



## Bellevue Transit Master Plan

# Project Principles

Approved July 9, 2012

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 (cuts/status quo/aspirational) and attune to different time horizons (near/mid/long 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 bus 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: (i) 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.