

A low-angle shot of a white and blue Sound Transit train. The train is moving upwards and to the right, with its windows reflecting the sky. The bottom of the train is blue with the Sound Transit logo and name. A semi-transparent dark grey banner is overlaid across the middle of the image.

# System Access in ST3

ST3 Expert Review Panel  
February 9, 2016

 **SOUNDTRANSIT**

# System Access Policy

## Modes to serve:

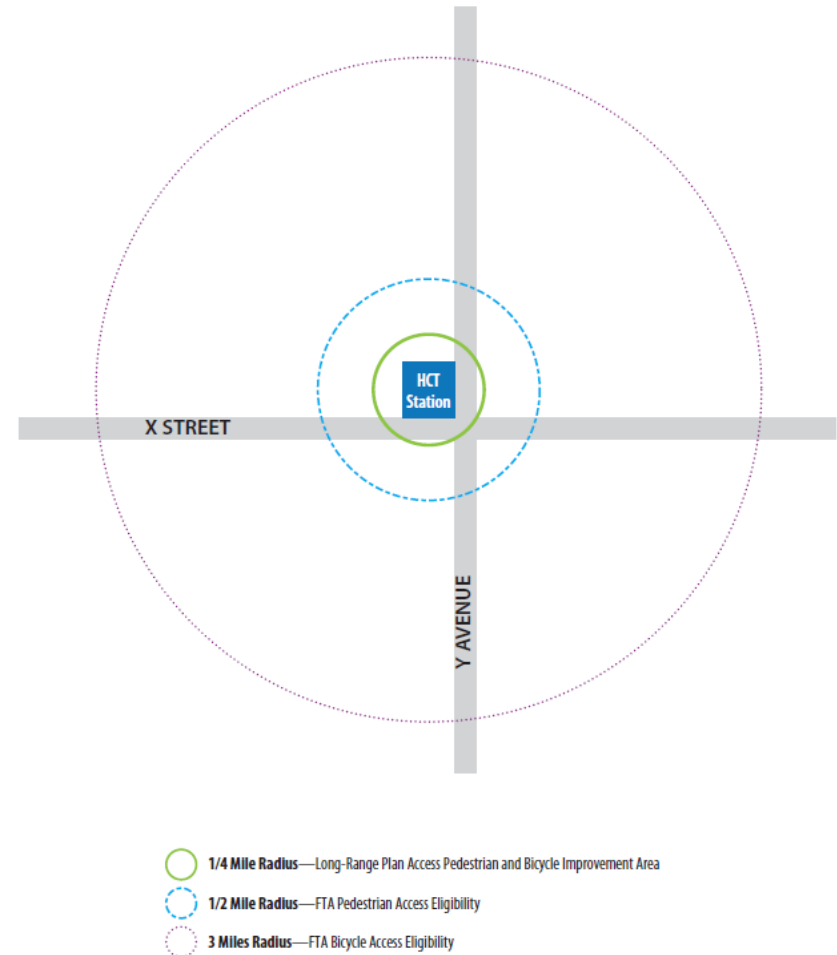
- Connecting transit and ferry services
- Paratransit pick-up and drop-off
- Pedestrian access
- Bicycle access
- Private vehicle pick-up and drop-off
- Vehicles requiring parking

## 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



# System Planning - Access Evaluation

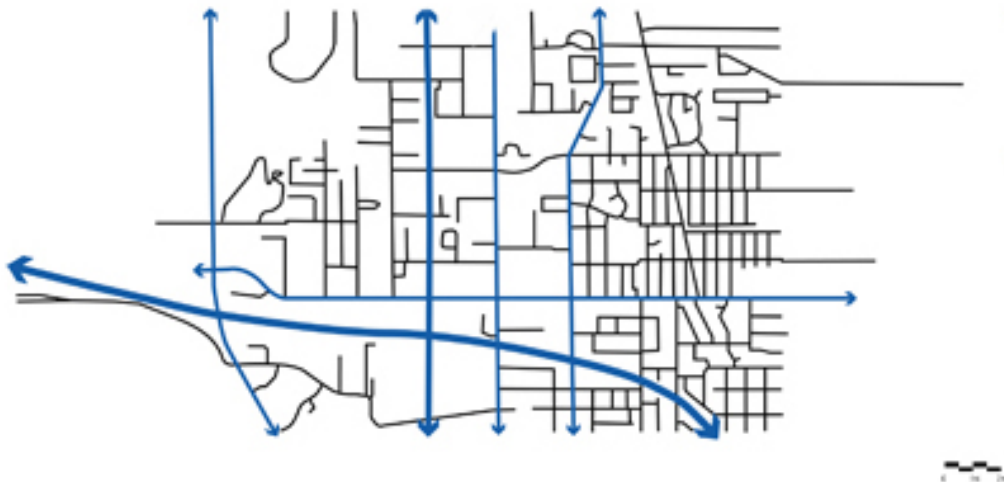
- Project detail sheets include several measures
- Density of population employment confers many socioeconomic benefits to those with access

	<b>System Integration</b> <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
	<b>Ease of Non-motorized Access</b> <i>Qualitative assessment of issues and effects related to non-motorized modes</i>	Medium-High	Low to high intersection densities providing non-motorized access with SR 99 a barrier within 1/2 mile of Westlake Avenue N
	<b>Percent of Non-motorized Mode of Access</b> <i>Percent of daily boardings</i>	75-85%	
	<b>Connections to PSRC-designated Regional Centers</b> <i>Number of PSRC-designated regional growth and manufacturing/industrial centers served</i>	3 centers	Ballard-Interbay MIC, South Lake Union, Seattle CBD
	<b>Land Use and Development/TOD Potential</b> <i>Quantitative/qualitative assessment of adopted Plans &amp; Policies and zoning compatible with transit-supportive development within 0.5 mile of potential stations</i>	Medium-High	Strong support in local and regional plans; approx. 35% land is compatibly zoned
	<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>	High  Pop/acre: 2014: 22; 2040: 30 Emp/acre: 2014: 62; 2040: 94 Pop+Emp/acre: 2014: 84; 2040: 124	Very strong market support
	<b>Socioeconomic Benefits</b> <i>Existing minority / low-income populations within 0.5 mile of potential station areas</i>	28% minority; 16% low-income	
	<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>	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