Transportation Commission Briefing
January 23, 2014

1. Spring 2013 Transit Usage
2. Transit Signal Priority
3. Downtown Bellevue HOV Analysis
4. Assessing Benefits
5. Metro Service Reduction Proposal
6. 142nd Place SE Transit Corridor

Tonight's Agenda

Spring 2013 Transit Usage Analysis

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

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

Spring 2013 Transit Usage

1 **Service Availability**
Measure service availability on Bellevue's Frequent Transit Network corridors

2 **Transit Usage**
Measure transit usage in Bellevue's Mobility Management Areas.

3 **Person Throughput**
Measure person throughput by mode on Bellevue's Frequent Transit Network corridors.

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

TMP Measures of Effectiveness

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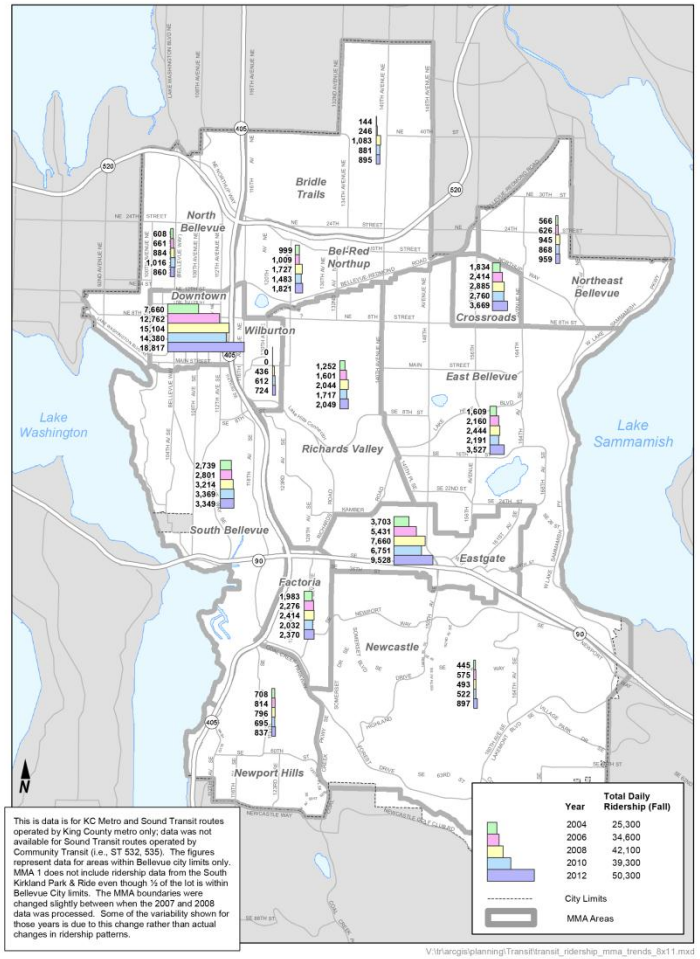
TMP Measures of Effectiveness



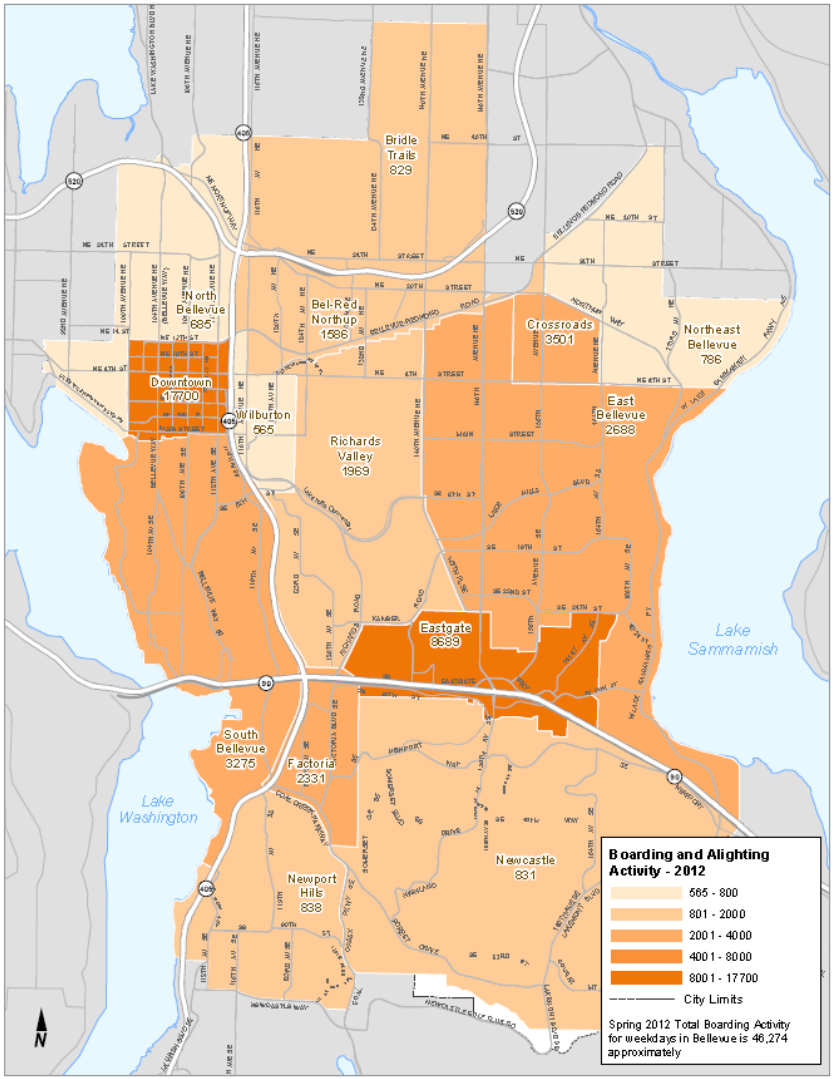
Average Transit Weekday Usage (ons/offs)

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%

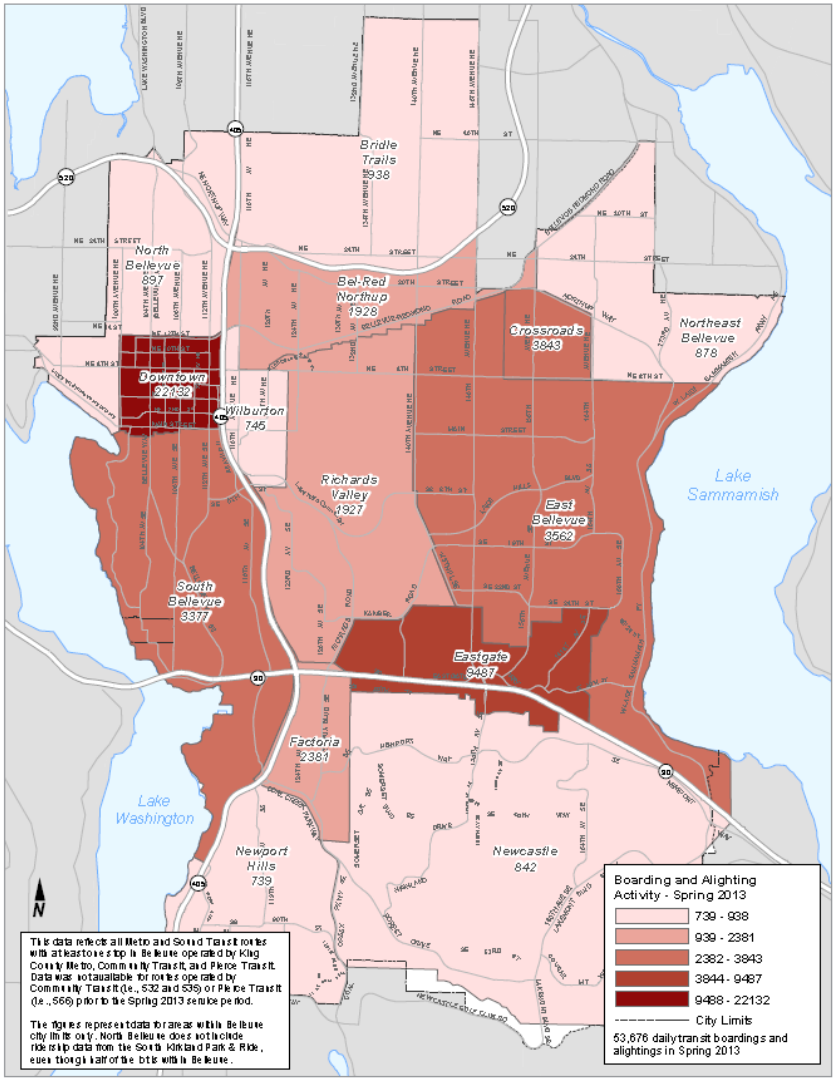
Bellevue Transit Master Plan

Transit Usage (Fall 2003 – 2012)

Spring 2012
Citywide = 46,274



Spring 2013
Citywide = 53,676

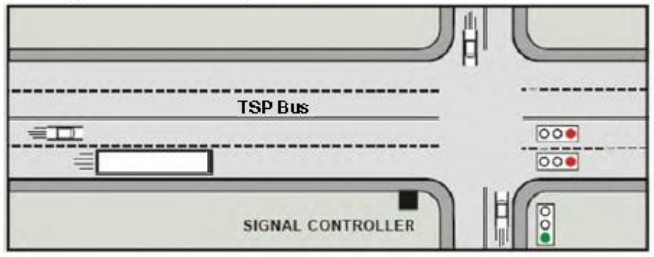


Bellevue Transit Master Plan

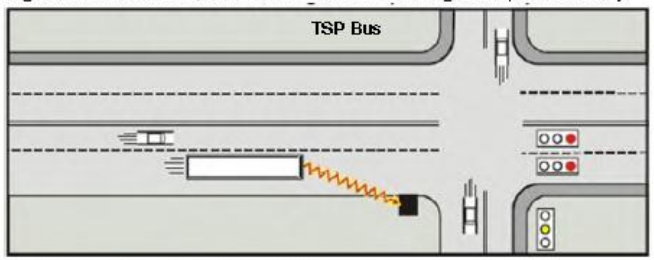
Transit Usage (Spring 2012-2013)

Transit Signal Priority

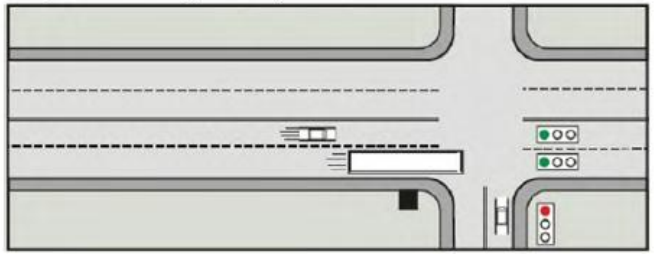
Bus approaches red signal



Signal detects bus; terminates side street green phase early



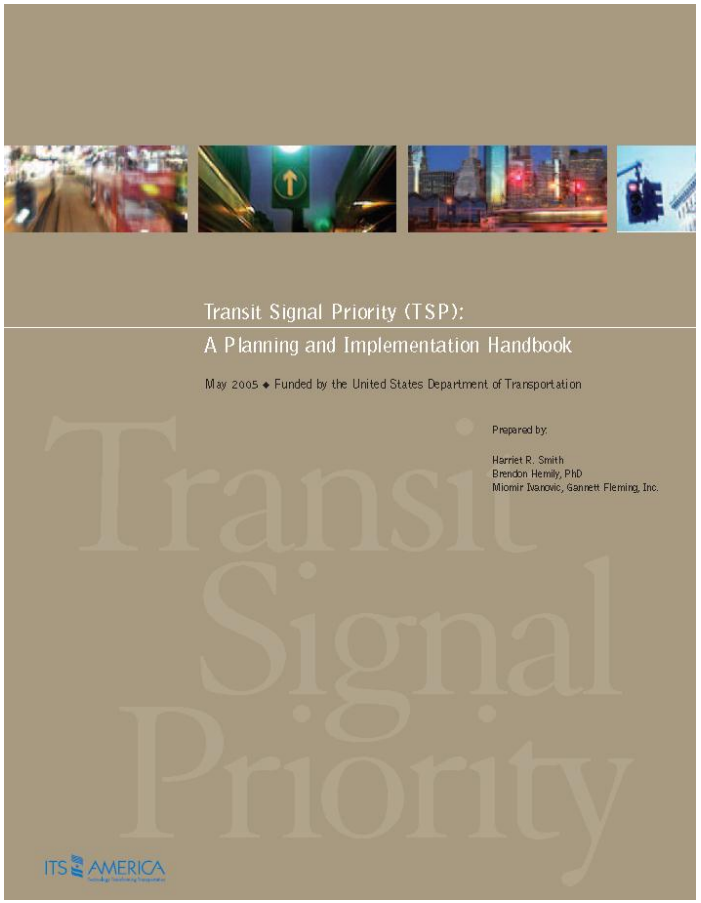
Bus proceeds on green signal



Transit Signal Priority (TSP) facilitates the movement of transit vehicles through traffic signal controlled intersections.

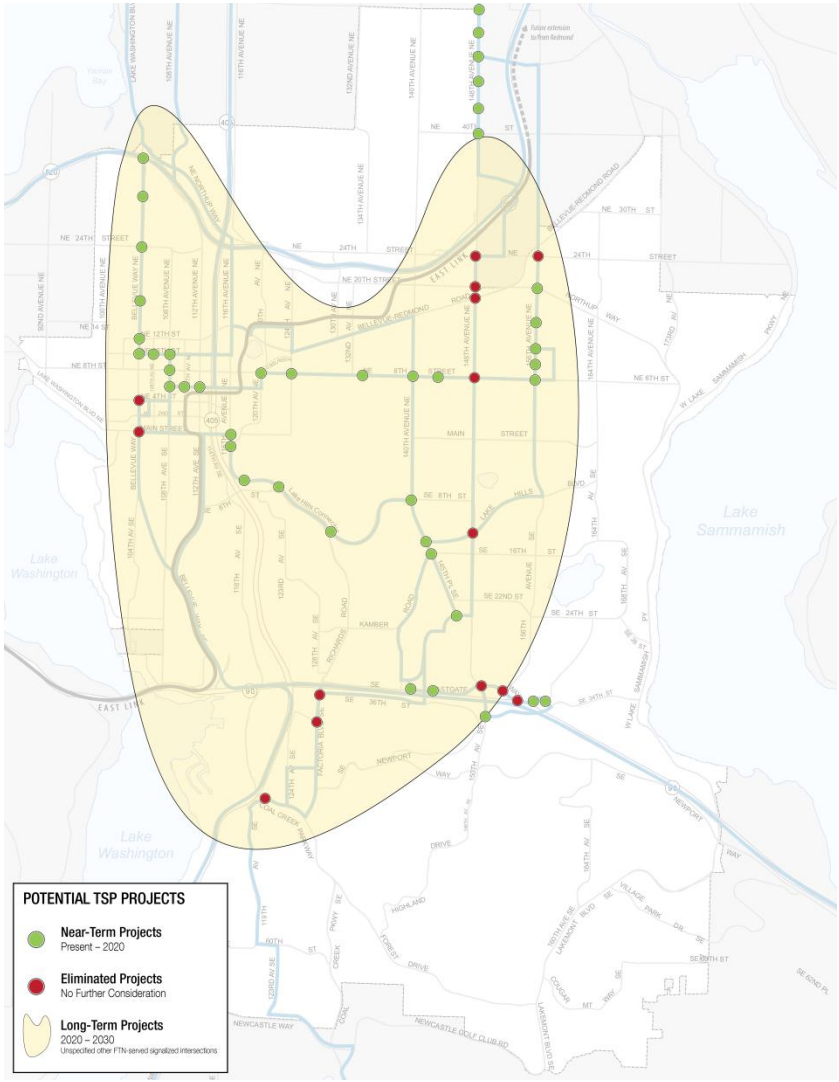
Typically, a transit vehicle sends a signal to a traffic signal controller, which will give the transit vehicle priority by extending the green phase, shortening the red phase/early green, and/or providing for a queue jump.

Transit Signal Priority



- **In Tacoma, WA the combination of TSP and signal optimization reduced transit signal delay about 40% in two corridors.**
- **TriMet (Portland, OR) was able to avoid adding one more bus by using TSP and experienced a 10% improvement in travel time and up to a 19% reduction in travel time variability. Due to increased reliability,**
- **In Chicago PACE buses realized an average of 15% reduction (3 minutes) in running time. Actual running time reductions varied from 7 to 20% depending on the time of day.**
- **With the implementation of TSP and through more efficient run cutting, Pace (Chicago) was able to realize a savings of one weekday bus while maintaining the same frequency of service.**
- **Los Angeles experienced up to 25% reduction in bus travel times with TSP.**

TSP Benefits for Operators



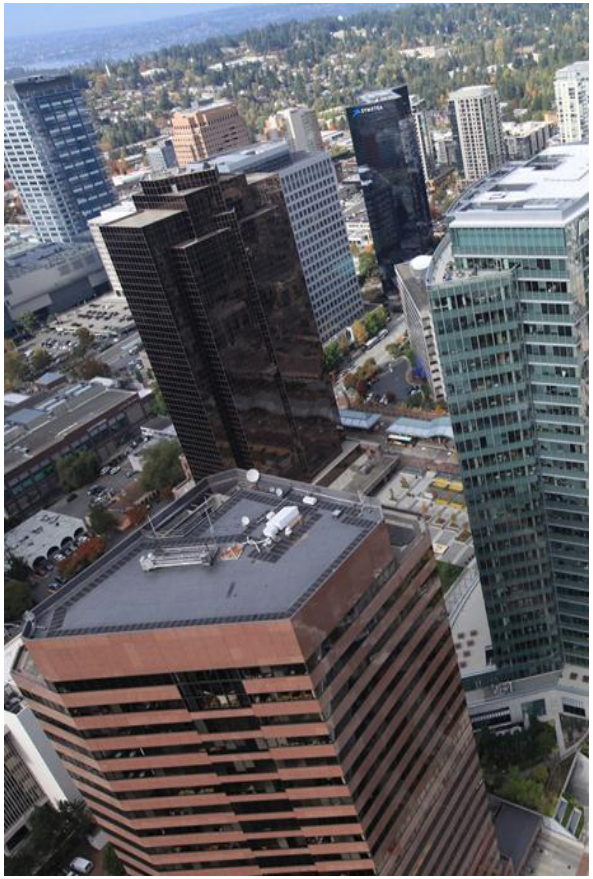
- **Near-Term Projects (Present – 2020):** Signalized intersections served by Route 271 and the RapidRide B Line that have not been eliminated by early feasibility screening.

- **Eliminated Projects:** Intersections eliminated from further consideration base on known signal and/or roadway limitations.

- **Long-Term Projects (2020 – 2030):** Unspecified number of remaining signalized intersections served by 2030 FTN routes.

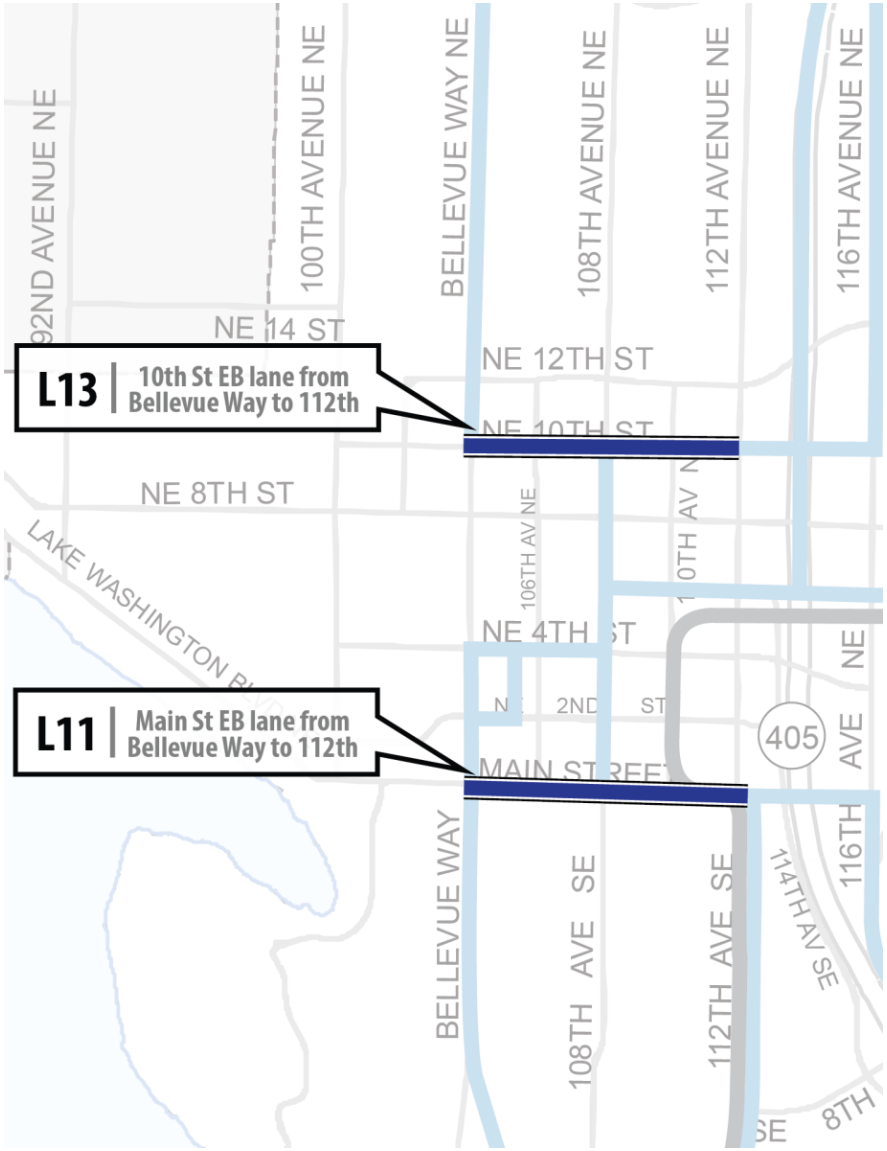
TSP Project List

Downtown Bellevue HOV Analysis



“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)



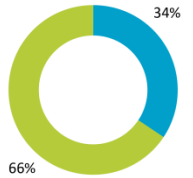
NE 10th St

Bellevue Way NE to 112th Ave NE

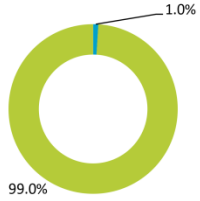
	Weighted Scores[1] Long-Term
Composite Score	17 - 19 (18.0)
Weekday Ridership	6 - 8 (7.0)
Weekday Bus Volumes	1 - 3 (2.3)
Approach Delay (sec)	2 - 4 (3.3)
Approach Queue Length (ft)	2 - 4 (3.3)
Intersection LOS	2 - 3 (2.3)

1. Derived from Issue Identification Methodology; see the Capital Element Background Report for details.
2. Based on the City of Bellevue 2030 PM Peak Hour BKR Model (MP30R6.2).

