

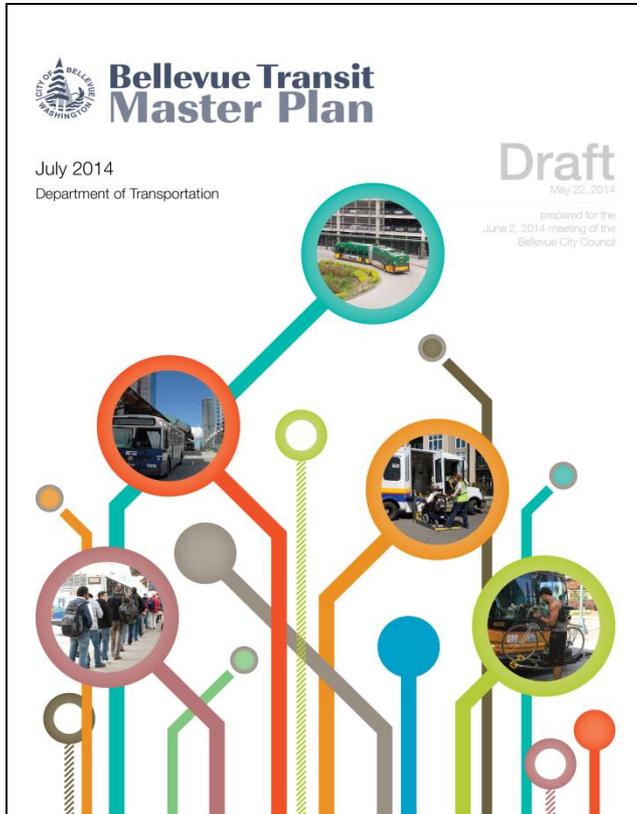


# Bellevue Transit Master Plan

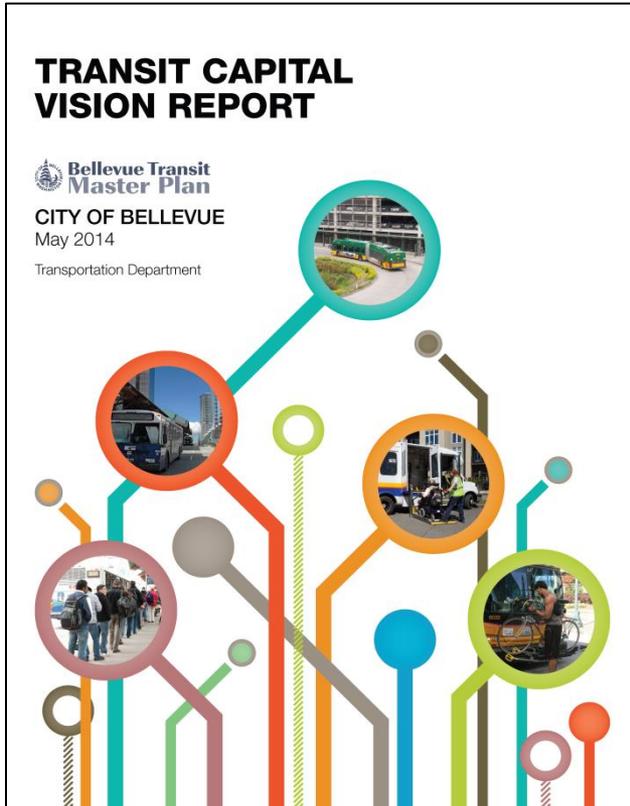


***City Council Meeting  
June 2, 2014***

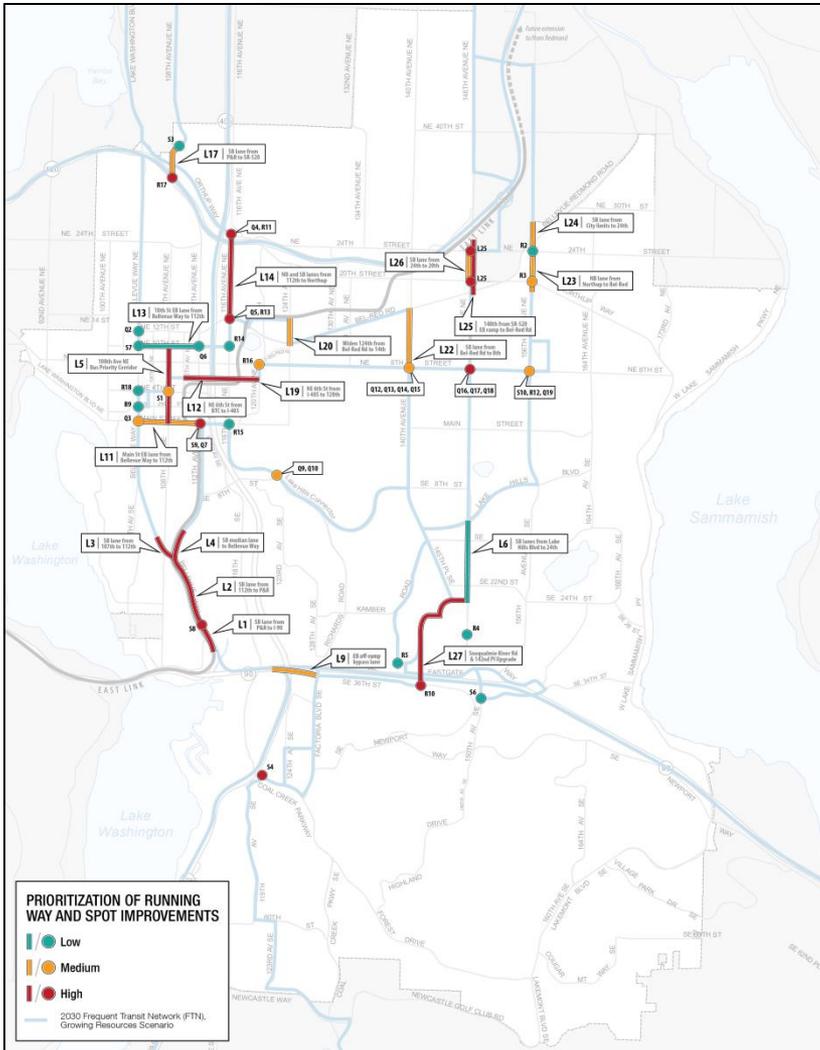




- 1. Council's 4/14/14 Briefing**
- 2. What's changed since 4/14?**
- 3. Community Outreach**
- 4. Draft Transit Master Plan**
- 5. Council Feedback**



- Arterial HOV lanes
- Business Access Transit (BAT) lanes
- Queue jump
- Road construction
- Transit Signal Priority (TSP)
- Commuter parking facilities
- Shelters
- Layover facilities
- Pedestrian infrastructure
- Bicycle infrastructure



