Bellevue Transit Master Plan

Bellevue City Council

March 11, 2013

1. Project Status Report
2. Existing & Future Conditions
3. Funding Scenarios
4. Market Driven Strategies
5. Next Steps

Tonight's Agenda

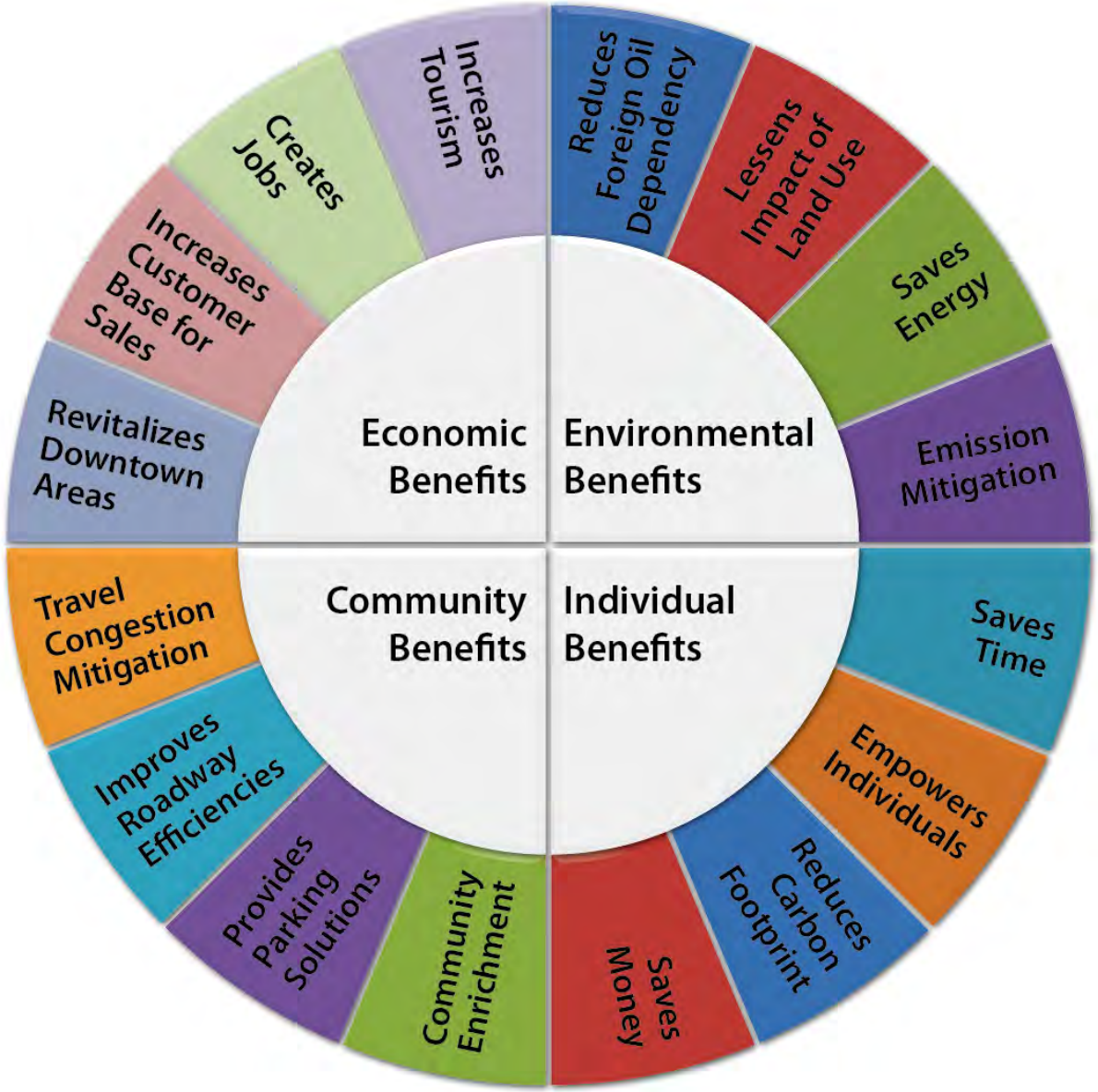
"Livability means being able to take your kids to school, go to work, see a doctor, drop by the grocery or Post Office, go out to dinner and a movie, and play with your kids at the park – all without having to get in your car."

- Ray LaHood, United States Secretary of Transportation

Livability

"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)



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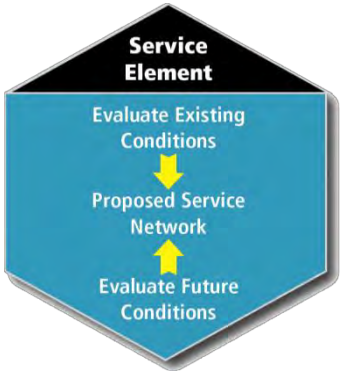
Transit's Benefits



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.

"Engage community stakeholders in setting the priorities for transit delivery."

