Bellevue Transit Master Plan

Transportation Commission Meeting

October 17, 2013

1. *Transit Master Plan Scope*
2. *Service-Oriented Strategies*
3. *Capital-Oriented Strategies*
4. *Measure of Effectiveness*
5. *Next Steps*

Agenda

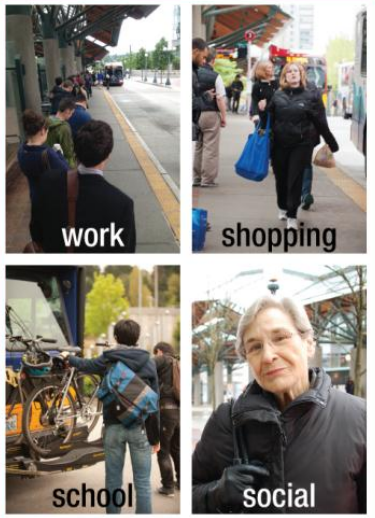
Transit Master Plan Scope of Work

Bellevue Transit Master Plan

CURRENT TRANSIT NETWORK

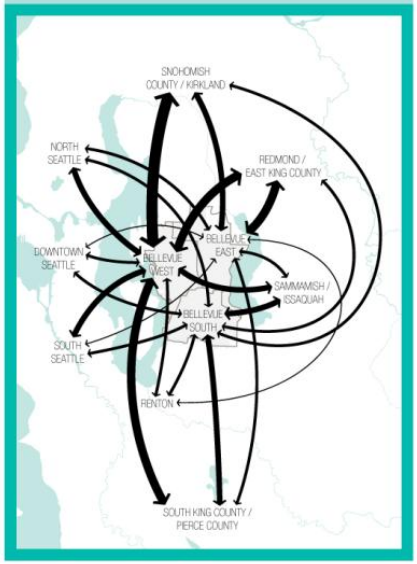
What service types are in place today and how well do they perform?

MARKET SEGMENTATION



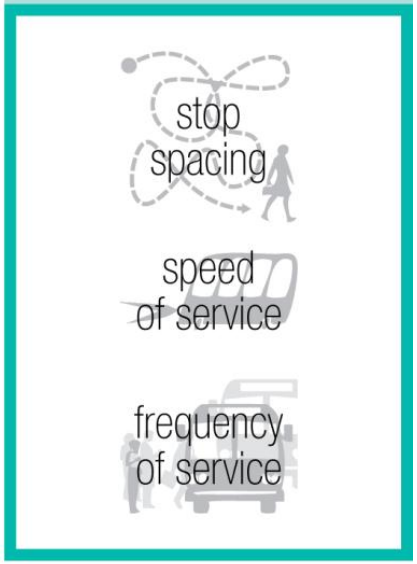
What are the attitudes and preferences that drive traveler choices?

FUTURE TRAVEL MARKETS



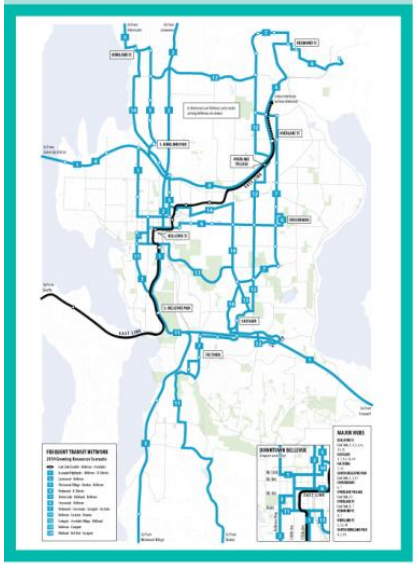
Which segments in which travel markets should transit services compete for?

SERVICE-ORIENTED STRATEGIES



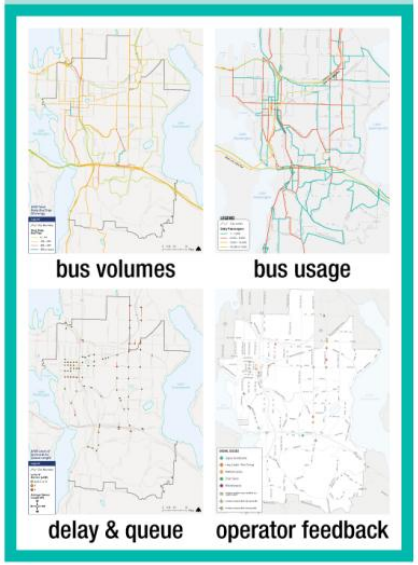
What kinds of strategies can best seize these opportunities?

FREQUENT TRANSIT NETWORK (FTN)



Where is bus service expected to be convenient, reliable, easy-to-use?

CURRENT and FUTURE CONDITIONS



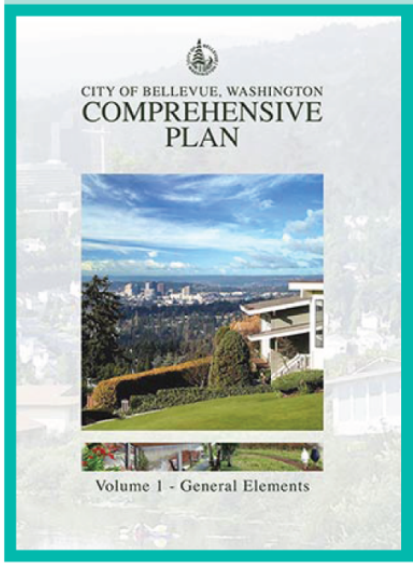
What are the current and future conditions on FTN corridors?

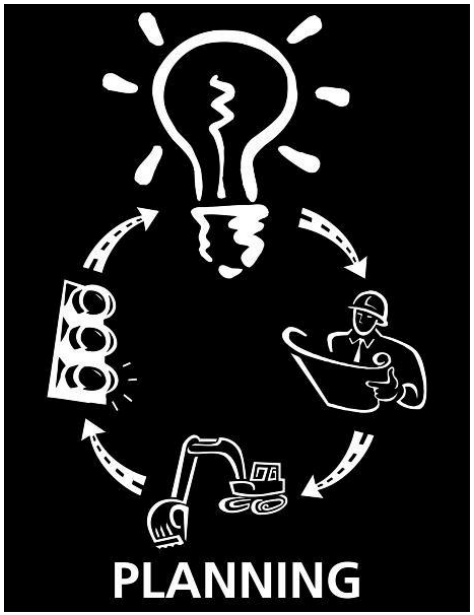
EVALUATION of COSTS and BENEFITS

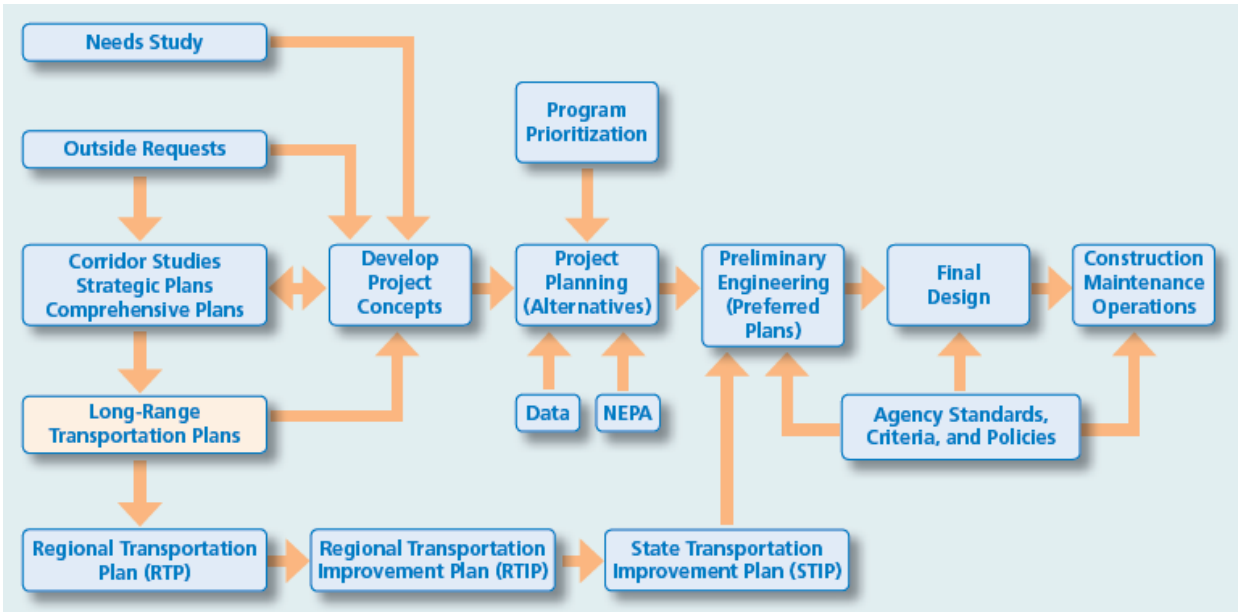
What are the costs and benefits of different levels of operational exclusivity?