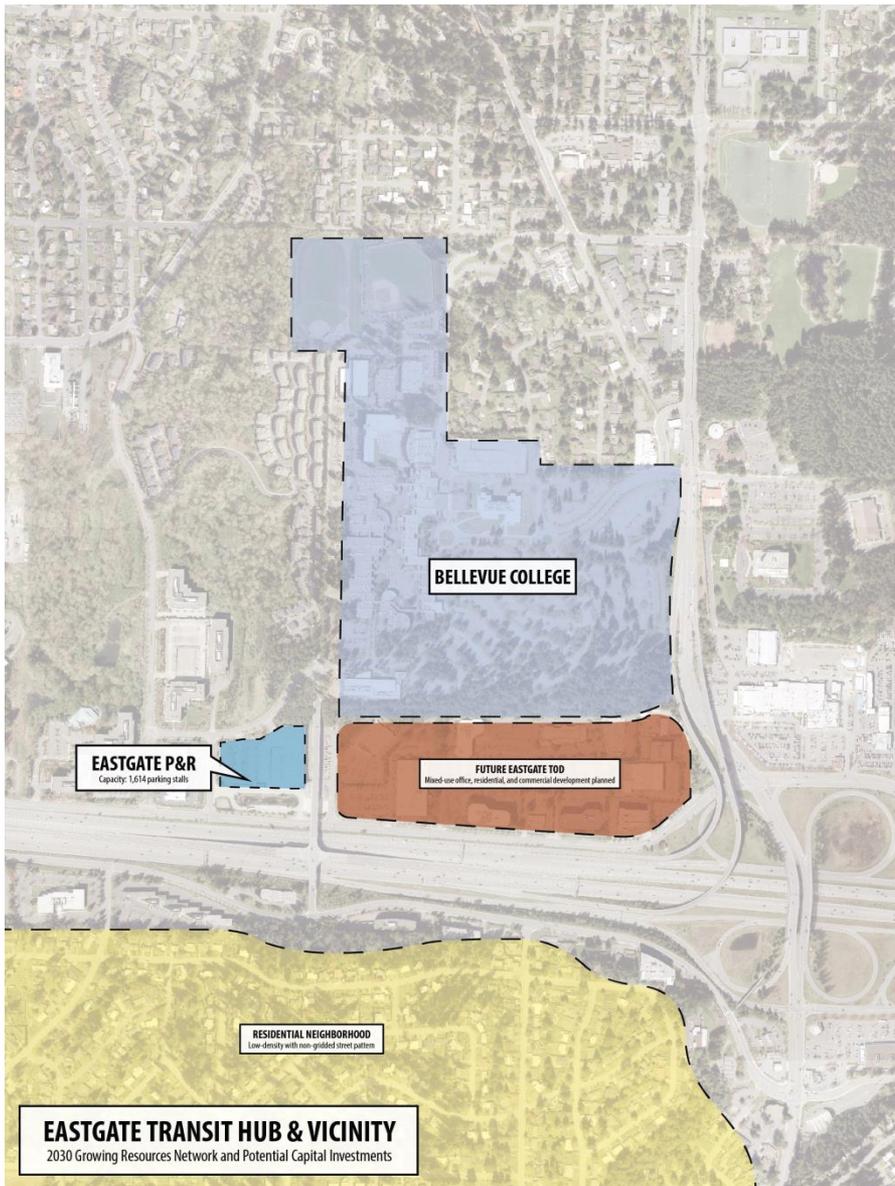
## Prioritization Philosophy:

Consistent with FTN goal of enabling more people, to reach more destinations, in less time.

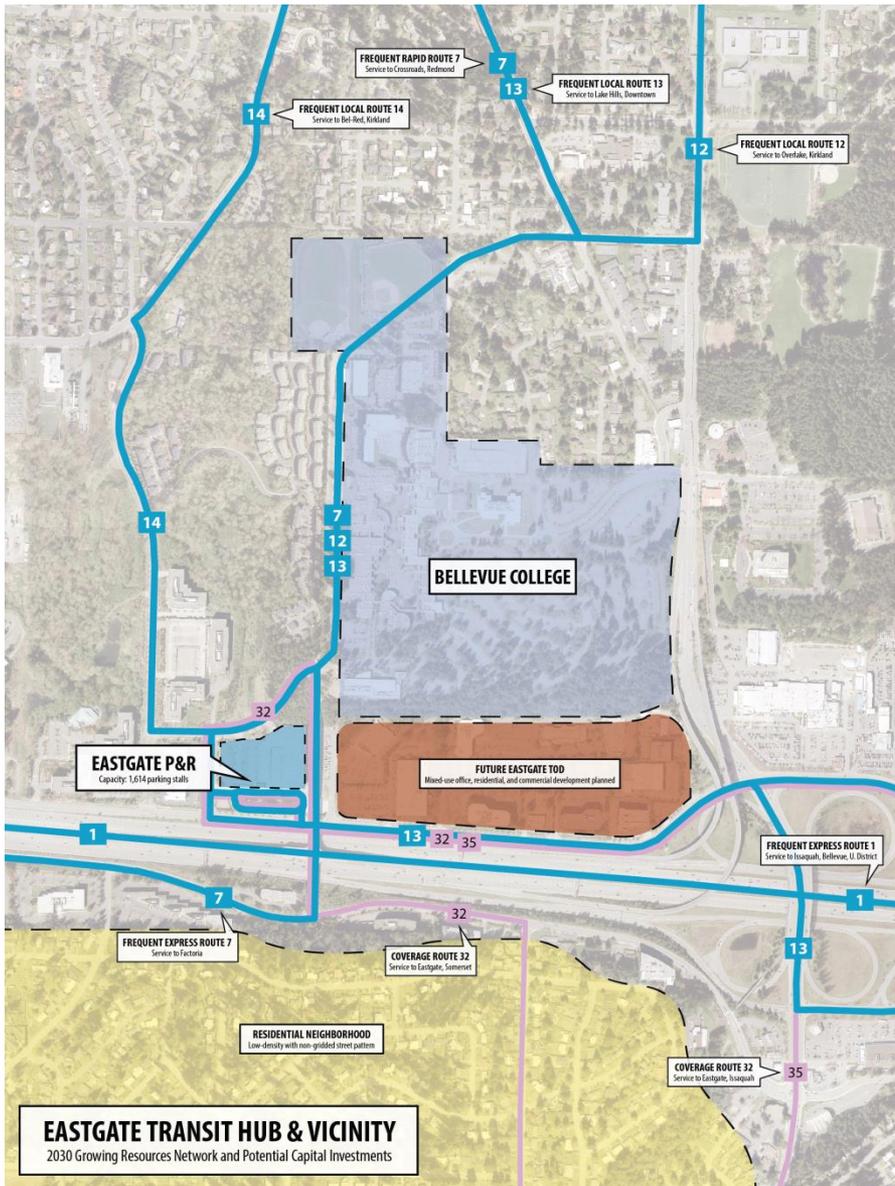
## Prioritization Factors:

1. weekday transit ridership
2. weekday bus volumes
3. PM peak approach delay
4. PM peak approach queue length
5. intersection level-of-service