Projected Travel Demand[2]
2030 PM Peak



Person Throughput



Vehicle Throughput

Bus Auto

Main St

Bellevue Way NE to 116th Ave NE

	Weighted Scores[1] Long-Term
Composite Score	17 - 24 (20.0)
Weekday Ridership	4 - 8 (6.4)
Weekday Bus Volumes	2 - 4 (3.2)
Approach Delay (sec)	3 - 4 (3.8)
Approach Queue Length (ft)	3 - 4 (3.6)
Intersection LOS	2 - 4 (3.0)

1. Derived from Issue Identification Methodology; see the Capital Element Background Report for details.
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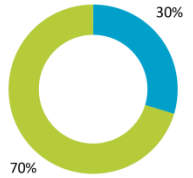
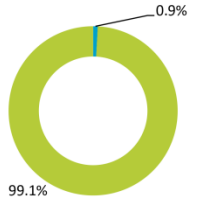
Projected Travel Demand[2]
2030 PM Peak



Person Throughput



Vehicle Throughput

Bus Auto

Bellevue Transit Master Plan

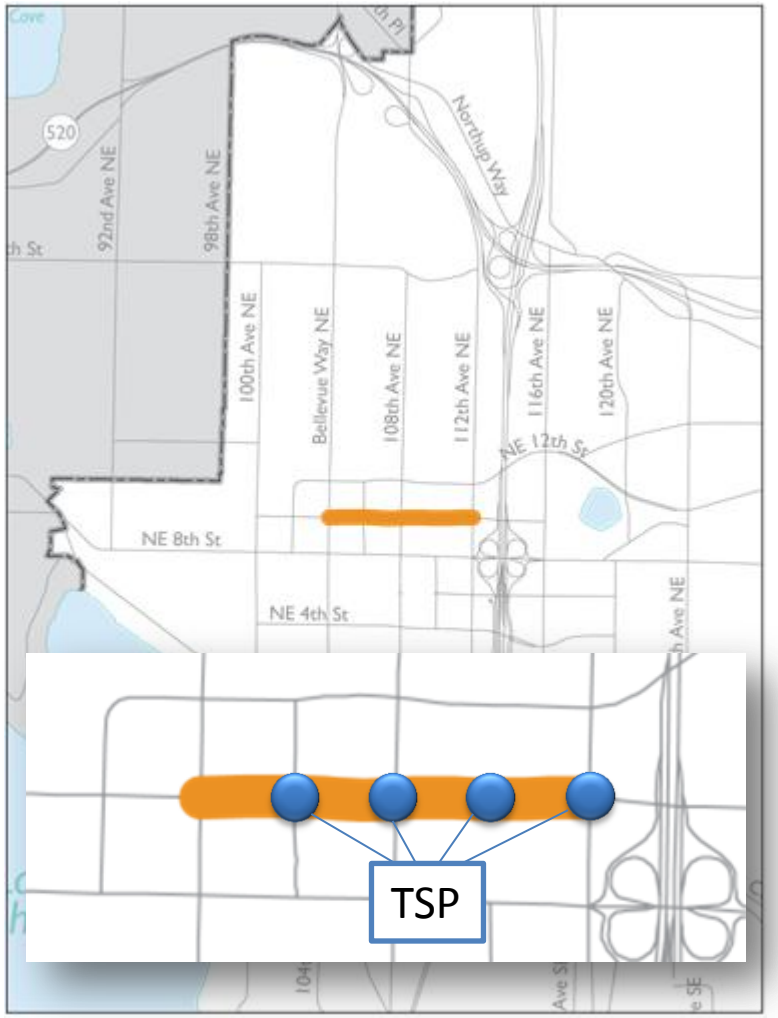
NE 10th & Main St HOV Lanes

Bellevue Transit Master Plan

NE 10th Street

Bellevue Transit Master Plan

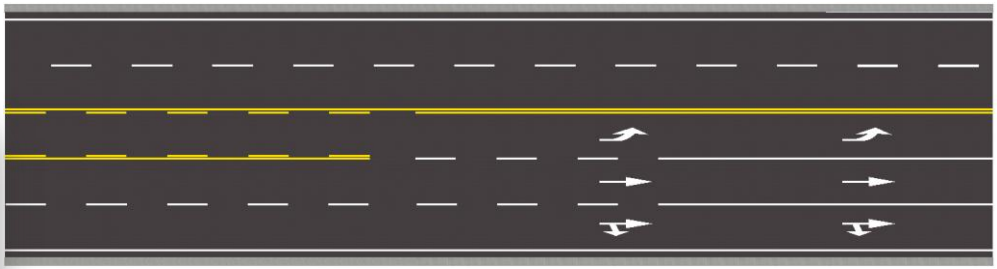
NE 10th Street



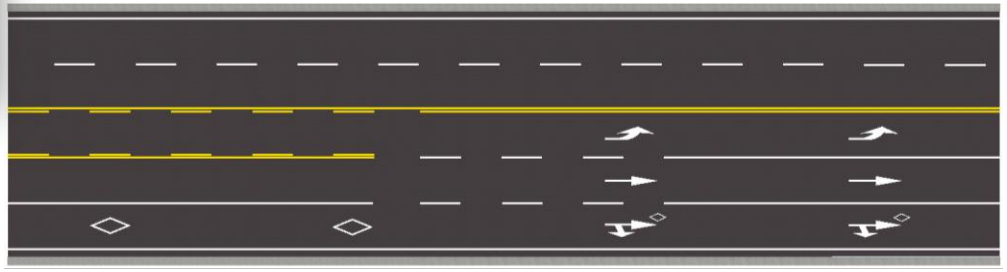
Proposed Improvement - NE 10th Street Corridor

- Eastbound HOV lane, between Bellevue Way NE and 112th Avenue NE
- Transit Signal Priority (TSP), between Bellevue Way NE and 112th Avenue NE

Existing Configuration:



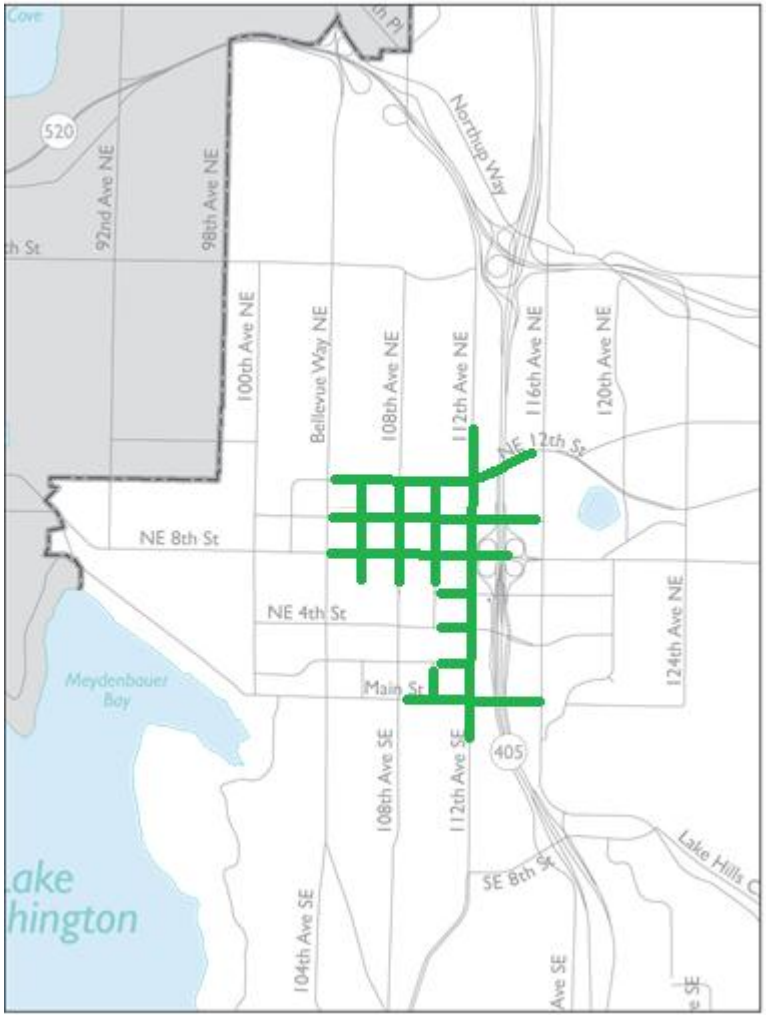
Future with Improvement:

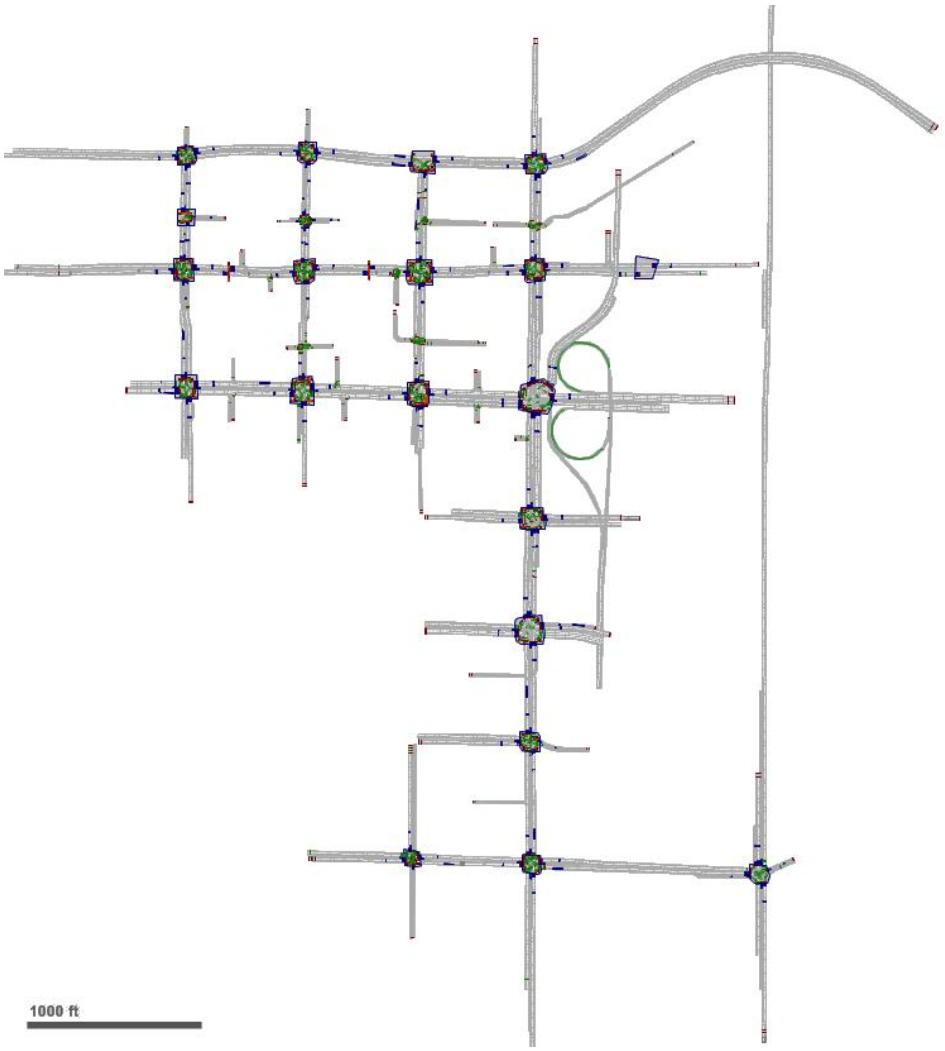


Bellevue Transit Master Plan

Downtown HOV Analysis

Simulation Model Network

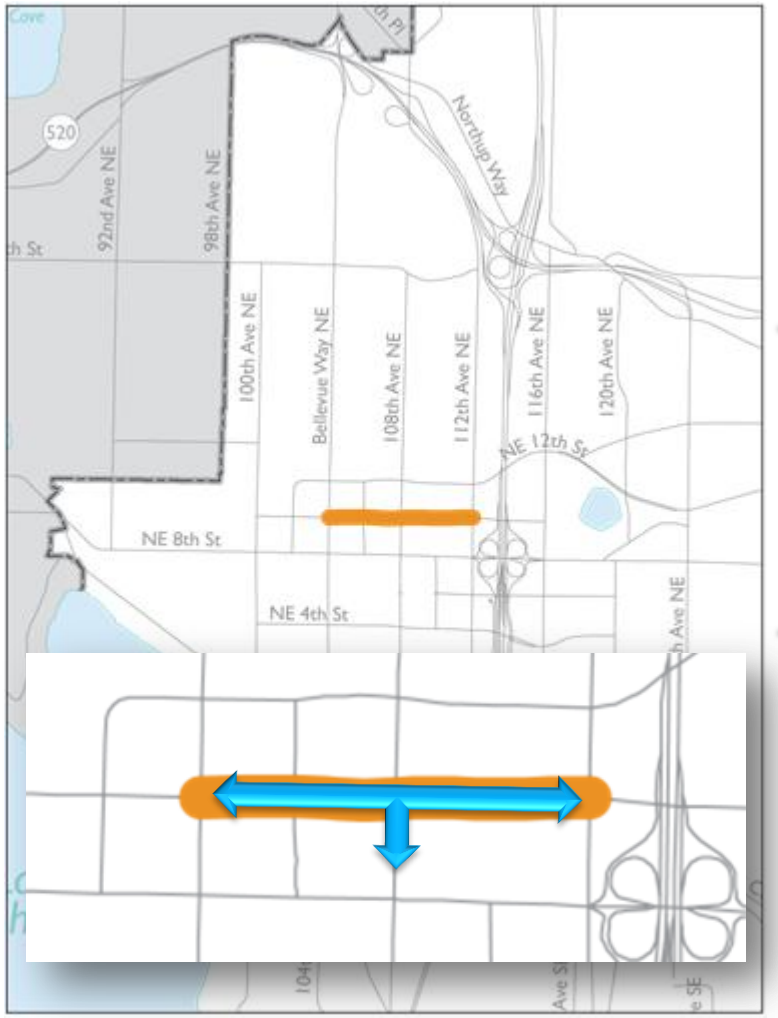




Bellevue Transit Master Plan

Downtown HOV Analysis

Analysis Methodology



Step 1

- *Travel Demand Model*
- *Transit Master Plan*

Vehicle Volumes (PM Peak)

Step 2

- *Mode Splits*
- *Vehicle Occupancies*

Person Trips (PM Peak)

Step 3

Travel Time Simulation Results

Travel Time Savings (PM Peak)

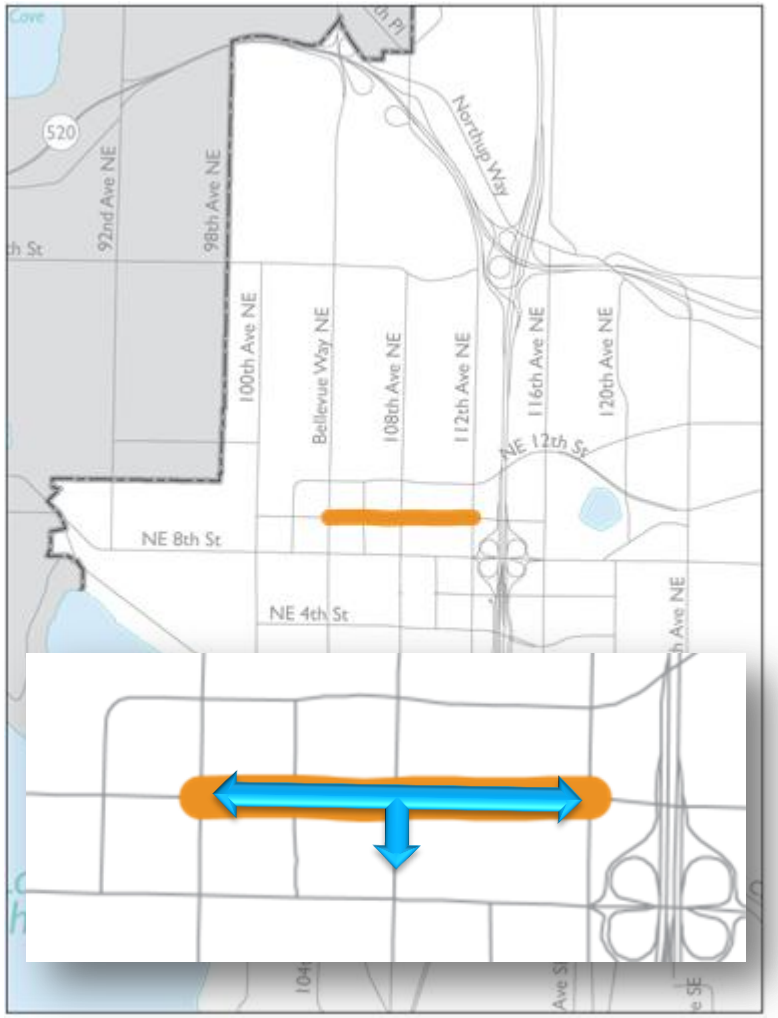
Step 4

Person Travel Time Savings (PM Peak)

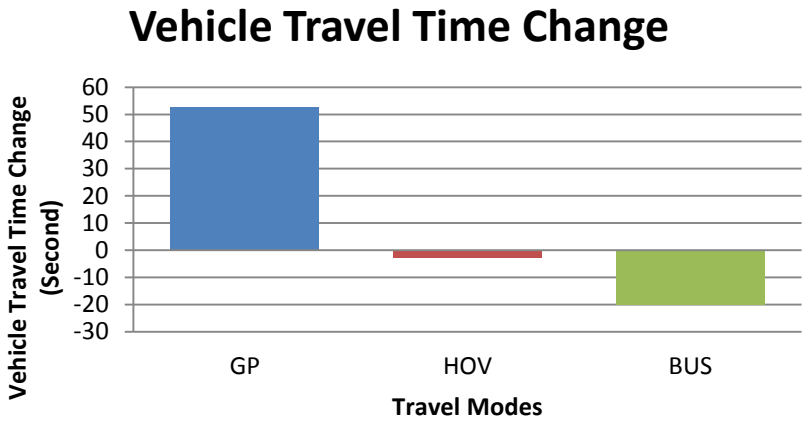
Downtown HOV Analysis

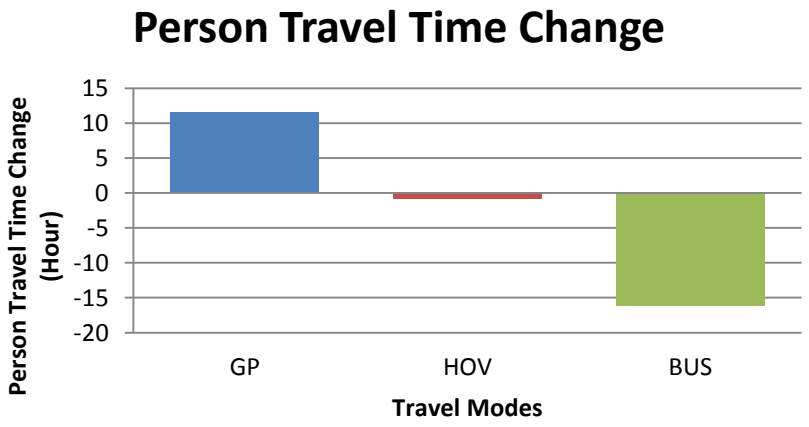
Bellevue Transit Master Plan

Travel Time Improvement



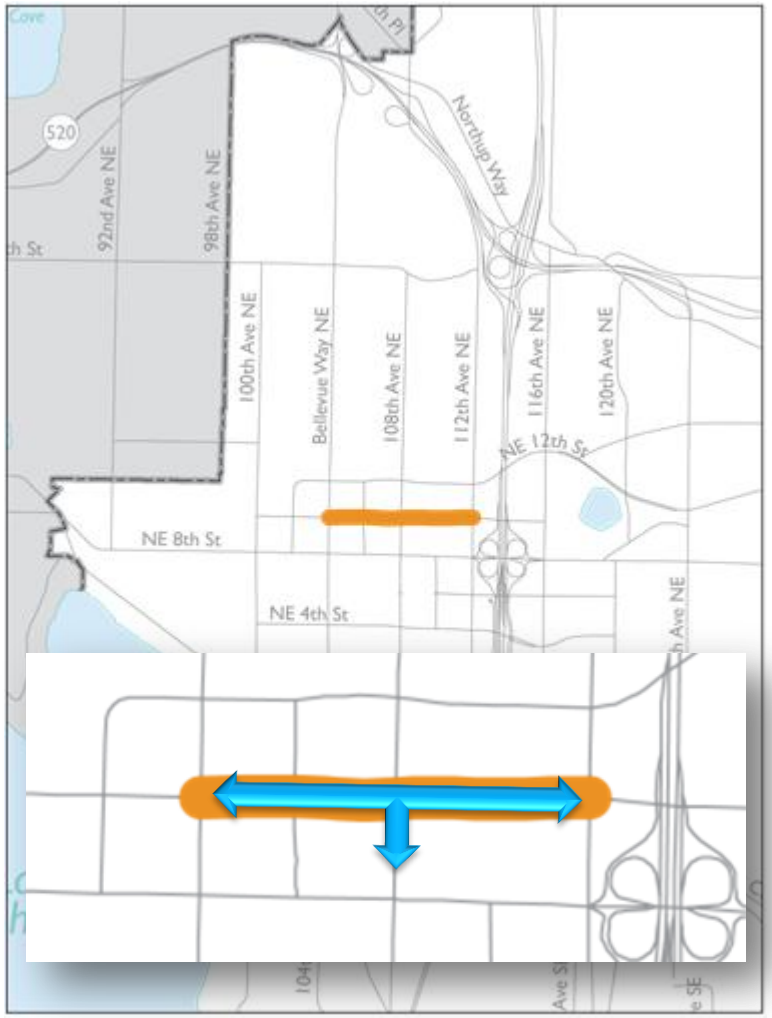
- Focus Area: NE 10th Street and 108th Avenue NE





Bellevue Transit Master Plan

Downtown HOV Analysis



Analysis Methodology

Person Travel Time Savings (PM Peak)

Step 5

Assumption:
*Similar conditions for **2 hours** during AM peak and **2 hours** during PM peak.*

Daily Person Travel Time Savings

Step 6

*Prevailing Hourly Wage: **$25.60***

Travel Time Values Relative to Prevailing Wages:

GP	HOV	BUS
69%	56%	57%

Daily Travel Time Value Savings

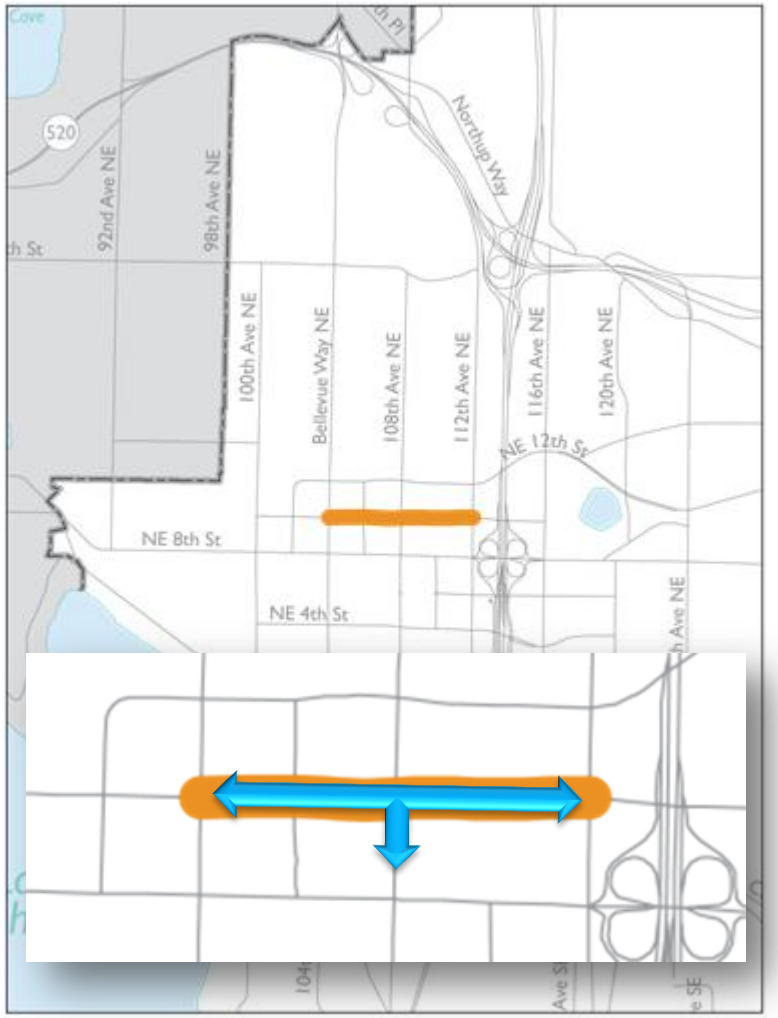
Step 7

x 5 Days x 52 Weeks

Annual Travel Time Value Savings

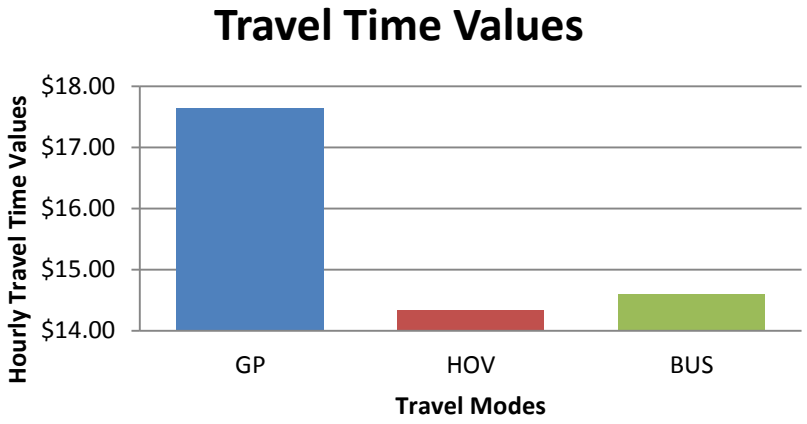
Bellevue Transit Master Plan

Downtown HOV Analysis



Change in Travel Time Value

- Focus Area: NE 10th Street and 108th Avenue NE
- PM Peak Hour Savings: **$(30.23)**

