
Tunnel
Retained Cut / Fill
Future Downtown Redmond Extension*
* The Board also identified a route for a further extension to Downtown Redmond in the future that was not funded in the Sound Transit 2 ballot measure.
Central Link Light Rail
Central Link Alignment and Station
University Link Under Construction
Final Design
(December 2011)



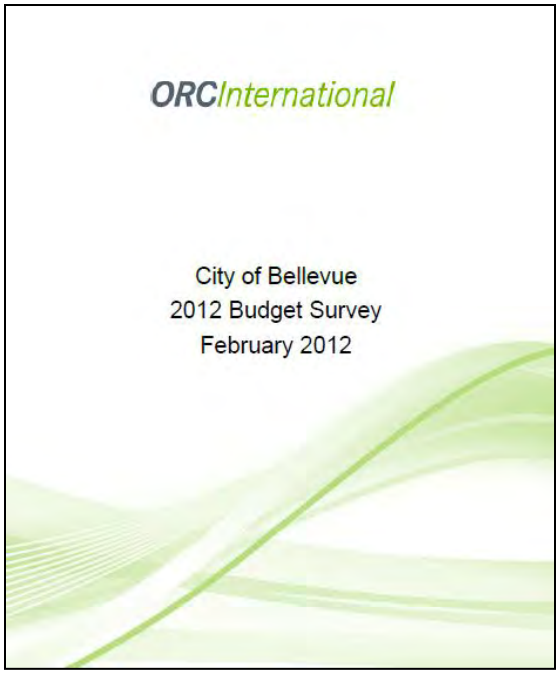
City of Seattle, April 2012



City of Redmond, May 2010

Other Jurisdictions

Public support for transit consistently ranks the highest across an array of transportation strategies on how to handle traffic and congestion in Bellevue.



83 percent of Bellevue residents agree that the City should "work with regional agencies to improve local and regional public transportation serving Bellevue." Three out of five (61%) residents strongly agree with this strategy.

- 2012 Bellevue Budget Survey

The Seattle Times

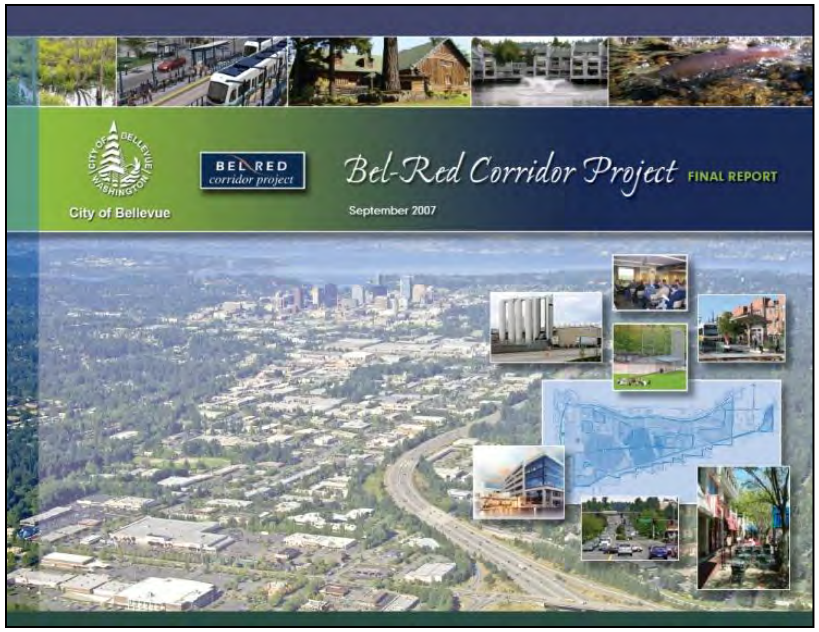
First Bellevue high-rise in four years breaks ground

