Bellevue Transit Master Plan

City Council Meeting

November 12, 2013

1. **Staff seeks Council feedback on the draft capital-oriented strategies and measures of effectiveness.**

2. **Council input informs the Transportation Commission's identification of speed & reliability, route facility, and pedestrian & bicycle projects.**

3. **Q1 2014, Council will receive Transportation Commission's recommended draft TMP report with Service, Capital, & Policy Elements (policies/projects).**

Tonight's Discussion

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

Agenda

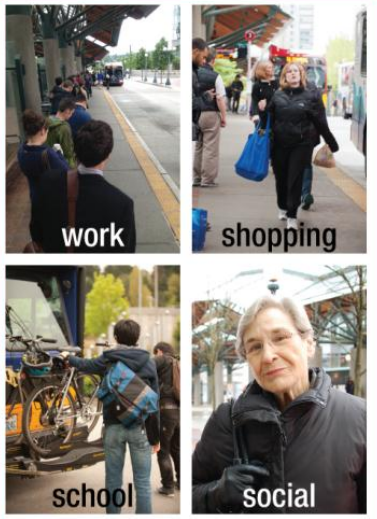
Transit Master Plan Scope of Work

Bellevue Transit Master Plan

CURRENT TRANSIT NETWORK

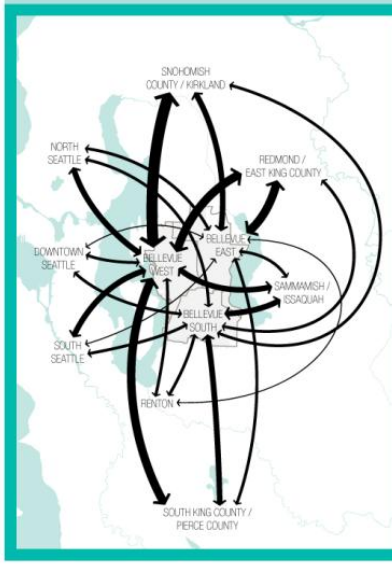
What service types are in place today and how well do they perform?

MARKET SEGMENTATION



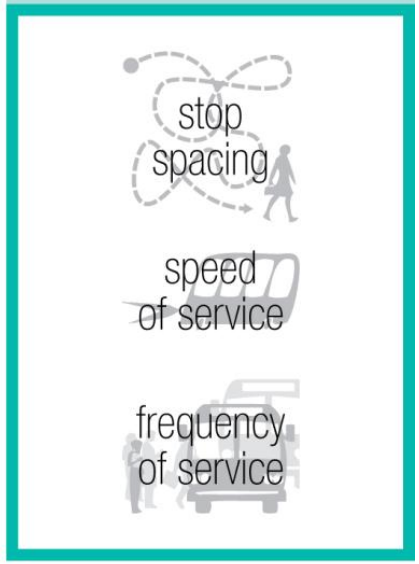
What are the attitudes and preferences that drive traveler choices?

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?

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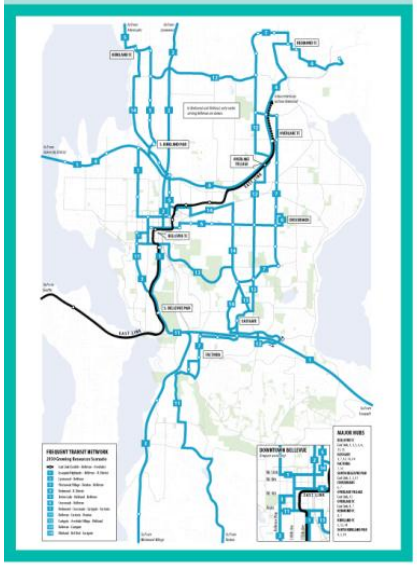
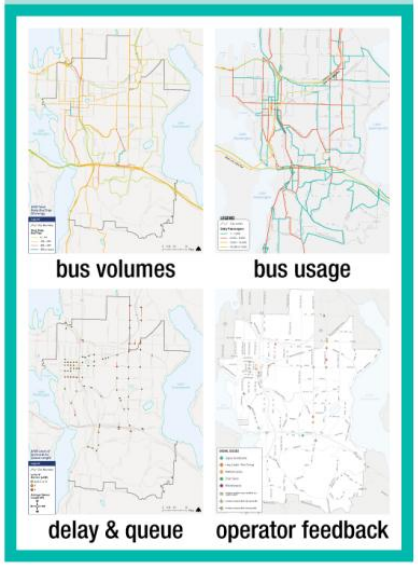
Service Element

FREQUENT TRANSIT NETWORK (FTN)



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

CURRENT and FUTURE CONDITIONS



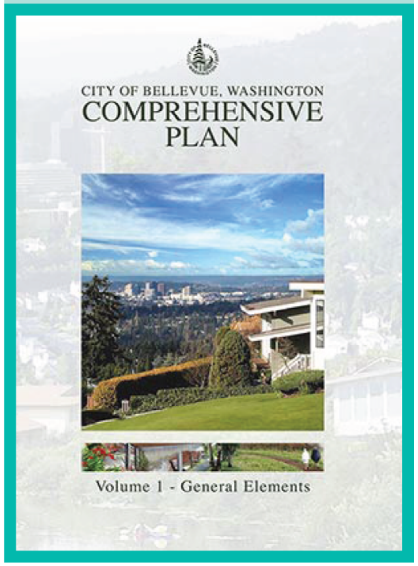
What are the current and future conditions on FTN corridors?

