SOUND TRANSIT

MOTION NO. M98-78

Bicycle Policies
BACKGROUND AND COMMENTS

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Executive Committee	10/16/98	Discussion/Recommend Board Approval	Agnes Govern, Director, Regional Express	684-1673
Board	10/22/98	Approval	Barbara Gilliland, Program Manager, Systems Integration	684-1630

ACTION:

Approval of a motion to establish Sound Transit bicycle policies which provide direction to staff on encouraging bicyclists to use Sound Transit services and facilities, and setting forth considerations for bicycle access in developing those services and supporting facilities.

BACKGROUND:

Bicycling has become a primary means of transportation for tens of thousands of Puget Sound residents. This region's long-term commitment to the development of a regional trails network, on-street facilities, integration of bicycling elements in Commute Trip Reduction programs, and development codes have resulted in some of the highest levels of bicycle journey-to-work travel of any metropolitan area in the nation. This region also has the most comprehensive "bike on transit" program in the nation. King County Metro carried nearly one half million bicycles on its transit vehicles last year alone.

Sound Transit has made commitments to providing bicycle access to its services and facilities in *Sound Move*; in recently adopted station design policy, and in early decisions relating to vehicle design and operational policy. Early regional planning efforts developed a nationally recognized study paper outlining how a regional transit system can attract significant new ridership by integrating bicycle transportation in its design and development.

The proposed motion outlines a strategy for Sound Transit to uphold its commitments and achieve the benefits of integrating bicycle access into its system. Over the past two months, Sound Transit staff has conducted focus groups with bicycle transportation advocates, with local, county, and state transportation agencies, and with our regional transit partners. On September 21, 1998, over one hundred citizens attended a workshop to provide input on how Sound Transit can best build on local program success, and how to take full advantage of the successes of other transit systems in developing this market.

Why Bikes and Transit?

(From: Bicycles & Transit: A Partnership That Works
Federal Transit Administration, 1998)

There are several benefits from investing in and integrating transit and bicycle facilities:

For bicyclists, access to transit allows the opportunity to make longer trips to a greater variety of destinations from a greater range of trip origins than can be made on transit alone. Where physical conditions prevent a continuous bicycle trip, transit can provide a link to previously inaccessible destinations.

For transit providers, improving bicycle access attracts new riders. Bicycles expand transit's catchment area beyond what pedestrians can comfortably cover without depending on increased auto access. Bicyclists also represent an important weekend and off-peak market, when ridership is lower and capacity is typically underutilized. Providing secure parking for bicyclists is less expensive than providing parking for automobiles.

For livable communities, bicycles and transit together provide more mobility options to everyone, particularly those who because of age, disability or income are unable to drive. Less auto traffic through neighborhoods contributes to a safer, quieter and more pleasant environment.

For everyone, safe and convenient transit service and bicycle facilities attract more passengers and increase the viability of transit service. Fewer trips by automobile reduce polluting emissions. Increased use of transit and bicycle facilities can decrease traffic congestion

RELEVANT BOARD POLICIES AND PREVIOUS ACTIONS TAKEN:

- Adoption of *Sound Move*, the Ten-Year Regional Transit System Plan (May 31, 1996). *"Sound Move* will create a regional transit system that is easy to reach and use by everyone including pedestrians, bicyclists, people with disabilities and other public transportation customers.

  Sound Transit will work with local public transportation agencies, communities and local governments to place and design transit facilities that fit with local community plans. This will include making improvements within one-half mile of each station for safe, easy transit, pedestrian and bicycle access. Transit facility designs will be flexible; allowing each station to reflect and fit into the community it serves while providing standard features for customers such as:
  - Safety and security design standards
  - Consistent route and schedule information
  - Easy-to-read and consistent signs
  - Pedestrian-friendly design and full access for people with disabilities
  - Bicycle access and storage
  - Transit-friendly access to provide smooth transfers from one type of public transportation to another"

- Motion M98-58 (August 13, 1998) – Adopting station/facility design guidelines and providing general guidelines for the inclusion of bicycle facilities, circulation and potential for future expansion.