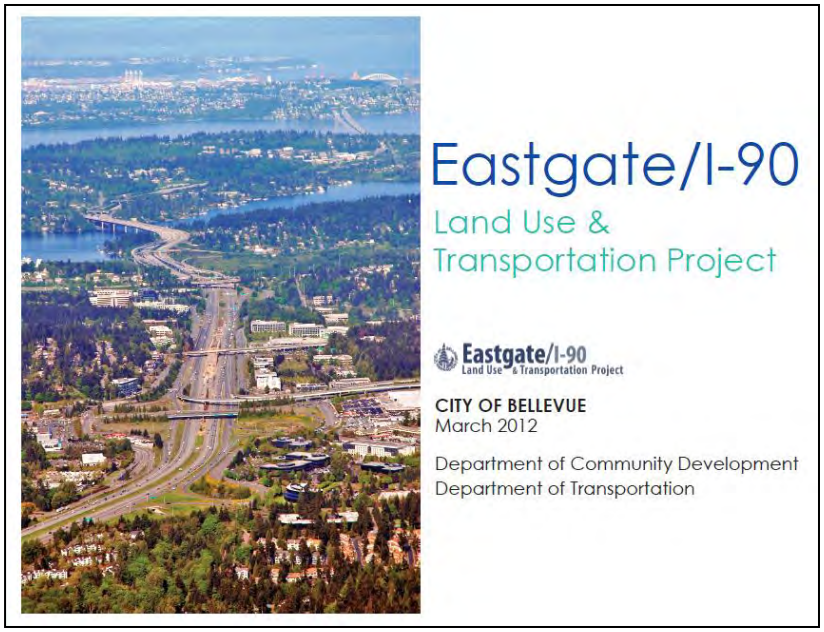
Originally published May 25, 2012

Su Development has broken ground on a 21-story apartment tower in downtown Bellevue, the city's first new high-rise since the real-estate market collapsed.

Paul Sweeney, a principal with commercial brokerage Broderick Group, predicted at an industry gathering earlier this month that downtown Bellevue's office vacancy rate would drop from 12.9 to 8.6 percent over the next year.

Companies are moving to downtown Bellevue from other Eastside locations because they like its amenities, particularly its transit options, he said.



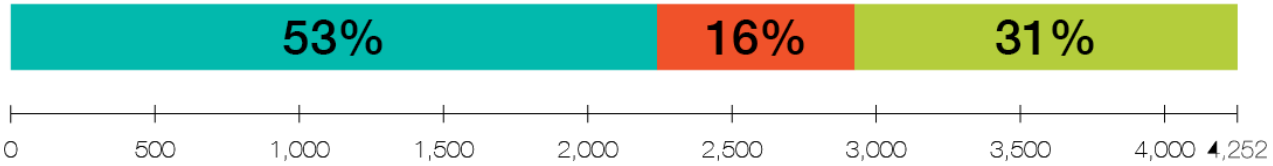


Transit reinforces Bellevue's Downtown and the Bel-Red and Eastgate/I-90 corridors as economically vibrant focal points that serve as gateways to the city of Bellevue.

Bellevue's Land Use Vision

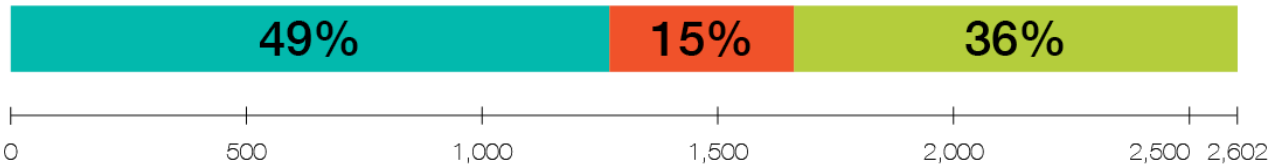
Preliminary Outreach to Inform Scope & Principles

