

SOUTH BELLEVUE PARK AND RIDE

2700 Bellevue Way SE, Bellevue, WA 98004

950 Average weekday transit boardings

519 Parking spaces

- Owned by WSDOT, but will be sold to Sound Transit
- Served by Sound Transit and King County Metro

The South Bellevue Park and Ride is located in Bellevue, just south of downtown. It is served by three Sound Transit Express bus routes and two King County Metro routes. The South Bellevue Park and Ride will also be a future light rail station as part of the Sound Transit East Link project. Construction on that project will begin in earnest in 2016, necessitating a closure of the South Bellevue Park and Ride in mid-to-late 2016.

South Bellevue Park and Ride has 519 parking spaces, which are typically fully utilized by 7:30 am. The future South Bellevue Station will have 1,500 parking spaces.

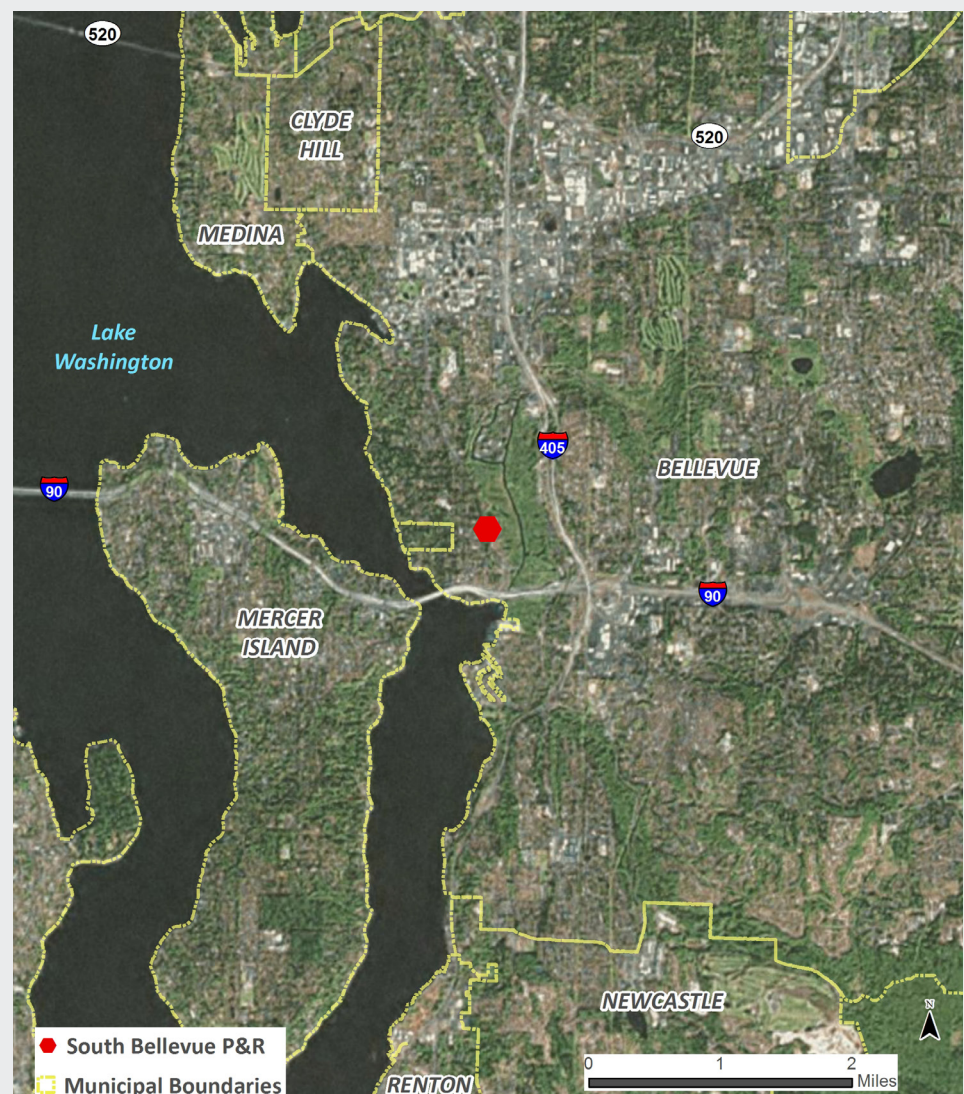


Figure 1: 3-Mile Context Map

The South Bellevue Park and Ride sits on Bellevue Way S just north of Interstate 90. It is just west of the Mercer Slough and just east of the Enatai neighborhood. Figure 2 shows the dominant features of the immediate vicinity of the South Bellevue Park and Ride: a large green space that is protected from any future development, a large interstate highway, and a leafy, single family neighborhood.



