Access & System Expansion

System Expansion Committee
10/14/2021

Why we are here

- Responding to System Expansion Committee 2021 work plan for briefing on access in capital project development
- Preview of Access & Integration program briefing at November Executive Committee
- Focus on agency approach to access in the system expansion program
- Briefing only, no action required

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Overview of Program & Work Plan

The System Access Implementation Plan (SAIP):

- Establishes implementation actions to carry out Board policy on improving passenger access
- Provides tools, resources, and guidance for improving system access
- Relies on robust collaboration within Sound Transit and with key partners, who are essential at providing access infrastructure and services

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Policy foundation

What does our work build from?

- System Access Policy (2013)
- ST3 System Plan (2016)
- System Expansion Implementation Plan (2017)
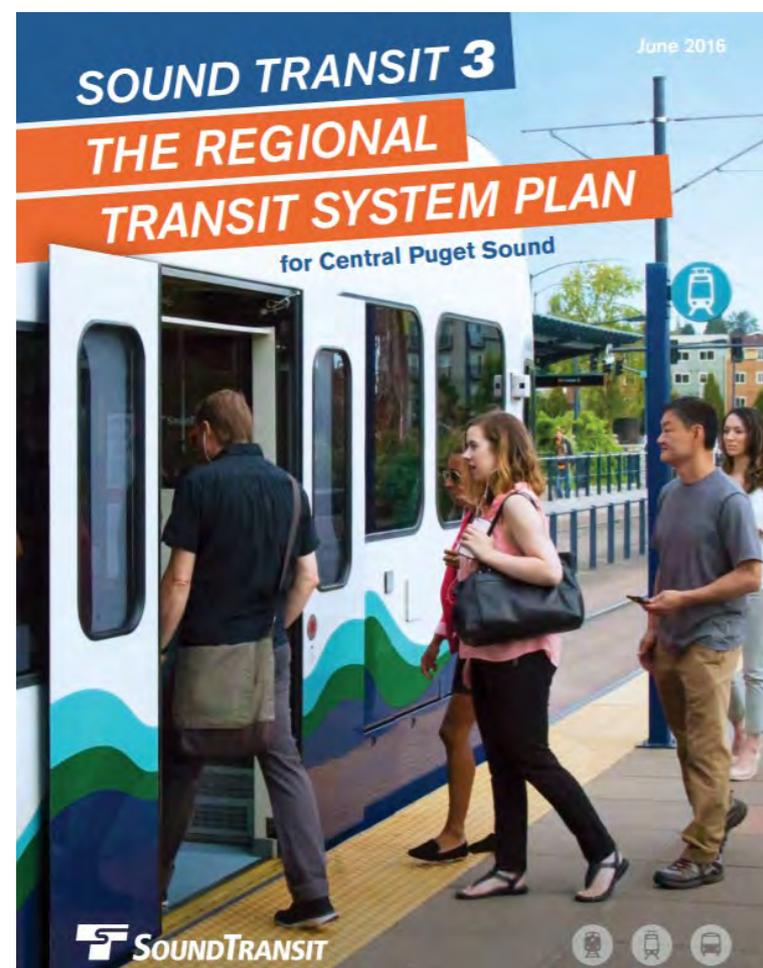
Program goals

What are our access objectives?

- Grow ridership
- Increase connectivity
- Advance social equity
- Enhance the passenger experience
- Improve safety and human health

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We want a system that's easy to access

Making sure our expanded system works well from the beginning

- What elements must a high capacity transit (HCT) project include to ensure high-quality passenger access?
- What access elements and features will Sound Transit emphasize and prioritize in station design?
- What is Sound Transit's planning process throughout the project development life cycle and how does it ensure high-quality passenger access for all modes?

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System expansion

Project definition

- Provides clarity on defining the core HCT project and its access elements
- Clear and transparent process with expectations for ST and partner roles
- Relies on Station Access Typology and in-development Station Experience Design Manual

Station:

Station Context: + Cities

Station Area: Cities

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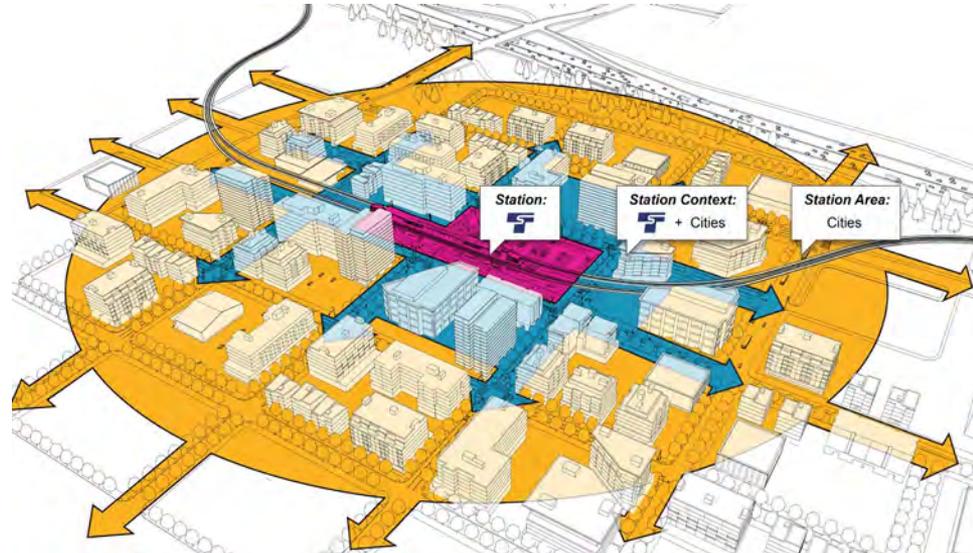
Context matters