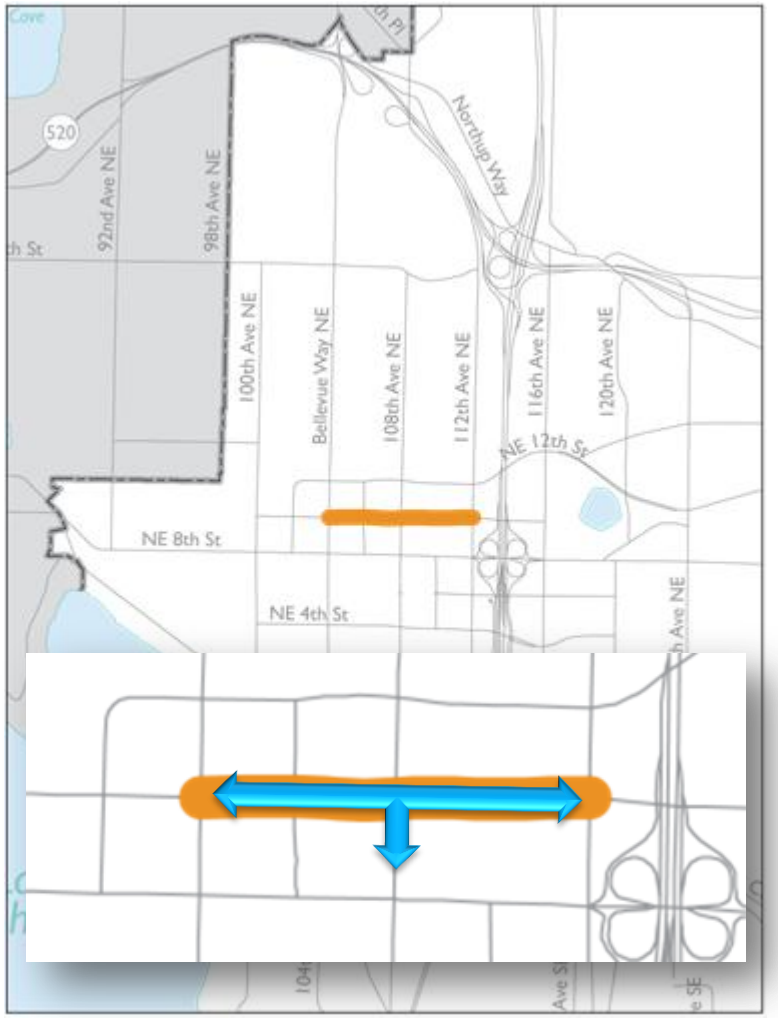


Annual Travel Time Savings: **$(31,450.00)**

Bellevue Transit Master Plan

Downtown HOV Analysis

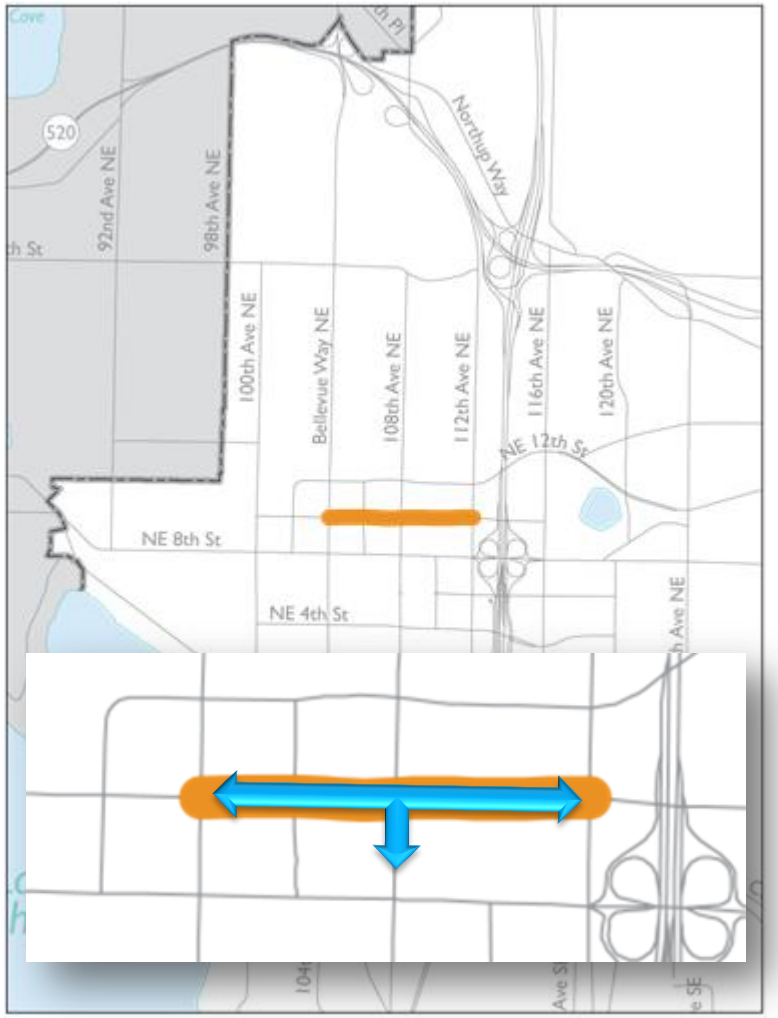
Travel Time Improvement



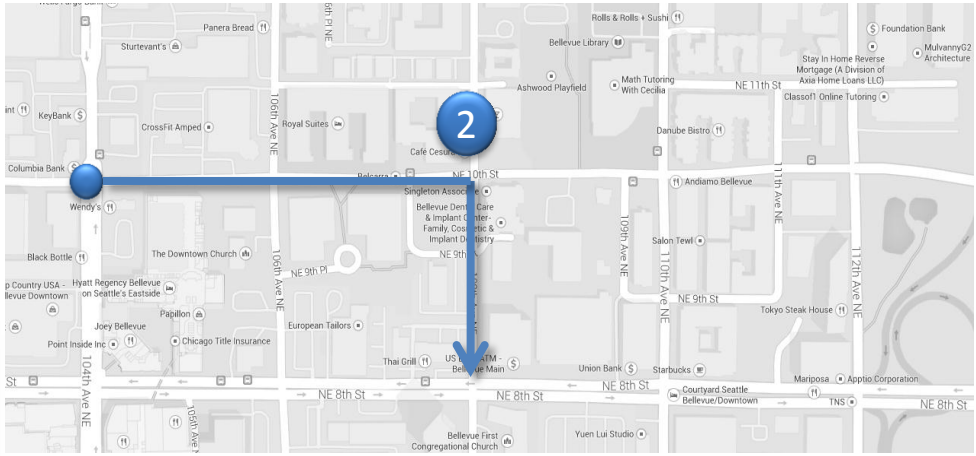
- Focus Route:
  - From: Bellevue Way NE/NE 10th Street
  - To: 112th Avenue NE/NE 10th Street

Route	Vehicle Travel Time Change (In Seconds)			Person Travel Time Change (In Hours)			Travel Time Savings (PM Peak)
	GP	HOV	BUS	GP	HOV	BUS	
1	95.97	-14.71	-	10.98	-1.65	-	**$173.56 +19.7%**

Travel Time Improvement



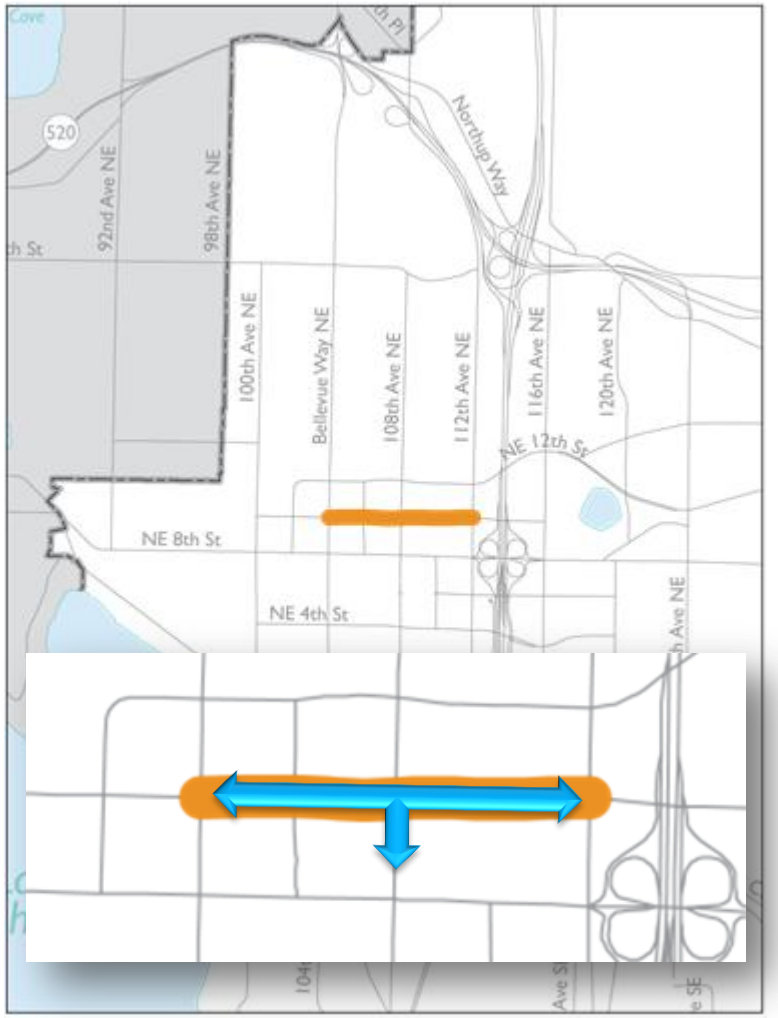
- Focus Route:
  - From: Bellevue Way NE/NE 10th Street
  - To: 108th Avenue NE/NE 8th Street



Route	Vehicle Travel Time Change (In Seconds)			Person Travel Time Change (In Hours)			Travel Time Savings (PM Peak)
	GP	HOV	BUS	GP	HOV	BUS	
2	68.32	28.38	-27.40	0.96	0.44	-5.48	$(56.10) (-7.8%)

Bellevue Transit Master Plan

Downtown HOV Analysis



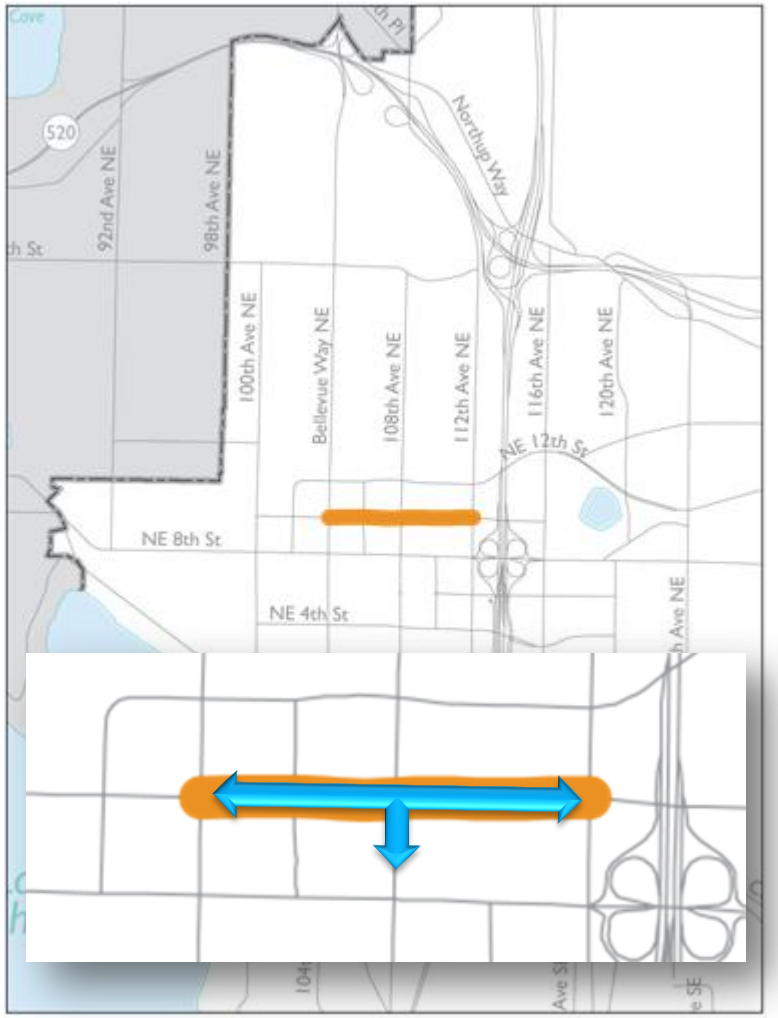
Travel Time Improvement

- Focus Route:
  - From: 112th Avenue NE/NE 10th Street
  - To: Bellevue Way NE/NE 10th Street

Route	Vehicle Travel Time Change (In Seconds)			Person Travel Time Change (In Hours)			Travel Time Savings (PM Peak)
	GP	HOV	BUS	GP	HOV	BUS	
3	1.67	6.99	-	0.04	0.21	-	**$3.15 +2.1%**

Bellevue Transit Master Plan

Downtown HOV Analysis



Travel Time Improvement

- Focus Route:
  - From: 112th Avenue NE/NE 10th Street
  - To: 108th Avenue NE/NE 8th Street

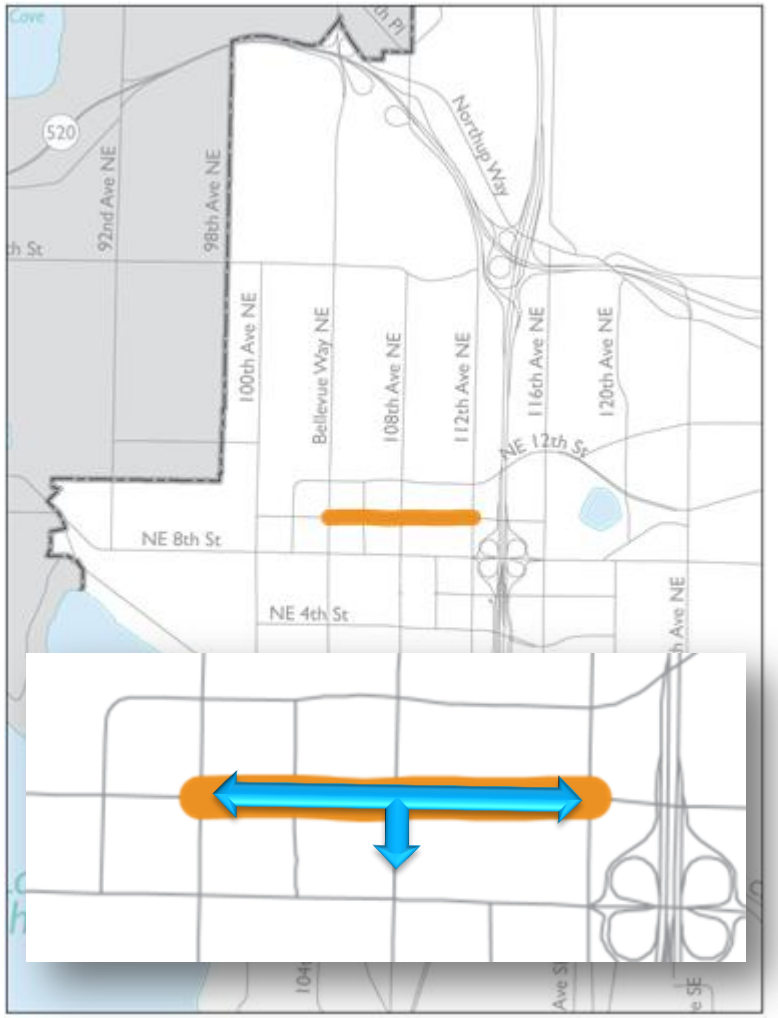
Route	Vehicle Travel Time Change (In Seconds)			Person Travel Time Change (In Hours)			Travel Time Savings (PM Peak)
	GP	HOV	BUS	GP	HOV	BUS	
4	50.12	49.90	40.91	1.08	1.04	8.18	$151.24 +22.7%

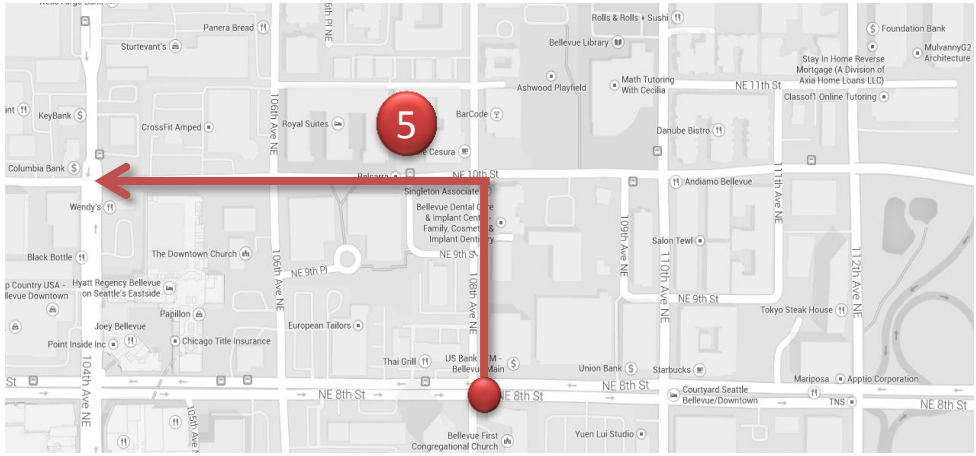
Bellevue Transit Master Plan

Downtown HOV Analysis

Travel Time Improvement

- Focus Route:
  - From: 108th Avenue NE/NE 8th Street
  - To: Bellevue Way NE/NE 10th Street

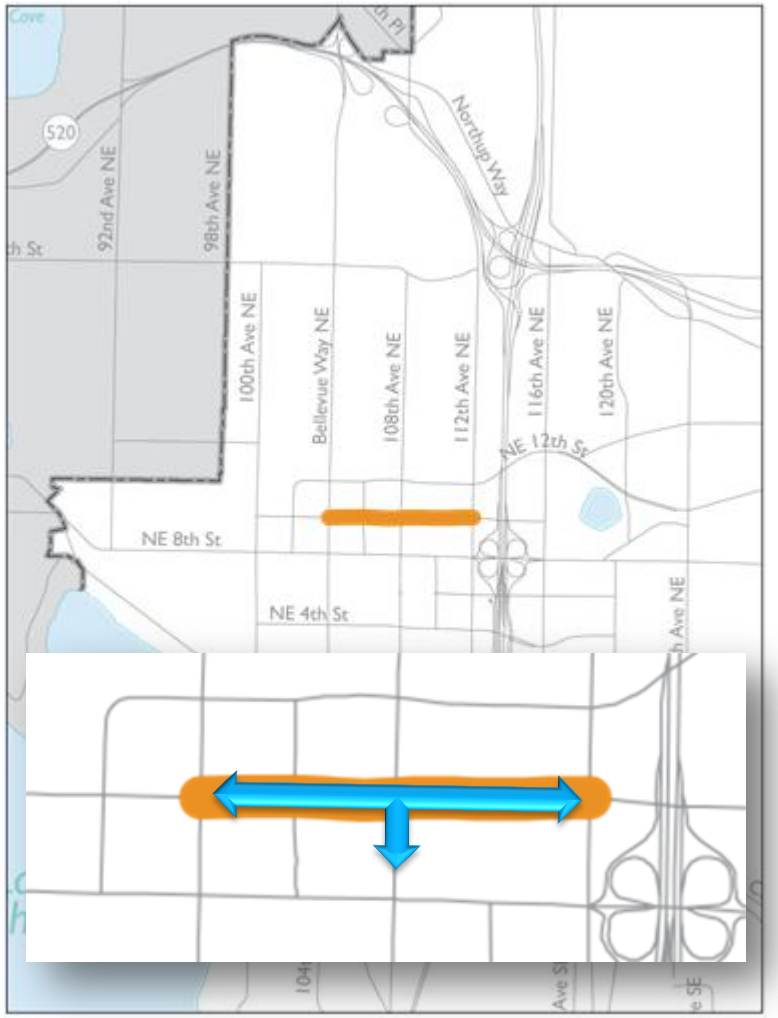




Route	Vehicle Travel Time Change (In Seconds)			Person Travel Time Change (In Hours)			Travel Time Savings (PM Peak)
	GP	HOV	BUS	GP	HOV	BUS	
5	-32.42	-9.18	-33.40	-0.36	-0.40	-6.68	$(109.92) (-20.1%)

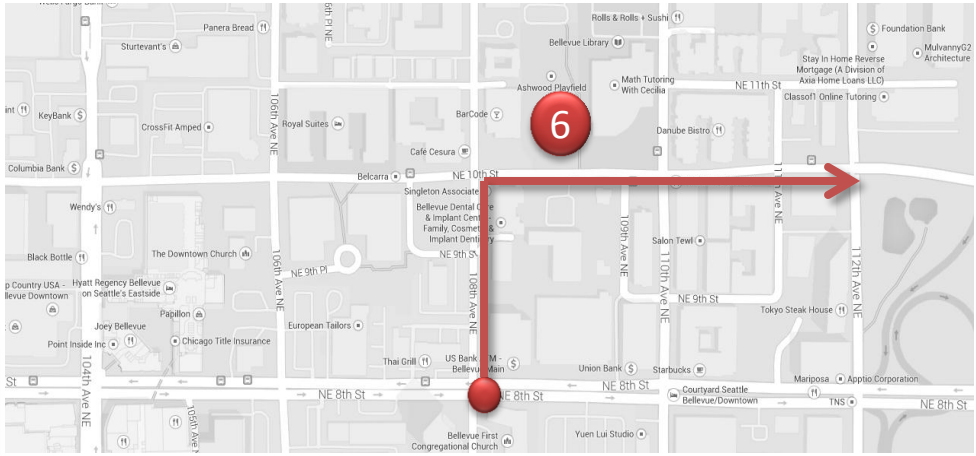
Bellevue Transit Master Plan

Downtown HOV Analysis



Travel Time Improvement

- Focus Route:
  - From: 108th Avenue NE/NE 8th Street
  - To: 112th Avenue NE/NE 10th Street



Route	Vehicle Travel Time Change (In Seconds)			Person Travel Time Change (In Hours)			Travel Time Savings (PM Peak)
	GP	HOV	BUS	GP	HOV	BUS	
6	-12.89	-16.63	-60.53	-0.47	-0.52	-12.11	$(192.16) (-19.2%)

Bellevue Transit Master Plan

Downtown HOV Analysis

Assessing Transit's Speed & Reliability Benefits

Table 9 Average transit and general purpose travel speeds by FTN service category before and after HOV and BAT lane implementation.

Scenario	Avg. Speed Along FTN Corridors by Service Type (mph)		
	FX	FR	FL
Transit			
Baseline	18	12	12
HOV/BAT Lane Projects	19	13	13
2030 Targets	22	15	14
General Purpose Traffic			
Baseline	20	13	13
HOV/BAT Lane Projects	21	14	14

Source: Dynameq model D30R1.0.3, for November 14, 2013 Transportation Commission meeting.

Average Travel Speed

http://www.bls.gov/oes/current/oes_42644.htm#00-0000

Seattle-Bellevue-Everett mean hourly wage for all occupations: **$27.68**.

Occupation code	Occupation title (click on the occupation title to view its profile)	Level	Employment	Employment RSE	Employment per 1,000 jobs	Location quotient	Median hourly wage	Mean hourly wage	Annual mean wage	Mean wage RSE
00-0000	**All Occupations**	total	1,409,500	0.9%	1000.000	1.00	$22.18	$27.68	$57,560	2.7%

http://www.vtpi.org/tca/tca0502.pdf

Table 5.2.6-1 **Recommended Travel Time Values** (Relative to Prevailing Wages)[36]

Category	LOS A-C	LOS D	LOS E	LOS F	Waiting		
					Good	Average	Poor
Commercial vehicle driver	120%	137%	154%	170%		170%	
Comm. vehicle passenger	120%	132%	144%	155%		155%	
City bus driver	156%	156%	156%	156%		156%	
Personal vehicle driver	50%	67%	84%	100%		100%	
Adult car passenger	35%	47%	58%	70%		70%	
Adult transit passenger – seated	35%	47%	58%	70%	35%	50%	125%
Adult transit passenger – standing	50%	67%	83%	100%	50%	70%	175%
Child (<16 years) – seated	25%	33%	42%	50%	25%	50%	125%
Child (<16 years) – standing	35%	46%	60%	66%	50%	70%	175%
Pedestrians and cyclists	50%	67%	84%	100%	50%	100%	200%
Transit Transfer Premium					5-min.	10-min.	15-min.