Figure 2: Half-Mile Context Map

LAND USE, POPULATION, AND EMPLOYMENT

Figures 3 and 4 below show the current and future land uses in the area around South Bellevue Park and Ride and further confirm the description on the previous page. The population figures largely come from the Enatai neighborhood to the west, which is expected to remain single family and thus not grow dramatically between today and 2040. The employment numbers are also small and likely reflect the jobs at the Blueberry Farm and Enatai Elementary school—the only job locations in the immediate vicinity of the South Bellevue Park and Ride.

Current Population: 2,265
Current Employment: 207

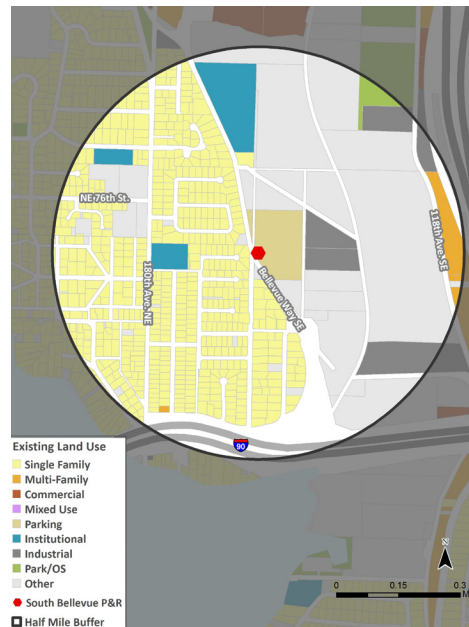


Figure 3: Existing Land Use

2040 Population: 2,517 (+11%)
2040 Employment: 266 (+29%)

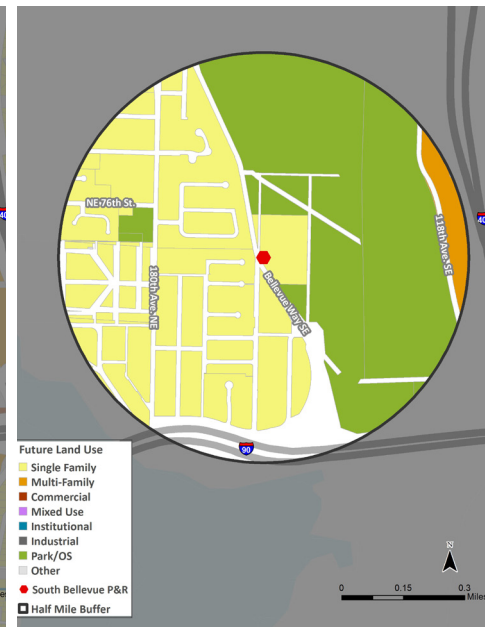


Figure 4: Future Land Use

Figure 5 to the right shows how the South Bellevue Park and Ride will change as a result of the East Link project, with the track running on the western portion of the property and a new garage on the eastern portion.



Figure 5: Future Light Rail Site Plan

ROADWAY CHARACTERISTICS

The two major roadways near the South Bellevue Park and Ride are Interstate 90 and Bellevue Way S. Bellevue Way S is a major connection between downtown Bellevue and I-90 and subsequently points west and east. There is a crossing at 112th Avenue NE into the South Bellevue Park and Ride from the Enatai neighborhood, but there is a significant grade up this street and a sidewalk on only one side of the street. In addition, there are no bicycle facilities on Bellevue Way S.

