Bellevue Transit Master Plan

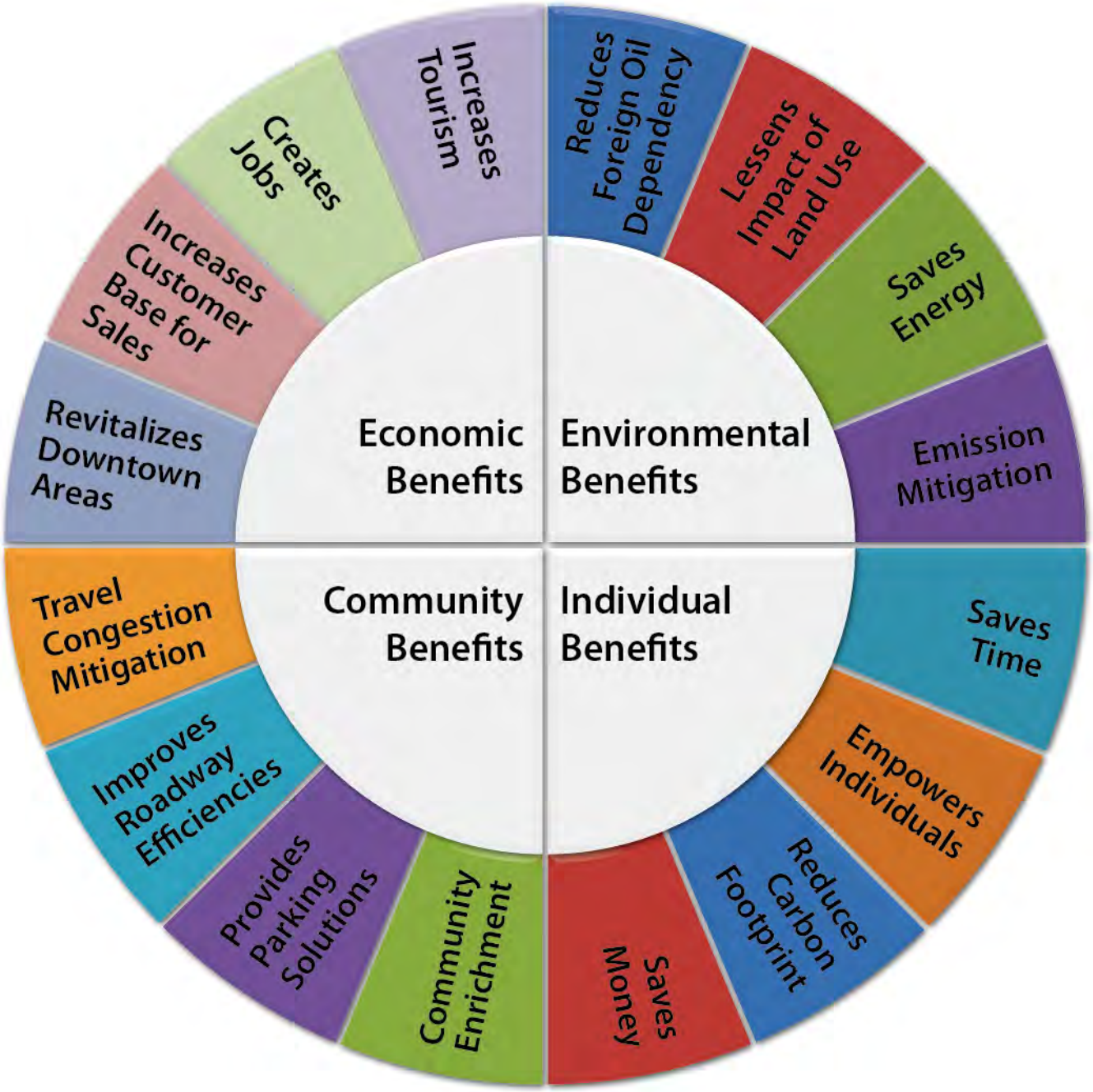
Bellevue Chamber of Commerce
February 12, 2013

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

- Ray LaHood, United States Secretary of Transportation

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

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


Economic Benefits
Environmental Benefits
Community Benefits
Individual Benefits
Increases Tourism
Creates Jobs
Increases Customer Base for Sales
Revitalizes Downtown Areas
Reduces Foreign Oil Dependency
Lessens Impact of Land Use
Saves Energy
Emission Mitigation
Travel Congestion Mitigation
Improves Roadway Efficiencies
Provides Parking Solutions
Community Enrichment
Saves Money
Reduces Carbon Footprint
Empowers Individuals
Saves Time

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

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

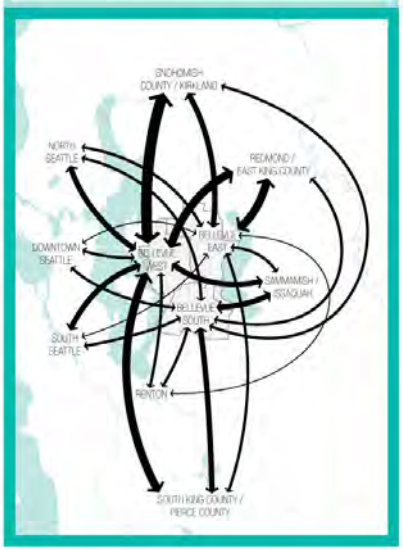
CURRENT TRANSIT NETWORK

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

MARKET SEGMENTATION

What are the attitudes and preferences that drive traveler choices?

FUTURE TRAVEL MARKETS



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

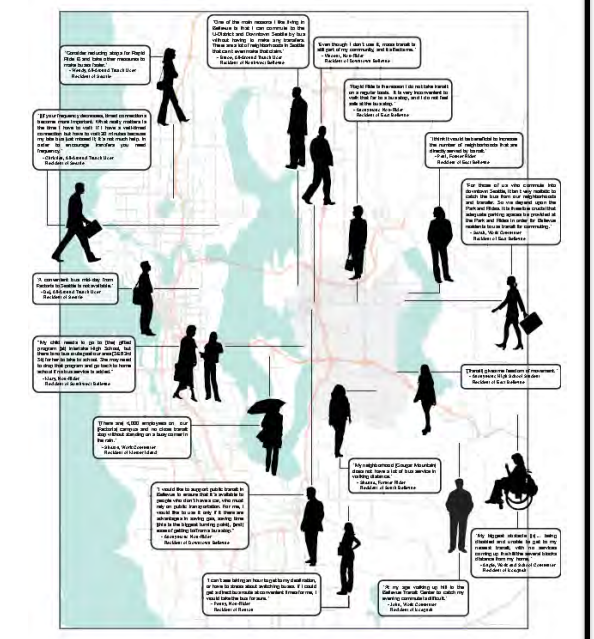
MARKET DRIVEN STRATEGIES

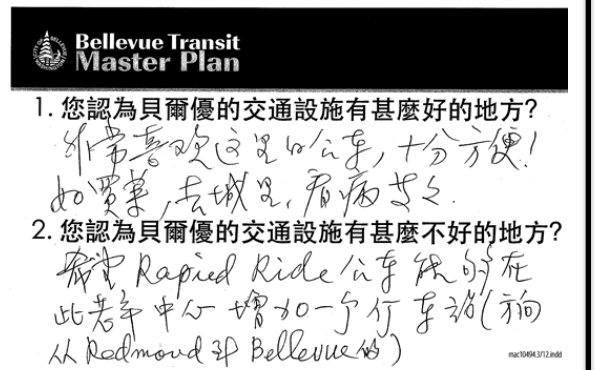
What kinds of strategies can best seize these opportunities?