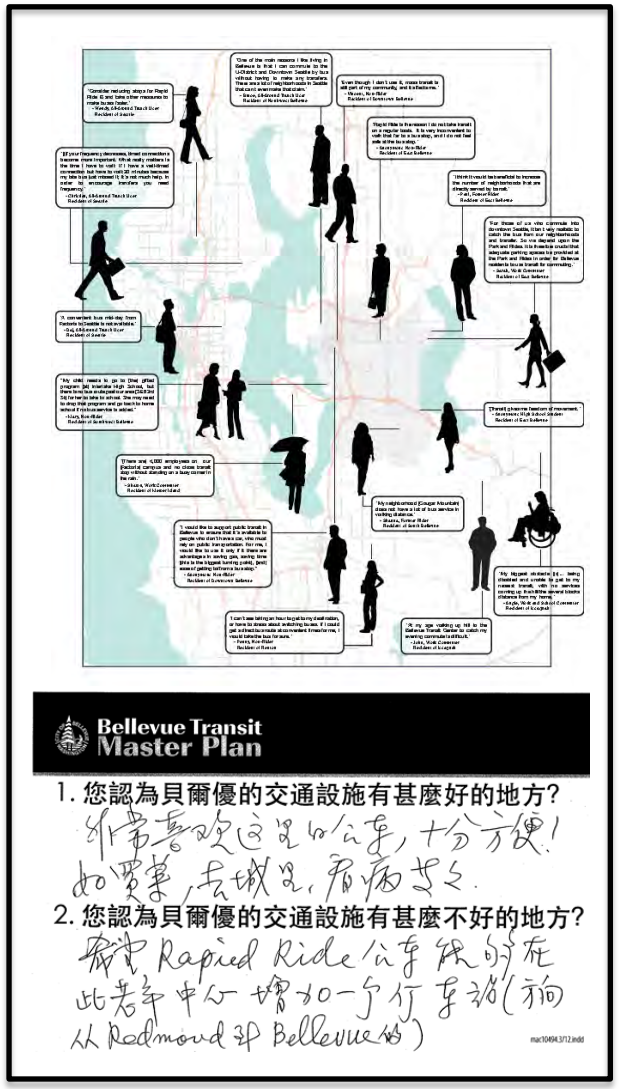
- Bellevue City Council, Project Principles (Approved July 9, 2012)

Council Principles

Corporations, Agencies, and Institutions

Riders, Former Riders, and Non-Riders

City of Bellevue Boards and Commissions



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Engagement Strategy

"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)

Council Principles

Downtown Bellevue 2030 Vision

Eastgate Transit Oriented Development Concept

Bel-Red Subarea Plan

Evolving Land Use Vision

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 (MP30r6.2)

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

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

Council Principles

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

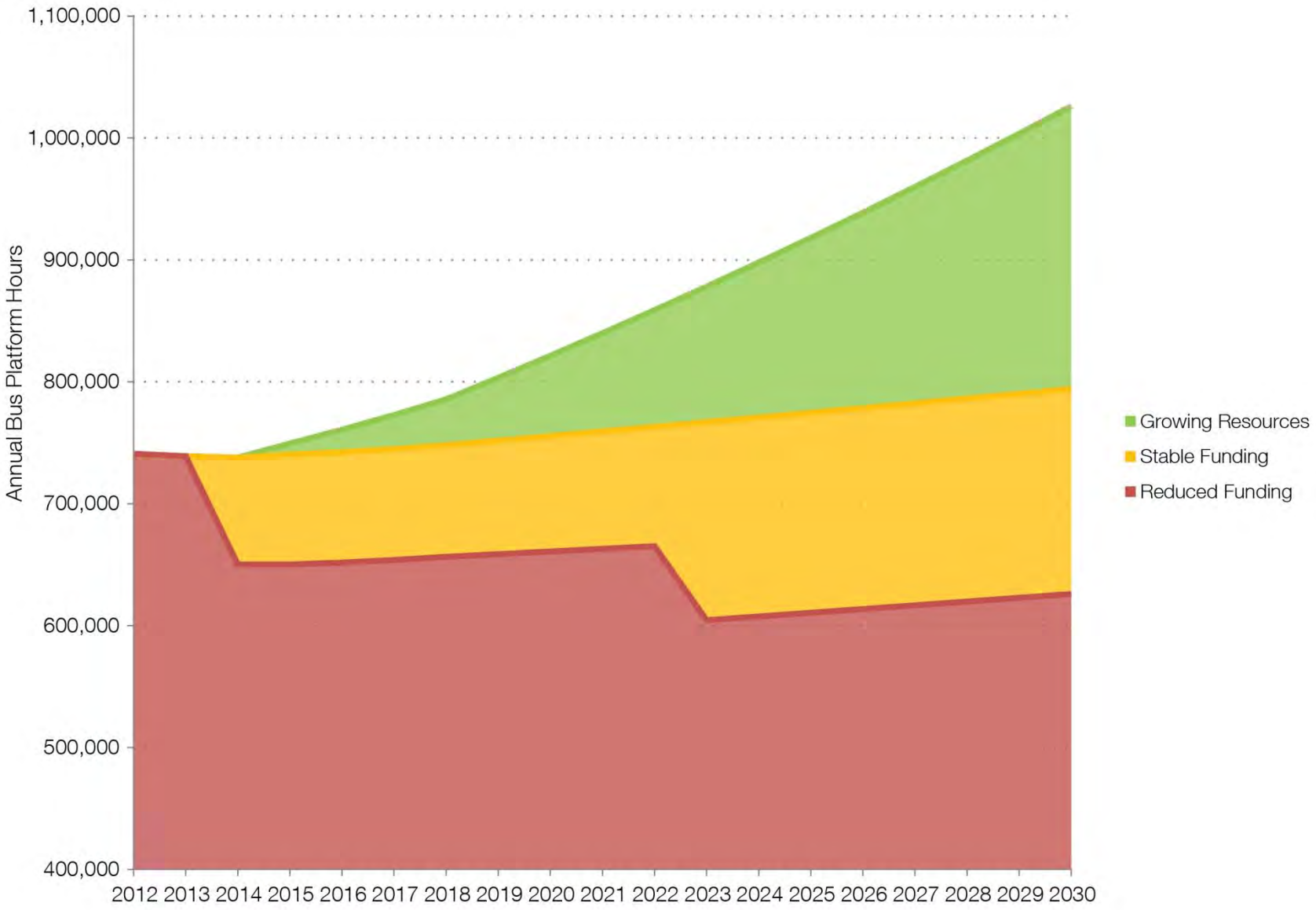
2030 daily bus usage (ons/offs) in Bellevue

- BKR travel demand model (platform MP30r6.2)

