



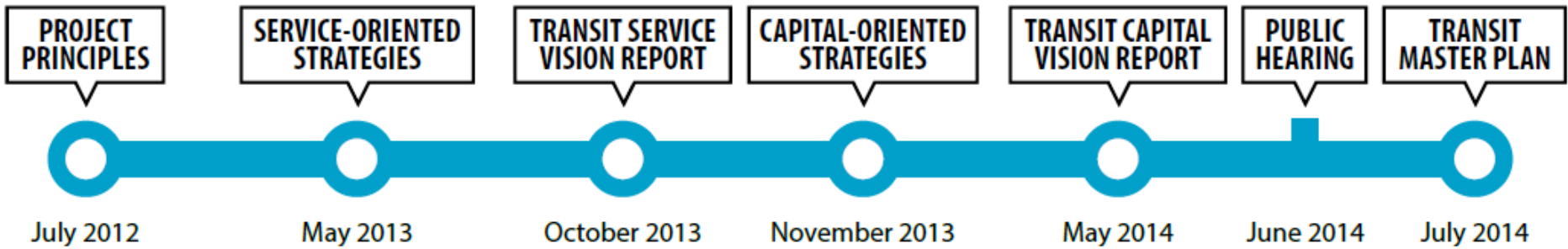
# Bellevue Transit Master Plan



***Bellevue Chamber of Commerce  
Transportation Committee  
June 10, 2014***



- 1. Project Background**
- 2. Community Outreach**
- 3. Scope of Work**
- 4. Next Steps**



# Bellevue Transit Master Plan

# Other Transit Services

### Metro Fixed Route Service



### ST Regional Express



### ST Light Rail Service



### ST Commuter Rail Service



### Access Paratransit



### Dial-a-Ride-Transit (DART)



### Commuter Vans



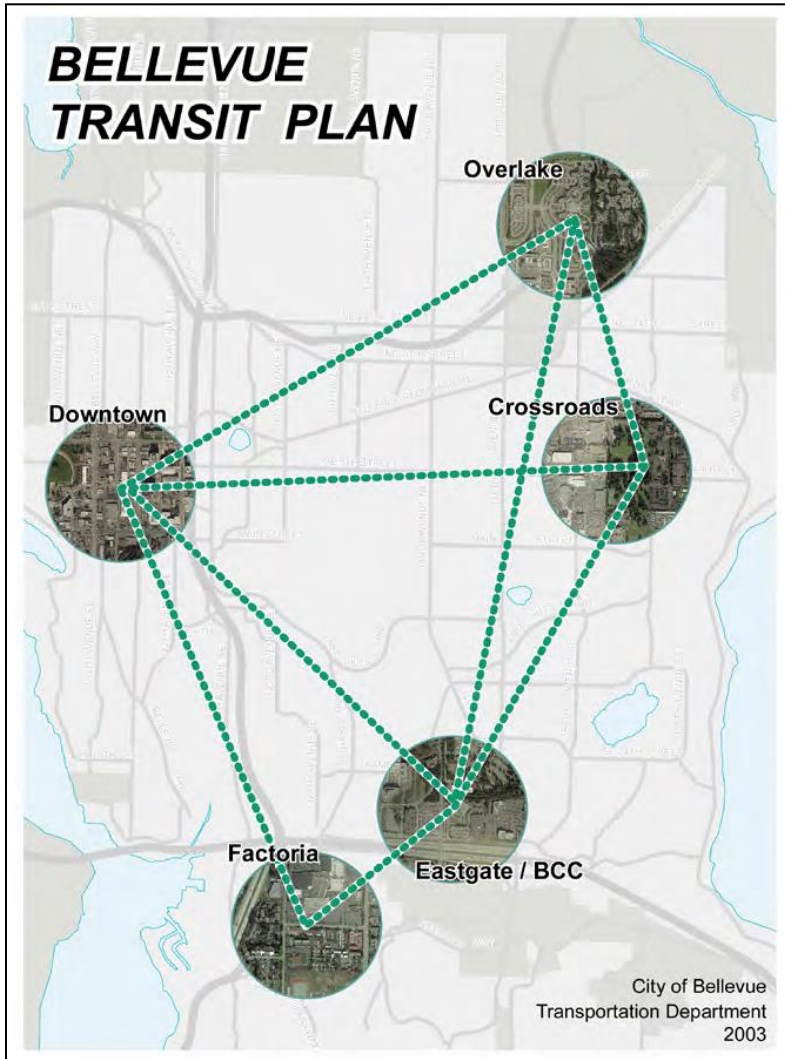
### Taxi Script





# Resolution No. 6859 (June 2, 2003)

# Capital Projects (since 2003)



Eastgate Direct Access Ramps



Access Downtown



Eastgate P&R



I-90 Two-Way Transit HOV



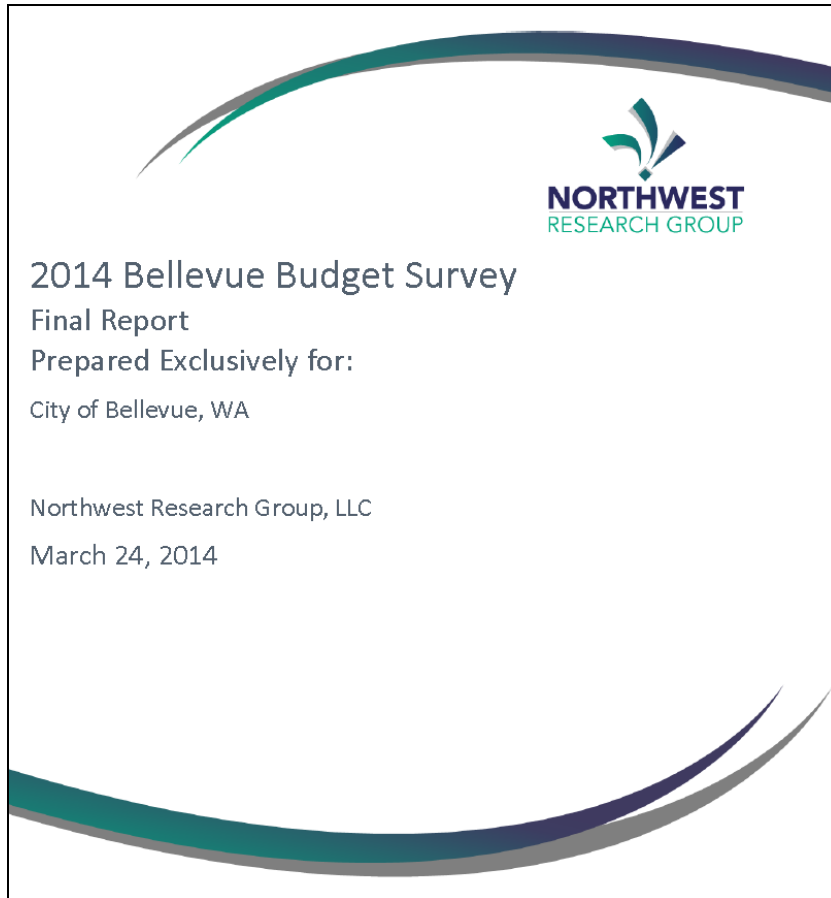
Bellevue Transit Center



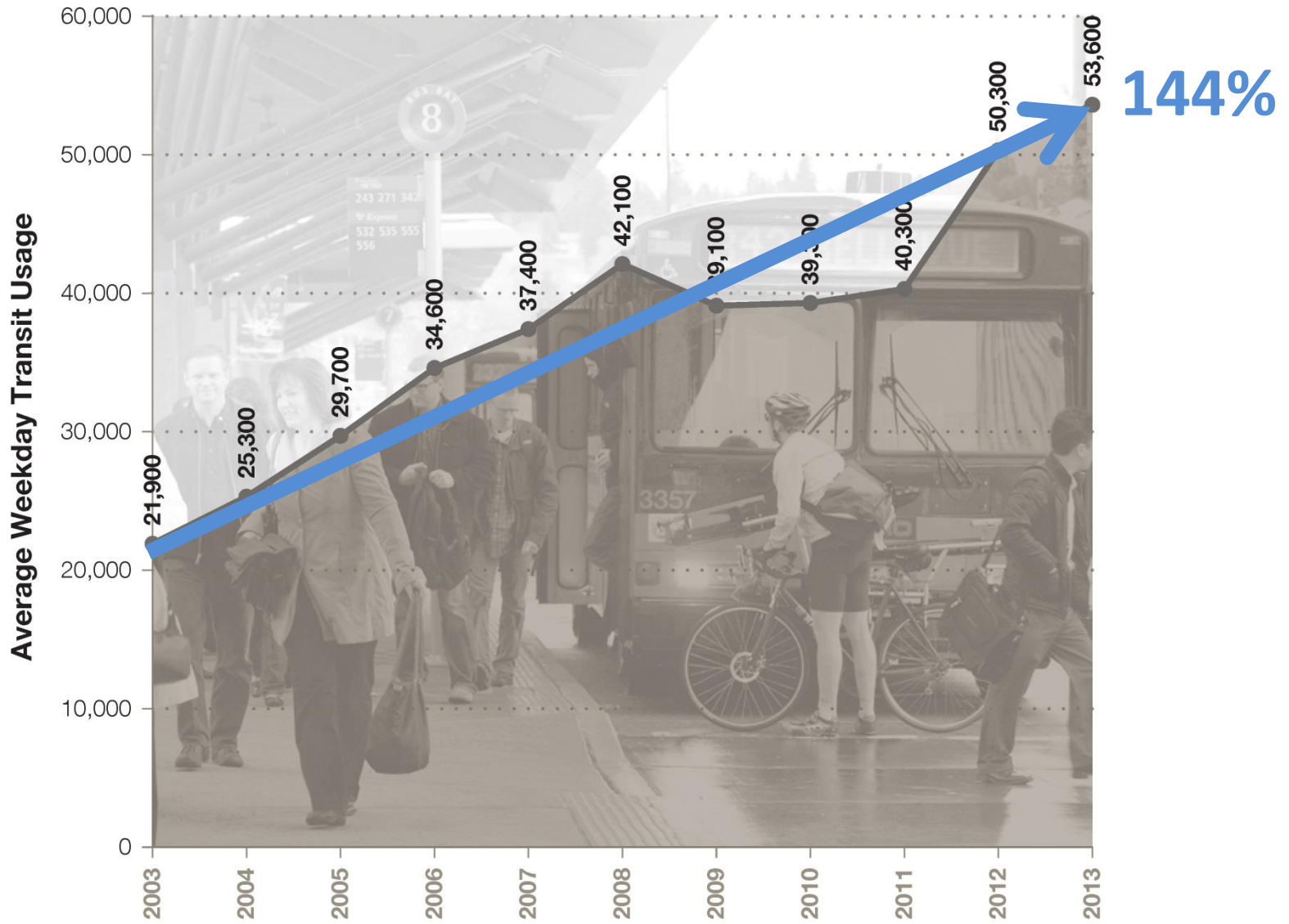
RapidRide B Line



## ***Project Background***



***90 percent of Bellevue residents agree or strongly agree that the City should “work with regional agencies to improve local and regional public transportation serving Bellevue.”***







*Downtown Bellevue 2030 Vision*



*South Kirkland P&R Transit Oriented Development Project*



*Bel-Red Subarea Plan*



*Eastgate Transit Oriented Development Concept*



**East Link Light Rail  
Project to be built**

**Stations**  
○ Station

**Route Profile**  
— At-Grade  
▄▄▄ Elevated  
▄▄▄ Tunnel

●●●● Retained Cut / Fill  
 ◆◆◆◆ Future Downtown Redmond Extension\*  
 \* The Board also identified a route for a further extension to Downtown Redmond in the future that was not funded in the Sound Transit 2 ballot measure.

**Central Link Light Rail**

▬ Central Link Alignment and Station  
 ▨▨▨▨ University Link Under Construction  
 ▨▨▨▨ Final Design

(December 2011)





King County  
**METRO**  
We'll Get You There

King County  
Metro Transit  
**Strategic Plan  
for Public  
Transportation  
2011-2021**

