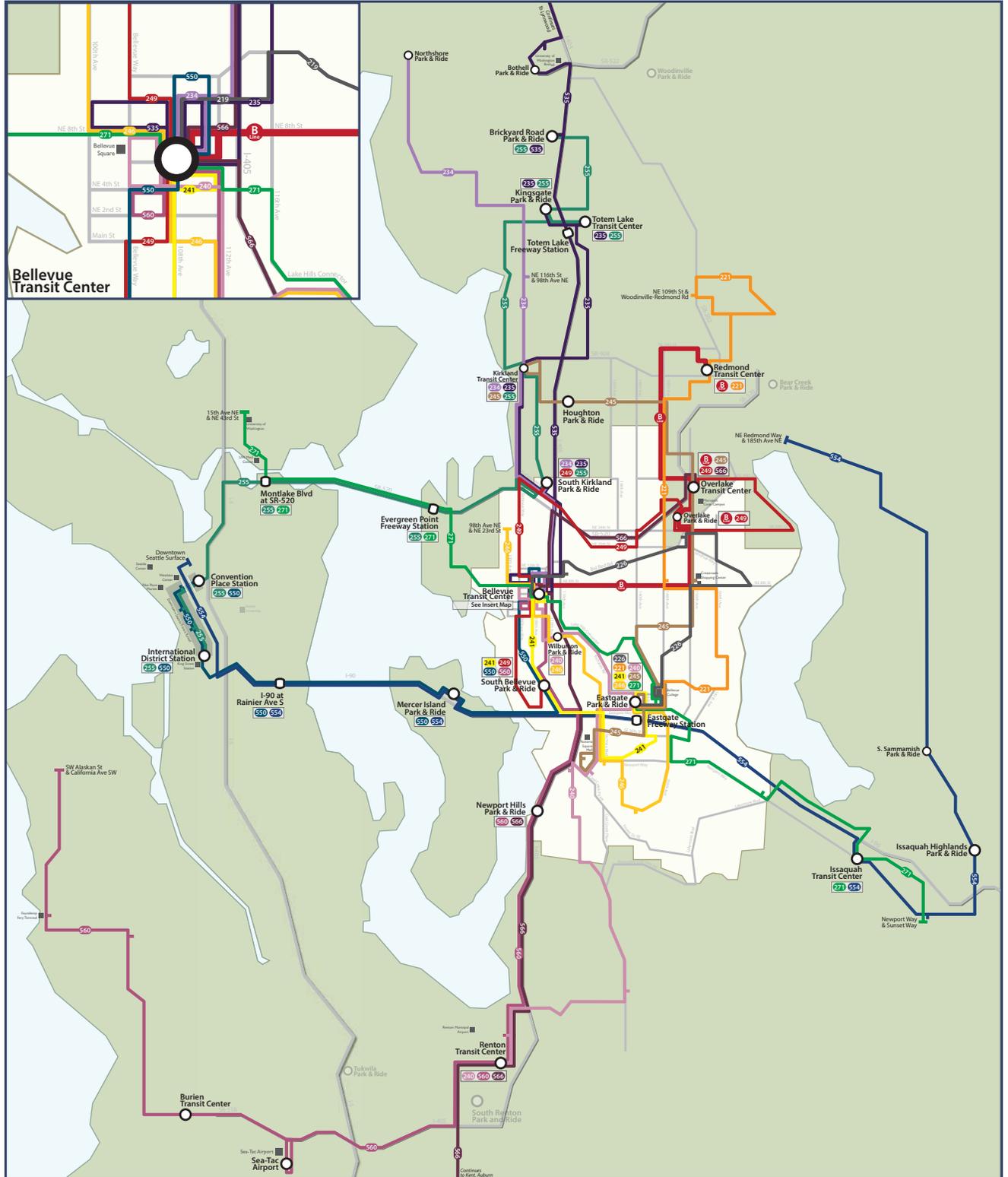


All-Day Service Network

Bellevue Transit Master Plan



Routes Operating Throughout the Day



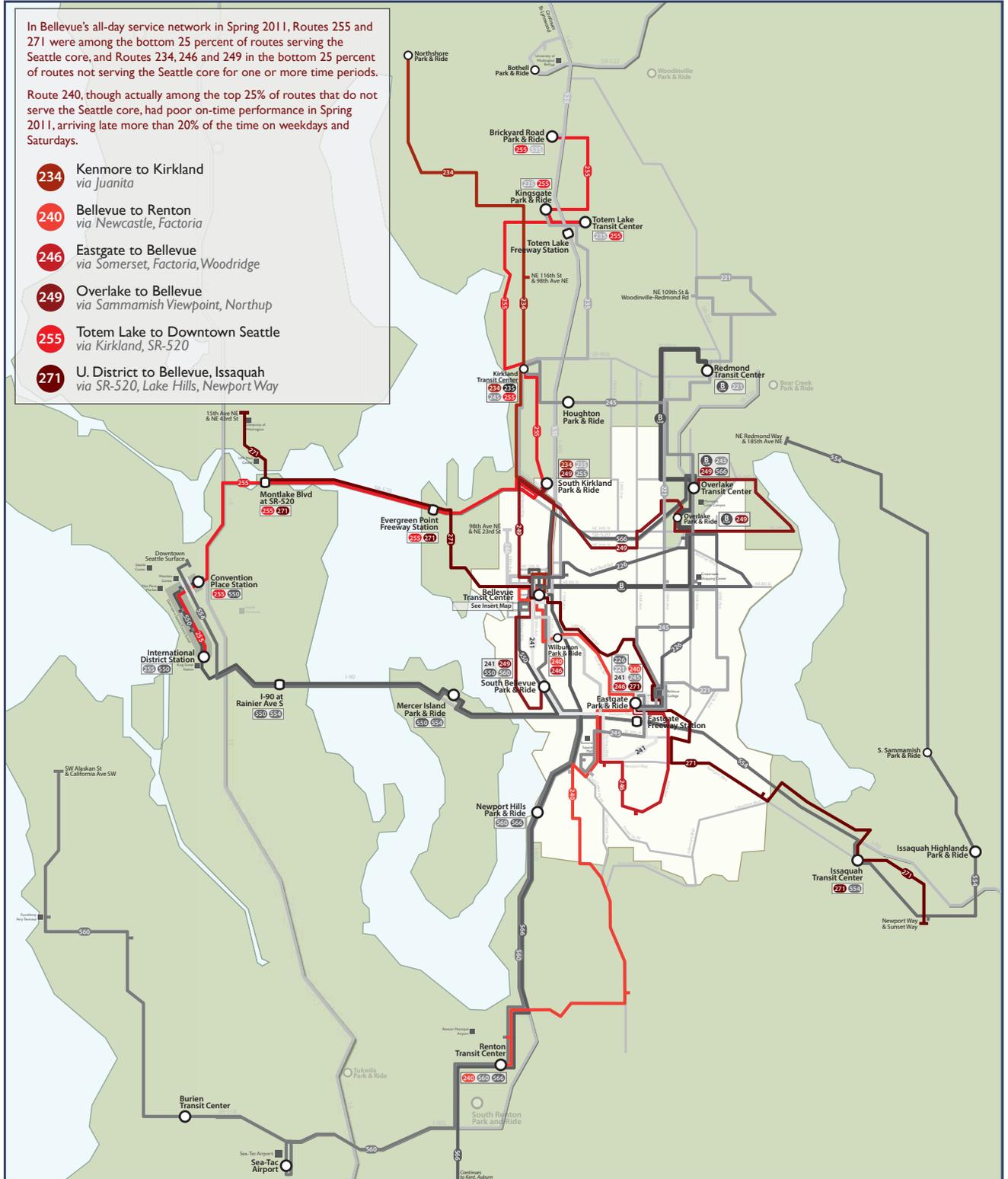
All-Day Service Network

Bellevue Transit Master Plan

In Bellevue's all-day service network in Spring 2011, Routes 255 and 271 were among the bottom 25 percent of routes serving the Seattle core, and Routes 234, 246 and 249 in the bottom 25 percent of routes not serving the Seattle core for one or more time periods.

Route 240, though actually among the top 25% of routes that do not serve the Seattle core, had poor on-time performance in Spring 2011, arriving late more than 20% of the time on weekdays and Saturdays.