KEY FEATURES:

- Establishes policies defining Sound Transit's role in providing bicycle access to transit facilities, including coordination of off-site access within half mile of transit centers, stations and park & ride lots.
- Outlines alternative methods for carrying bicycles on each of the elements of Sound Transit - Link, Sounder and Regional Express – while establishing guidelines for accommodating demand for services at peak and crush load conditions
- Identifies strategies for mitigating the potential effects to existing bicycle facilities during transit system development, and actions for improving bicycle access by eliminating existing barriers through design and development of Sound Transit facilities.
- Provides more detailed policy direction on alternative means of meeting the needs of bicyclists at Sound Transit facilities, including an examination of new ideas designed to encourage bicycle parking and transfer to various elements of the system.
- Develops a policy framework for extending the benefits of a seamless system to bicycling customers, while also identifying coordination and funding strategies intended to make bicycling an increasingly viable means of taking full advantage of Sound Transit services.

FUNDING:

Funding for the implementation of these policies will be included in the design and construction of each transit facility and corridor alignment, and in the purchase of the vehicles required for operation. In addition, special grant resources have been identified in the TEA-21 legislation, which is earmarked specifically for developing bicycle access to transit. Federal match for these programs is 90-95%, depending on the funding source identified and project characteristics. Development of collaborative projects with other agencies and jurisdictions can extend the effectiveness of these funds.

ALTERNATIVES:

The Board could choose to revise the proposed motion to adopt only selected policies.

CONSEQUENCES OF DELAY:

Design and purchase of vehicles is already underway; any changes needed to those designs will need to be considered immediately. Design is underway for initial facilities and additional direction on the integration of bicyclists in those designs would be helpful.

LEGAL REVIEW:

Upon review of the background and comments and the motion, the Legal Department finds both documents to be legally acceptable.

SOUND TRANSIT

MOTION NO. M98-78

A motion of the Board of the Central Puget Sound Regional Transit Authority establishing bicycle policies which provide direction to staff on encouraging bicyclists to use Sound Transit services and facilities, and setting forth considerations for bicycle access in developing those services and supporting facilities.

Background:

Bicycling has become a primary means of transportation for tens of thousands of Puget Sound residents. This region's long-term commitment to the development of a regional trails network, on-street facilities and the integration of bicycling elements in Commute Trip Reduction programs and development codes have resulted in some of the highest levels of bicycle journey-to-work levels of any metropolitan area in the nation. This region also has the most comprehensive "bike on transit" program in the nation. King County Metro carried nearly one half million bicycles on its transit vehicles last year alone.

Sound Transit has made commitments to providing bicycle access to its services and facilities in *Sound Move*; in recently adopted station design policy, and in early decisions relating to vehicle design and operational policy. Early regional planning efforts developed a nationally recognized study paper outlining how a regional transit system can attract significant new by integrating bicycle transportation in its design and development.

The proposed motion outlines a strategy for Sound Transit to uphold its commitments and achieve the benefits of integrating bicycle access into its system. Over the past two months, Sound Transit staff has conducted focus groups with bicycle transportation advocates; with local, county, and state transportation agencies; and with our regional transit partners. On September 21, 1998, over one hundred citizens attended a workshop to provide input on how best Sound Transit can build on local program success, and how to take the fullest advantage of the successes of other transit systems in developing this market.

Motion:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the bicycle policies substantially in the form of Attachment A be adopted. These policies include the following general bicycle guidelines for the development and implementation of Sound Transit services and facilities:

1. To the System – Getting bicyclists to Sound Transit services and facilities
   - Bicycle access will be a common method of access to and from Sound Transit facilities.
   - Sound Transit will work with local jurisdictions and communities to determine appropriate bicycle improvements within half mile of rail stations, park & ride lots, and transit centers.