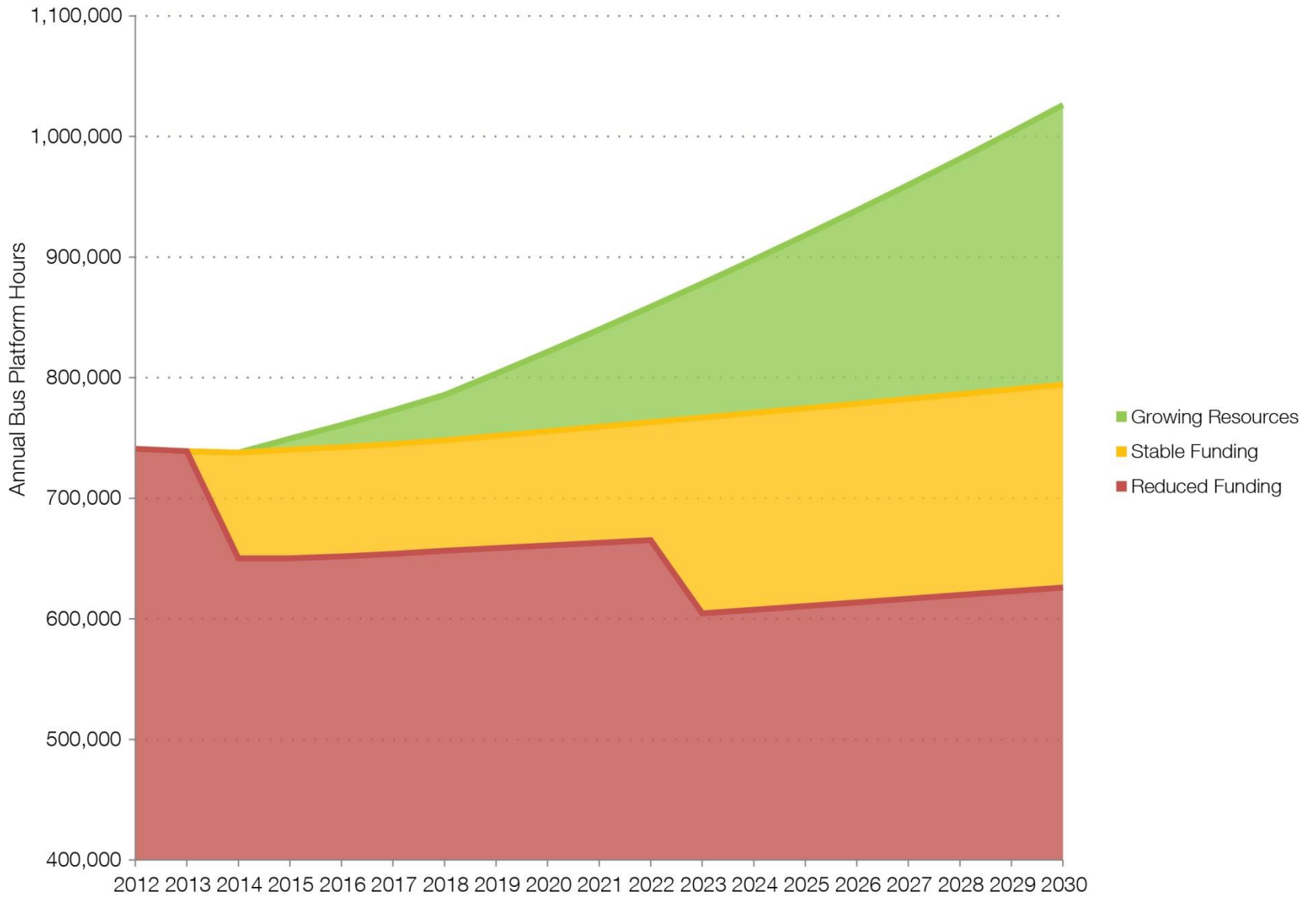
**ADOPTED JULY 2011**



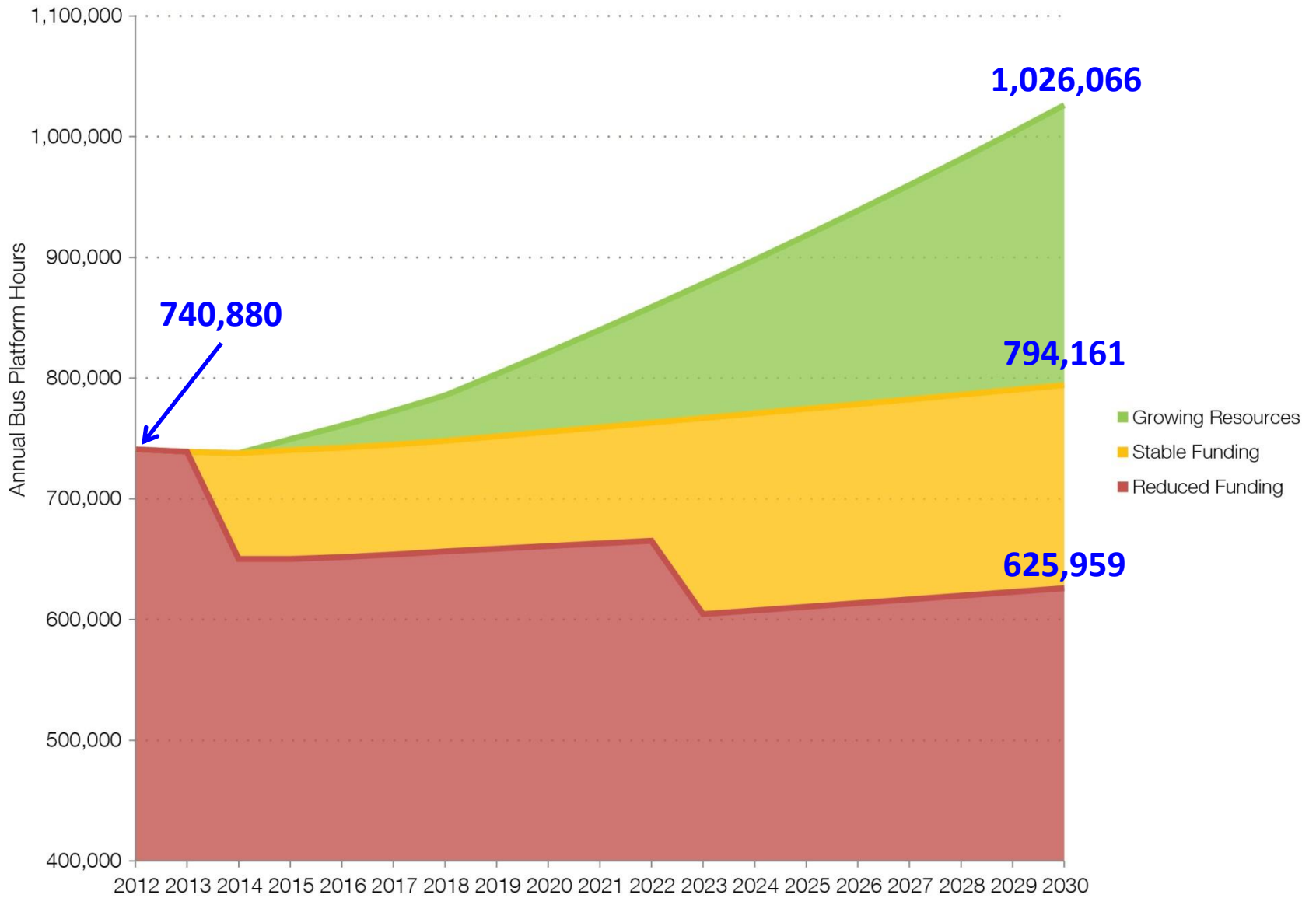
King County  
**METRO**  
We'll Get You There

King County  
Metro Transit  
**2013 Service  
Guidelines  
Report**

November 2013



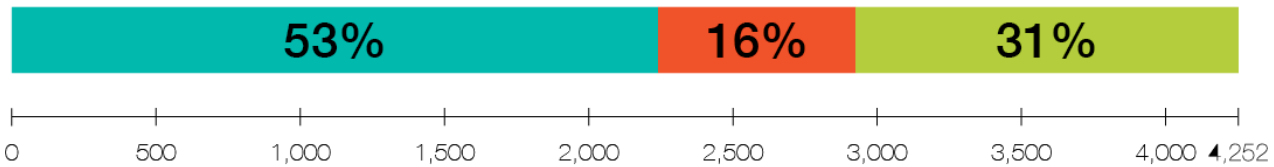






## ***Community Outreach***

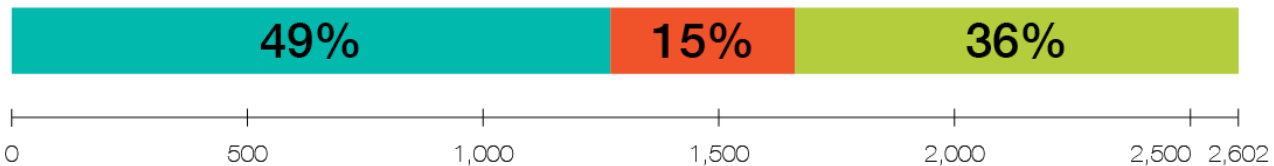
## All Respondents






## Bellevue Residents



## Non-Bellevue Residents

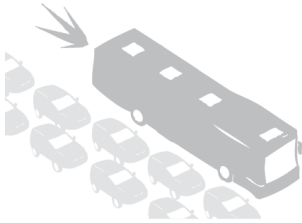


-  *I use transit services in Bellevue regularly or occasionally.*
-  *I formerly used transit in Bellevue but no longer do.*
-  *I have never used transit in Bellevue.*

# HOW SHOULD THE CITY INVEST?

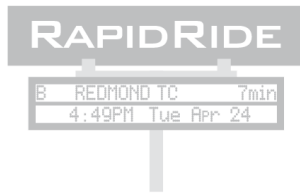
ACCORDING TO CURRENT TRANSIT USERS

**30%**



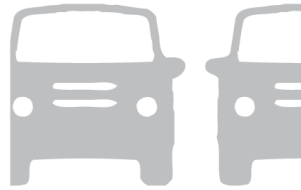
Improve service speed and reliability by investing in roadway and traffic signal infrastructure. (595)

**21%**



Provide real-time bus arrival information signs at major stops, similar to the RapidRide B Line at Bellevue Transit Center. (406)

**14%**



Increase vehicle parking capacity at Park and Ride lots. (268)

**10%**



Provide additional route, schedule, and wayfinding information at bus shelters. (189)

**5%**



Install additional bicycle lanes/trails to better connect neighborhoods to bus services. (107)

**3%**



Improve comfort at bus stops with improvements like additional seating and other street furniture. (60)

**3%**



Improve safety at bus stops by providing additional street lighting. (61)

**2%**



Improve sidewalk connectivity (install additional sidewalks) at and around bus stops. (48)

**2%**



Repair City-owned streets used as transit corridors to improve ride quality/comfort. (31)

**<1%**



Increase bicycle parking capacity at Park and Ride lots. (3)

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





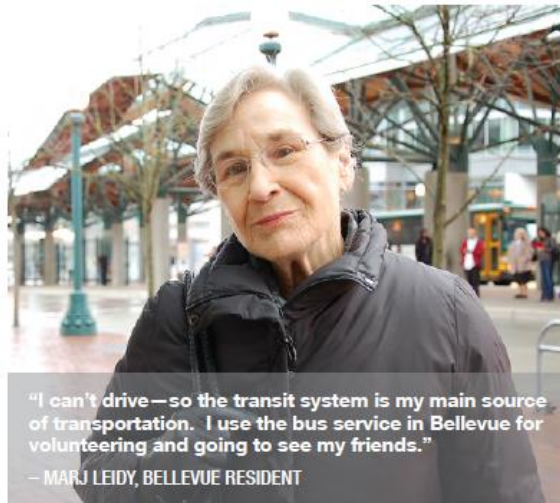
"The October 2011 service changes are absolutely great... I love the B Line. I love that Route 245 from Factoria to Kirkland via Sammamish High School and Crossroads now runs every fifteen minutes. I don't need to look at a schedule before I take the bus. I love that unproductive routes were deleted in favor of more productive routes that serve more people."  
 – DANIEL WARWICK, STUDENT AT INTERLAKE HIGH SCHOOL



"I'm a returning student full time, and I'm disabled as well. So, it's just much better economically to use the transit versus owning a car, with insurance and gas costs."  
 – ANGIE CHANDLER, BELLEVUE RESIDENT



"I can't see well enough to drive, and physically I can't—my back is really too bad at this point to drive, even if my eyes were good enough, which they are not. It would not be safe for me to drive."  
 – STACEY DUNN, BELLEVUE RESIDENT



"I can't drive—so the transit system is my main source of transportation. I use the bus service in Bellevue for volunteering and going to see my friends."  
 – MARJ LEIDY, BELLEVUE RESIDENT

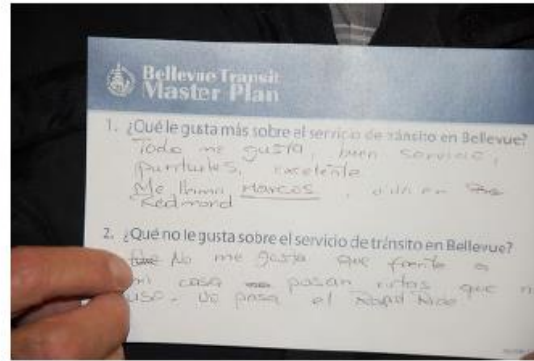


"Transit is very important to me. I live in Kirkland and I come here to the Division of Vocational Rehabilitation in Bellevue at least three or four times per week to get some training to get back to work."  
 – TIM STEINERT, KIRKLAND RESIDENT



"I use transit pretty much every day for the work week, Monday through Friday. I've got a class on campus here every day, and then on the weekends I use the ORCA card to get around downtown. So my actual personal vehicle hardly ever comes into context; I'm always on a Metro bus."  
 – ANDY NUTZHORN, STUDENT AT BELLEVUE COLLEGE

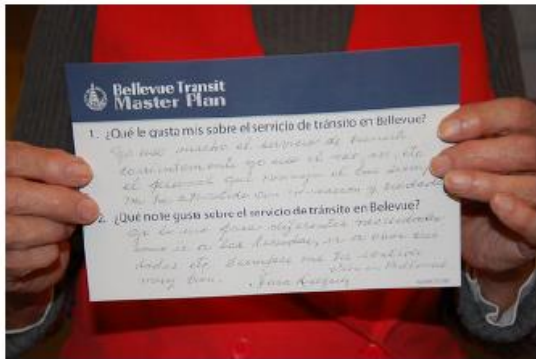




**Bellevue Transit Master Plan**

1. 您認為貝爾優的交通設施有甚麼好的地方?  
*What I like is that there are many different lines. - North, they are very nice, they are very easy to use, and they are very easy to use. Translation*

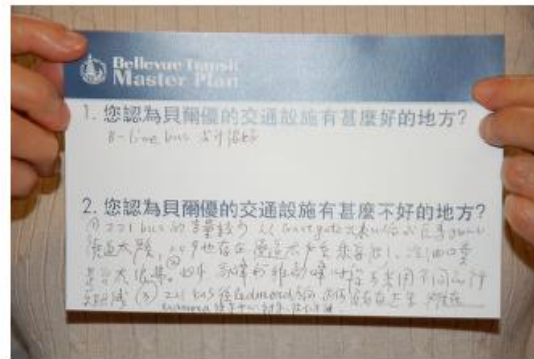
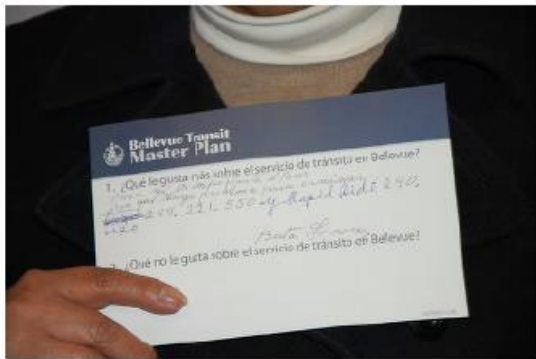
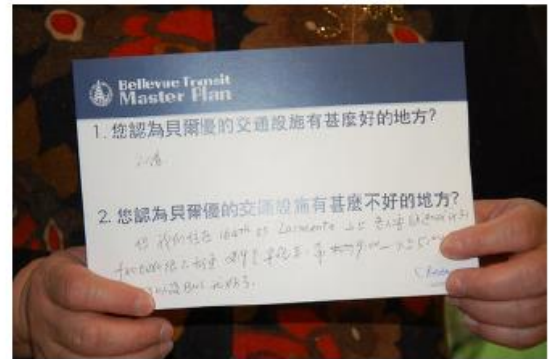
2. 您認為貝爾優的交通設施有甚麼不好的地方?  
*It's not single mode (no car) take children to day care (using a bike) in Bellevue, then go to work and transfers. Bellevue it was much easier to switch buses - now longer stops make it harder. Translation*



**Bellevue Transit Master Plan**

1. 您認為貝爾優的交通設施有甚麼好的地方?  
*Мне не нравится новая Transit System. Раньше когда я работал в Сиэтле, я пользовался автобусом из Белвью и это было удобно. Сейчас я работаю в Белвью и трати много времени чтобы добраться до работы. Автобусные остановки расположены далеко друг от друга и приходится ждать их дольше. Translation*

2. 您認為貝爾優的交通設施有甚麼不好的地方?  
*I am not satisfied with new Transit System. Before, when I worked in Seattle I took the bus from Bellevue and it was OK. Now, work in Bellevue and it takes a longer time to get to job, because I have to wait longer to get a transfer. Also the bus stops in different places far away from each other. Translation*



**Bellevue Transit Master Plan**

1. 您認為貝爾優的交通設施有甚麼好的地方?  
*I worked in Northgate and live in SE Bellevue. The transit system is very convenient, especially the bus lines. They are very easy to use and they are very easy to use. Translation*

2. 您認為貝爾優的交通設施有甚麼不好的地方?  
*I work in Bellevue and live in SE Bellevue. The Transit System is very difficult to get to my job because of transfers and traffic. (now longer stops make it harder). Translation*



**Betty Nokes, President and Chief Executive Officer**



**Patrick Bannon, President**



**Ray White, VP Administrative Services**



**Chi Pak, Senior Manager of Corporate Sustainability**



**Terry Parker, Transportation Manager**



**Lauren Thomas, Interim Chief Executive Officer**



**Paula Houston, Chief Executive Officer**



**Christina Brandt, Chief Executive Officer**



**Jim Stanton, Senior Community Affairs Manager**



**Sandy Bumstead, Director of Facilities**



Seattle Children's  
HOSPITAL • RESEARCH • FOUNDATION

**Paulo Nunes-Ueno, Director of Transportation & Sustainability**



**Andy Wappler, VP of Corporate Affairs**

## COACH OPERATOR SURVEY

King County Metro and the City of Bellevue are working together to improve travel time and reliability of services in Bellevue. Metro and Bellevue staff have worked together to develop this survey to collect your thoughts and concerns about where in the City of Bellevue congestion problems compromise transit's efficiency. **This survey is strictly voluntary and unpaid.**

Your input will inform the City of Bellevue's work on its Transit Master Plan – a 20-year look ahead to the type of transit system that will be required to meet Bellevue's transit needs through 2030.

We are interested in hearing your thoughts as we assess roadway, signal system, and other rights-of-way improvements that could be made to support the city's transit vision.

Using the map and letters provided on the next page, please indicate where you experience any of the following:

- A. Areas where you lose most time
- B. Bus waits through multiple signal cycles to get through intersection (indicate route, time of day, day of week, and direction of travel)
- C. Bus is delayed by long signal cycles or poor signal timing for transit (indicate route, time of day, day of week, and direction of travel)
- D. Delay caused by required lane changing maneuvers
- E. Delay caused by bus pull-outs
- F. Safety concerns related to bus zone
- G. Safety concerns related to traffic conflicts
- H. Any bus stop locations that passengers or operators have expressed an opinion could be better located.

Please indicate the routes you drive and provide any additional comments you feel would be useful to the project.


Routes you drive: \_\_\_\_\_

\_\_\_\_\_

Comments: (use back of survey for additional comments) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

 Return completed survey to **Ken Johnston**.