- 234** Kenmore to Kirkland via Juanita
- 240** Bellevue to Renton via Newcastle, Factoria
- 246** Eastgate to Bellevue via Somerset, Factoria, Woodridge
- 249** Overlake to Bellevue via Sammamish Viewpoint, Northup
- 255** Totem Lake to Downtown Seattle via Kirkland, SR-520
- 271** U. District to Bellevue, Issaquah via SR-520, Lake Hills, Newport Way

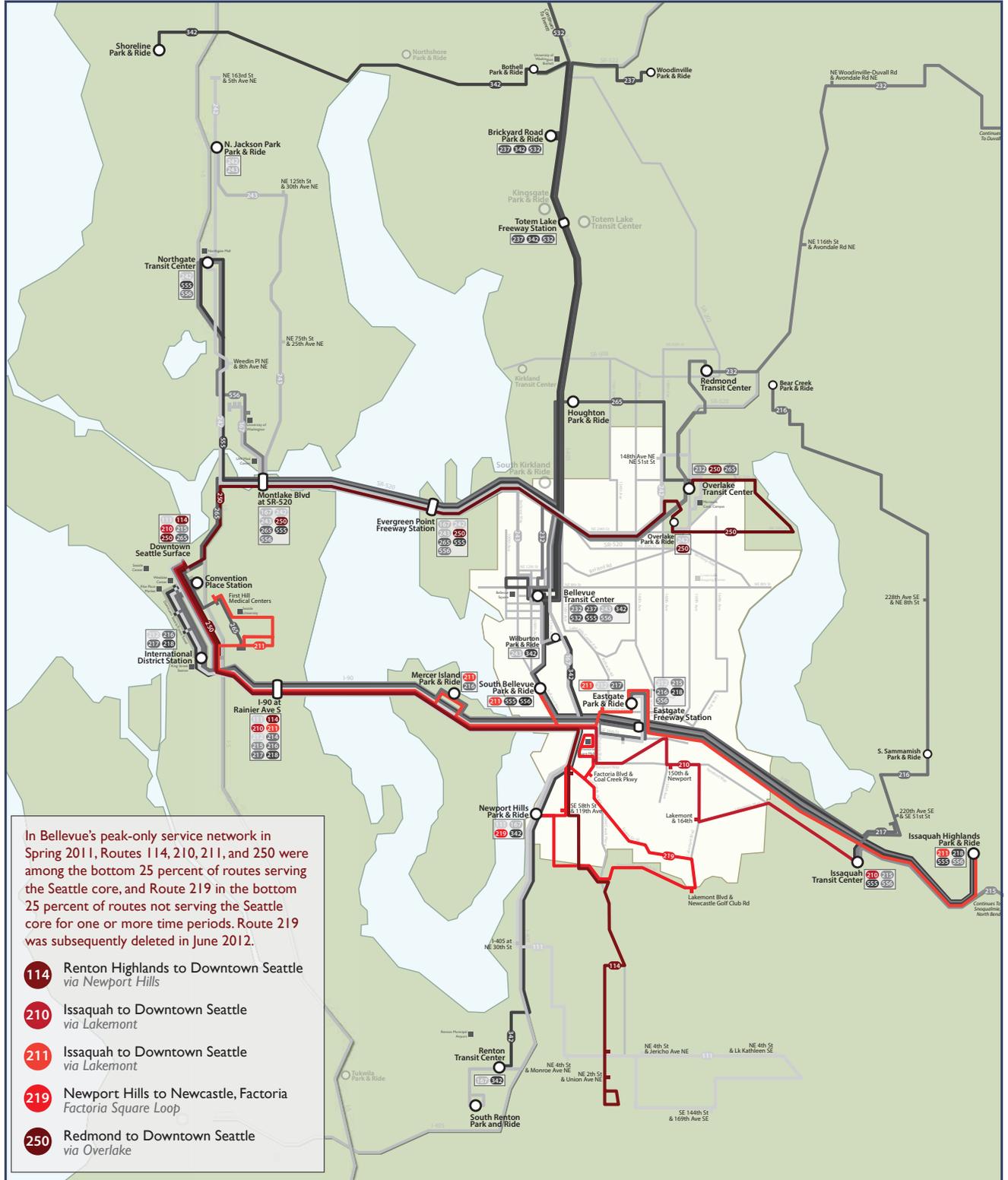


Low Performing All-Day Routes



Peak-Only Service Network

Bellevue Transit Master Plan



In Bellevue's peak-only service network in Spring 2011, Routes 114, 210, 211, and 250 were among the bottom 25 percent of routes serving the Seattle core, and Route 219 in the bottom 25 percent of routes not serving the Seattle core for one or more time periods. Route 219 was subsequently deleted in June 2012.



Low Performing Peak-Only Routes

Weekend Service Level Coverage

Bellevue Transit Master Plan

Areas lacking 15 minute or less Bus Service on Saturday (Fall 2011)

Areas lacking 15 minute or less Bus Service on Sunday (Fall 2011)

Base (09:00 - 15:00)

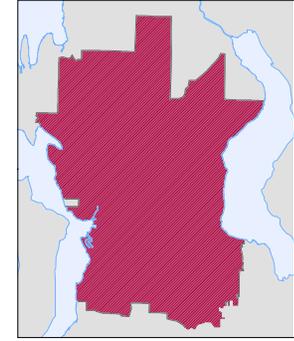
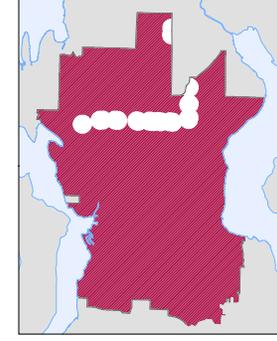
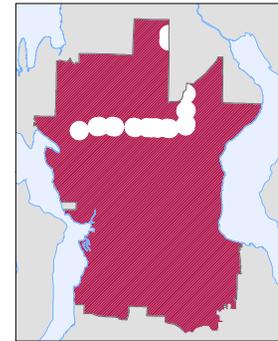
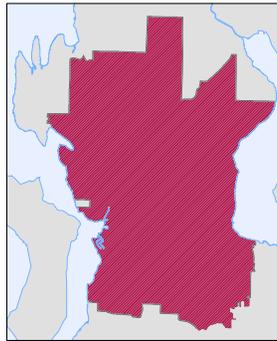
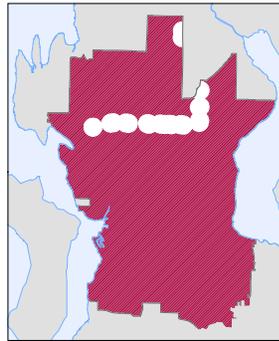
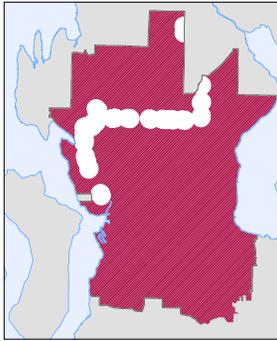
Evening (18:00 - 22:00)

Night (22:00 - 01:00)

Base (09:00 - 15:00)

Evening (18:00 - 22:00)

Night (22:00 - 01:00)



Percent of population served:

- Residents - 21%
- Older adults - 21%
- Minorities - 25%
- Speak language other than English - 37%
- People in poverty - 29%
- Affordable housing complexes - 29%
- Major employers - 59%
- Jobs - 38%

Percent of population served:

- Residents - 14%
- Older adults - 14%
- Minorities - 18%
- Speak language other than English - 25%
- People in poverty - 21%
- Affordable housing complexes - 18%
- Major employers - 50%
- Jobs - 26%

Percent of population served:

- Residents - 0%
- Older adults - 0%
- Minorities - 0%
- Speak language other than English - 0%
- People in poverty - 0%
- Affordable housing complexes - 0%
- Major employers - 0%
- Jobs - 0%

Percent of population served:

- Residents - 14%
- Older adults - 14%
- Minorities - 18%
- Speak language other than English - 25%
- People in poverty - 21%
- Affordable housing complexes - 18%
- Major employers - 50%
- Jobs - 26%

Percent of population served:

- Residents - 12%
- Older adults - 12%
- Minorities - 17%
- Speak language other than English - 23%
- People in poverty - 21%
- Affordable housing complexes - 18%
- Major employers - 50%
- Jobs - 26%

Percent of population served:

- Residents - 0%
- Older adults - 0%
- Minorities - 0%
- Speak language other than English - 0%
- People in poverty - 0%
- Affordable housing complexes - 0%
- Major employers - 0%
- Jobs - 0%

Areas served by a bus stop within 1/4 mile and 15:30 minute service or less provided on Saturday
 Areas not served by Metro or under served on Saturday (i.e. bus stop not within 1/4 mile or 15:30 minutes of less service not provided)
 Other jurisdictions

Areas lacking 30 minute or less Bus Service on Saturday (Fall 2011)

Areas lacking 30 minute or less Bus Service on Sunday (Fall 2011)

Base (09:00 - 15:00)

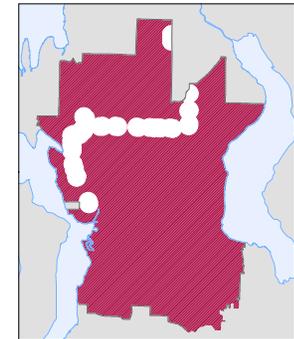
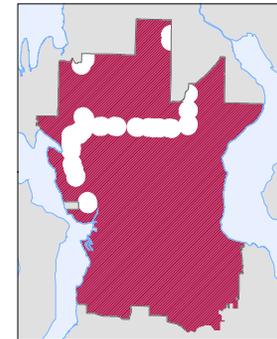
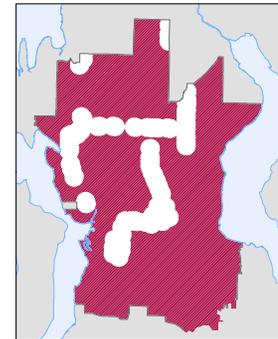
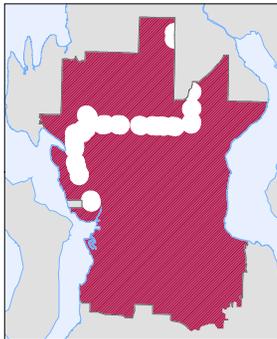
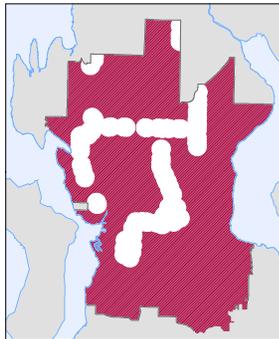
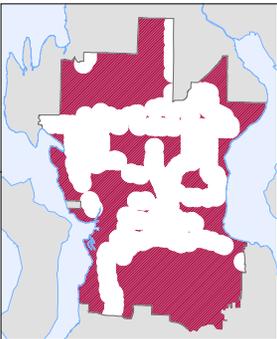
Evening (18:00 - 22:00)

Night (22:00 - 01:00)

Base (09:00 - 15:00)

Evening (18:00 - 22:00)

Night (22:00 - 01:00)



Percent of population served:

- Residents - 61%
- Older adults - 60%
- Minorities - 67%
- Speak language other than English - 81%
- People in poverty - 78%
- Affordable housing complexes - 85%
- Major employers - 90%
- Jobs - 83%

Percent of population served:

- Residents - 30%
- Older adults - 29%
- Minorities - 36%
- Speak language other than English - 49%
- People in poverty - 45%
- Affordable housing complexes - 43%
- Major employers - 67%
- Jobs - 53%

Percent of population served:

- Residents - 21%
- Older adults - 21%
- Minorities - 25%
- Speak language other than English - 38%
- People in poverty - 30%
- Affordable housing complexes - 29%
- Major employers - 59%
- Jobs - 38%

Percent of population served:

- Residents - 30%
- Older adults - 29%
- Minorities - 36%
- Speak language other than English - 49%
- People in poverty - 45%
- Affordable housing complexes - 43%
- Major employers - 67%
- Jobs - 53%

Percent of population served:

- Residents - 22%
- Older adults - 22%
- Minorities - 26%
- Speak language other than English - 38%
- People in poverty - 30%
- Affordable housing complexes - 29%
- Major employers - 59%
- Jobs - 39%

Percent of population served:

- Residents - 21%
- Older adults - 21%
- Minorities - 25%
- Speak language other than English - 38%
- People in poverty - 30%
- Affordable housing complexes - 29%
- Major employers - 59%
- Jobs - 38%

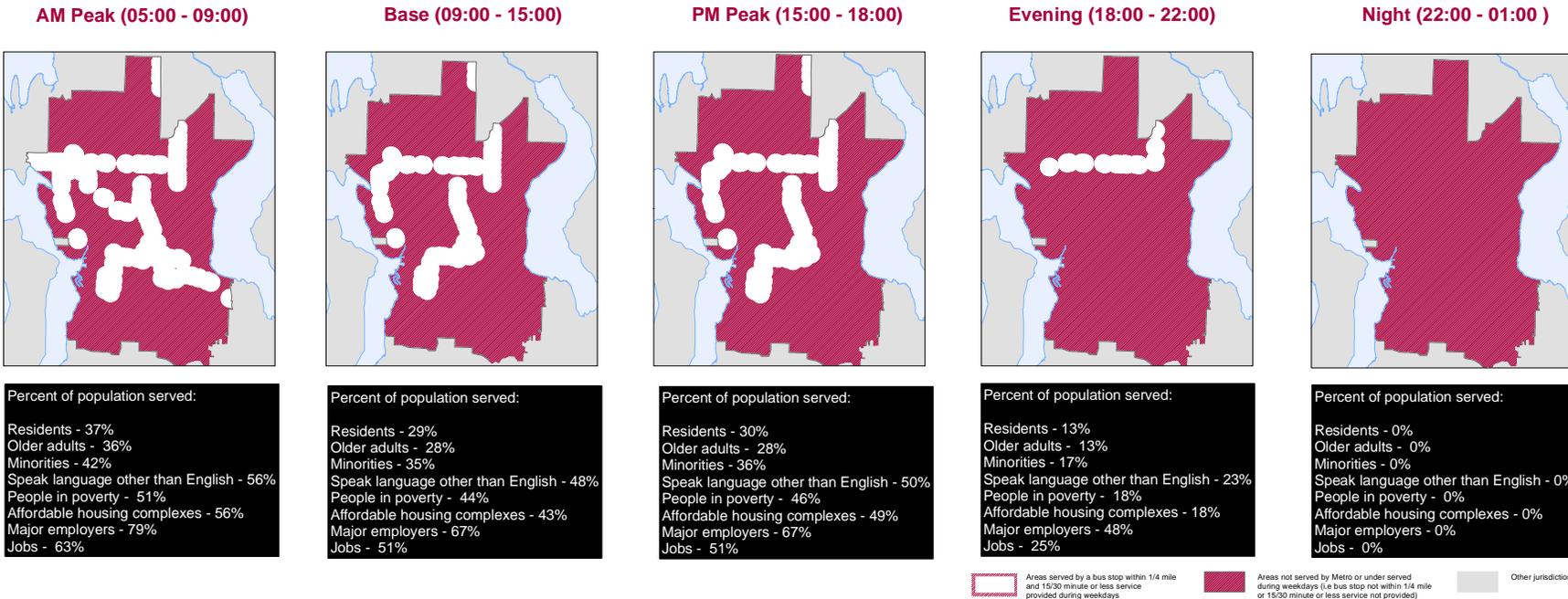


Sources: U.S. Census Bureau, 2006-2010 American Community Survey, Puget Sound Regional Council 2011 Covered Employment, City of Bellevue's Commute Trip Reduction Program list of Major Employers, City of Bellevue Housing Affordability and Housing Choice Report, King County Assessor.