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

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

Council Principles



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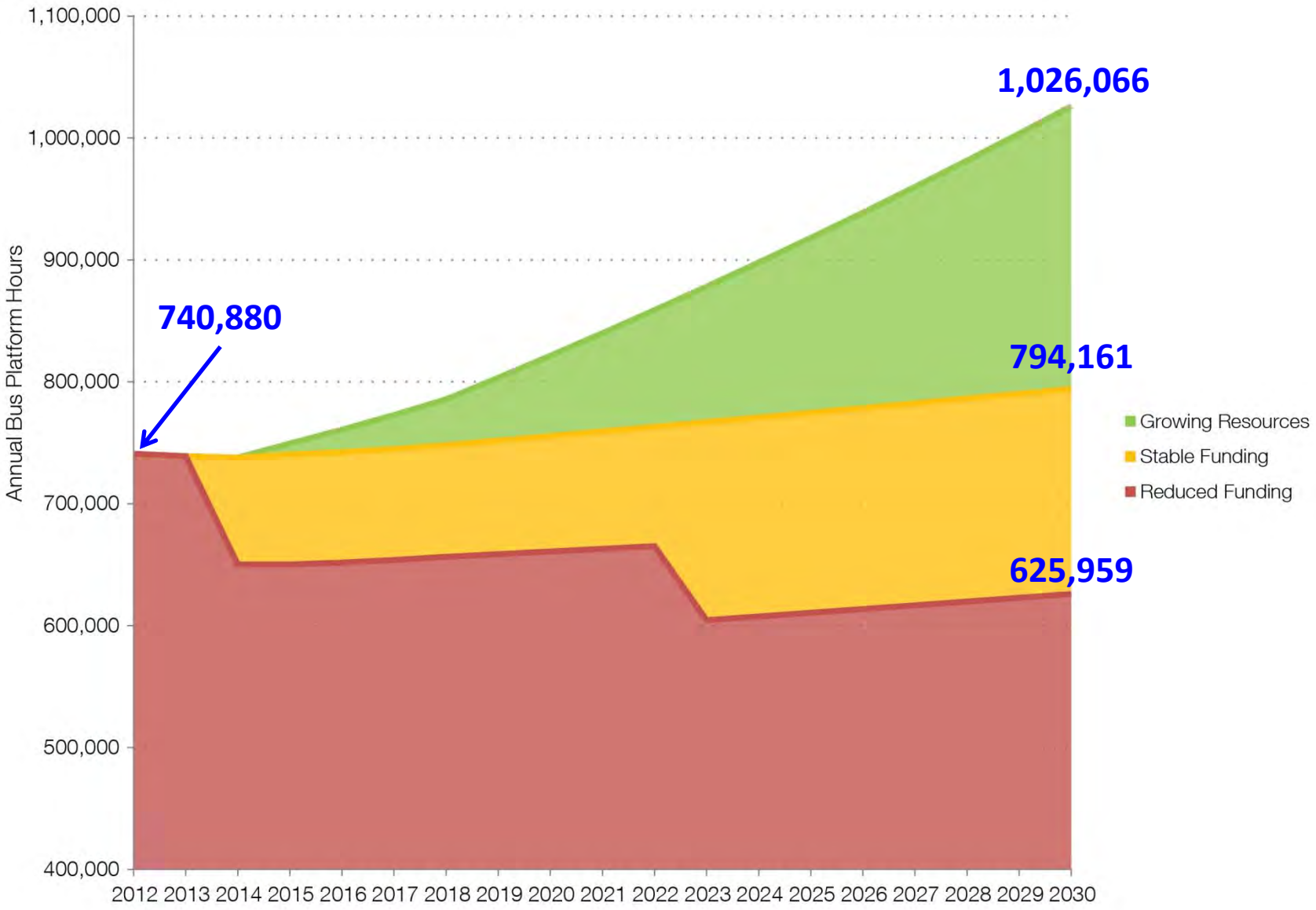
Bus Service Funding Scenarios