**King County**

Department of Transportation  
**Metro Transit Service Development**  
 201 South Jackson Street  
 M.S. KSC-TR-0426  
 Seattle, WA 98104-3856

Themes	Issues	Number of Issues Identified	Percent of Issues Identified	Percent of Comments Citing Issue	Number of Respondents Citing Issue	Percent of Respondents Citing Issue
Bus Stop Locations	<b>Total</b>	13	10%	14%	9	35%
	Adjust Stop Location	4	3%	4%	3	12%
	Eliminate Stop	7	5%	8%	6	23%
	New Stop	1	1%	1%	1	4%
	Miscellaneous	1	1%	1%	1	4%
Maneuverability	<b>Total</b>	13	10%	14%	7	27%
	Bus Pull-Out	3	2%	3%	3	12%
	Lane Changes	6	4%	7%	4	15%
	Roadway Design	4	3%	4%	2	8%
Safety Issues	<b>Total</b>	23	17%	26%	11	42%
	Bus Zone	5	4%	6%	5	19%
	Pedestrian Conflicts	4	3%	4%	3	12%
	Traffic Conflicts	14	10%	16%	8	31%
Signal Delay	<b>Total</b>	60	44%	67%	17	65%
	Signal Coordination	4	3%	4%	3	12%
	Long Cycle / Poor Timing	25	18%	28%	12	46%
	Multiple Cycles	12	9%	13%	6	23%
	Short Green	18	13%	20%	10	38%
	Miscellaneous	1	1%	1%	1	4%
Slow Areas	<b>Total</b>	19	14%	21%	6	23%
	Bellevue College	1	1%	1%	1	4%
	Bellevue Transit Center	1	1%	1%	1	4%
	Bellevue Way SE	2	1%	2%	2	8%
	Bel-Red	1	1%	1%	1	4%
	Crossroads	1	1%	1%	1	4%
	Downtown Bellevue	6	4%	7%	4	15%
	Eastgate	1	1%	1%	1	4%
	Newcastle	1	1%	1%	1	4%
	Overlake Park & Ride	1	1%	1%	1	4%
	Overlake Transit Center	1	1%	1%	1	4%
	S. Kirkland P&R and Vicinity	2	1%	2%	2	8%
	SR-520 at NE 40th St	1	1%	1%	1	4%
Traffic Delay	<b>Total</b>	7	5%	8%	5	19%
	Congestion	3	2%	3%	3	12%
	Conflicts with Other Modes	4	3%	4%	2	8%
Miscellaneous	<b>Total</b>	1	1%	1%	1	4%

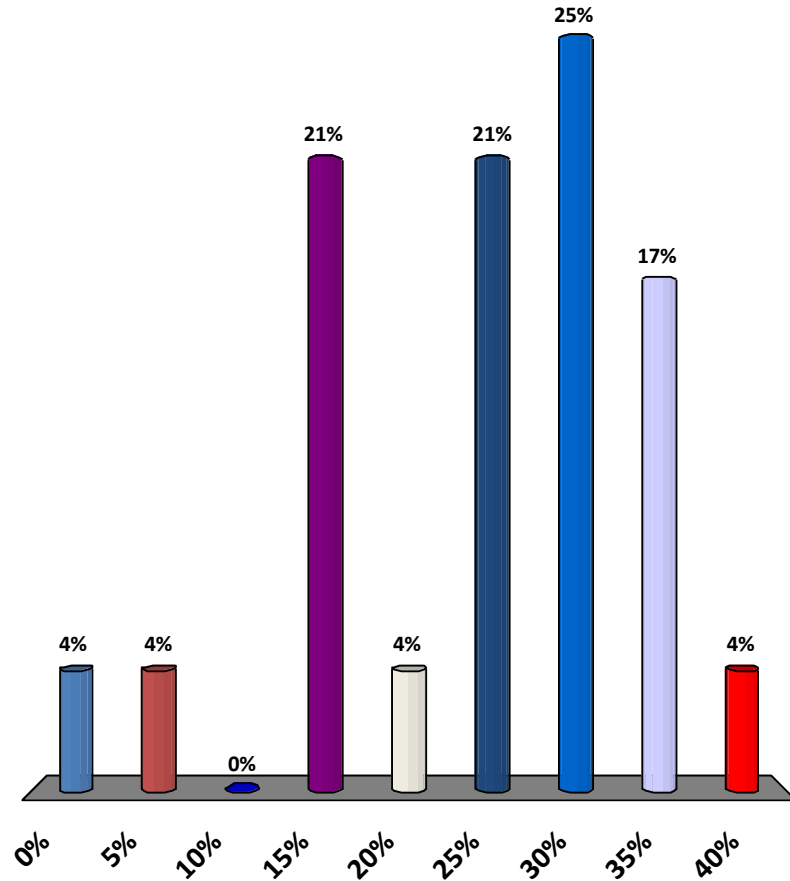


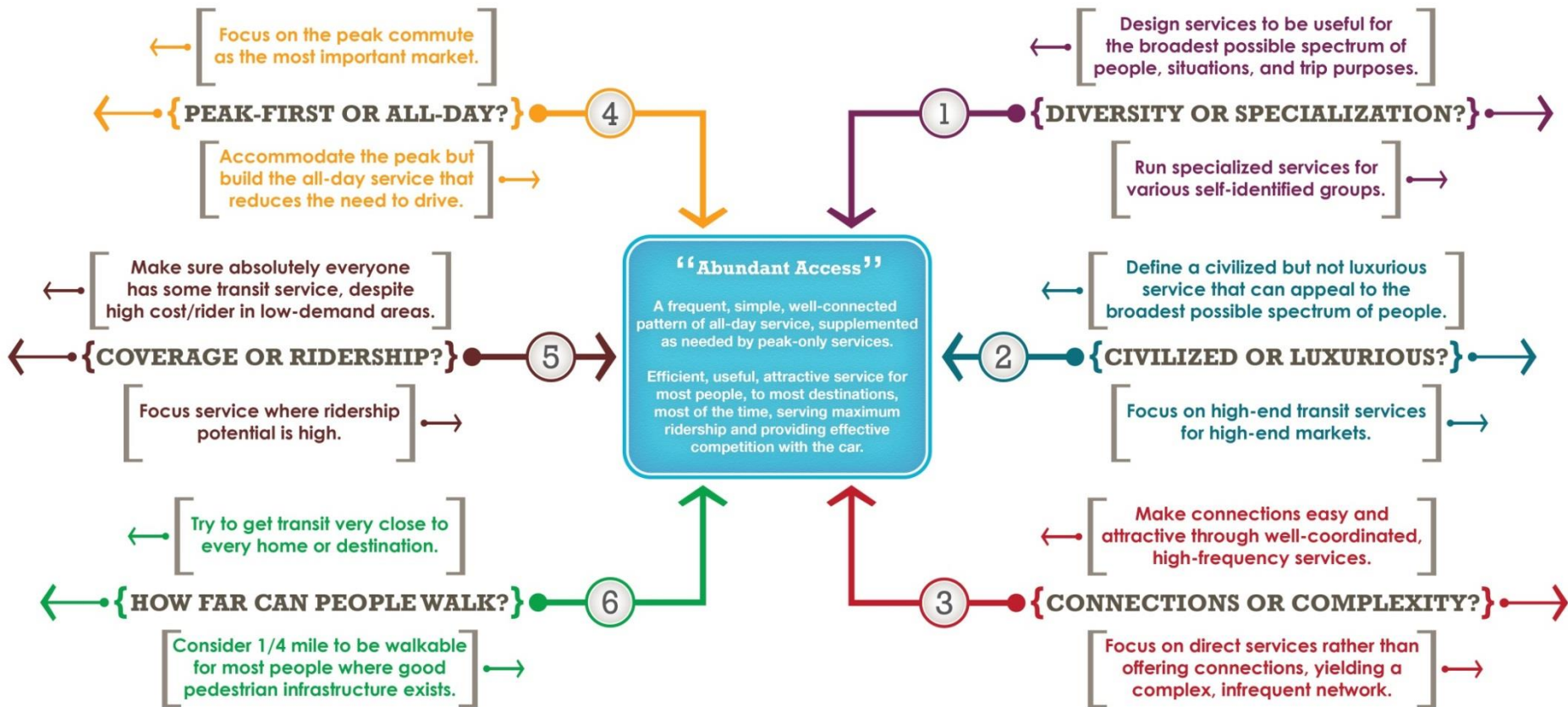




# What % of the population is it OK not to serve?

1. 0%
2. 5%
3. 10%
4. 15%
5. 20%
6. 25%
7. 30%
8. 35%
9. 40%

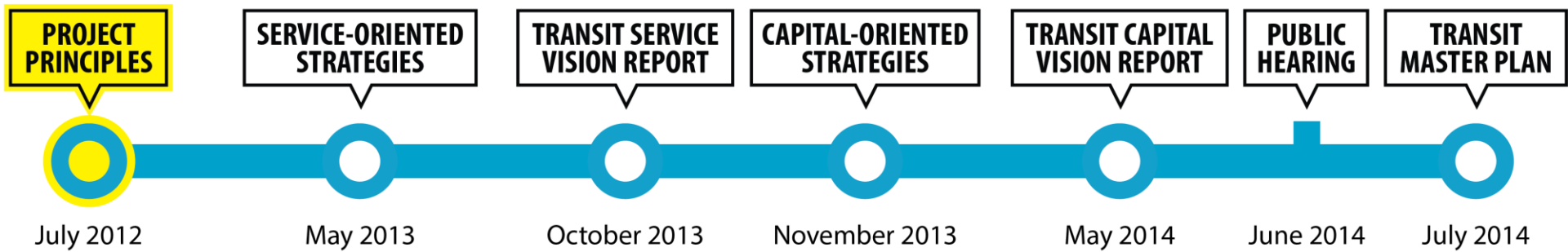








## *Scope of Work*





# Project Principles

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.**

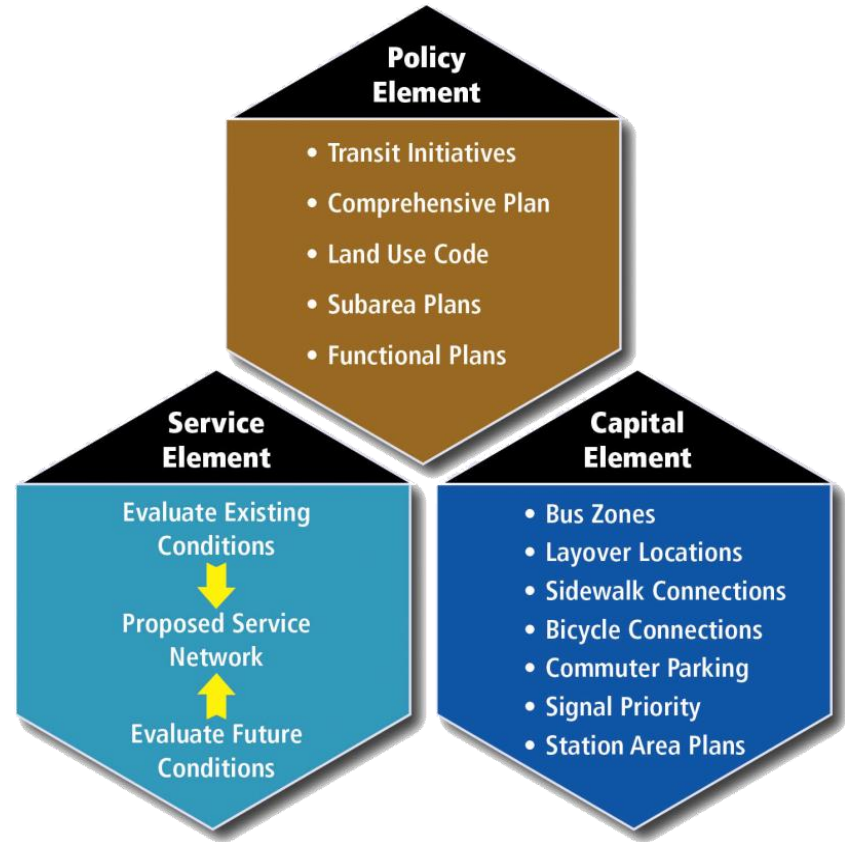
The Transit Master Plan should look to the future and be compatible with Bellevue's land use and transportation plans and the challenges and opportunities of changing demographics, land use characteristics, and travel patterns. Following consultations with the community, demand forecasting, and a review 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/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's service and infrastructure.**

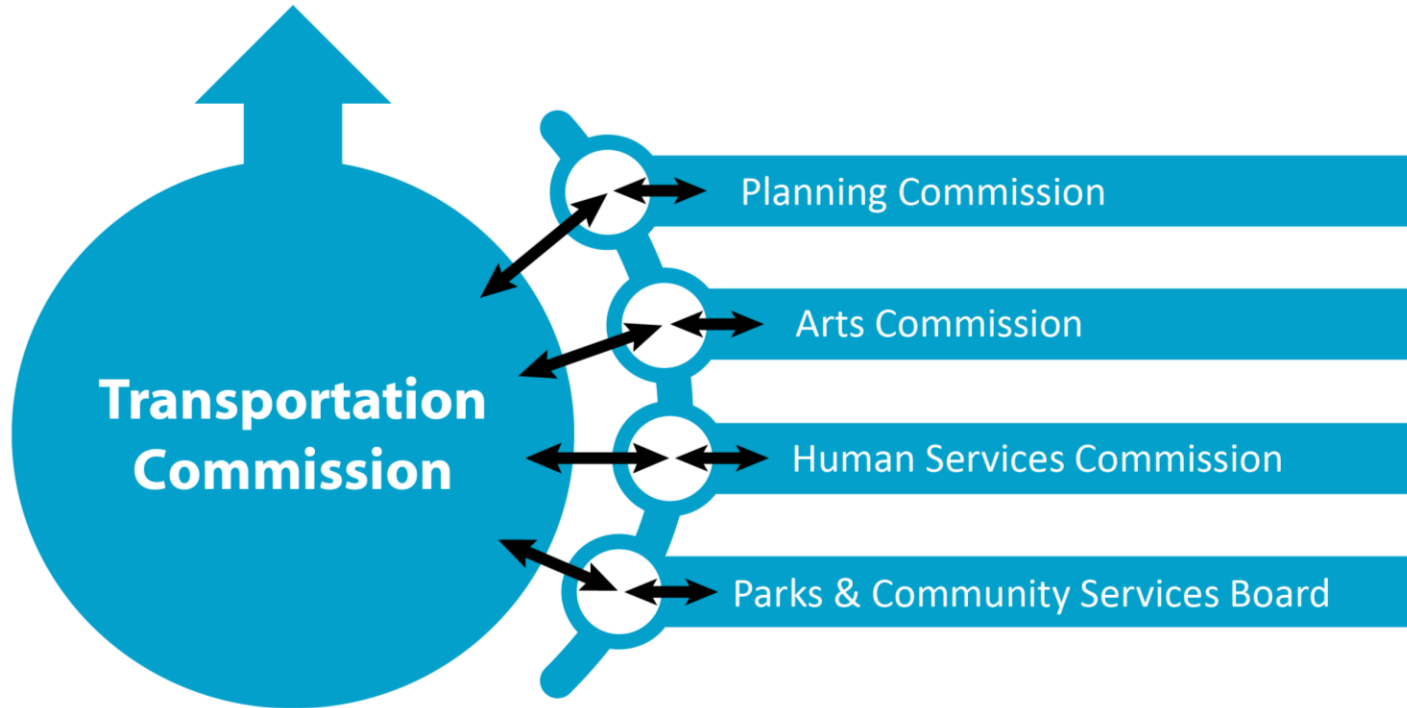
While transit infrastructure is typically funded through large capital funding programs, other less traditional funding mechanisms can be utilized to pay for improvements vital to support transit communities and/or achieve higher transit ridership. The Transit Master Plan should undertake an analysis 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: (1) mode split targets within each of the City's Mobility Management Areas (Table TR.1 – Area Mobility Targets); (2) transit service frequency in provenement 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.

# Scope of Work



# Bellevue City Council



○ Members of the Planning, Arts, and Human Services Commissions and the Parks and Community Services Board are invited to all staff briefings on the TMP to the Transportation Commission.

## CURRENT TRANSIT NETWORK



What service types are in place today and how well do they perform?