2. On the System – Providing accommodations for bicyclists on Sound Transit Vehicles
   - Sound Transit will provide for bicycle access through provision of well-designed facilities on vehicles that:

- encourages general bicycle access
- minimizes conflict with other patrons
- achieves high compliance with adopted bicycle Rules of Conduct
- provides predictable and reliable access on vehicles

- Sound Transit shall strive to provide access to Link, Sounder and Regional Express during all hours of operation.
- Sound Transit's bicycle access programs will stress user responsibility and communication of accepted Rules of Conduct.

3. Through and Across Barriers – Protecting and enhancing bicycle access near Sound Transit facilities and right-of-way:
   - Impacts on existing non-motorized access and safety by the development and implementation of transit services shall be mitigated in cooperation with local agencies and with the active input of community organizations.
   - Sound Transit will incorporate a non-motorized access assessment element in the design process associated with all stations, park & ride lots, transit center, and corridor development.
   - Sound Transit will pursue opportunities to share transit and trail facilities within the same right-of-way where feasible, safe, and where access to transit will be improved.

4. At the System – On site facilities and programs which support bicycle access to Sound Transit:
   - Sound Transit shall provide an appropriate mix of bicycle facilities at all access points to the system.
   - Design of facilities will provide ample space and clearly identified pathways for bicycle circulation at the stations and on the platforms.
   - Sound Transit should aggressively pursue opportunities to develop services and facilities that can increase the numbers of bicyclists who use Sound Transit.

5. Low Cost, Efficient and Effective:
   - Sound Transit will emphasize the development of efficient connections with other transportation systems, including Washington State Ferries, King County Metro, Community Transit, Pierce Transit, Everett Transit, Amtrak, and SeaTac International Airport.
   - Sound Transit will pursue and support partnerships with other agencies, particularly in securing grant funds for non-motorized access projects through the TEA-21 Transit Enhancements program and other bicycle and pedestrian eligible grant funds.
   - Sound Transit will emphasize education and communication as an effective means of maximizing the benefits associated with improving bicycle access.
   - All design and development of access provisions for bicyclists should reflect a commitment to the best design practices available.

Approved by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof on the 22nd day of October, 1998.

ATTEST:

Marcia Walker
Board Administrator

Greg Nickels
Board Vice-Chair

Bicycle Access to Sound Transit:
A Policy Review & Recommendations

For Consideration by the Sound Transit Board of Directors

Summary of Policies

October 5, 1998

Introduction: Why Bikes and Transit?

There are several benefits to investing in and integrating transit and bicycle facilities:

For bicyclists, access to transit allows the opportunity to make longer trips to a greater variety of destinations from a greater range of trip origins than can be made on transit alone. Where physical conditions prevent a continuous bicycle trip, transit can provide a link to previously inaccessible destinations.

For transit providers, improving bicycle access attracts new riders. Bicycles expand transit's catchment area beyond what pedestrians can comfortably cover without depending on increased auto access. Bicyclists also represent an important weekend and off-peak market, when ridership is lower and capacity is typically underutilized. Providing secure parking for bicyclists is less expensive than providing parking for automobiles.

For livable communities, bicycles and transit together provide more mobility options to everyone, particularly those who because of age, disability or income are unable to drive. Less auto traffic through neighborhoods contributes to a safer, quieter, and more pleasant environment.

For everyone, safe and convenient transit service and bicycle facilities attract more passengers and increase the viability of transit service. Fewer trips by automobile reduce polluting emissions. Increased use of transit and bicycle facilities can decrease traffic congestion.