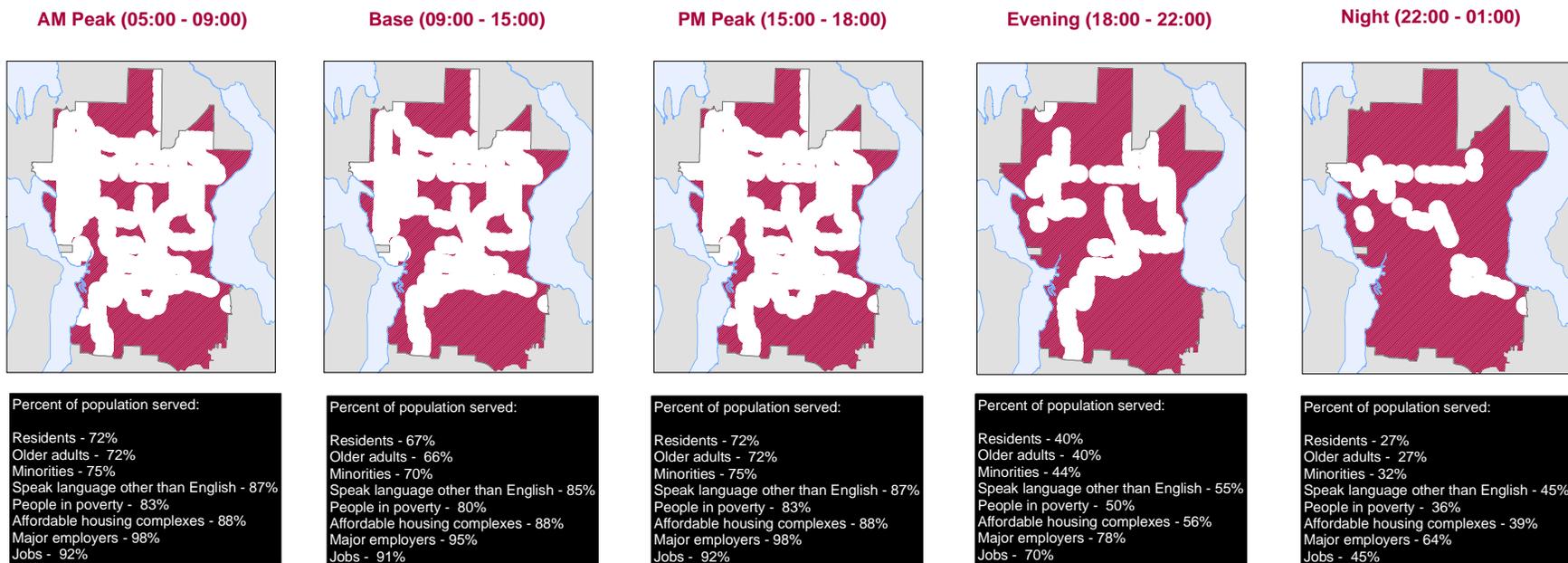
Weekday Service Level Coverage

Bellevue Transit Master Plan

Areas in Bellevue lacking 15 min or Less Bus Service on Weekdays (Fall 2011)



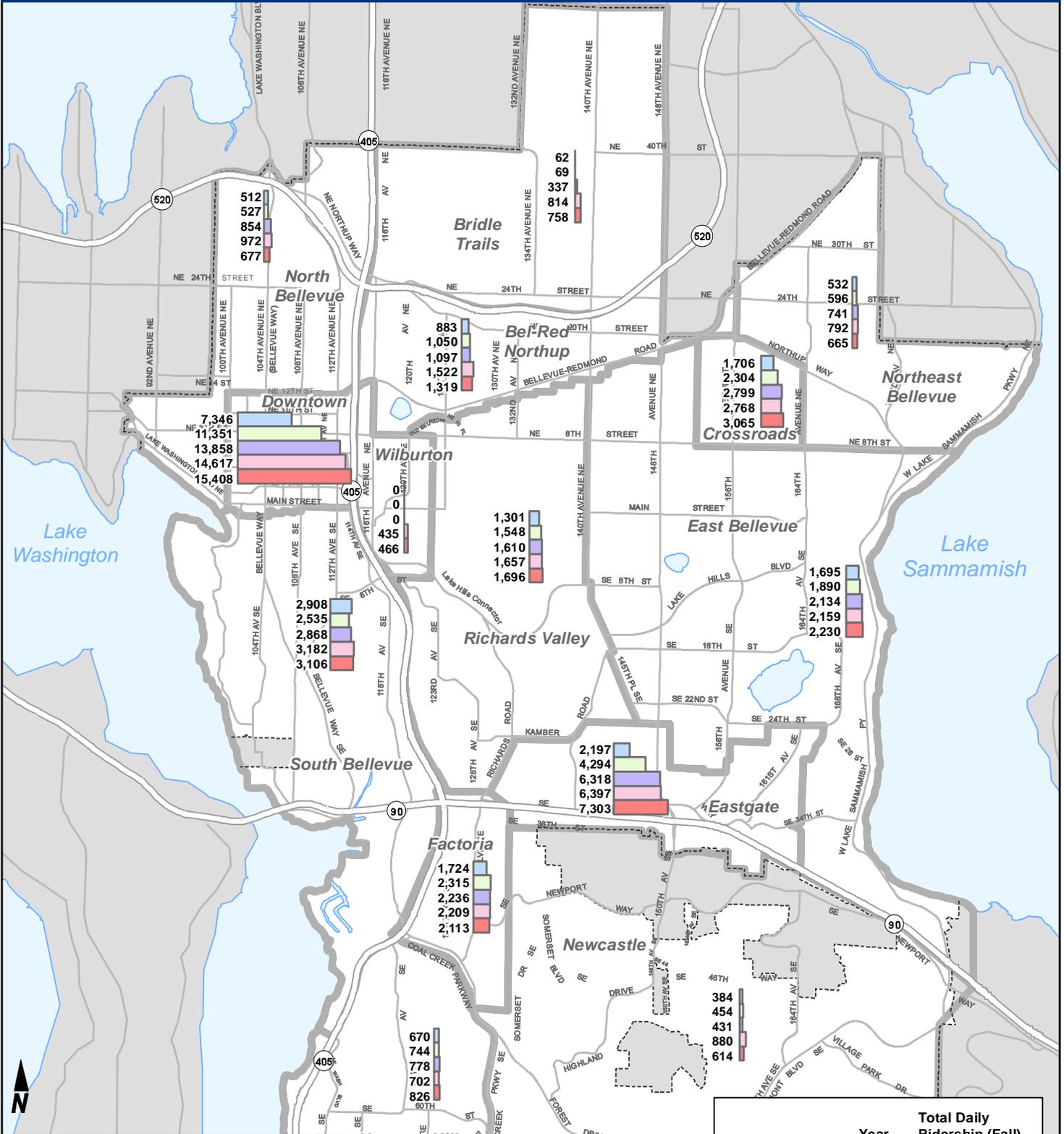
Areas in Bellevue lacking 30 min or Less Bus Service on Weekdays (Fall 2011)



Sources: U.S. Census Bureau, 2006-2010 American Community Survey, Puget Sound Regional Council 2011 Covered Employment, City of Bellevue's Commute Trip Reduction Program list of Major Employers, City of Bellevue Housing Affordability and Housing Choice Report, King County Assessor.