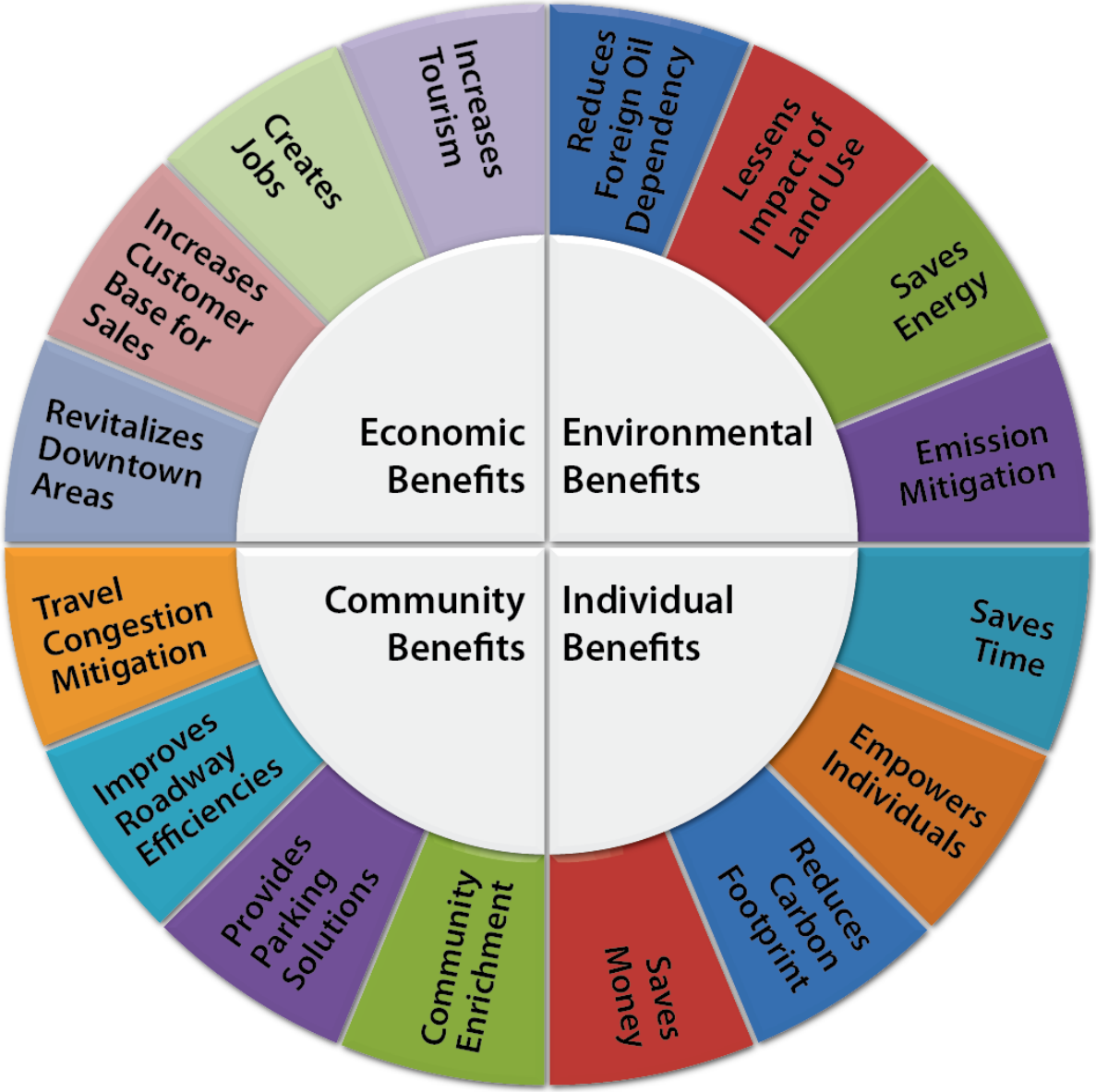
Inputs to Calculation

FTN Service Type	PM Peak Rev Miles	PM Peak Avg Speed (mph)		Est. PM Peak Rev Hours		Est. PM Peak Rev Hours Saved		PM Peak Pass Hr / Rev Hr	Annualized PM Peak Pass Hours Saved
		Baseline	HOV/BAT	Est. Baseline	Est. HOV/BAT	Baseline - HOV/BAT	% Diff		
Data Source:	Planned	Dynameq Model		Calculated		Calculated		BKR Model	Calculated
FX	816,446	18.1	19.1	45,008	42,657	2,352	5.2%	63.2	148,592
FR	290,891	12.4	12.6	23,535	23,014	521	2.2%	33.4	17,414
FL	474,491	12.1	13.1	39,117	36,248	2,869	7.3%	34.8	99,779
								Annual Total:	265,786

FTN Service Type	Annualized PM Peak Pass Hours Saved	Mean Hourly Wage	Travel Time Value (Relative to Wage)			Value of Time*** ($/person hr)			Value of Pass Hrs Saved		
		(Seattle-Bellevue-Everett)	Low — LOS A-C (Seated) / Urban Peak	Medium — LOS A-C (Standing)	High — LOS D (Seating/Standing Average)	Low	Medium	High	Low	Medium	High
Data Source:	Calculated	Bureau of Labor Statistics	Victoria Transport Policy Institute			Calculated			Calculated		
FX	148,592								$ 1,439,564	$ 2,056,519	$ 2,344,432
FR	17,414	$27.68	35%	50%	57%	$9.69	$13.84	$15.78	$ 168,711	$ 241,016	$ 274,759
FL	99,779								$ 966,655	$ 1,380,936	$ 1,574,267
								Annual Total:	$ 2,574,930	$ 3,678,471	$ 4,193,457

Bellevue Transit Master Plan

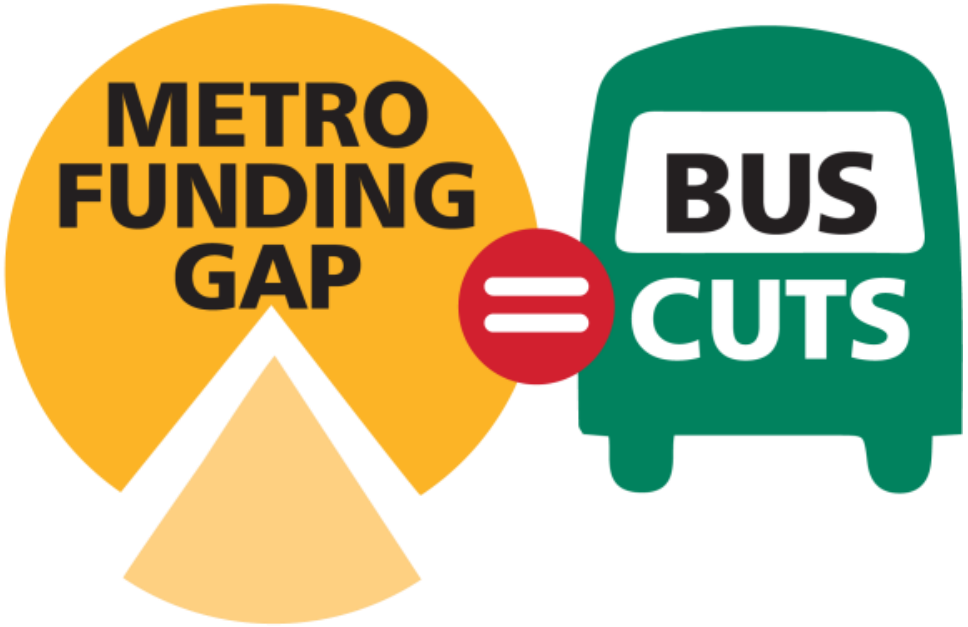
Transit's Benefits (PM Peak)



Qualitative Benefits

Metro Service Reduction Proposal

Implications of Metro's proposed 17% service reduction proposal aimed at closing a $75 million budget gap.



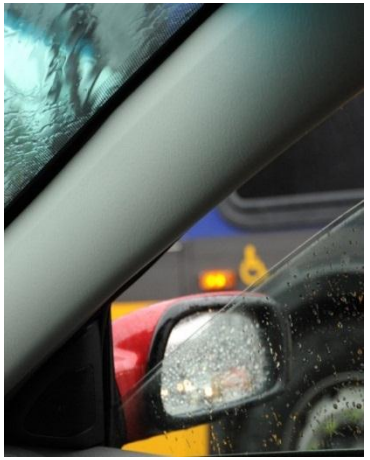
King County's service reduction proposal affects 28 of the 33 Metro routes in Bellevue; together, these routes transport approximately 35,000 daily weekday rides.

Commuters

Students

People with Disabilities

Seniors



Roadway Users

"If I miss a bus in Seattle due to a class/meeting finishing late, I can expect another one in about 10 minutes. In Bellevue, I have to wait for 30 minutes (1 hour on weekends)."

-Alexandra, Bellevue Resident

"Make bus routes more accessible during the late evening. Most Bellevue bus routes end at around 10pm or 11pm. This makes it difficult for people to go to social gatherings in the late evening. Also some people have graveyard shifts."

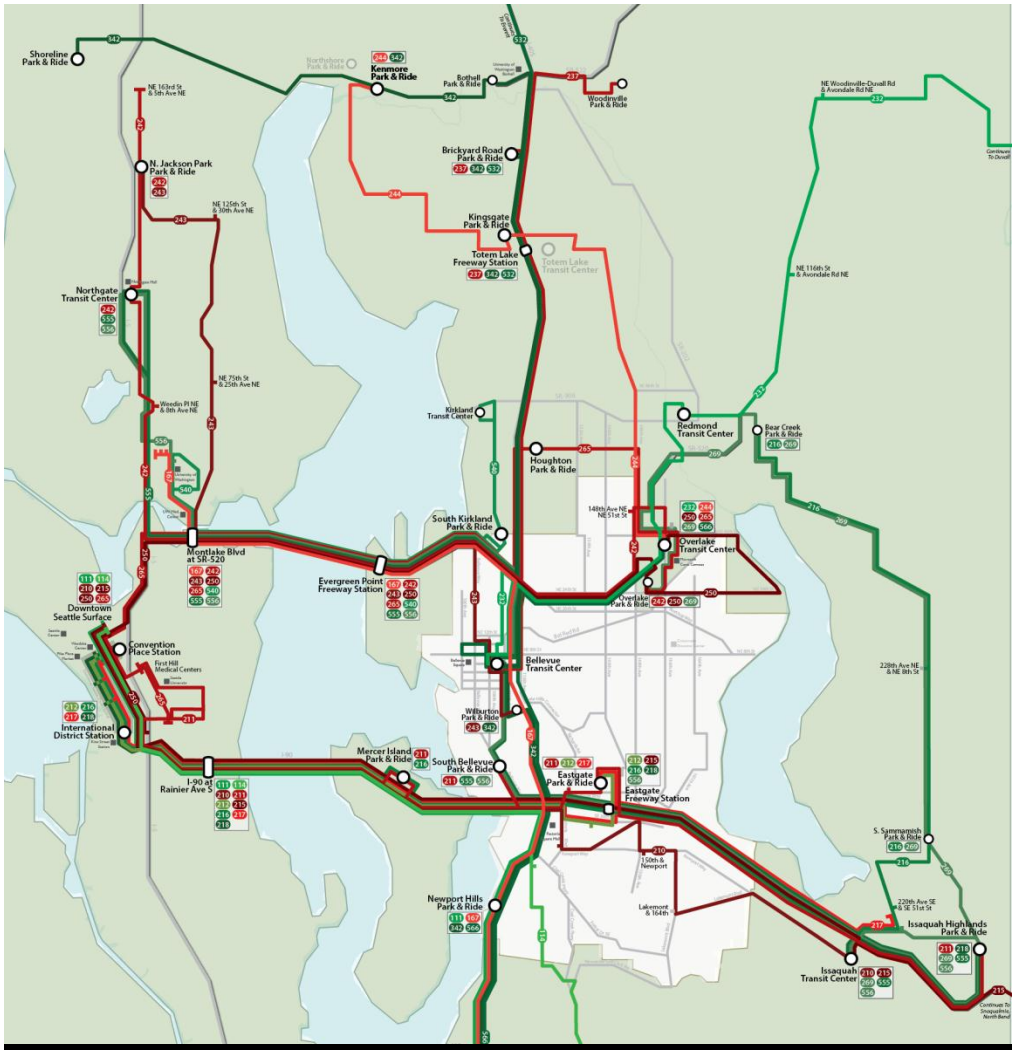
-Juan, Bellevue Resident

"I know 1/2 mile is supposed to be within the walkshed, but it gets really tiring doing it every morning."

-Mandy, Kirkland Resident

SERVICE FREQUENCY **SERVICE SPAN** **SERVICE COVERAGE**

Service Availability



Implications:

- More Overcrowding
- More Transfers
- Longer Commutes
- More People Driving

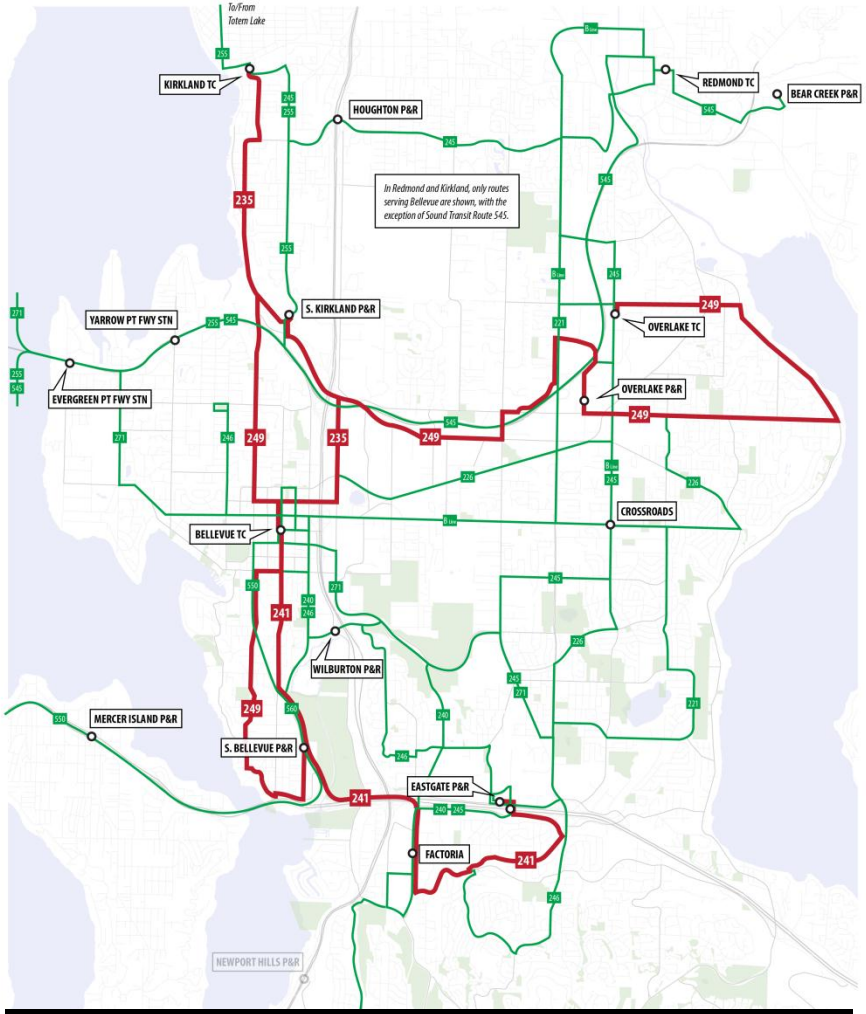
2014 METRO PROPOSAL

Deleted Routes

167	Renton to University District
210	Issaquah to Downtown Seattle
211	Eastgate to First Hill
215	North Bend to Downtown Seattle
217	Downtown Seattle to North Issaquah
237	Woodinville to Downtown Seattle
242	Ridgecrest to Overlake
243	Jackson Park to Bellevue
244	Kenmore to Overlake
250	Redmond to Downtown Seattle
265	Overlake to First Hill

Unaffected Routes

111	Maplewood to Downtown Seattle
114	Renton Highlands to Downtown Seattle
212	Eastgate to Downtown Seattle
216	Bear Creek to Downtown Seattle
218	Issaquah Highlands to Downtown Seattle
232	Duvall to Bellevue
269	Overlake to Issaquah
342	Shoreline to Renton
532	Bellevue to Everett
540	Kirkland to U. District
555	Bellevue to Everett
556	Issaquah to Northgate



Implications:

- Longer Waiting Times
- More Difficult Connections
- Reduced Reliability
- Loss of an FTN Connection (BTC–KTC)
- More routes 'too infrequent to be useful'

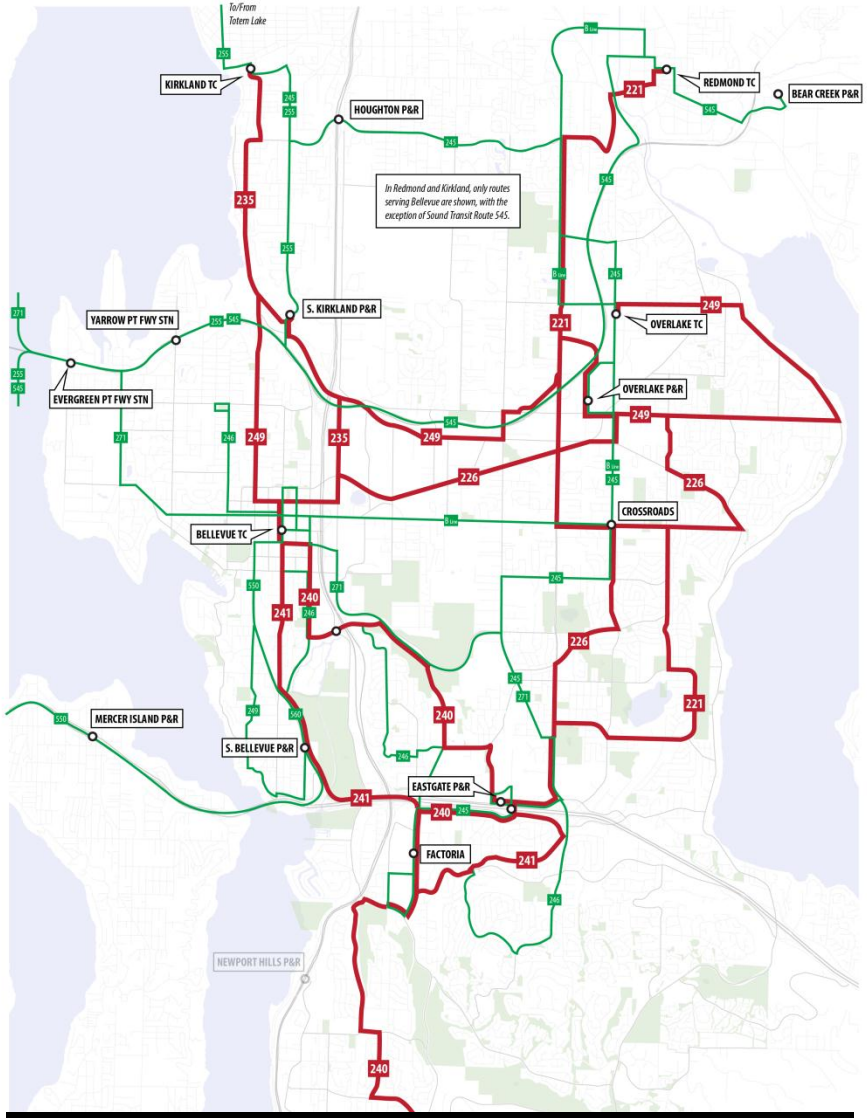
2014 METRO PROPOSAL

Routes with Reduced Weekday Frequency

235	Kirkland - Bellevue
241	Bellevue - Factoria - Eastgate
249	Overlake - S. Kirkland - Bellevue - S. Bellevue

Unaffected Routes

B Line	Redmond - Overlake - Crossroads - Bellevue
221	Redmond - Crossroads - Eastgate
226	Eastgate - Bel-Red - Bellevue
240	Bellevue - Eastgate - Factoria - Renton
245	Kirkland - Crossroads - Eastgate - Factoria
246	Eastgate - Somerset - Factoria - NW Bellevue
255	Totem Lake - Kirkland - Seattle
271	Eastgate - Bellevue - U. District
545	Redmond - Seattle
550	Bellevue - Seattle



Implications:

- Reduced Mobility at Night
- Reduced Access for Swing Shift Workers
- Reduced 24/7 Urban Vitality

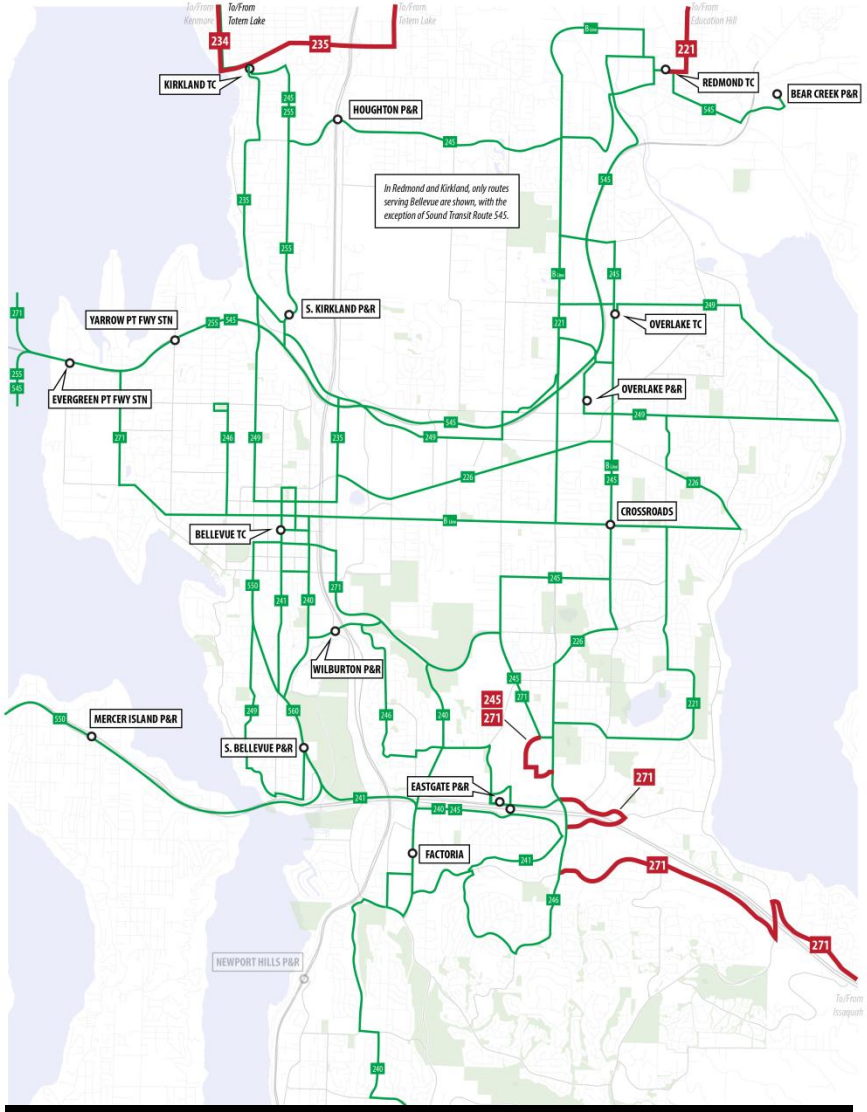
2014 METRO PROPOSAL

Routes with Reduced Span (Hours of Operation)

221	Redmond - Crossroads - Eastgate
226	Eastgate - Bel-Red - Bellevue
235	Kirkland - Bellevue
240	Bellevue - Eastgate - Factoria - Renton
241	Bellevue - Factoria - Eastgate
249	Overlake - S. Kirkland - Bellevue - S. Bellevue

Unaffected Routes

B	Redmond - Overlake - Crossroads - Bellevue
245	Kirkland - Crossroads - Eastgate - Factoria
246	Eastgate - Somerset - Factoria - NW Bellevue
255	Totem Lake - Kirkland - Seattle
271	Eastgate - Bellevue - U. District
545	Redmond - Seattle
550	Bellevue - Seattle



Implications:

- Reduced Access to Bellevue College
- Reduced Access to Eastgate/I-90 Offices
- More Transfers to Kirkland and Redmond

2014 METRO PROPOSAL

Routes with Deleted Coverage

221	Redmond - Crossroads - Eastgate
235	Kirkland - Bellevue
245	Kirkland - Crossroads - Eastgate - Factoria
271	Eastgate - Bellevue - U. District

