

Station Area Strategic Planning



ST3 Station Area Analysis
Christopher Yake, Senior Planner/GIS Analyst
August 10, 2017

Why strategic planning?

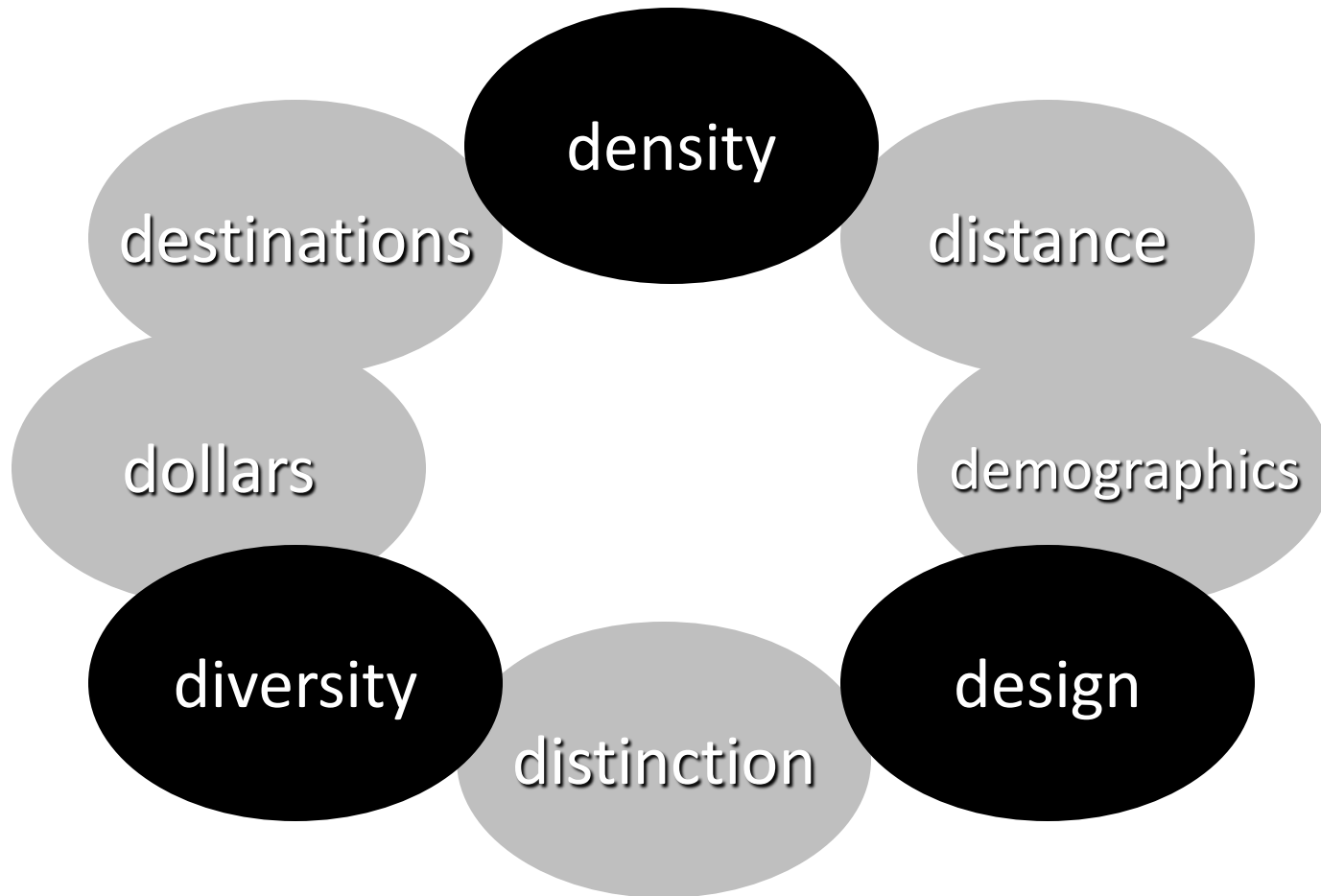
- Optimize resources, **do more with less**
- Develop **clear and objective** approach to station location and planning efforts
- Link evaluation criteria to **performance**
- Be **proactive** as opposed to reactive