Bicycles & Transit: A Partnership That Works
Federal Transit Administration, 1998

TOTAL Access Service Concept and General Policies:

The vision to fully integrate bicycling and transit incorporates relatively simple goals with ambitious effort. For Sound Transit to meet its adopted goals and its commitment to the region's voters, it needs to incorporate the concepts of bicyclist access, mobility, and service throughout the different lines of business. One simple means to describe this vision is "TOTAL Access:"

TOTAL Access: Serving the region's bicyclists with integrated access:
To the system
On the vehicles
Through and across barriers created by the system
At the stations
Low-cost, effective and efficient

The basic elements of TOTAL Access include:

- Safe and direct access to stations via both on-street and trail facilities
- Consistent and reliable system access on vehicles at all hours of operation
- Convenient means to secure bicycles where possible on vehicles that protect safety and convenience for all passengers/patrons
- Preserving bicycle access across newly established corridors, and investigating means to improve access across existing barriers through excellent design of new facilities
- Both short term and long term bicycle parking provisions that stress safety and security for both bicycles and bicyclists – at transfer centers, park & ride lots, and transit stations
- Station design and layout which accommodates both bicycle and pedestrian movement
- Sharing of Sound Transit right-of-way with trail facilities where appropriate and where existing facilities may be displaced by system development

This report will propose policies that emphasize the theme of TOTAL Access on the topics described above.

1.0 To the System – Getting bicyclists to Sound Transit services and facilities

1.1 Identification of Appropriate Off-Site Transit Access Projects Immediate Station Area Access to Rail Stations, Park & Ride Lots, and Transit Centers

Policy

Bicycling will be a common and encouraged method of access to and from Sound Transit facilities. Sound Transit will work with local jurisdictions and transit agencies to identify access projects that enable and encourage attractive non-motorized access to Sound Transit services.

The degree to which Sound Transit will participate in the development of off-site facilities will be based upon a qualitative and quantitative assessment of the project's potential to meet Sound Transit service and non-motorized access goals. Such projects must collectively demonstrate sub-area equity throughout the Sound Transit service area.

Sound Transit will work with local jurisdictions and communities to determine appropriate bicycle improvements within a half-mile radius of stations. Streets that are reconstructed as part of implementing *Sound Move* will be built to a standard that accommodates bicycle and pedestrian access consistent with locally adopted plans and federal and state adopted design standards.

Facilities which might meet the intent of this policy include (but are not limited to):

- Arterial bicycle lanes
- Widened outside travel lanes
- Paved road shoulders
- "Traffic-calmed" routes on local streets parallel to heavily traveled arterial routes
- Curb cuts
- Access paths to adjacent neighborhoods or land uses
- Regional trail linkages
- Facilities such as bridges or tunnels which correct barriers to bicycle access to planned stations and transit centers
- Trails within Sound Transit right-of-way where appropriate, safe and supported by local adopted non-motorized transportation plans
- Facilities (such as ped/bike bridges) which eliminate barriers to local non-motorized access created by the establishment of Sound Transit facilities, or that create access where none currently exists through modifications in the design of proposed Sound Transit facilities

2.0 On the System – Providing accommodations for bicyclists on Sound Transit vehicles

2.1 Comprehensive Approach to System Bicycle Access

Policy

Sound Transit will provide for bicycle access through provision of well-designed facilities on vehicles. Capacity for bicycle access will be based on current and projected patronage, and design considerations for future capacity. Design of services and facilities will emphasize ease of use and minimal delay and inconvenience to other passengers.

Keys to Success

Encourage general bicycle access by:

- Providing service capacity that is predictable and reliable
- Providing protected, high quality bicycle parking at stations
- Developing facilities at strategically located stations, which encourage bicyclists to store their bicycles and access transit as a pedestrian

Minimize conflict with other patrons by:

- Incorporating adequate access to train platforms
- Designating queuing space on platforms for bicyclists, where appropriate

Achieve high compliance with adopted bicycle Rules of Conduct through:

- Good visual information on system use by bicycle
- Development of Codes specific to a particular line of business
- Commitment to, and marketing of the program

Provide predictable and reliable full-time access on vehicles by:

- Providing well-designed bicycle storage areas and/or systems on vehicles
- Locating facilities on the vehicle which lessens impedance to other passengers
- Clearly communicating policies and program rules of conduct
- Developing flexible capacity which reflects user demand and provides reliable access
- Using demonstration programs and on-going assessment of program performance
- Soliciting feedback on program development from users, other passengers, and operators/drivers during design phase of system as well as after system start-up

2.2 Hours of Use and Access to Vehicles

Policy

2.2.1 Peak Hour Policy and Capacity Constraints

Sound Transit shall strive to provide access to Link, Sounder and Regional Express during all hours of operation, utilizing appropriate equipment to secure bicycles and to minimize any inconveniences and delays for other patrons. Because of the limited capacity on vehicles and high service demands, more restrictive peak hour policies may be put in place. Similarly, capacity may be increased on designated vehicles or scheduled runs to accommodate increased peak hour demand. Shared bicycle and ADA facilities should not be the only bike facilities available on any given vehicle.