CAPITAL-ORIENTED STRATEGIES

What strategies can influence the public's decision to use transit?

"ABUNDANT ACCESS"	GOAL STATEMENTS	MARKET DRIVEN STRATEGIES	COMPREHENSIVE PLAN UPDATE
"Efficient, useful, attractive service for most people, to most destinations, most of the time, serving maximum ridership and providing effective competition with the car."	• Convenient • Frequent • Efficient • Simple • Direct • Regionally-Connected	Service-Oriented Strategies Capital-Oriented Strategies	
What is the vision statement for the Transit Master Plan?	What does the TMP seek to achieve over time?	What are the strategies guiding the city's advocacy and actions?	What TMP strategies will inform the Comprehensive Plan Update process?

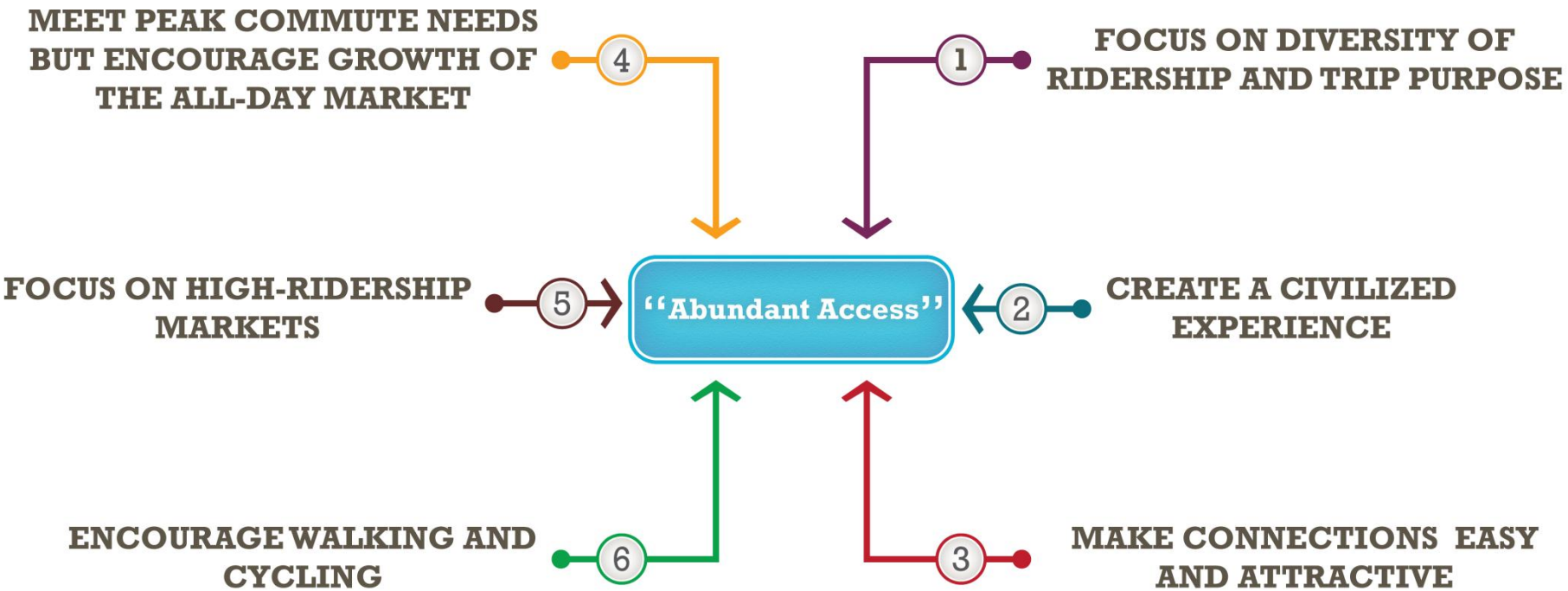




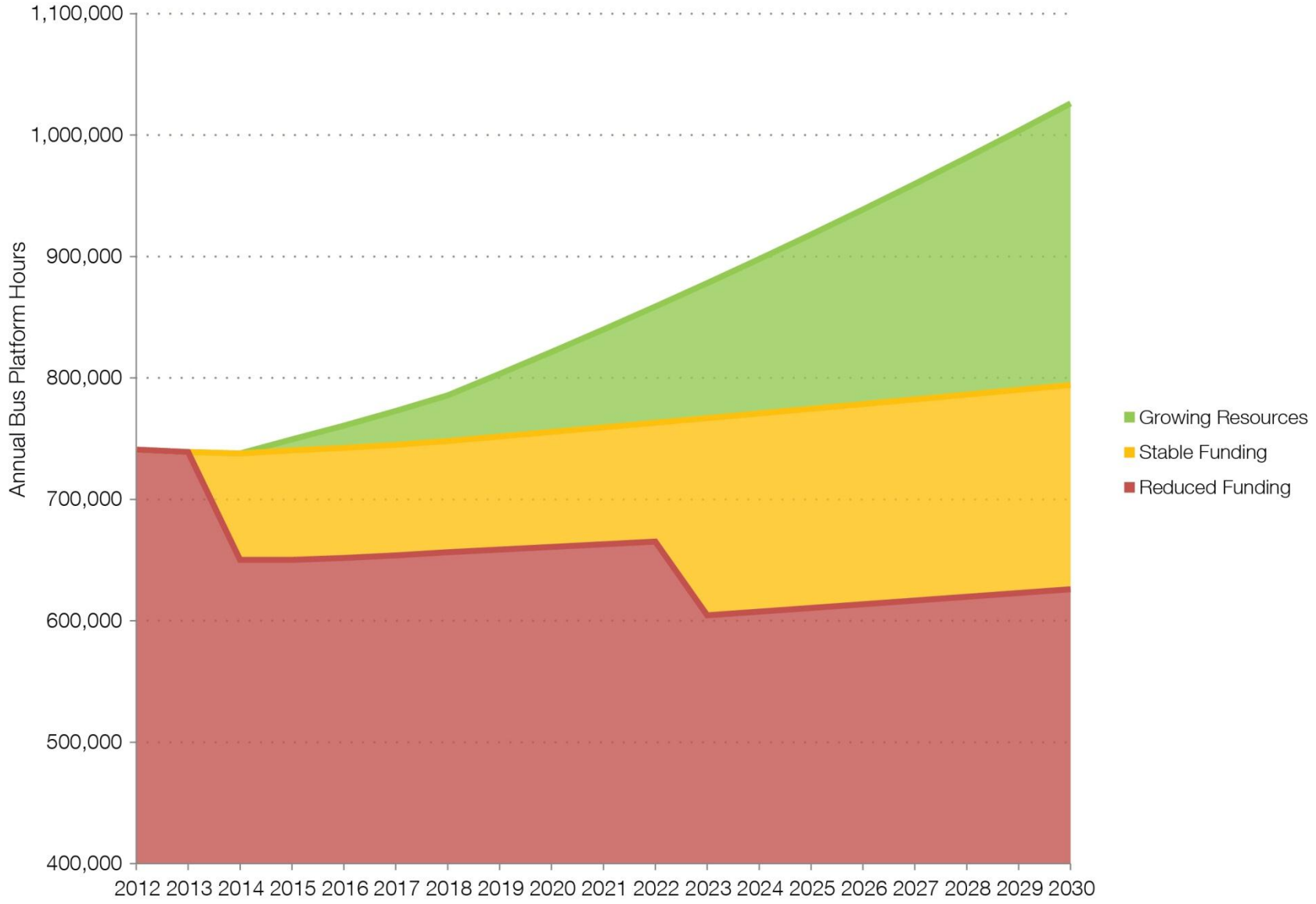
Draft Project Disclaimer Language:

"These projects are conceptual and the final details of design will be developed as the projects proceed further along in the implementation process."