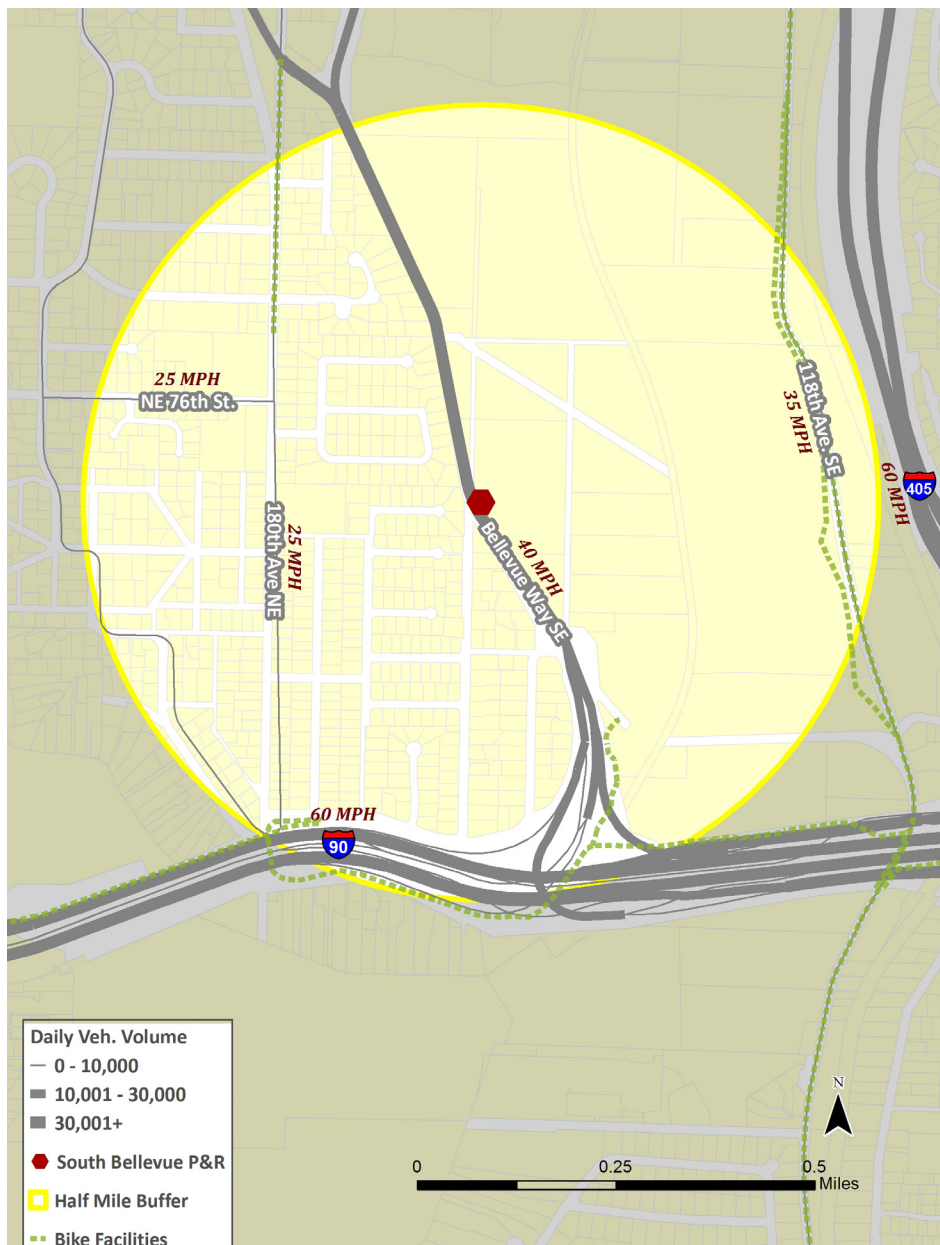


Figure 6: Roadway Characteristics

NONMOTORIZED CONNECTIVITY

The South Bellevue Park and Ride's location makes it challenging to reach by nonmotorized modes. While there is a crossing at 112th Avenue NE, it is at the bottom of a hill (which makes the return trip daunting) and the Enatai neighborhood doesn't likely generate many transit trips overall. I-90 to the south is a significant barrier and there are currently no bicycle facilities on Bellevue Way S.

Figure 7 shows a 15-minute walkshed from the South Bellevue Park and Ride. One can clearly see the limitations in being able to walk to or from the South Bellevue Park and Ride except for portions of the southern Enatai neighborhood.