## MARKET SEGMENTATION



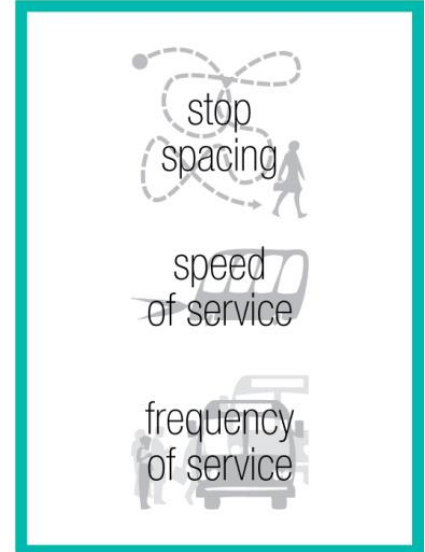
What are the attitudes and preferences that drive traveler choices?

## FUTURE TRAVEL MARKETS



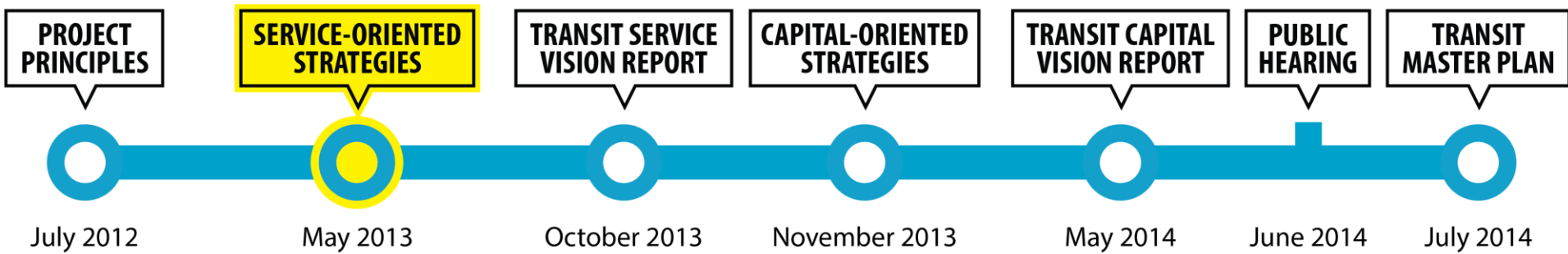
Which segments in which travel markets should transit services compete for?

## SERVICE-ORIENTED STRATEGIES

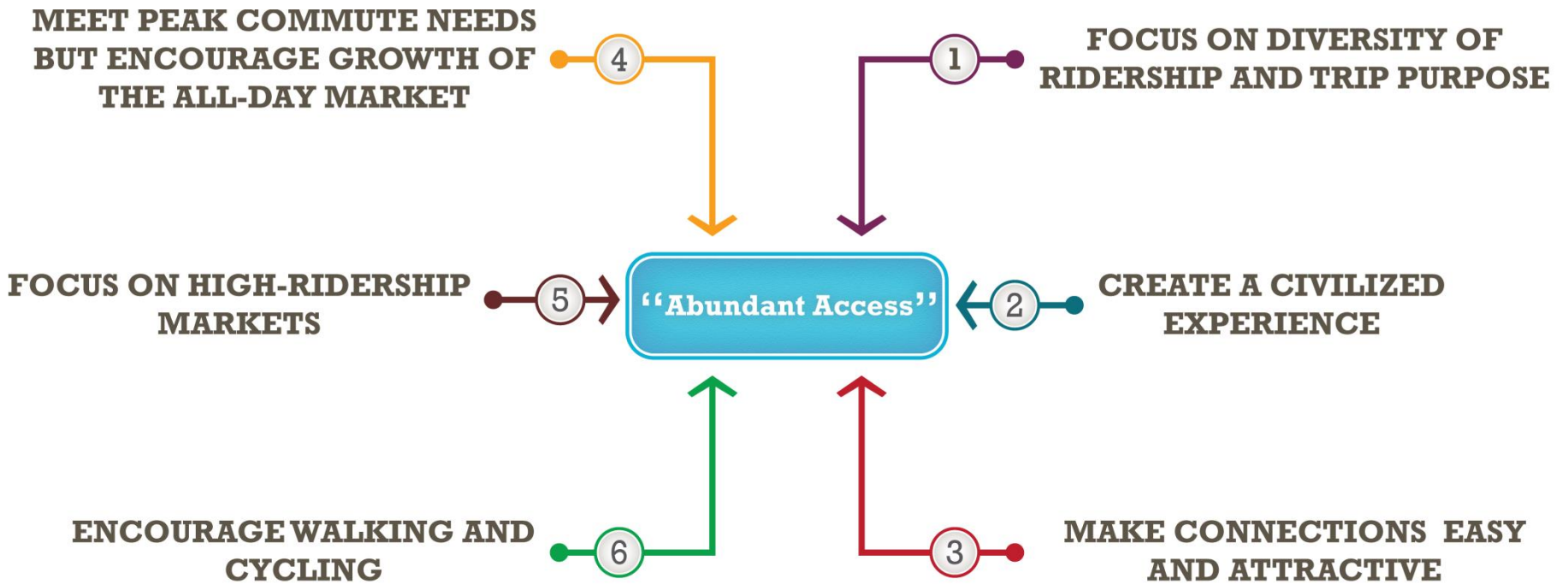


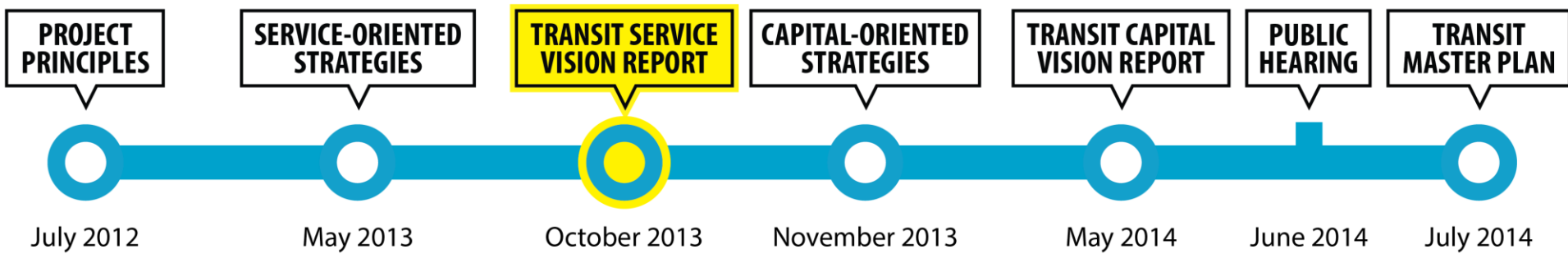
What kinds of strategies can best seize these opportunities?