Service-Oriented Strategies



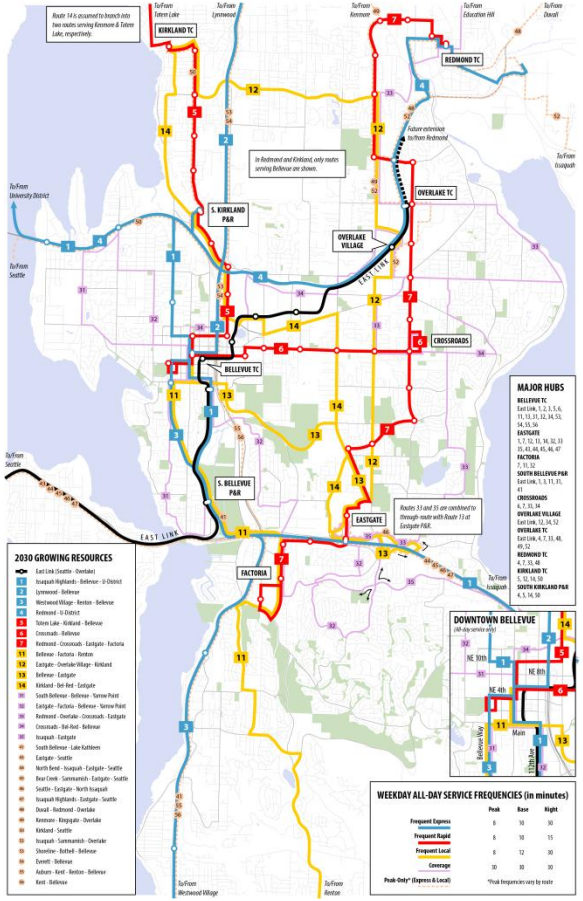
Service-Oriented Strategies



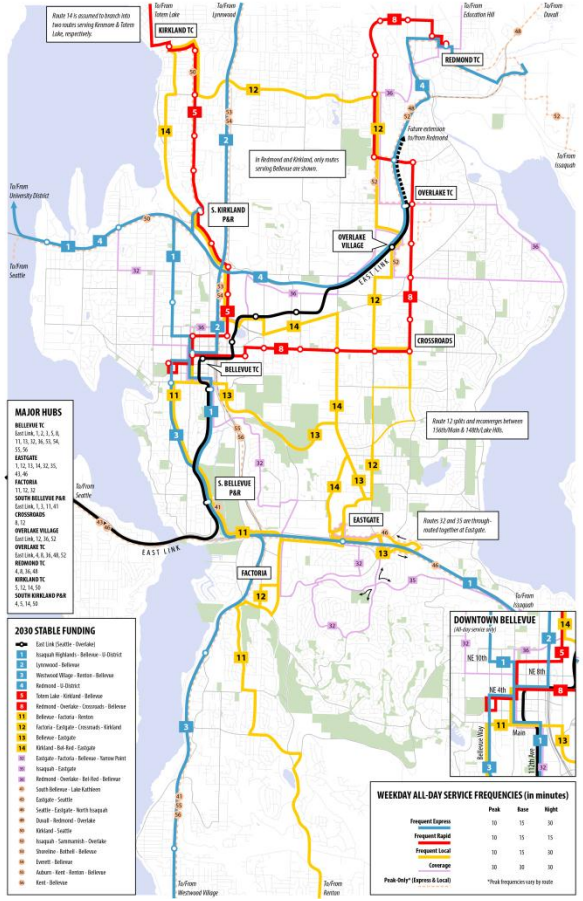
Bellevue Transit Master Plan

Bus Funding Scenarios

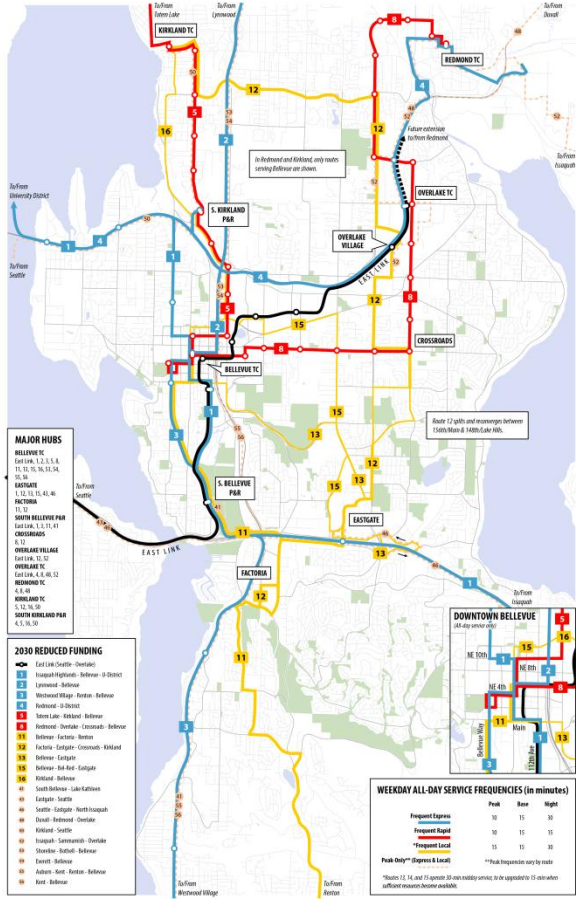
2030 | Growing Resources



2030 | Stable Funding



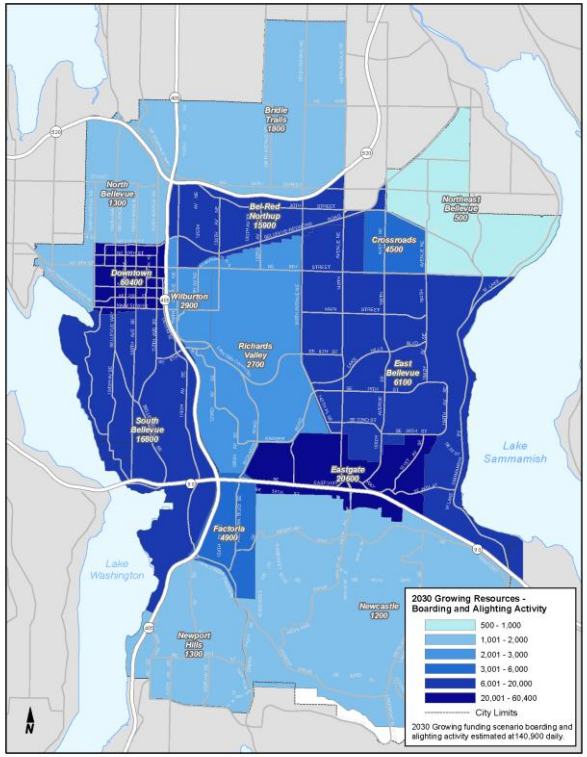
2030 | Reduced Funding



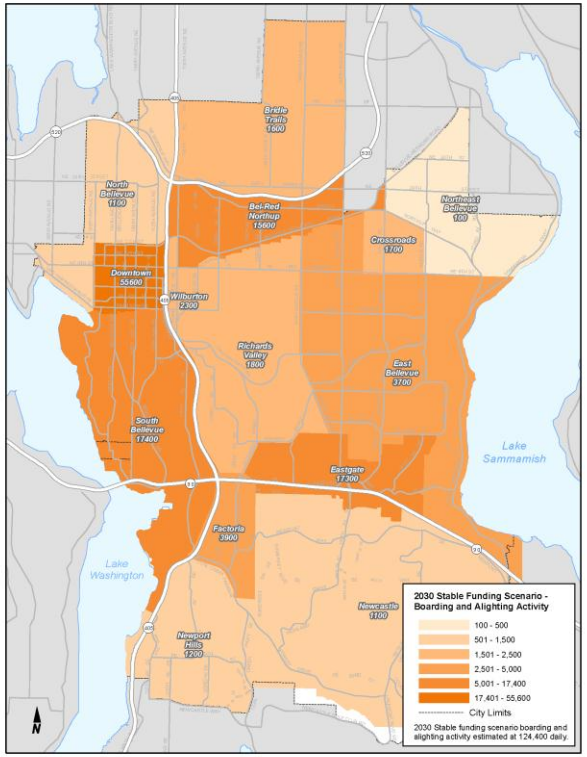
Bellevue Transit Master Plan

Transit Service Vision Report

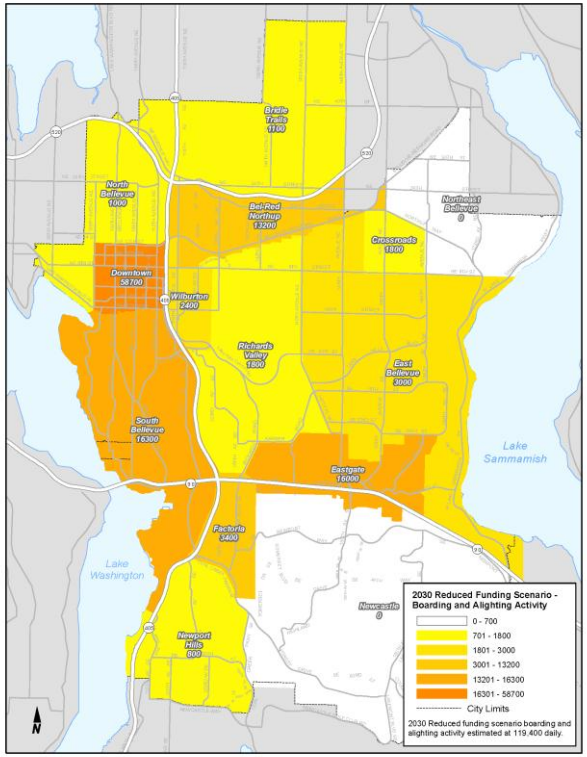
2030 Growing Resources
141,000 ons/offs



2030 Stable Resources
124,000 ons/offs



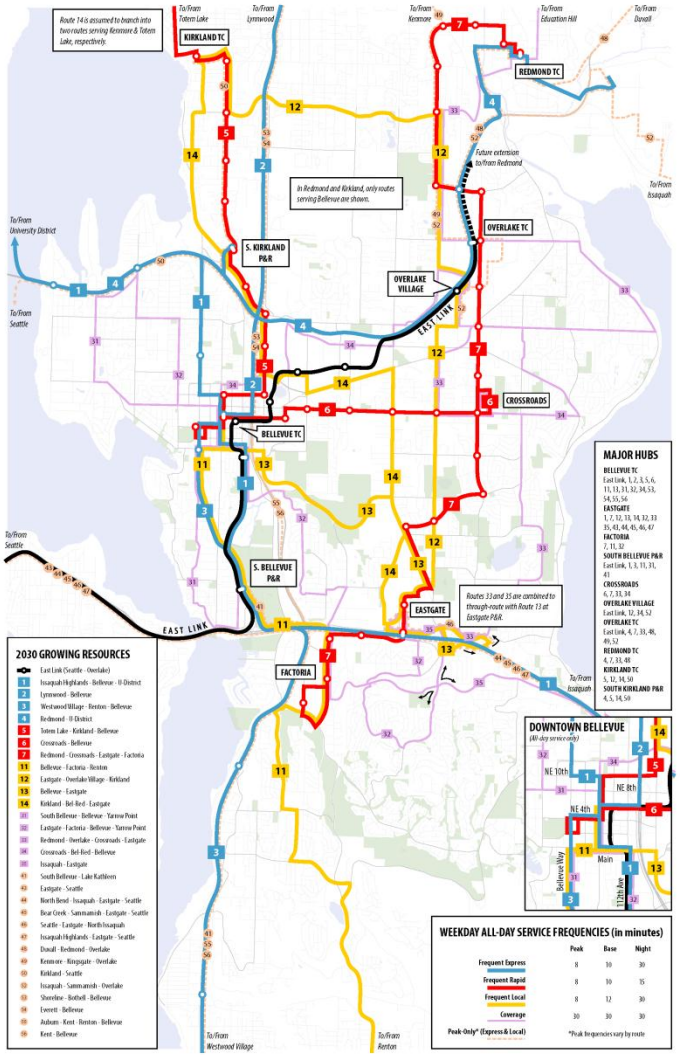