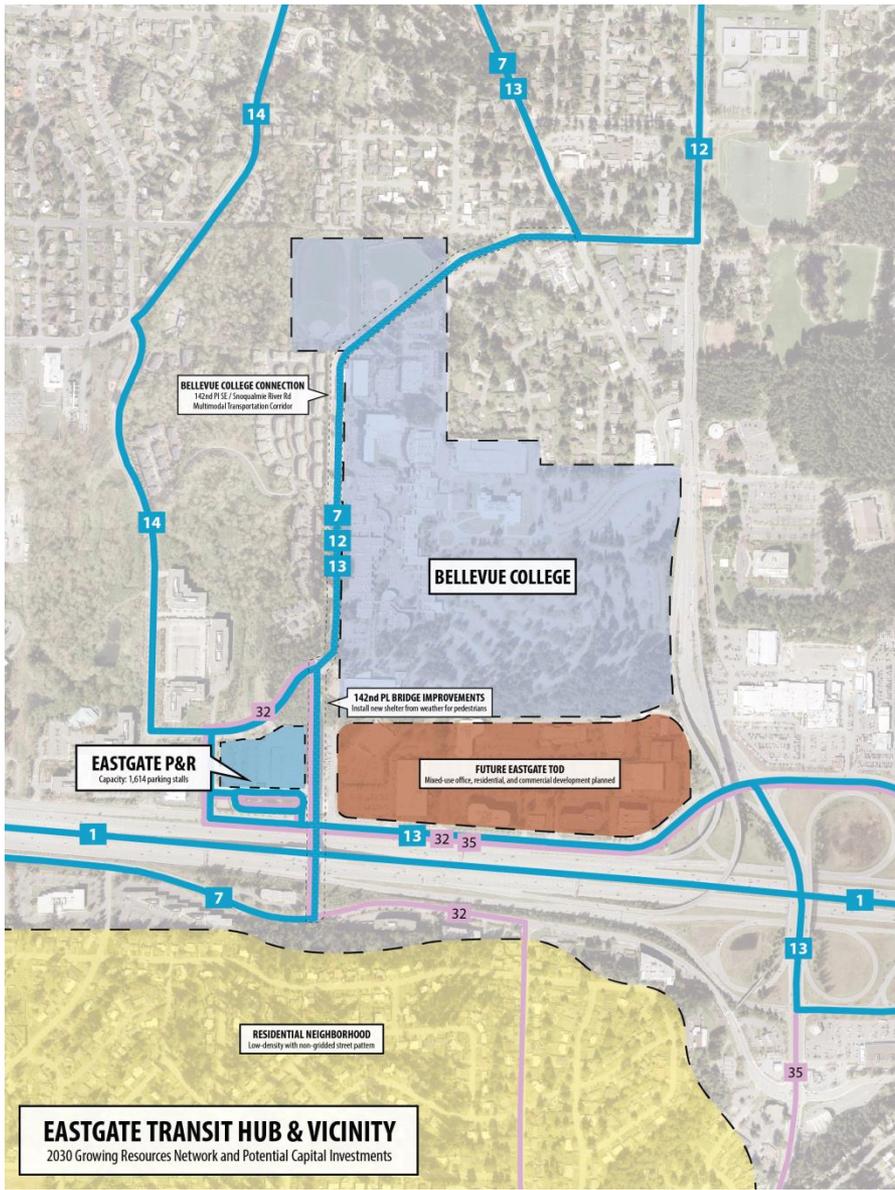
- **Robinson** – Both the TMP and DTP identify Main Street as a component of Bellevue’s FTN where speed & reliability projects are anticipated. Details to be determined in a future corridor study; proposed for funding in 2015-16 budget.
- **Wallace** – A developer whose street frontage is adjacent to a TMP candidate project that is not associated with an adopted Bellevue CIP or TFP would not be required to make any provisions to accommodate the future transit project.
- **Robertson** – Improvements identified in the TMP will have to compete with other infrastructure priorities identified in other Long Range Facility Plans before they are incorporated into Bellevue’s TFP and then CIP.
- **Robertson** – The following corridors were identified for potential repurposing to arterial High Occupancy Vehicle (HOV) or Business Access Transit (BAT) lanes: 108 Ave NE (L5); Main St (L11); NE 10 St (L13); 116 Ave NE (L14); 148 Ave NE (L26).
- **Robertson** – Implementing TMP running way projects result in overall improvement in citywide vehicle delay and person throughput along FTN corridors. Consistent with FTN goal of enabling more people, to reach more destinations, in less time.
- **Lee** – The TMP is comprised of three major elements – the Policy, Service, and Capital Elements.



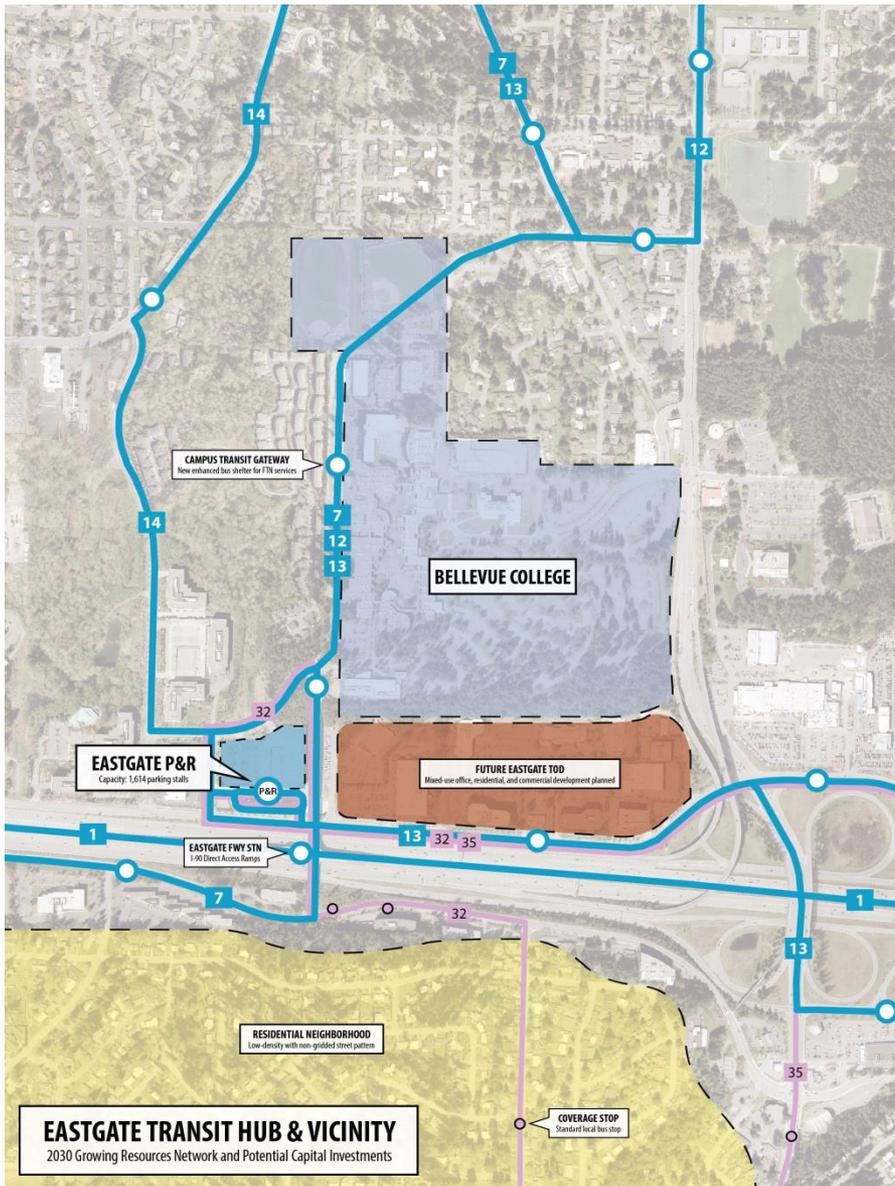
- **THE DEVELOPMENT LOT**
- **FREQUENT TRANSIT NETWORK**
- **RUNNING WAY PROJECTS**
- **FTN STATIONS AND STOPS**
- **PARK-AND-RIDE ACCESS**
- **PED-BIKE ACCESS NETWORK**



