

# System Access Program (Pedestrian and bicycle access, bicycle parking, transit)

Subarea	Region-wide
Primary Mode	Non-motorized
Facility Type	Various
Length	N/A
Date Last Modified	July 1, 2016

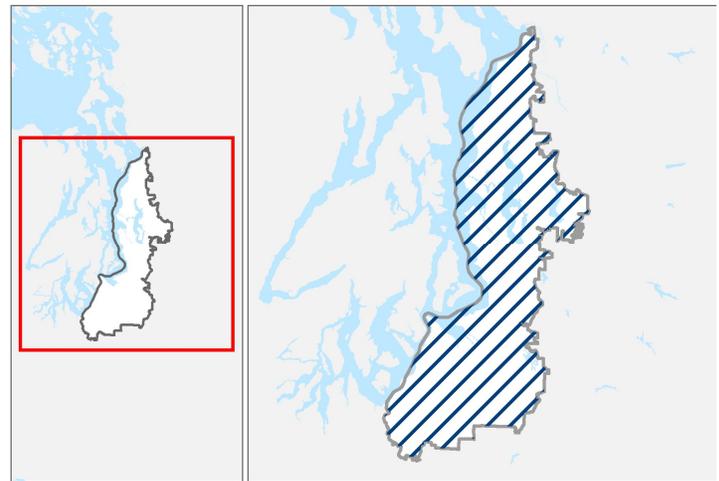
## SHORT PROJECT DESCRIPTION

This program would fund access improvements for Sound Transit stations and facilities including non-motorized access, bicycle parking and facilities, bus transit access and expanded drop-off/pick-up as needed. This program includes a mode of access data collection program and station area access studies. Funds would be prioritized per Sound Transit's System Access Policy.

Implementation would be conducted in accordance with the System Access Policy and the Bicycle Policies and future updates.

*Note: The elements included in this representative project will be refined during future phases of project development and are subject to change.*

## PROJECT AREA AND REPRESENTATIVE ALIGNMENT



## KEY ATTRIBUTES

<b>REGIONAL LIGHT RAIL SPINE</b> <i>Does this project help complete the light rail spine?</i>	N/A
<b>CAPITAL COST</b> <i>Cost in Millions of 2014 \$</i>	\$100
<b>RIDERSHIP</b> <i>2040 daily project riders</i>	N/A
<b>PROJECT ELEMENTS</b>	<ul style="list-style-type: none"> <li>• Non-motorized Access Improvements</li> <li>• Bicycle Parking and Facilities</li> <li>• Transit Access and Drop-off/Pick-up Improvements</li> <li>• Mode of Access Data Collection</li> <li>• Station Access Studies</li> <li>• System Access Strategic Plan</li> </ul>
<b>NOT INCLUDED</b>	<ul style="list-style-type: none"> <li>• Limited funds intended to support many smaller investments rather than major expansion projects</li> <li>• No Park-and-Ride expansion; future parking management program development in the Innovation Fund</li> </ul>
<b>ISSUES &amp; RISKS</b>	<ul style="list-style-type: none"> <li>• Coordination with local jurisdictions and local agencies.</li> <li>• Partnership agreements for non-motorized access improvement investments.</li> <li>• Typical project risks will be minimized as many partnership projects will be led by local jurisdictions</li> <li>• Partnership agreements for potentially complex non-motorized access improvements could consume more staff time than anticipated</li> <li>• Education component of Class 1 on-demand secure access to bicycle cages (including signup and provision of identification or special fare media) may add to cost</li> </ul>

# System Access Program (Pedestrian and bicycle access, bicycle parking, transit)

Sound Transit developed a conceptual scope of work for this project for the purpose of generating a representative range of costs, both capital and operating; and benefits, including ridership forecasts, TOD potential, multi-modal access and others. This information was developed to assist the Sound Transit Board as it developed the ST3 system plan, including phasing of investments and financial plan, for voter consideration. Final decisions on project elements (e.g., alignment, profile, station locations, and number of parking stalls) will be determined after completion of system planning, project level environmental review, and preliminary engineering during which additional opportunities for public participation will be provided. Therefore, this scope definition should not be construed as a commitment that all representative features will be included in the final developed project.