2030 Reduced Resources
119,000 ons/offs



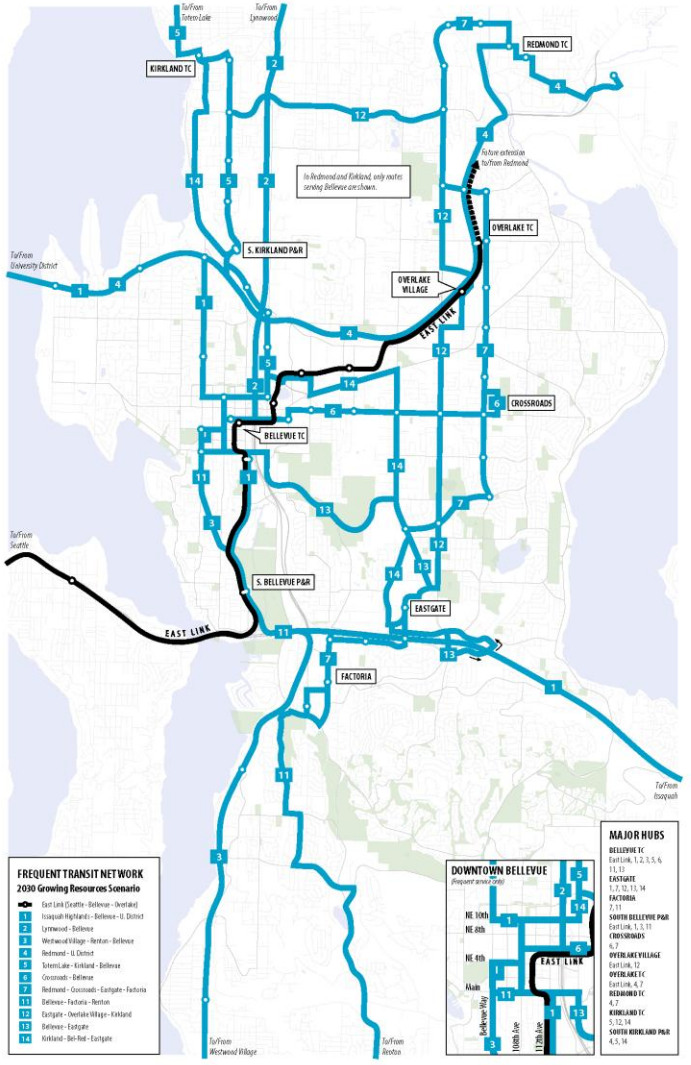
Source: BKR travel demand model (platform MP30r6.2)

2030 Transit Usage

2030 Growing Resources



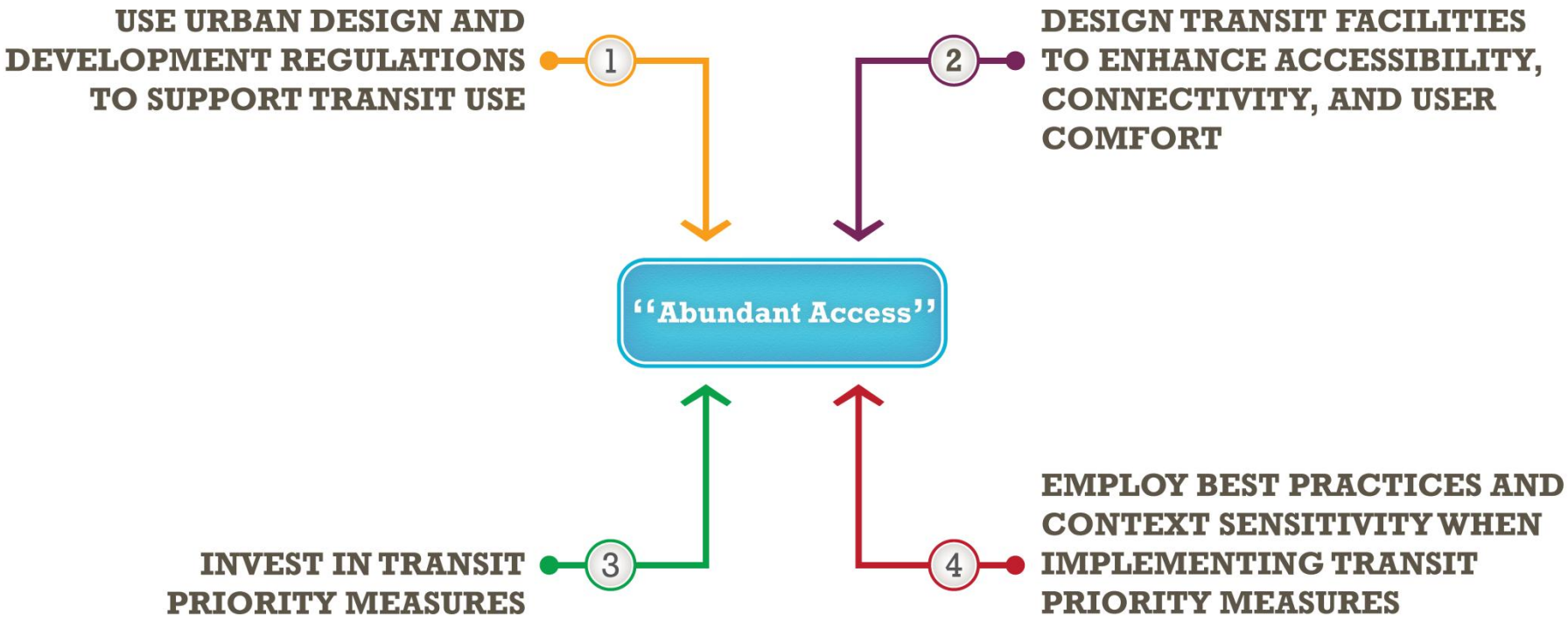
2030 Frequent Transit Network



Bellevue Transit Master Plan

2030 Frequent Transit Network

Capital-Oriented Strategies



Capital-Oriented Strategies

Draft language conforms stylistically with Council approved service-oriented strategies.

Peer Cities Transit Priority Policies

Statements of Inclination

Convey intent to improve but no target or definition of success.