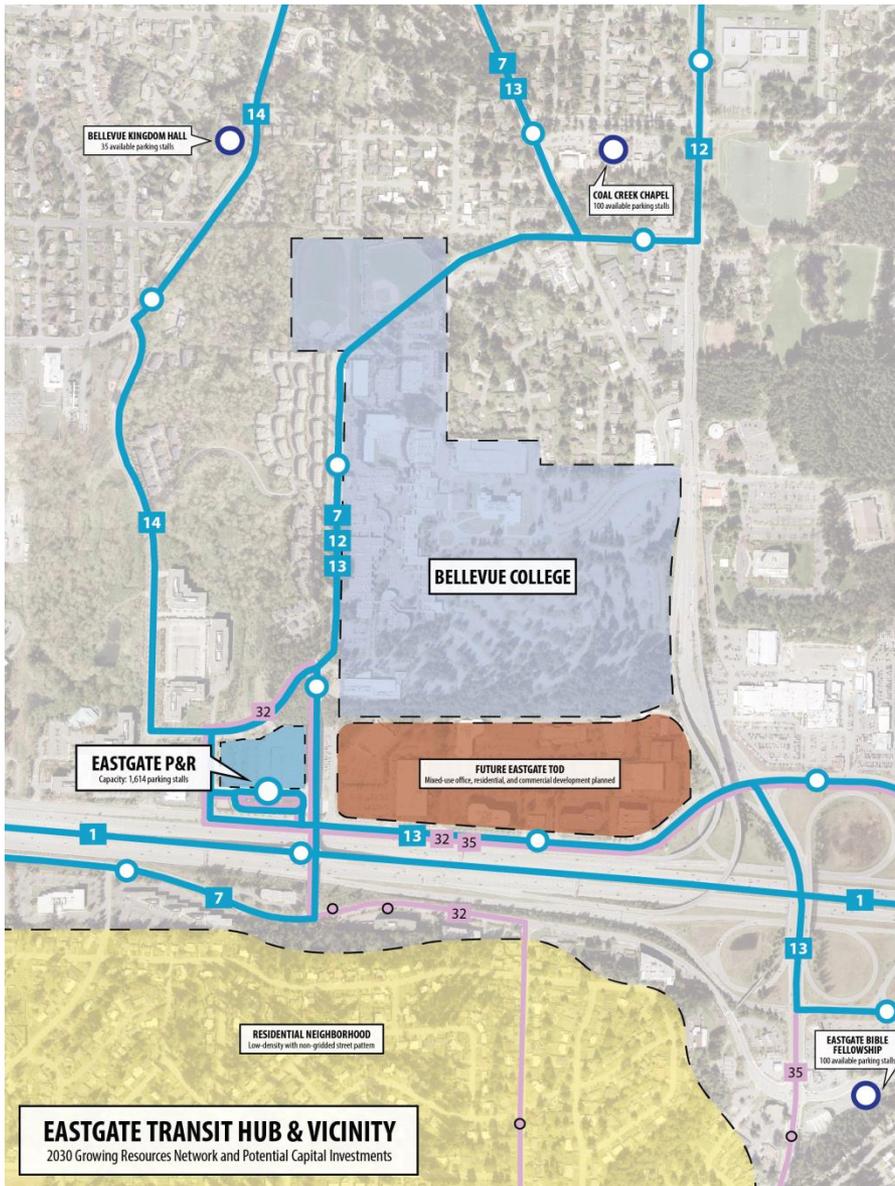
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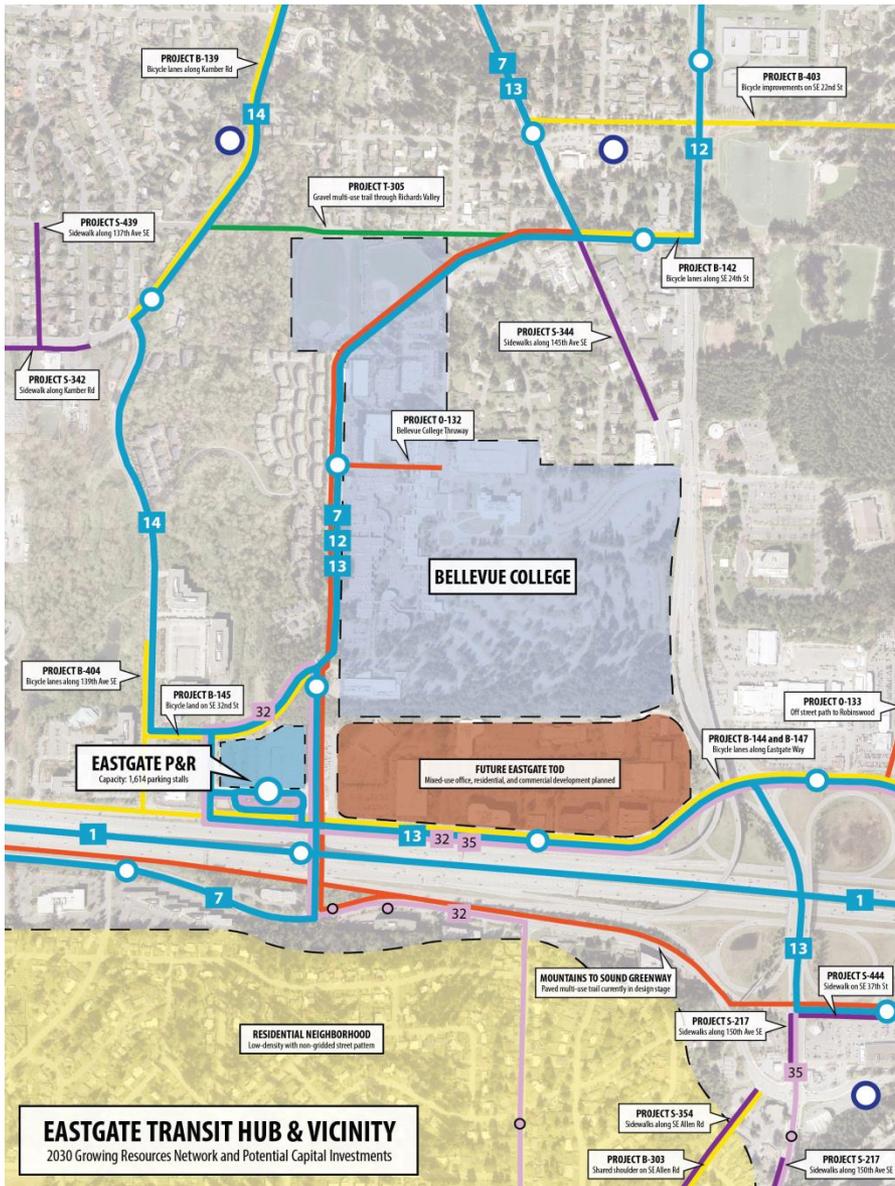
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3000 Landerholm Circle SE • Bellevue, WA 98007-6484 • www.bellevuecollege.edu

April 16, 2014

Bellevue City Council  
450 110<sup>th</sup> Ave. NE  
P.O. Box 90012  
Bellevue WA 98004

Dear Mayor Claudia Balducci and Honorable Councilmembers:

**“Bellevue College will be an active partner in advancing the Connection Project...we anticipate opportunities to provide limited matching funds....”**

outlined in these projects and specifically the Bellevue College Connection.

