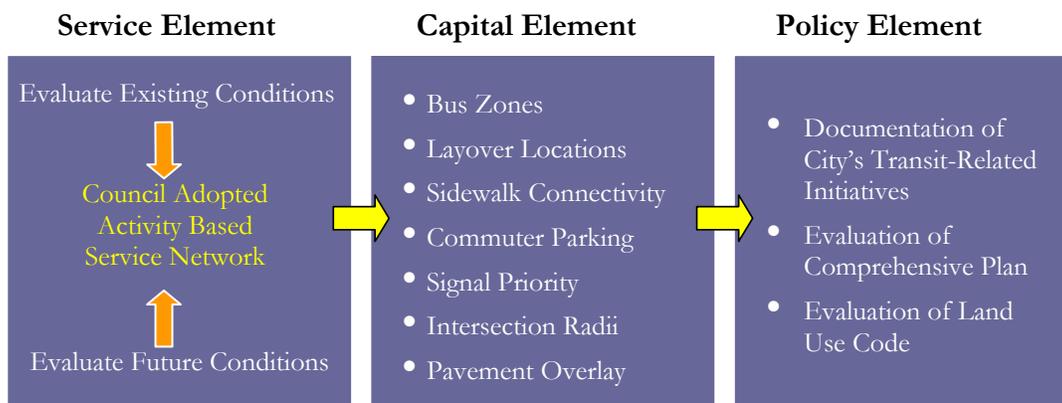


Executive Summary

The Bellevue City Council considers transportation a top priority. The City recognizes that responding to the travel demand needs of its residents and businesses cannot be fully supported through increases in and improvement to the City's roadway network. The Council views transit solutions as an increasingly important part of a local and regional transportation system that supports land use and level-of-service standards in the Bellevue Comprehensive Plan.

The Bellevue Transit Plan recommends improved public transit service to and within Bellevue, the capital improvements to support the recommended transit services, and a review of and recommendations concerning the transit-supportive policies in the City's Comprehensive Plan. The Transit Plan is comprised of the following three elements ...

Figure 1
Project Approach



- **Service Element** - - Recommends bus service improvements within Bellevue, and better connections to major Eastside and regional destinations. Key destinations within Bellevue (downtown Bellevue, Eastgate/BCC, Factoria, Crossroads, and Overlake) serve as "anchors" for the recommended system. Emphasis is placed on connecting these transit hubs to neighborhoods and to each other with frequent and direct service.
- **Capital Element** - Recommends transit-supportive capital improvements. Efforts to improve sidewalk connections from neighborhoods to transit service, investments that support enhanced speed and reliability of transit, and the location of shelters all influence the decision to ride.
- **Policy Element** - Explores different strategies the City might undertake in support of transit. The City Council views transit solutions as an increasingly important part of the local and regional transportation system and key to the City's future development.

BELLEVUE TRANSIT PLAN

Service Element

Current market conditions necessitate transit service improvements to improve intra-Bellevue service connections. The figure below reflects areas (in red) that lack 30 minute service (based on Sept 2000 data) broken out by time of day (peak, midday, evening) and by weekday, Saturday, and Sunday. Areas lacking 30 minute service are considered inconvenient for potential users of the bus system.