EVALUATION of COSTS and BENEFITS

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

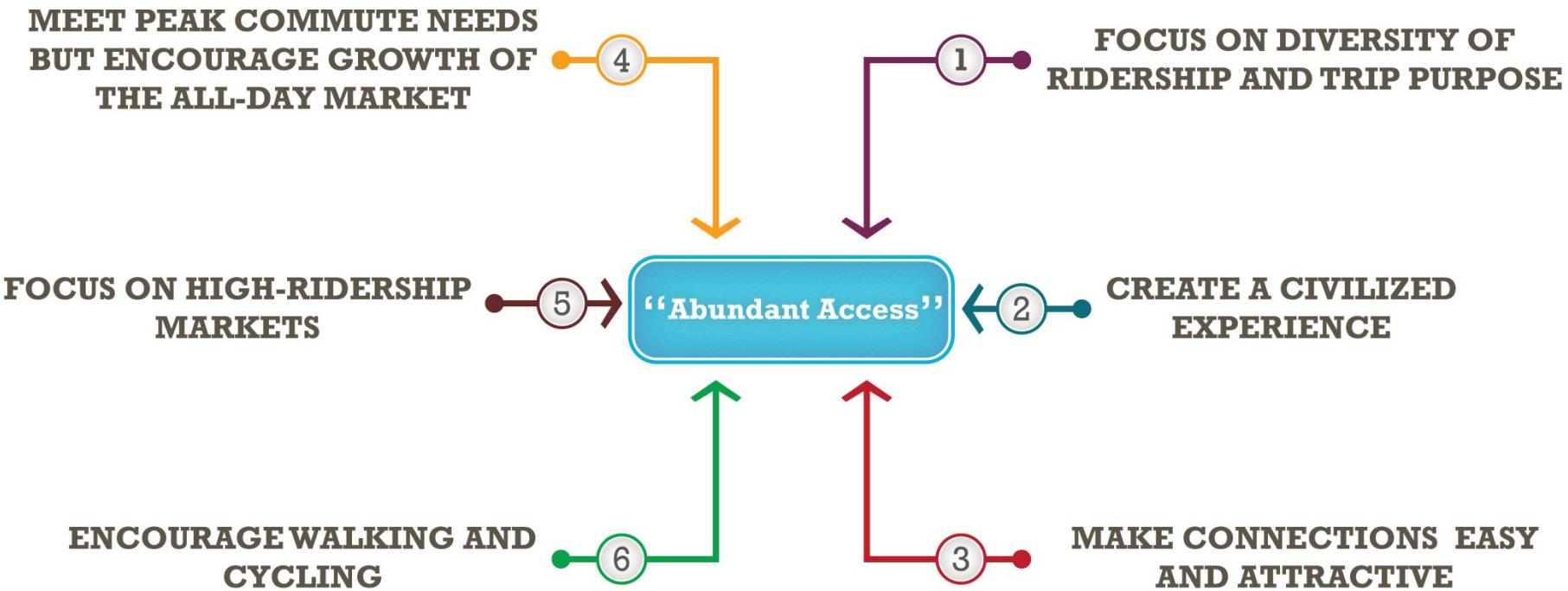
CAPITAL-ORIENTED STRATEGIES

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

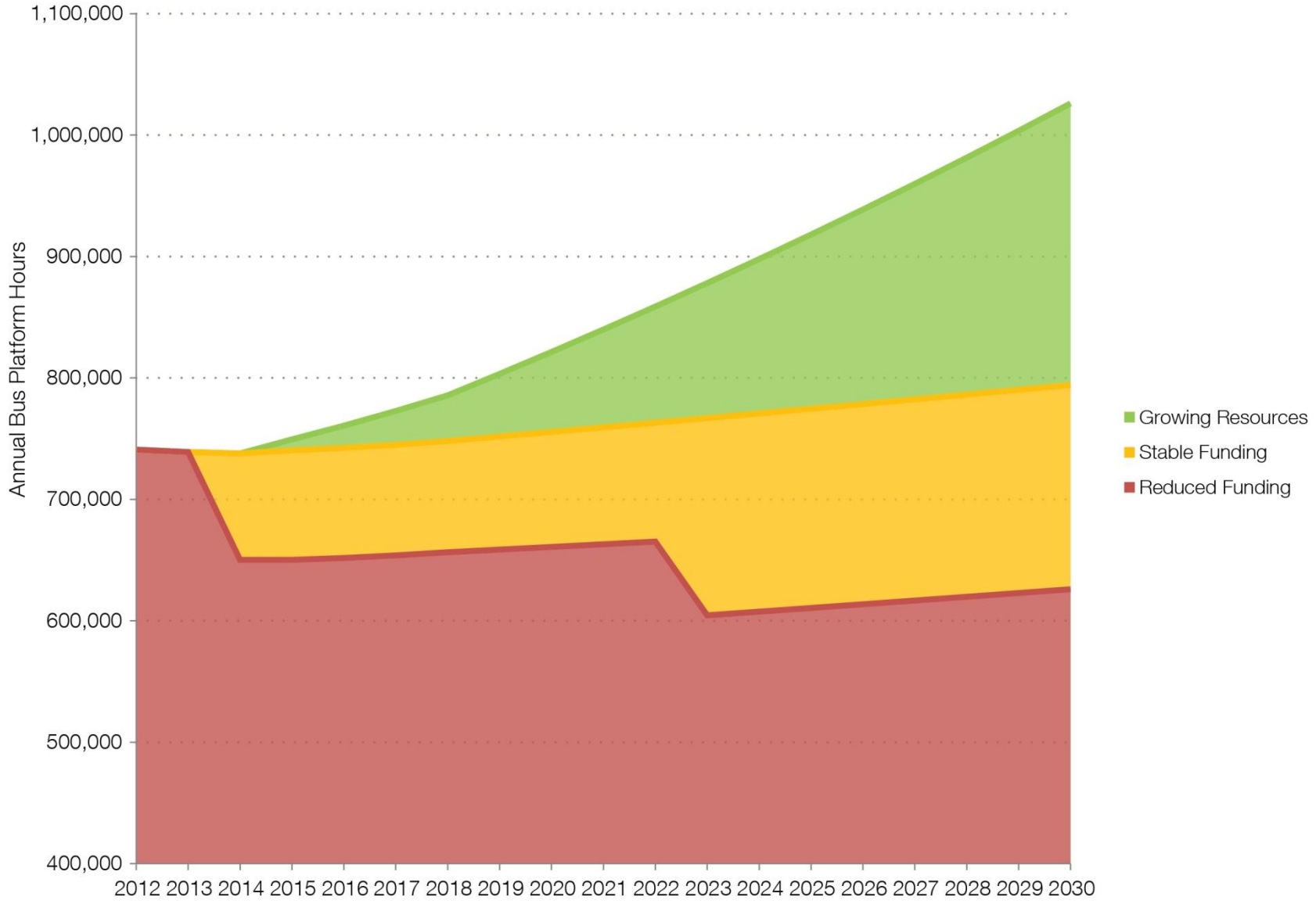
"ABUNDANT ACCESS"	GOAL STATEMENTS	MARKET DRIVEN STRATEGIES	COMPREHENSIVE PLAN UPDATE
"Efficient, useful, attractive service for most people, to most destinations, most of the time, serving maximum ridership."	• **Convenient** • **Frequent** • **Efficient** • **Simple** • **Direct** • **Regionally-Connected**	**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?