## Long Description:

This program would fund access improvements for Sound Transit stations and facilities including non-motorized access, bicycle parking and facilities, bus transit access and expanded drop-off/pick-up as needed. Implementation would be conducted in accordance with the System Access Policy and the Bicycle Policies and future updates that may be informed by the studies and data collection included in this project. Following are examples of some of the types of projects that could be funded in partnership with local jurisdictions through the System Access Fund:

- **Non-motorized Access Improvements:** Provide funds for pedestrian and bicycle access improvements, in partnership with local jurisdictions and agencies to increase ridership at existing and ST2 stations; the goal of this program is to increase ridership and access to transit by connecting activity centers with higher density residential and employment to stations through improved non-motorized access facilities and reduce demand for automobile parking by providing access options with lower costs and fewer impacts.
- **Bicycle Parking and Facilities:** Provide funds for future bicycle parking demand at existing stations; provide on-demand secure parking; improve/replace bicycle parking furnishings that are past their useful life or are in disrepair
- **Transit Access and Drop-off/Pick-up Improvements:** Provide funds for transit integration with partner transit agencies, improve efficiency of transit access to stations, and improve transit information; provide funds to improve or expand capacity of drop-off/pick-up area at stations in response to demand and changing technology
- **Mode of Access Data Collection:** Establish a regular and recurring mode of access data collection program; the goals are to establish baseline mode of access and then monitor the effectiveness of access investments over time; mode of access data will also be used to monitor the effectiveness of local jurisdiction land use plans and TOD projects to increase access by non-motorized modes; mode of access data will provide a basis for planning of bicycle parking and access needs and cost-effective phasing of bicycle parking expansion and bicycle infrastructure near the facility
- **Station Access Studies:** This project will fund a System Access Strategic Plan that identifies and prioritizes access improvements; provide funds for in-depth needs at select stations as needed, including coordination with local jurisdictions and public outreach; station Access Studies can guide the implementation and prioritization of non-motorized access, transit, drop-off/pick-up, and detailed analysis of benefits estimated from investments; station access studies can be used to address more complex prioritization of access funds

## Assumptions:

- System access fund assumed to be shared equally between all five subareas
- Implementation would be conducted in accordance with the System Access Policy (Resolution No. R2013-03 & Attachment A) and the Bicycle Policies (Administrative Policies and Procedures No. 34; Motion No. M2010-87 – Attachment A) and future updates
- Non-motorized improvement budget is relative to street construction costs at approximately \$4,000,000 per mile, which includes concrete sidewalks, bicycle access improvements, roadway base course, drainage facilities, traffic signal upgrades, utility relocation, and pavement overlay
- Class 1 secure bicycle lockers at existing Sound Transit stations with low demand for bicycle parking
- Class 1 on-demand secure bicycle cages at existing Sound Transit stations with high demand (>40 parked bicycles) for bicycle parking
- Class 1 on-demand secure bicycle technology for ST2 stations; cages included within current ST2 station scope
- Class bicycle parking (freestanding racks) at all stations
- Station access studies will define transit and drop-off/pick-needs
- Mode of access data collection at 30 existing stations, biennial data collection over 20 years
- Mode of access data collection at 25 ST2 stations beginning one year after opening and biennial over 16 years
- Station access studies at up to 20 stations

## Environmental:

For non-motorized project improvements Sound Transit or a project partner will complete state and federal environmental reviews as appropriate. Sound Transit or project partner will also obtain and meet the conditions of all required local, state, and federal environmental permits and approvals.

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**Utilities:**

Utility relocation as needed to complete the project, including fiber optics, sewer, water, overhead electric/communications, etc.

**Right-of-Way and Property Acquisition:**

Little to no right-of-way acquisition by Sound Transit because facilities are developed in partnership with local jurisdictions on their streets and trails, and improvements may be located on ST property.