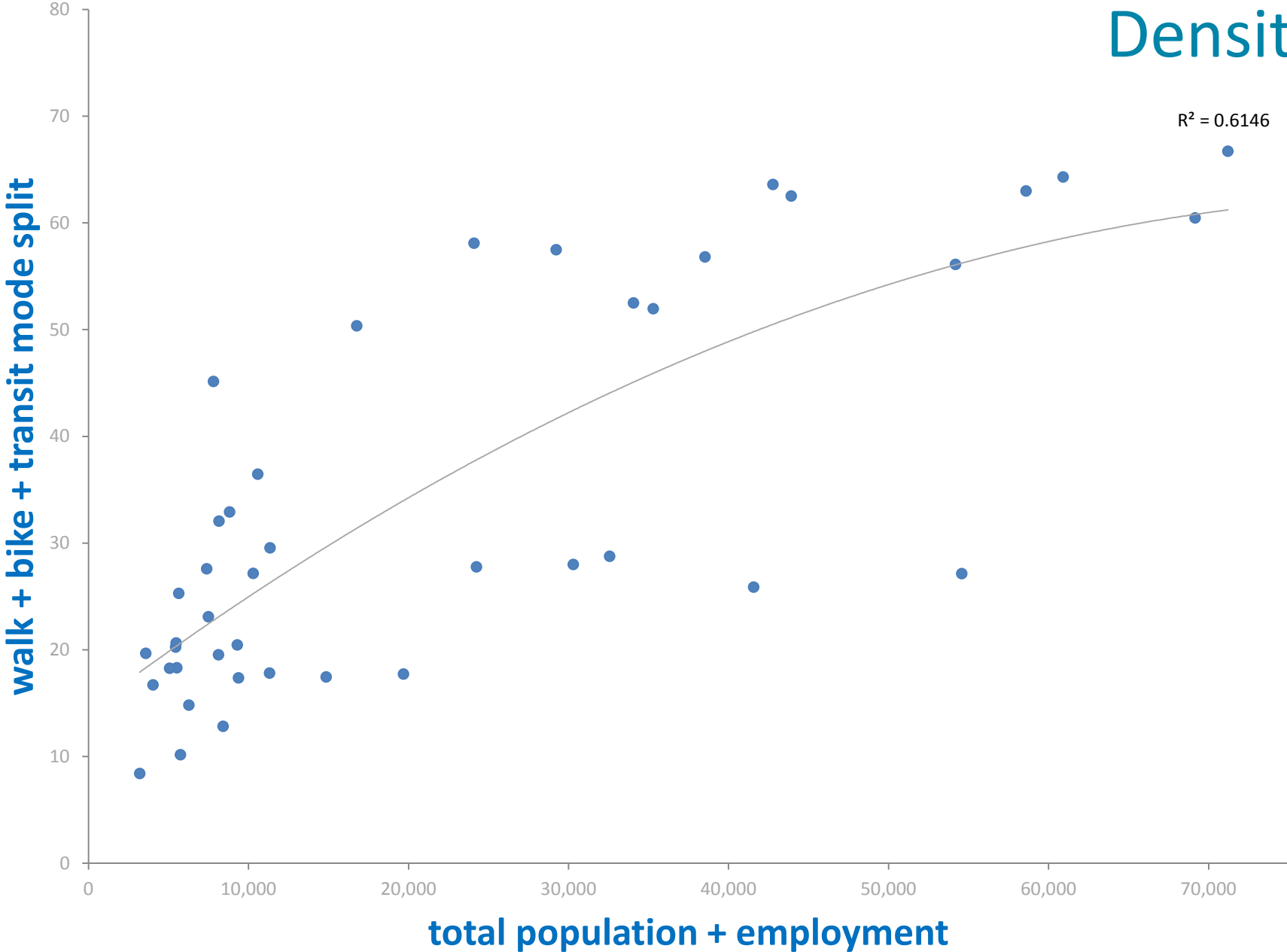
Case study: transit orientation

- TOD: *"You know it when you see it"*
- How can we compare different parts of a system?
- Orientation should be related to actual travel behavior

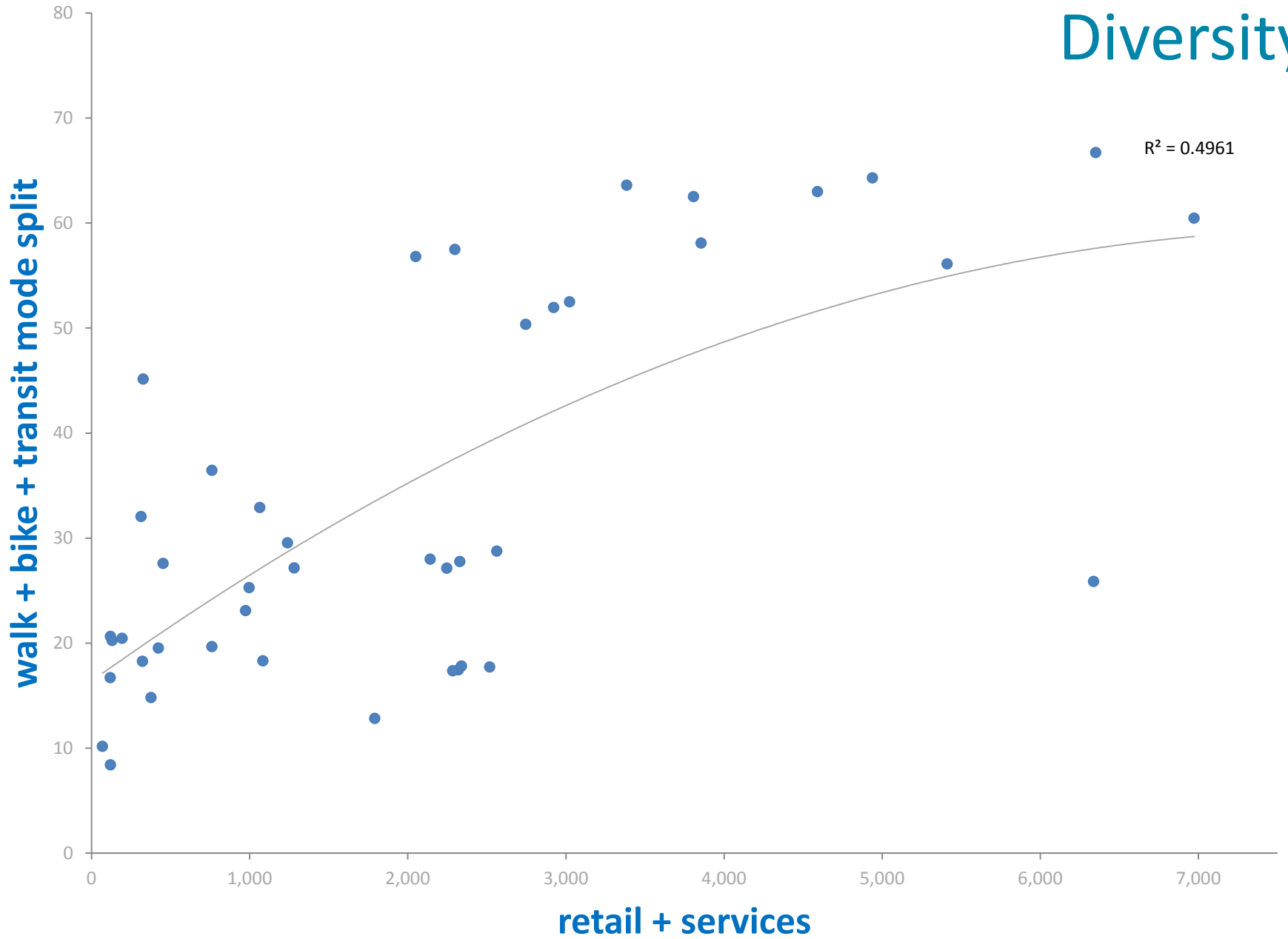
How do you measure transit orientation?