Unaffected Routes

B	Redmond - Overlake - Crossroads - Bellevue
226	Eastgate - Bel-Red - Bellevue
240	Bellevue - Eastgate - Factoria - Renton
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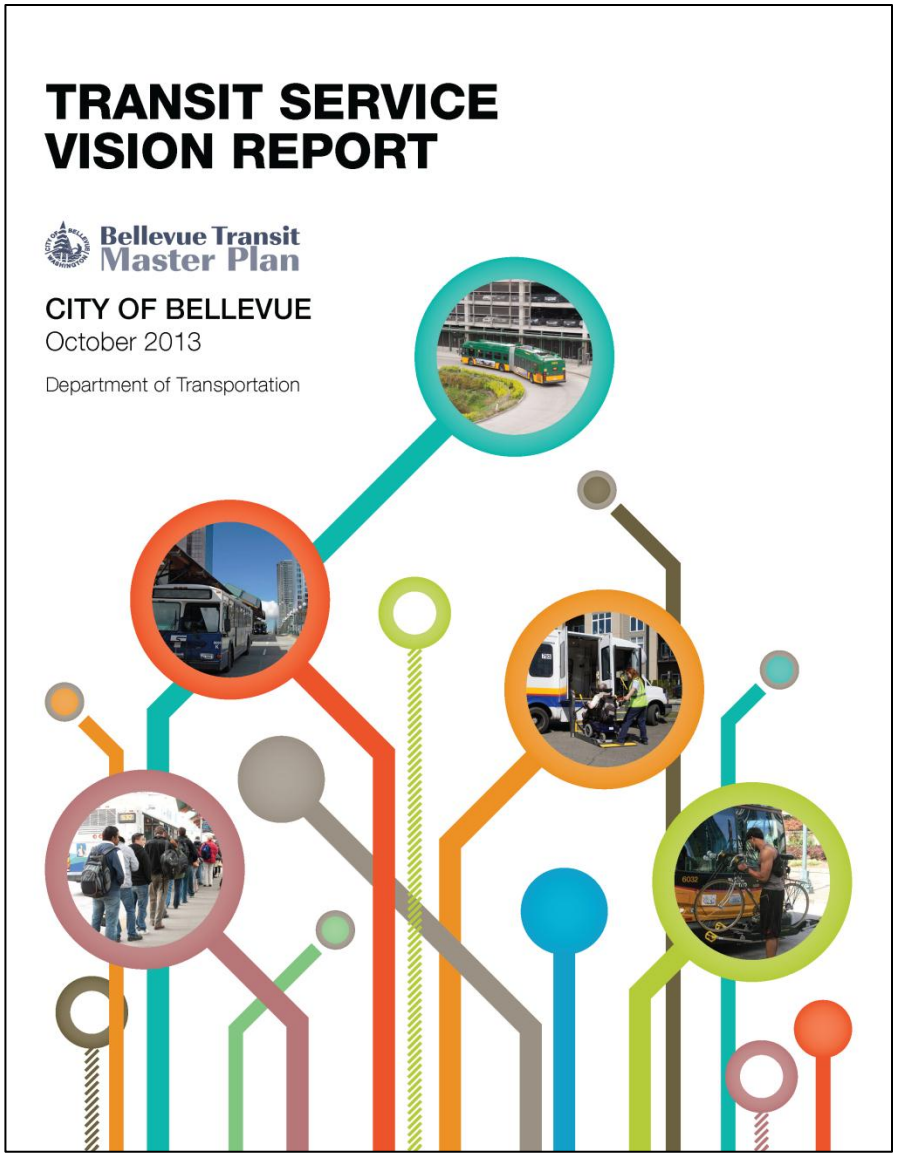
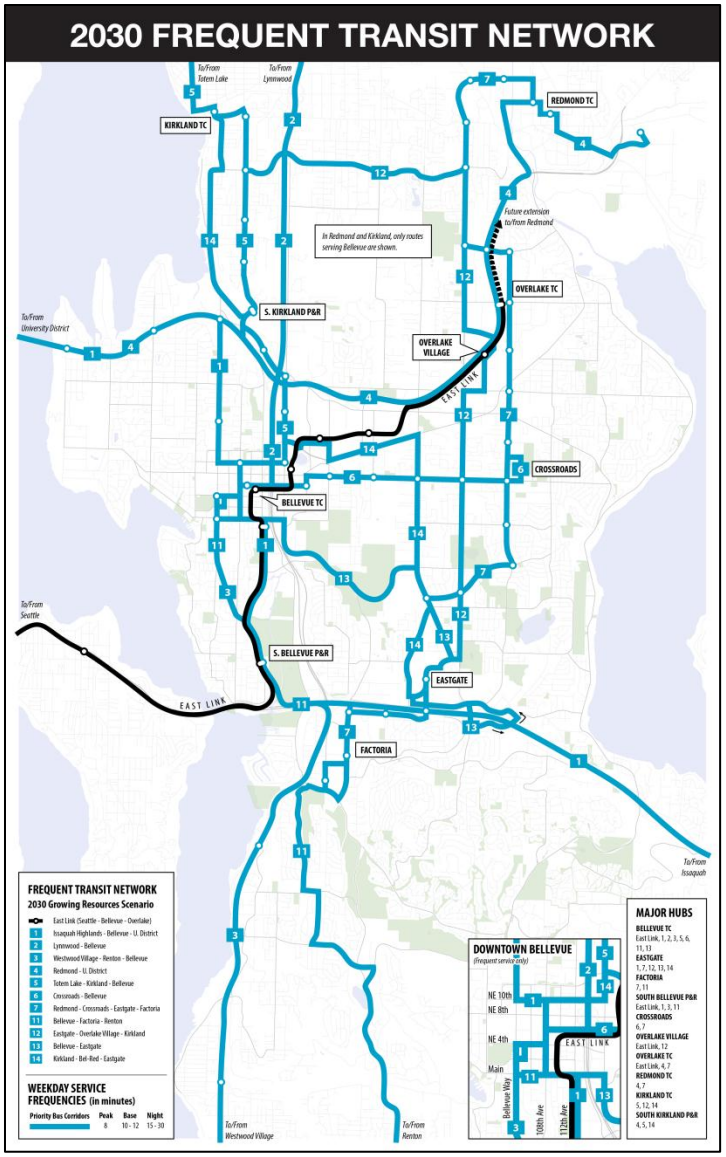
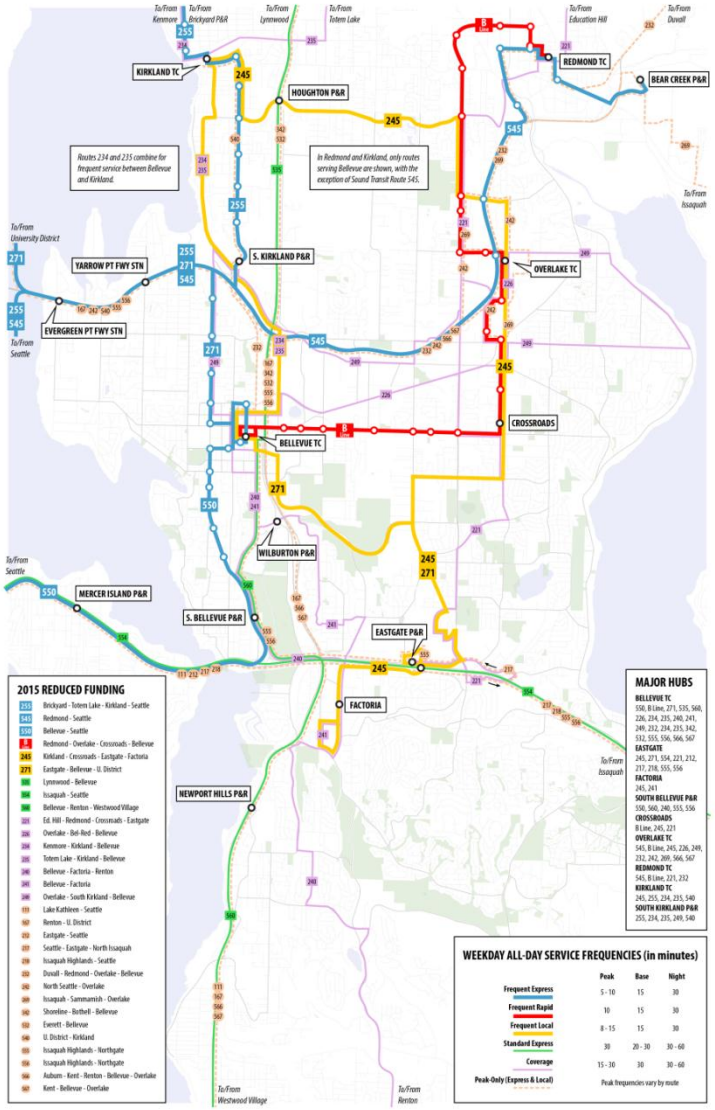




Bellevue Transit Master Plan

Transit Master Plan

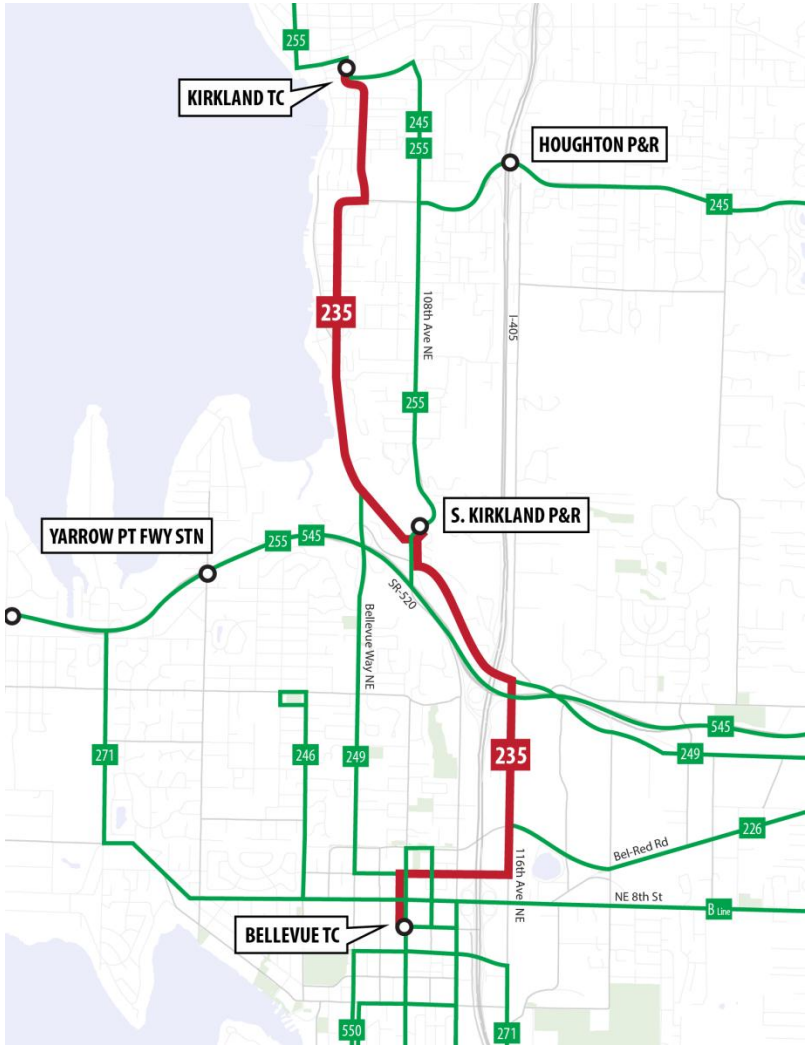


Transit Master Plan Principles:

- Protect all-day service frequency in high demand Frequent Transit Network corridors linking major activity centers.
- Make two types of cuts to the existing system:
  - Delete commuter routes operating empty in counter-flow direction.
  - Delete poor performing routes.

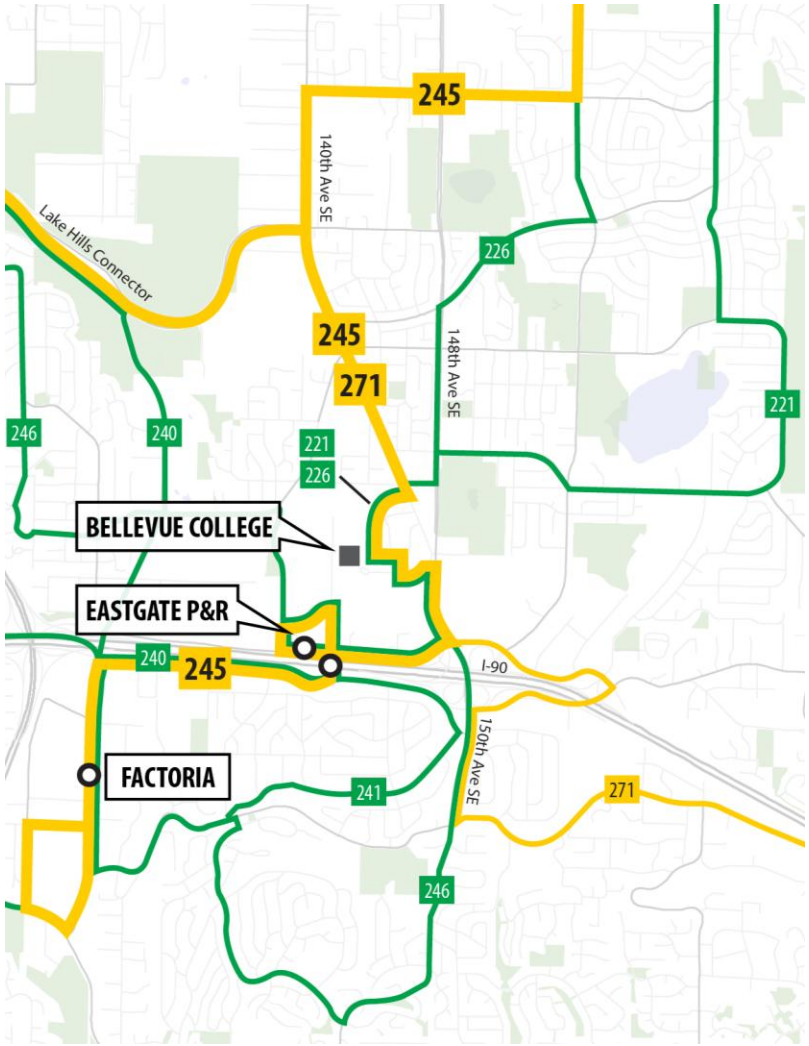
Bellevue Transit Master Plan

2015 Reduced Funding Scenario



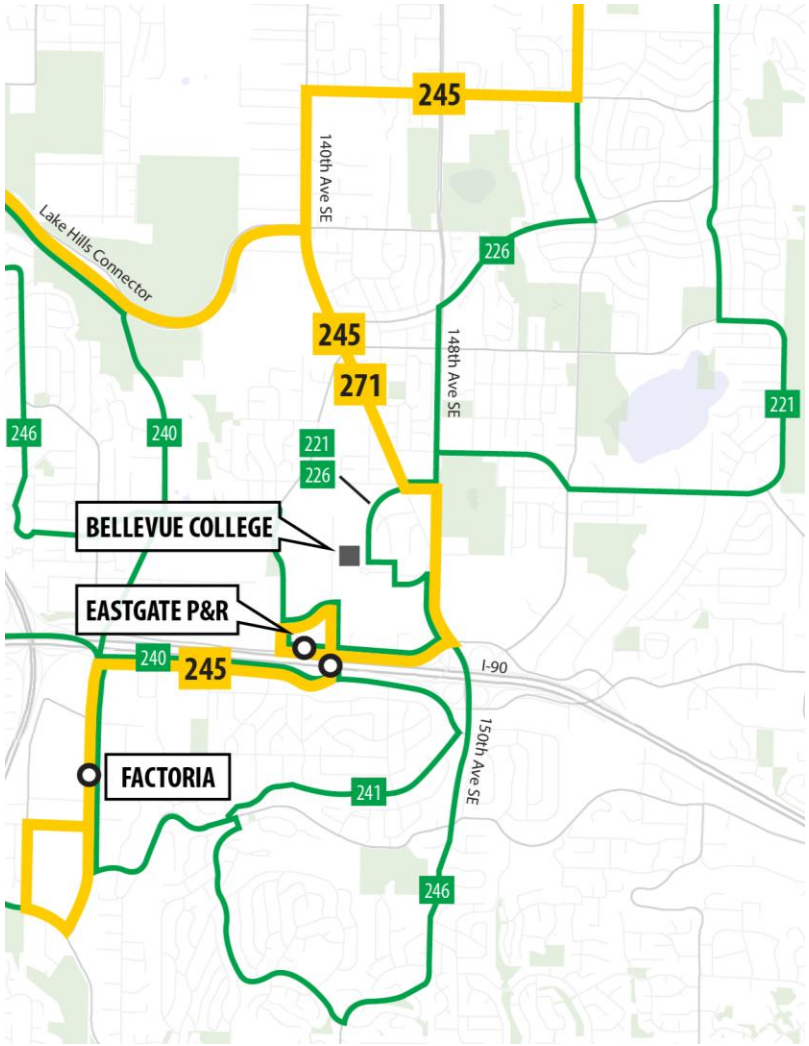
- Metro's 2013 Service Guidelines Report identifies Corridor #53 (Route 234/235) as warranting "very frequent service."
- Metro's proposed restructuring of routes 234 & 235 degrades the Bellevue – Kirkland connection (FTN corridor) to 30 minute frequency during off-peak hours.
- This off-peak service reduction is most impactful to Bellevue's Medical Institution District on 116th Avenue NE.
- "It is critical that the frequency and span of service on Bellevue's most productive corridors be maintained." – *Children's Hospital*

Bellevue-Kirkland Connection



- Metro's 2013 Service Guidelines Report identifies Corridor #14 (Route 271) and Corridor #54 (Route 245) as warranting "very frequent service."
- Metro's proposed restructuring of route 245 & 271 off campus on to 148th Ave SE would add a 1/2 mile walk from the 148th Ave bus stop to the campus.
- Nearly 1/3 of BC students ride transit as their primary mode of transportation. Routes 245 and 271 serve 55% of BC's student transit riders.
- The stop that would be cut supports 1,500+ rides per day.

Bellevue College Connection



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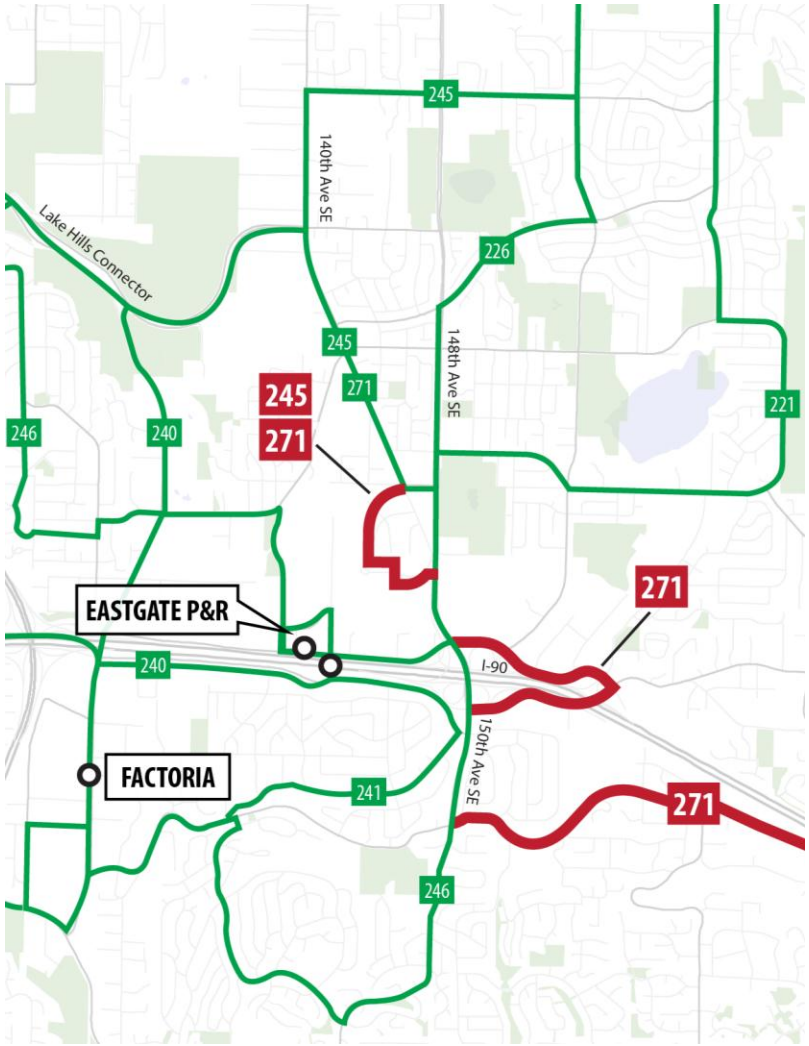
Bellevue College Connection



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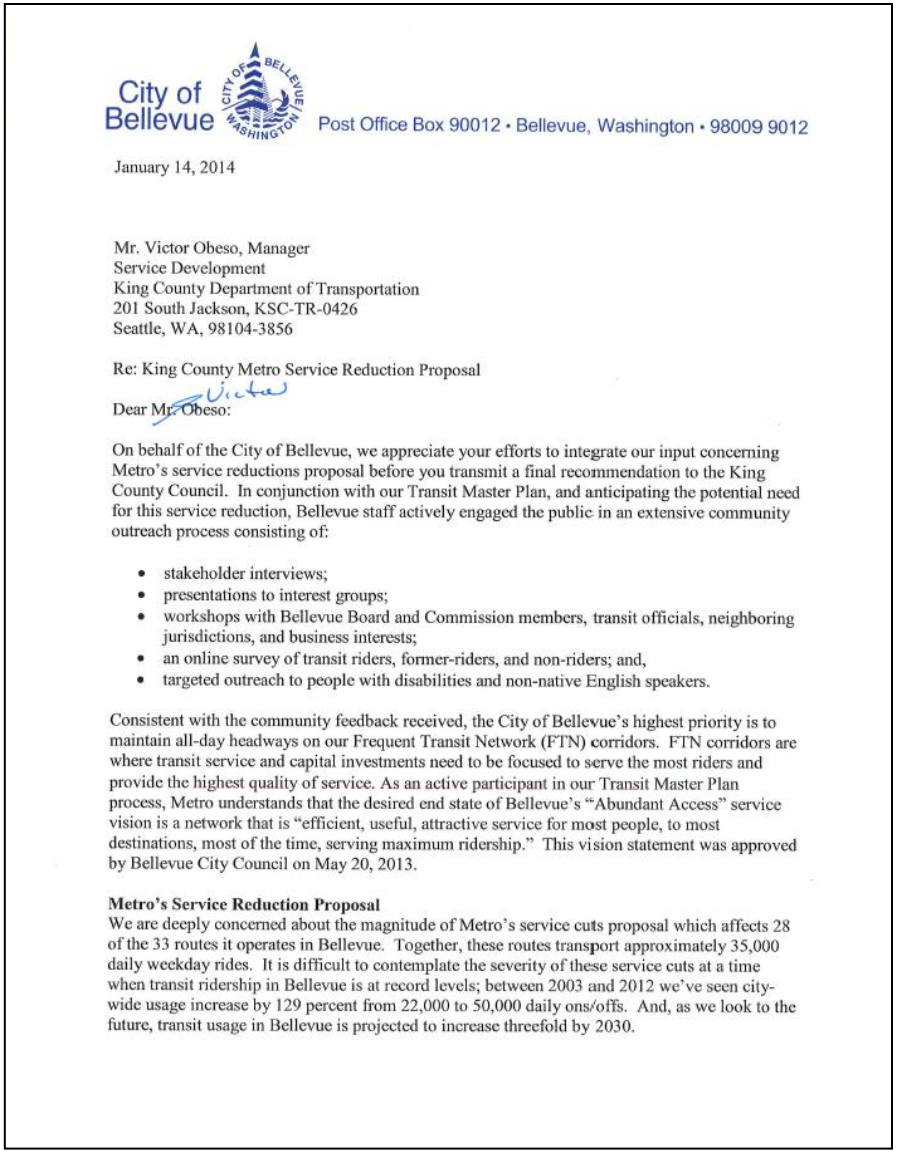
Bellevue College Connection



City of Bellevue

Post Office Box 90012 • Bellevue, Washington • 98009 9012

January 14, 2014

Mr. Victor Obeso, Manager
Service Development
King County Department of Transportation
201 South Jackson, KSC-TR-0426
Seattle, WA, 98104-3856

Re: King County Metro Service Reduction Proposal

Dear Mr. Obeso:

On behalf of the City of Bellevue, we appreciate your efforts to integrate our input concerning Metro's service reductions proposal before you transmit a final recommendation to the King County Council. In conjunction with our Transit Master Plan, and anticipating the potential need for this service reduction, Bellevue staff actively engaged the public in an extensive community outreach process consisting of:

- stakeholder interviews;
- presentations to interest groups;
- workshops with Bellevue Board and Commission members, transit officials, neighboring jurisdictions, and business interests;
- an online survey of transit riders, former-riders, and non-riders; and,
- targeted outreach to people with disabilities and non-native English speakers.

Consistent with the community feedback received, the City of Bellevue's highest priority is to maintain all-day headways on our Frequent Transit Network (FTN) corridors. FTN corridors are where transit service and capital investments need to be focused to serve the most riders and provide the highest quality of service. As an active participant in our Transit Master Plan process, Metro understands that the desired end state of Bellevue's "Abundant Access" service vision is a network that is "efficient, useful, attractive service for most people, to most destinations, most of the time, serving maximum ridership." This vision statement was approved by Bellevue City Council on May 20, 2013.

Metro's Service Reduction Proposal
We are deeply concerned about the magnitude of Metro's service cuts proposal which affects 28 of the 33 routes it operates in Bellevue. Together, these routes transport approximately 35,000 daily weekday rides. It is difficult to contemplate the severity of these service cuts at a time when transit ridership in Bellevue is at record levels; between 2003 and 2012 we've seen city-wide usage increase by 129 percent from 22,000 to 50,000 daily ons/offs. And, as we look to the future, transit usage in Bellevue is projected to increase threefold by 2030.