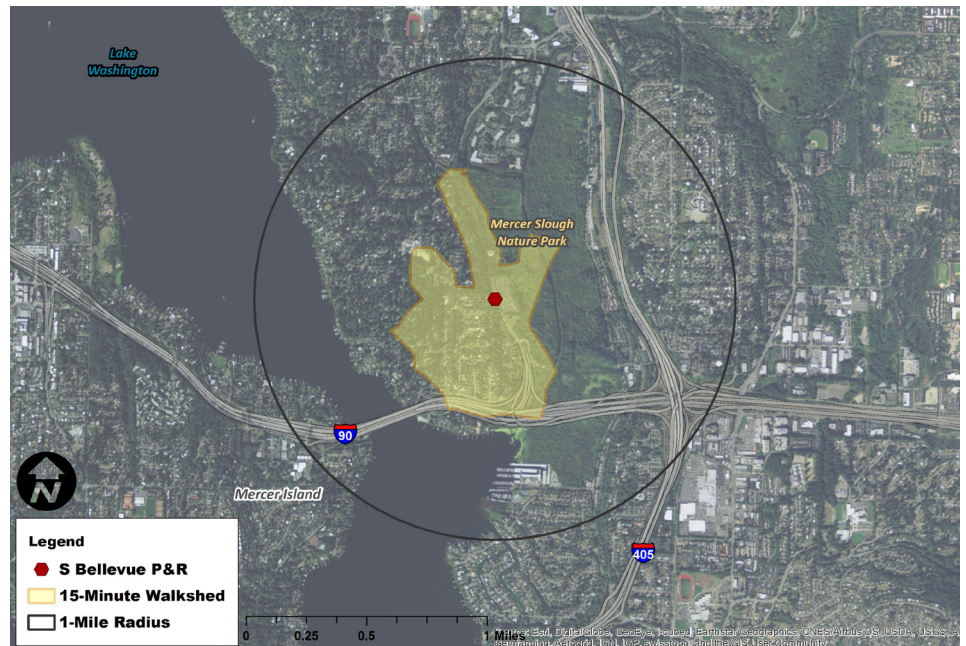


Figure 7: 15-Minute Walkshed

Figure 8 shows the existing nonmotorized connectivity index using the [Nonmotorized Connectivity Tool](#) developed by King County Metro and Sound Transit. It clearly indicates the challenges in reaching the South Bellevue Park and Ride from the north and the south, and also shows that access from the east is also impossible due to the presence of the Mercer Slough and I-405.

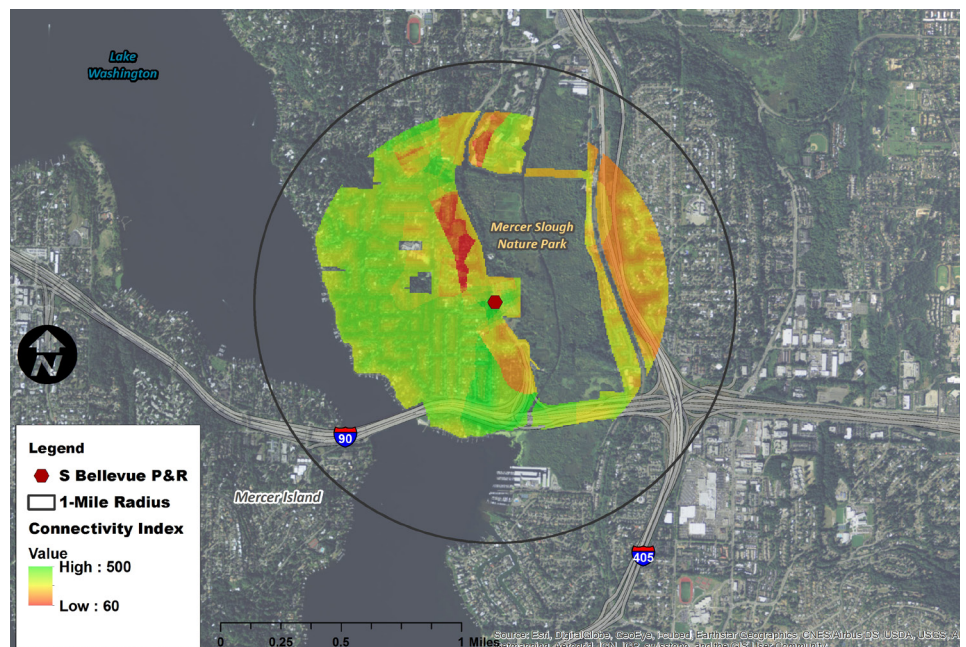


Figure 8: Current Nonmotorized Connectivity Index

TRANSIT SERVICE

Route	Service Period	Peak Headway	Off-Peak Headway	Travel Time	On-Time Performance	Average Weekday Ridership (2014)	Destinations Served
KCM 241	All-day	30	30	20	83%	800	Downtown Bellevue, Factoria, Eastgate P&R, Bellevue College
KCM 249	All-day	35	60	65	88%	1,000	Beaux Arts, Downtown Bellevue, Overlake
ST 550	All-day	5	15	15	-	9,050	Downtown Seattle-Downtown Bellevue
ST 555/556	Peak	30	-	35	-	1,421	Northgate, UW, Downtown Bellevue, Issaquah
ST 560	All-day	30	30	45	-	1,703	Renton, SeaTac, Westwood Village