Corporations, Agencies, and Institutions

Riders, Former Riders, and Non-Riders

City of Bellevue Boards and Commissions





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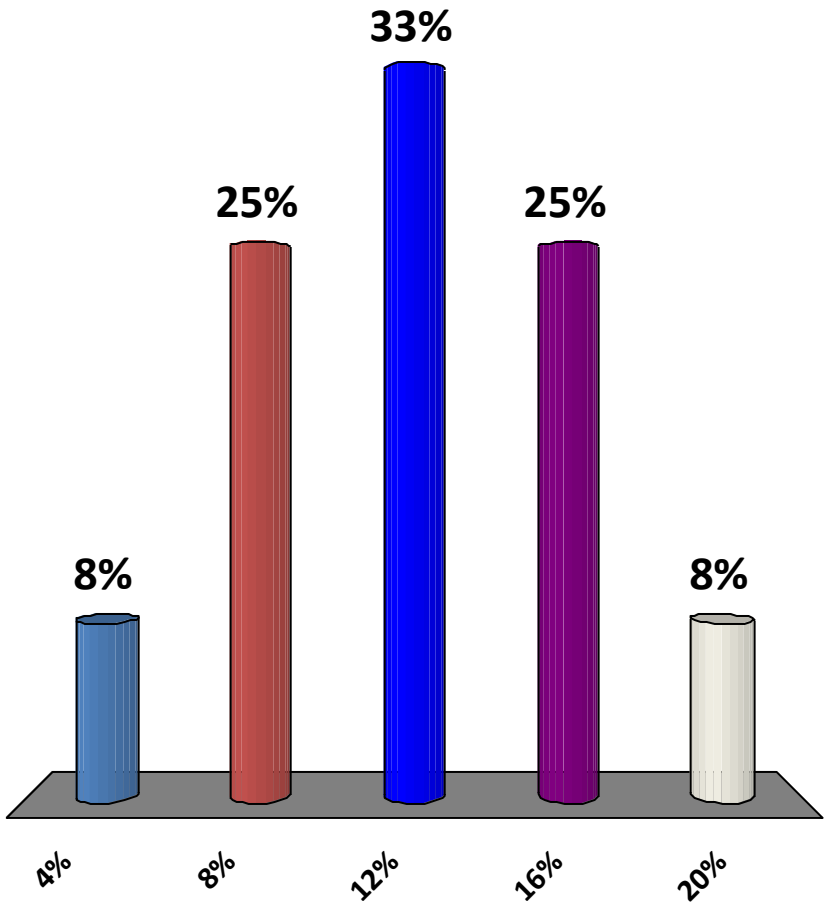
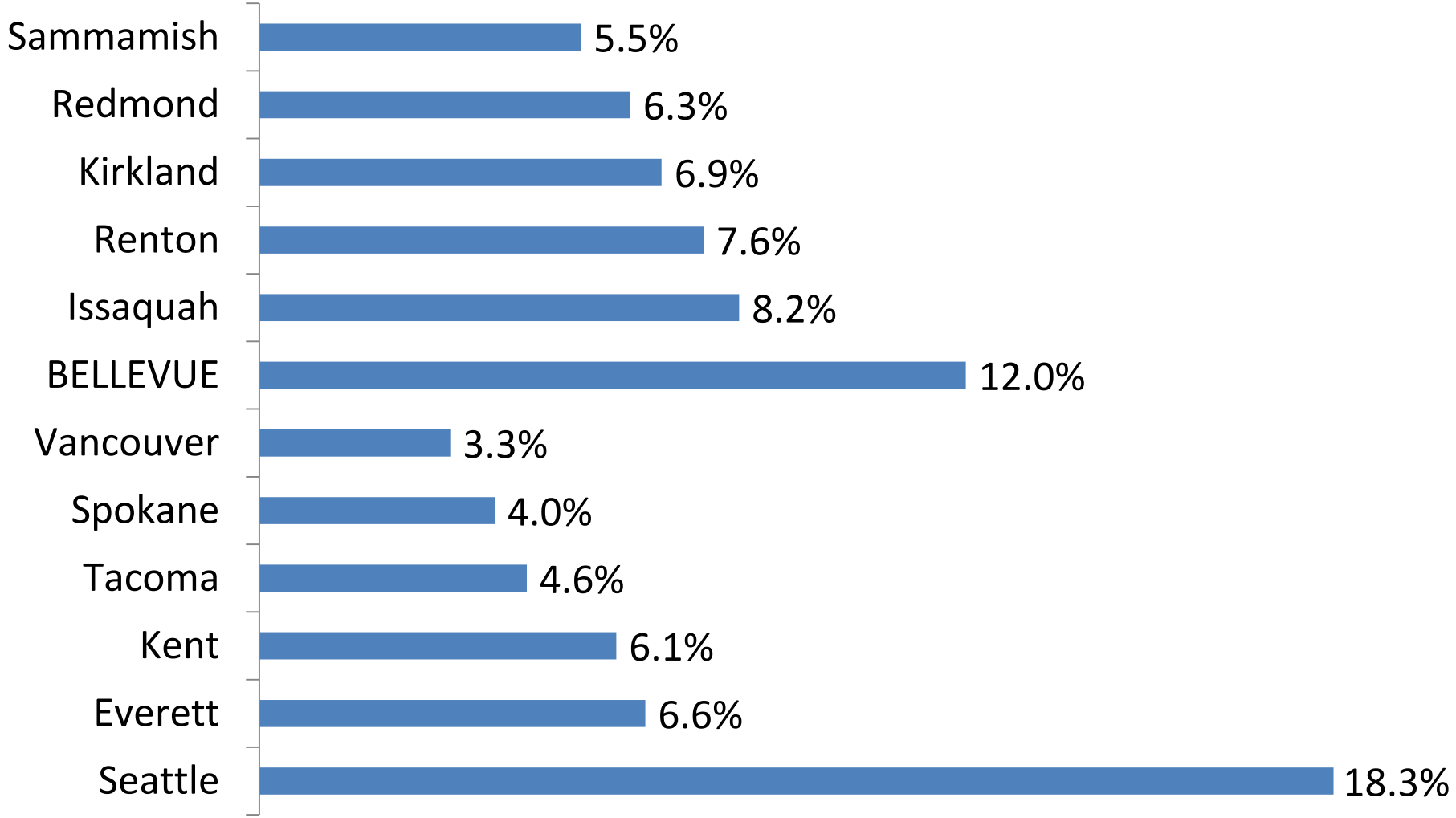
What percentage of commute trips in Bellevue are by transit?

1. 4%
2. 8%
3. 12%
4. 16%
5. 20%

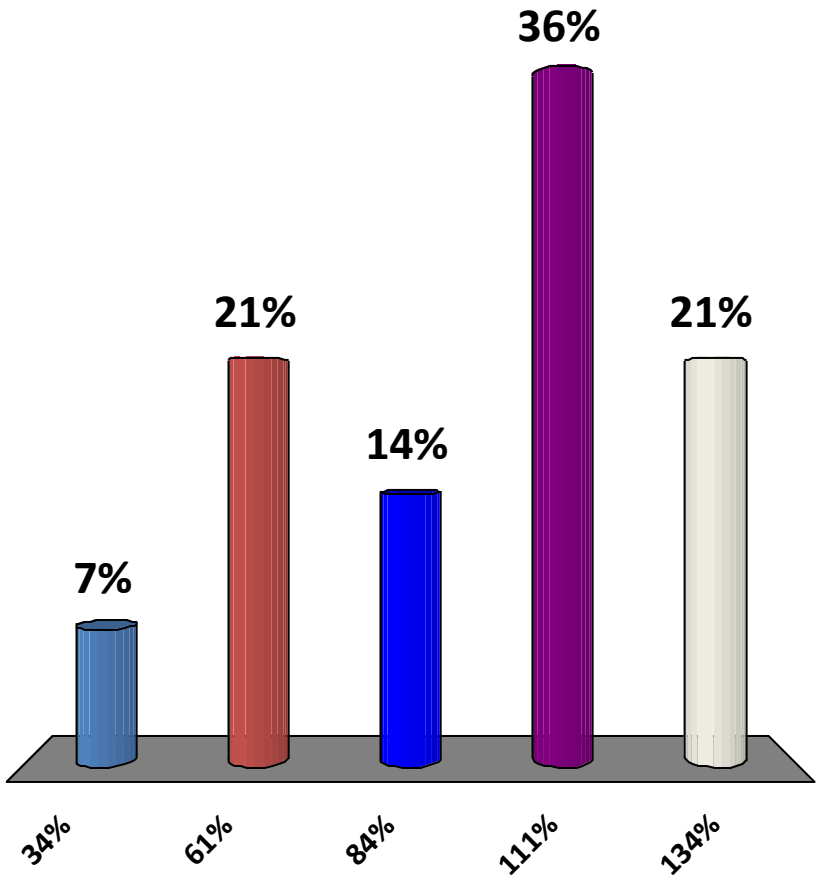


Percentage of Commute Trips by Bus in Eastside and Large Cities



What was the percent increase in daily bus usage in Bellevue from Fall 2003 to Spring 2012?