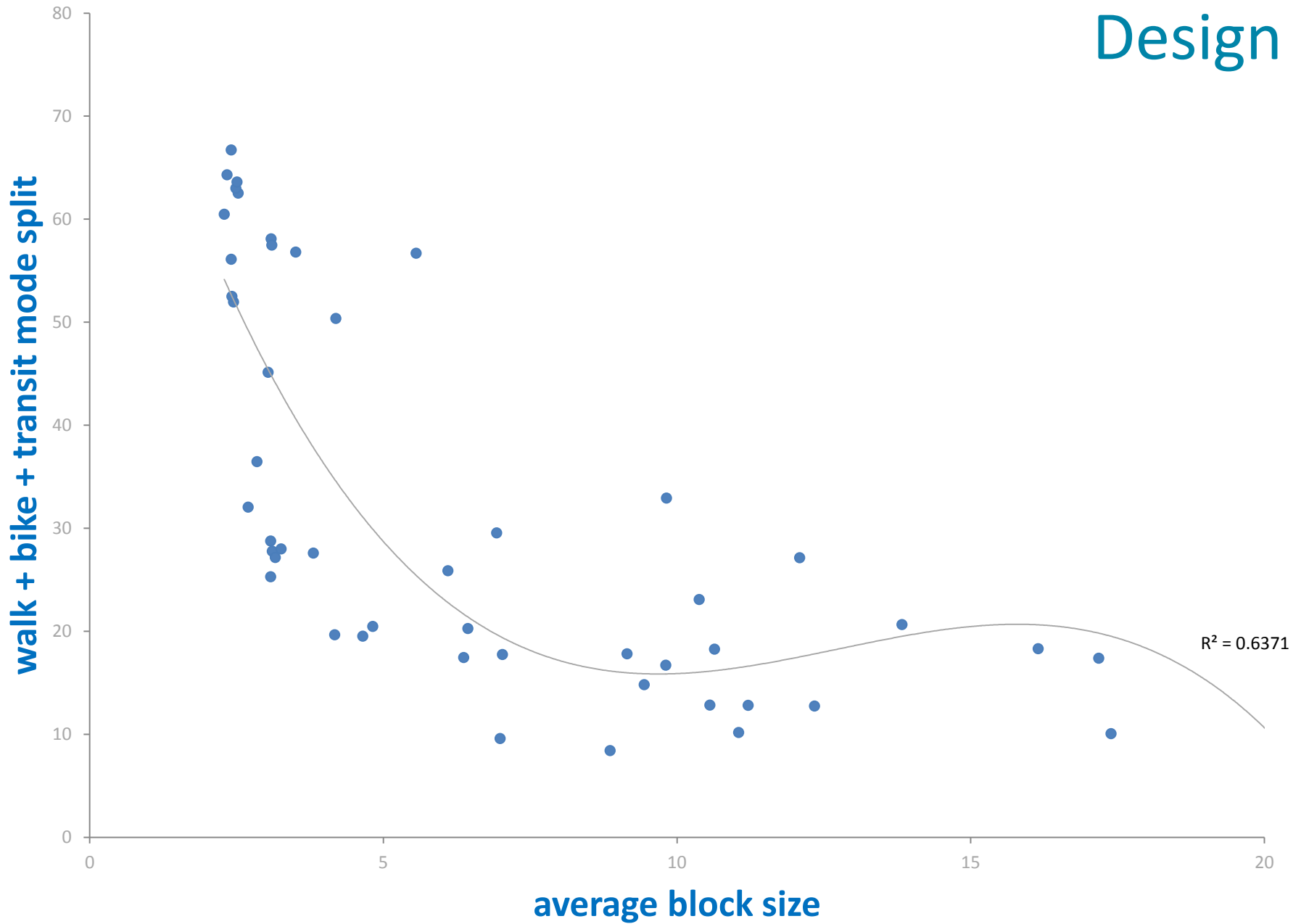
Density



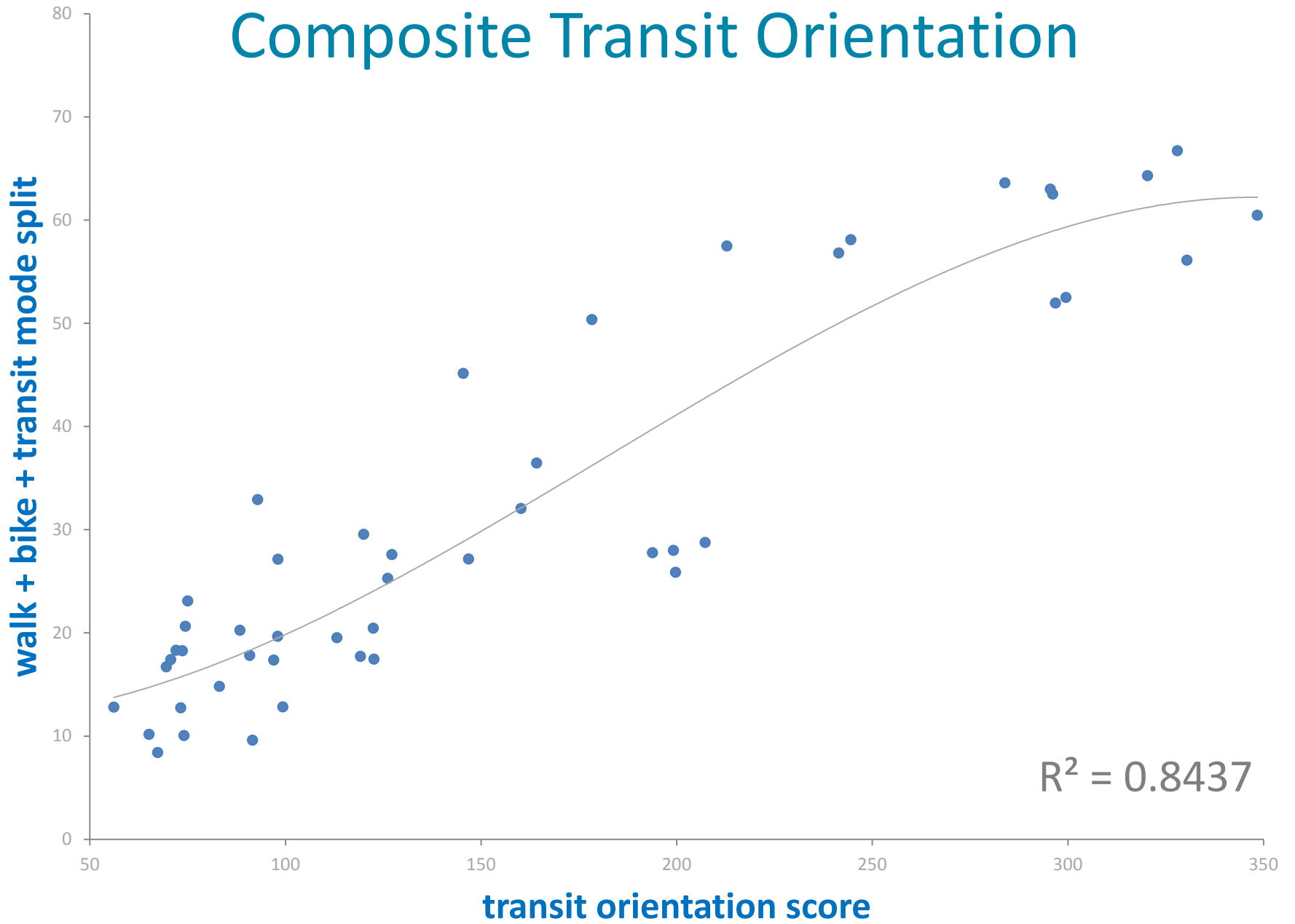
Diversity



Design

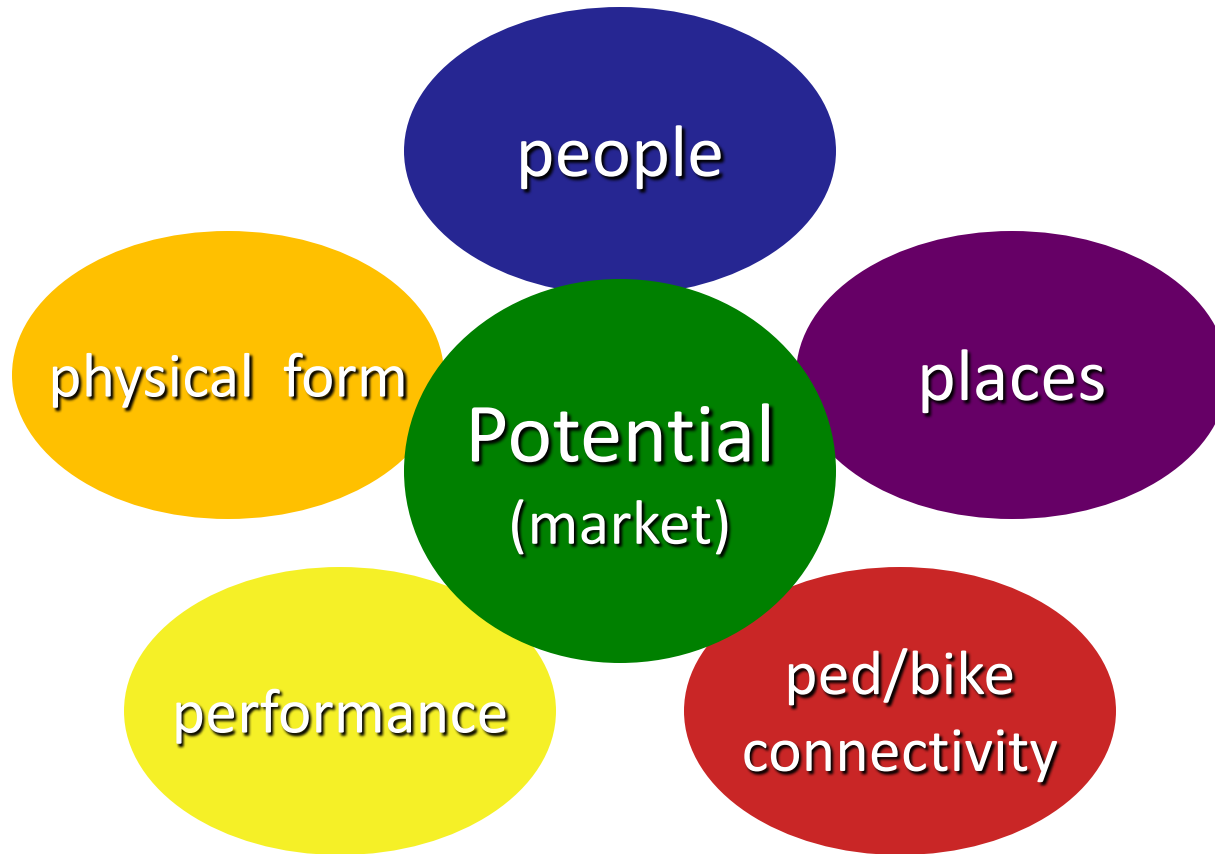


Composite Transit Orientation



$R^2 = 0.8437$

Measuring transit orientation



TOD planning criteria

- **People:** residential + employment density
- **Places:** neighborhood serving retail and services
- **Pedestrian/bicycle:** sidewalks and low-stress bikeways
- **Performance:** local and regional bus frequency
- **Physical form:** block density



people





places





ped/bike
connectivity



TRI MET		October 10, 2010 4:14 pm	
MAX Yellow Line to City Center/PSU	4:20 pm	4:35 pm	
MAX Green Line to City Center/PSU	4:28 pm	4:43 pm	
MAX Mall Shuttle to PSU	Monday 12:25 pm		