Best Regards,

Ray White  
VP of Administrative Services  
Bellevue College

*Become Exceptional*



12111 NE First Street, Bellevue, Washington 98005 / P.O. Box 90010, Bellevue, Washington 98009-0010

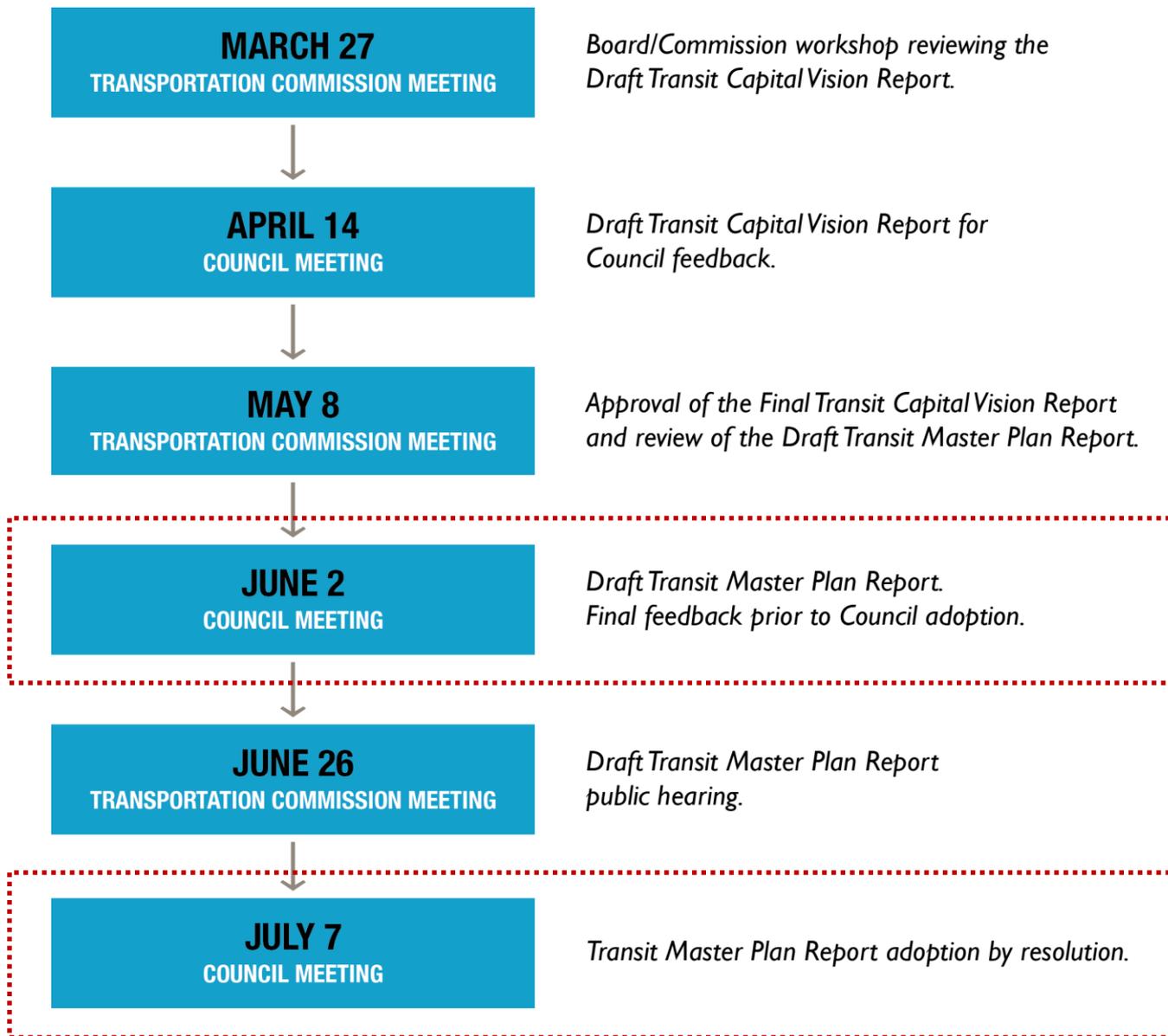
May 12, 2014

Bellevue City Councilmembers  
450 110<sup>th</sup> Ave. NE  
Bellevue, WA 98009

**“... the TMP does strengthen services for all students accessing community and school events outside of the normal bell schedule.”**

Though BSD has not been physically at the table with King County Metro for discussions regarding the currently proposed cuts, we have continued to maintain our strong working relationship with them. We have worked directly with them to maintain the level of service necessary to continue use of Metro as the primary service provider for BSD high school students. As mentioned, Metro's service reduction plan has very little direct impact on the district to/from student transportation for the 2014-15 school year.

However, the District is concerned that the reduction in service by Metro could result in overcrowding of District routes resulting in buses not stopping at bus stops, students being left behind and arriving late to school or home. Route reductions have not adversely affected our specific route coverage, but overall reductions along with increased ridership are contributing



- **King County Service Reduction Proposals:** The TMP informed recent communications to King County urging the County to maintain the frequency, span, and coverage of three routes in Metro’s service reduction proposal (contributed to rethinking Route 235 and 245).
- **Grant Opportunities:** Metro’s Route 245 corridor speed and reliability improvements proposal for consideration in the 2014 King Countywide Grant program competition.
- **East Link Implementation:** Related to South Bellevue Park & Ride (i) refinements made to facility to enhance bus/rail connections and (ii) contributing to assessment of potential leased-lot facilities.
- **Partnership Opportunities:** Strengthened relations with Bellevue College to advance the Bellevue College Connection Project (potential matching funds for design).
- **Sound Transit Long-Range Plan:** Bellevue College Connection Project incorporated into ST’s Long-Range Plan positioning it for consideration as an ST3 project.
- **King County Long Range Public Transportation Plan:** Metro is seeking consultant support to develop its LRPTP (the scope includes a Service, Capital, and Policy Element).



# Bellevue Transit Master Plan

July 2014

Department of Transportation

# Draft

May 22, 2014

prepared for the  
June 2, 2014 meeting of the  
Bellevue City Council



Draft

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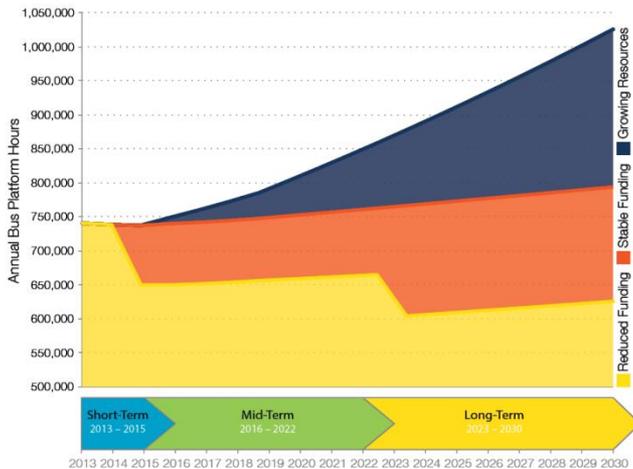


# Bellevue Transit Master Plan

# Draft Transit Master Plan (TMP)

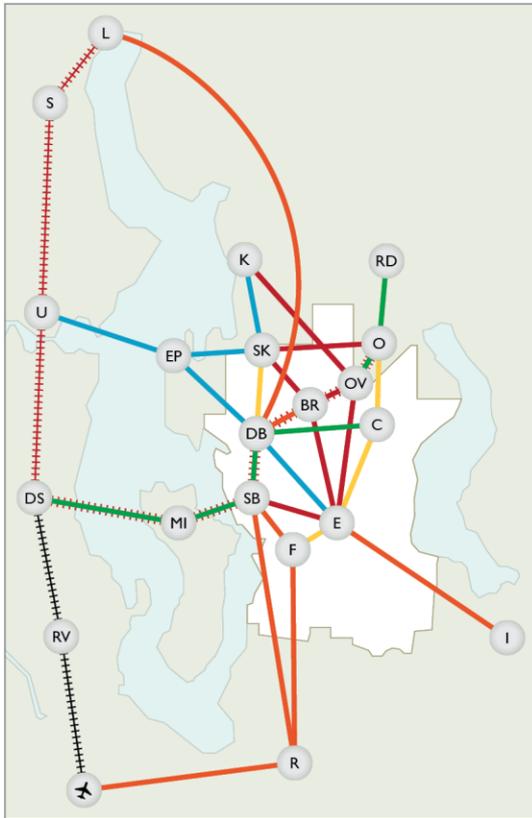


- **What is the Transit Master Plan?**
- Why update the 2003 Transit Plan?
- What does the TMP tell us?
- What does “Abundant Access Mean?”
- What are the service oriented strategies?
- What are the capital oriented strategies?