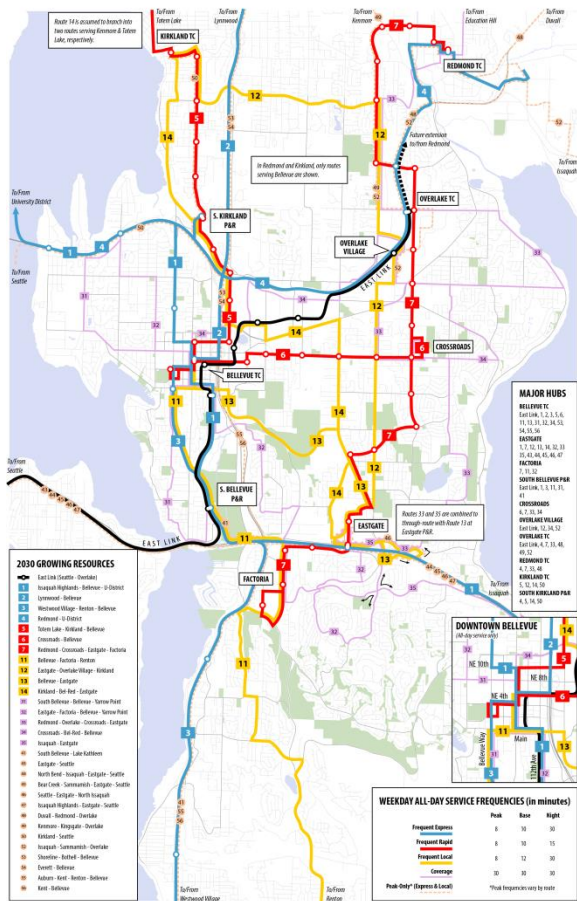




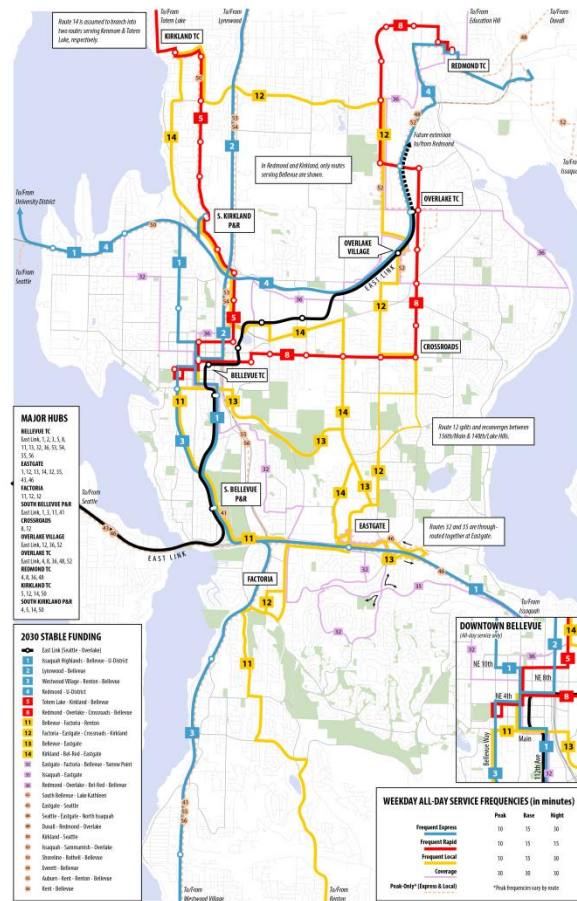




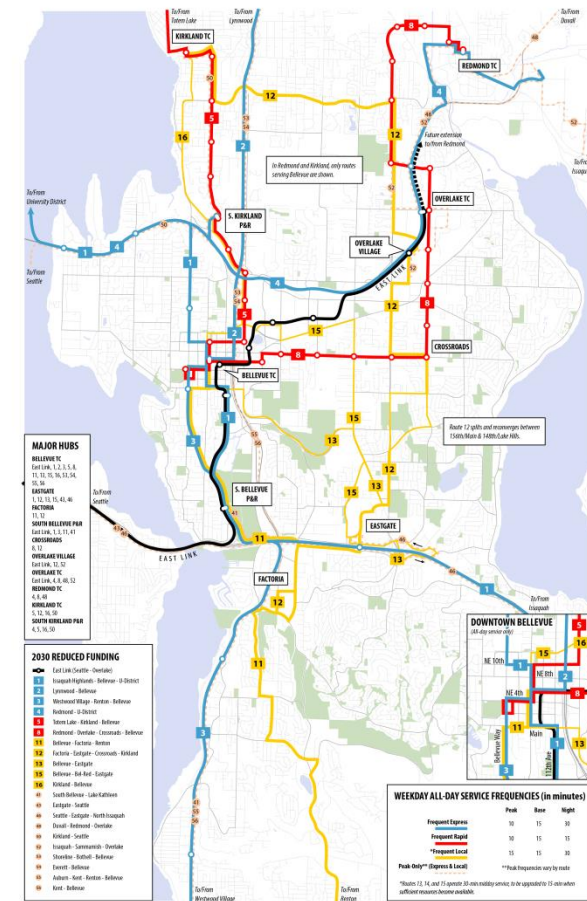
## 2030 Growing Resources



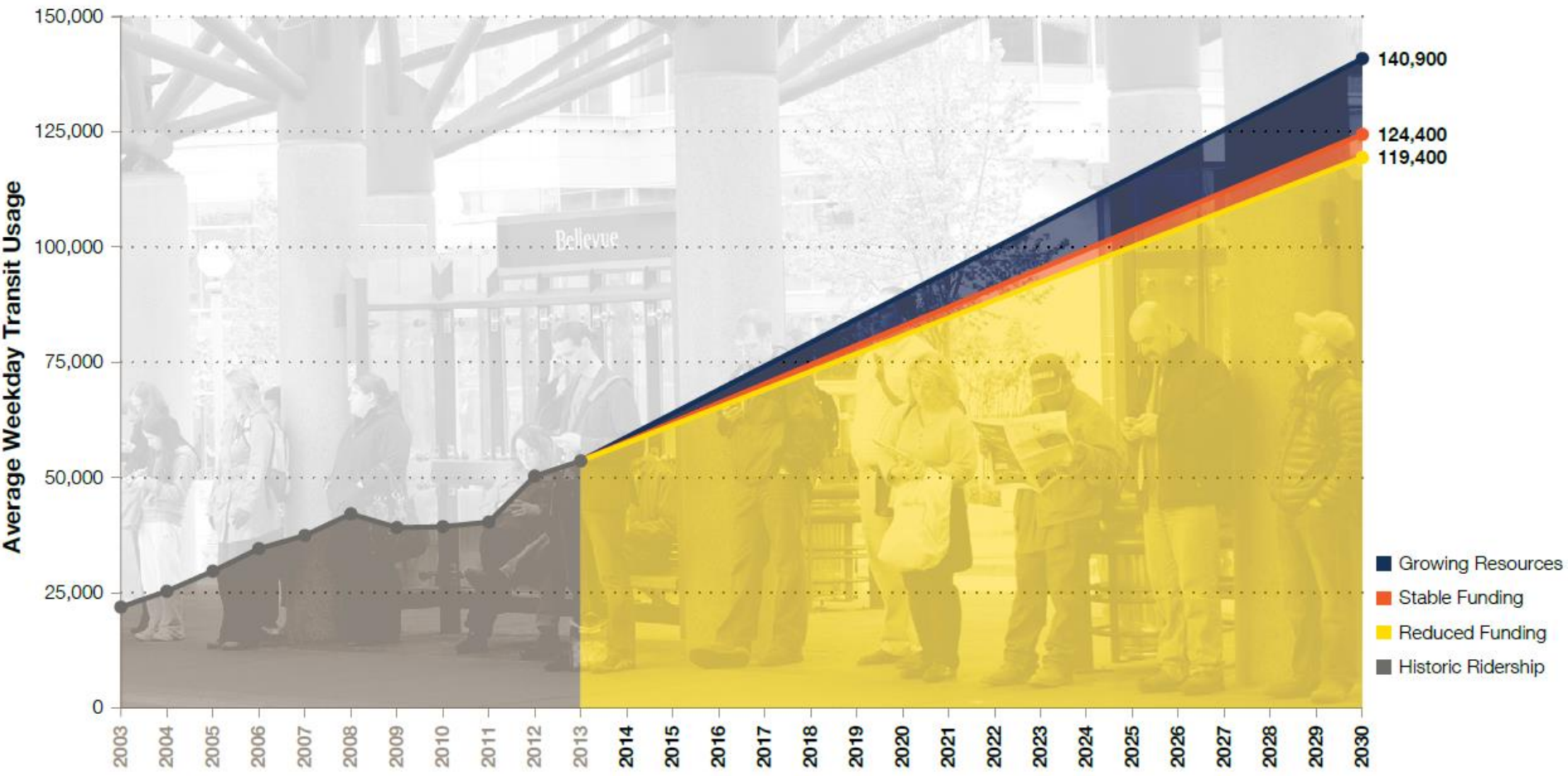
## 2030 Stable Funding



## 2030 Reduced Funding



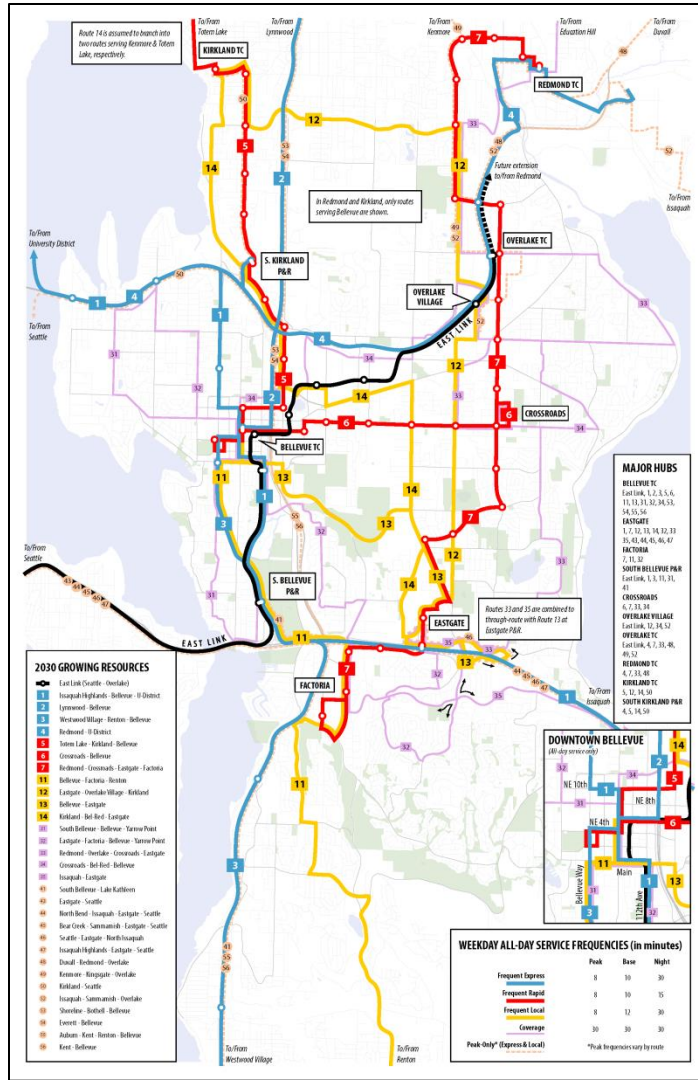




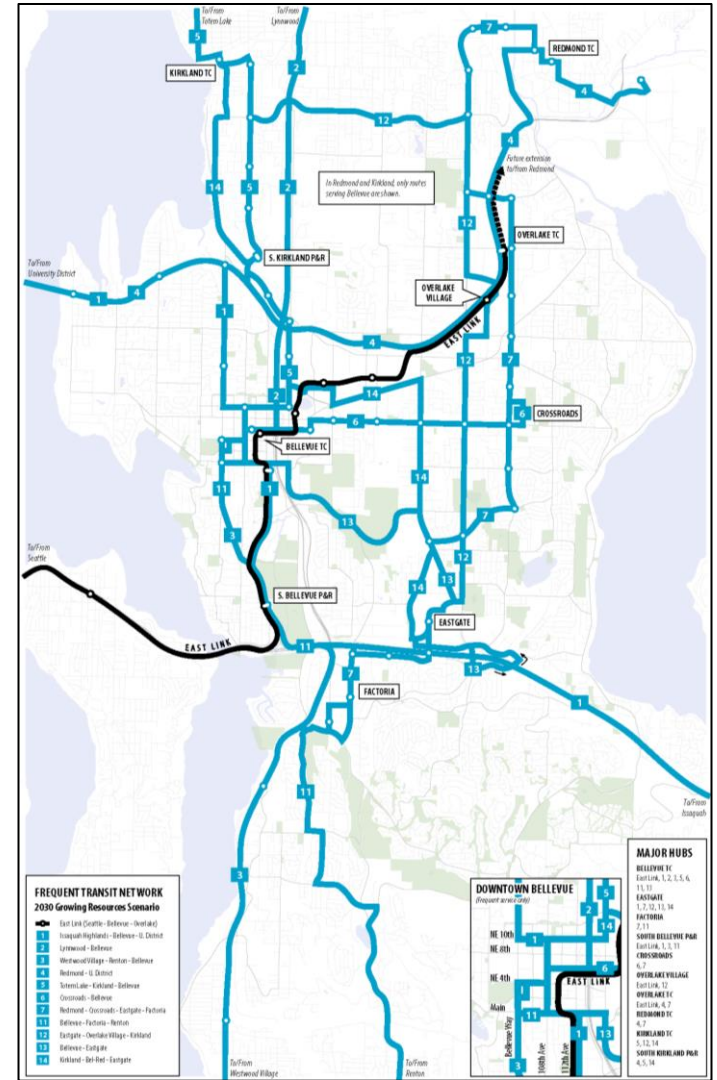
Source: BKR travel demand model (platform MP30r6.2)



# 2030 Growing Resources



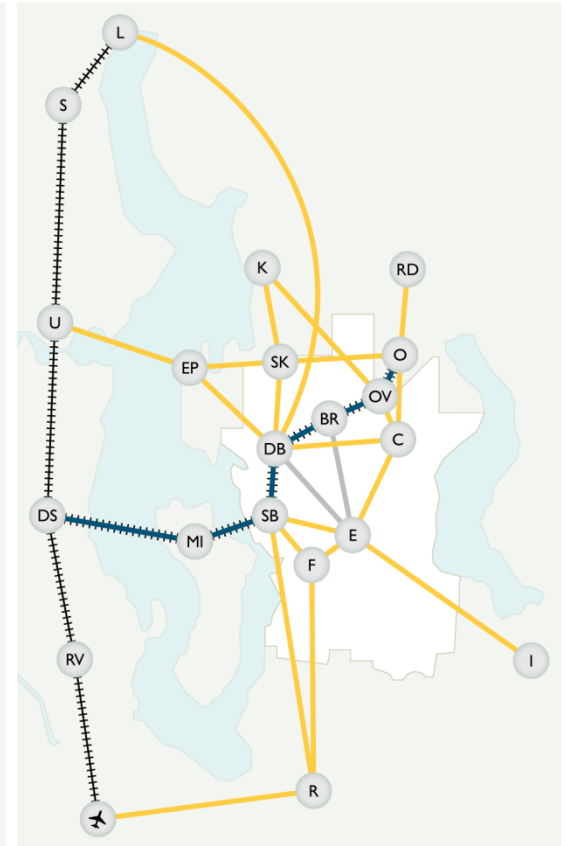
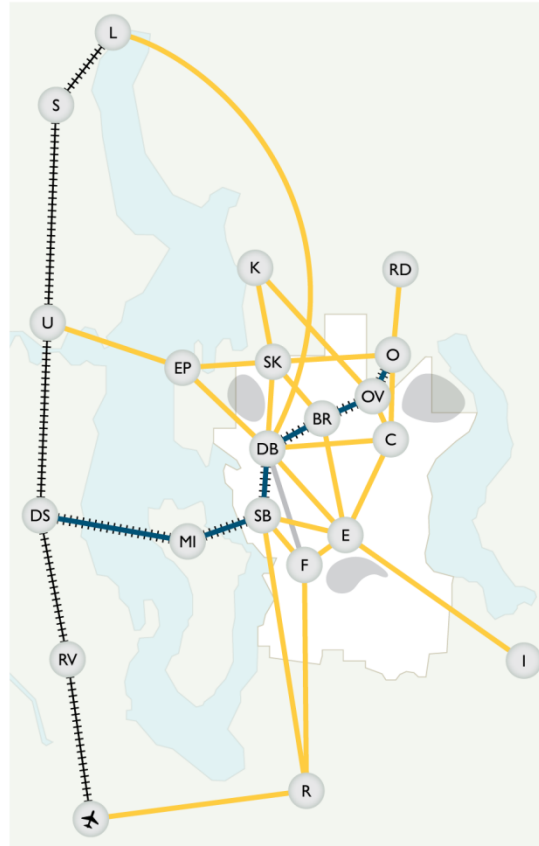
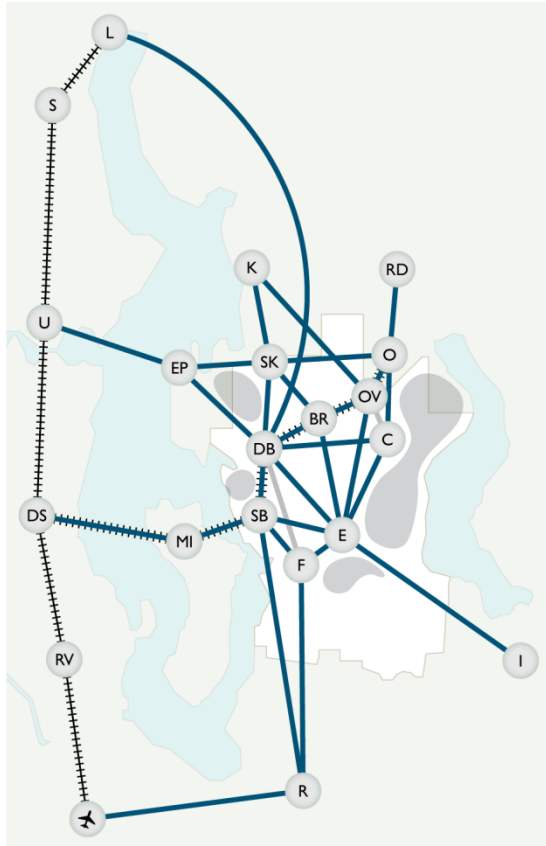
# 2030 Frequent Transit Network



**Growing**

**Stable**

**Reduced**



**2030**

**BELLEVUE**

- BR** Bel-Red
- C** Crossroads
- DB** Downtown Bellevue
- E** Eastgate
- F** Factoria
- SB** South Bellevue Park & Ride

**REGION**

- DS** Downtown Seattle
- EP** Evergreen Point
- I** Issaquah Transit Center
- K** Kirkland Transit Center
- L** Lynnwood
- MI** Mercer Island
- O** Overlake Transit Center
- OV** Overlake Village
- R** Renton
- RD** Redmond Transit Center
- RV** Rainier Valley
- S** Shoreline
- SK** South Kirkland Park & Ride
- U** University District
- ✈** SeaTac

	Peak	Midday	Night
<b>Very Frequent</b> (every train connection)	≤8	≤12	15-30
<b>Frequent</b>	10-15	15	15-30
<b>Infrequent</b>	30	15-30	30-60

Note: numbers reflect approximate peak/midday/night frequencies.

+++++  
**LRT**



**Bellevue Transit Master Plan**

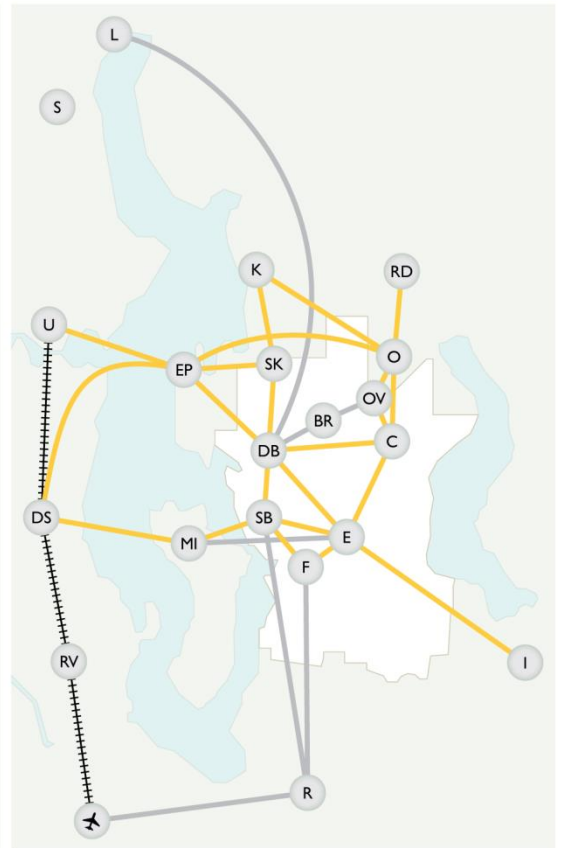
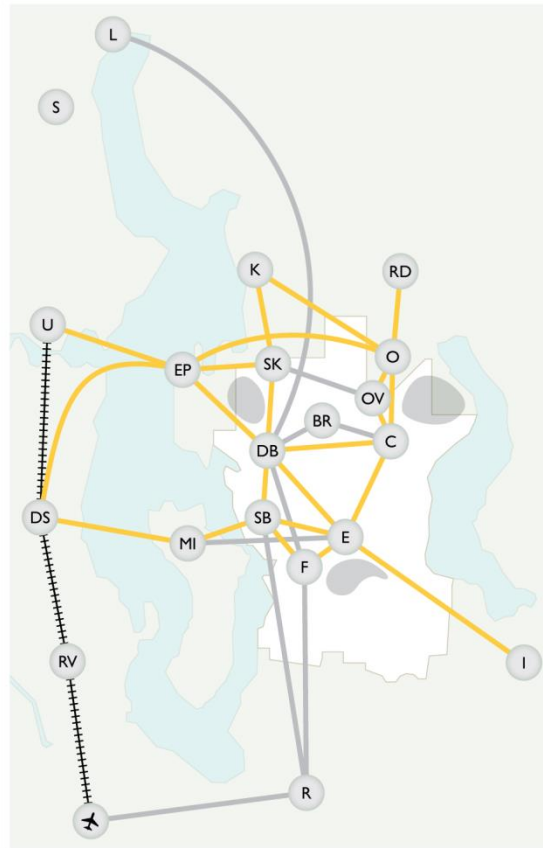
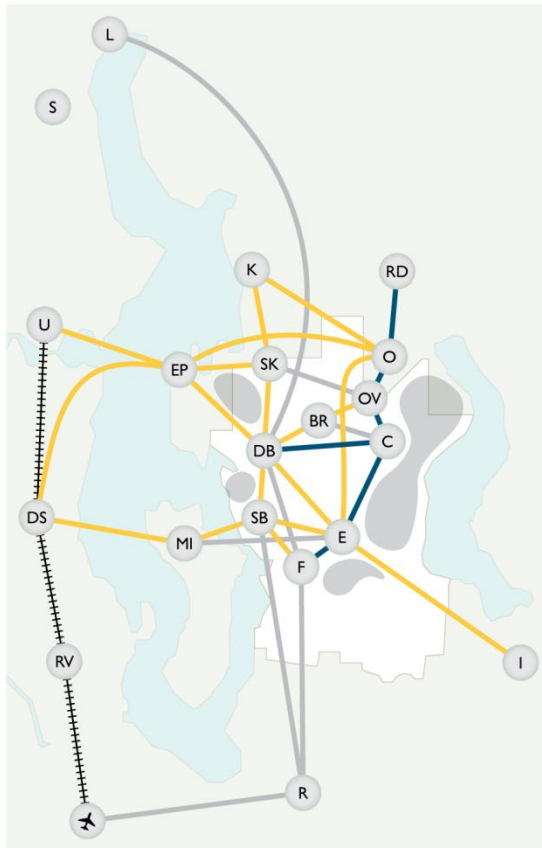
**2030 "Conceptual" Network**



**Growing**

**Stable**

**Reduced**



**2022**

- BELLEVUE**
- BR** Bel-Red
  - C** Crossroads
  - DB** Downtown Bellevue
  - E** Eastgate
  - F** Factoria
  - SB** South Bellevue Park & Ride

- REGION**
- DS** Downtown Seattle
  - EP** Evergreen Point
  - I** Issaquah Transit Center
  - K** Kirkland Transit Center
  - L** Lynnwood
  - MI** Mercer Island
  - O** Overlake Transit Center
  - OV** Overlake Village

- R** Renton
- RD** Redmond Transit Center
- RV** Rainier Valley
- S** Shoreline
- SK** South Kirkland Park & Ride
- U** University District
- ✈** SeaTac

	Peak	Midday	Night
<b>Very Frequent</b> (every train connection)	≤8	≤12	15-30
<b>Frequent</b>	10-15	15	15-30
<b>Infrequent</b>	30	15-30	30-60

Note: numbers reflect approximate peak/midday/night frequencies.