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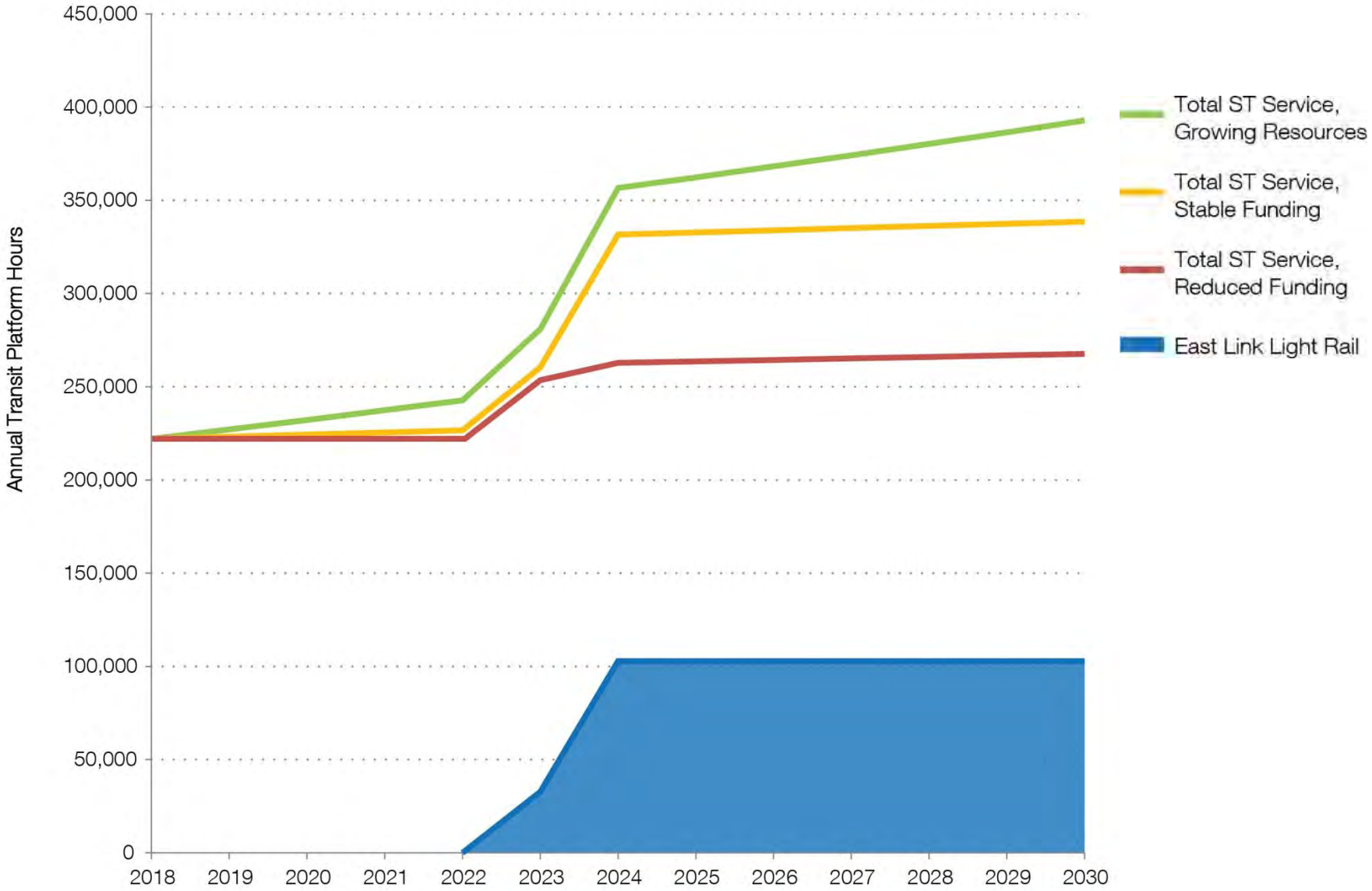
Bus Service Funding Scenarios

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

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

Council Principles



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All ST Service in Bellevue

"Identify partnership opportunities to further extend transit service and infrastructure."

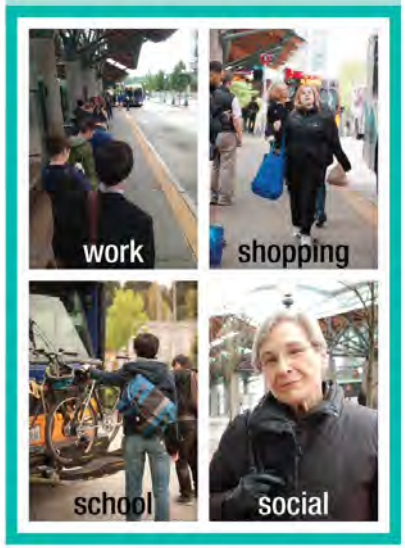
- Bellevue City Council, Project Principles (Approved July 9, 2012)

Council Principles

CURRENT TRANSIT NETWORK

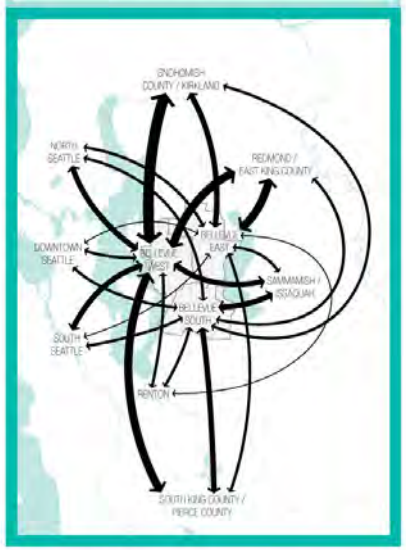
What service types are in place today and how well do they perform?

MARKET SEGMENTATION



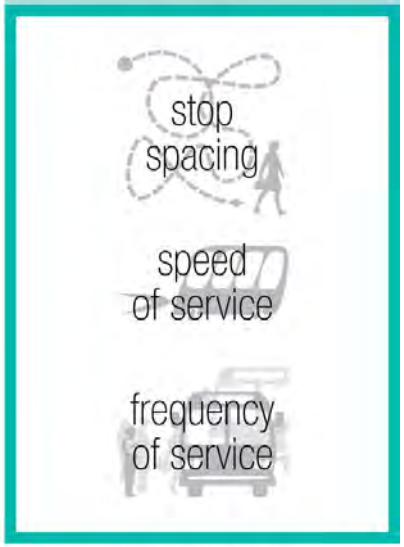
What are the attitudes and preferences that drive traveler choices?

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?

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Market Driven Strategies

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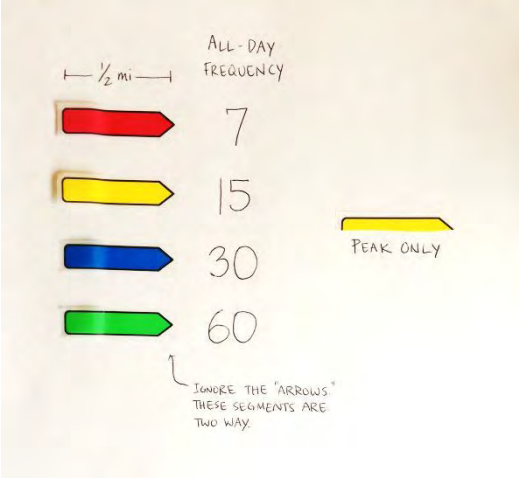
Network Design Workshop

Transportation Commission
Planning Commission
Human Services Commission
Parks & Community Services Board
Arts Commission
East Bellevue Community Council
City of Bellevue
City of Redmond
City of Kirkland
Puget Sound Regional Council
King County Metro
Sound Transit
Bellevue School District
Bellevue College
Bellevue Chamber of Commerce
Seattle Children's Hospital
Hopelink