The South Bellevue Park and Ride is served by three Sound Transit Express bus routes and two King County Metro routes. Figure 9 shows where riders can travel within an hour from the South Bellevue Park and Ride in the AM peak and presents a compelling graphic as to why demand is so high for this location—riders can reach almost everywhere in East King County, downtown Seattle, and the University District in less than one hour.

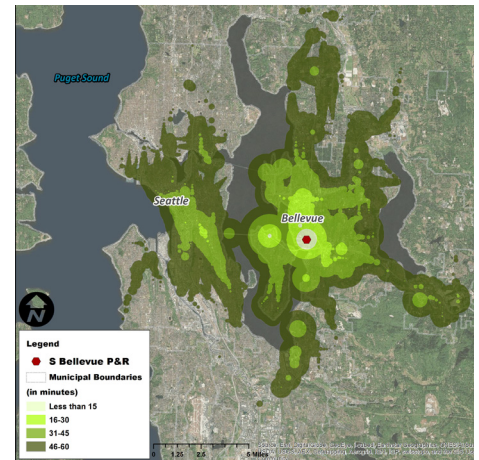


Figure 9: Transit Travelshed

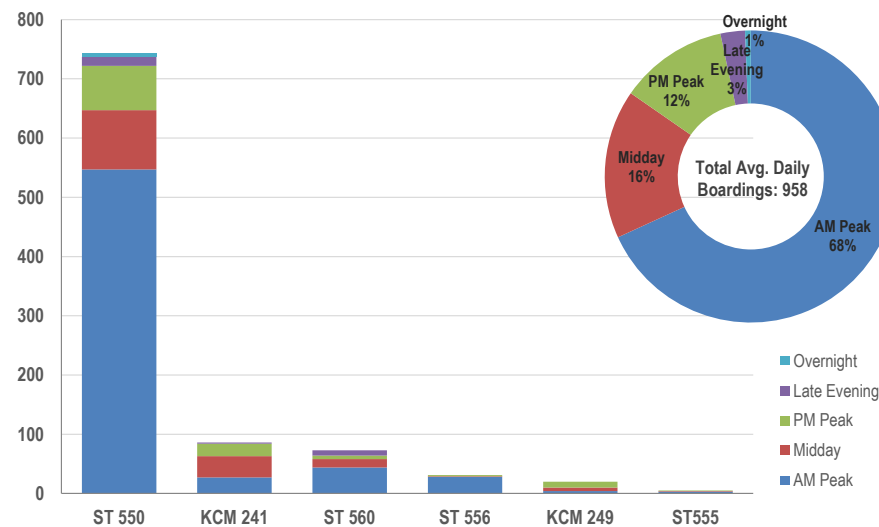


Figure 10: Daily Boardings by Route and Time of Day

Sound Transit Express route 550 is the dominant route at the South Bellevue Park and Ride, accounting for more than 75% of boardings. Figure 10 shows that more two-thirds of boardings at South Bellevue Park and Ride occur in the AM peak.