Policy Element

Service-Oriented Strategies



Service-Oriented Strategies



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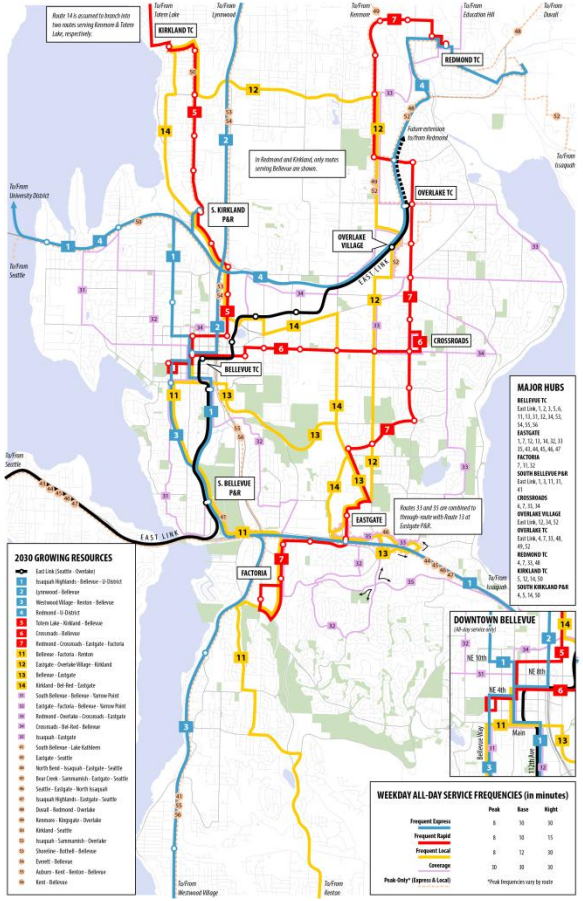
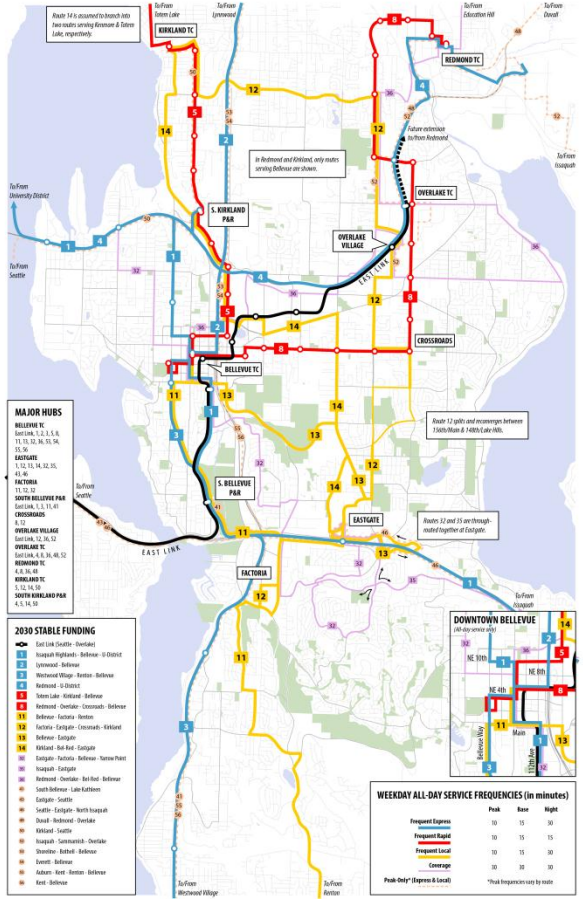
Bus Funding Scenarios