Workshop Participants



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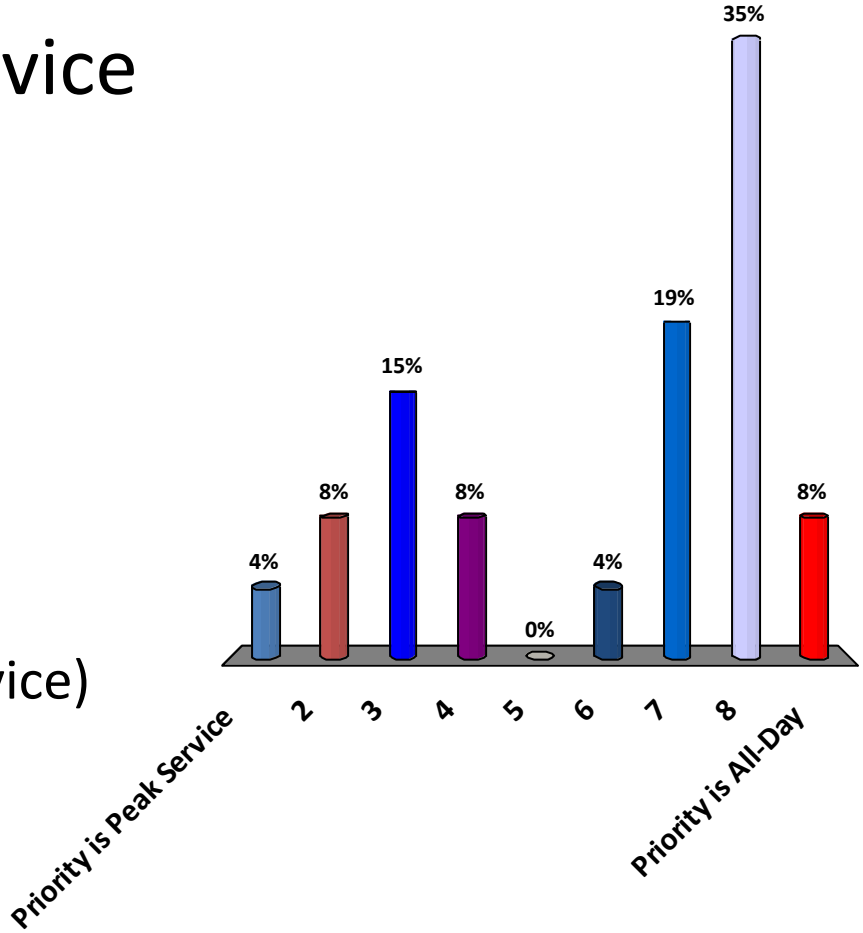
Network Design Concepts

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)



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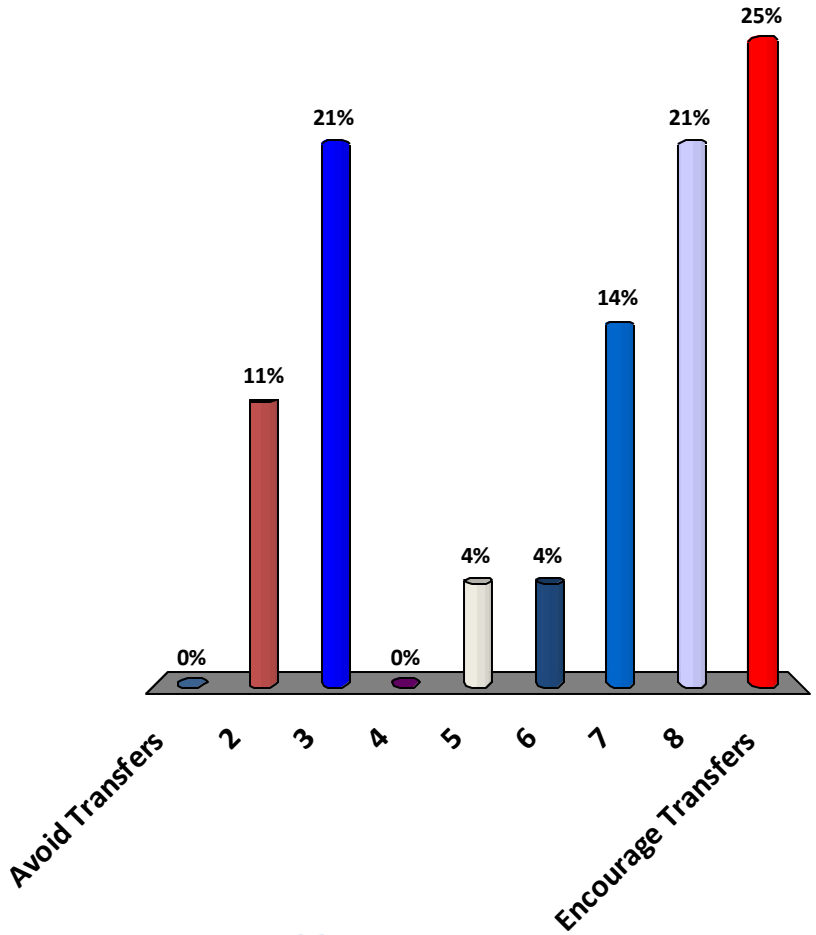
Polling Question # 1