1. 34%
2. 61%
3. 84%
4. 111%
5. 134%



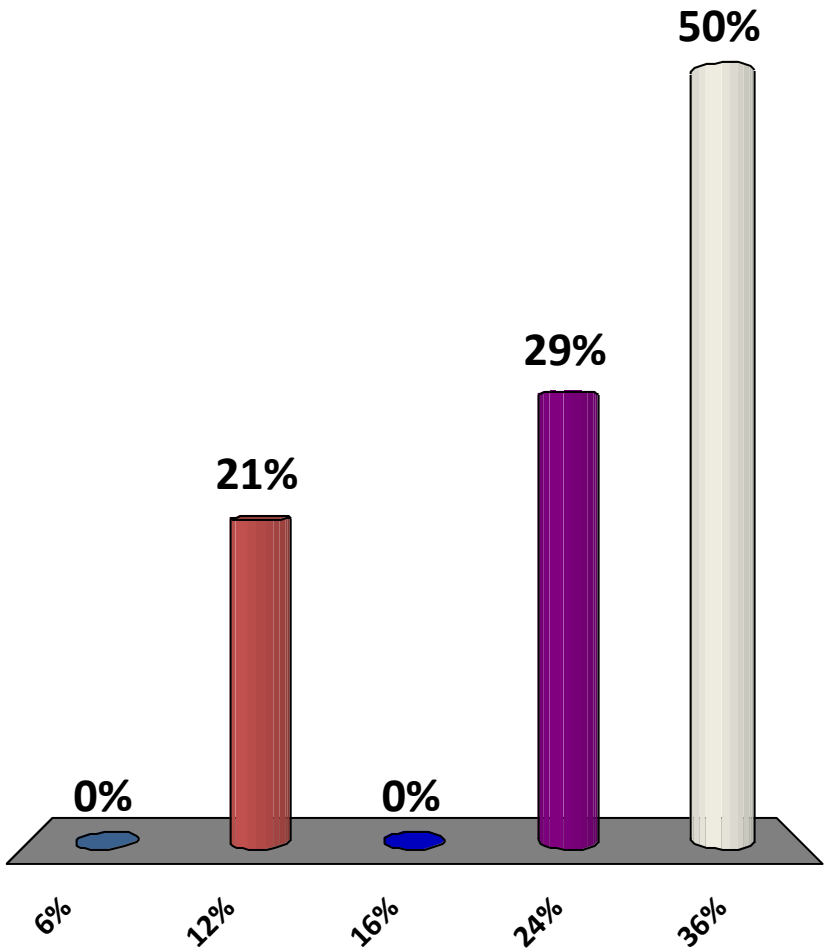
Transit Usage in Bellevue's Mobility Management Areas (MMA)

MMA	Fall 2003	Spring 2012	% Change
Downtown	7,346	17,700	141%
Eastgate	2,197	8,689	296%
Crossroads	1,706	3,501	105%
South Bellevue	2,908	3,275	13%
East Bellevue	1,695	2,688	59%
Factoria	1,724	2,331	35%
Richards Valley	1,301	1,969	51%
Bel-Red Northup	883	1,586	80%
Newport Hills	670	838	25%
Newcastle	384	831	116%
Bridle Trails	62	829	1,237%
Northeast Bellevue	532	786	48%
North Bellevue	512	685	34%
Wilburton	-	565	N/A
Total	**21,920**	**46,274**	**111%**

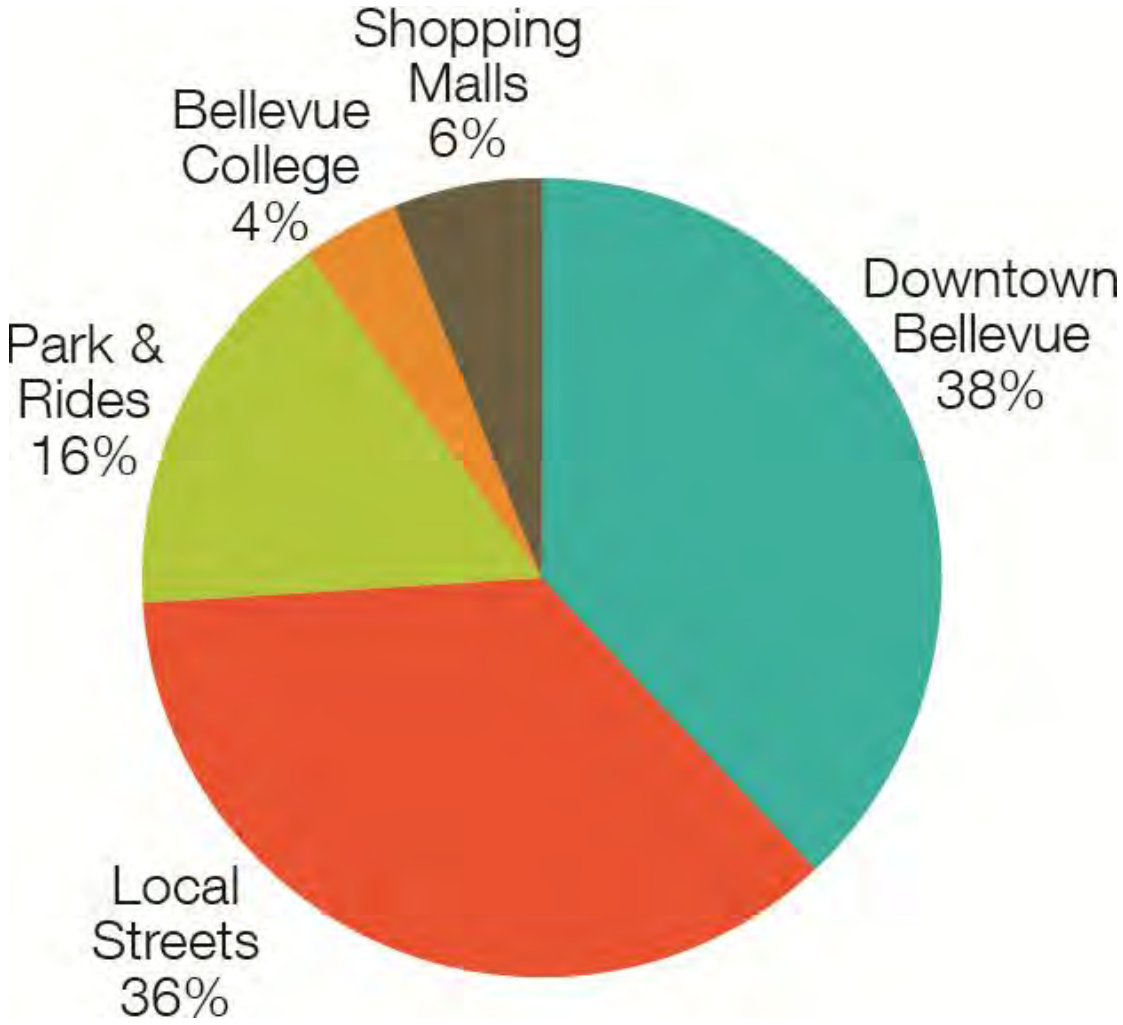
What percent of transit usage in Bellevue takes place at Park-and-Ride facilities?