- What is the Transit Master Plan?
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**2013 - 2030 FTN Upgrades Required**

- 8** No Upgrade Needed - 2030 FTN-Level Service
- 10** Upgrade by 2 min. - Existing Very Frequent Service
- 15** Upgrade by 7 min. - Existing Frequent Service
- 30** Upgrade by 20+ minutes - Existing All-Day Service
- N** New Service - No Existing Service at any Frequency

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CONVENIENT



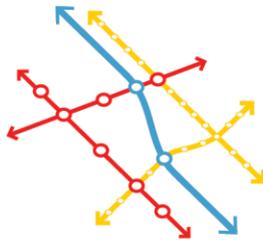
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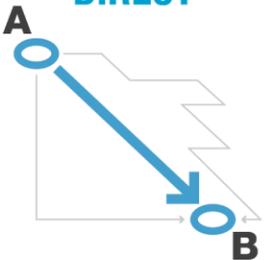
EFFICIENT



SIMPLE



DIRECT



REGIONALLY CONNECTED

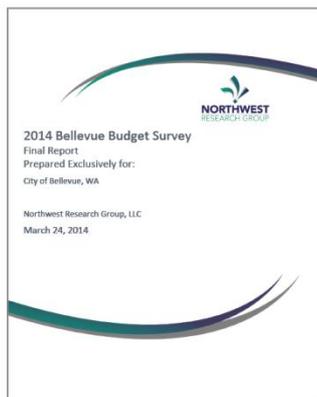
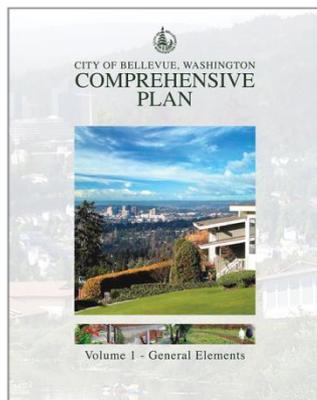


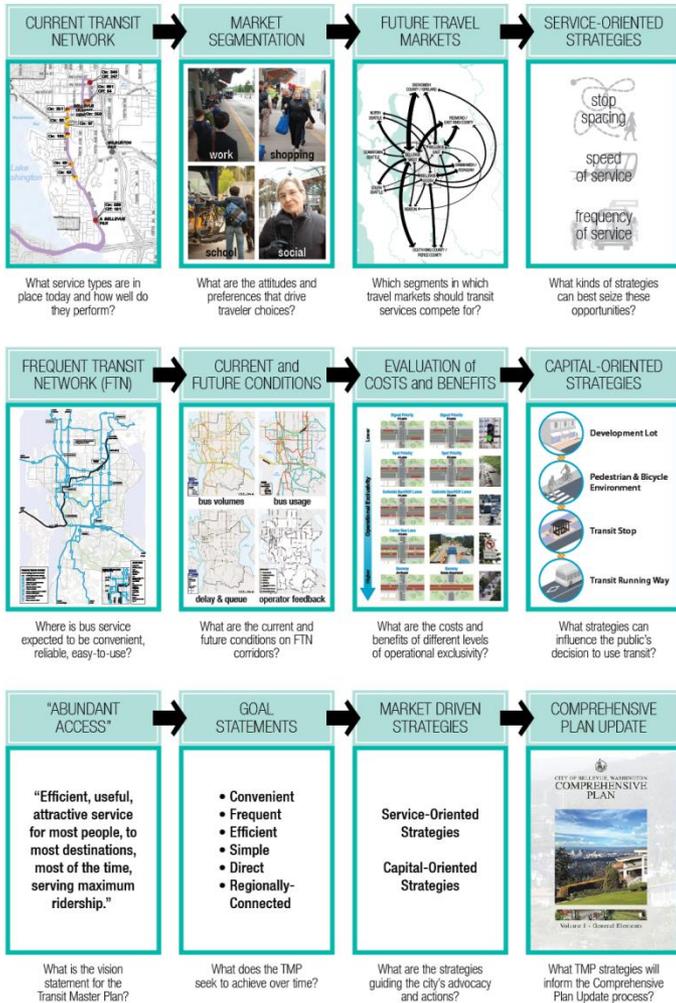
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- **Plan Purpose**
- Planning Process
- Community Outreach
- Improvement Survey
- Stakeholder Interviews
- Non-Native English Speakers
- Coach Operator Survey
- TMP Forum
- Network Design Workshop
- Capital & Policy Workshop





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**Bellevue Transit Master Plan**

**Help Shape Bellevue's Transit Future!**

Please join Bellevue business owners, visitors, employees, and residents to help shape a high-quality transit system that is fast and reliable, safe and comfortable, and accessible for all users.

What do you need as a transit customer or what would entice you to ride transit? Maybe, you would like a more convenient bus route in your neighborhood, or you just want to be able to get to downtown Bellevue more quickly. Do you need better pedestrian or bicycle access? These are only a couple of questions that we are asking on the Transit Plan survey.

To access the online survey and obtain more information, visit Bellevue's website at: <http://www.bellevuewa.gov/bellevue-transit-plan.htm>.

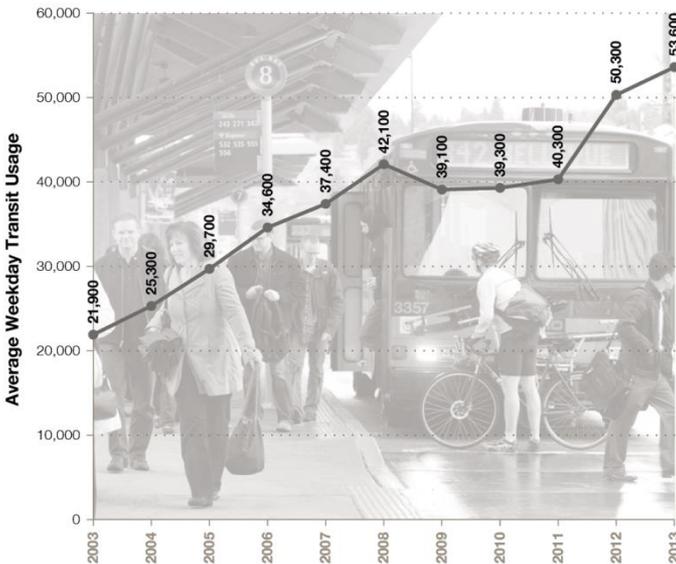
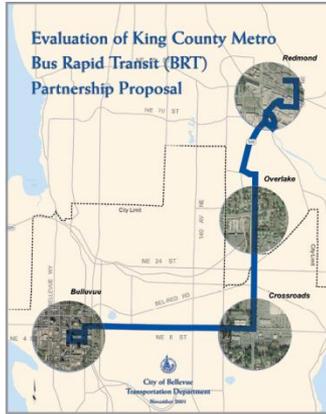
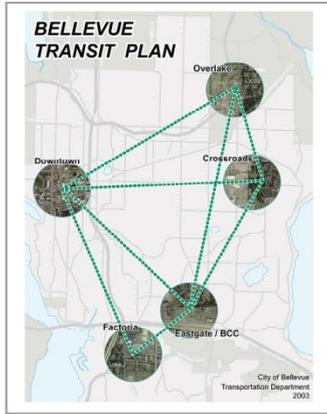
For more information contact Franz Loewenherz at 425-452-4077 or [Floewenherz@bellevuewa.gov](mailto:Floewenherz@bellevuewa.gov)