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



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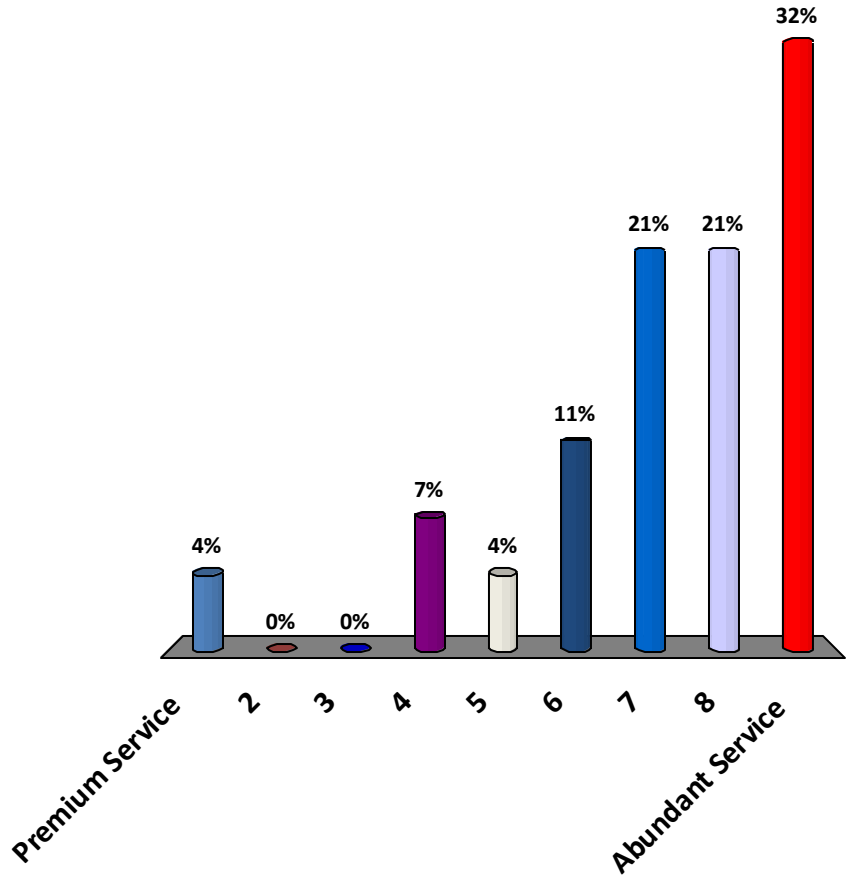
Polling Question # 2

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



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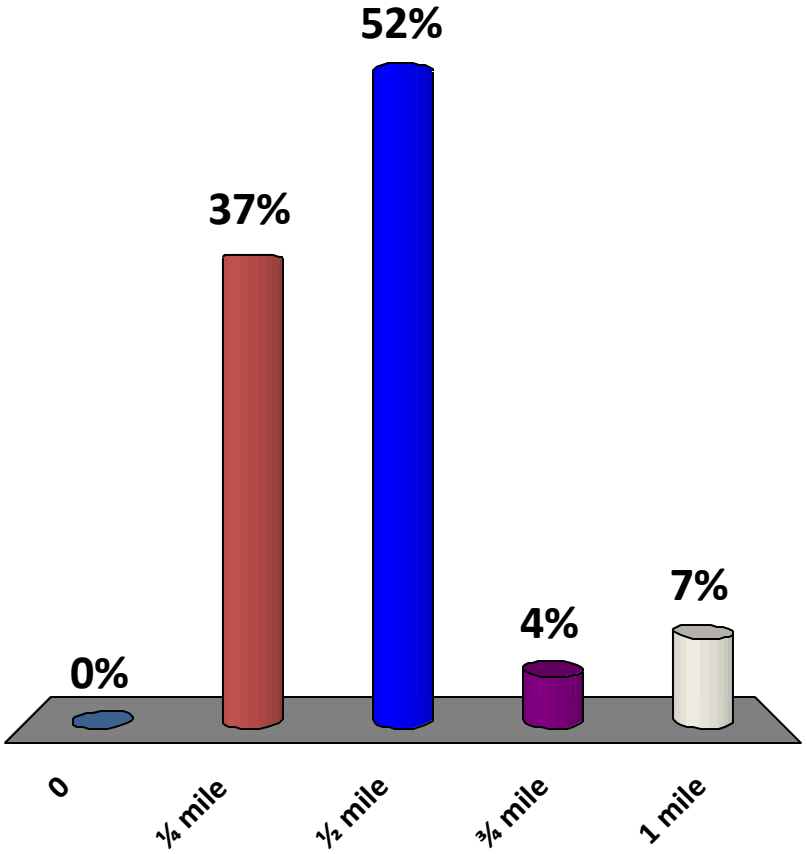
Polling Question # 3

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



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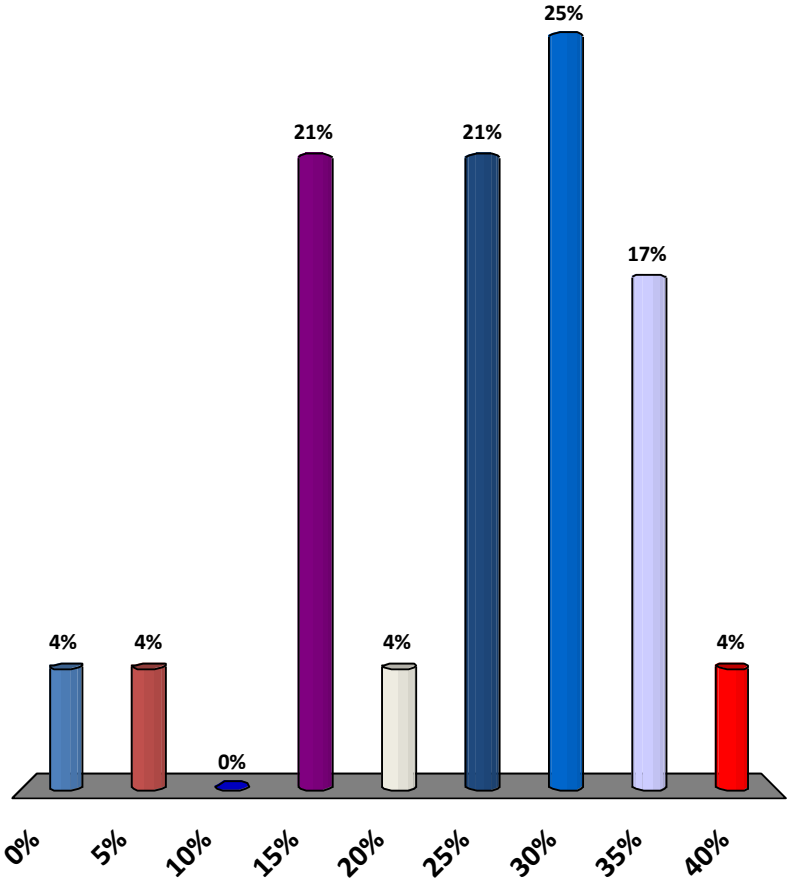
Polling Question # 4