2.2.2 Education and Rules of Conduct

Sound Transit's Bicycle Access Programs will stress user responsibility and communication of accepted Rules of Conduct. Access to Sound Transit vehicles will be clearly marked to facilitate ease in loading and safety to other users. Special bike permits will not be required to use Sound Transit services.

2.3 Regional Express System Bicycle Access

Policy

Regional Express will accommodate bicyclists on its regional routes in the same manner as provided by local transit agencies. Efforts will be made to address capacity issues on specific corridors in cooperation with local transit agencies and local, county and state transportation departments. Service should be seamless with other Sound Transit services, and efforts should be made to consolidate elements of program management with other local transit providers where appropriate.

Keys to Success

- Familiar, easy-to-use rack systems
- Involvement of bus operators in development of operating procedures
- Clearly communicated system instructions
- Active marketing of the program and education of all potential system users
- Participation with other agencies in addressing capacity and service limitations in shared corridors
- Ongoing feedback from users on potential system improvements
- Consolidation and collaboration with other transit agencies of common program elements (i.e. lost & found, procurement)
- Consistent system policies with local transit agencies

2.4 Link Light Rail Bicycle Access

Policy

Link services shall make provisions to encourage bicycle access on train vehicles, taking into account the safety, convenience, comfort of patrons, and with minimal impact on service. Sound Transit will design light rail vehicles that take into consideration securement for bicycles, capacity commensurate with goals, minimal impact to service, and other passengers.

Keys to Success

Link Bicycle Access:

- Provide a variety of high quality bicycle parking systems and other facilities at strategically located stations which encourage bicyclists to store their bicycles and access Link as a pedestrian
- Provide well-thought out bicycle storage areas and/or systems on vehicles
- Develop a range of service alternatives that provide desired capacity while preserving patron comfort, safety, and convenience
- Develop structured service options that address peak loading conditions
- Incorporate adequate space and access to train platforms identifying queuing areas for bicycle patrons which supports on-train access design
- Retain access during off-peak and reverse commute hours

A bicycle access policy for Link would have four central components

1. Vehicles Designed to Carry Bicycles

When vehicles are chosen and designed, the following issues will be addressed:

- Configuration and location of a designated area for bicycles
- Carrying capacity
- Identification of the bicycle storage areas
- Whether supplemental bicycle storage areas can be shared with ADA tie-downs and/or other storage locations
- Location and type of graphic designation for specific bicycle ingress

2. Demonstrate and Assess Feasibility of All Hour Access

The system should eventually support access during all hours of operation, including peak. This must be accompanied by policies and procedures to protect other patrons from inconvenience and/or delay. Such policies and procedures might include:

- Reduced maximum number of bikes during peak hour (i.e. 2 instead of 4 per car)
- Full time preference given to ADA patrons if bike use conflicts with ADA access

- Loading procedures
- Restricting bike access during peak to a particular car

Demonstration and Phase-In

Link off-peak and reverse peak hour bicycle service shall be initiated during system start-up. The feasibility of providing peak hour access to Link should be demonstrated during an initial trial period, after which an assessment shall be made of procedures, equipment,
customer comment, and operator input. This trial should commence no later than six months after service is introduced, and should last long enough to assess service impacts during periods when universities are both in and out of session.