+++++  
**LRT**



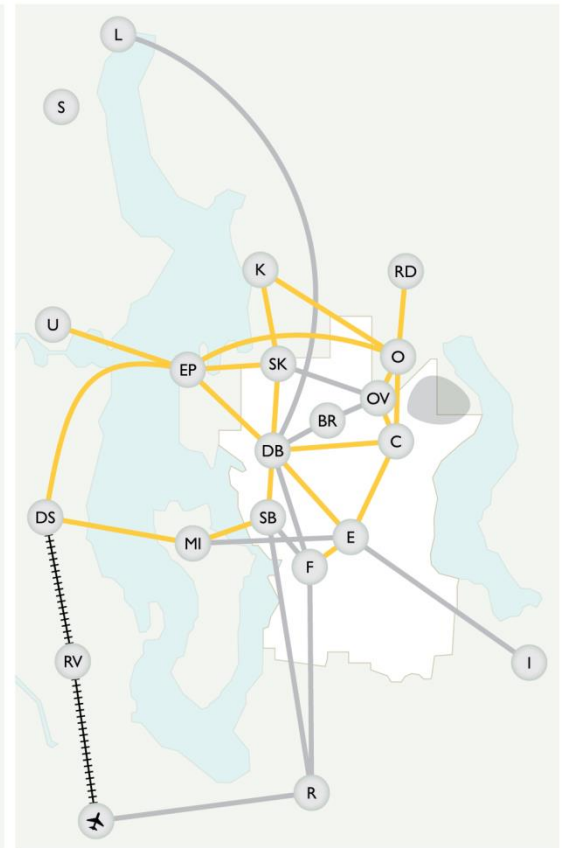
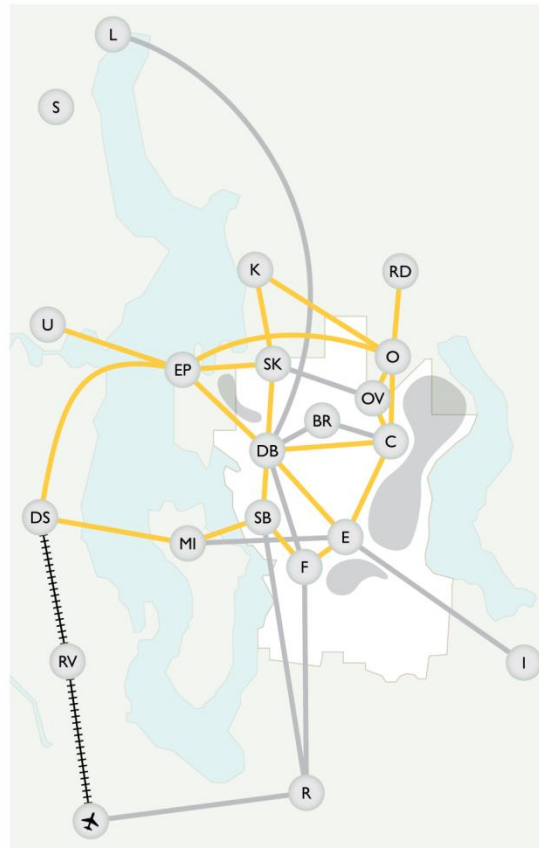
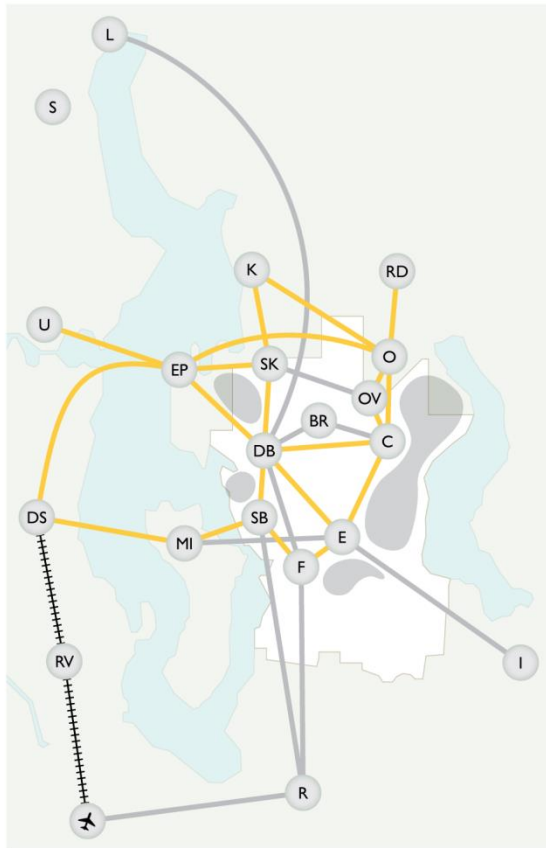
**Bellevue Transit Master Plan**

**2022 "Conceptual" Network**

**Growing**

**Stable**

**Reduced**



**2015**

**BELLEVUE**

- BR** Bel-Red
- C** Crossroads
- DB** Downtown Bellevue
- E** Eastgate
- F** Factoria
- SB** South Bellevue Park & Ride

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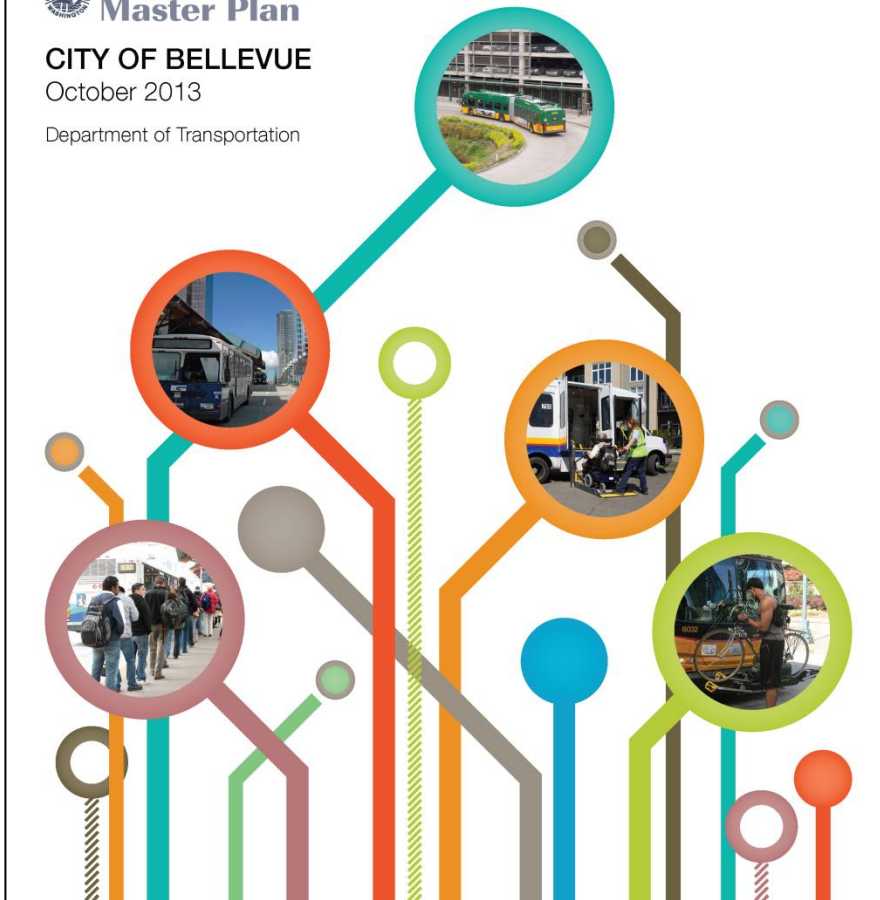
**Bellevue Transit Master Plan**

**2015 "Conceptual" Network**

# TRANSIT SERVICE VISION REPORT



CITY OF BELLEVUE  
October 2013  
Department of Transportation



Seattle  
Transit  
Blog

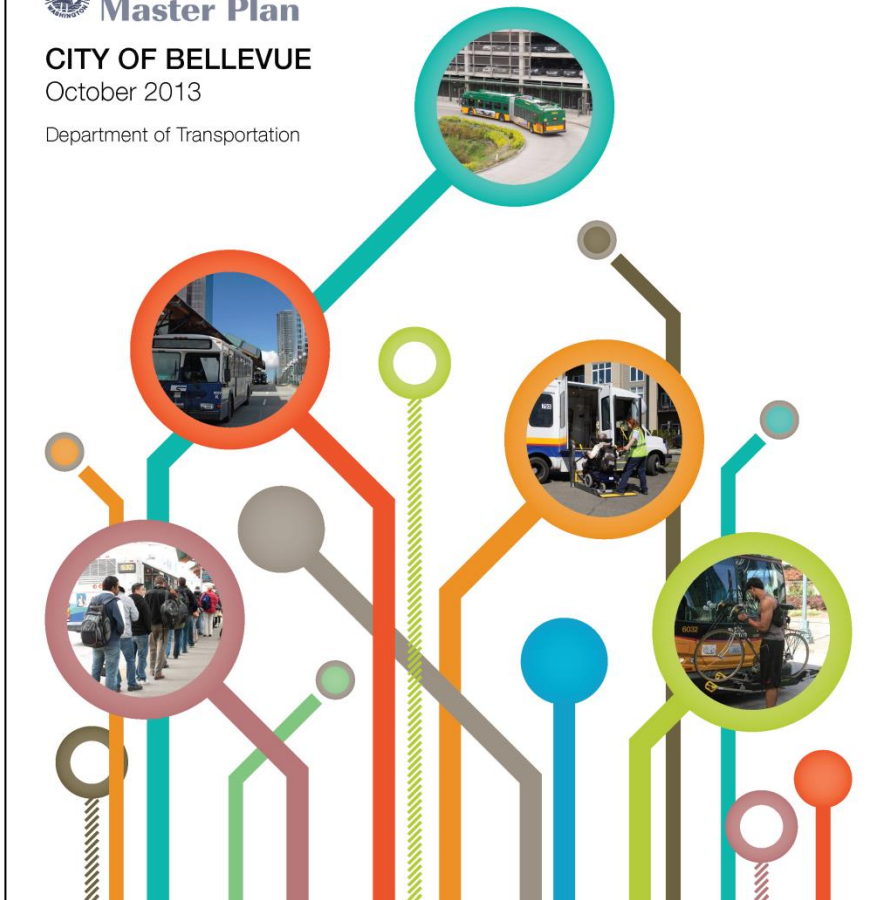
**Bellevue's 2030 Transit Service Vision**  
*October 28, 2013 by David Lawson*

“This is exciting work — the most serious, credible proposal for a major restructure toward all-day frequent networks that is currently on the table in the Puget Sound area. The City of Bellevue deserves enormous credit for making this happen. I can’t wait to watch Bellevue, Metro, and Sound Transit work toward these ideas as Link’s opening approaches, and I hope this work inspires other local jurisdictions to take a similarly cohesive, comprehensive approach in their own transit planning work.”

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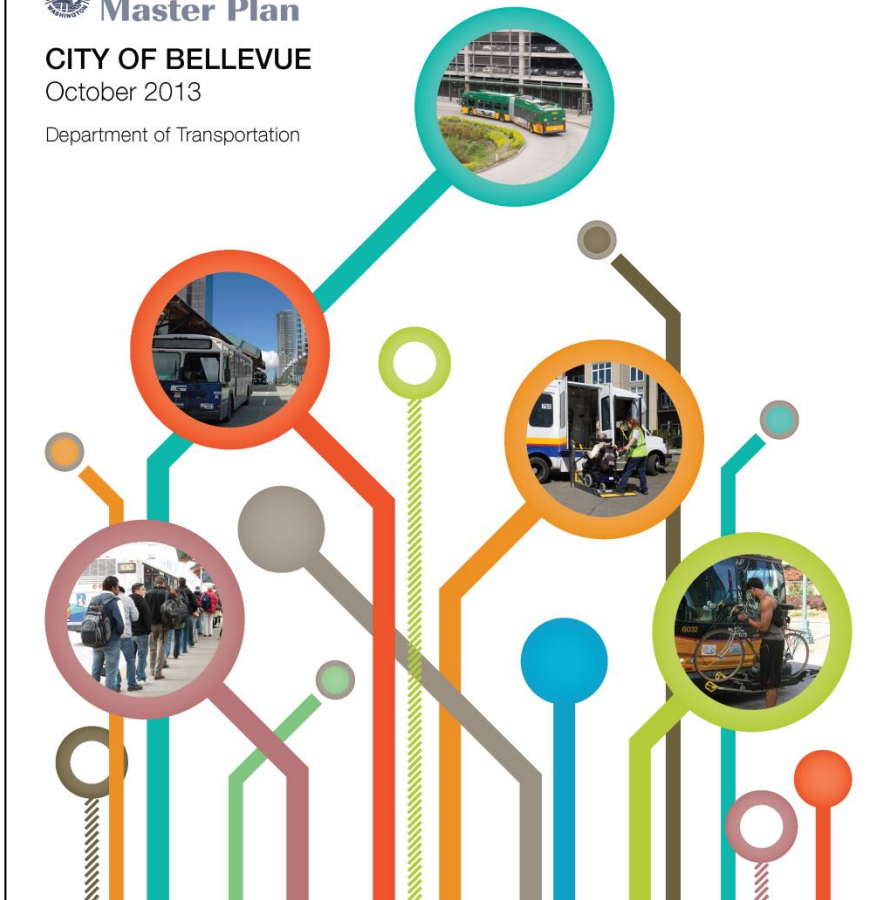
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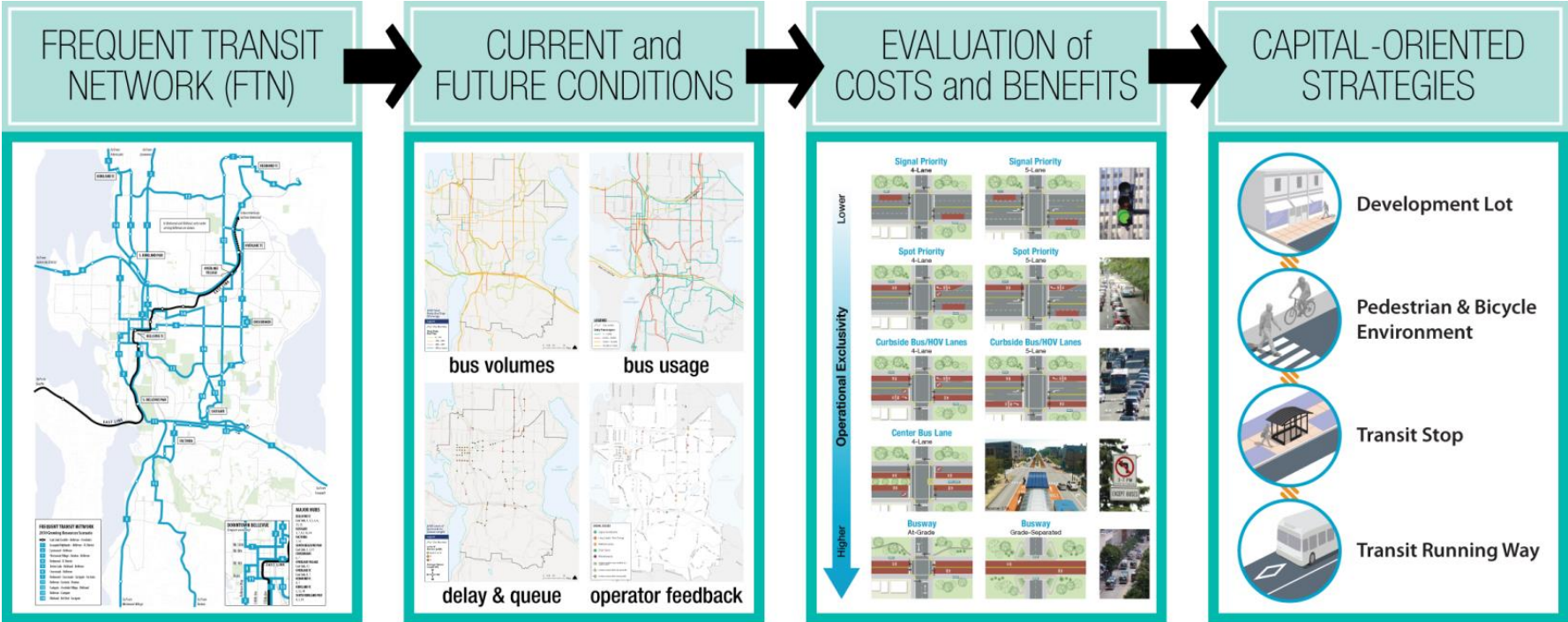
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Where is bus service expected to be convenient, reliable, easy-to-use?