Bellevue CHAMBER OF COMMERCE
THE VOICE OF BUSINESS

Seattle Children's®
HOSPITAL • RESEARCH • FOUNDATION

BELLEVUE COLLEGE

ASG ASSOCIATED STUDENT GOVERNMENT
Bellevue College

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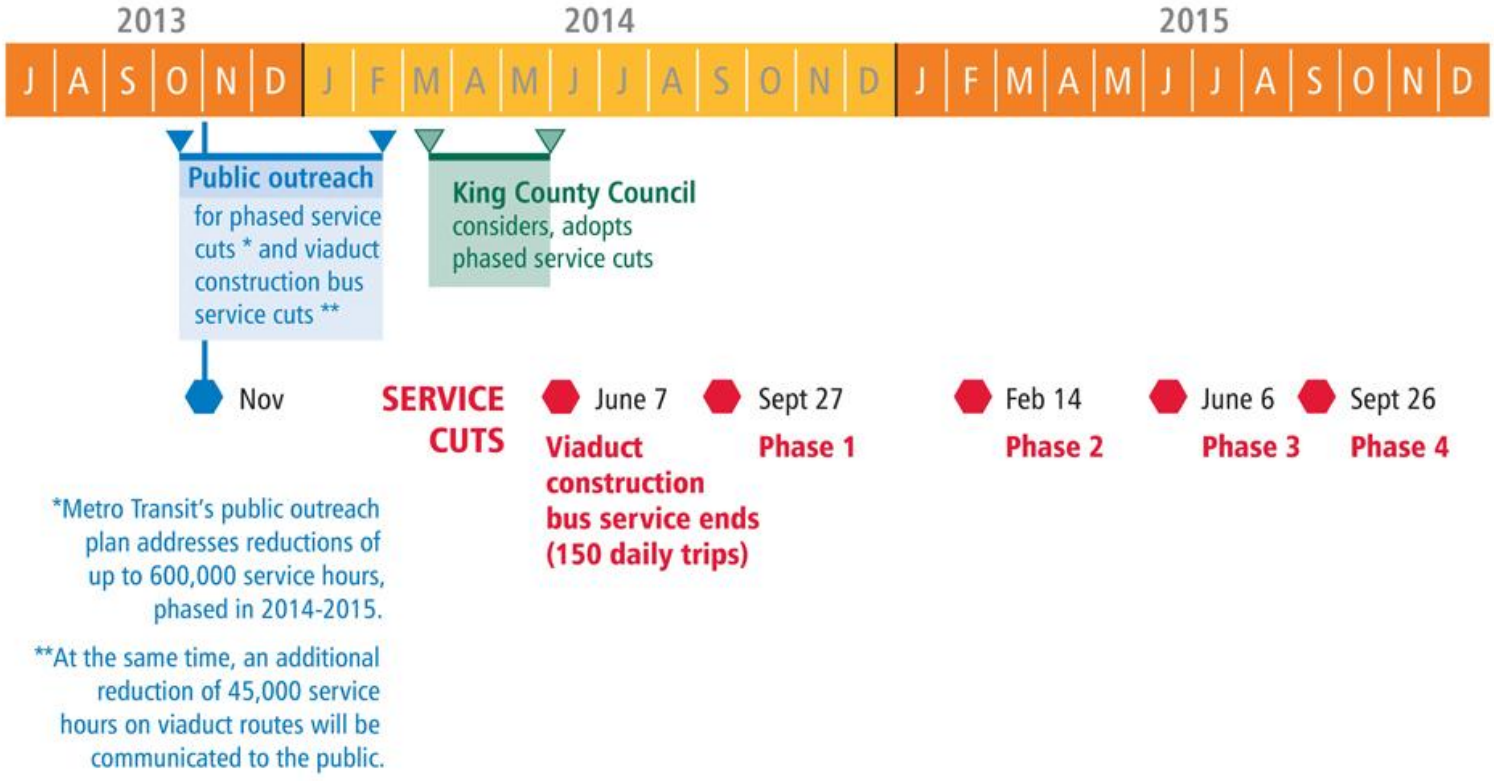
Helping People. Changing Lives.

Bellevue Transit Master Plan

Community Input on Reduction



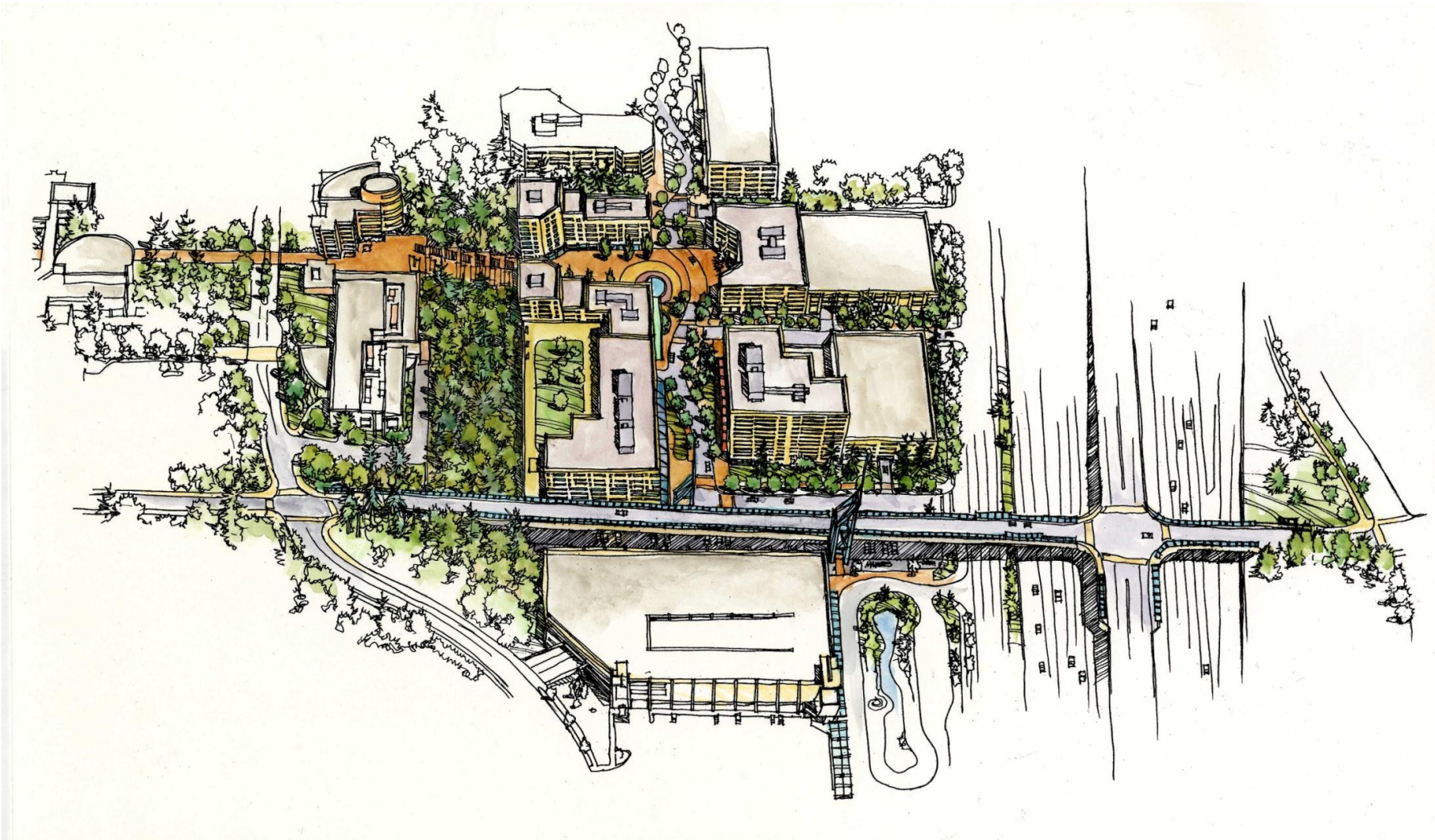
Bellevue Transit Master Plan

Service Reduction Process

1. **Bellevue staff presentations to the City Council on January 27 and at an additional briefing in February on the County's proposed ballot measure.**

2. **The King County Council would have to approve a new tax proposal in mid-February for it to go before voters in April 2014.**

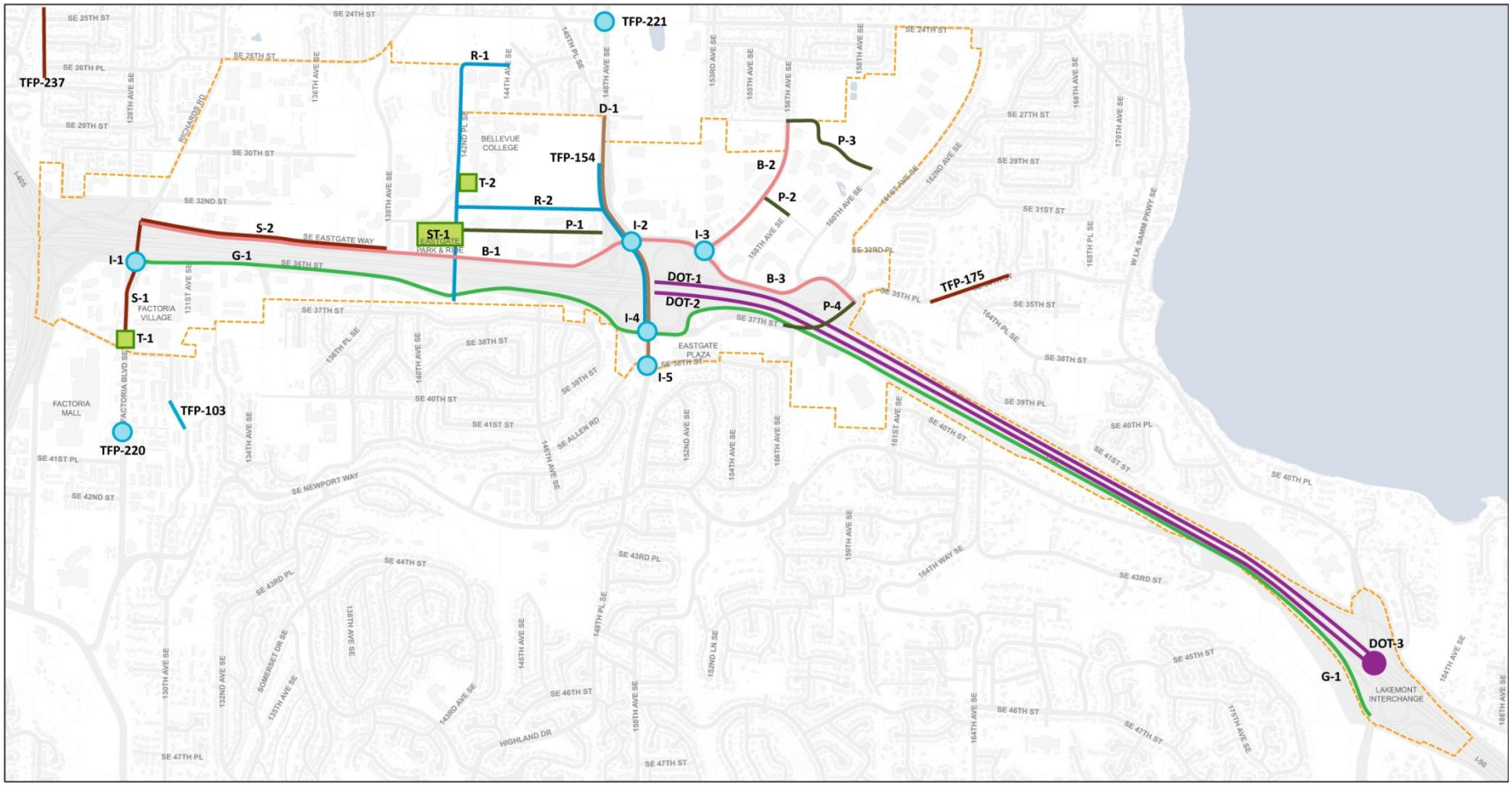
142nd Place SE Transit Emphasis Corridor (Project #L27)



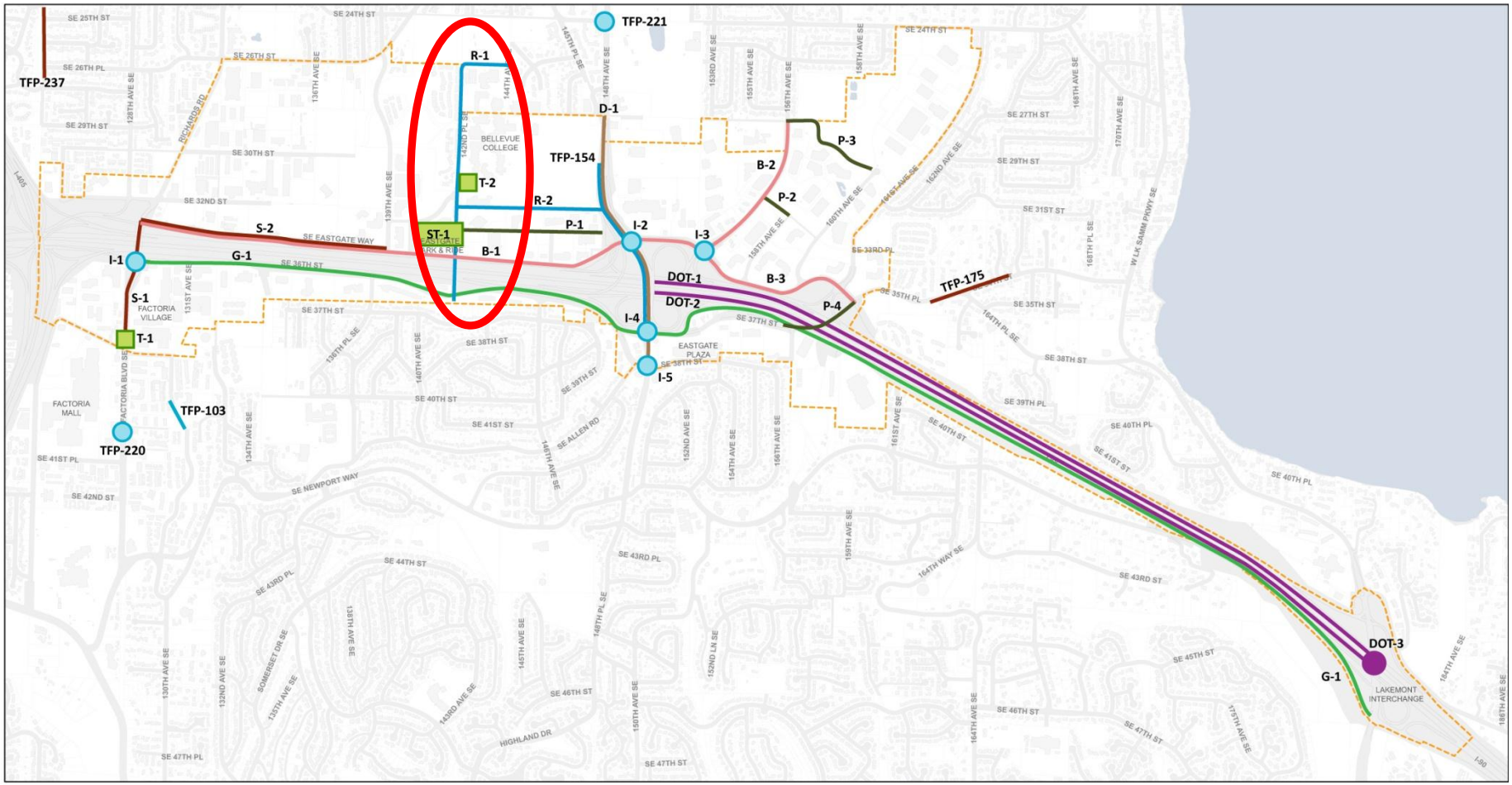
Eastgate/I-90 Project: TOD Vision

Bellevue Transit Master Plan

Leveraging Existing Investments



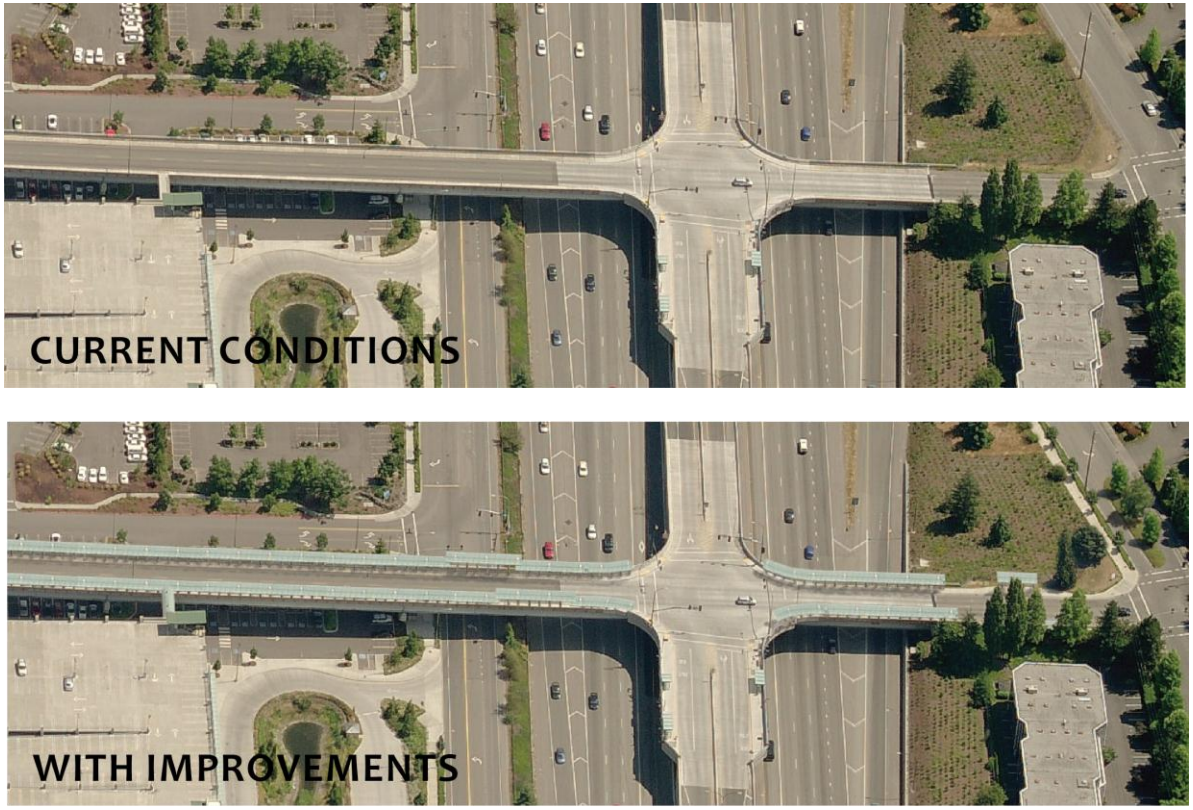
Transportation Improvements



Transportation Improvements

R-1: 142nd Place SE Transit Emphasis Corridor

Transportation Strategies Report: pages 29-33 and A63-A93

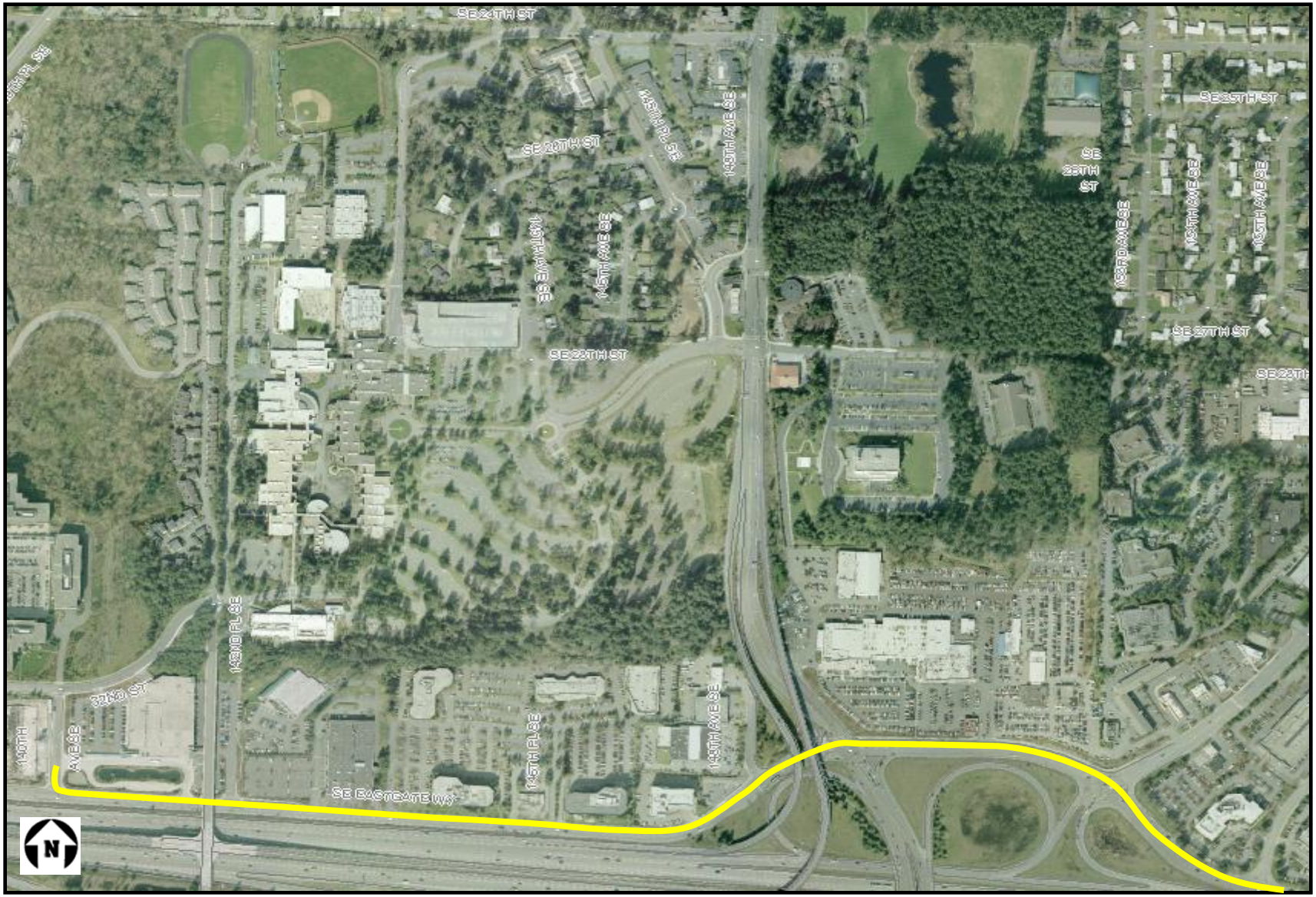


A covered/widened walkway on the 142nd Place SE bridge will improve transit operations at the direct access ramp and at the intersection with SE 36th Street North of the 142nd Place SE bridge, improvements would be made on Snoqualmie River Road, which includes upgraded pavement to support buses, sidewalks, and accessible bus stops.

Plan Range: $5M to $9.9M (COB estimate, 2011)

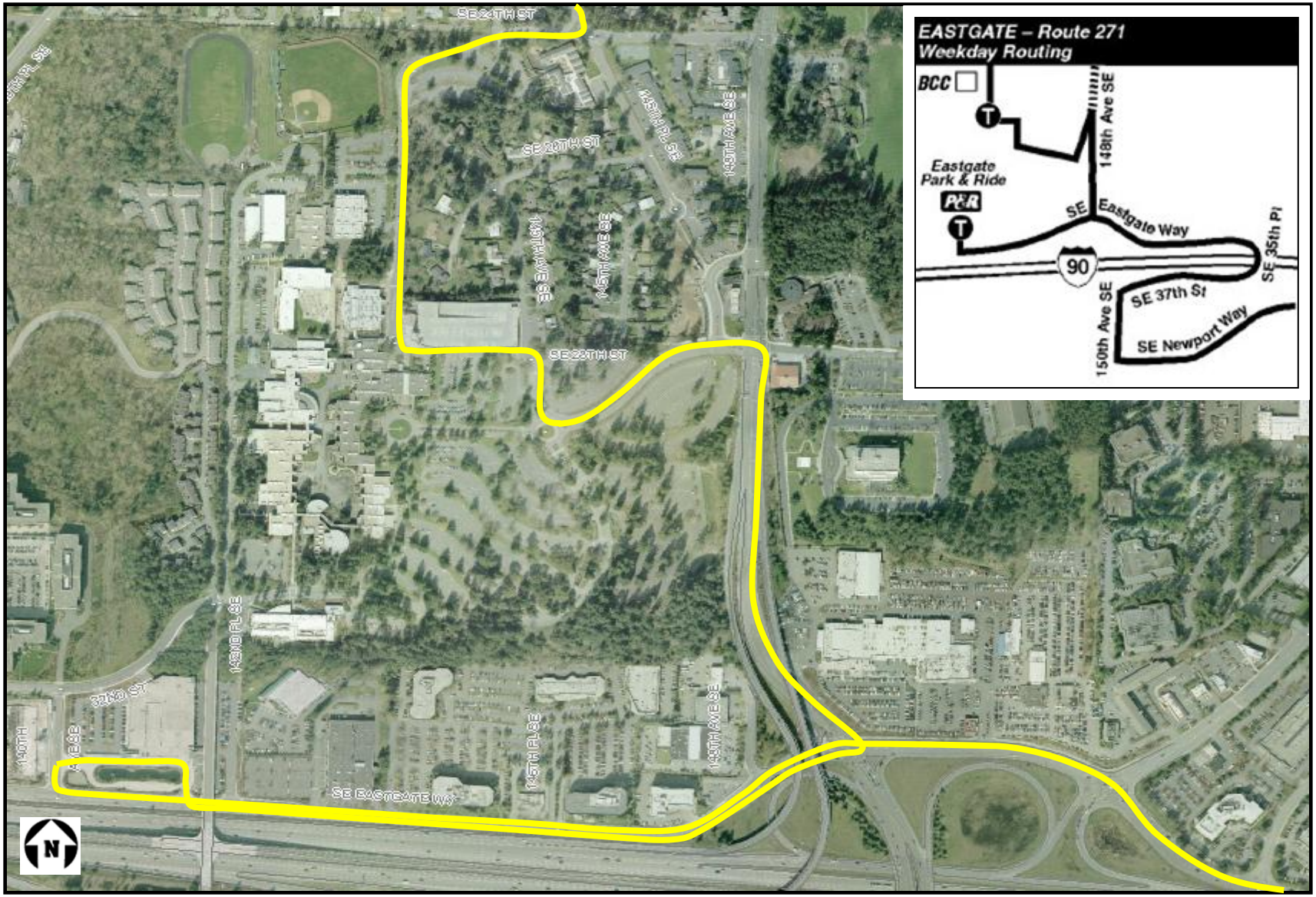
Transit Improvements

"Bus transit through Bellevue College takes too long."