3. Elevator Access to All Stations

~~Bicycles should not be allowed on escalators at any time. Bicycle access to platform and mezzanines should be by elevator. Stations dependant upon elevator access to the platform should have a specific elevator designated for bicyclists as well as other passengers.~~ (See Station Access Section)

Bicycle access to platforms and mezzanines should be, at a minimum, by elevator to those stations that require elevators or escalators. Stations dependant upon elevator access to the platform should have a specific elevator designated for bicyclists as well as for other passengers. The policy of allowing people to carry their bikes on escalators should be reviewed during the demonstration and phase-in of peak-period bicycle service. The escalator policy should also be evaluated during the development of the Rules of Conduct.

4. Full Tunnel Access (Assuming Coaches are displaced)

Operations in the Downtown Tunnel should accommodate bicycle access to transit if coaches no longer operate there. Specific access routes for bicyclists to station platforms will need to be identified on a station-by-station basis.

2.5 Sounder Commuter Rail Bicycle Access

Policy

Sounder services shall be designed to take advantage of both the increased mobility commuter rail provides to bicyclists. The policies should also increase the capture area and destinations that bicycling provides to commuter rail service.

Sounder services shall consider design features for bicycle access on vehicles, taking into account the safety, convenience, comfort of other passengers, and with minimal impact on service. Sound Transit will accommodate bicycles on board trains at a level that reflects anticipated user demand for the service.

Keys to Success

- Designing vehicles to carry bicycles
- Providing capacity which meets anticipated demand for the service, and which seamlessly accommodates system transfers from other agencies, including the Washington State Ferries
- Actively marketing the program and educating all potential users
- Providing well-thought out bicycle storage areas and systems on vehicles
- Clearly communicating system instructions and codes of conduct
- Designating waiting areas for bicyclists on platforms
- Soliciting ongoing feedback from users and other passengers on potential system improvements

A bicycle access policy for Sounder would have three central components:

1. Vehicles Designed to Carry Bicycles

When vehicles are chosen and designed, the following issues will be addressed:

- Configuration and location of a designated area for bicycles
- Manner of separation of the bicycle storage area from other patrons
- Determine the feasibility of a supplemental bicycle storage that can be shared with ADA tie-downs and/or other storage areas
- Location and type of graphic designation for specific bicycle ingress

2. Stations Designed to Minimize Conflict

- Determination of where on the platform bicyclists should wait for a train
- Adequate on site parking and access (Policy 4.0)
- Clearly communicated rules of conduct regarding loading policy

3. Carrying Capacity Per Car

- The current configuration calls for tie-down space for two bicycles per car or twelve bicycles per train during high demand hours. To be determined is whether additional bicyclists would be accommodated on a space-available basis in vehicle vestibules
- Tandems and other odd-dimensioned bikes can be accommodated during low-traffic hours in vehicle vestibules, and should be incorporated into off-peak system policy
- Additional capacity for bicyclists in each car is being explored through the use of a vertical rack system to be incorporated into the current vehicle design. Bike racks, which are adjustable and securely fasten both wheels of the bicycle, can hold at least four bikes in the floor space currently allocated for two bikes under this option, capacity could be increased to 4-6 bikes per car.

3.0 Through and Across Barriers – Protecting and enhancing bicycle access near Sound Transit facilities and right-of-way

3.1 Displacement and Trail Mitigation

Policy

Impacts on existing non-motorized access and safety by the development and implementation of transit services, shall be mitigated in cooperation with local agencies, and with the active input of community organizations. This includes impacts to on-street bicycle facilities affected by the introduction of increased bus traffic or dedicated curb lanes for transit access.

Sound Transit will mitigate any displacement or disruption of existing regional and local trails during construction, as a result of operation of the Sound Transit system.

3.2 Access Assessment and Barrier Identification

Policy

Sound Transit will incorporate a non-motorized access assessment element in the design process associated with all stations, park & ride lots, transfer centers, and corridor development. To be conducted with the input of local agencies, this assessment will evaluate existing access to the system within half mile of each station for safe, easy transit, pedestrian, and bicyclist access. This effort will identify a list of potential projects in cooperation with local jurisdictions. The identification of these projects shall also include an assessment of barriers to bicycle access and projects, which can correct these deficiencies.