[Eastgate P&R; South Bellevue P&R; Newport Hills; Wilburton; Eastgate Direct Access Ramp]

1. 6%
2. 12%
3. 16%
4. 24%
5. 36%



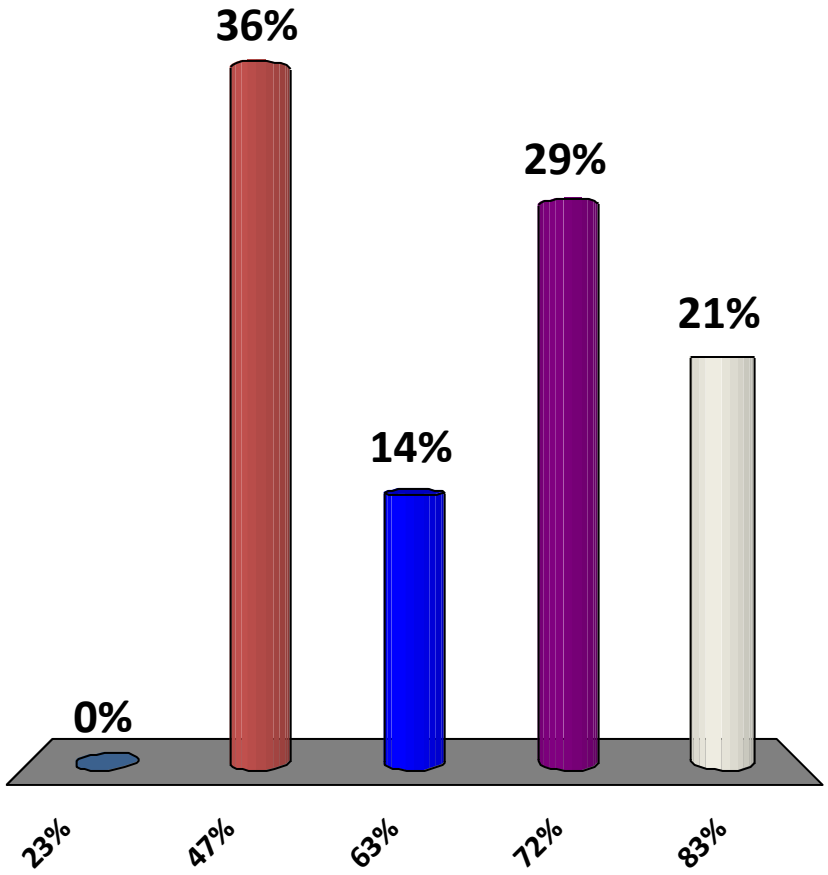
Daily Transit Usage Patterns in Bellevue



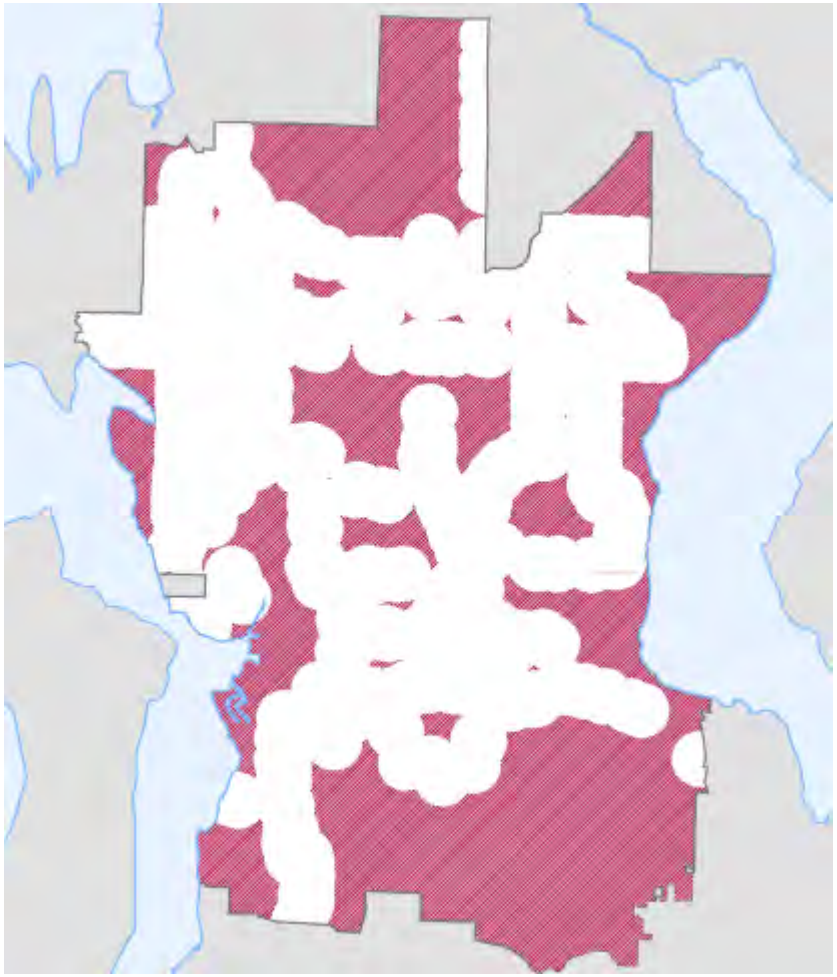
What percent of Bellevue's population (with ¼ mile of a stop) enjoys 30 min headways in the peak?

[Headway: The amount of time between consecutive trips in the same direction of travel.]

1. 23%
2. 47%
3. 63%
4. 72%
5. 83%



Areas in Bellevue Served by 30 Minute Headways in the Peak Period



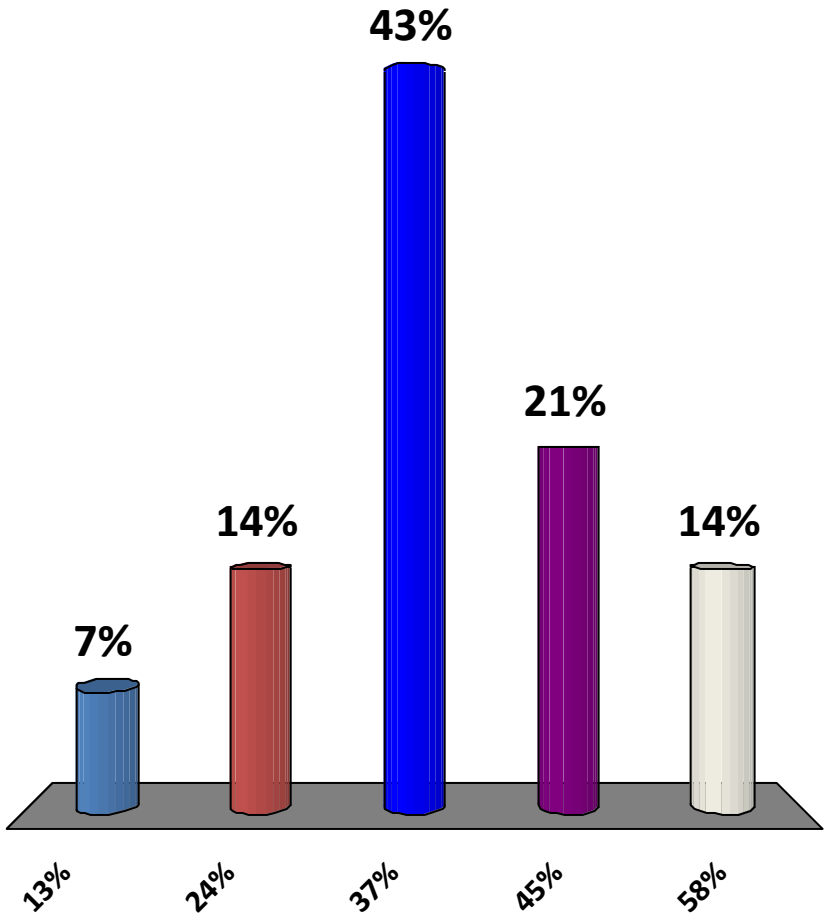
Percent of population served:

Residents - 72%
Older adults - 72%
Minorities - 75%
Speak language other than English - 87%
People in poverty - 83%
Affordable housing complexes - 88%
Major employers - 98%
Jobs - 92%

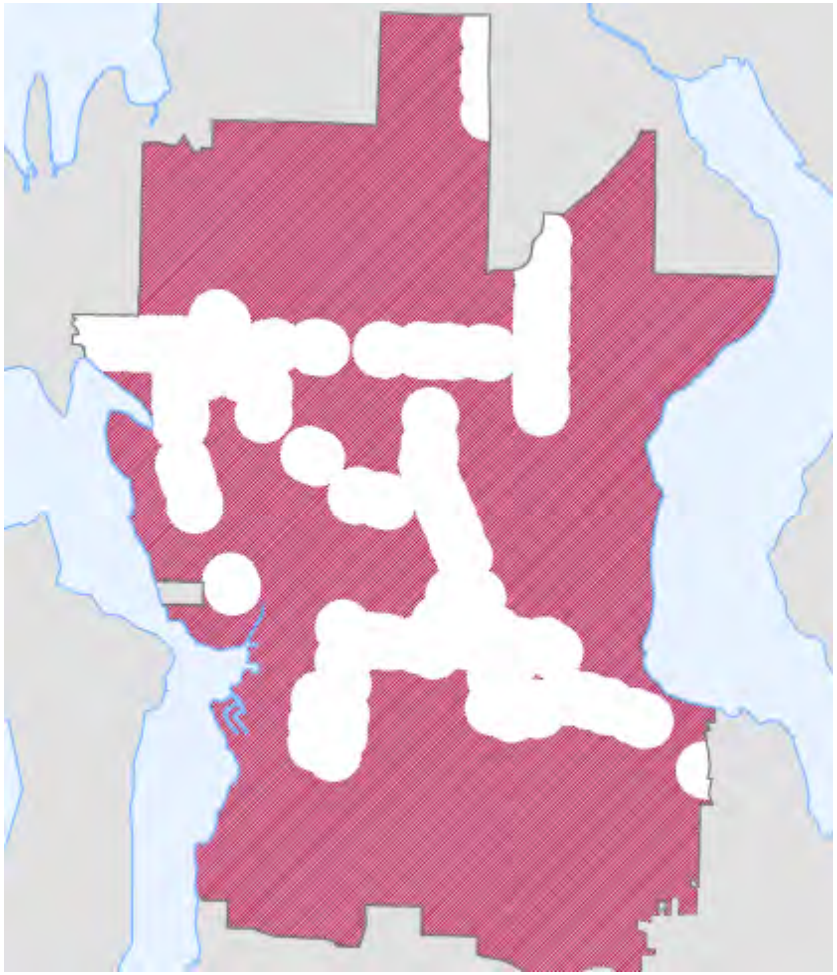
What percent of Bellevue's population (with ¼ mile of a stop) enjoys 15 min headways in the peak?

[Headway: The amount of time between consecutive trips in the same direction of travel.]

1. 13%
2. 24%
3. 37%
4. 45%
5. 58%



Areas in Bellevue Served by 15 Minute Headways in the Peak Period



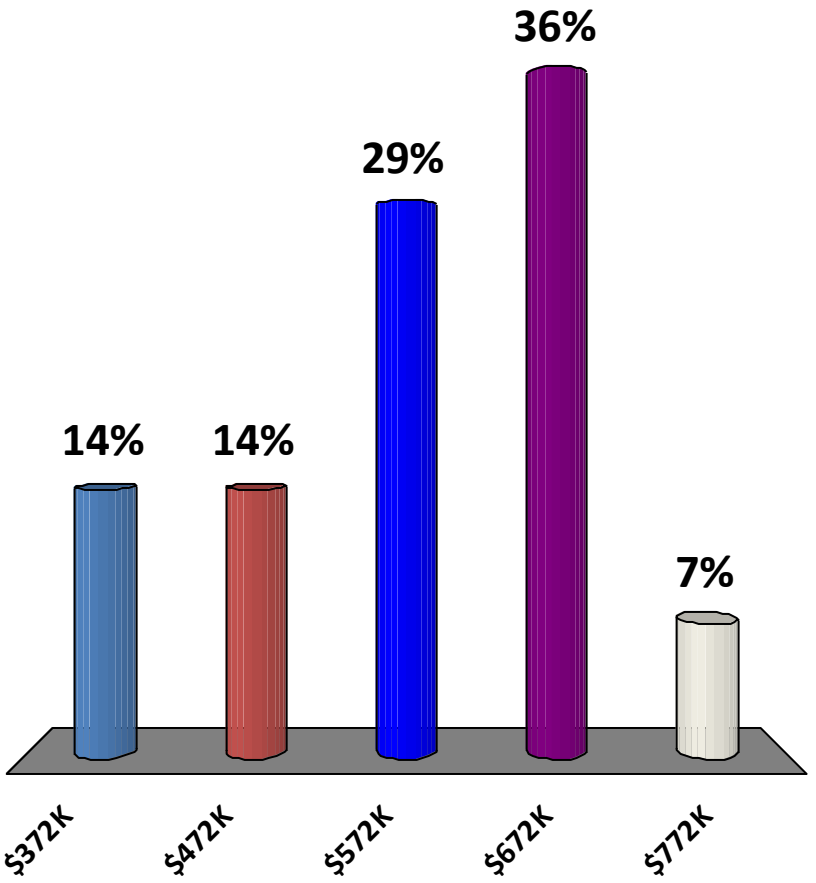
Percent of population served:

Residents - 37%
Older adults - 36%
Minorities - 42%
Speak language other than English - 56%
People in poverty - 51%
Affordable housing complexes - 56%
Major employers - 79%
Jobs - 63%

What is the cost to operate a conventional bus for one year?

[15 hours per day; 365 days per year]

1. $372K
2. $472K
3. $572K
4. $672K
5. $772K



Bus Operating Costs

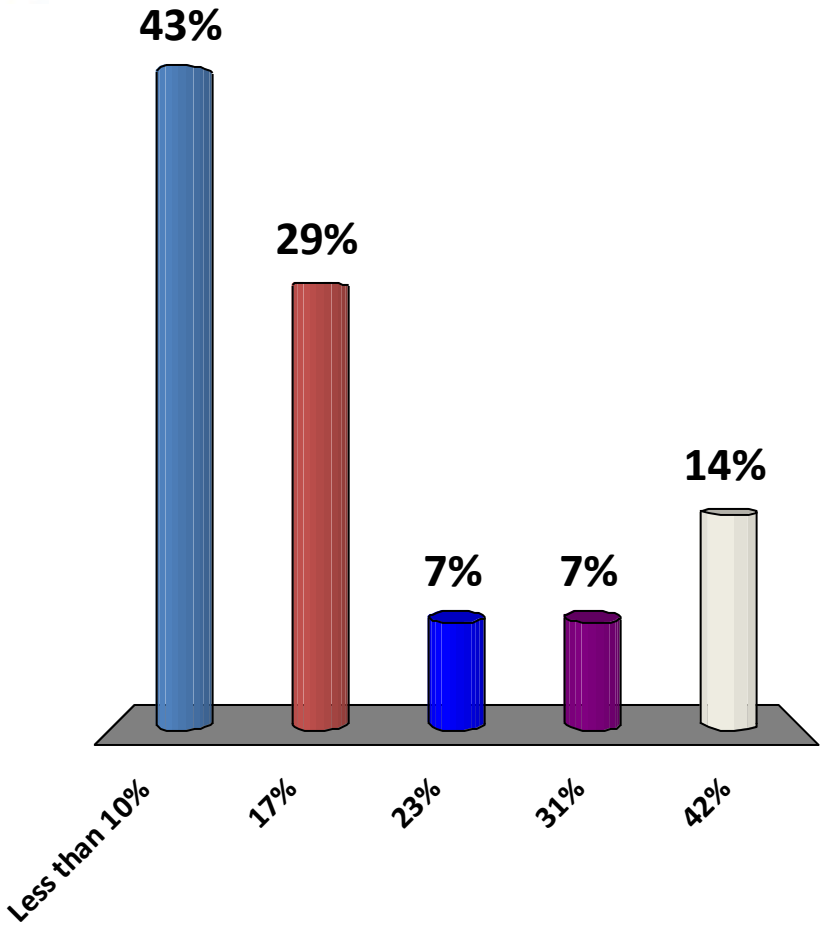
[15 hours per day; 365 days per year]

In Service: 6 AM **Out of Service: 9 PM**

15 Hours per day	15	15 Daily Hours
365 Days per year	5,475	Annual Service Hours
$141/Service hour	$772,000	Annual Operating Cost

How much cheaper is it to operate a van versus a 40’ bus in a defined service area?