Total Daily Ridership - by MMA

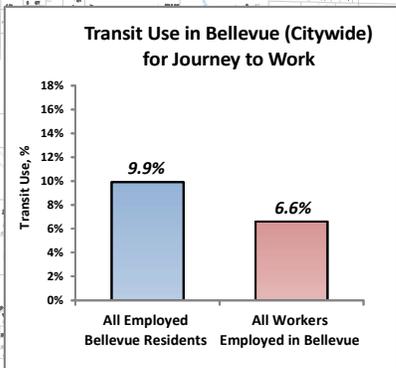
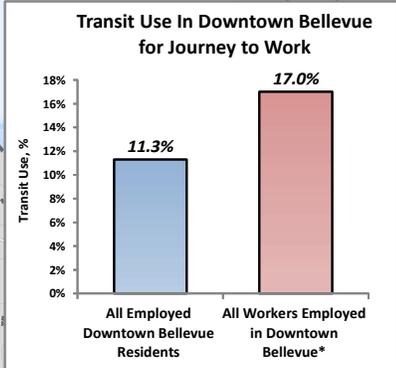
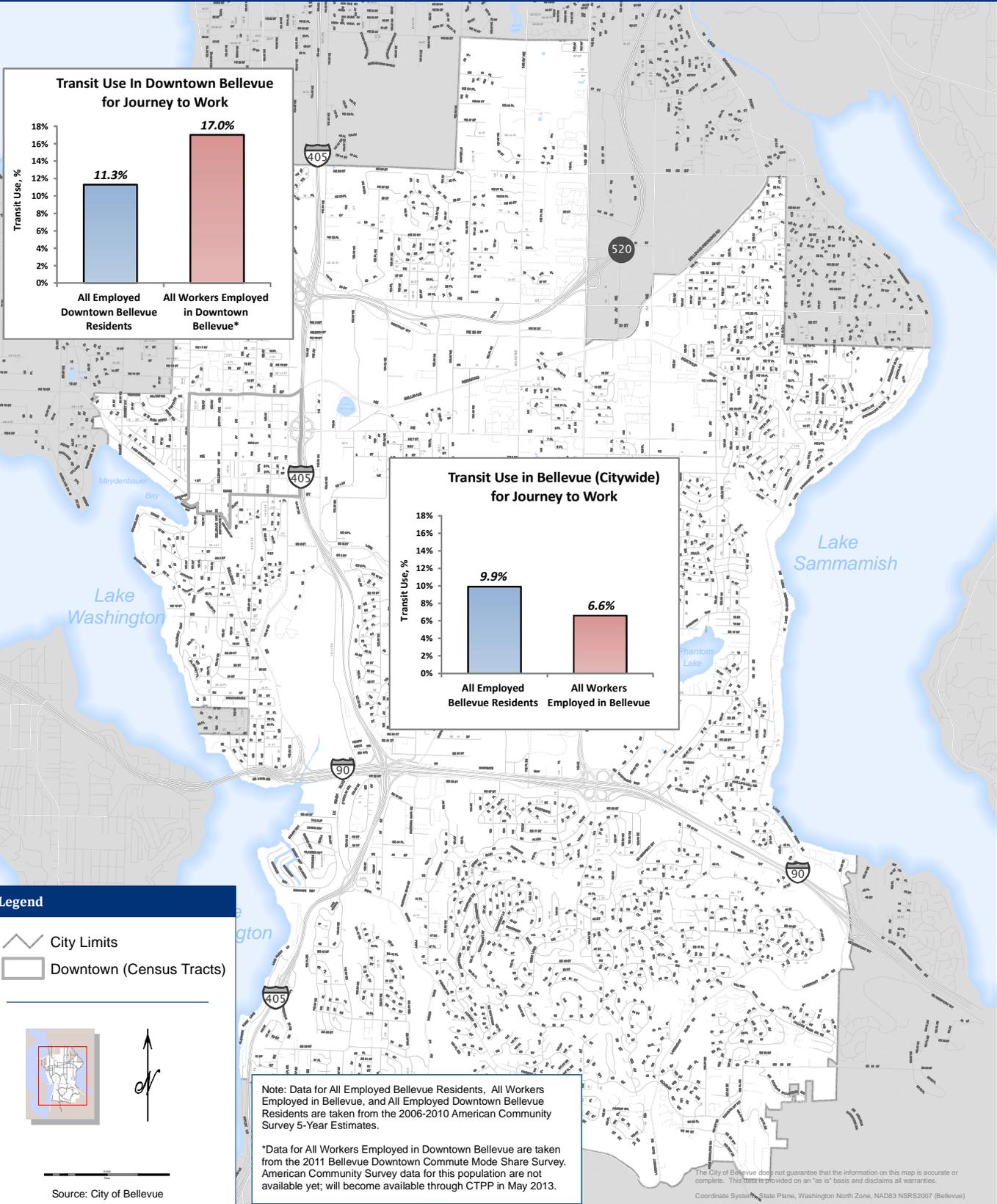


Note: The data shown on this map is for KC Metro and Sound Transit only; data was not available for Community Transit. The figures shown on the map represent data for areas within Bellevue city limits only. MMA 1 does not include ridership data from the South Kirkland Park & Ride even though 1/2 of the lot is within Bellevue City limits.

The MMA boundaries were changed slightly between when the 2007 and 2008 data was processed. Some of the variability shown on this map is due to this change rather than actual changes in ridership patterns.

Year	Total Daily Ridership (Fall)
2003	21,900
2005	29,700
2007	37,400
2009	39,100
2011	40,250

Transit Use in Bellevue for Journey to Work



Legend

- City Limits
- Downtown (Census Tracts)

Source: City of Bellevue

Note: Data for All Employed Bellevue Residents, All Workers Employed in Bellevue, and All Employed Downtown Bellevue Residents are taken from the 2006-2010 American Community Survey 5-Year Estimates.

*Data for All Workers Employed in Downtown Bellevue are taken from the 2011 Bellevue Downtown Commute Mode Share Survey. American Community Survey data for this population are not available yet; will become available through CTPP in May 2013.

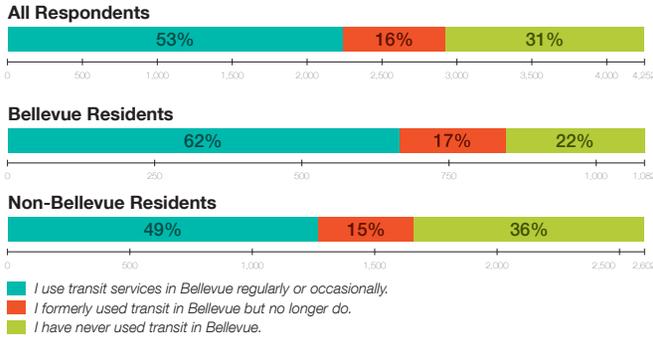
The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.

Coordinate System: State Plane, Washington North Zone, NAD83 NSRS2007 (Bellevue)

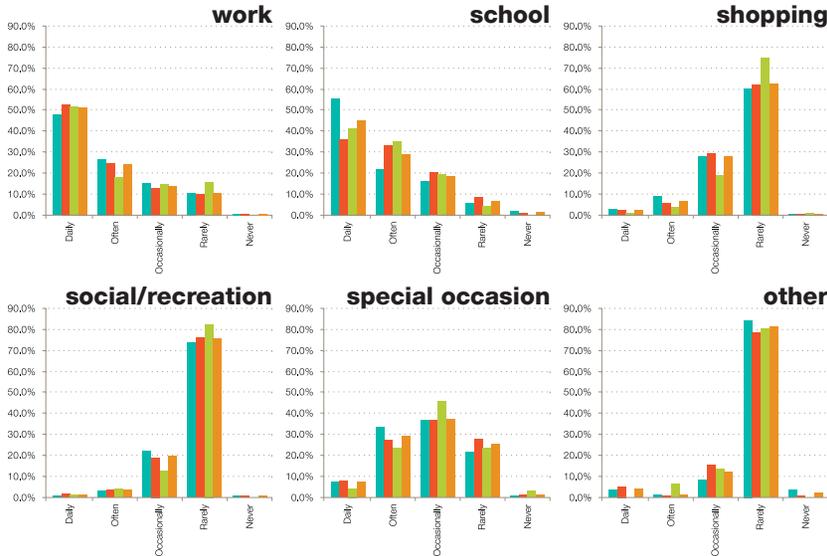
Community Outreach

Bellevue Transit Master Plan

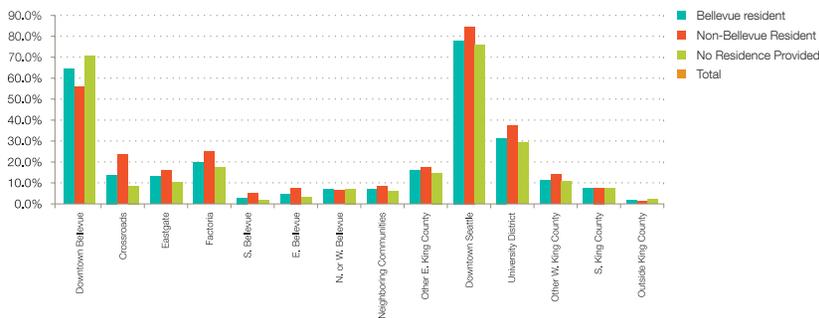
Do you use transit in Bellevue?