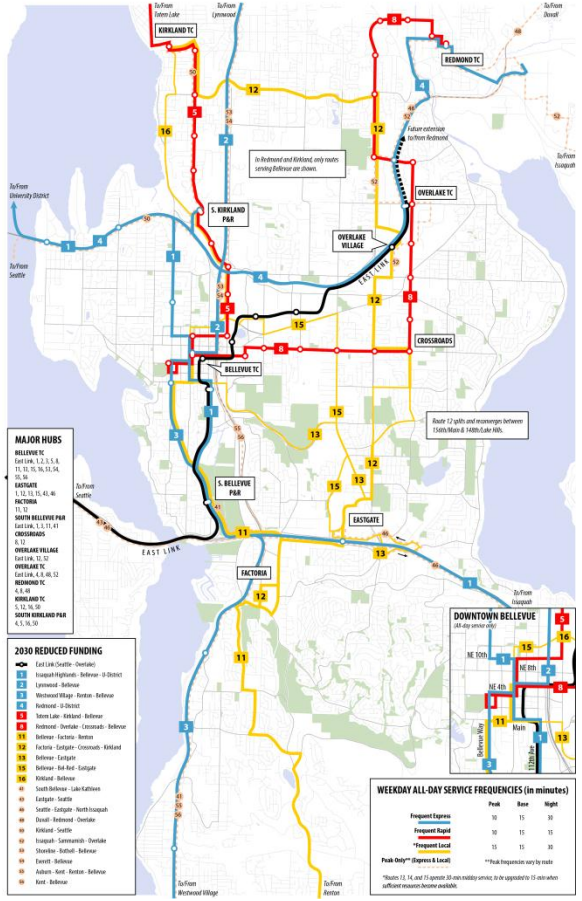
2030 | Growing Resources



2030 | Stable Funding



2030 | Reduced Funding



Bellevue Transit Master Plan

Transit Service Vision Report

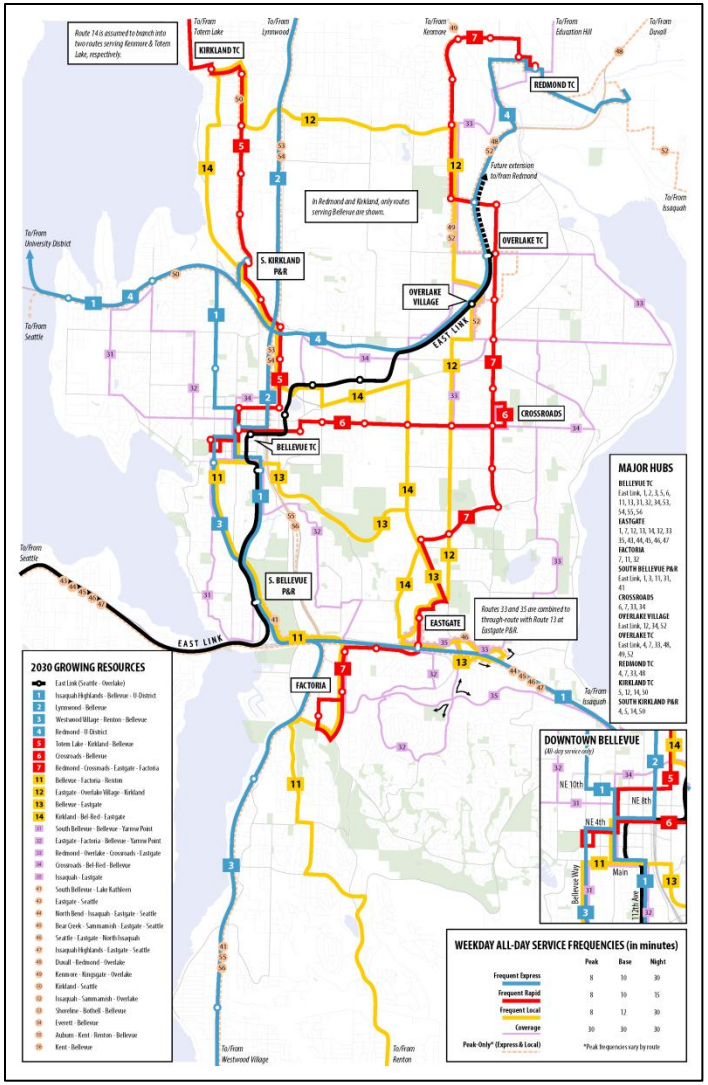
Seattle Transit Blog

Bellevue's 2030 Transit Service Vision

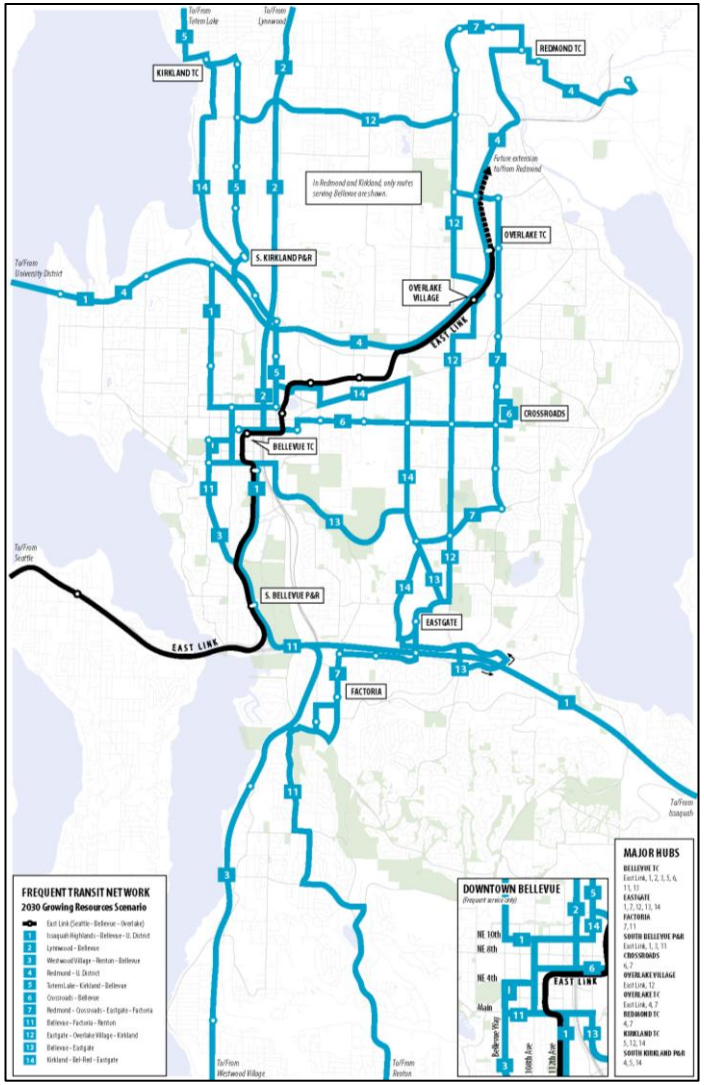
October 28, 2013 at 7:15 am By David Lawson

"This is exciting work — the most serious, credible proposal for a major restructure toward all-day frequent networks that is currently on the table in the Puget Sound area. The City of Bellevue deserves enormous credit for making this happen. I can't wait to watch Bellevue, Metro, and Sound Transit work toward these ideas as Link's opening approaches, and I hope this work inspires other local jurisdictions to take a similarly cohesive, comprehensive approach in their own transit planning work."

2030 Growing Resources



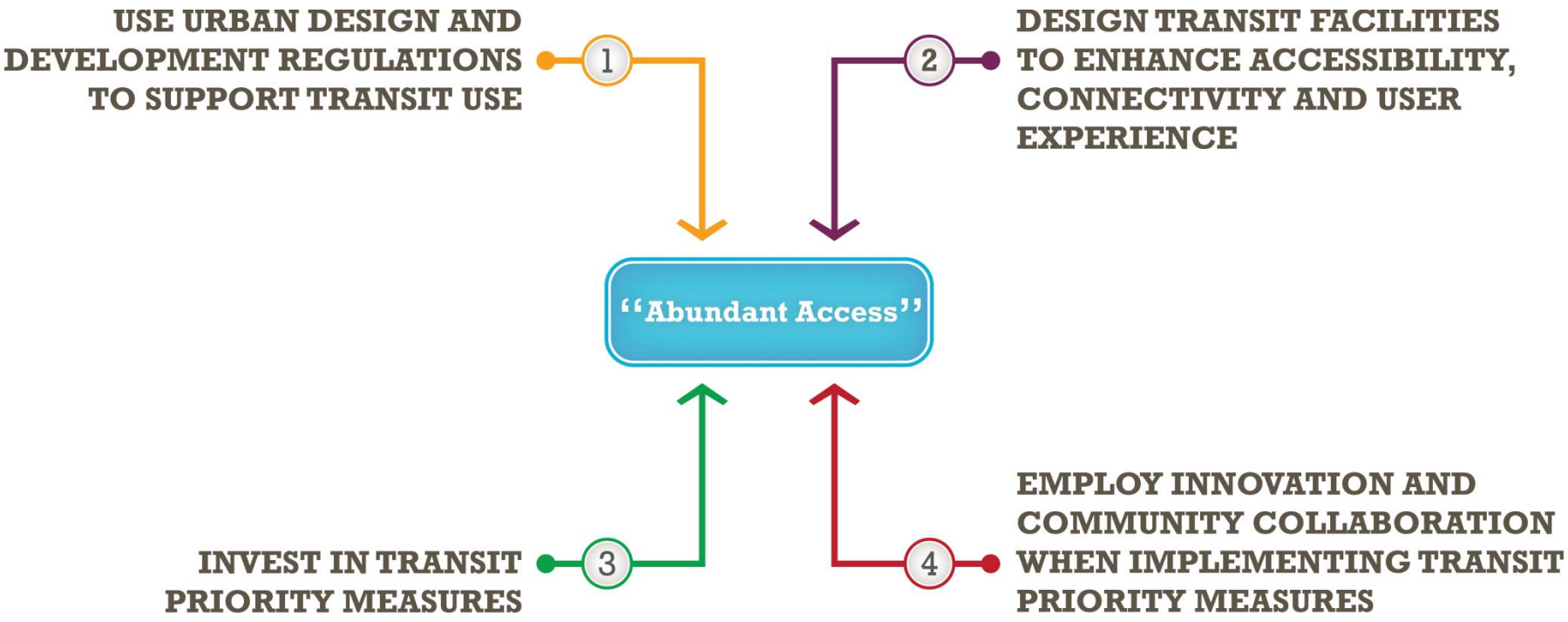
2030 Frequent Transit Network



Bellevue Transit Master Plan

2030 Frequent Transit Network

Capital-Oriented Strategies



Capital-Oriented Strategies

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

Statements of Inclination

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

Statements of Principle

Describe clear targets or conditions of success.