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

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



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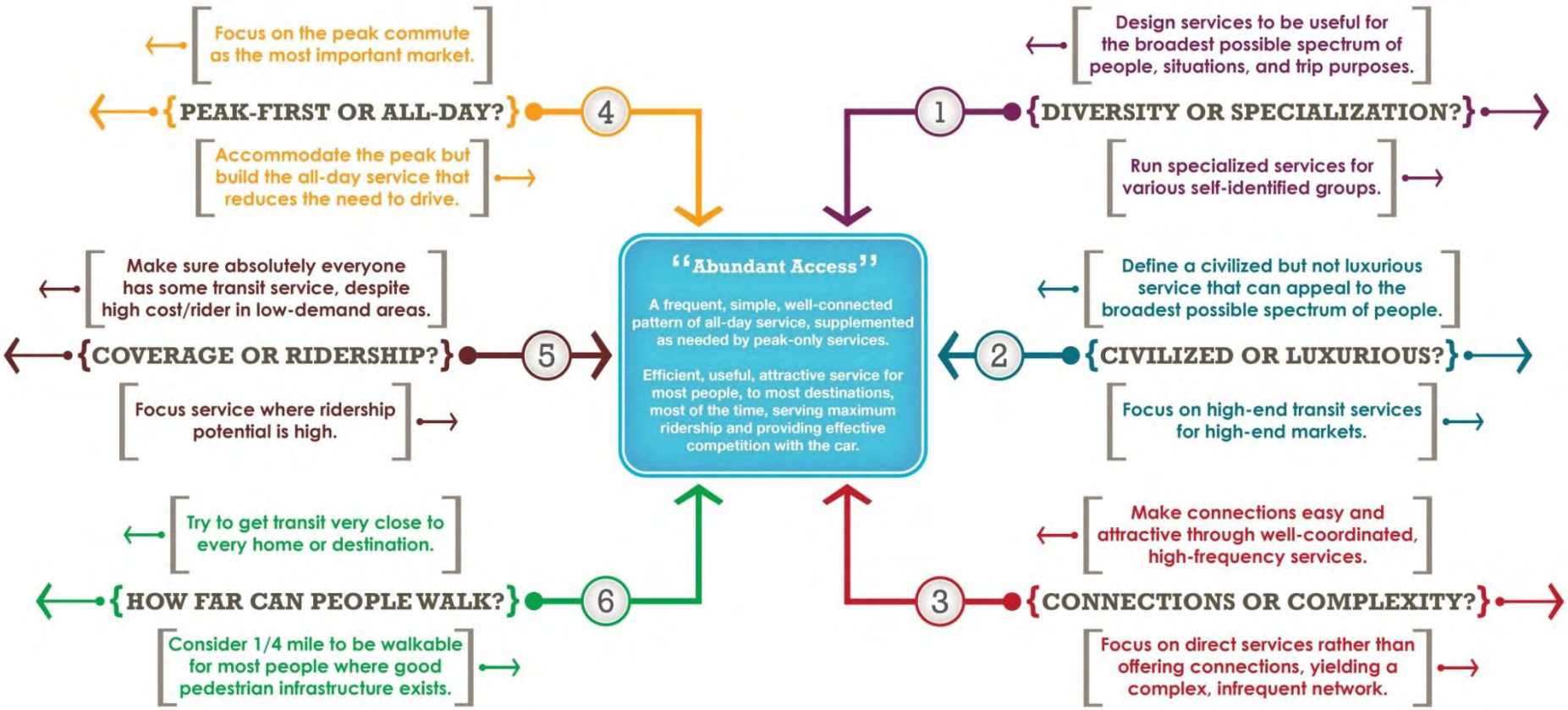
Polling Question # 5



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"Abundant Access"

"Abundant Access"

A frequent, simple, well-connected pattern of all-day service, supplemented as needed by peak-only services.

Efficient, useful, attractive service for most people, to most destinations, most of the time, serving maximum ridership and providing effective competition with the car.