Figure 2
Areas in Bellevue Lacking 30 Minute Bus Service

Hours of Operation

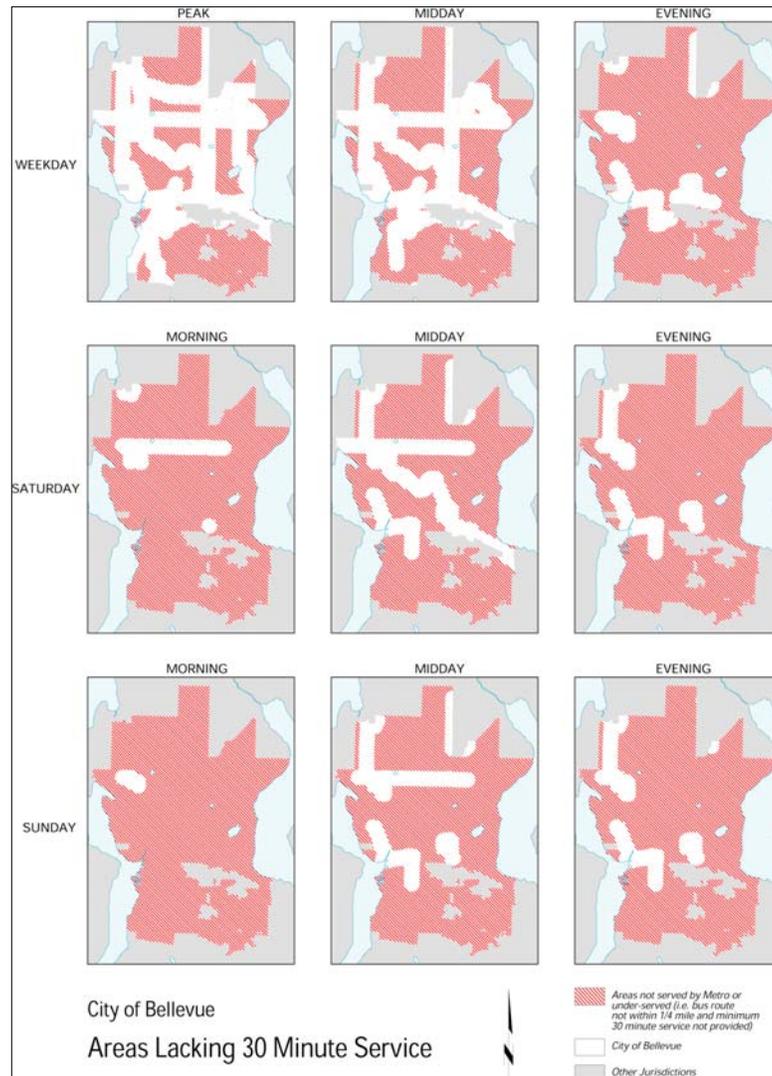
- Weekday services tend to be limited to peak hours.
- Mid-day & evening service is poor.
- Weekend service negligible all times.

Service Frequency

- Largely 60+ minute - resulting in lengthy waits.

Service Area

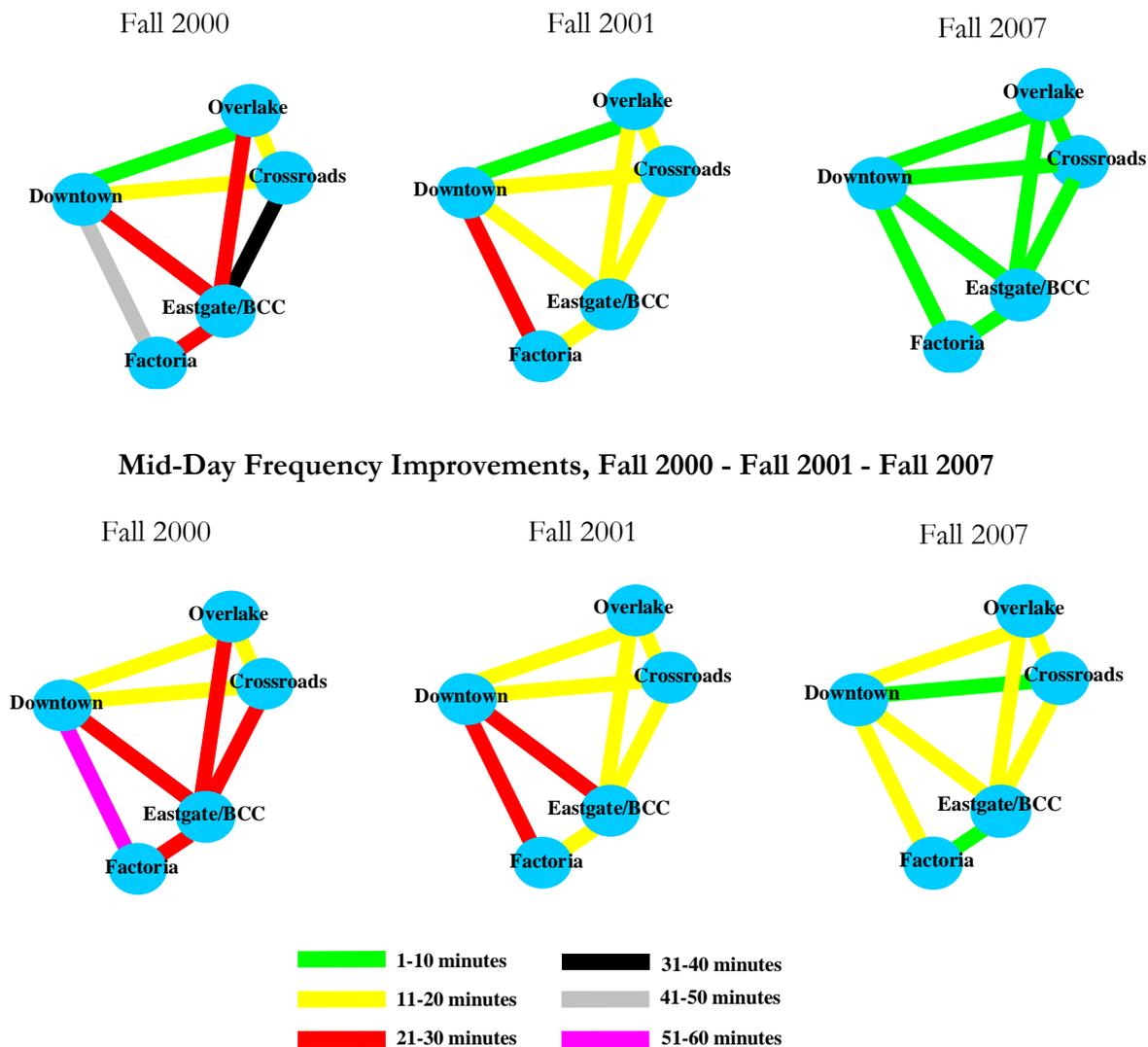
- Access limited or absent in many parts of the City.