Statements of Impact

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

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

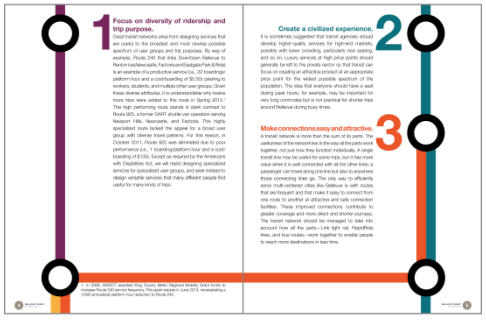
Council Project Principles

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 (outsiddiscal-quo/aspirational) and attune to different time horizons (near/midlong 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 bug 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 metrics/benchmarks related to transit: (1) 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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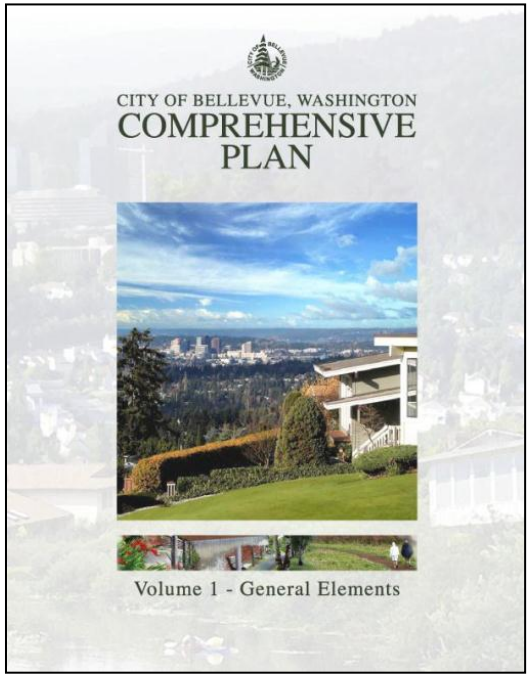
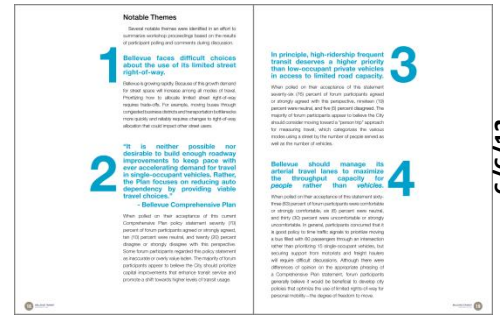
Transit-Supportive Policies



Workshop Reports



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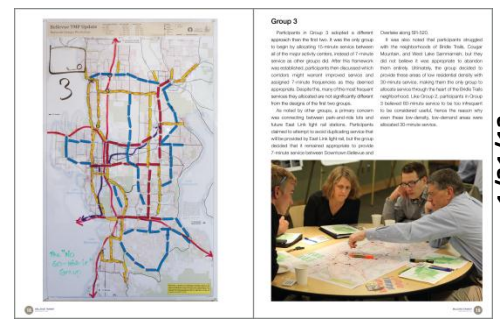

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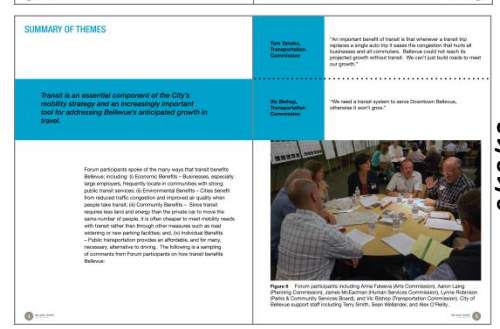
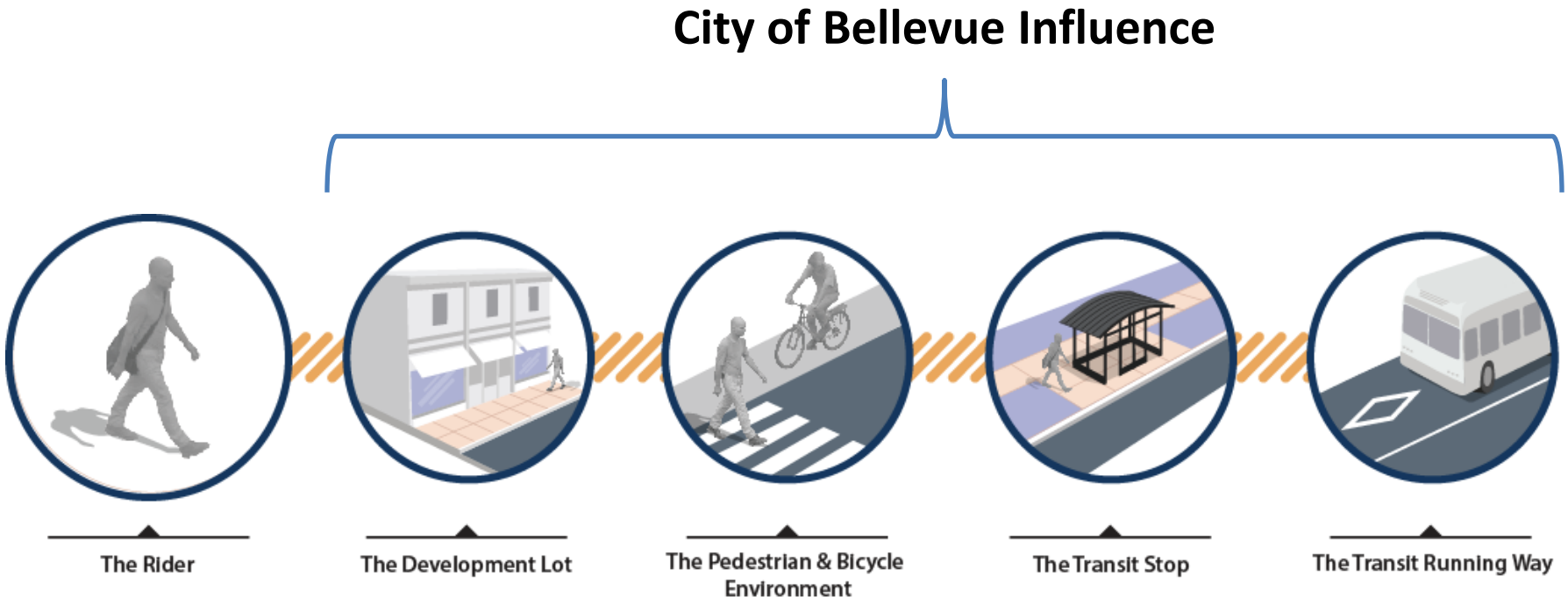


9/18/12

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.

Bel-Red Subarea Plan

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

Bellevue Transit Master Plan

Draft Strategy #2

Invest in transit priority measures along FTN corridors.