All Respondents



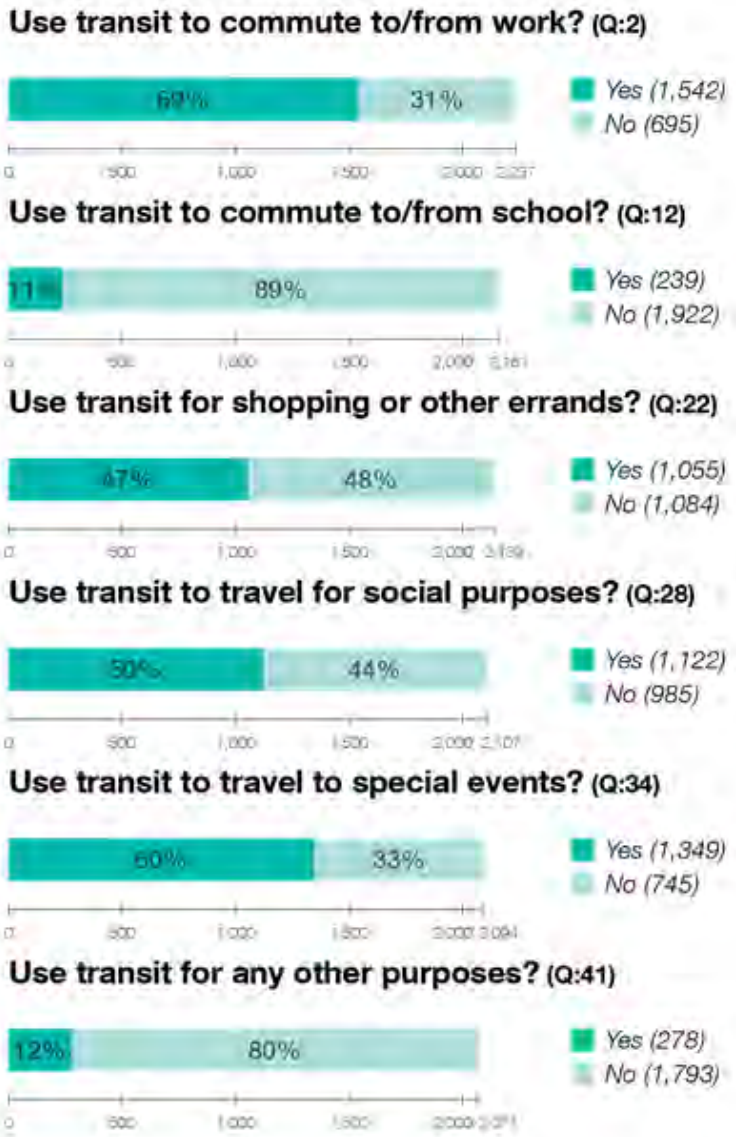
Bellevue Residents

Non-Bellevue Residents



I use transit services in Bellevue regularly or occasionally.
I formerly used transit in Bellevue but no longer do.
I have never used transit in Bellevue.

2012 Survey (Place of Residence)



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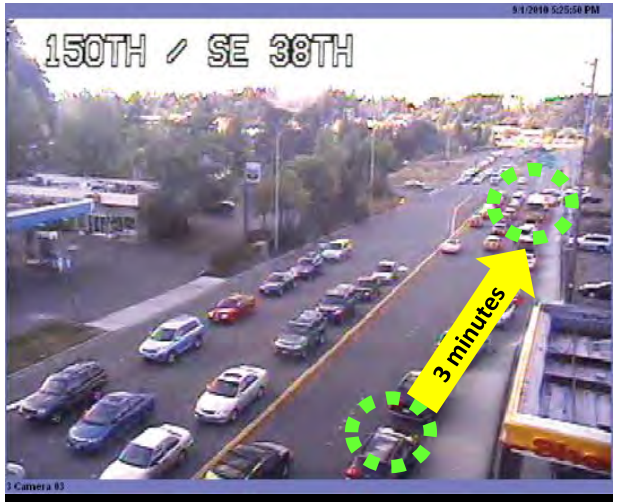
2012 Survey (Trip Purpose)

Standing loads on Route 243.

882 of respondents who use transit to commute to work (N=1,545) indicated that they had to stand while riding the bus because every seat was occupied.



Elapsed time to travel 1 block on Rt 271.

595 of respondents who use transit to commute to work (N=1,545) indicated that service speed and reliability improvements were needed (e.g., investing in roadway and traffic signal infrastructure).

"It's very important that downtown Bellevue be well connected by transit .... a community that doesn't get that … risks losing its economic vitality."