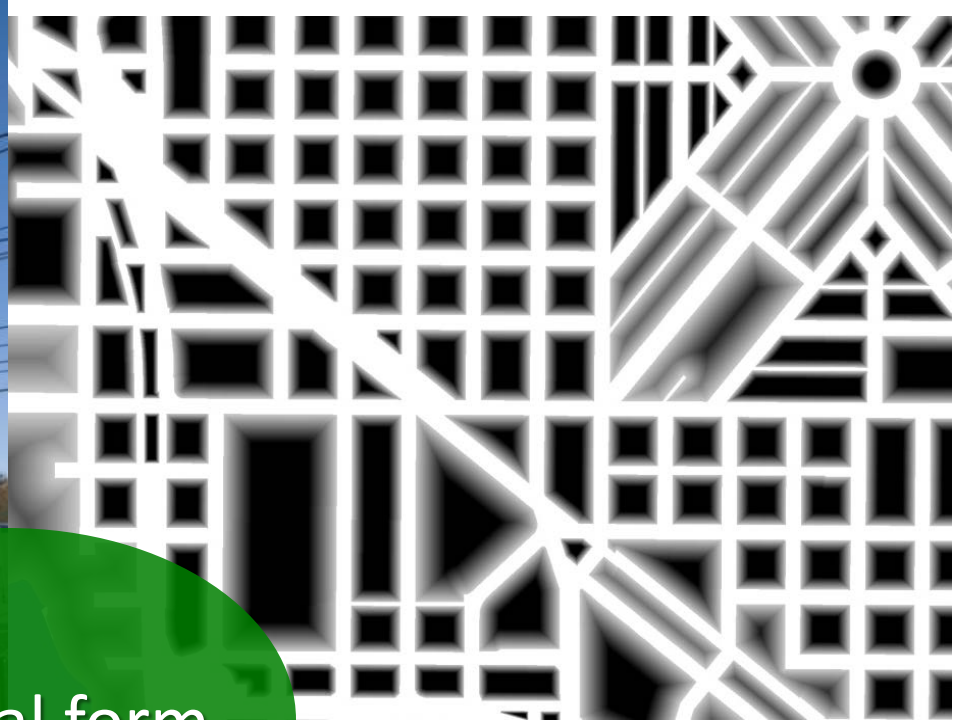
At the grocery stores... Look ahead Always look both ways before crossing the tracks... Let us know how...