Eastgate P&R

I-90 Two-Way Transit HOV

Eastgate Direct Access Ramps

Bellevue Transit Center

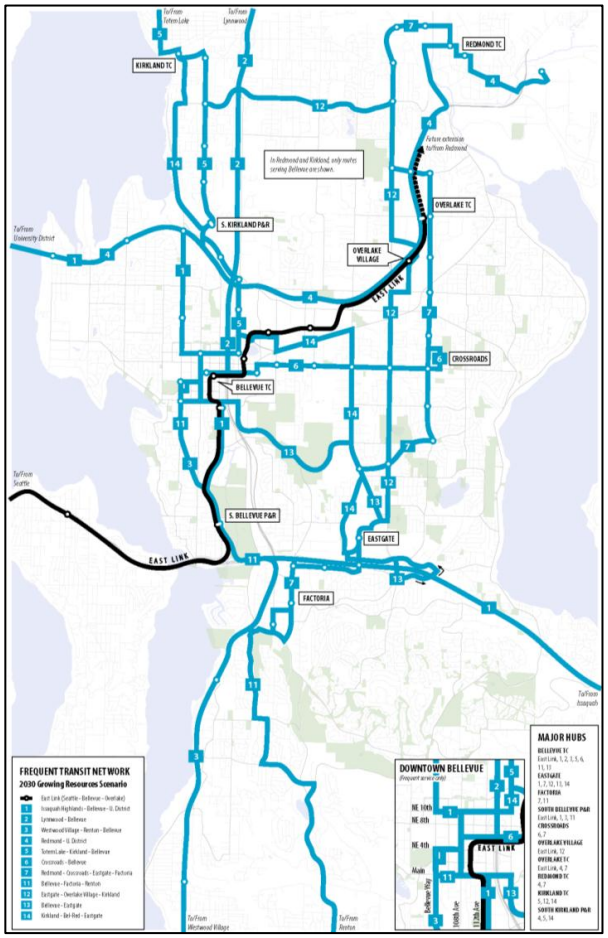
RapidRide B Line

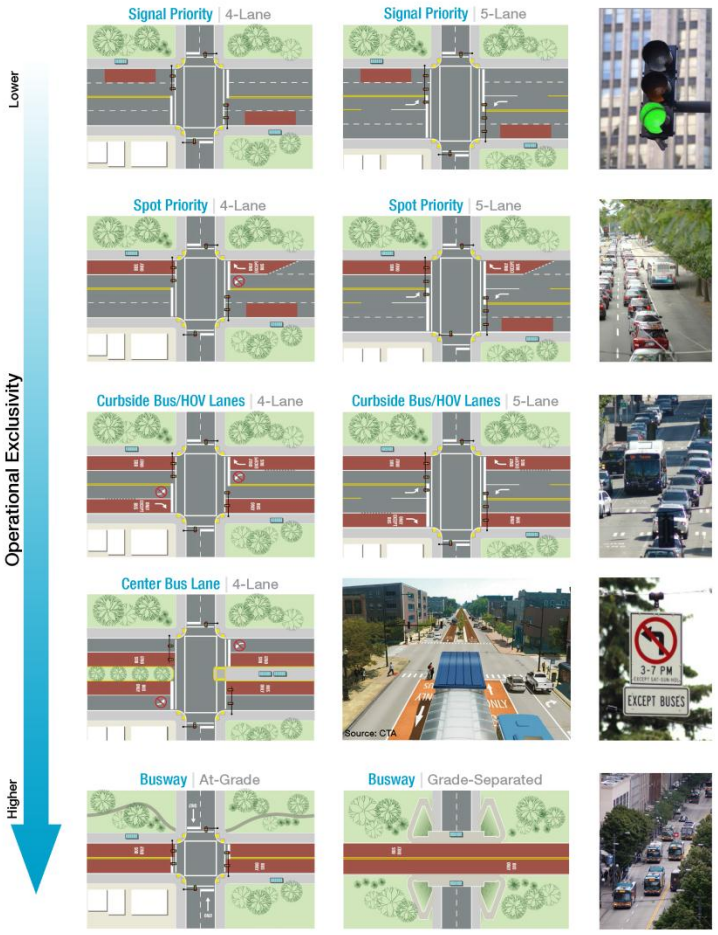
Access Downtown

Bellevue Transit Master Plan

Draft Strategy #3

Employ innovation and community collaboration when implementing transit priority measures along FTN corridors.





Bellevue Transit Master Plan

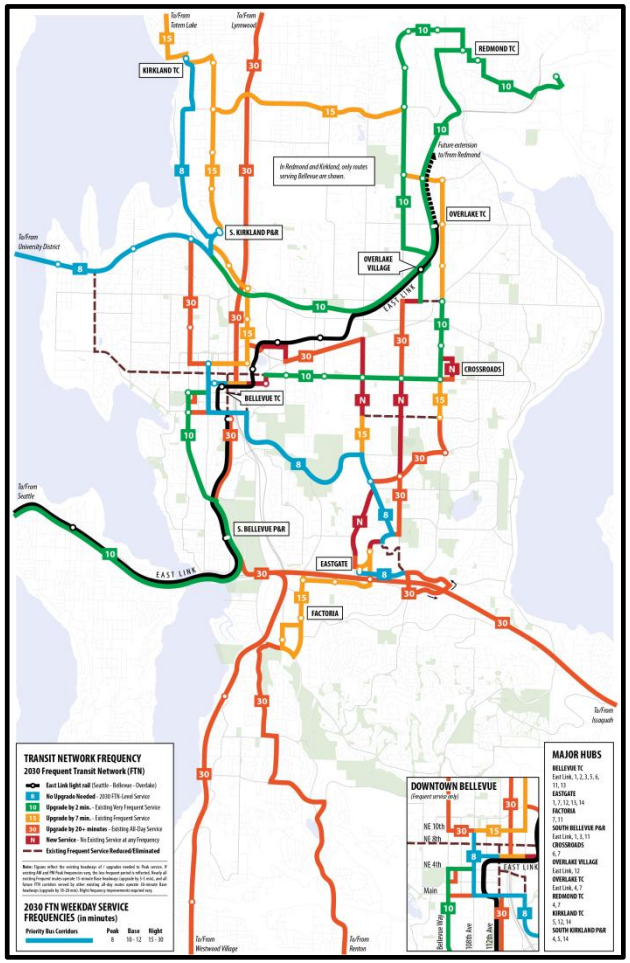
Draft Strategy #4

Measures of Effectiveness

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

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

Measure service availability on Bellevue's Frequent Transit Network corridors.



TRANSIT NETWORK FREQUENCY

2030 Frequent Transit Network (FTN)

- **East Link light rail** (Seattle - Bellevue - Overlake)
- **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
- **Existing Frequent Service Reduced/Eliminated**

Note: Figures reflect the existing headways of / upgrades needed to Peak service. If existing AM and PM Peak frequencies vary, the less frequent period is reflected. Nearly all existing Frequent routes operate 15-minute Base headways (upgrade by 3-5 min), and all future FTN corridors served by other existing all-day routes operate 30-minute Base headways (upgrade by 18-20 min). Night frequency improvements required vary.

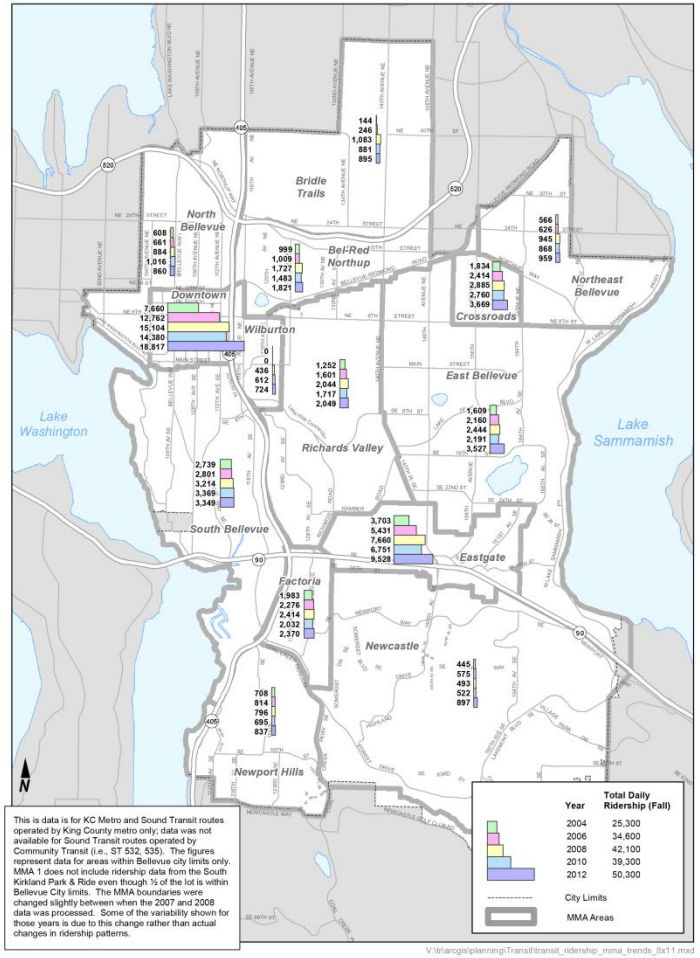
2030 FTN WEEKDAY SERVICE FREQUENCIES (in minutes)