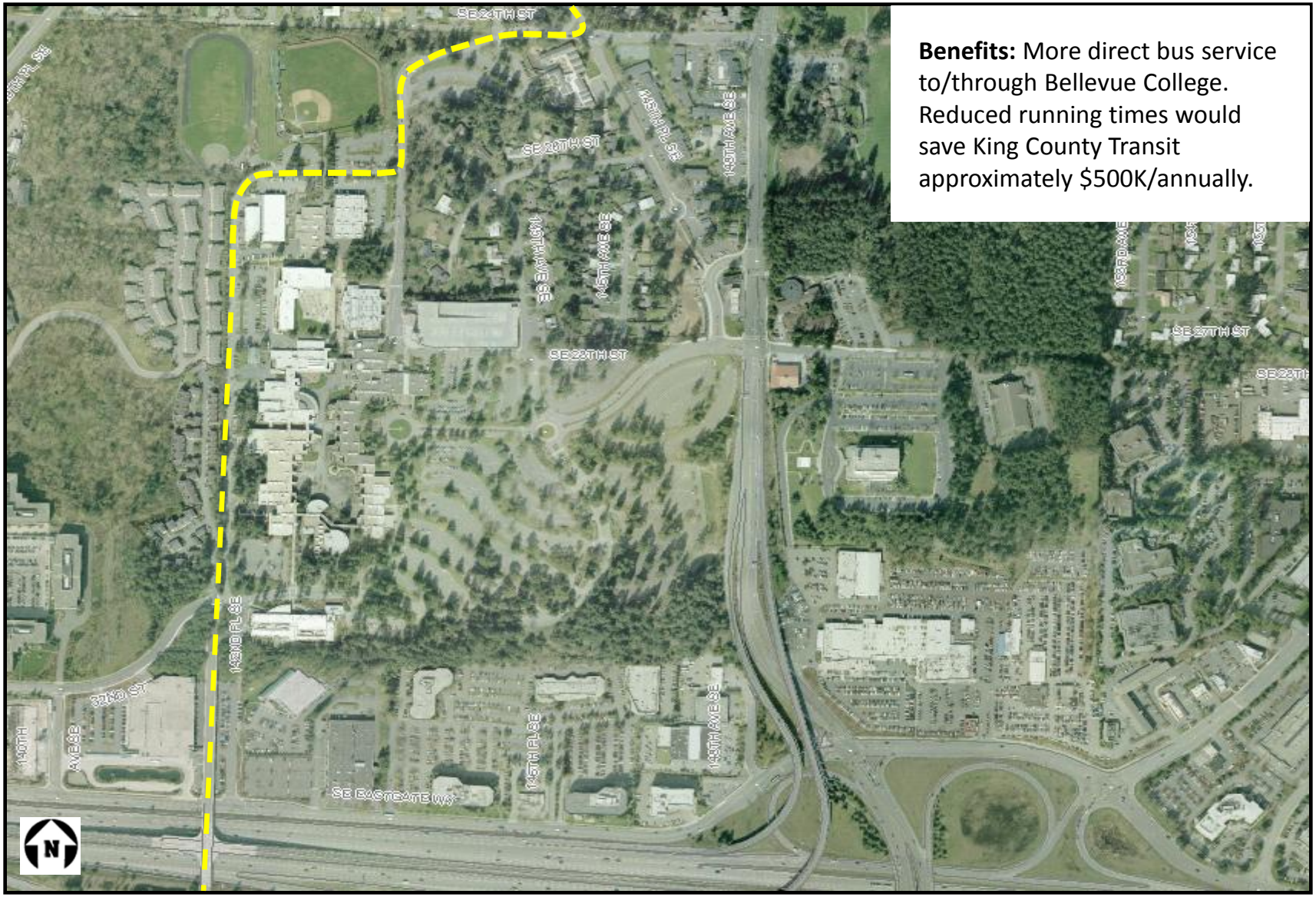
Bellevue Transit Master Plan

Current Transit Routing (271)



Bellevue Transit Master Plan

Current Transit Routing (271)



Benefits: More direct bus service to/through Bellevue College. Reduced running times would save King County Transit approximately $500K/annually.