Sound Transit will pursue opportunities to share transit and trail facilities within the same right-of-way where feasible, safe, and where access to transit will be improved. Every effort will be made to design appropriate facilities with safe separation of modes in conjunction with local agencies and with the active input of community organizations.

4.0 At the system – On site facilities and programs which support bicycle access to Sound Transit

4.1 Adopted Access and Design Policy (Adopted 8/13/98)

Motion M98-58:
The Board of the Central Puget Sound Regional Transit Authority hereby moves that the following items are adopted as policy for all three lines of business station/facility design:

B. Bicycles

With respect to bicycles at stations/facilities, Sound Transit shall:

- design facilities to provide ample space for maneuvering bicycles in and through stations and onto vehicles
- provide a mix of storage lockers and locking racks, based on projected patronage of facilities
- provide storage areas open to circulation, on direct paths from access points, and to not impede pedestrian and vehicular traffic flows
- designate areas, where possible, for storage expansion to accommodate bicycle ridership increases

4.2 Bicycle Parking

Policy

Sound Transit shall provide a variety of parking for bicycles at access points to the system. This parking should be provided in a variety of styles and types to meet the diversified needs of commuters, recreational riders, and visitors to the area.

The number of parking spaces available should be based on expected patronage, with the provison that 100% of bicyclists should have access to secure parking, and that the capacity of the system will be expanded as needed.

4.3 Additional Station Area Services

Policy

Sound Transit should aggressively pursue partnership opportunities to develop services and facilities that can increase the numbers of bicyclists who use Sound Transit. Such facilities might include staffed parking areas, repair shops, bike rental operations, and other initiatives that can take full advantage of opportunities presented by system location near popular trails and other bicycling facilities. While these additional services should not necessarily represent a system standard, they do represent a potentially very effective marketing tool for site-specific implementation. Such facilities potentially could involve joint development with other agencies and jurisdictions, franchise and/or vendor operations, or operating agreements with non-profit community organizations.

5.0 Low Cost, Efficient, and Effective

5.1 Efficient Connections with other systems

Policy

To maximize the potential for increasing bicyclist ridership throughout the system, Sound Transit will emphasize the development of efficient connections with other transportation systems, including the Washington State Ferries, King County

Metro, Community Transit, Pierce Transit, Everett Transit, Amtrak, and SeaTac International Airport (Port of Seattle). This effort will focus on consistent design of bicycle facilities and services, Codes of Conduct, and other customer service functions throughout the region.

5.2 Funding and Grants

Policy

Funding for the implementation of these policies will be included in the design, construction of each transit facility, corridor alignment, and in the purchase of the vehicles required for operation. Off-site access improvement projects within half mile of station facilities are an important part of the *Sound Move* commitment to bicycle access. Non-motorized access projects funded from local tax revenues must collectively demonstrate a benefit to all sub-regions served by Sound Transit.

In addition, Sound Transit will pursue and support partnerships with other agencies, particularly in securing grant funds for non-motorized access projects through the TEA-21 Transit Enhancements and other bicycle and pedestrian-eligible grant funds. Generally, grant revenues should be used to provide either for specific program initiatives with direct benefit to non-motorized access and services or to off-site access projects which provide improved access to Sound Transit facilities and services.

5.3 Education and Communication

Policy

Sound Transit will emphasize education and communication as an effective means of maximizing the benefits associated with improving bicycle access. This is particularly important in reinforcing adopted Codes of Conduct for access and facility programs throughout Sound Transit.

5.4 Reflecting Best Practices

Policy

All design and development of access provisions for bicyclists should reflect a commitment to the best design practices available, consistent with the ongoing commitment of local, county, and state agencies to develop their bicycle facilities to these same standards. Sound Transit should be a leader in the development of bicycle and pedestrian access to transit, and participate in organizations and programs that advance the effective design and operation of these facilities and programs.