Priority Bus Corridors	Peak	Base	Night
	8	10 - 12	15 - 30

Bellevue Transit Master Plan

Draft MOE #1

Measure transit usage in Bellevue's Mobility Management Areas.



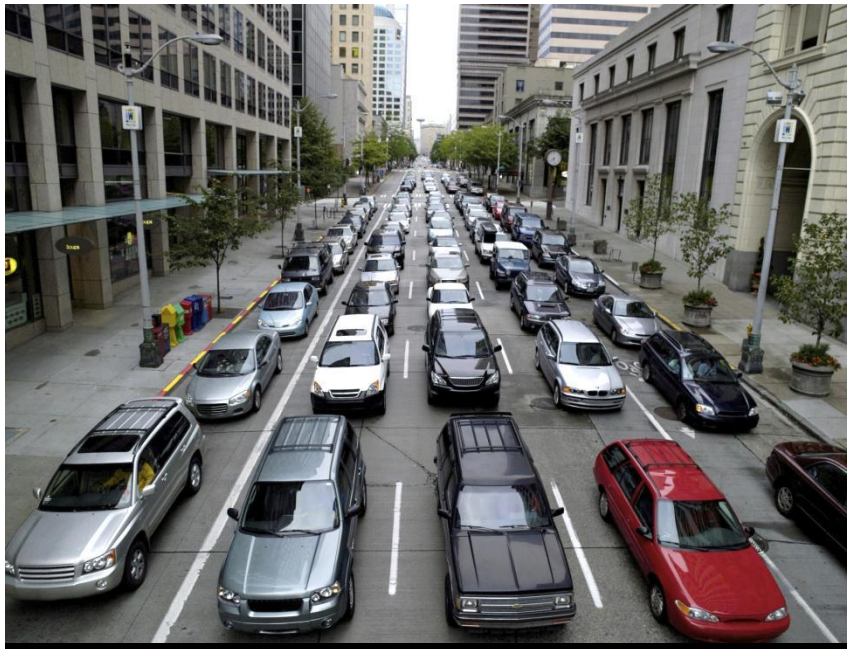
Average Transit Weekday Usage (ons/offs)

MMA	Fall 2003	Fall 2012	% Change
Downtown	7,346	18,817	156%
Eastgate	2,197	9,528	334%
Crossroads	1,706	3,669	115%
East Bellevue	1,695	3,527	108%
South Bellevue	2,908	3,349	15%
Factoria	1,724	2,370	37%
Richards Valley	1,301	2,049	58%
Bel-Red Northup	883	1,821	106%
Northeast Bellevue	532	959	80%
Newcastle	384	897	134%
Bridle Trails	62	895	1,337%
North Bellevue	512	860	68%
Newport Hills	670	837	25%
Wilburton	-	724	N/A
Total	**21,920**	**50,302**	**129%**