Mississauga, Canada: "Make transit a faster [than it is now] alternative to the automobile."

Springfield, OR: "Reduce travel time for transit and other HOVs."

Portland, OR: "Operate the street system in a manner that benefits transit."

Statements of Principle

Describe clear targets or conditions of success.

Santa Monica, CA: "The primary purpose of arterial streets that are also frequent transit streets is to move people rather than vehicles."

Seattle, WA: "Person-throughput, rather than vehicle throughput, shall be the primary measure of the performance of major arterials."

Portland, OR: "On Major Transit Priority Streets (major arterials with frequent transit) achieve transit travel times competitive with the automobile."

Statements of Impact

Go further, describing particular situations where transit should have priority.

Seattle, WA: "Ensure transit priority lane treatments take precedence over general purpose travel lanes and auto storage on priority transit corridors."

Seattle, WA: "Implement Transit Signal Priority (TSP) along transit corridors to provide transit vehicles with precedence at signalized intersections, while considering cross-street pedestrian and traffic demand."

Draft language informed by Council actions and policies and Board/Commission discussions.

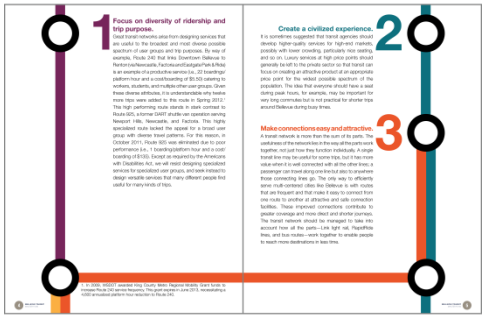
Council Project Principles

The City Council envisions a fully integrated and user-friendly network of transit services for Bellevue that supports the city's growth, economic vitality, and enhanced livability, and has developed the following set of project principles to direct development of the Transit Master Plan.

1. Support planned growth and development in Bellevue with a bold transit vision that encourages long-term ridership growth.
   The dynamic nature of Bellevue's economic expansion requires a bold transit vision supported by practical, achievable strategies in the near term that set a solid foundation for longer term improvements through 2030. The Transit Master Plan should identify, evaluate, and prioritize transit investments that are responsive to a range of financial scenarios (both status-quo/aspirational) and attune to different time horizons (near/long term).
2. Engage community stakeholders in setting the priorities for transit delivery.
   A comprehensive public engagement strategy should result in meaningful input on transit services and facilities from a range of stakeholders including residents, businesses, major institutions, neighboring cities, transportation agencies, and others (e.g., community associations, Network on Aging, Bellevue School District, Bellevue College, Chamber of Commerce, Bellevue Downtown Association). Special attention will be required to enlist the participation of "under-represented" communities such as immigrants, low-income and non-native English speakers.
3. Determine where and how transit investments can deliver the greatest degree of mobility and access possible for all populations.
   The Transit Master Plan should look to the future and be compatible with Bellevue's land use and transportation plans and the challenges and opportunities of changing demographics, land use characteristics, and travel patterns. Following consultations with the community, demand forecasting, and a review of industry best practices and emerging technologies, this initiative will identify the steps required to create a public transportation system that is easy to use by all people in Bellevue for trips within Bellevue and to regional destinations.
4. Incorporate other transit-related efforts (both big and light rail) underway in Bellevue and within the region.
   The Transit Master Plan should incorporate local and regional transportation projects and plans that have been approved and/or implemented since the Bellevue Transit Plan was adopted in 2003. Transportation system changes include East Link, SR 520 expansion and tolling, and improvements to I-90 and I-405. Planning changes include the updated Bel-Red Subarea Plan, the Wilburton Subarea Plan and the Eastgate/I-90 Land Use and Transportation Project. Through coordination with local and regional transportation plans, the Transit Master Plan should outline a strategy to leverage the investment in public transportation projects to the benefit of Bellevue residents and businesses.
5. Identify partnership opportunities to further extend transit service and infrastructure.
   While transit infrastructure is typically funded through large capital funding programs, other less traditional funding mechanisms can be utilized to pay for improvements vital to support transit communities and/or achieve higher transit ridership. The Transit Master Plan should undertake an analysis of partnership opportunities that the City might want to consider with other government organizations (e.g., Bellevue School District, Bellevue College, Metro, Sound Transit, human service agencies, and private corporations), to improve transit service delivery in Bellevue. This analysis will explore alternatives to traditional transit service delivery.
6. Develop measures of effectiveness to evaluate transit investments and to track plan progress.
   The Bellevue Comprehensive Plan presently includes the following aspirational benchmarks related to transit: (i) mode split targets within each of the City's Mobility Management Areas (Table TR-1 – Area Mobility Targets); (2) transit service frequency improvement targets between Downtown, Overlake, Crossroads, Eastgate, and Factoria (TR-8 – 10 Year Transit Vision); and, (3) guidance found in 44 transit-supportive policies. The Transit Master Plan will revisit these metrics, and where necessary, propose modifications to better reflect present and future conditions.

7/9/12

Market Driven Strategies Report



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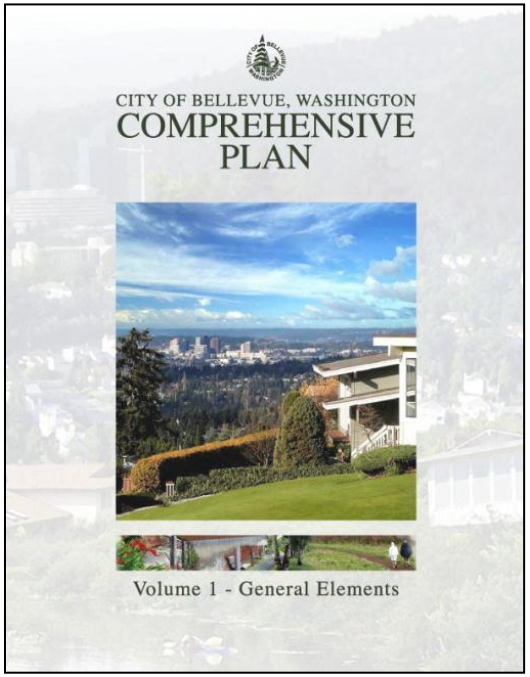
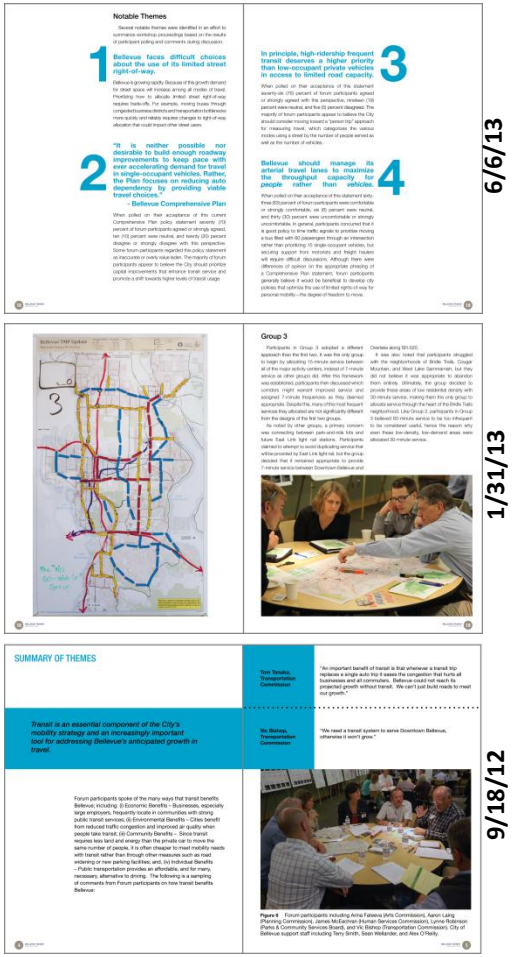
Transit-Supportive Policies