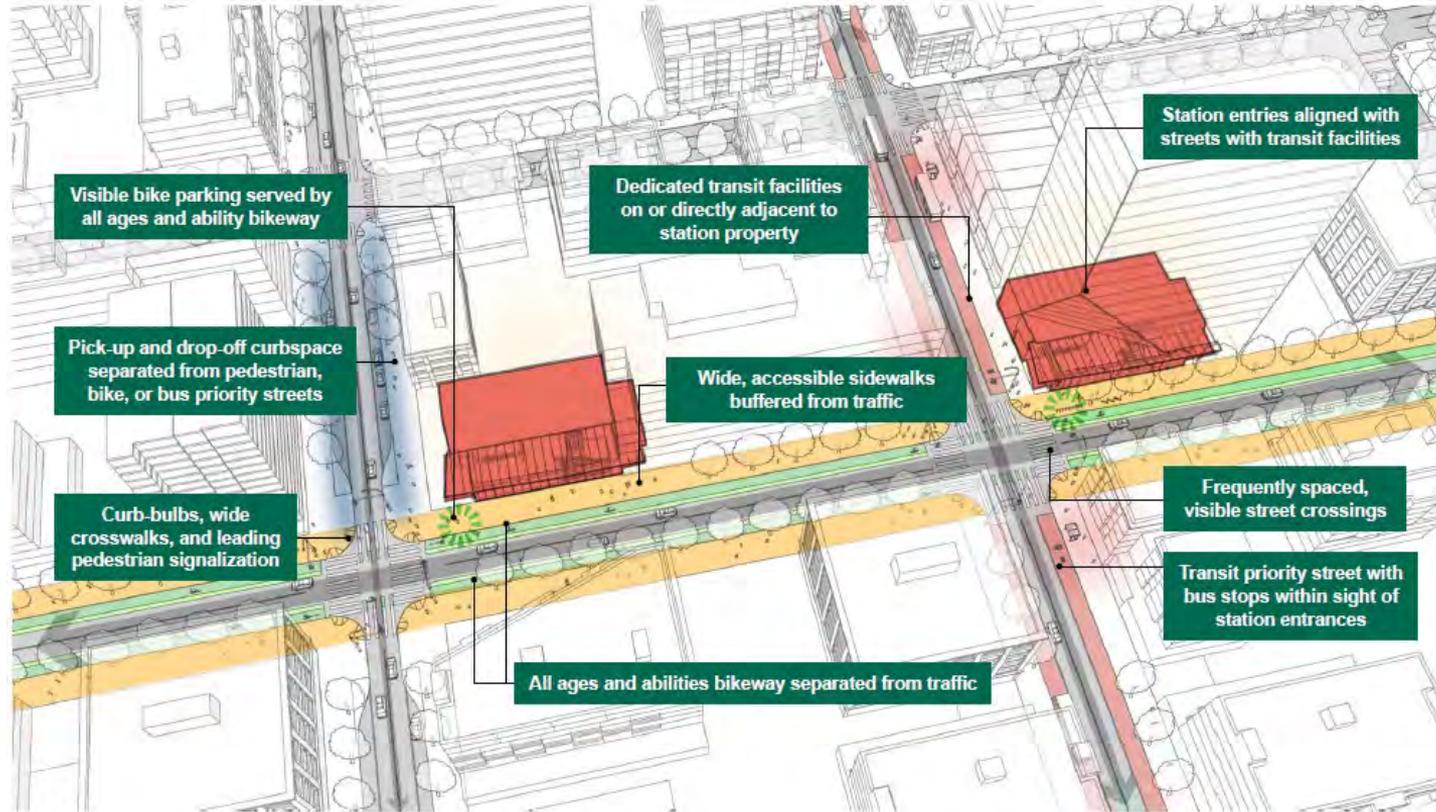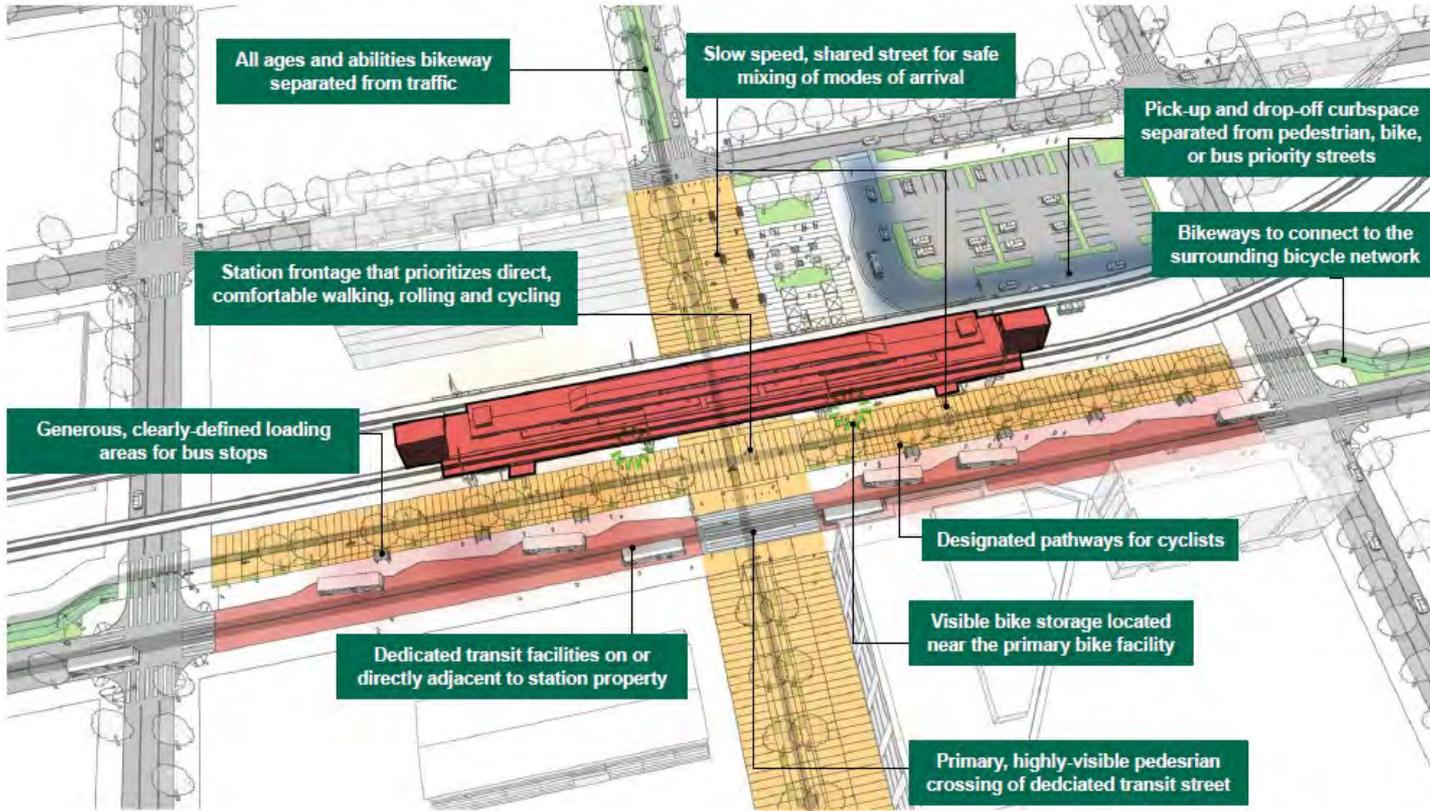Benefits of a Station Access Typology