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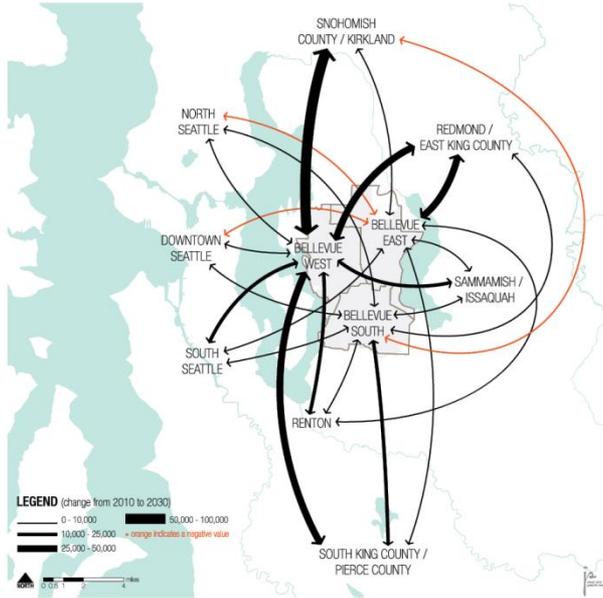
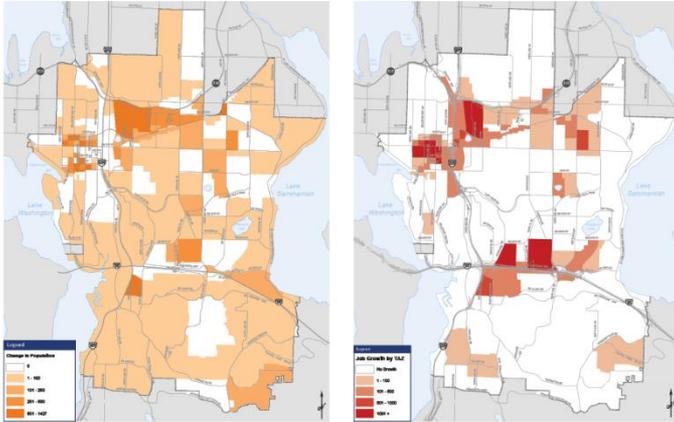
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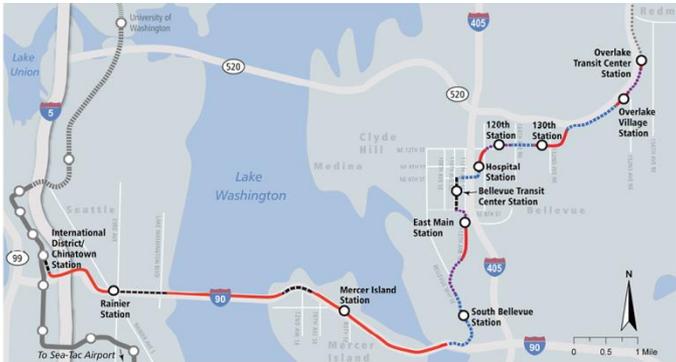


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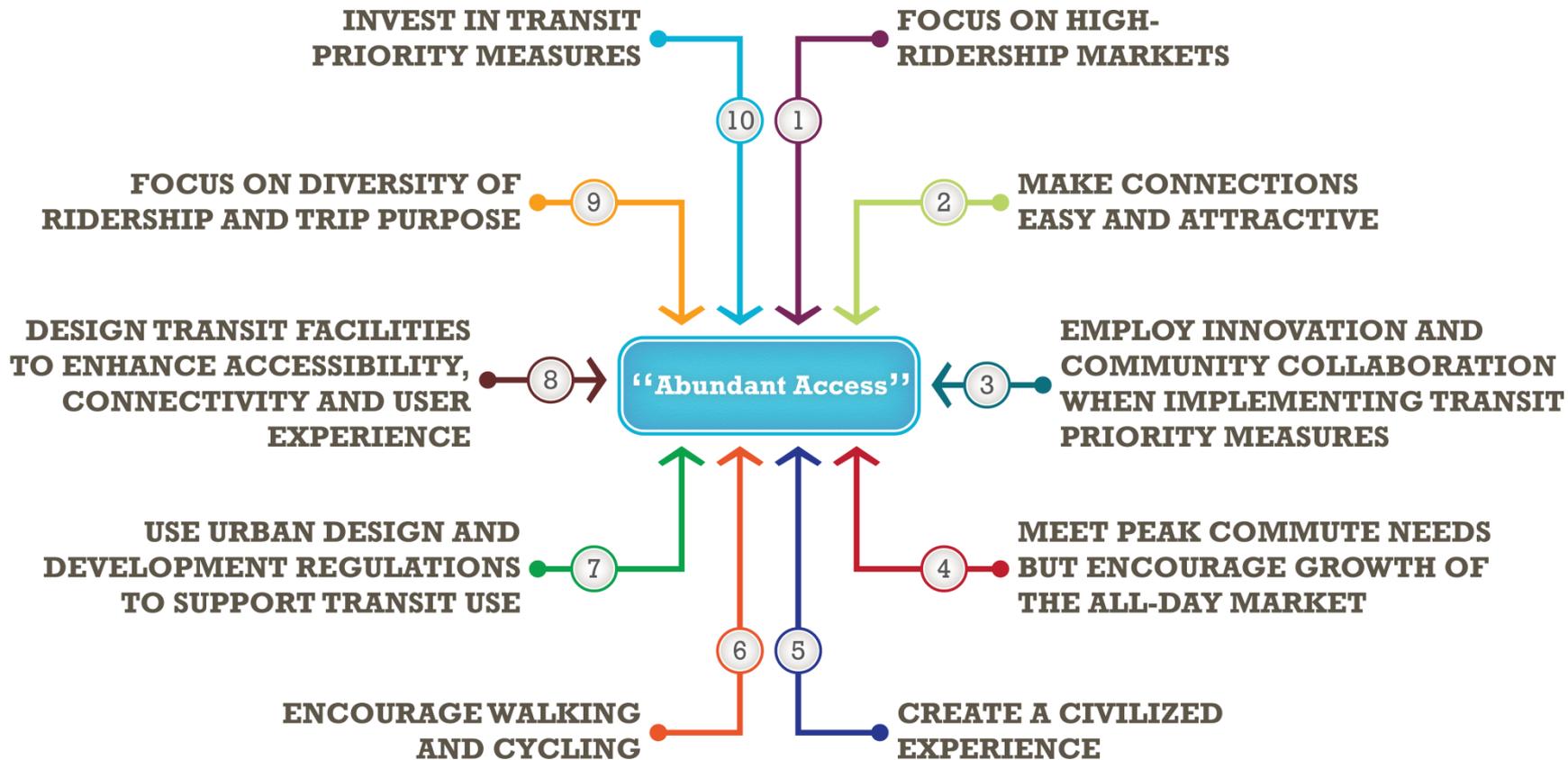


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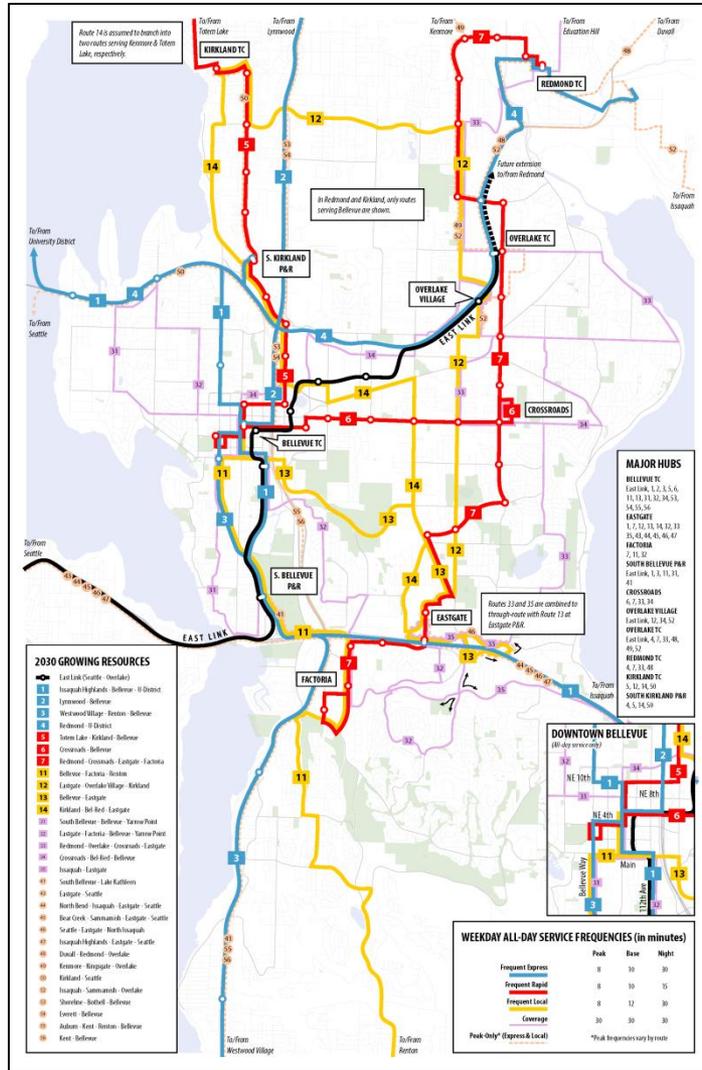