Workshop Reports



6/6/13

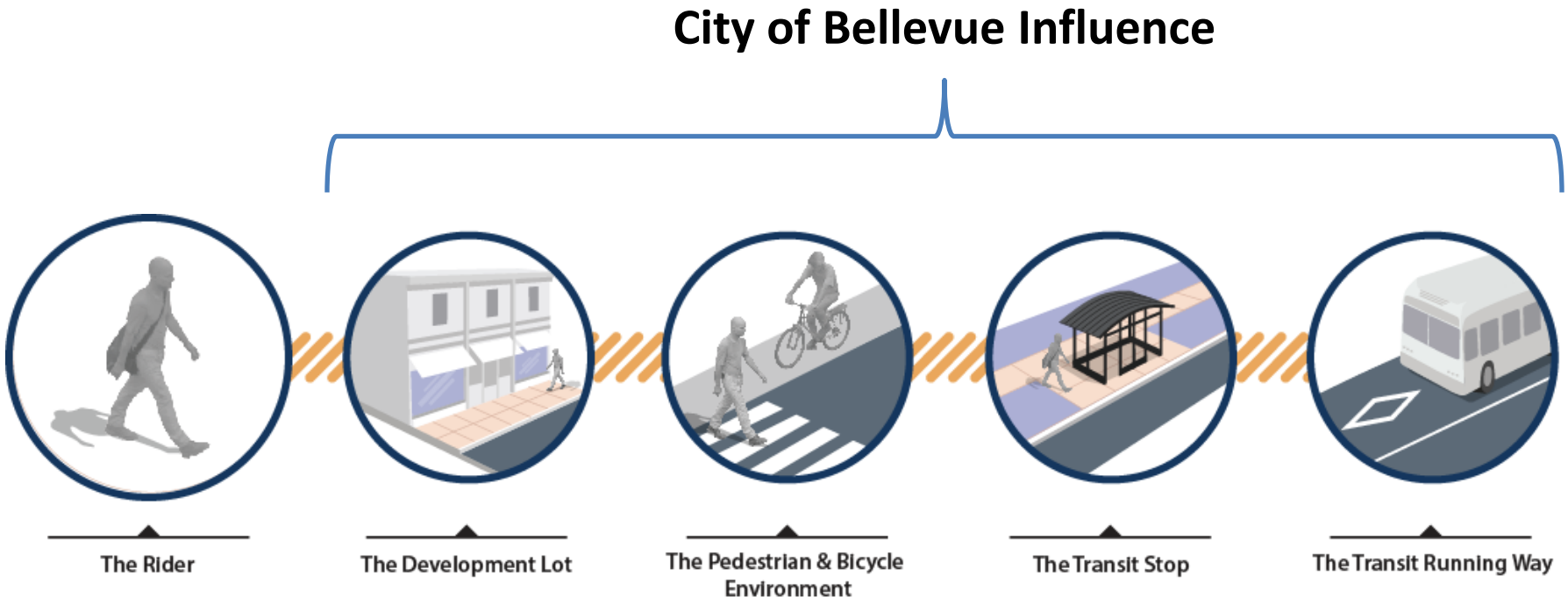
1/31/13

9/18/12

Bellevue Transit Master Plan

Influences on Draft Language

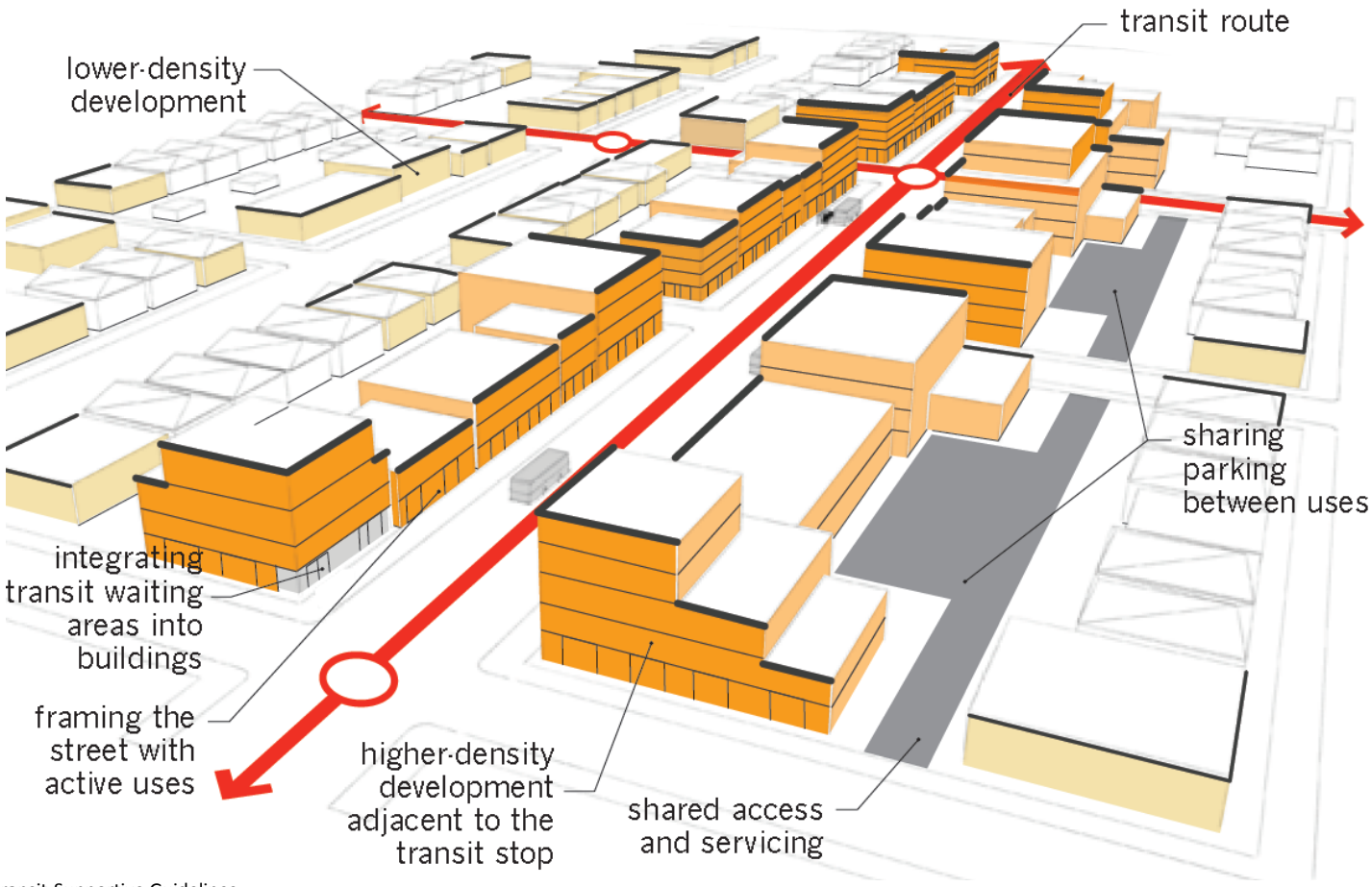
Draft language targets areas where the City of Bellevue has influence on the public's decision to use transit.



Bellevue Transit Master Plan

Influences on Draft Language

Use urban design and development regulations in Bellevue's major activity centers to support transit use.



Source: Ontario Transit-Supportive Guidelines

Design transit facilities to enhance accessibility, connectivity, and user comfort.

South Kirkland P&R Transit Oriented Development Project

Bel-Red Subarea Plan

Eastgate Transit Oriented Development Concept

Invest in transit priority measures along FTN corridors.