1. Less than 10%
2. 17%
3. 23%
4. 31%
5. 42%



Case Study

Route 240 : Downtown Bellevue to Renton via Newcastle, Factoria

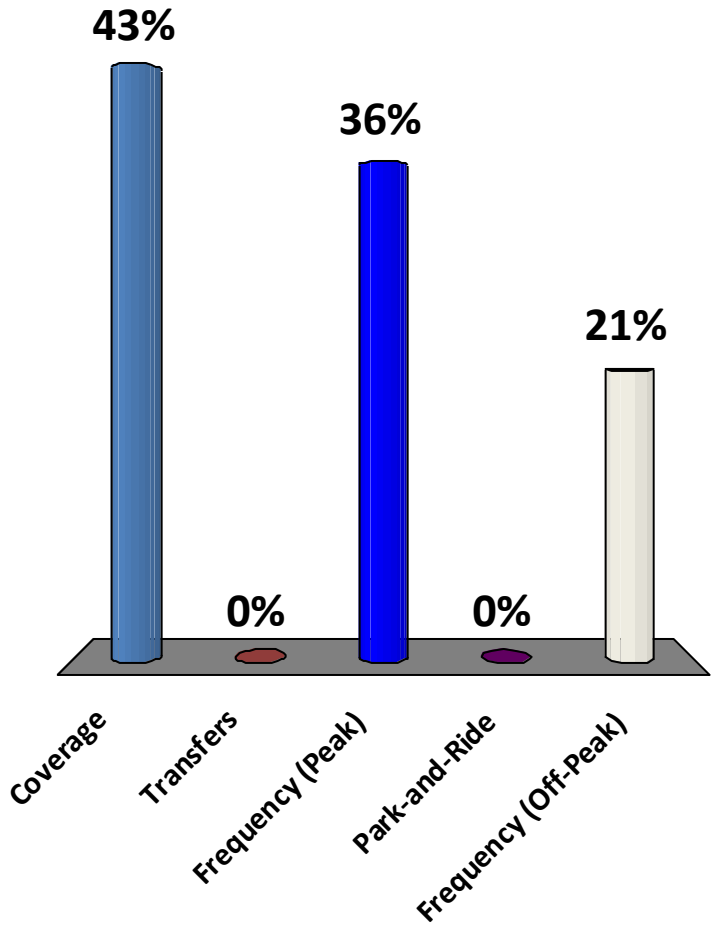
- **Boarding per Platform Hour = 22**
- **Cost per Boarding = $5.50**

Route 925: DART service area of Newport Hills, Newcastle, and Factoria

- **Boarding per Platform Hour = 1**
- **Cost per Boarding = $135**

What is the number one requested improvement among current transit riders in Bellevue?

1. Coverage
2. Transfers
3. Frequency (Peak)
4. Park-and-Ride
5. Frequency (Off-Peak)



Priorities of Respondents Overall & Bellevue Residents Who Use Transit

	All		Bellevue Resident	
Quality of Service	Count	Percent	Count	Percent
Increase Frequency During Peak	643	33.2%	149	22.8%
Increase Frequency to Reduce Overcrowding	249	12.9%	74	11.3%
Increase Vehicle Capacity at Park & Rides	183	9.5%	65	9.9%
Other	168	8.7%	54	8.3%
Increase Frequency During Midday	152	7.9%	58	8.9%
Revise Schedules to Improve Connections	131	6.8%	44	6.7%
Expand Service Coverage in Bellevue	114	5.9%	71	10.9%
Install Additional Shelters	60	3.1%	30	4.6%
Increase Frequency on Weekends	50	2.6%	30	4.6%
Extend Service at Night on Weekends	48	2.5%	20	3.1%
Increase Frequency During Late Night	47	2.4%	22	3.4%
Expand ORCA Sales Locations in Bellevue	41	2.1%	18	2.8%
Extend Service at Night on Weekdays	32	1.7%	13	2.0%
Increase Bicycle Capacity at Park & Rides	18	0.9%	6	0.9%
respondents	**1,936**		**654**	

28,000

Increase in population between 2010 and 2030

- Bellevue PCD Department

54,000

Increase in jobs between 2010 and 2030

- Bellevue PCD Department

Meydenbauer Bay
Old Bellevue
Downtown Park
Bellevue Square
Bellevue Way
Main Street
Compass Plaza
NE 12th St
King County Regional Library
City Hall
Convention Center
I-405
N

1,219,965

2010 daily person trips to/from/inside Bellevue

- BKR travel demand model (MP0r12.1)

1,750,539

2030 daily person trips to/from/inside Bellevue

- BKR travel demand model (MP0r12.1)

46,300

Spring 2012 daily transit ons/offs in Bellevue

- King County Data

136,000

2030 daily ons/offs in Bellevue

- BKR travel demand model (platform MP30r6.2)

28,000

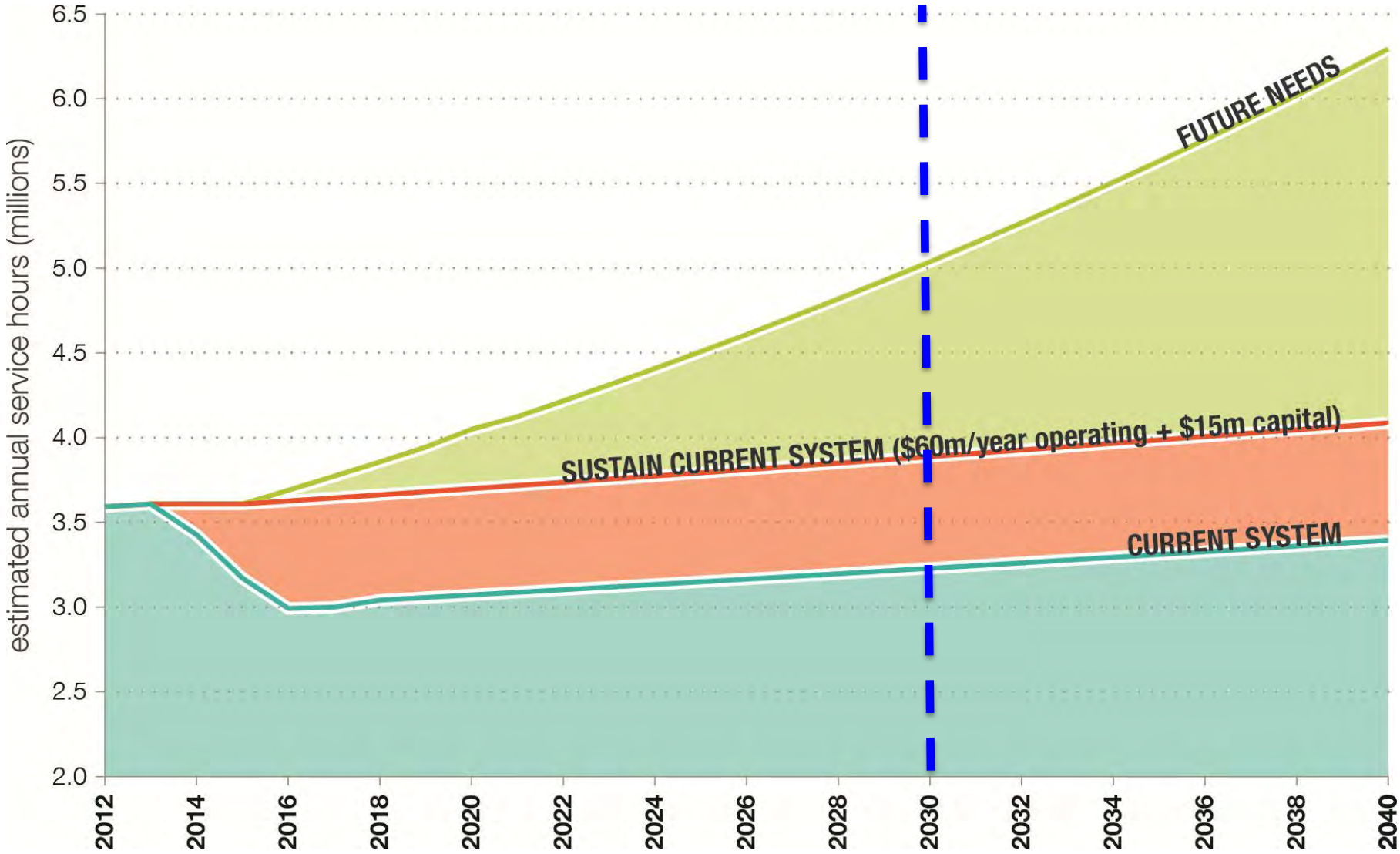
2030 daily ons/offs at Bellevue LRT Stations