- The Station Access Typology
  - *is based on how most passengers access a station and other key features in the station context*
  - *applies to both existing and future stations*
  - *helps us understand station-specific needs in a systematic way*
  - *identifies key station area features necessary to support high-quality passenger access*

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Walk, Bike, and Roll stations

Visible bike parking served by all ages and ability bikeway

Dedicated transit facilities on or directly adjacent to station property

Station entries aligned with streets with transit facilities

Pick-up and drop-off curbspace separated from pedestrian, bike, or bus priority streets

Wide, accessible sidewalks buffered from traffic

Curb-bulbs, wide crosswalks, and leading pedestrian signalization

Frequently spaced, visible street crossings

Transit priority street with bus stops within sight of station entrances

All ages and abilities bikeway separated from traffic

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Multimodal stations

All ages and abilities bikeway separated from traffic

Slow speed, shared street for safe mixing of modes of arrival

Pick-up and drop-off curbspace separated from pedestrian, bike, or bus priority streets

Station frontage that prioritizes direct, comfortable walking, rolling and cycling

Bikeways to connect to the surrounding bicycle network

Generous, clearly-defined loading areas for bus stops

Designated pathways for cyclists

Visible bike storage located near the primary bike facility

Dedicated transit facilities on or directly adjacent to station property

Primary, highly-visible pedesrian crossing of dedciated transit street

Auto stations

Bicycle and pedestrian crossing of major network barriers

Multi-use trail connecting pedestrian and bicycle networks

Dedicated pick-up and drop-off curbspace with direct pedestrian connections to station entrances.

No street crossing required between pick-up and drop-off curbspace and station entrance

Dedicated transit facility along station frontage for direct connections

Intersection treatment that prioritizes pedestrian movement across all directions

All ages and abilities bikeway separated from traffic

Parking garage with pedestrian entries located within sight of station entries and minimal street crossings

Station access investment framework

Access in station design

Direct, clear connection

A. There must be a station entry connection to the principal pedestrian street with wide sidewalks (recommended width of 18') that includes a frontage zone and a clear path of travel. The clear path of travel must be a minimum of 8'.

B. There must be a station entry connection to a separated bicycle facility, which must be a minimum of 8' wide, including a buffer from traffic. One-way or two-way bikeway configurations are acceptable based on the street network. This facility should connect with the surrounding bicycle network.
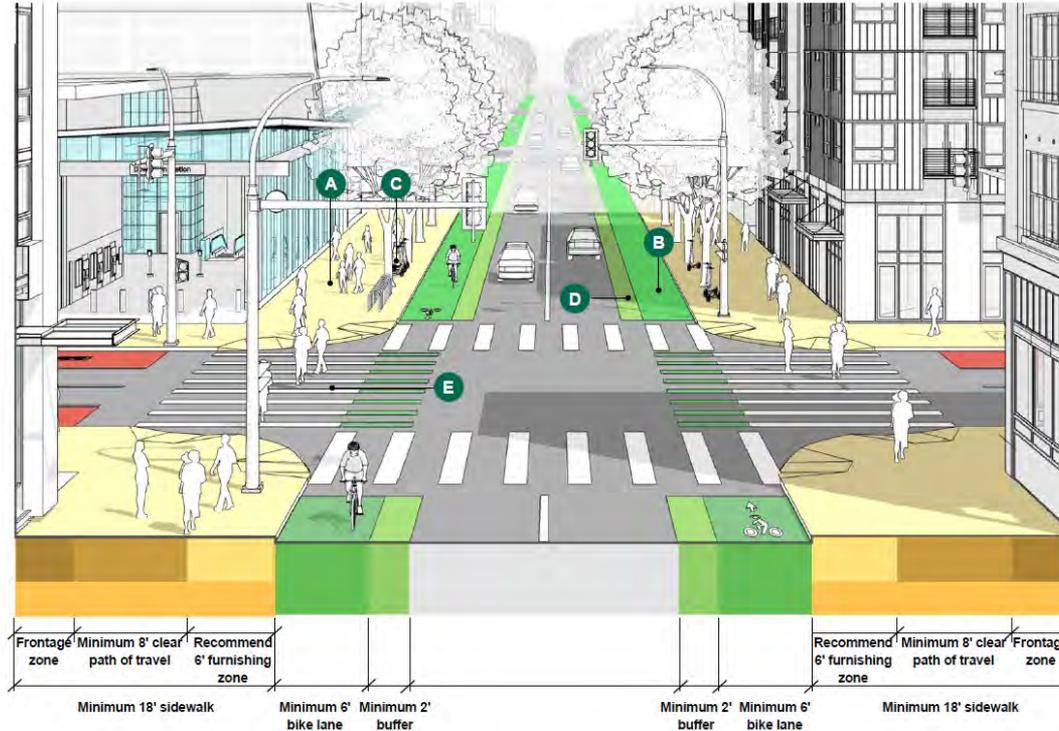
Minimize conflicts

C. Delineate space outside the clear path of travel as a landscaped buffer or furniture zone to create protection from the street or to accommodate streetscape amenities (e.g. benches) or clearly-designated parking for shared bicycles or scooters. This zone is recommended to be 6' wide.