Eastgate P&R

I-90 Two-Way Transit HOV

Eastgate Direct Access Ramps

Bellevue Transit Center

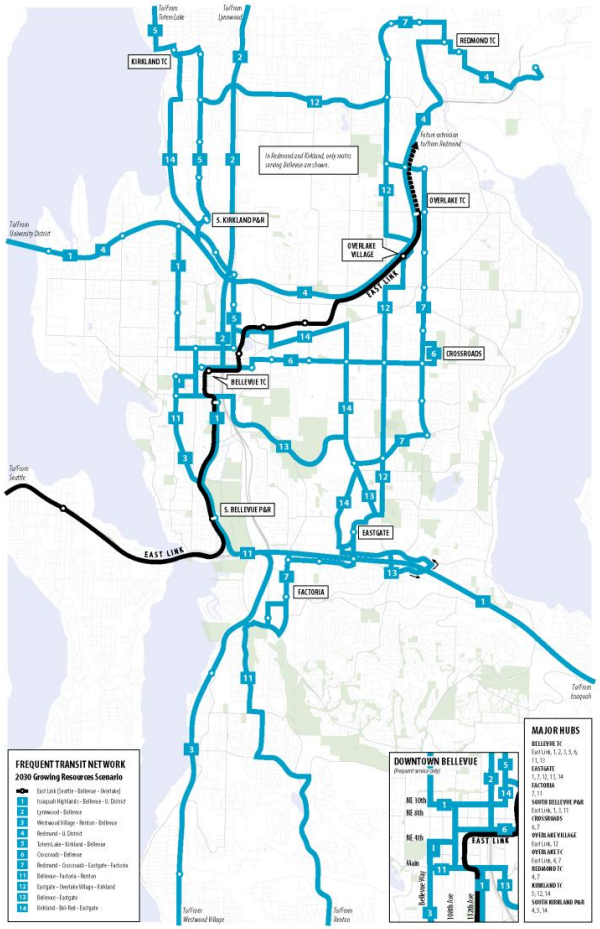
RapidRide B Line

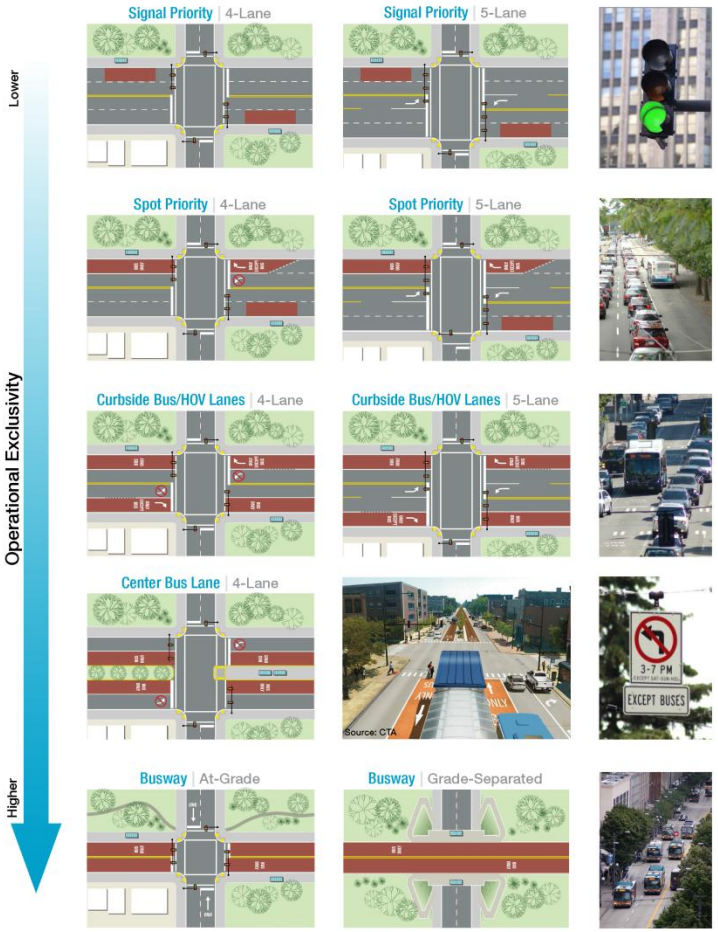
Access Downtown

Bellevue Transit Master Plan

Draft Strategy #3

Employ best practices and context sensitivity when implementing transit priority measures along FTN corridors.





Bellevue Transit Master Plan

Draft Strategy #4

Measure of Effectiveness

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Approved July 9, 2012

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Council Directive on MOE

How to Read the Combined Route Performance and Network Assessment Tables

Route and associated Corridor:
None: Service is duplicative of a corridor
Peak: Service is peak only
Owl: Service between 1 – 4 a.m.

What is the corridor's target service level?

Routes are assessed on two productivity measures:
Rides/Platform Hour
Passenger Miles/Platform Mile

Compares current service levels to targets:
At: Meets target
Below: Less than target
None: Duplicative of a corridor
Peak: Service is peak only

Route	Description	Corridor	Target Service Family	Route Productivity			Peak Route Criteria		Corridor Status			Potential for Major Reduction	Investment Priority
				Peak	Off Peak	Night	Travel Time	Ridership	Peak	Off Peak	Night		
A Line	Federal Way - Tukwila	32	Very Frequent	A	A	A			At	At	At	Low	4
B Line	Bellevue - Redmond	15	Very Frequent	A	A	A			At	At	At	Low	4
1	Kinnear - Seattle CBD	None	None	B	C	C			None			Low	2, 4
2N	West Queen Anne - Seattle CBD	75	Very Frequent	B	B	D			At	At	At	Medium	2, 4
2NEX	West Queen Anne - Seattle CBD	Peak	Peak	D			No	Yes				Medium	-
2S	Madrona Park - Seattle CBD	60	Very Frequent	D	C	C			Above	At	At	High	4
3N	North Queen Anne - Seattle CBD	76	Very Frequent	B	B	C			At	At	At	Low	4
3S	Madrona - Seattle CBD	23	Very Frequent	B	A	C			At	At	At	Low	1, 4
4N	East Queen Anne - Seattle CBD	76	Very Frequent	B	B	C			At	At	At	Low	4
4S	Judkins Park - Seattle CBD	23	Very Frequent	B	C	C			At	At	At	Low	1, 4
5	Shoreline - Seattle CBD	38/96	Very Frequent/ Local	B	C	B			Above, At	At, At	At, At	Low	2, 4
5EX	Greenwood - Seattle CBD	Peak	Peak	B			No	No				Low	4
7	Rainier Beach - Seattle CBD	77	Very Frequent	A	A	B			At	At	Above	Low	4
7EX	Rainier Beach - Seattle CBD	Peak	Peak	D			Yes	No				Medium	-
8	Rainier Beach - Seattle Center	78	Very Frequent	B	D	B			At	At	At	Medium	2, 4
9EX	Rainier Beach - Capitol Hill	79	Frequent	C	C				Below	At	Below	Low	3

Does the peak route meet its travel time or ridership thresholds?

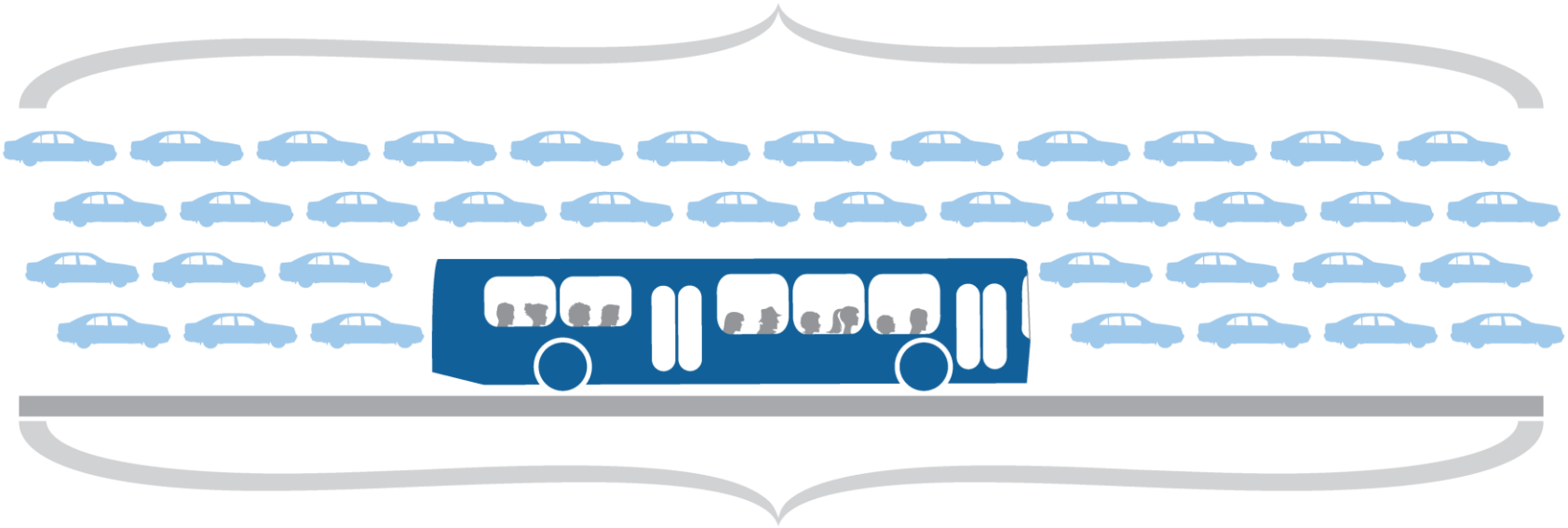
Summarizes risk factors and categorizes service as High, Medium or Low Potential for Major Reduction

Lists relevant investment priorities for each service

King County Metro MOEs

Measure person throughput by mode on Bellevue's Frequent Transit Network Corridors.