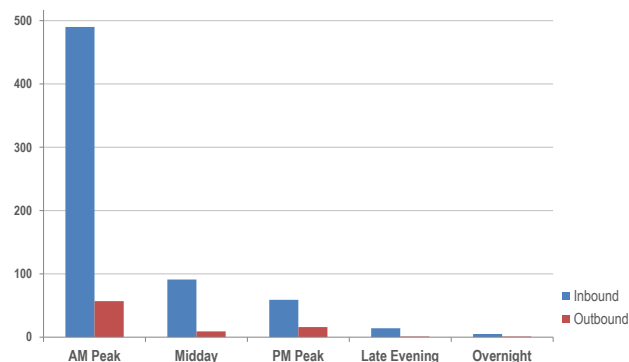


Figure 11: 550 Boardings by Time of Day and Direction

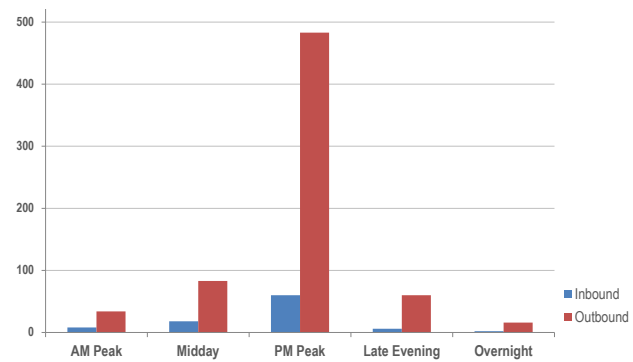


Figure 12: 550 Alightings by Time of Day and Direction

Figures 11 and 12 show a closer look at 550 boardings and alightings, and whether riders are heading toward downtown Seattle (inbound) or downtown Bellevue (outbound). And while the majority of riders are heading to downtown Seattle, slightly more than 10% of riders are taking the approximately 10 minute trip to downtown Bellevue in the AM peak.

PARKING CHARACTERISTICS

Measured by its utilization rate, the South Bellevue Park and Ride is often the most utilized park and ride in the region, frequently coming in at almost 110% utilization. This functionally means that South Bellevue Park and Ride users are making parking spaces where they don't exist. Given its location in the transportation system (as depicted on Figure 9 of the previous page), there are very few equivalents to South Bellevue. Those most like it—the Mercer Island Park and Ride and the Eastgate Park and Ride—are also frequently at or above capacity.

3 Vanpools using South Bellevue Park and Ride

7.33 Average vanpool occupancy

In addition to fixed route transit users, 3 vanpool groups (with an average occupancy of 7.33 riders) use South Bellevue Park and Ride as a meet-up location, though it's uncertain how many people park at South Bellevue Park and Ride to meet up with their vanpool group.

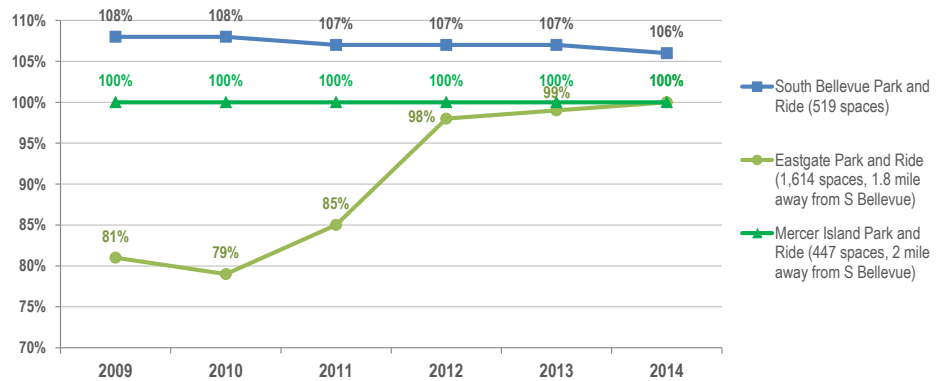


Figure 13: South Bellevue, Eastgate, Mercer Island Park and Ride Utilization

Sound Transit conducted a license plate survey of South Bellevue Park and Ride users in February 2015, which is depicted in Figure 14 at right. It demonstrates that many South Bellevue Park and Ride users are arriving from points south and east, with 43% of vehicles coming from more than 5 miles.