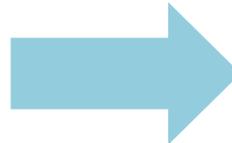
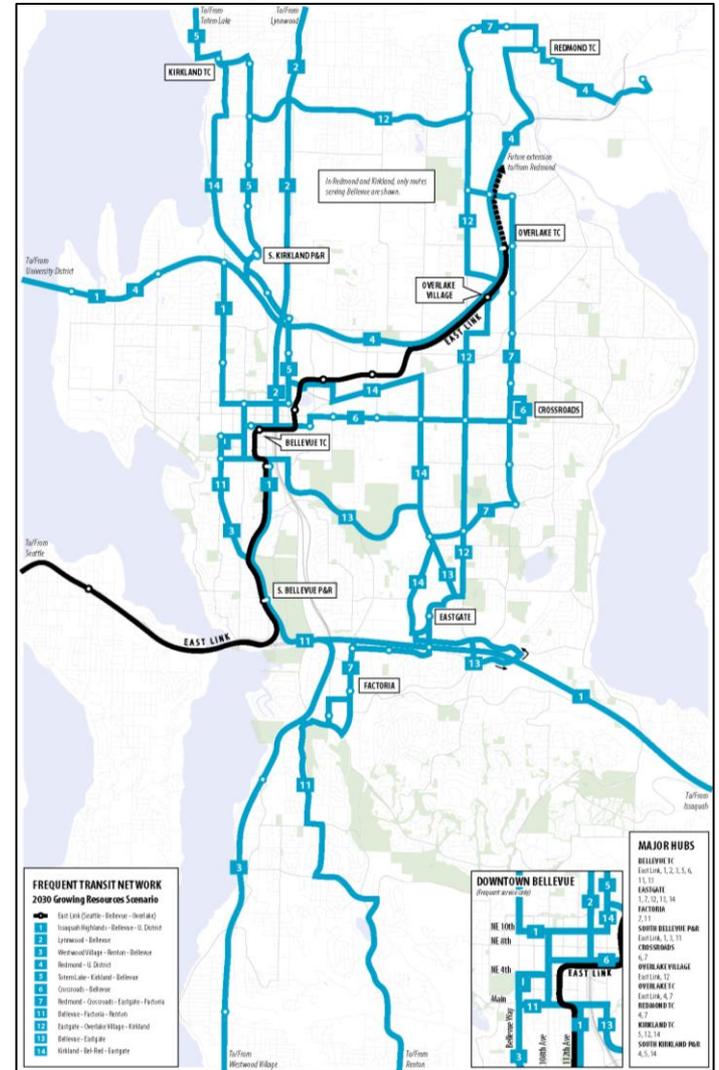
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# 2030 Growing Resources



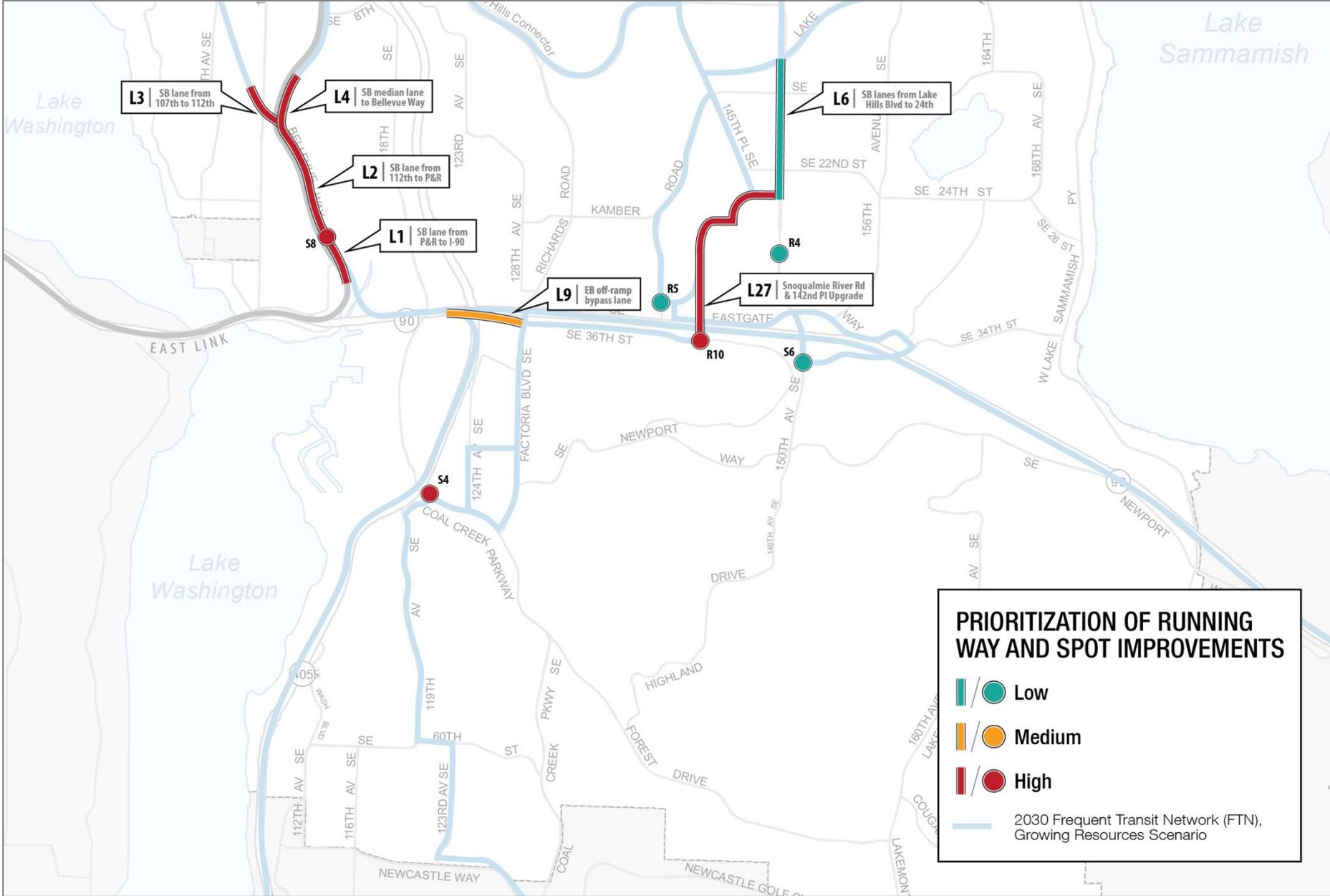
# 2030 Frequent Transit Network



# City of Bellevue Influence







- **June 26, 2014:** Public hearing on Draft Transit Master Plan held before the Transportation Commission.
- **July 7, 2014:** Proposed Council action on the Transit Master Plan.

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



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Transportation Department

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**425-452-4077**



**Bellevue Transit  
Master Plan**

**Additional Information**