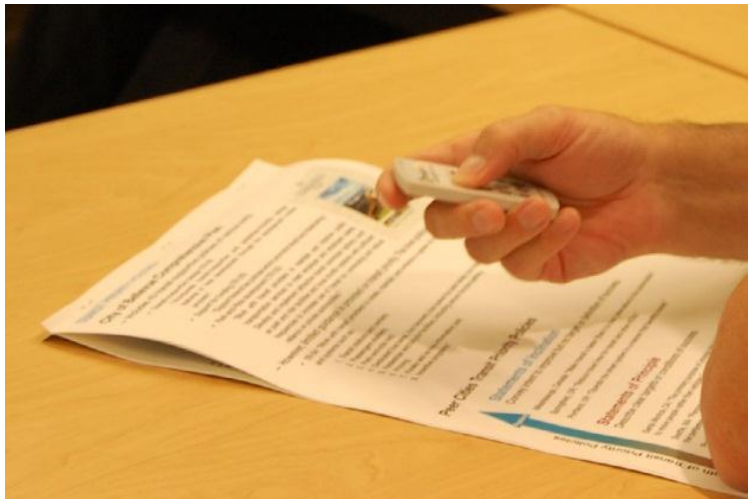
40 people driving alone, 60 feet between vehicles=300 feet,
or more than 1/2 mile road space



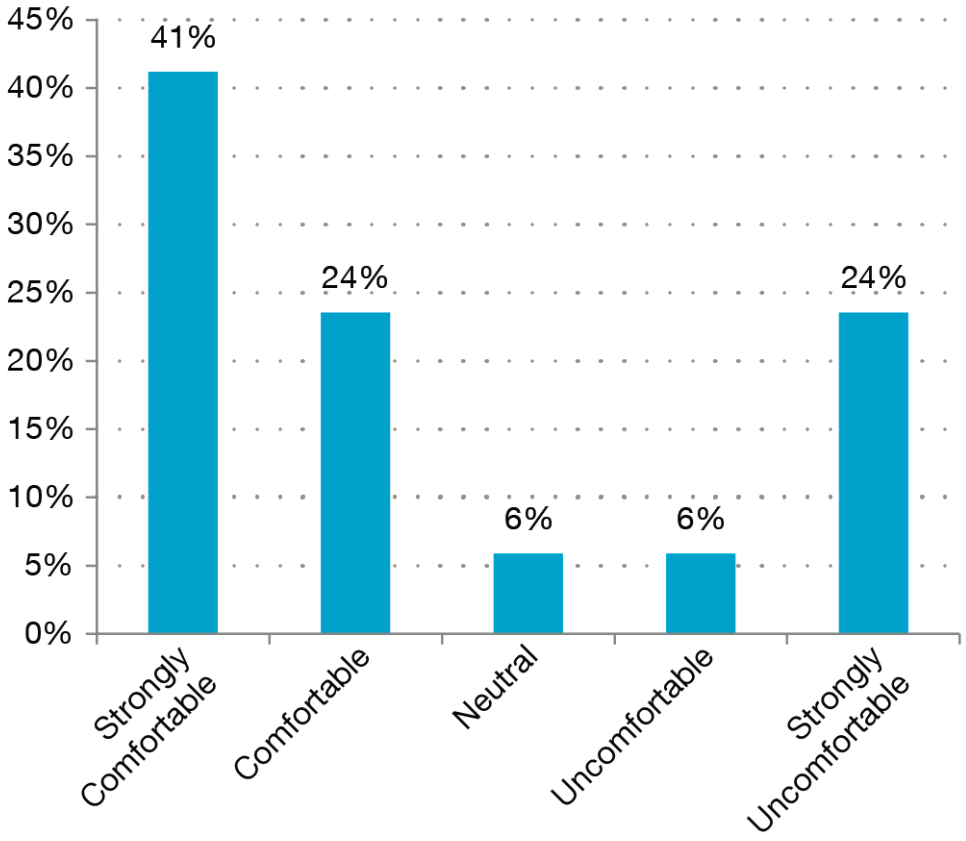
1 bus (50 feet long), 40 passengers,
125 feet for safe spacing = 175 feet of road space

Bellevue Transit Master Plan

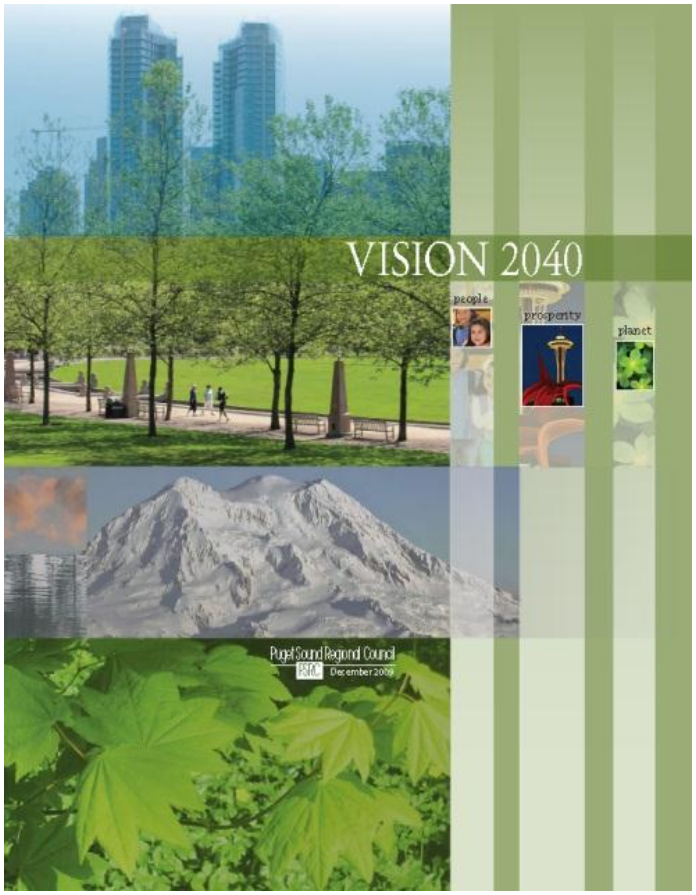
Draft Person Throughput MOE



Manage arterial travel lanes to maximize the throughput capacity for people rather than vehicles.



Capital/Policy Workshop (9/6)



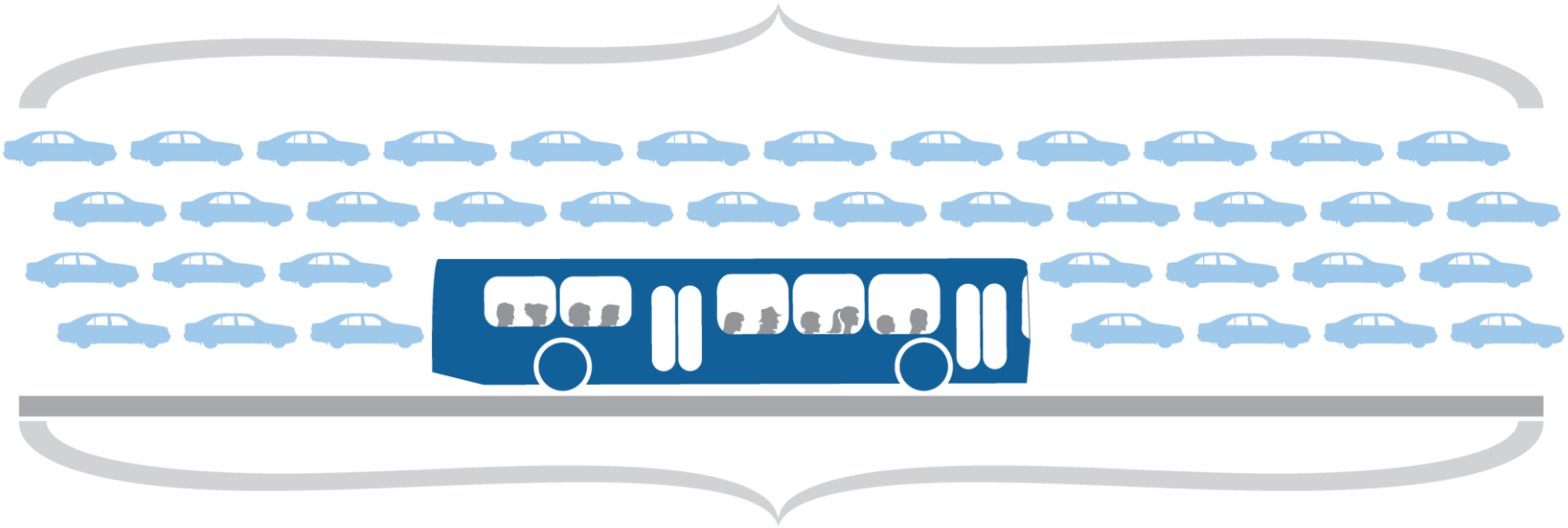
MPP-DP-54: Develop concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.

WSDOT HOV Policy:

"Through HOV programs and policies we strive to make the best use of existing facilities by increasing freeway efficiency and promoting programs to move more people in fewer vehicles."

Measure person throughput by mode on Bellevue's Frequent Transit Network Corridors.

40 people driving alone, 60 feet between vehicles=300 feet,
or more than 1/2 mile road space



1 bus (50 feet long), 40 passengers,
125 feet for safe spacing = 175 feet of road space

Bellevue Transit Master Plan

Draft Person Throughput MOE

- **10/17/13 – Transportation Commission briefing on draft capital-oriented strategies.**
- **11/12/13 – Council Extended Study Session briefing on capital-oriented strategies.**
- **11/14/13 – Transportation Commission briefing on preliminary Capital Element project list.**
- **Q1 2014 – Council approval of TMP Capital Vision.**

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

Franz Loewenherz
Transportation Department
floewenherz@bellevuewa.gov
425-452-4077

Additional Information