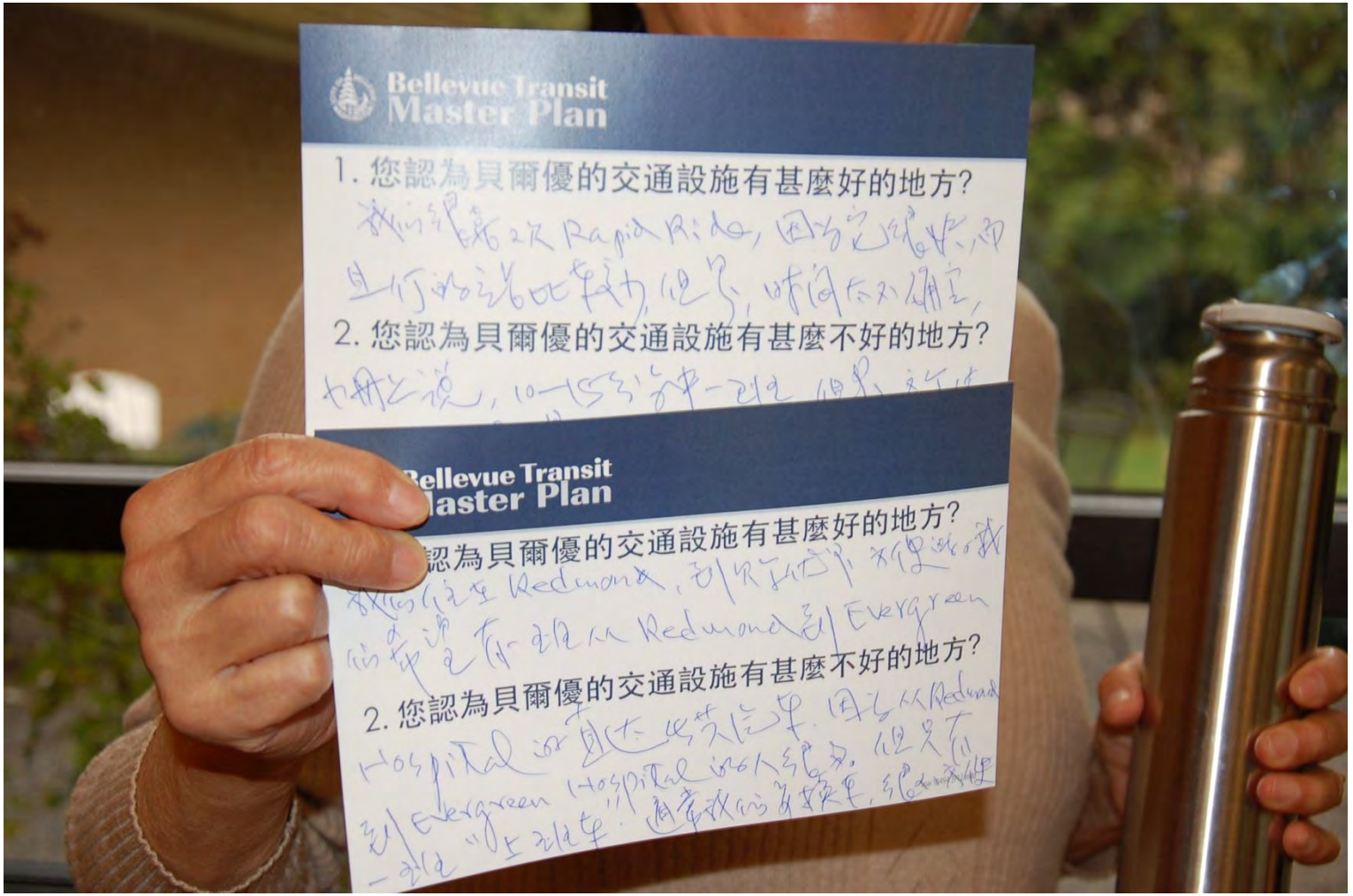
Leslie Lloyd
President,
Bellevue Downtown Association

"Speaking from a corporate perspective, we couldn't provide mobility to our workforce without a robust transit system in Bellevue."

Jim Stanton
Senior Community Affairs Manager,
Microsoft Corporation

Corporate Interest

Institutional Interest



Chinese (44 cards) - Spanish (33 cards) - Russian (42 cards)

Bellevue Transit Master Plan

Non-Native English Speakers

1. Approved project principles to guide the Plan Update.
2. Approved major elements in the Plan Update scope of work.
3. Provided direction on Board/Commission engagement process.