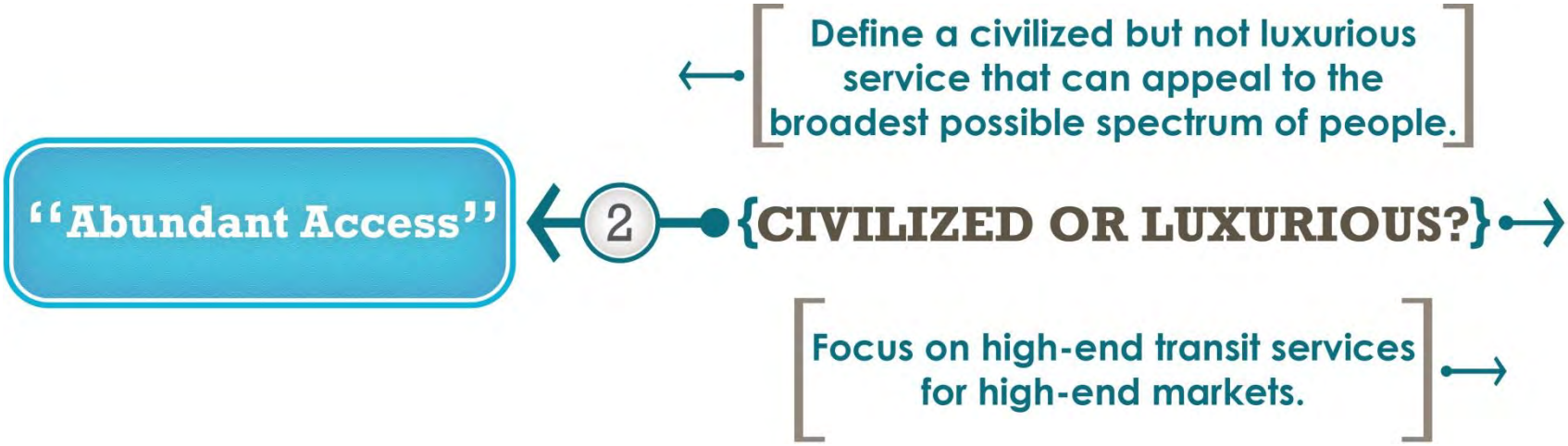
Design services to be useful for the broadest possible spectrum of people, situations, and trip purposes.

1 {DIVERSITY OR SPECIALIZATION?}

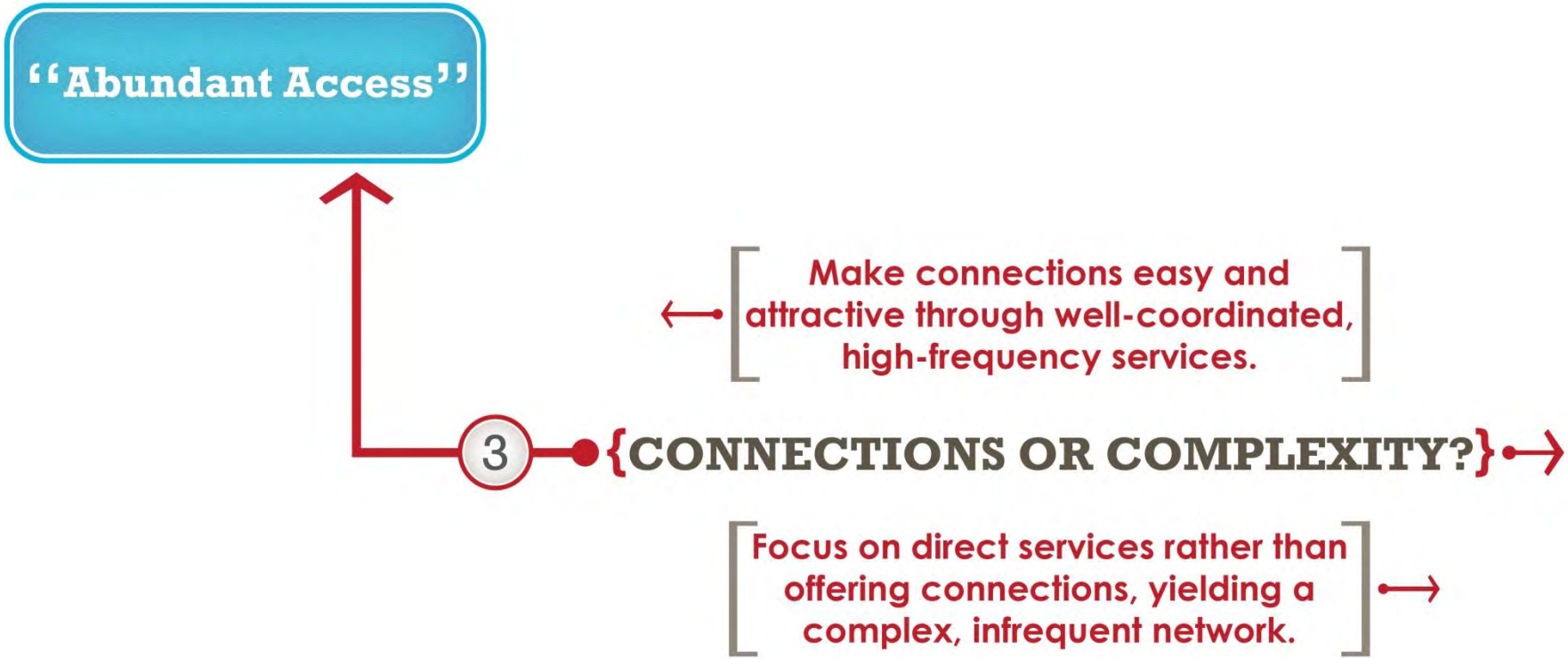
Run specialized services for various self-identified groups.

"Abundant Access"

Trade-Off #1


Define a civilized but not luxurious service that can appeal to the broadest possible spectrum of people.
"Abundant Access"
2
{CIVILIZED OR LUXURIOUS?}
Focus on high-end transit services for high-end markets.

Trade-Off #2



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Trade-Off #3

Focus on the peak commute as the most important market.
PEAK-FIRST OR ALL-DAY?
4
Accommodate the peak but build the all-day service that reduces the need to drive.
"Abundant Access"

Trade-Off #4

Make sure absolutely everyone has some transit service, despite high cost/rider in low-demand areas.

{COVERAGE OR RIDERSHIP?} — 5 → "Abundant Access"

Focus service where ridership potential is high.

Trade-Off #5

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Trade-Off #6

1. Service Element completed by end of April 2013.
2. Service Element will include near, mid, and long-term route-level recommendations that are responsive to a range of potential financial scenarios (reduced funding, stable funding, and growing resources).
3. Capital and Policy Elements commence in May 2013.
4. TMP project completed by end of 2013.

Next Steps

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

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Additional Information