BELLEVUE TRANSIT PLAN

The recommended transit service improvements in this Plan include enhancements to local transit service within Bellevue, as well as improved transit service to major Eastside and regional destinations. Key destinations within Bellevue (downtown Bellevue, Eastgate/BCC, Factoria, Crossroads, and Overlake) would be served better with the recommended plan. These transit hubs provide "anchors" for the system of improvements recommended in the Plan. Emphasis is placed on connecting transit hubs to each other with frequent and direct service, which is consistent with King County Metro's Six-Year Transit Plan. This service concept represents a departure from Metro's prior service concept, which emphasized a commuter-based focus on getting Bellevue residents to employment locations outside the City, primarily to downtown Seattle and the University District. As reflected in Figure 3, the target service frequency improvements within Bellevue for Fall 2001 and Fall 2007.

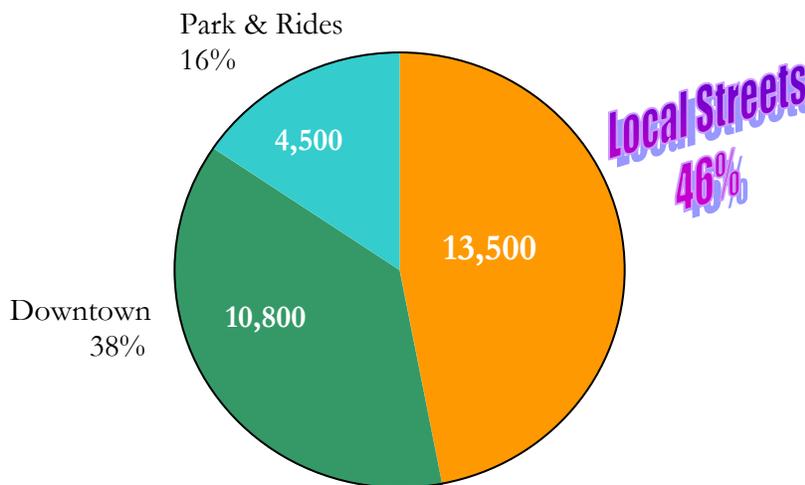
Figure 3
Peak Hour Frequency Improvements, Fall 2000 - Fall 2001 - Fall 2007



Capital Element

There is need for more localized transit-supportive infrastructure investments that are supportive of the intra-Bellevue transit network. The figure below shows that almost 50 percent of the 30,000 average weekday transit riders (ons/off) in Bellevue occur on the city's street system outside of downtown Bellevue and outside of the City's park and ride lots.