1. **Support planned growth and development in Bellevue with a bold transit vision that encourages long-term ridership growth.**

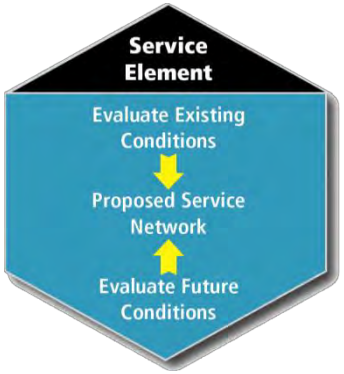
2. **Engage community stakeholders in setting the priorities for transit delivery.**

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

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

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

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



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

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

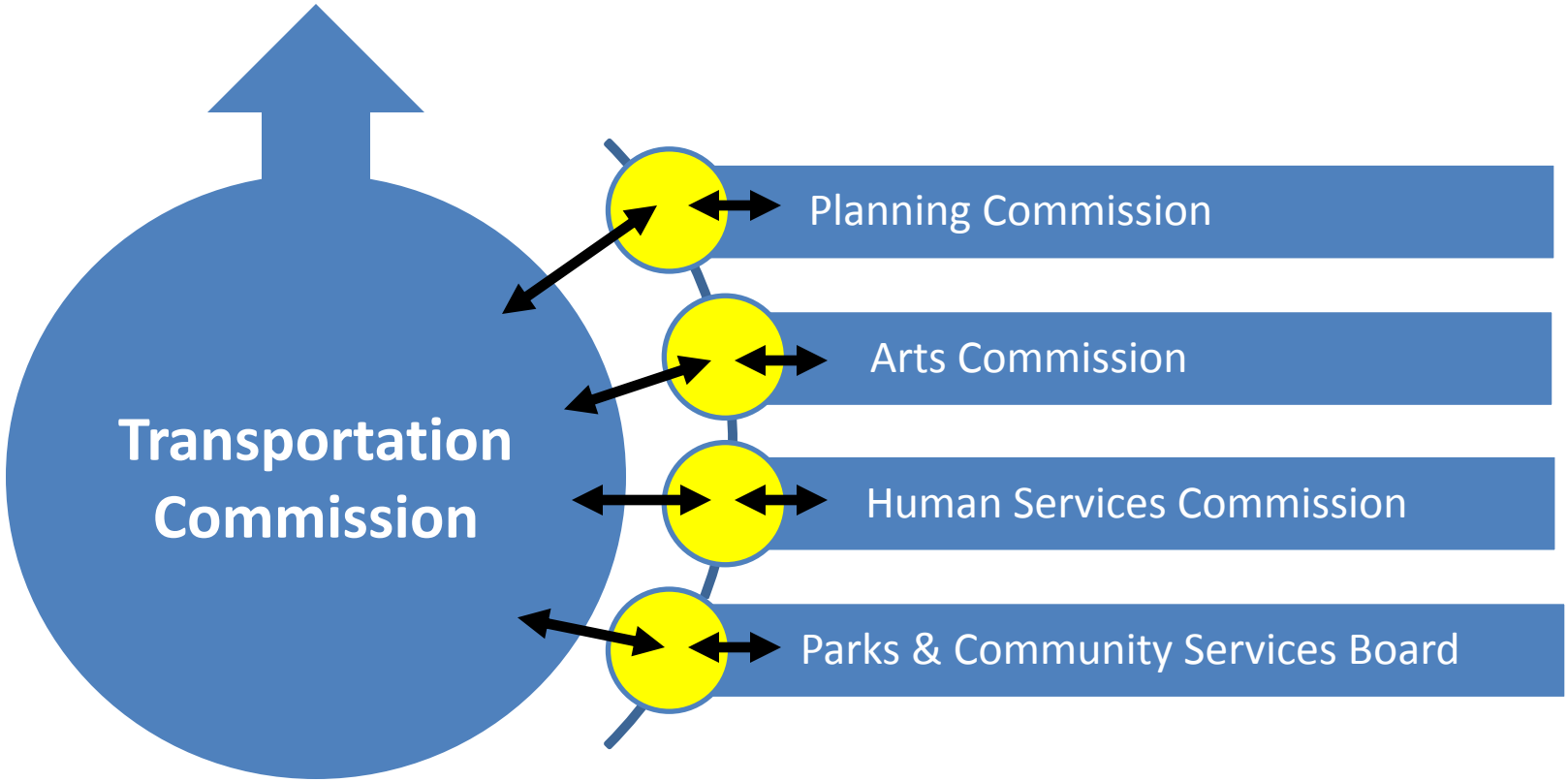
Articulates Bellevue's interests as it responds to regional transit policy changes and financial uncertainties, and coordinates with partner agencies.

Transit Service Vision

Bellevue Transit Master Plan

Transit Forum

Bellevue City Council



Members of the Planning, Arts, and Human Services Commissions and the Parks and Community Services Board are invited to all staff briefings on the TMP to the Transportation Commission.

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

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Additional Information