

A photograph of a Sound Transit train, showing the side of the car with windows and the blue and teal livery. The train is viewed from a low angle, looking up at the side of the car. A dark grey horizontal band is overlaid across the middle of the image, containing the title text.

System Access in ST3

ST3 Expert Review Panel
February 9, 2016

 **SOUNDTRANSIT**

System Access Policy

Modes to serve:

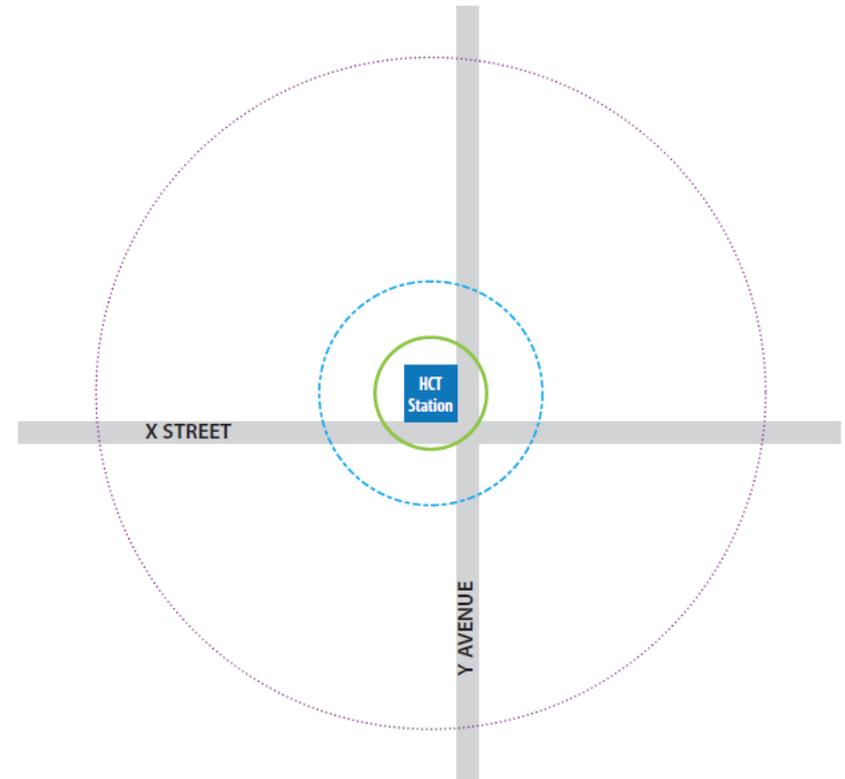
- Connecting transit and ferry services
- Paratransit pick-up and drop-off
- Pedestrian access
- Bicycle access
- Private vehicle pick-up and drop-off
- Vehicles requiring parking

Prioritize investments by:

- Ridership
- Total cost of ownership or total lifecycle cost to Sound Transit, including partnership costs for joint projects with third parties
- Sound Transit and local jurisdiction plans and planning documents
- Public input

Station area for evaluation and improvements

- Scarce resources create tradeoffs for access projects, or other transportation needs
- Keeping regional transit improvements close to station footprint helps maintain project scope, schedule and budget



 1/4 Mile Radius—Long-Range Plan Access Pedestrian and Bicycle Improvement Area

 1/2 Mile Radius—FTA Pedestrian Access Eligibility

 3 Miles Radius—FTA Bicycle Access Eligibility

System Planning - Access Evaluation

- Project detail sheets include several measures
- Density of population employment confers many socioeconomic benefits to those with access

	System Integration <i>Qualitative assessment of issues and effects related to connections to existing local bus service and potential future integration opportunities</i>	Medium-High	Low to high number of existing daily transit connections from Ballard to Pioneer Square and opportunities for integration with realigned bus service
	Ease of Non-motorized Access <i>Qualitative assessment of issues and effects related to non-motorized modes</i> Percent of Non-motorized Mode of Access <i>Percent of daily boardings</i>	Medium-High 75-85%	Low to high intersection densities providing non-motorized access with SR 99 a barrier within 1/2 mile of Westlake Avenue N
	Connections to PSRC-designated Regional Centers <i>Number of PSRC-designated regional growth and manufacturing/industrial centers served</i>	3 centers	Ballard-Interbay MIC, South Lake Union, Seattle CBD
	Land Use and Development/TOD Potential <i>Quantitative/qualitative assessment of adopted Plans & Policies and zoning compatible with transit-supportive development within 0.5 mile of potential stations</i> <i>Qualitative assessment of real estate market support for development within 1 mile of potential corridor</i> <i>Density of activity units (population and employment for 2014 and 2040) within 0.5 mile of potential station areas</i>	Medium-High High Pop/acre: 2014: 22; 2040: 30 Emp/acre: 2014: 62; 2040: 94 Pop+Emp/acre: 2014: 84; 2040: 124	Strong support in local and regional plans; approx. 35% land is compatibly zoned Very strong market support
	Socioeconomic Benefits <i>Existing minority / low-income populations within 0.5 mile of potential station areas</i> <i>2014 and 2040 population within 0.5 mile of potential station areas</i> <i>2014 and 2040 employment within 0.5 mile of potential station areas</i>	28% minority; 16% low-income Pop: 2014: 64,500; 2040: 90,000 Emp: 2014: 183,200; 2040: 277,100	

Ease of Non-Motorized Access

Connectivity factors

- Barriers (often highways and open space)
- Intersection density



Percentage of Non-Motorized Access

Broad station area typologies were derived from *TCRP Report 153: Guidelines for Providing Access to Public Transportation Stations*

Station Typology	Average Range of Non-Motorized Access
Urban CBD	75-85%
Urban, Non-CBD	70-80%
Suburban	25-35%
Intermodal Transit Center	20-30%

Programming Capital Costs for Access

Park and Ride Projects

At existing Mountlake Terrace and Tukwila lots, and North Sammamish

Corridor- and Region-wide Funds

- System Access Fund (R-05)
Pedestrian, bicycle, transit transfer, pick-up/drop-off
- Sounder Access Fund (S-15)
Primarily park and ride

Project Allowances

- Non-motorized Access Allowance
- Bus-rail integration facilities
- Park-and ride

ITEM	COST	COST WITH RESERVE
TOD planning and due diligence	\$1.13	\$1.21
Sustainability	\$20.53	\$21.97
Parking access	N/A	N/A
Non-motorized (bicycle/pedestrian) access	\$51.63	\$55.24
Bus/rail integration facilities	\$2.75	\$2.95