- BKR travel demand model (platform MP30r6.2)

108,000

2030 daily bus usage (ons/offs) in Bellevue

- BKR travel demand model (platform MP30r6.2)

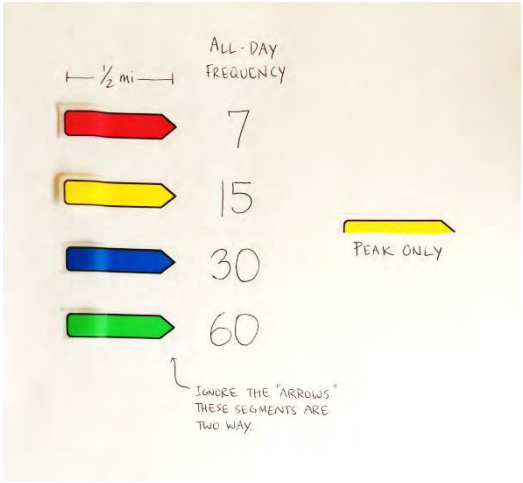

estimated annual service hours (millions)
6.5
6.0
5.5
5.0
4.5
4.0
3.5
3.0
2.5
2.0
2012
2014
2016
2018
2020
2022
2024
2026
2028
2030
2032
2034
2036
2038
2040
FUTURE NEEDS
SUSTAIN CURRENT SYSTEM ($60m/year operating + $15m capital)
CURRENT SYSTEM

Network Design Exercise

Network Design Exercise

Network Design Exercise

Network Design Exercise



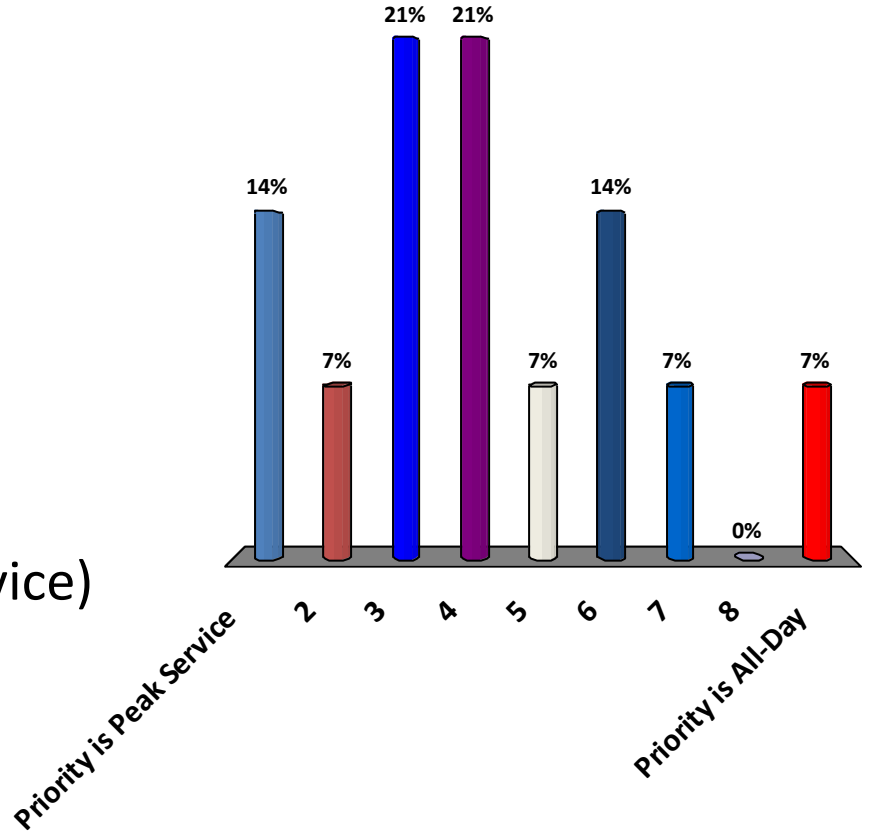
Trade-Offs

When we invest in transit, we have to make choices. Here are a few tough choices on which we'd like your opinion.

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

1. Priority is Peak Service

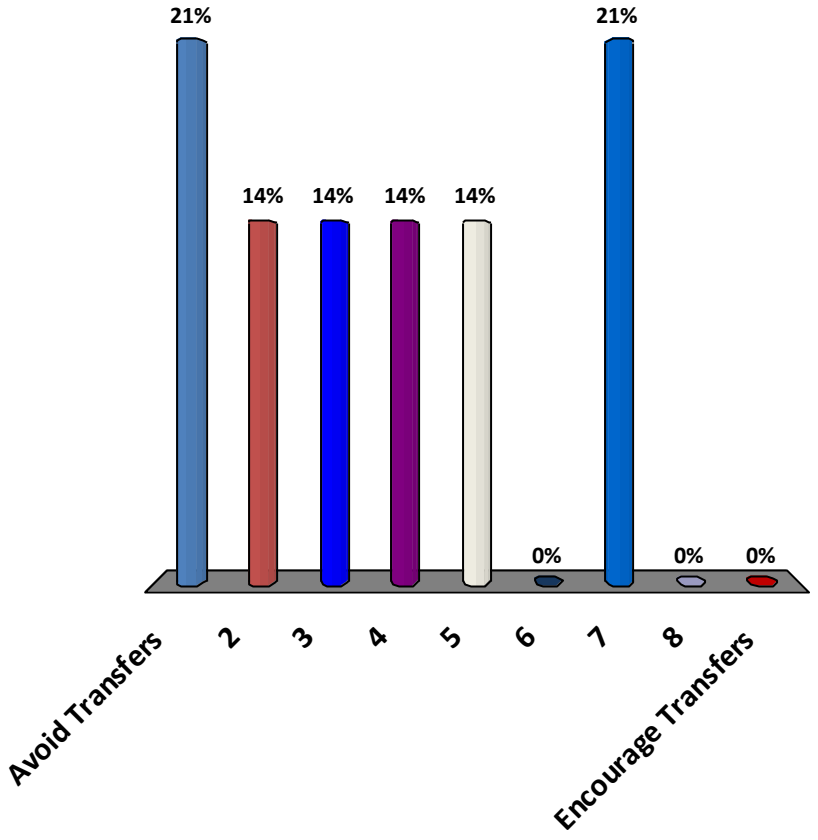
9. Priority is All-Day
(evening and weekend service)