TRI MET
TICKETS

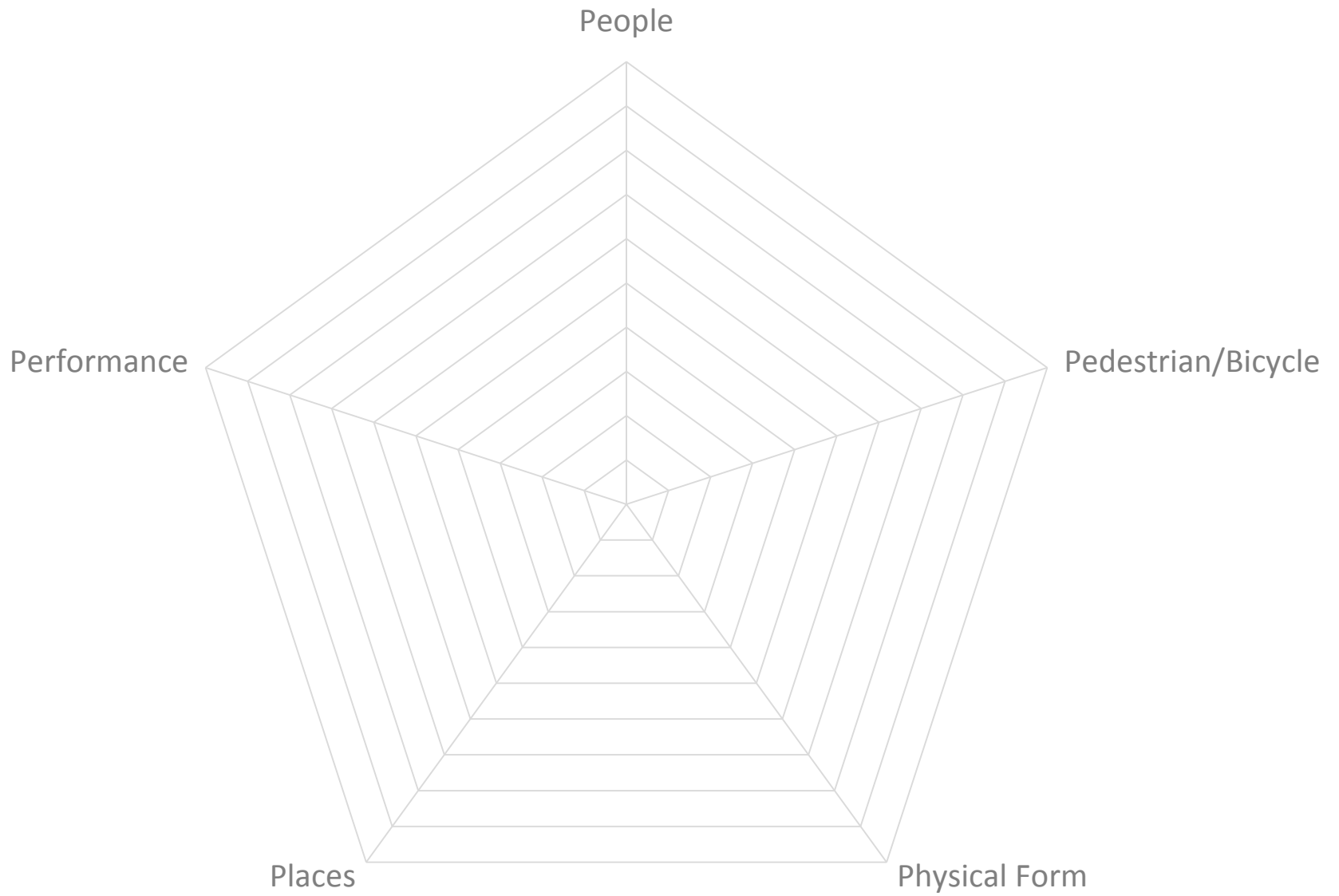
performance

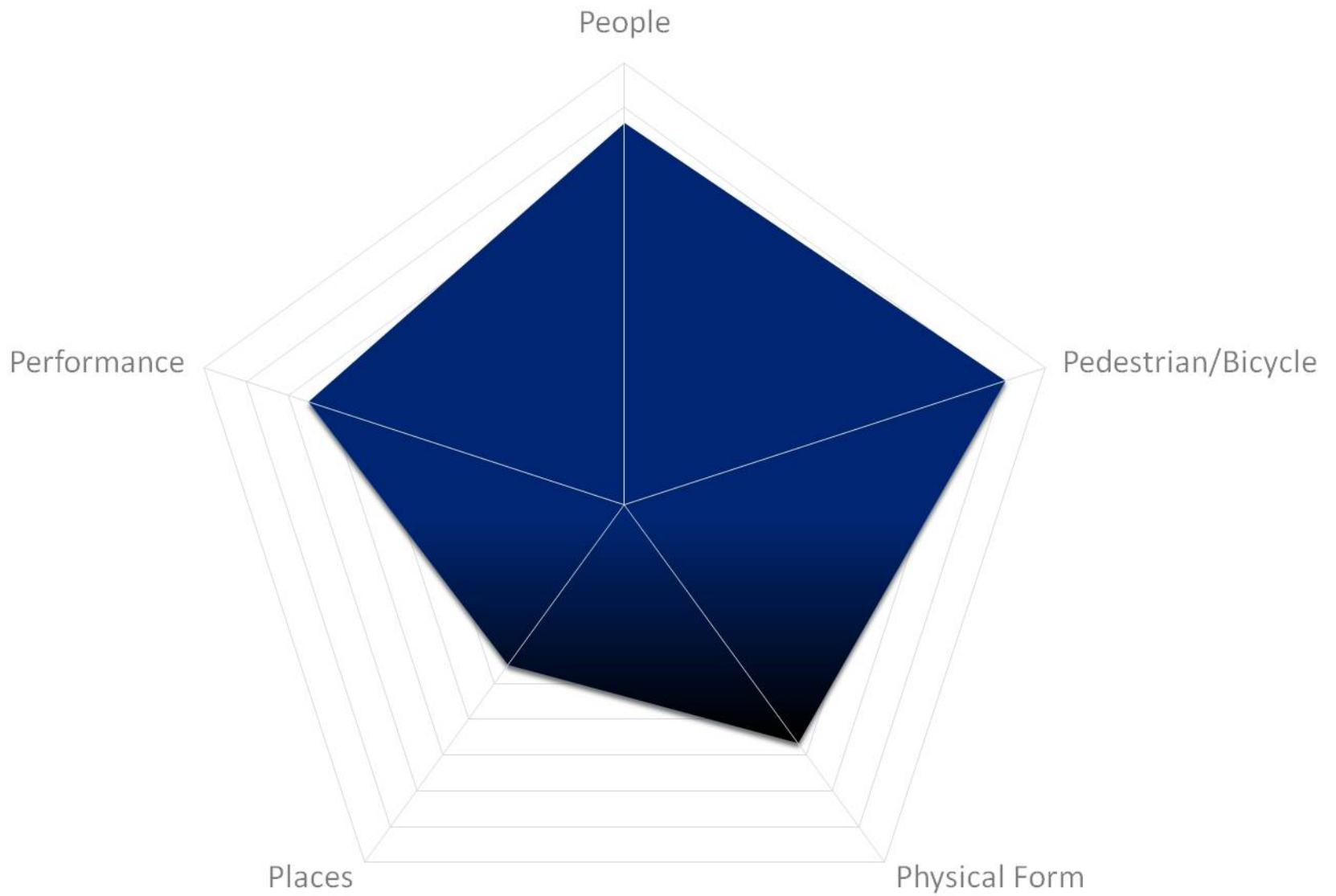