Figure 4
Daily Transit Facility Utilization in Bellevue



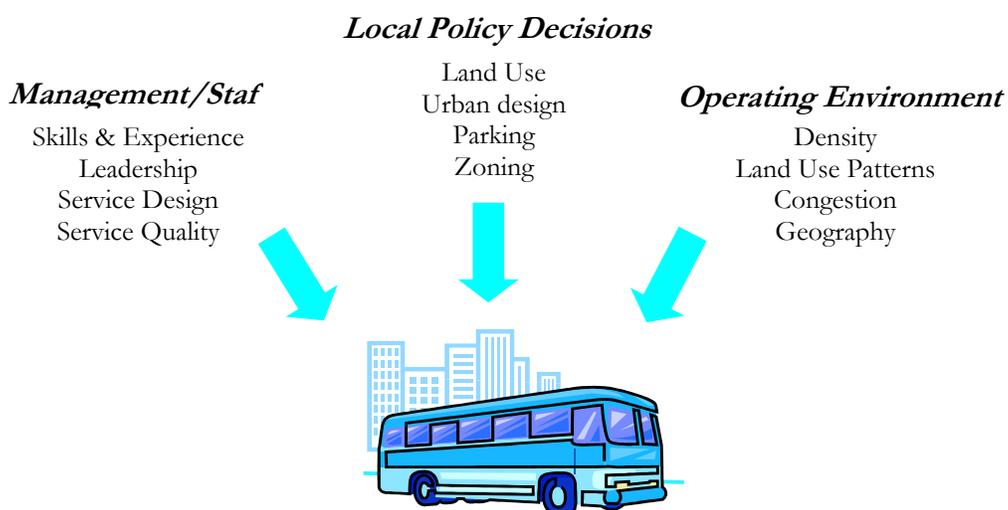
The localized focus of the Capital Element aims to address the needs of the majority of the City's transit customers by improving access to and the operating environment of the City's local street network. The orientation of this plan is therefore centered around recommended improvements to the following program areas:

- **Bus stop amenities:** Transit passenger amenities throughout Bellevue, including provision of shelters at locations with high concentrations of transit and pedestrian activity.
- **Pedestrian accessibility:** Improving/installing sidewalks along streets with key transit routes.
- **Transit signal priority:** Signal improvements to enable buses to maintain a predictable schedule and perform at an overall operating speed that compares favorably with general traffic.
- **Pavement overlay:** A broader pavement depth along streets that are subject to higher transit traffic volumes.
- **Arterial improvements:** On-street improvements to arterials to improve transit operations that are negatively impacted by traffic congestion.
- **Transit centers:** Upgrading transit center facilities based on existing and projected ridership patterns in the Factoria area, Bellevue Community College, and Crossroads.

Policy Element

The recently adopted King County Metro (Metro) Six-Year Transit Development Plan for 2002-2007 includes service allocation policies that are predicated on the commitments made by local jurisdictions to aggressively implement local land use plans, growth management strategies, and regulations to facilitate development that is supportive of transit services. The figure below reflects the City of Bellevue's understanding that its local policy decisions on land use, urban design, parking, and zoning are critical factors affecting transit performance.

Figure 5
Factors Affecting Transit Performance



The Policy Element articulates the City's position that it takes its partnership with Metro seriously and has already undertaken a number of strategic transit initiatives to improve the environment within which transit operates in the City of Bellevue. Policy support for this partnership is reflected in the City's Comprehensive Plan and in numerous interest statements the City Council has adopted. The Policy Element explores the different strategies the City is undertaking in support of these transit directives. The orientation of this plan is therefore centered around supporting the following types of transit policy considerations:

- Pedestrian and bicycle access improvements to transit.
- Commute trip reduction coordination with employers.
- HOV/HCT improvements to address mobility demand on state highways.
- Marketing and outreach to increase citizen awareness of transit alternatives.
- Parking management efforts to limit supply for single-occupant vehicles.
- ROW preservation in support of future regional transit facility development.
- Leased lot park and ride development to address commuter parking demand.
- Development review efforts to incorporate transit/pedestrian friendly design.