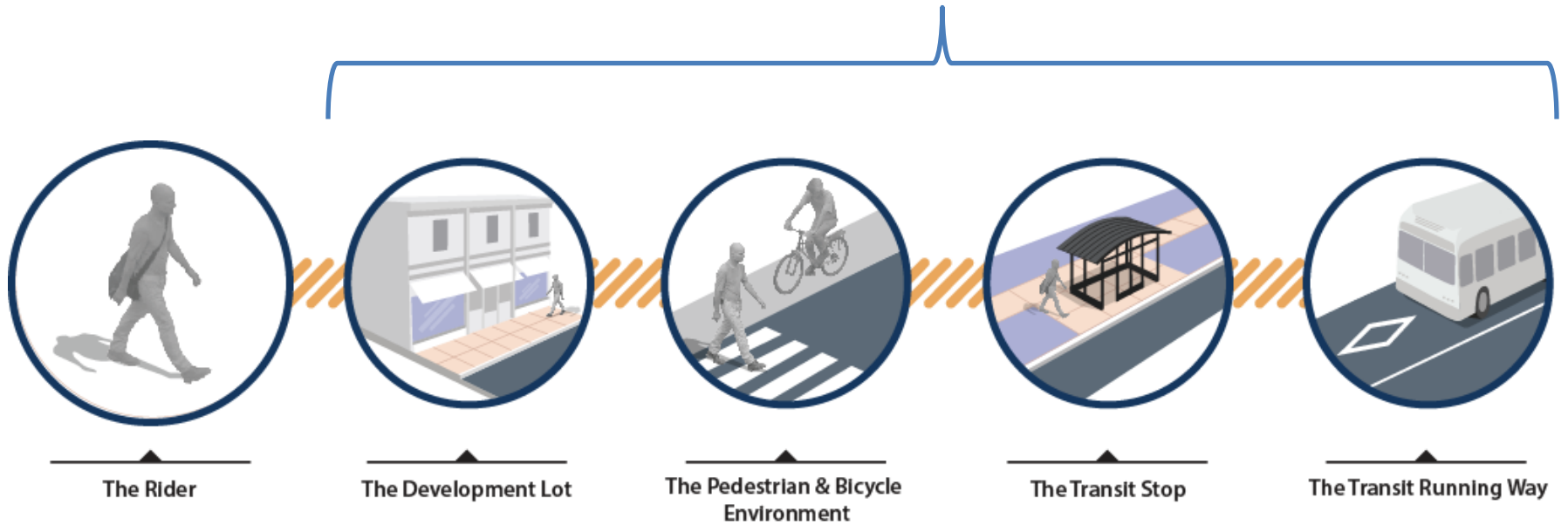
What are the current and future conditions on FTN corridors?

What are the costs and benefits of different levels of operational exclusivity?

What strategies can influence the public's decision to use transit?



# City of Bellevue Influence





**USE URBAN DESIGN AND DEVELOPMENT REGULATIONS TO SUPPORT TRANSIT USE**

1



**DESIGN TRANSIT FACILITIES TO ENHANCE ACCESSIBILITY, CONNECTIVITY AND USER EXPERIENCE**

2



**“Abundant Access”**

**INVEST IN TRANSIT PRIORITY MEASURES**

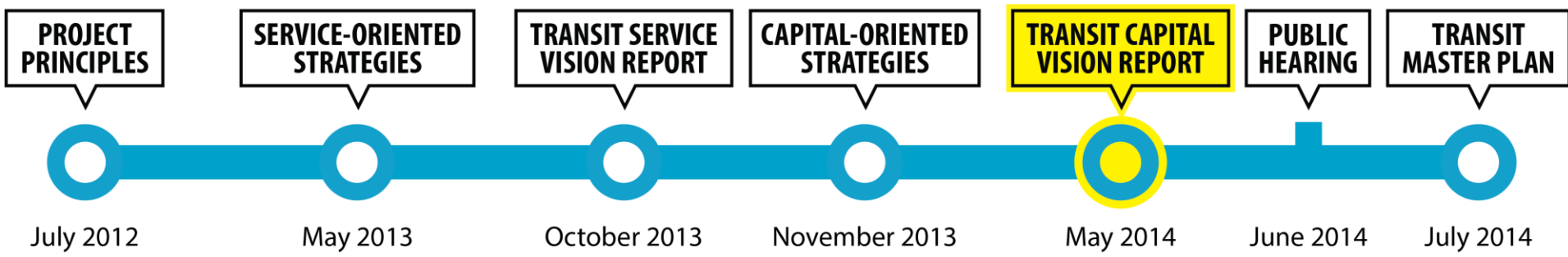
3



**EMPLOY INNOVATION AND COMMUNITY COLLABORATION WHEN IMPLEMENTING TRANSIT PRIORITY MEASURES**

4



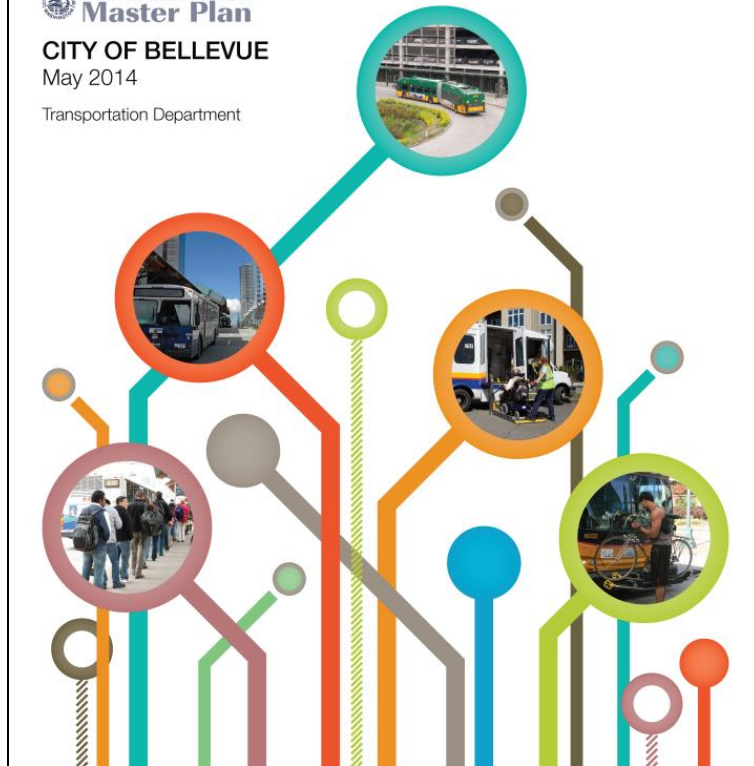


# TRANSIT CAPITAL VISION REPORT

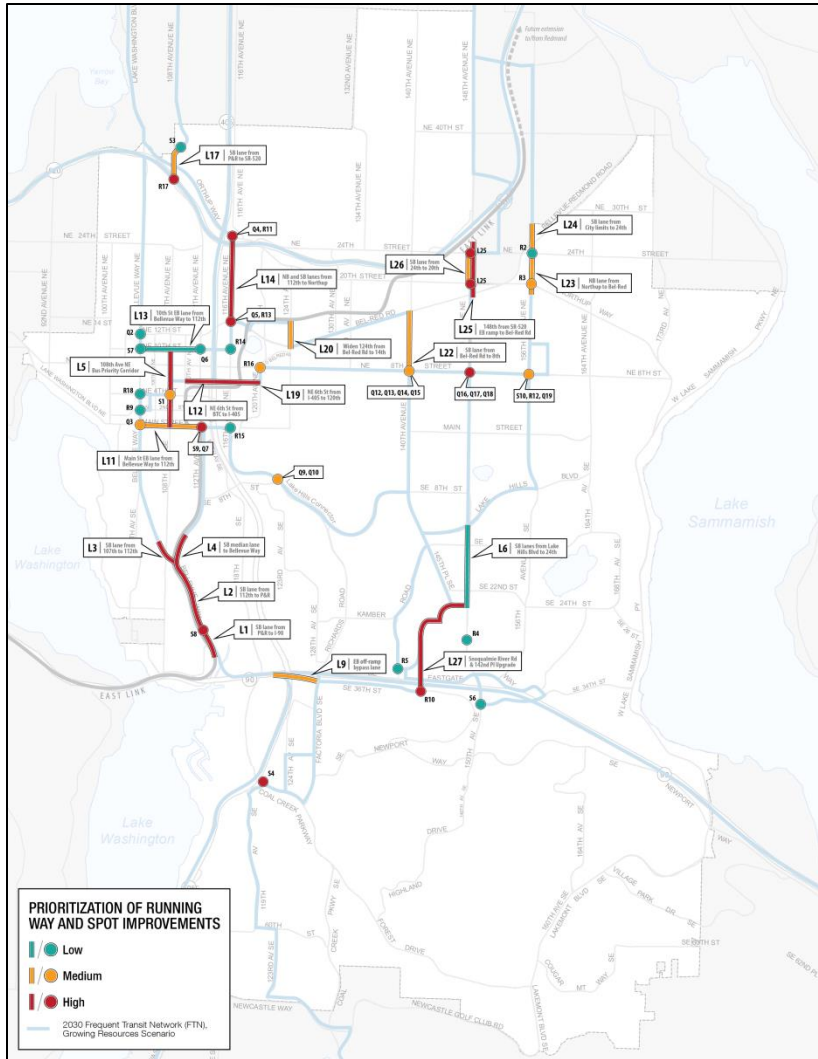
 **Bellevue Transit  
Master Plan**

CITY OF BELLEVUE  
May 2014

Transportation Department



- Arterial HOV lanes
- Business Access Transit lanes
- Queue jump
- Road construction
- Transit Signal Priority
- Commuter parking facilities
- Shelters
- Layover facilities
- Pedestrian infrastructure
- Bicycle infrastructure



## Prioritization Philosophy:

Consistent with FTN goal of enabling more people, to reach more destinations, in less time.

## Prioritization Factors:

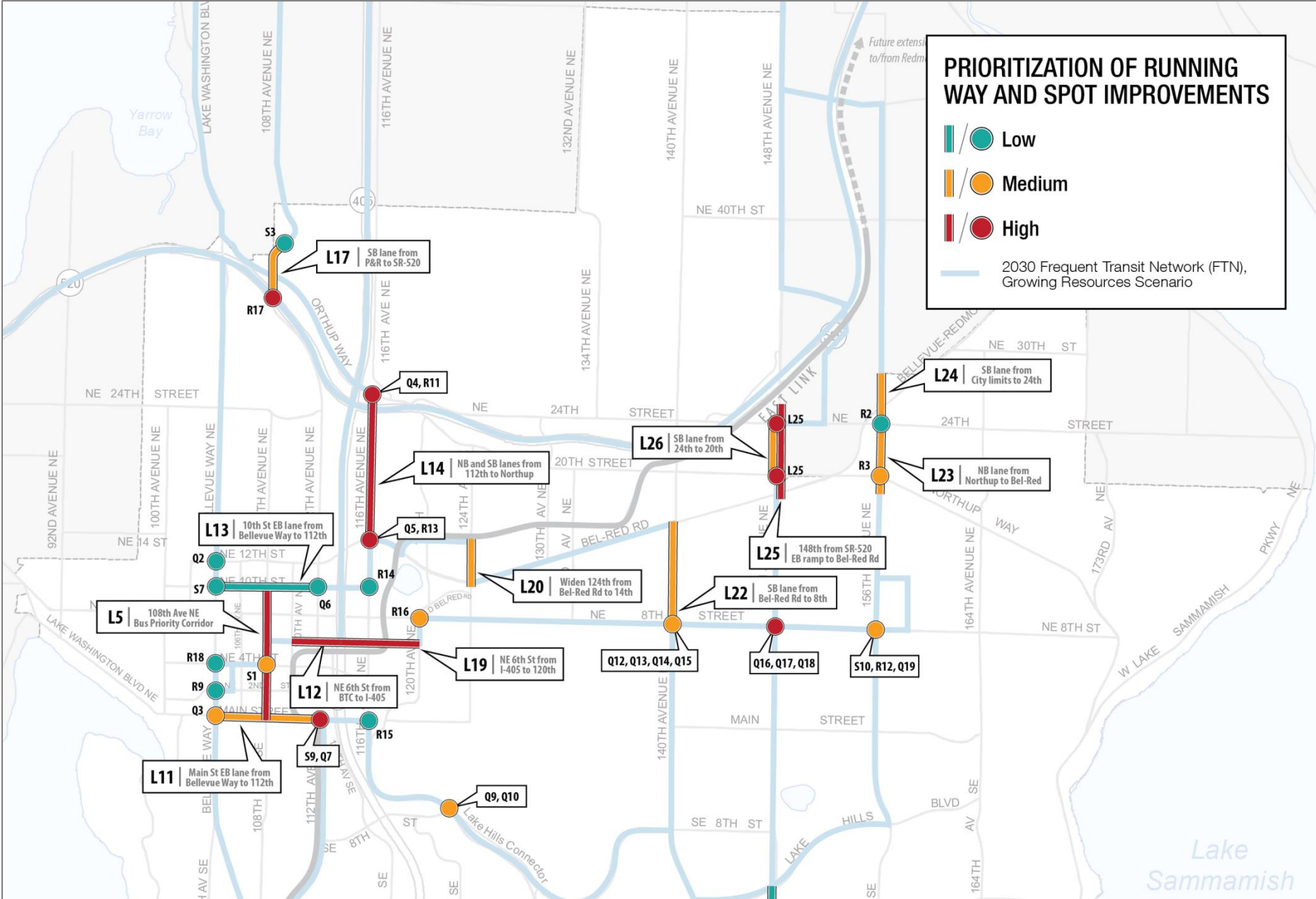
1. weekday transit ridership
2. weekday bus volumes
3. PM peak approach delay
4. PM peak approach queue length
5. intersection level-of-service

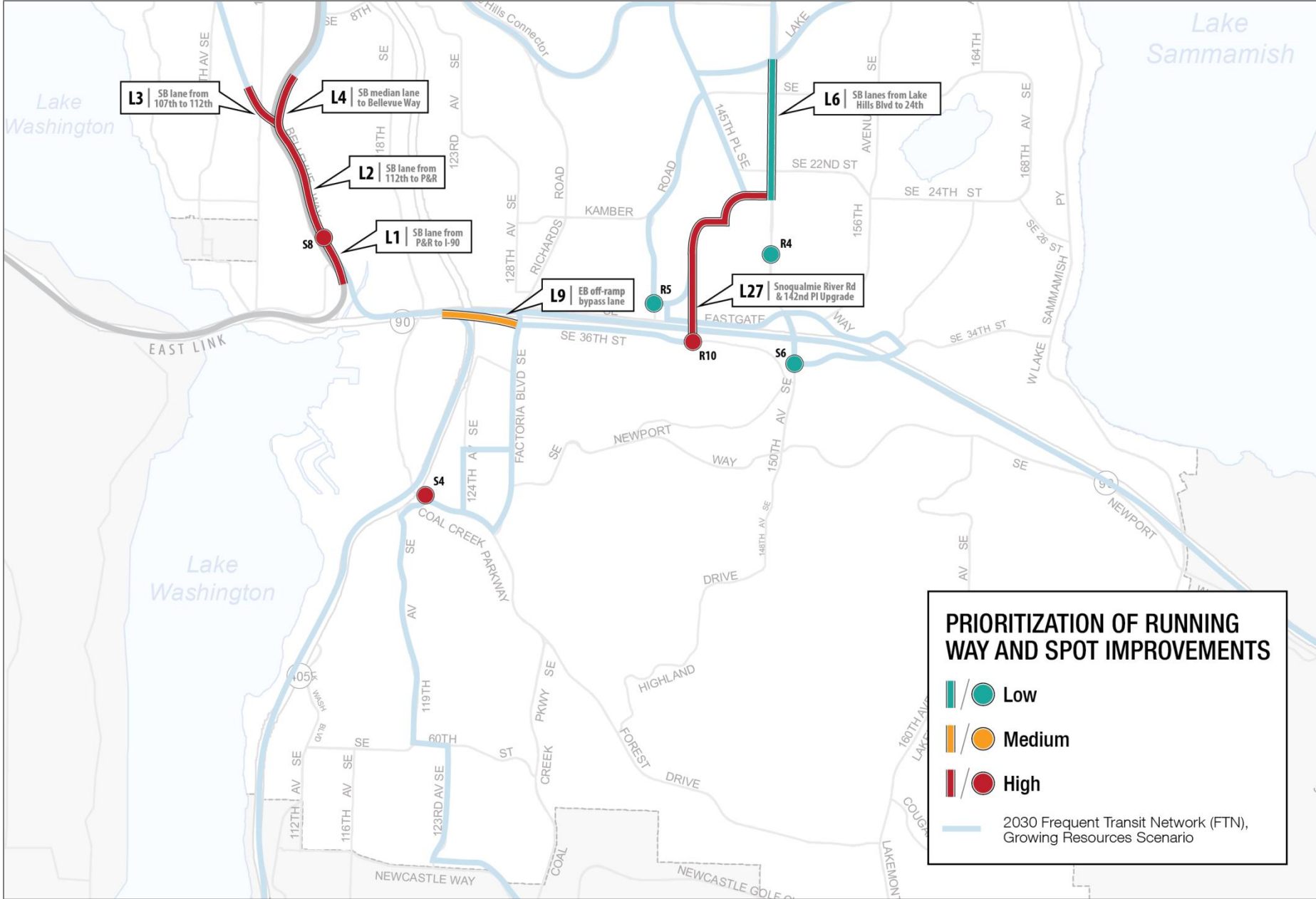


### PRIORITIZATION OF RUNNING WAY AND SPOT IMPROVEMENTS

- /  Low
- /  Medium
- /  High

2030 Frequent Transit Network (FTN), Growing Resources Scenario









**142nd Place SE & SE 36th St (Existing Conditions)**





# 142nd Place SE & SE 36th St (Preliminary Concept)





**142nd Place SE & SE 32nd St (Existing Conditions)**





142nd Place SE & SE 32nd St (Preliminary Concept)