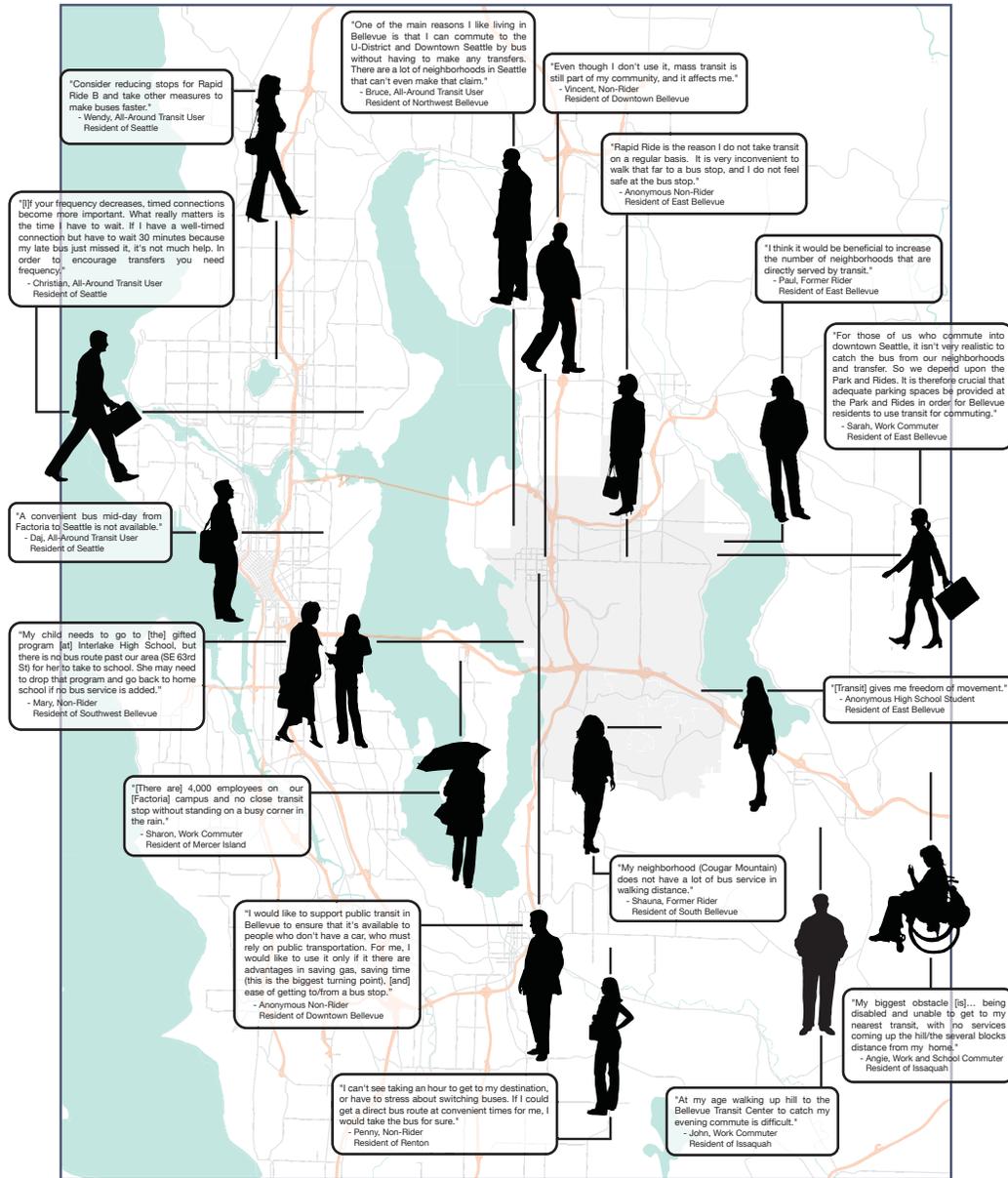
How often do you use transit for these purposes?



Where do you go using transit?



What have we heard so far?



Community Outreach

Bellevue Transit Master Plan

What have we heard so far?

How should the City invest in transit?

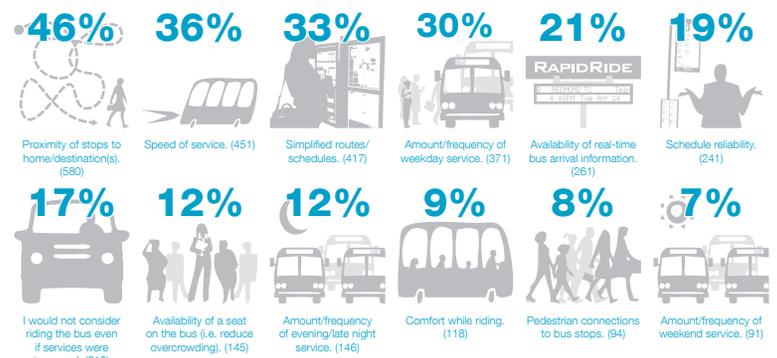
ACCORDING TO CURRENT TRANSIT USERS



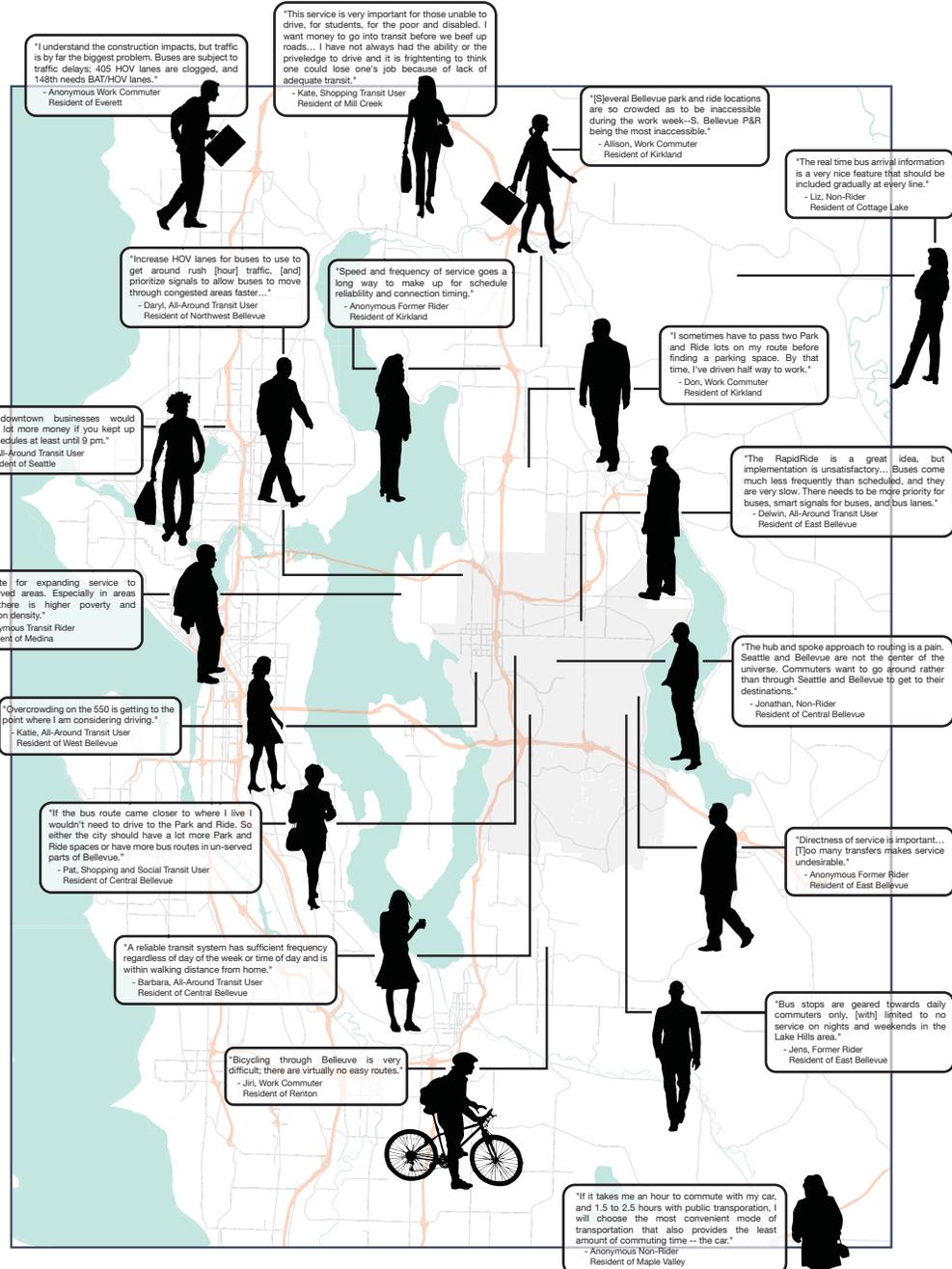
Note: N=1,962 total respondents. Percentages for current transit users who live in Bellevue are shown in parenthesis (661 respondents).

What improvements would get you to consider riding the bus?