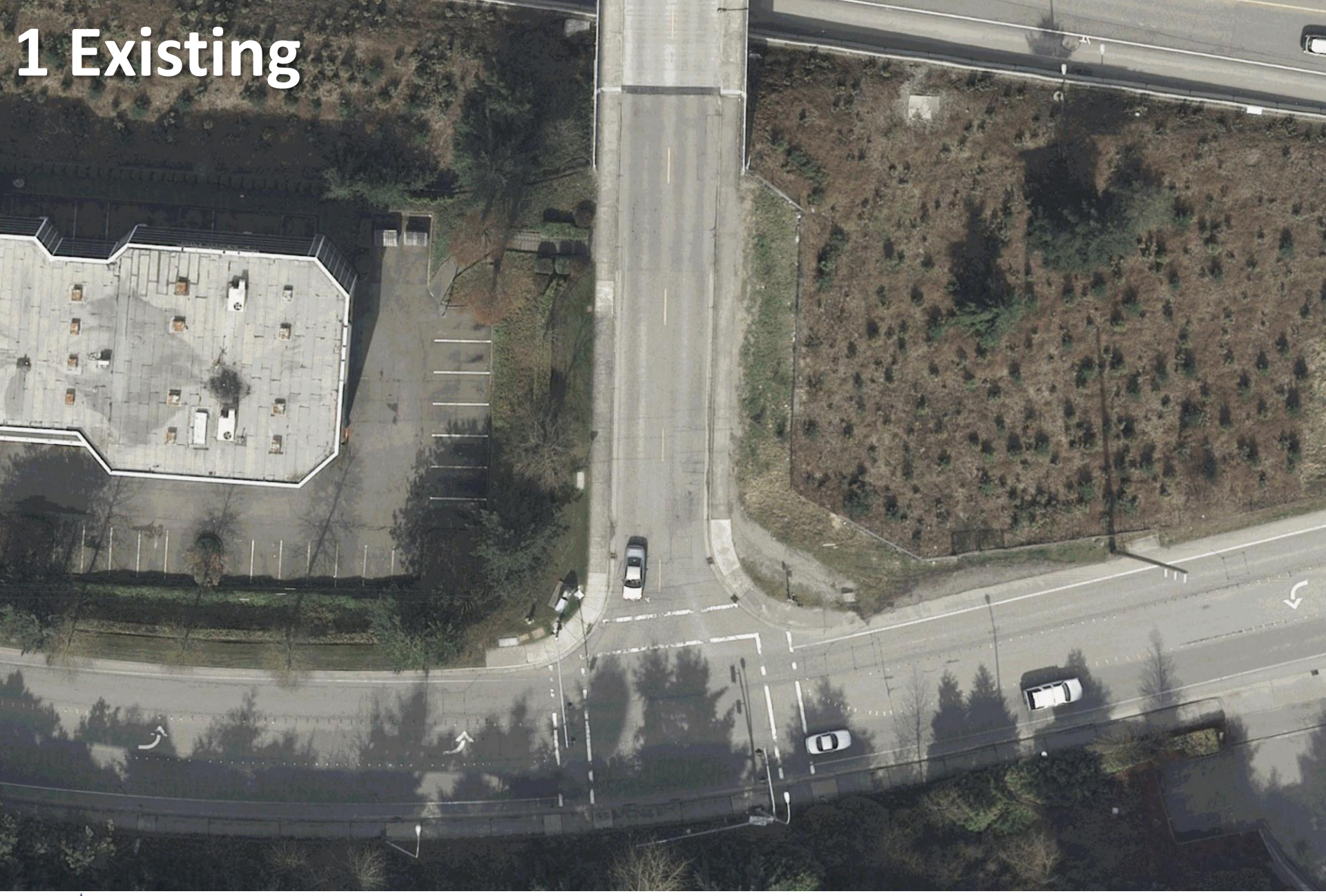
Bellevue Transit Master Plan

Alternative Transit Routing

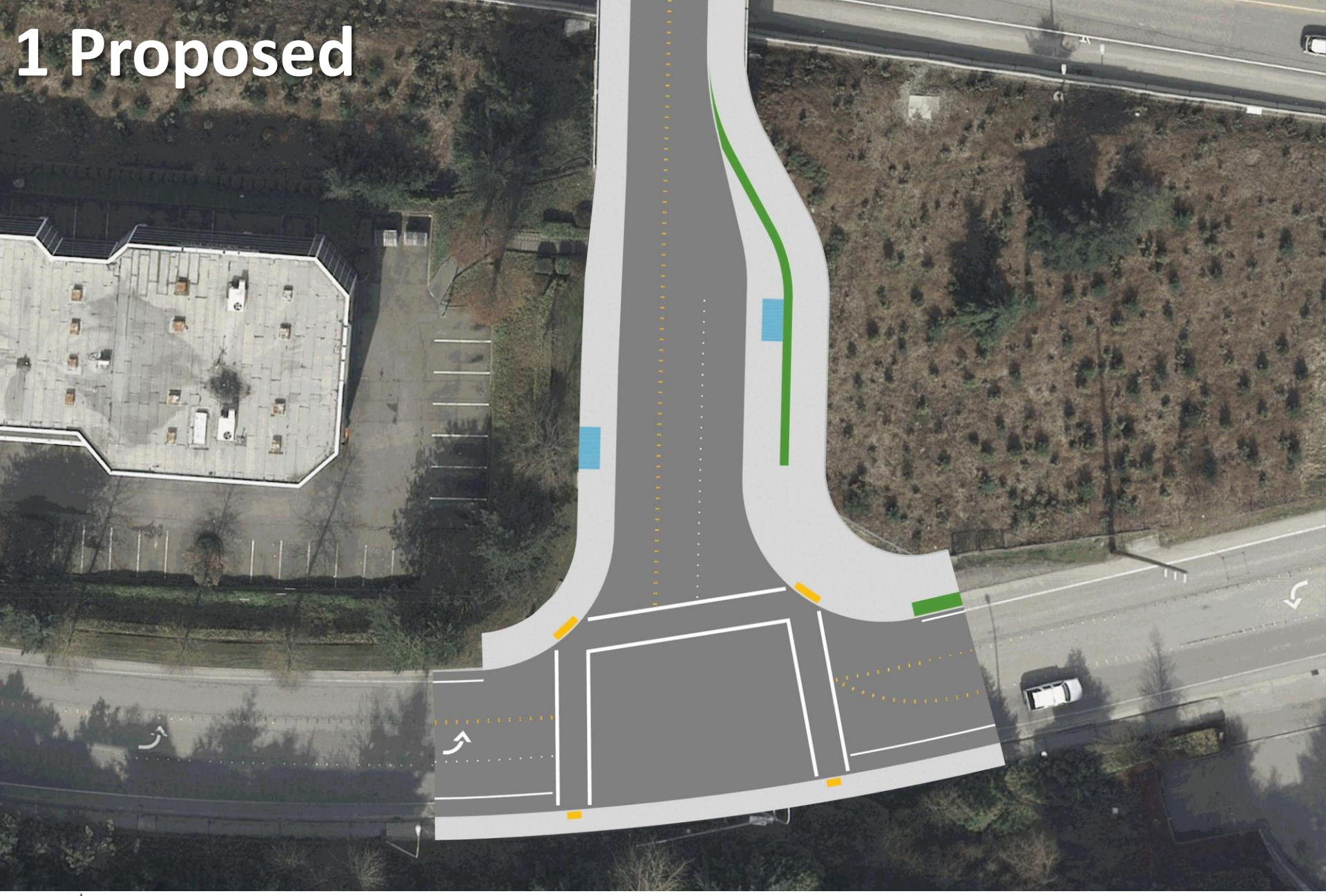
Bellevue Transit Master Plan

142nd Place SE

1 Existing

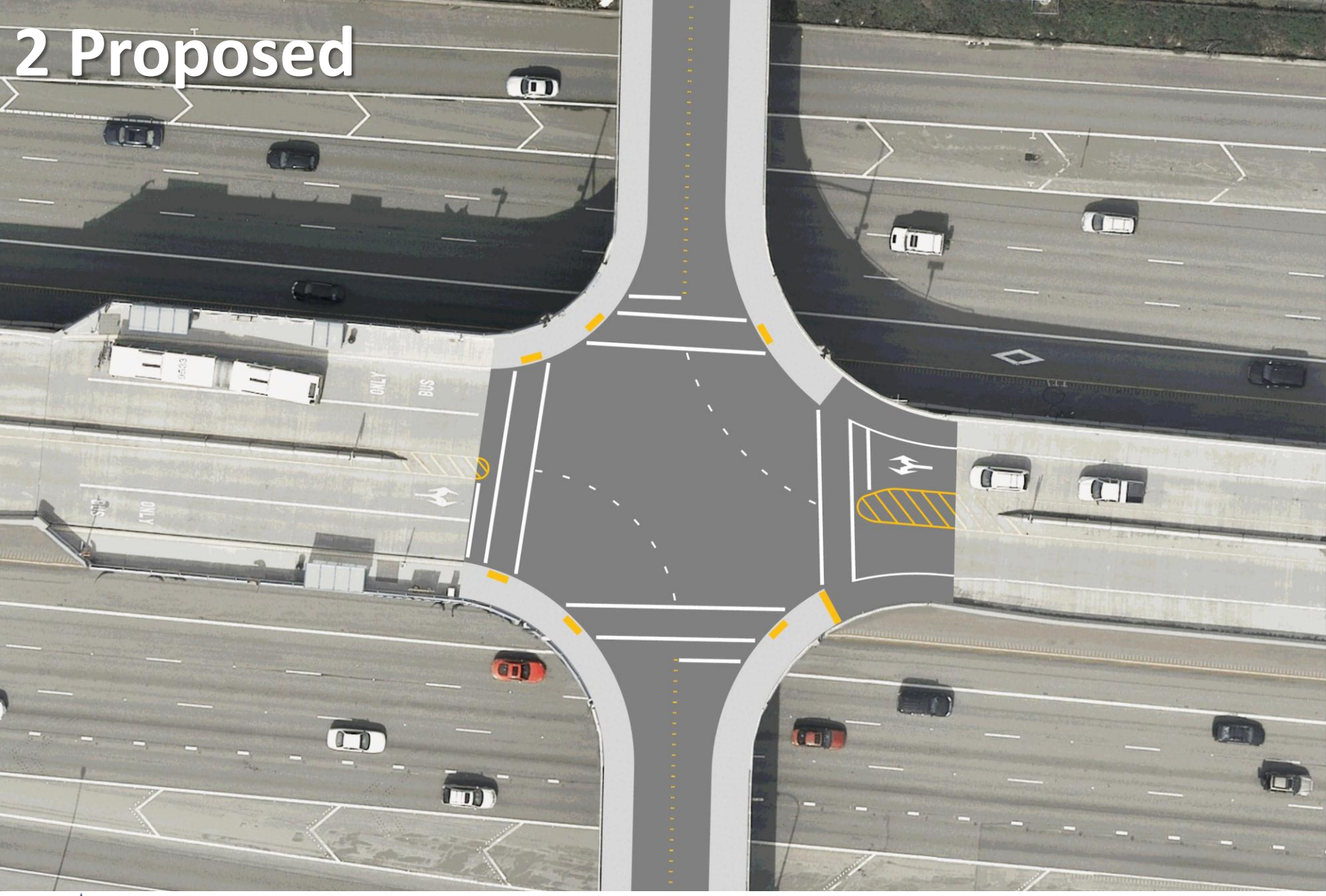


1 Proposed



Bellevue Transit Master Plan

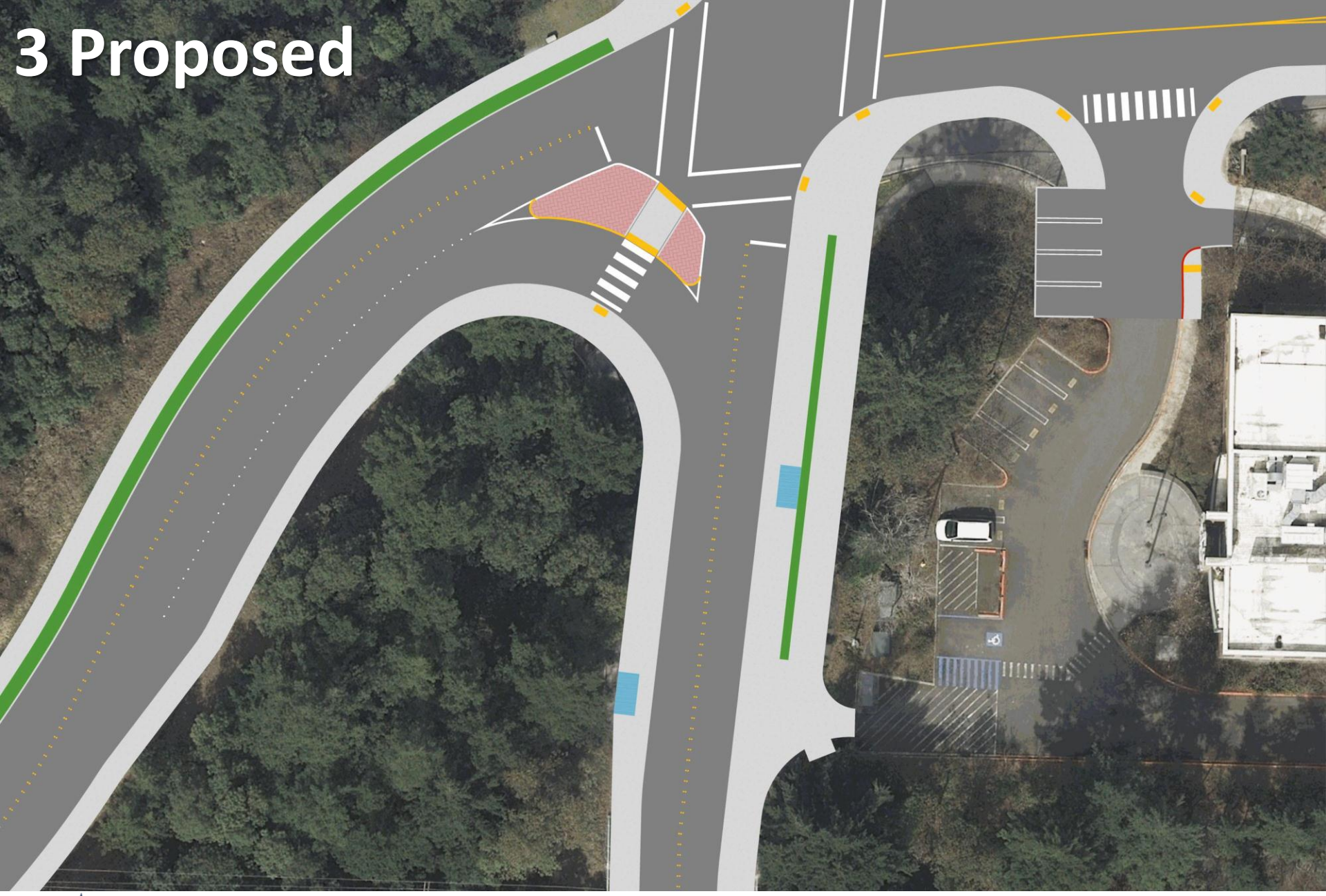
142nd Place SE



Bellevue Transit Master Plan

142nd Place SE

3 Existing



Bellevue Transit Master Plan

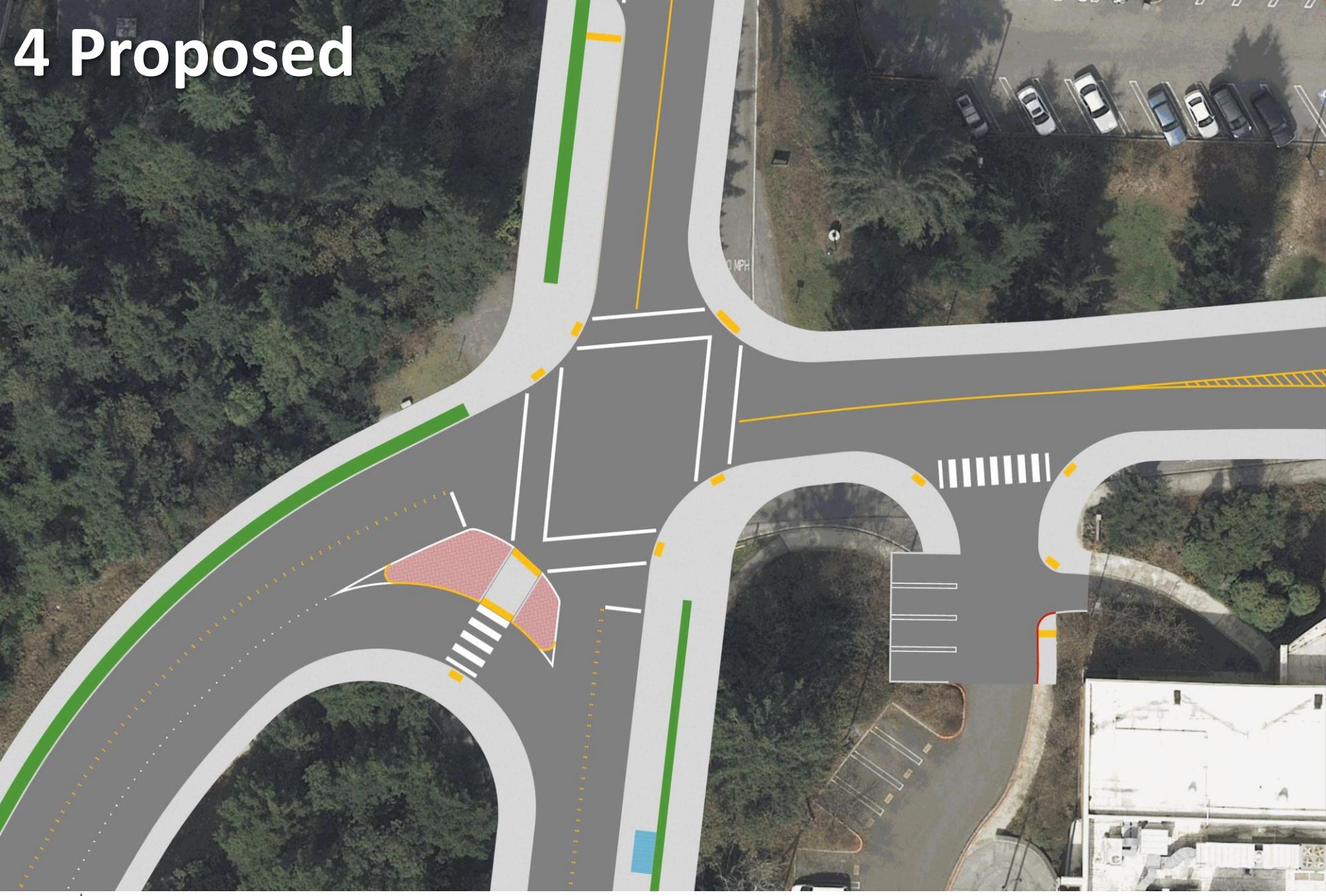
142nd Place SE

4 Existing

Bellevue Transit Master Plan

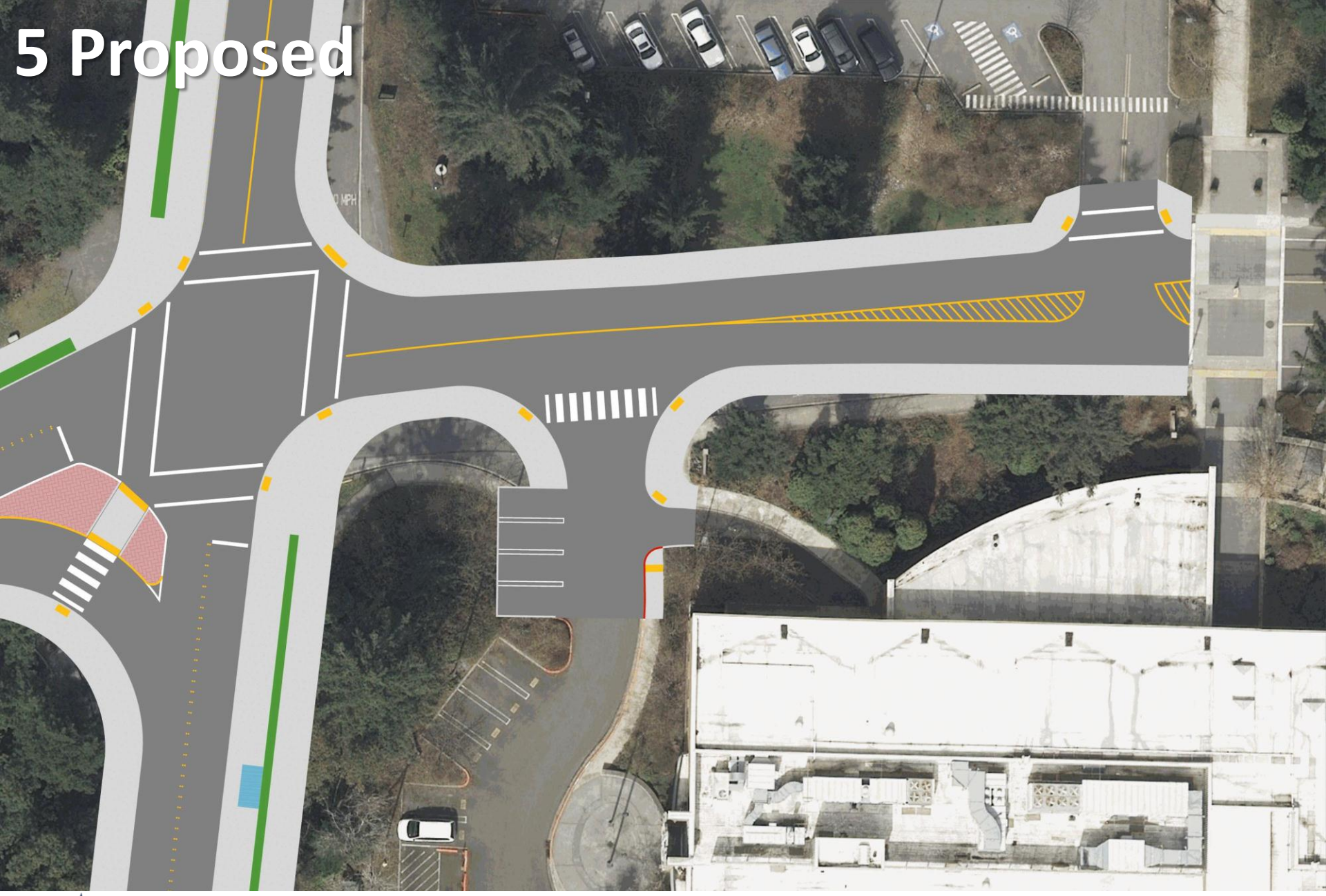
142nd Place SE

4 Proposed



5 Existing

5 Proposed



6 Existing

Bellevue Transit Master Plan

142nd Place SE

7 Existing

Bellevue Transit Master Plan

142nd Place SE

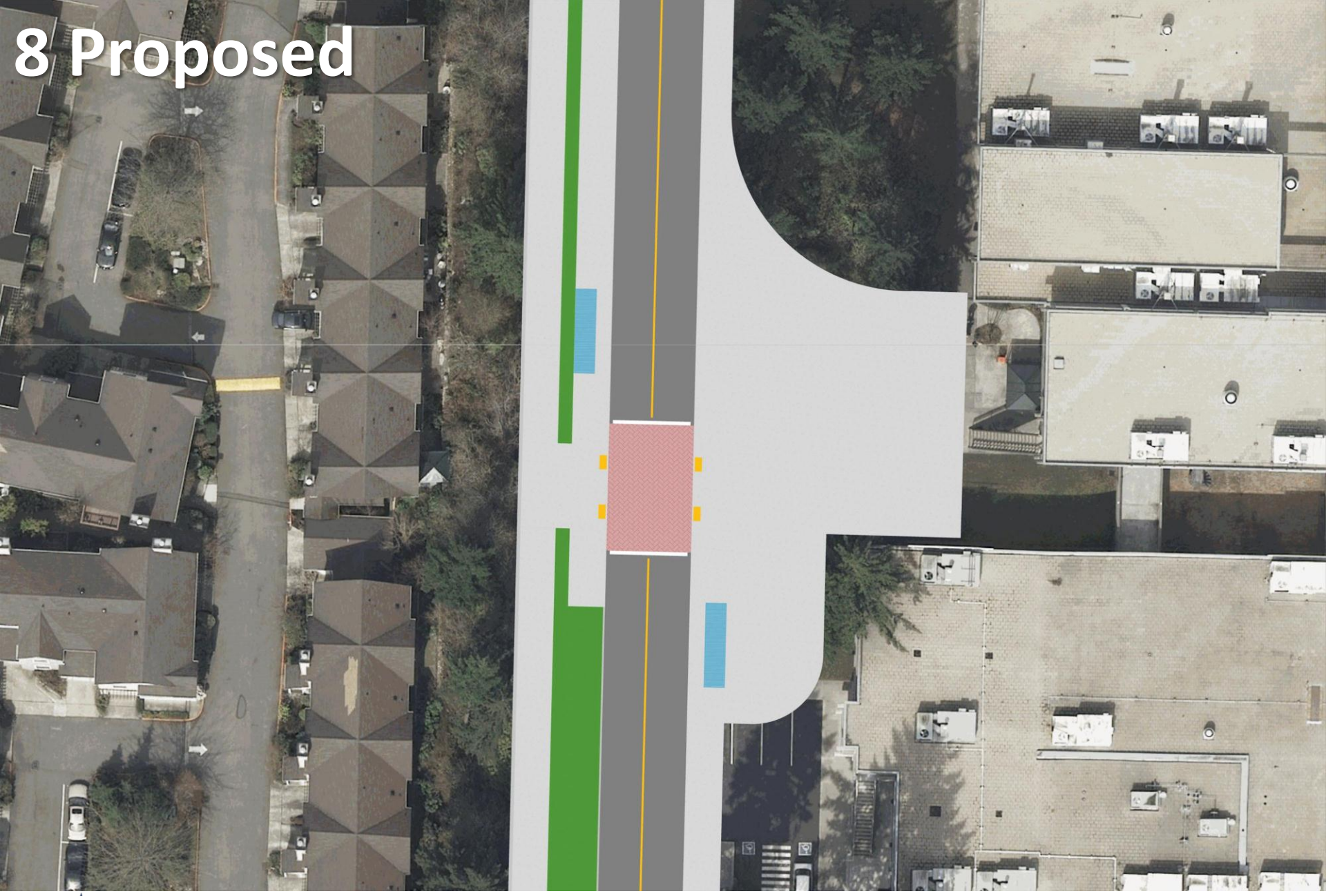
7 Proposed

Bellevue Transit Master Plan

142nd Place SE

8 Existing

8 Proposed



9 Existing

Bellevue Transit Master Plan

142nd Place SE

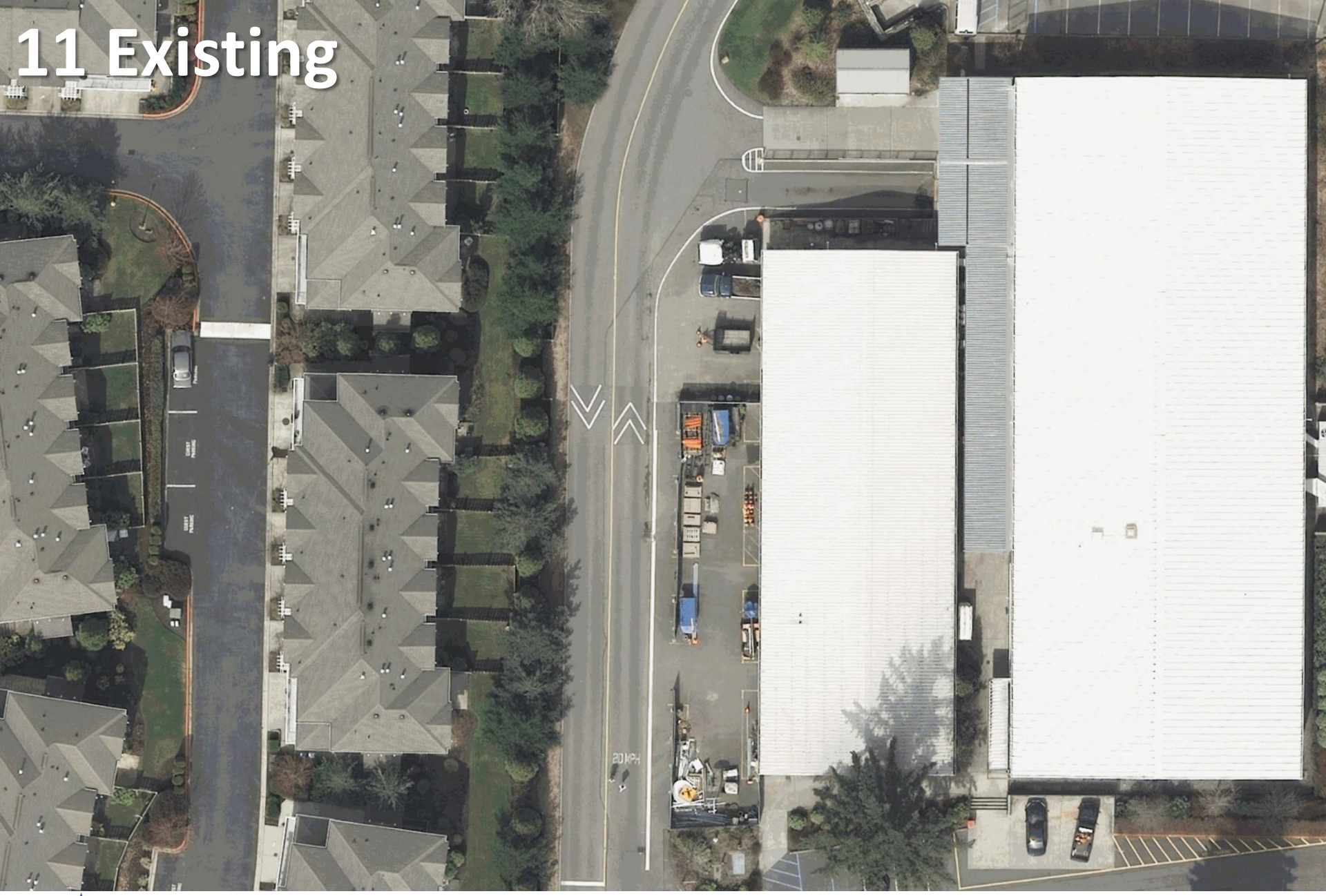
10 Existing

10 Proposed

Bellevue Transit Master Plan

142nd Place SE

11 Existing



Bellevue Transit Master Plan

142nd Place SE

Bellevue Transit Master Plan

142nd Place SE

12 Existing

Bellevue Transit Master Plan

142nd Place SE

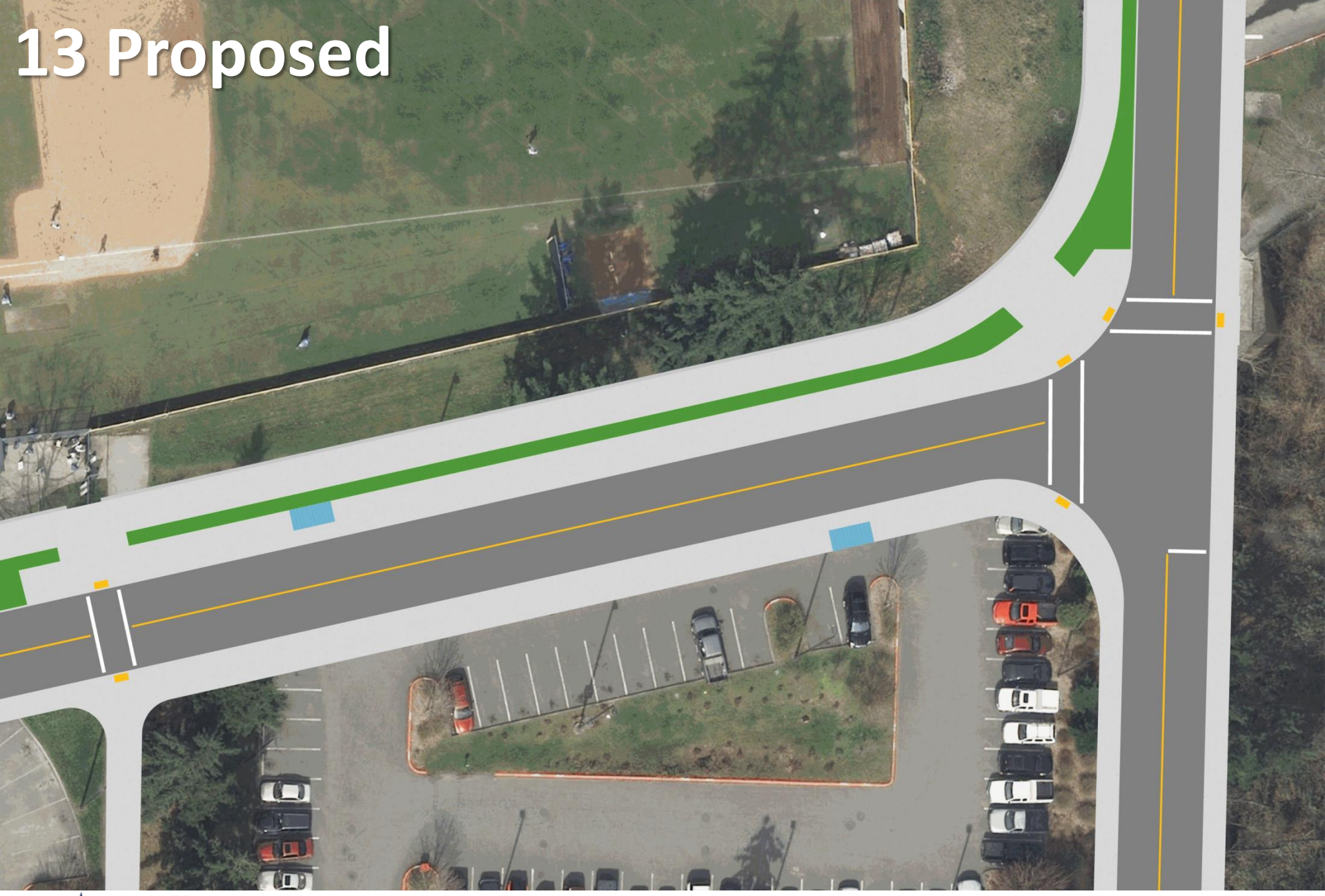
Bellevue Transit Master Plan

142nd Place SE

13 Existing

Bellevue Transit Master Plan

142nd Place SE


13 Proposed

14 Existing

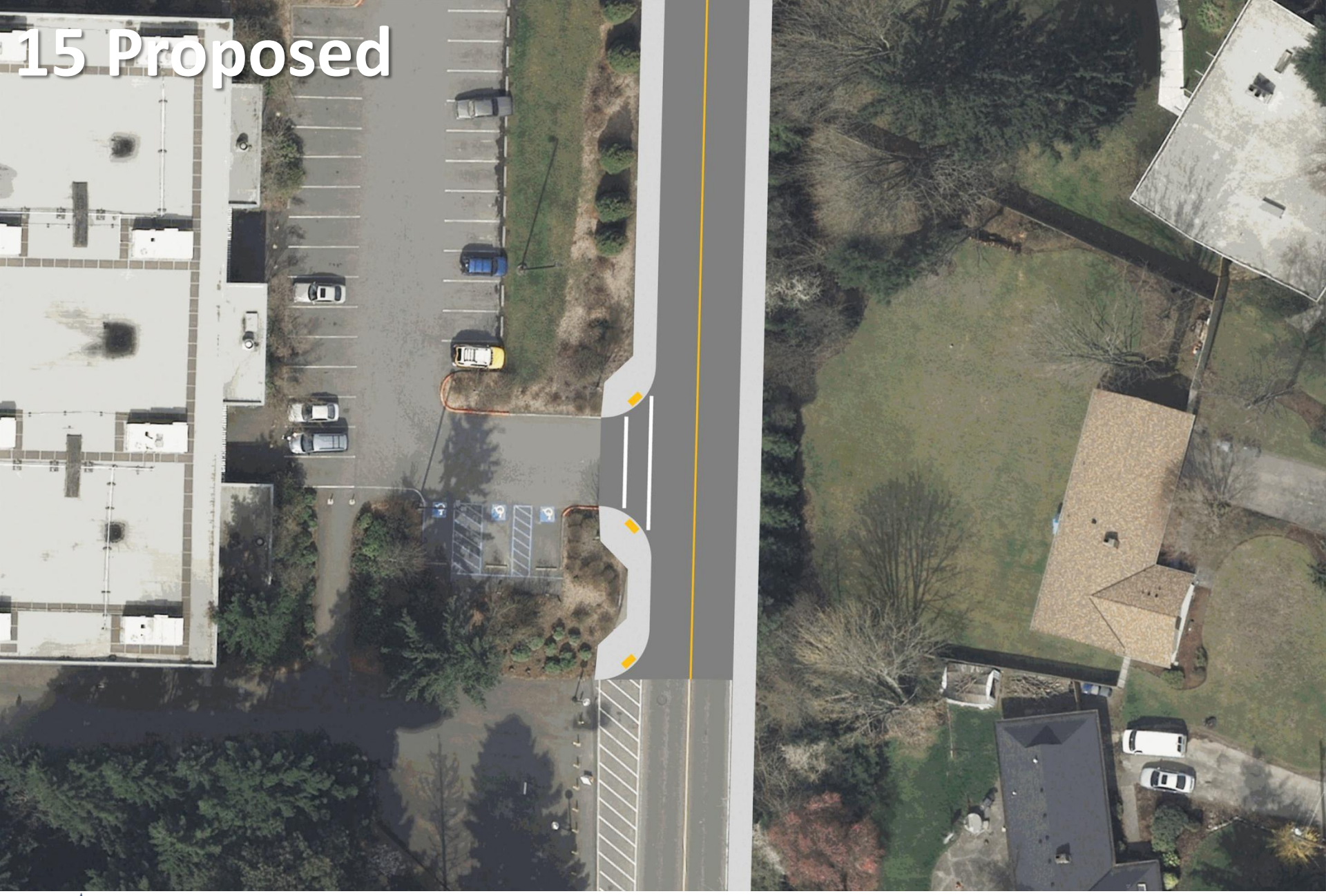
Bellevue Transit Master Plan

142nd Place SE

Bellevue Transit Master Plan

142nd Place SE

15 Existing



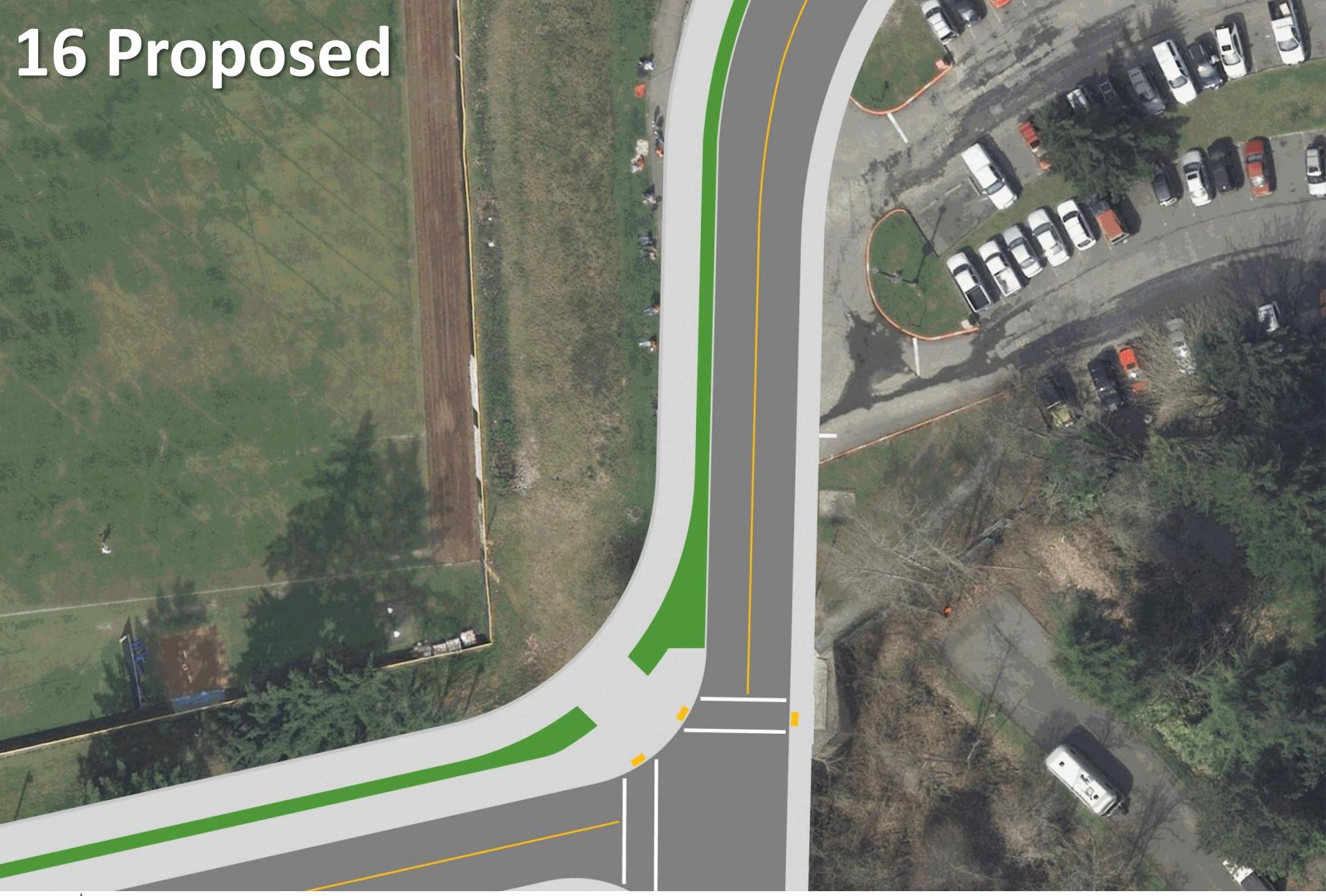
Bellevue Transit Master Plan

142nd Place SE

16 Existing

Bellevue Transit Master Plan

142nd Place SE



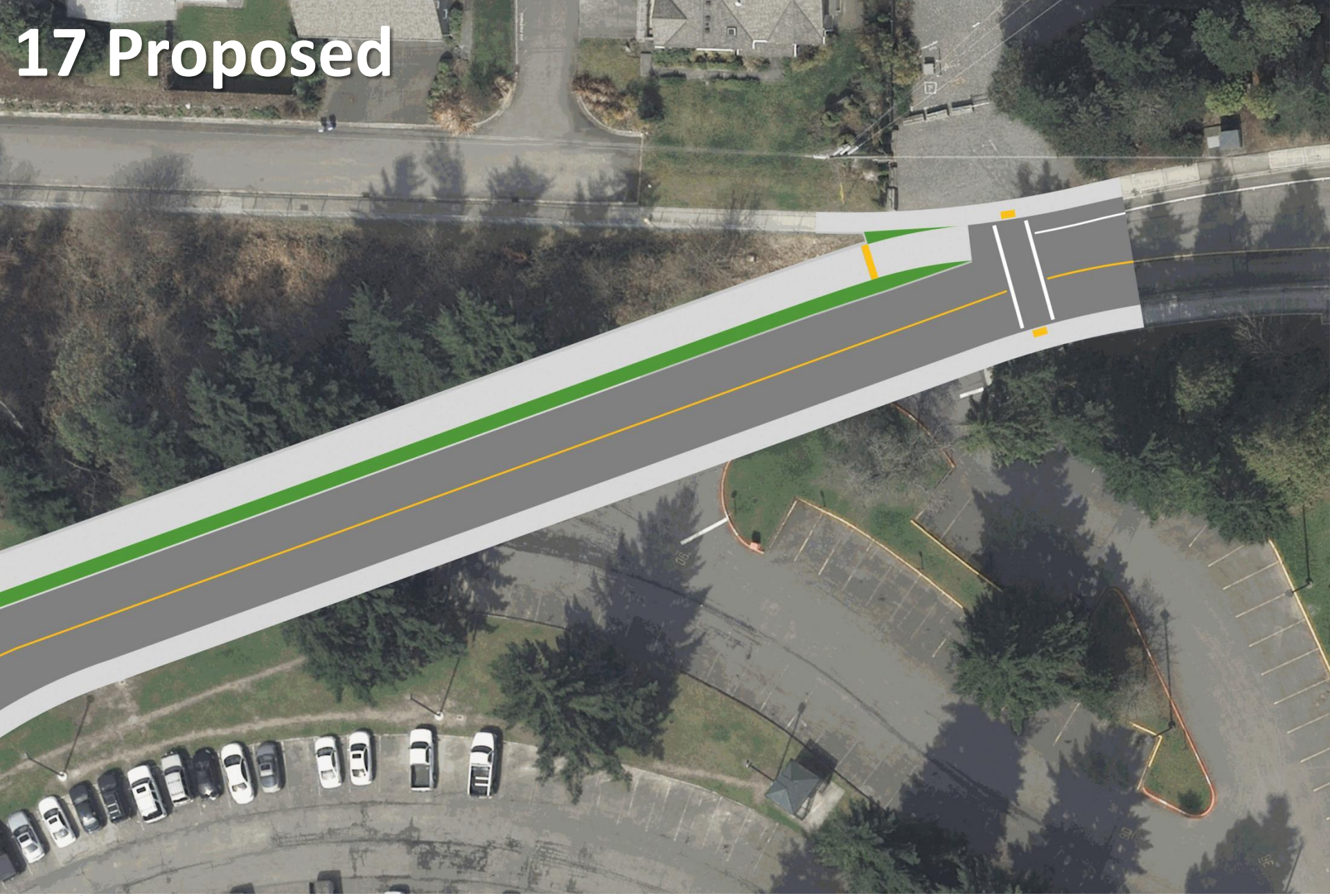
Bellevue Transit Master Plan

142nd Place SE

17 Existing

Bellevue Transit Master Plan

142nd Place SE



Bellevue Transit Master Plan

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

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