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

1. Avoid Transfers

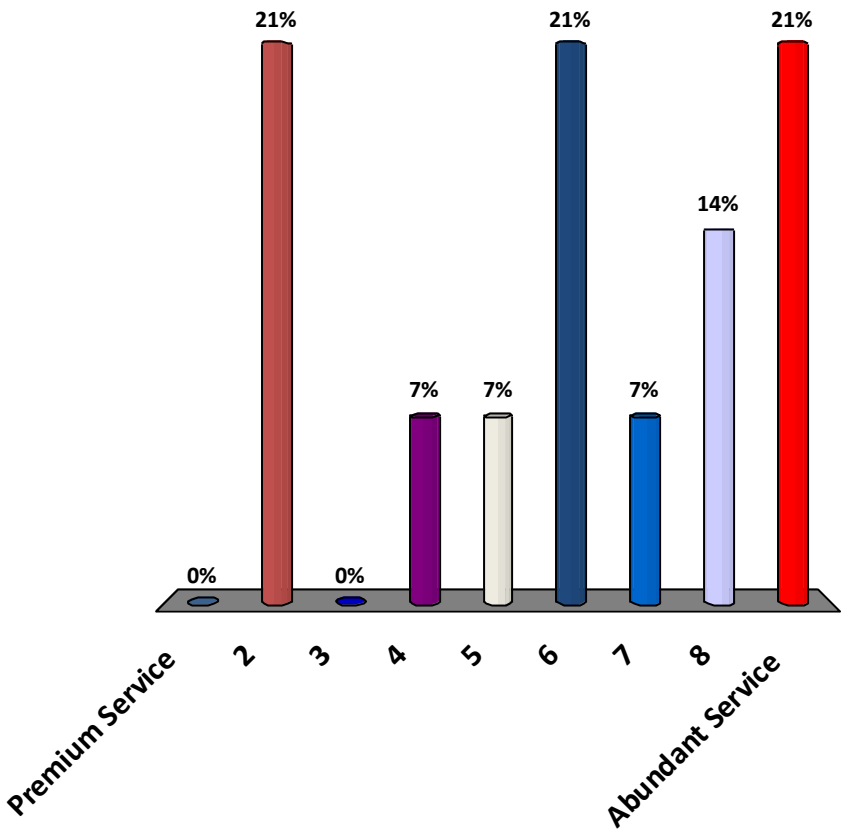
9. Encourage Transfers



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

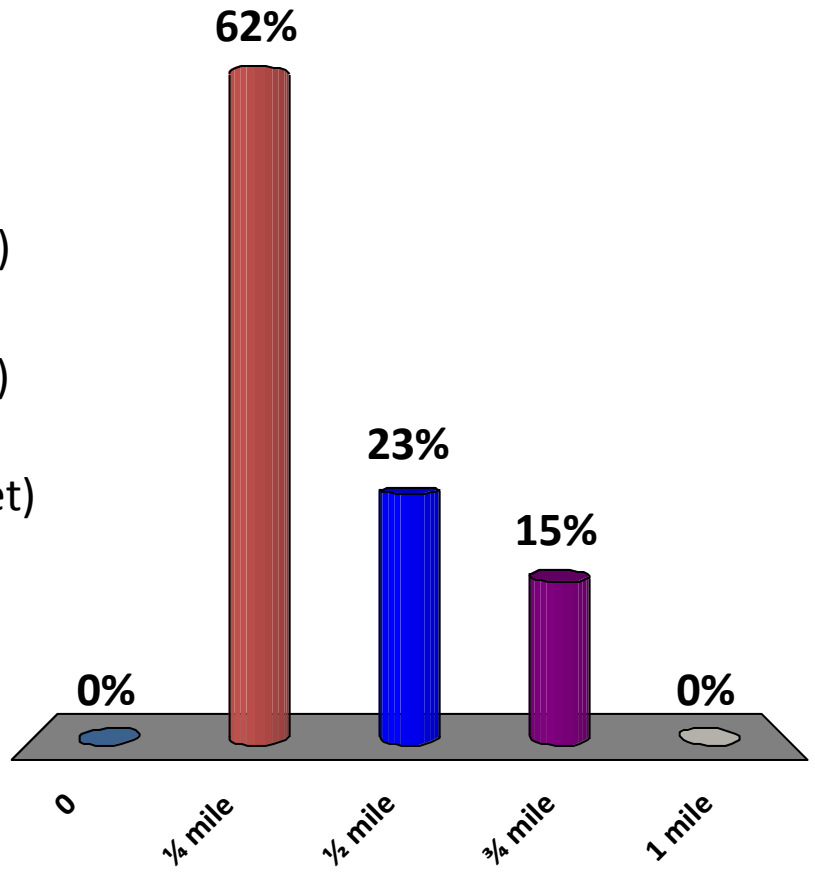
1. Premium Service

9. Abundant Service



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

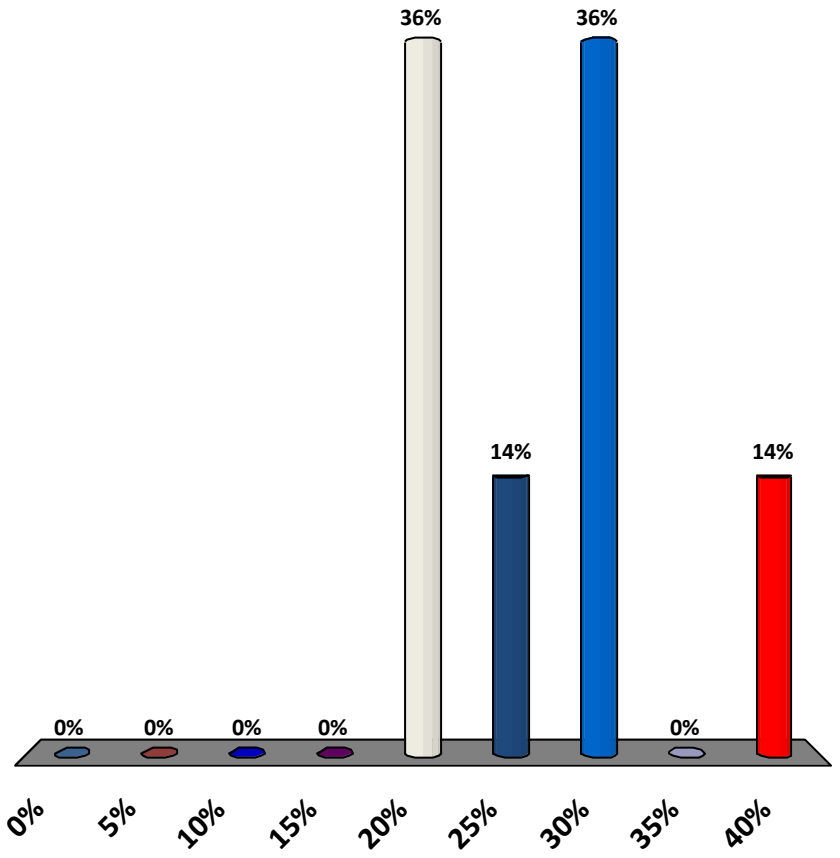
1. 0
2. ¼ mile (Main to 4th Street)
3. ½ mile (Main to 8th Street)
4. ¾ mile (Main to 12th Street)
5. 1 mile



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

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

We Are Here



Next Steps

1. Council Meeting on Network Design Vision (3/11/13)
2. Service Element completed by end of April 2013.
3. Transit Service Vision Report will include near, mid, and long-term transit visions that are responsive to a range of potential financial scenarios (reduced funding, stable funding, and growing resources).
4. Capital Element commences in May 2013.
5. TMP project completed by end of 2013.

Additional Information

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