D. Provide at least a 2' buffer between a bicycle facility and the adjacent travel lane, ideally with flexible delineators or planters to create separation between people bicycling and people driving.

E. Provide intersection treatments to ensure safe movements by all people, including 15' wide crosswalks, continuous bicycle facilities at and through intersections, and signals (including accessible pedestrian signals) that provide priority and/or head starts for pedestrians and bicyclists.

Frontage zone | Minimum 8' clear path of travel | Recommend 6' furnishing zone

Minimum 18' sidewalk

Minimum 6' bike lane | Minimum 2' buffer

Minimum 2' buffer | Minimum 6' bike lane

Recommend 6' furnishing zone | Minimum 8' clear path of travel | Frontage zone

Minimum 18' sidewalk

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Access project development guidelines

Supporting a clear and consistent process

- Guidelines that establish the expected scope, outputs, and decisions by project phase for primary access modes, including:
  - *Walk, bike, and roll:* bicycle parking demand, nonmotorized access allowance
  - *Transit integration & curb space:* local transit service assumptions and capital needs, curb space demand, bus-rail integration
  - *Parking as a service:* delivering cost-effective and compatible parking solutions for passengers

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Parking as a service

Approach to parking per ST3 & Realignment policy direction

- Treat **parking as a service** to provide passengers, not only as a fixed capital asset to deliver
- Optimize new parking to local land use context and vision
- Board action on Realignment defers parking but encourages flexible, innovative and affordable options
- Parking as a service can support Board direction by emphasizing leased, surface, and potential joint development opportunities
- More information to come during annual program review

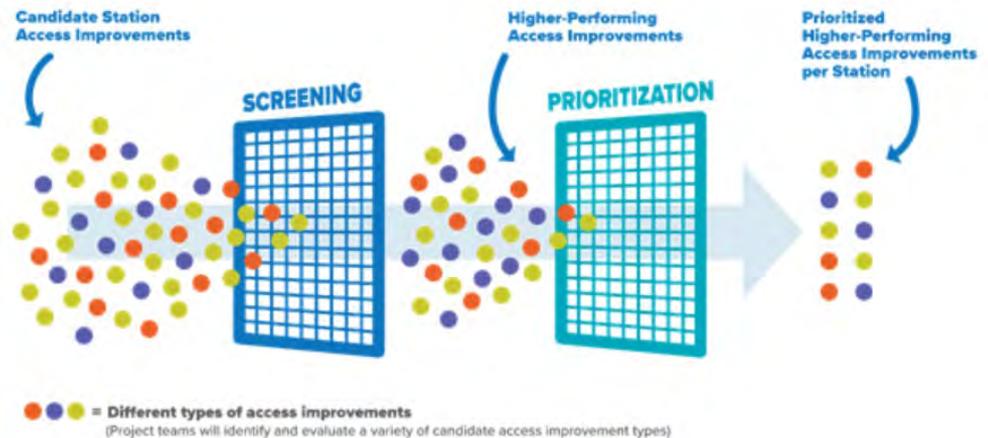SOUNDTRANSIT

Station access allowances

Funding to support access & system expansion

- The ST3 System Plan provides significant resources to implement the Board's policy direction
- Station access allowances are included in each ST3 capital project budget
  - *Nonmotorized access allowance ($230M)*

Evaluation & prioritization framework

Approach for administering the nonmotorized access allowance

- Standard process across capital projects
- Consistent evaluation criteria based on program objectives
  - *Grow transit ridership*
  - *Increase connectivity*
  - *Improve safety & human health*
  - *Enhance the passenger experience*
  - *Advance social equity*

Candidate Station Access Improvements → **SCREENING** → **Higher-Performing Access Improvements** → **PRIORITIZATION** → **Prioritized Higher-Performing Access Improvements per Station**

= Different types of access improvements
(Project teams will identify and evaluate a variety of candidate access improvement types)

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Thank you.

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