



Bellevue Transit Master Plan

DATE: November 14, 2013

TO: Members of the Transportation Commission

CC: Members of the Planning Commission
Members of the Human Services Commission
Members of the Parks and Community Services Board
Members of the Arts Commission

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SUBJECT: Transit Master Plan – Preliminary Speed and Reliability Project List

INTRODUCTION

The Transit Master Plan (TMP) is a comprehensive look ahead to the type of system that will be required to meet Bellevue's transit needs through 2030. Guided by a set of [Project Principles](#) (approved by the Bellevue City Council on July 9, 2012) the Transportation Commission is tasked with overseeing the TMP and providing a recommendation to Council.

On November 14 staff will provide Transportation Commission members - and members of other boards and commissions - a status report on the Transit Master Plan. Staff will invite Commissioners and Board members to review and discuss the preliminary list of potential speed and reliability improvements.

To facilitate Commission/Board member deliberations at the November 14 meeting, staff produced the Draft Speed and Reliability Project Report. This document is a compilation of the following memos produced in support of the TMP:

1. **Past Projects and Reports** – Documents transit speed and reliability projects implemented since the adoption of the 2003 Bellevue Transit Plan along with those referenced in previous studies and reports that were not implemented.
2. **Toolbox of Corridor Treatments** – A review of speed and reliability best practices compiled into a toolbox of treatments to guide capital improvements along Frequent Transit Network corridors.
3. **Evaluation Methodology** – An evaluation methodology to determine where Bellevue might want to consider investing limited transit funding along Frequent Transit Network corridors.
4. **Potential Improvements** – A preliminary list of potential speed and reliability improvements for each of the Frequent Transit Network corridors.

Hard copies of this report will be available at the November 14 meeting.

The November 14 meeting is the second in a series of targeted Commission discussions aimed at supporting the Capital Element of the Transit Master Plan (TMP). Per Council direction, members of the Planning Commission, Human Services Commission, Arts, and Parks and Community Services Board are invited to attend all staff briefings on the TMP to the Transportation Commission. Any member from a board and commission is welcome to participate in these discussions.

STATUS REPORT

The Transit Master Plan (TMP) scope of work comprises three major elements (Service, Capital, and Policy). Since September 2012 the Transportation Commission has:

- considered the current state of transit service in Bellevue and the anticipated needs of the community in the years ahead;
- actively participated in multiple forums and workshops in an examination of the fundamental trade-offs concerning transit service allocation;
- arrived at a set of service-oriented strategies that will lead to "Abundant Access" for people who live, work, shop, and play in the City of Bellevue; and,
- formally transmitted these strategies informing the Service Element of the Transit Master Plan to the Bellevue City Council.

The [Transit Service Vision Report](#) details route-level recommendations that are responsive to three financial scenarios (reduced, stable, and growing resources) and attune to three time horizons (2015, 2022, and 2030). The Frequent Transit Network (FTN), derived from the 2030 Growing Resources scenario, increases service by approximately 47 percent from Spring 2012 levels to accommodate the projected near tripling of citywide transit demand by 2030. The 2030 FTN supports Downtown growth, Bel-Red corridor redevelopment, and Bellevue's other activity centers with well-connected bus routes that seamlessly interface with East Link light rail. People traveling along FTN corridors can expect convenient, reliable, easy-to-use services that are frequent enough that they never need to refer to a schedule. The Transit Service Vision Report concludes the Service Element of the TMP.

Having completed the Service Element, staff is working with members of the Transportation, Planning, Arts, and Human Services Commissions and the Parks and Community Services Board on the TMP Capital Element and supporting policy framework. This next phase of work recognizes that "encouraging long-term ridership growth" (Council Project Principles) in Bellevue necessitates transit service enhancements (noted in the Service Element) paired with the City's commitment to a supportive land use environment, pedestrian and bicycle amenities, and transit speed and reliability infrastructure (that will be outlined in the Capital Element). The result of this partnership will be a more productive transit network for the benefit of transit agencies and City of Bellevue customers.

The Capital Element of the TMP has three primary objectives:

1. Stimulate discussion on congestion in Bellevue that compromises transit's efficiency.;
2. Evaluate the trade-offs associated with different street design decisions.
3. Assess roadway, signal system, and other right-of-way improvements that could be made to support the 2030 Frequent Transit Network outlined in the Service Vision Report.

As part of the ongoing outreach supporting the TMP, the Transportation Department held a joint Board/Commission [Capital and Policy Element Workshop](#) on September 6, 2013. Workshop participants

engaged in a discussion about the appropriate degree to which transit should be given priority over other modes - if at all - and in which situations. This was considered both in terms of the language used in City policies and in relation to transit priority treatments along 2030 Frequent Transit Network corridors.

At its October 17 meeting the Transportation Commission formulated the following four capital-oriented strategies for Council consideration:

1. Use urban design and development regulations in Bellevue's major activity centers to support transit use.
2. Design transit facilities to enhance accessibility, connectivity, and user experience.
3. Invest in transit priority measures along Frequent Transit Network corridors.
4. Employ innovation and community collaboration when implementing transit priority measures along Frequent Transit Network corridors.

These capital-oriented strategies recognize that "encouraging long-term ridership growth" (Council Project Principles) in Bellevue necessitates transit service enhancements (noted in the Service Element) paired with the City's commitment to a supportive land use environment, pedestrian and bicycle amenities, and transit speed and reliability infrastructure (that will be outlined in the Capital Element). The result of this partnership will be a more productive transit network for the benefit of transit agencies and City of Bellevue customers.

At its October 17 meeting, the Transportation Commission also responded to one of Council's project principles for the Transit Master Plan (TMP) directing staff to: "Develop measures of effectiveness to evaluate transit investments and to track plan progress." Commissioners discussed the following four metrics to monitor progress in achieving Bellevue's TMP vision:

1. Measure service availability on Bellevue's Frequent Transit Network corridors.
2. Measure transit usage in Bellevue's Mobility Management Areas.
3. Measure person throughput by mode on Bellevue's Frequent Transit Network corridors.
4. Measure travel time savings resulting from speed and reliability improvements on Bellevue's Frequent Transit Network corridors.

On November 14 staff will continue this information exchange with the Transportation Commission.

NEXT STEPS

Bellevue staff will make refinements to the preliminary list of potential speed and reliability improvements based on feedback from the November 14 Transportation Commission meeting. An updated version of this project list will be presented to the Transportation Commission for consideration at its December meeting.