Bellevue Transit Master Plan

Draft MOE #2

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



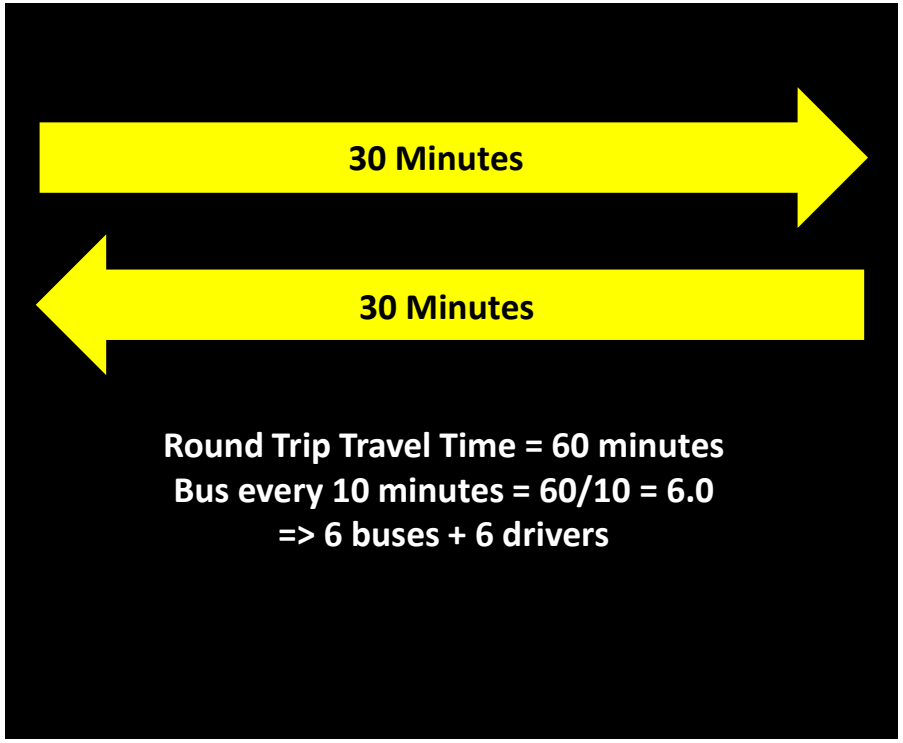
177 Cars

200 People

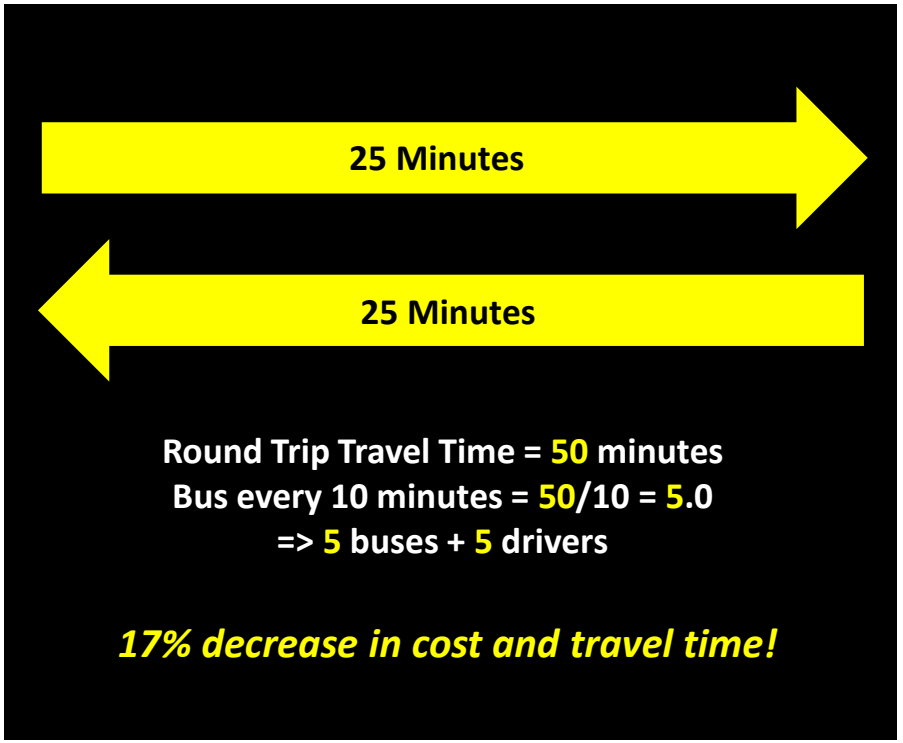
Source: i-SUSTAIN www.i-sustain.com

Measure travel time savings resulting from speed and reliability improvements on Bellevue's Frequent Transit Network corridors.

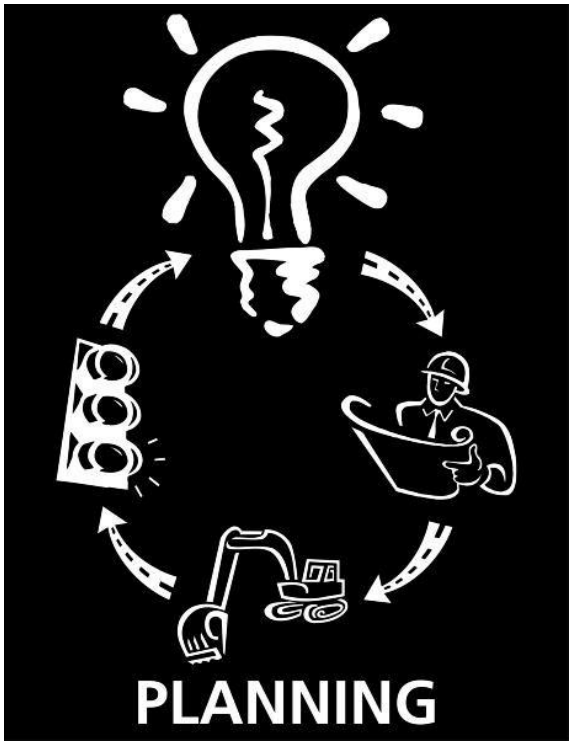
Bus Route …. 60 Minutes Travel Time



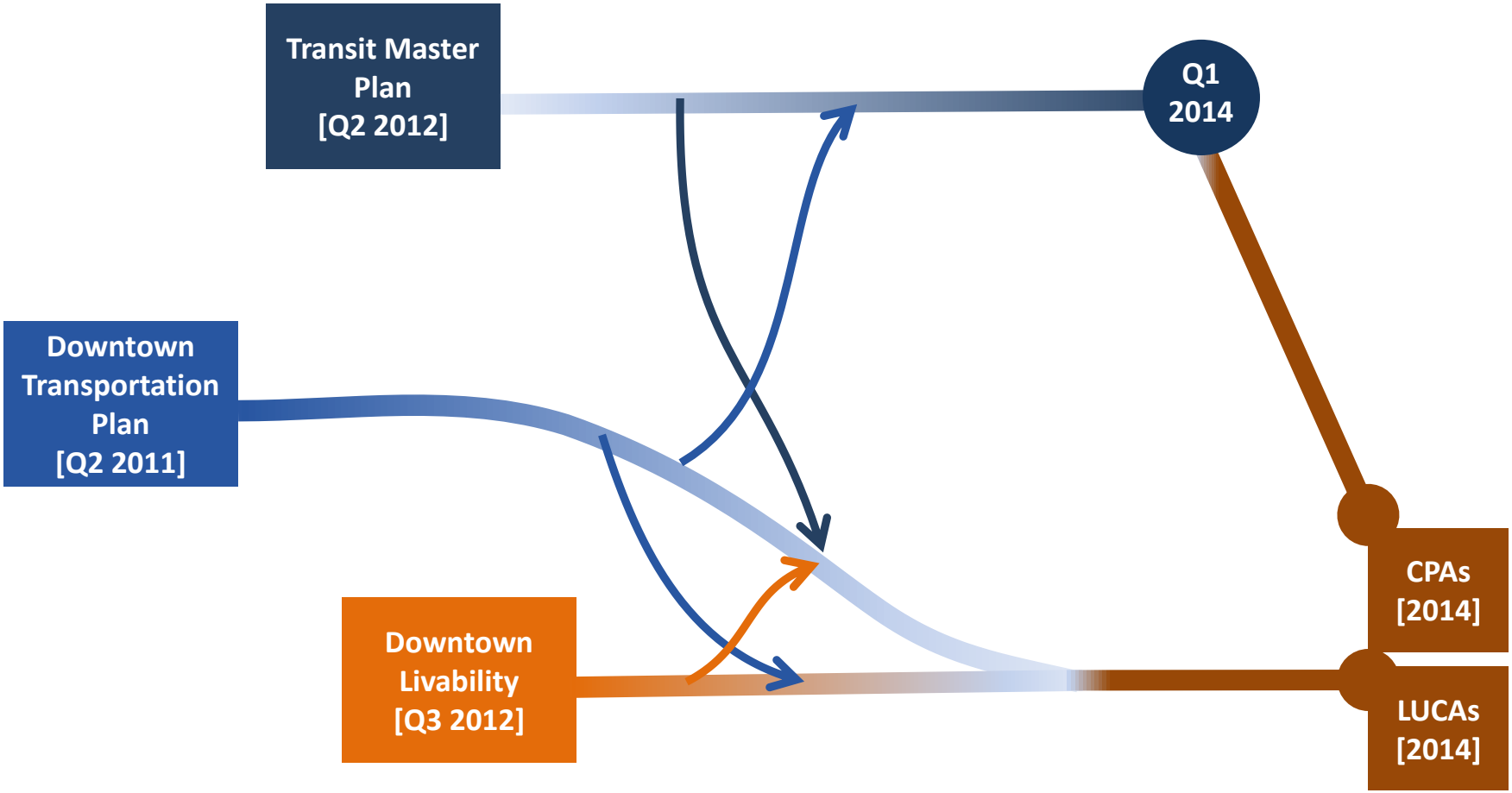
Reduce Time = Reduce Resources



Transportation Commission briefing (11/14/13) on preliminary transit priority measure project list.



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



Bellevue Transit Master Plan

Project Timeline

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2. **Council input informs the Transportation Commission's identification of speed & reliability, route facility, and pedestrian & bicycle projects.**

3. **Q1 2014, Council will receive Transportation Commission's recommended draft TMP report with Service, Capital, & Policy Elements (policies/projects).**

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

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Additional Information