**Snoqualmie River Road (Existing Conditions)**





**Snoqualmie River Road (Preliminary Concept)**





3000 Landerholm Circle SE • Bellevue, WA 98007-6484 • www.bellevuecollege.edu

April 16, 2014

Bellevue City Council  
450 110<sup>th</sup> Ave. NE  
P.O. Box 90012  
Bellevue WA 98004

Dear Mayor Claudia Balducci and Honorable Councilmembers,

Bellevue College has been pleased to participate in the City of Bellevue Eastgate/I-90 Land Use and Transportation Project and the Transit Master Plan. Over the course of these two projects, we have participated at forums, field investigations, commission meetings, and met directly with City staff and consultants. From these two planning initiatives, the Bellevue College Connection project has emerged as a significant opportunity to improve vehicle, transit, bicycle, and pedestrian movement. This project will benefit campus, the surrounding corridors and neighborhoods, the Eastgate Transit Center, and the potential transit-oriented development site.

The College is greatly interested in the opportunity to enhance pedestrian safety and walkability, create a bicycle connection to the Mountains to Sound Greenway, and facilitate frequent local and regional transit with fewer areas of conflict. This project will support and expand our recent growth in transit commuting, which nearly one in three students cite as their primary mode of transportation. It will also support low impact choices like walking and biking. The benefits of reduced auto congestion combined with new trail and transit connections will support both the College and the surrounding community.

Bellevue College will be an active partner in advancing the Connection project. We anticipate collaborating with the City and relevant partners such as Sound Transit, King County Metro, the Washington State Department of Transportation, and the Mountains to Sound Greenway to realize the full potential of the Connection project. While state funding allocations have become constrained and remain competitive between colleges and other state agencies, we anticipate opportunities to provide limited matching funds. We understand the preliminary design/engineering phase of the concept specifically may be an important phase for contributions from local partners.

We appreciate the initiative the City of Bellevue has shown in undertaking these planning processes and improving transportation and land-use in the Eastgate I-90 area. We look forward to collaborating in the realization of the vision outlined in these projects and specifically the Bellevue College Connection.

Best Regards,  
  
Ray White  
VP of Administrative Services  
Bellevue College

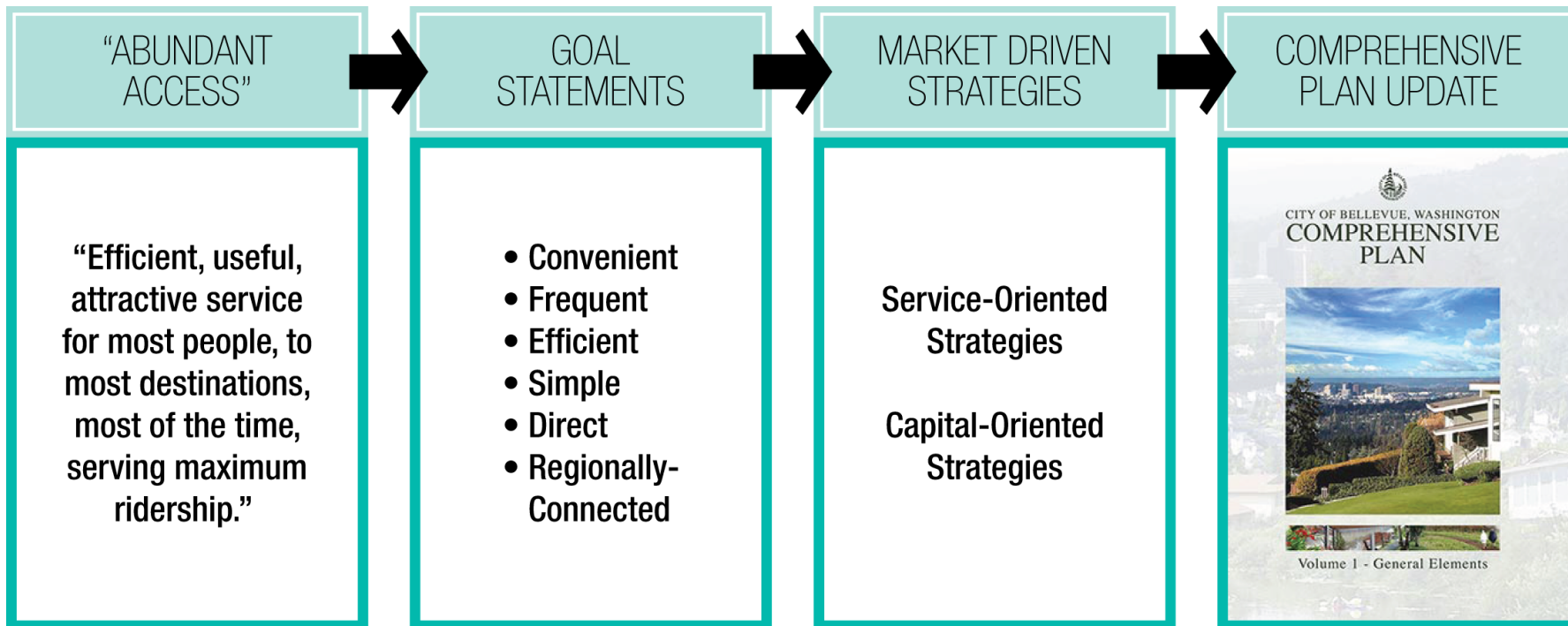
*Become Exceptional*

**“Bellevue College Connection project has emerged as a significant opportunity to improve vehicle, transit, bicycle, and pedestrian movement.”**

**“Bellevue College will be an active partner in advancing the Connection Project...we anticipate opportunities to provide matching funds....”**



**Bellevue College**



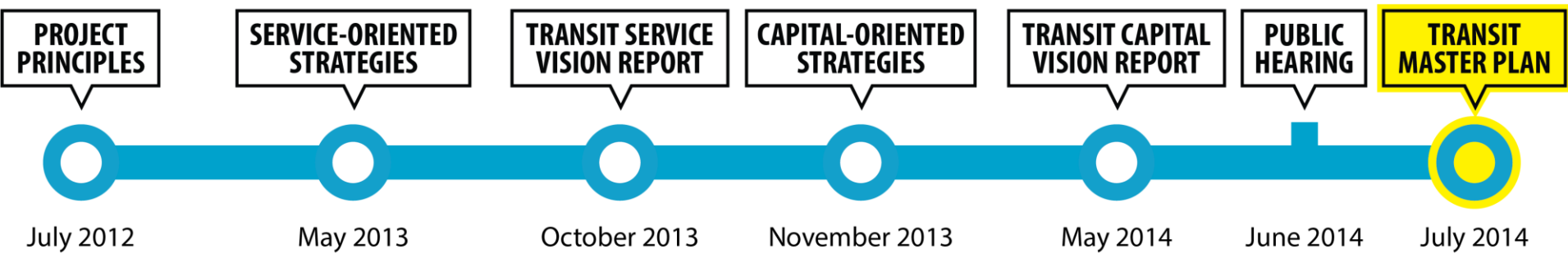
What is the vision statement for the Transit Master Plan?

What does the TMP seek to achieve over time?

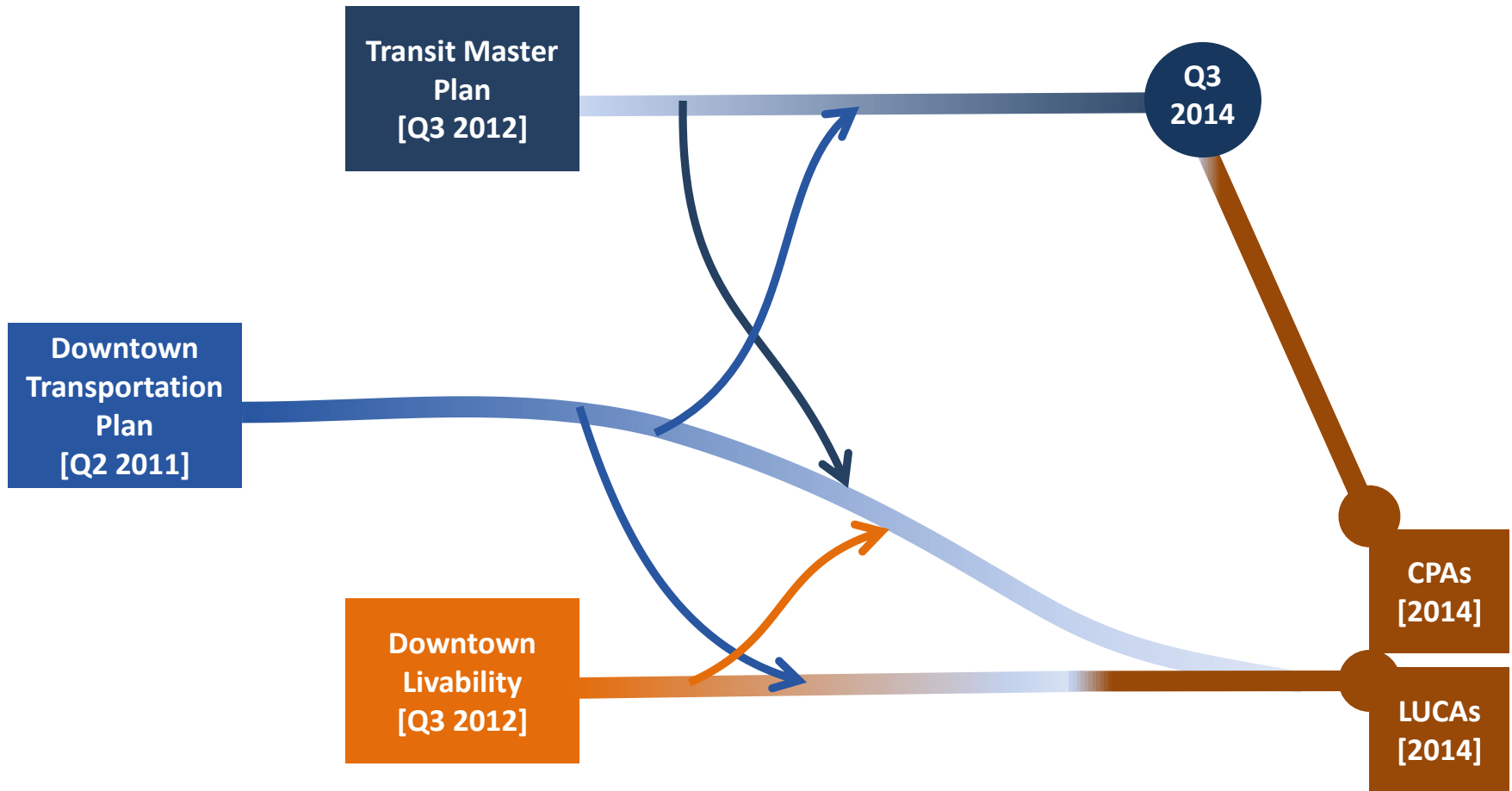
What are the strategies guiding the city's advocacy and actions?

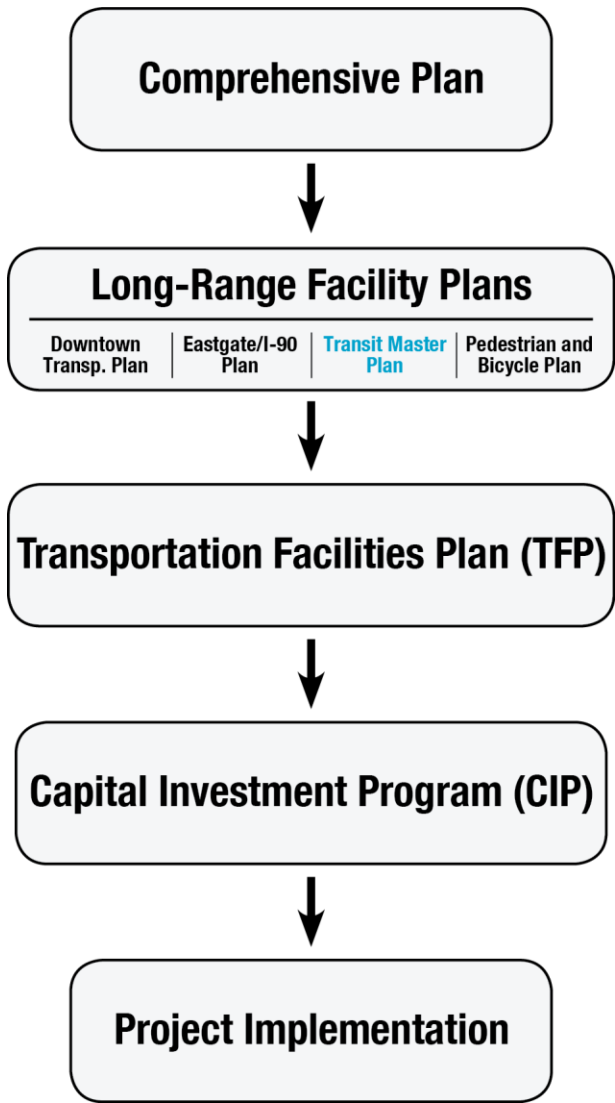
What TMP strategies will inform the Comprehensive Plan Update process?











***TMP projects are conceptual and the final details of design will be developed as the projects proceed further along in the implementation process.***

- **King County Service Reduction Proposals:** The TMP informed recent communications to King County urging the County to maintain the frequency, span, and coverage of three routes in Metro’s service reduction proposal (contributed to rethinking Route 235 and 245).
- **Grant Opportunities:** Metro’s Route 245 corridor speed and reliability improvements proposal for consideration in the 2014 King Countywide Grant program competition.
- **East Link Implementation:** Related to South Bellevue Park & Ride (i) refinements made to facility to enhance bus/rail connections and (ii) contributing to assessment of potential leased-lot facilities.
- **Partnership Opportunities:** Strengthened relations with Bellevue College to advance the Bellevue College Connection Project (potential matching funds for design).
- **Sound Transit Long-Range Plan:** Bellevue College Connection Project incorporated into ST’s Long-Range Plan positioning it for consideration as an ST3 project.
- **King County Long Range Public Transportation Plan:** Metro is seeking consultant support to develop its LRPTP (the scope includes a Service, Capital, and Policy Element).

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



**Franz Loewenherz**

Transportation Department

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**425-452-4077**