**Potential Permits/Approvals Needed:**

Sound Transit will be the lead agency responsible for constructing few projects selected for funding outside Sound Transit property. The local jurisdiction or transit partner, as appropriate, will be responsible for construction, permitting and environmental requirements, and operating/maintenance associated with projects located outside Sound Transit property.

**Project Dependencies:**

- Non-motorized access improvements are dependent on local plans and policies consistent with station area development and local jurisdiction and agency partnerships
- Sound Transit will work with local jurisdictions as necessary to implement companion bikeshare stations near Sound Transit stations

**Potential Project Partners:**

The System Access Policy and Bicycle Policies require that Sound Transit work in partnership with local jurisdictions to identify, fund, and implement agreed-upon non-motorized access around the agency's rider facilities. For improvements not on Sound Transit owned property, Sound Transit may make capped contributions that reimburse up to 50% of capital costs incurred by local jurisdictions or other third parties. A shared cost partnership will be developed for these improvements. Implementation guidelines, including project eligibility and prioritization criteria, will be prepared concurrent with ST3 planning and updated to reflect new data, policies, and practices.

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## Cost:

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*In Millions of 2014\$*

ITEM	Cost
Non-motorized Access Improvements	\$76.78
Bicycle Parking and Facilities	\$4.59
Transit access improvements	\$3.54
Drop-off/Pick-up Improvements	\$3.54
Mode of Access Data Collection	\$1.18
Station Access Studies	\$4.72
Agency Administration	\$5.66
<b>Total</b>	<b>\$100.00</b>

**Design Basis:**

N/A

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Evaluation Measures:

MEASURE	MEASUREMENT/RATING	NOTES
 <p><b>Regional Light Rail Spine</b> <i>Does project help complete regional light rail spine?</i></p>	N/A	
 <p><b>Ridership</b> <i>2040 daily project riders</i></p>	N/A	Prioritization of access improvement projects will include analysis of ridership benefits
 <p><b>Capital Cost</b> <i>Cost in Millions of 2014 \$</i></p>	\$100	
 <p><b>Annual O&amp;M Cost</b> <i>Cost in Millions of 2014 \$</i></p>	N/A	Prioritization of access improvement projects will include analysis of ridership benefits
 <p><b>Travel Time</b> <i>In-vehicle travel time along the project (segment)</i></p>	N/A	
 <p><b>Reliability</b> <i>Percentage of alignment/route in exclusive right-of-way</i></p>	N/A	
 <p><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></p>	N/A	Prioritization of access improvement projects will include analysis of ridership benefits
 <p><b>Ease of Non-motorized Access</b> <i>Qualitative assessment of issues and effects related to non-motorized modes</i></p>	N/A	This Fund creates many opportunities for safer and more convenient walk and bicycle access in locations with incomplete street grids
	<p><b>Percent of Non-motorized Access</b> <i>Percentage of daily boardings</i></p>	
 <p><b>Connections to PSRC-designated Regional Centers</b> <i>Number of PSRC-designated regional growth and manufacturing/industrial centers served</i></p>	N/A	
 <p><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></p> <p><i>Qualitative assessment of real estate market support for development within 1 mile of potential corridor</i></p> <p><i>Density of activity units (population and employment for 2014 and 2040) within 0.5 mile of potential stations</i></p>	N/A	Non-motorized access investments enhance and support transit oriented development.
	N/A	
	N/A	
 <p><b>Socioeconomic Benefits</b> <i>Existing minority / low-income populations within 0.5 mile of potential stations</i></p> <p><i>2014 and 2040 population within 0.5 mile of potential stations</i></p> <p><i>2014 and 2040 employment within 0.5 mile of potential stations</i></p>	N/A	Data can be used to ensure that access improvement investments improve access to transit and opportunity in underserved places.
	N/A	
	N/A	

For additional information on evaluation measures, see <http://soundtransit3.org/document-library>