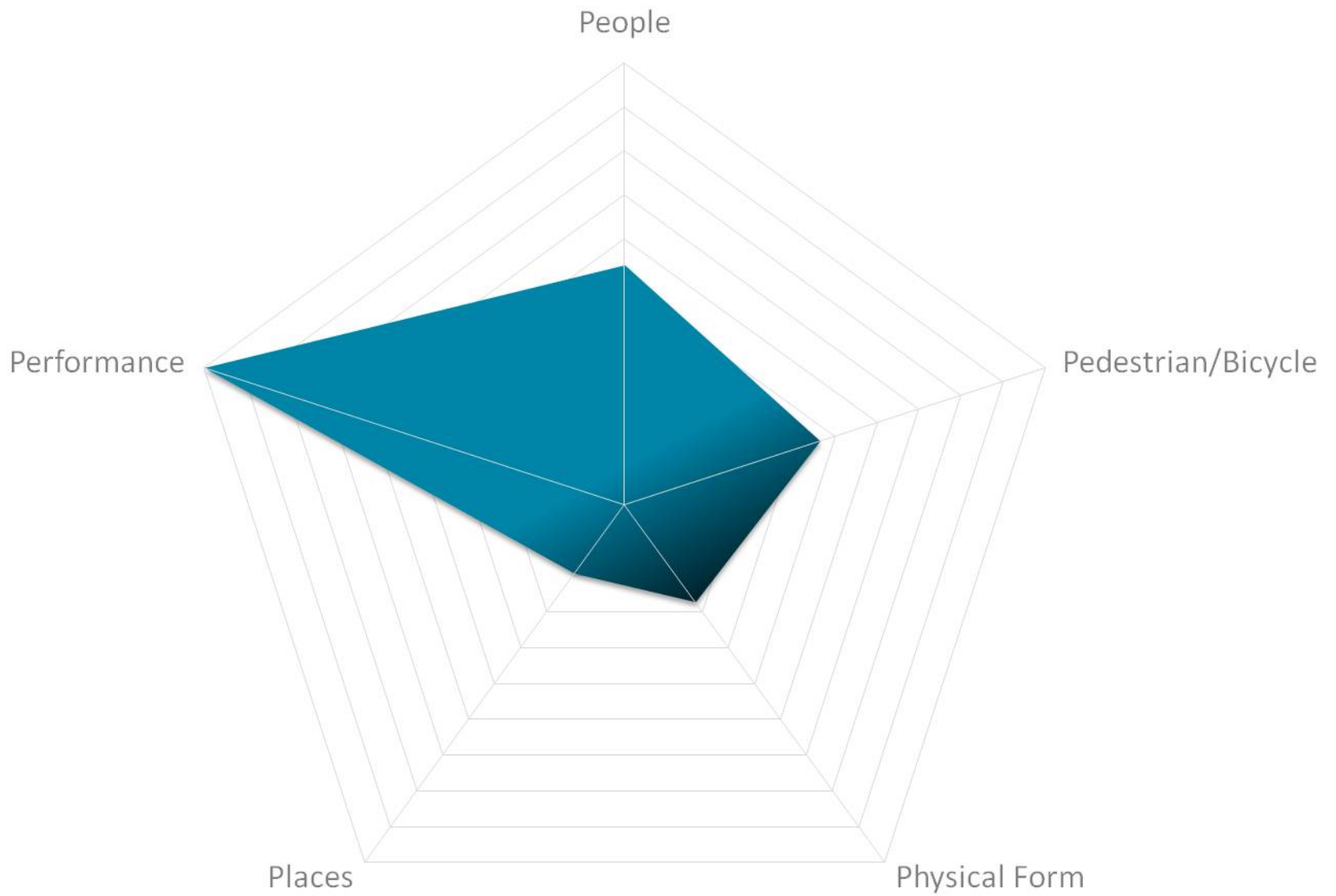
physical form



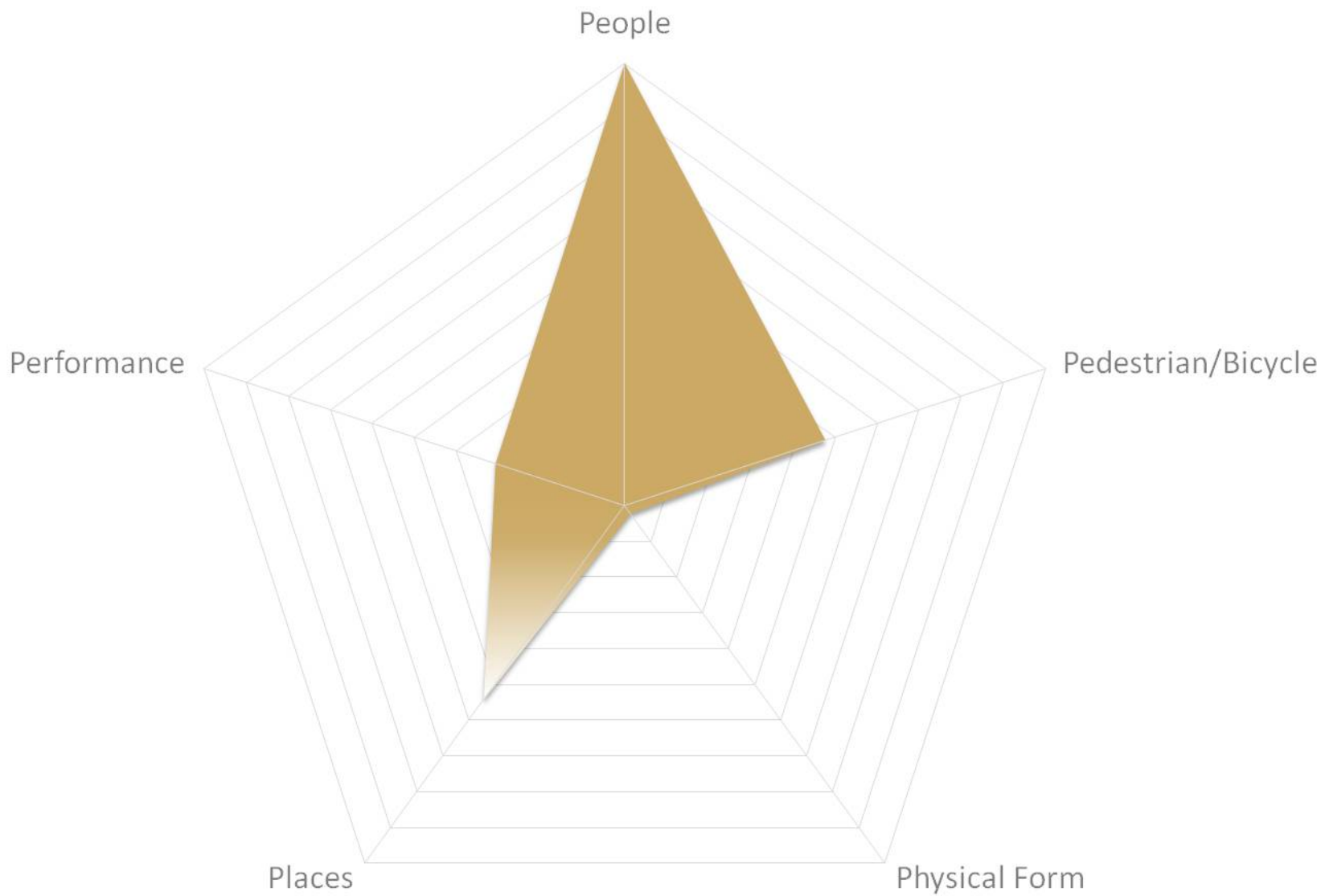




Hollywood