ACCORDING TO THOSE WHO HAVE NEVER USED TRANSIT IN BELLEVUE



Note: N=1,257 total respondents.

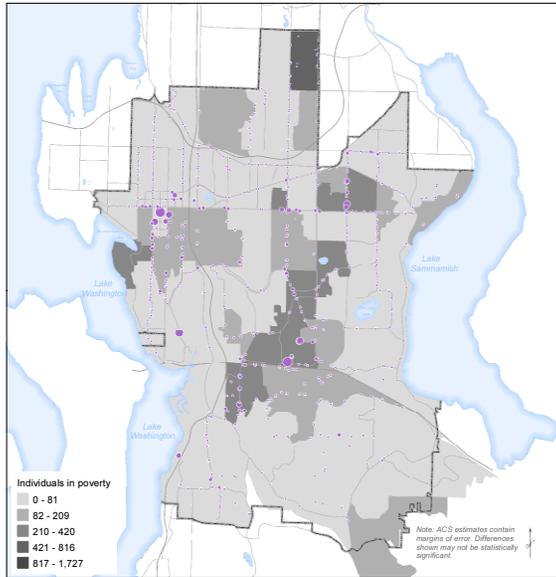


Demographic Characteristics

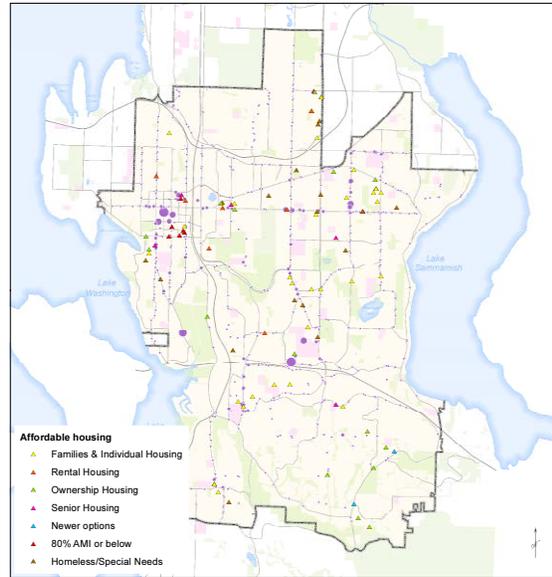
Bellevue Transit Master Plan



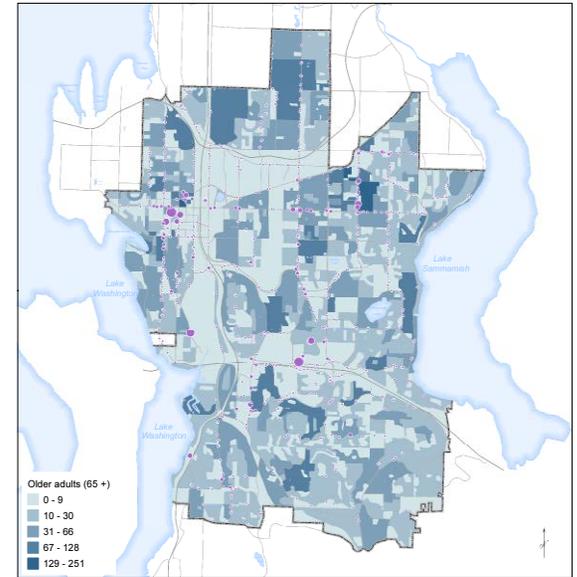
People in Poverty



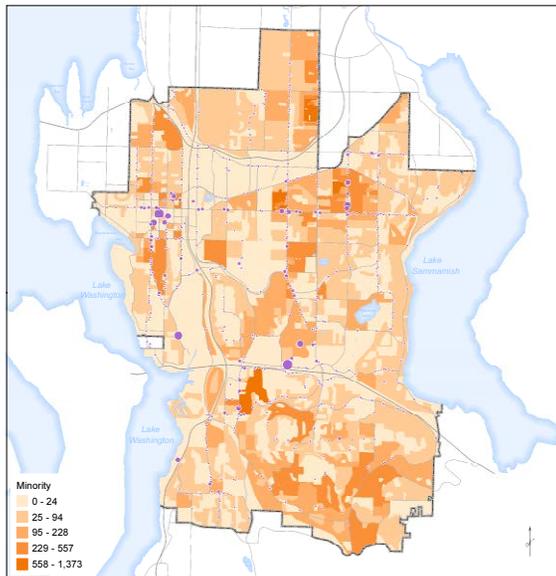
Affordable Housing



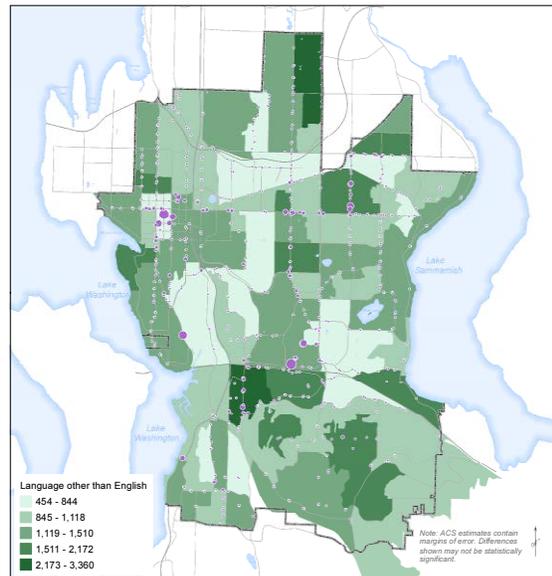
Older Adults (65+)



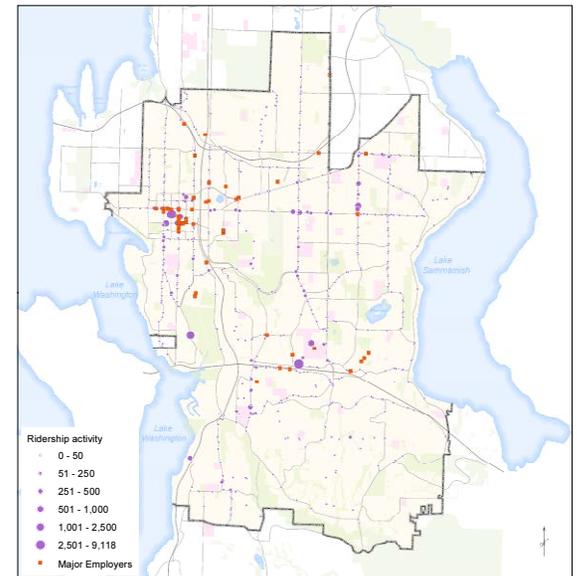
People who are of a Minority Race or Ethnicity