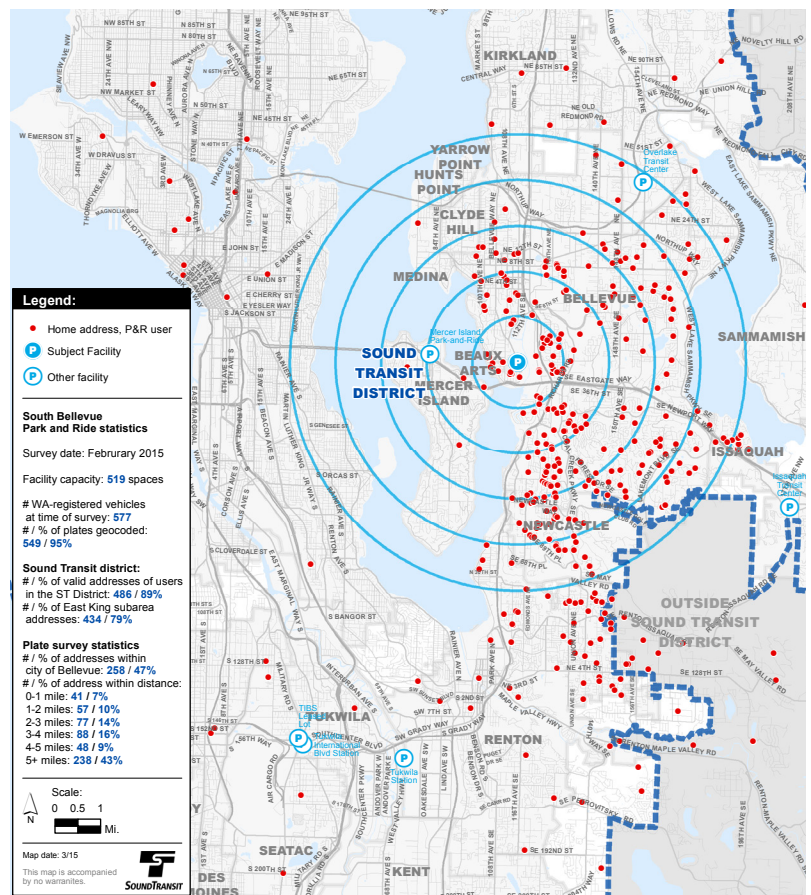


Figure 14: South Bellevue License Plate Survey (2015)

EAST LINK CONSTRUCTION IMPACTS AND MITIGATION

As part of the East Link construction process, the South Bellevue Park and Ride is expected to close in mid-to-late 2016 for up to five years. In the Record of Decision issued by the Federal Transit Administration, Sound Transit must mitigate this lost access by “rout[ing] transit riders that use South Bellevue Park and Ride to available spaces at nearby park and rides” and “leas[ing] parking lots and/or new parking areas within the vicinity of the closed park and ride lot.”



Figure 15: South Bellevue Station Site Layout

Sound Transit has developed a replacement parking strategy to mitigate the impacts of South Bellevue Park and Ride’s closure. The strategy includes the following elements:

- Maximizing the use of existing bus service and underutilized park and ride facilities, with almost 300 stalls identified at 10 locations serving South Bellevue destinations and/or buses with connections to buses with same destinations
- Leasing parking lots with access to existing bus service, with plans to lease at least 350 lots near riders’ point of origin and selected based on the City of Bellevue’s Transit Master Plan
- Modifying existing bus routes where needed in close coordination with King County Metro
- Working with the City of Bellevue to monitor for hide and ride activity in the vicinity of South Bellevue Park and Ride
- Developing a robust outreach strategy in the months leading up to the closure of the South Bellevue Park and Ride

4,500 Projected daily boardings at South Bellevue Station in 2035

1,500 Parking spaces in a new garage at South Bellevue Station

There are expected to be more than four times as many boardings at the future South Bellevue Station with slightly less than three times as many parking spaces, which means that future riders will need to increasingly arrive using nonmotorized modes, connecting by local transit, or by being dropped off.

FINDINGS

In consultation with City of Bellevue and Sound Transit staff and the Transit Access Working Group that oversaw and provided guidance on this Transit Access Assessment, the following findings—organized by Urban Form, Transit Service, and Parking—were reached regarding transit access at South Bellevue Park and Ride.

Urban Form

- Small population and employment numbers
- Very little land use changes expected (or desired) in the immediate vicinity
- Currently inadequate nonmotorized facilities in the immediate vicinity
- Light rail construction will be disruptive but also result in improved nonmotorized facilities

Transit Service

- Fast service to several regional destinations
- 550 is the work horse
- Some reverse commuting occurring
- Some transfer and drop-off behavior likely occurring throughout the day
- Achieving projected boardings will rely on bus-rail integration and kiss-and-ride amenities in addition to additional parking capacity

Parking

- Lots of latent demand: analysis conducted for Bellevue Transit Master Plan indicated unconstrained demand for +4,200 parking lots
- Measured by percentage, one of the most overcrowded Park and Rides in the region
- 550 will remain on Bellevue Way S during construction and may result in hide-and-ride parking
- Future garage likely to be managed



Figure 16: South Bellevue Park and Ride