People that Speak a Language Other than English at Home



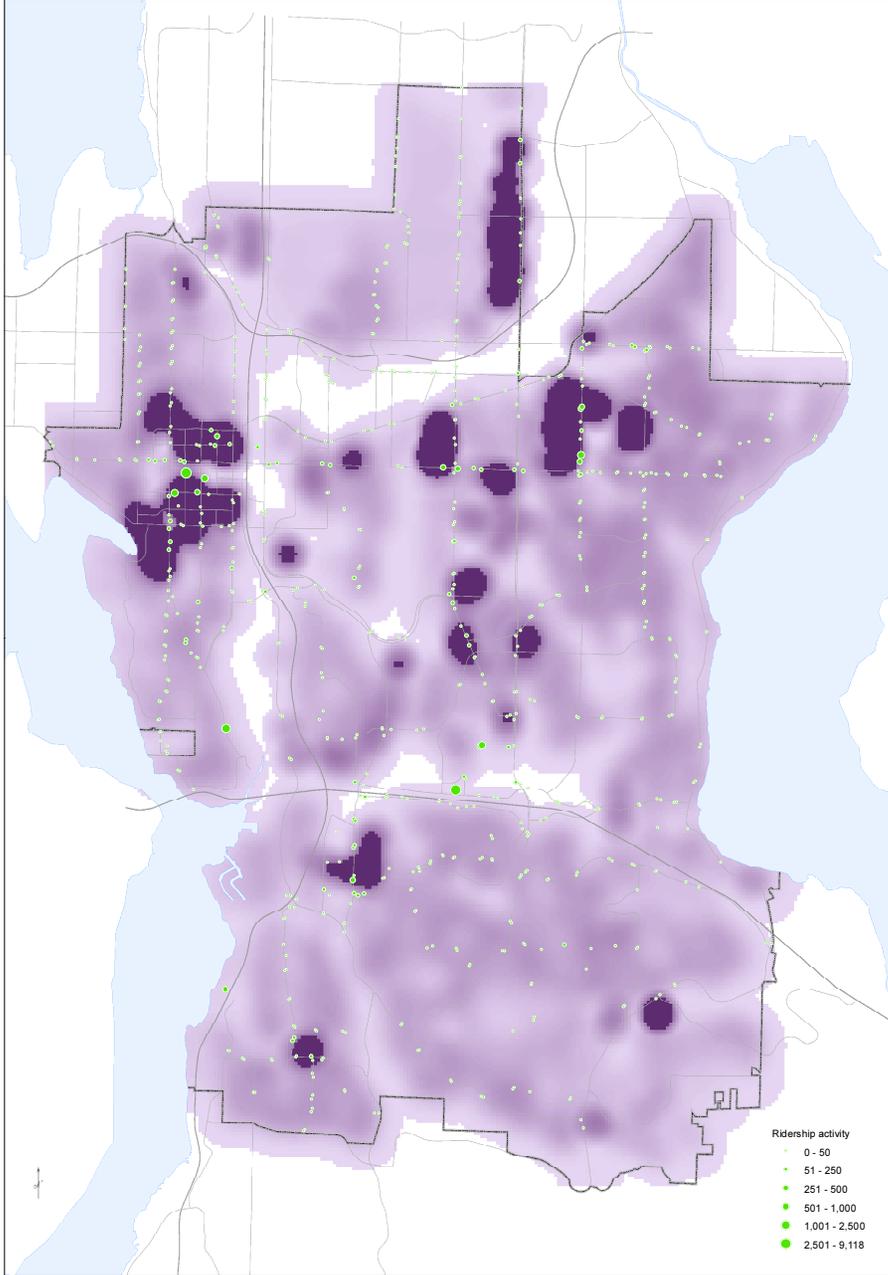
Major Employers



Ridership and Density

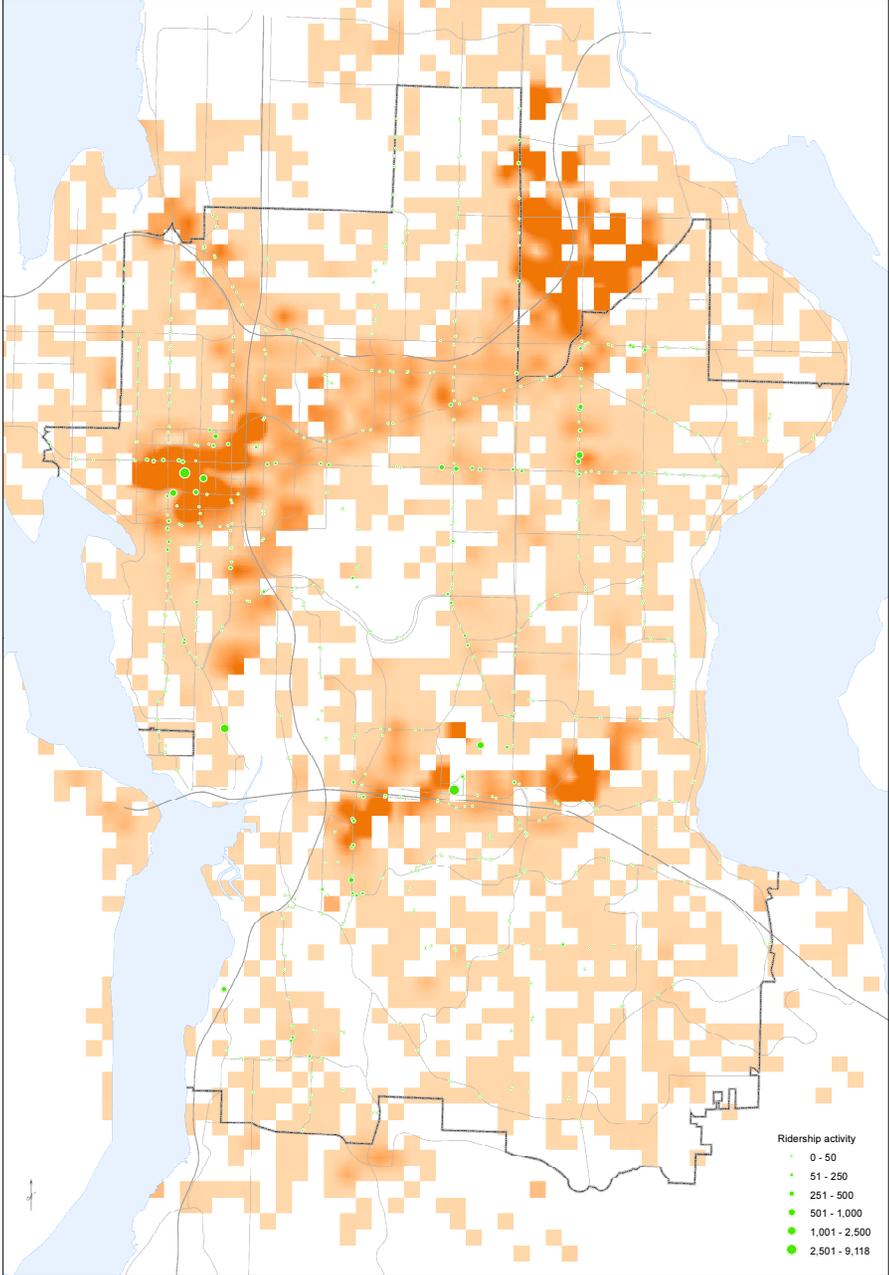
Bellevue Transit Master Plan

Population Density



Sources: U.S. Census Bureau, 2010 Census, King County Assessor, Puget Sound Regional Council 2011 Covered Employment

Employment Density



Pub: 1/17/2013 10:00 AM



Transit Facilities

Bellevue Transit Master Plan



Downtown bus stop.



Downtown bus layover.



Direct access ramp.



Transit information.



Downtown bus stop.



Transit wayfinding.



Downtown Transit Center.



Speed and Reliability Treatments

Bellevue Transit Master Plan



1 Queue Jump using Right turn only lane with far side stop, Powell and Milwaukie, Portland, OR



2 Queue Jump with near side stop, 45th and I-5 Ramp, University District, Seattle



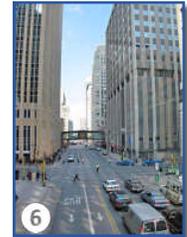
3 In-lane Stops, 45th and Corliss – Wallingford neighborhood, Seattle



4 Contra-Flow Lane, Fifth Avenue and James, Downtown Seattle



5 Transit Island Fourth Avenue and Jackson/Main, Downtown Seattle



6 Transit Only Contra-flow Lanes – Downtown Minneapolis



7 Transit Only Signal – 45th and Wallingford, Seattle



8 Bus Lane Signing – Second Avenue, Seattle



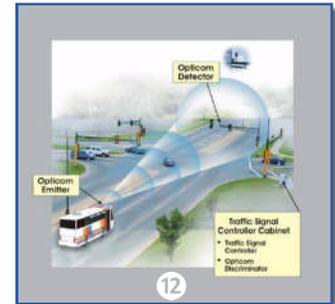
9 Bus Lane Markings – The Bronx, New York City



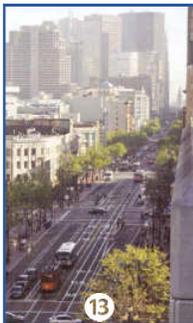
10 Dedicated Median Bus Way – Richmond, CA



11 Extended Curb as Entrance to Bus Only Lane – Fifth Avenue and Olive, Seattle



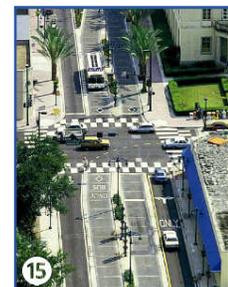
12 Transit Signal Priority – Concept



13 Market Street Bus Lanes – San Francisco, CA



14 Queue Jump Lane – Chandler, AZ



15 LYNX Bus Lanes – Orlando



Transit Customers

Bellevue Transit Master Plan