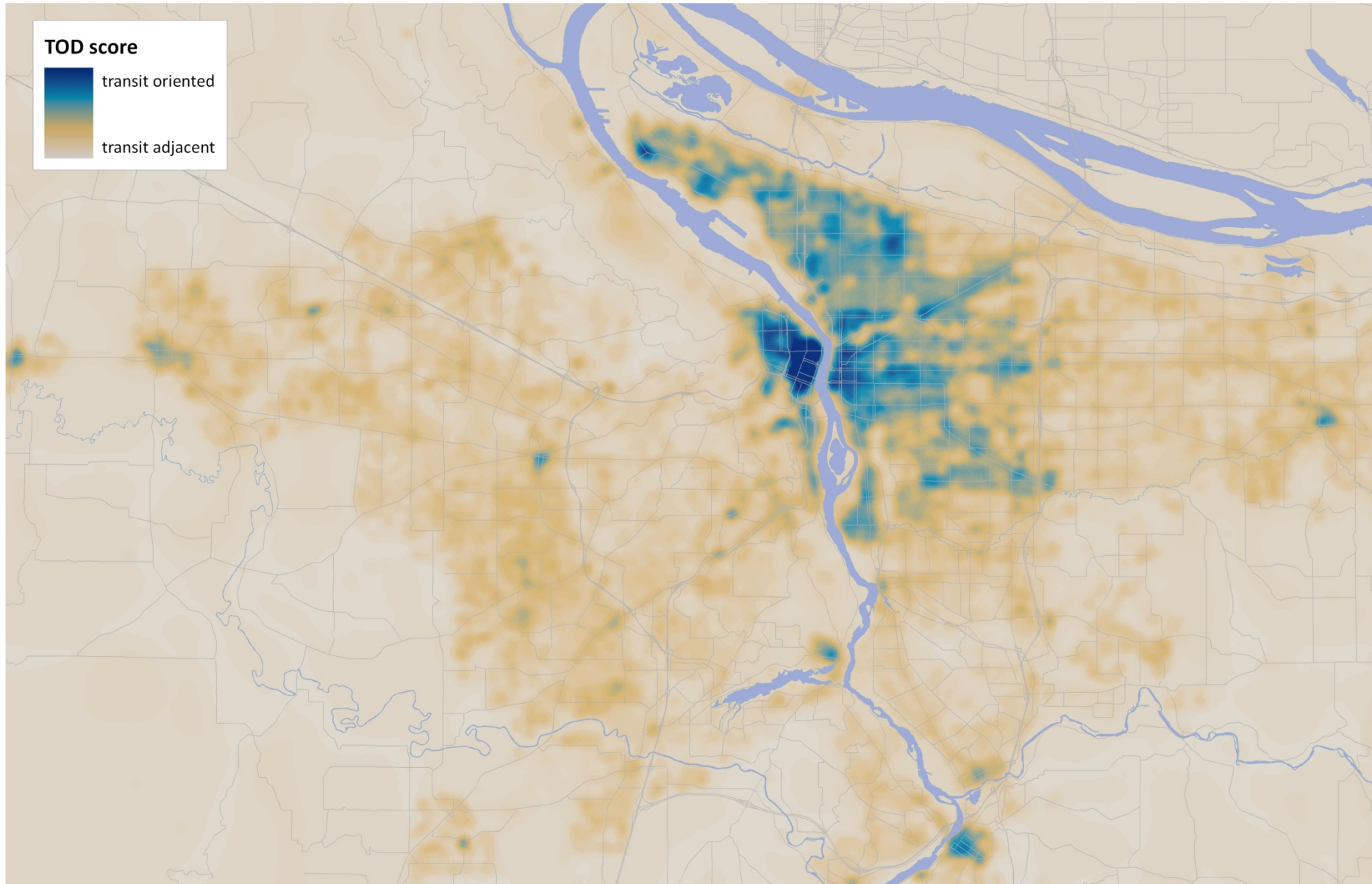


Gateway

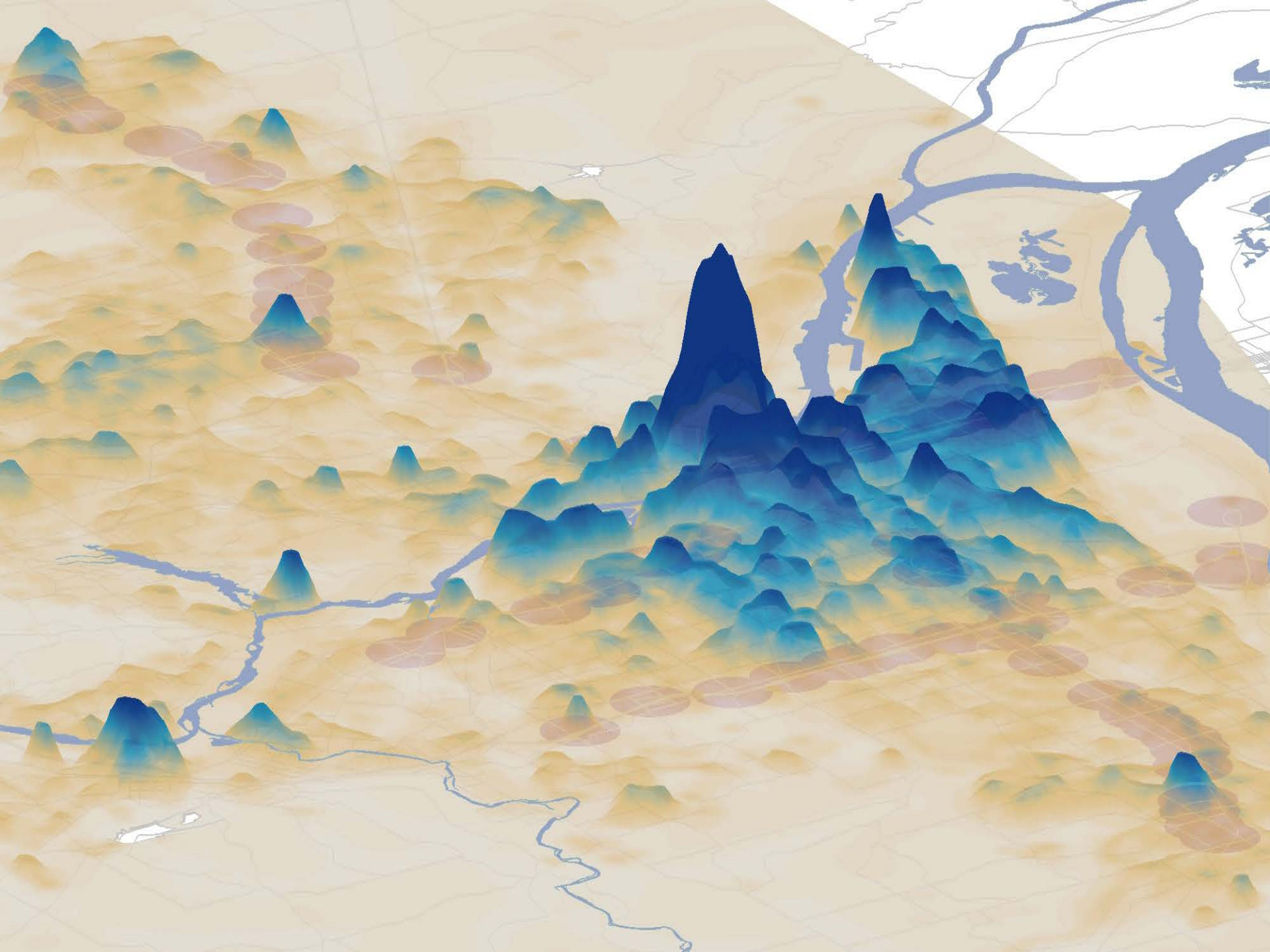


Clackamas

transit orientation score





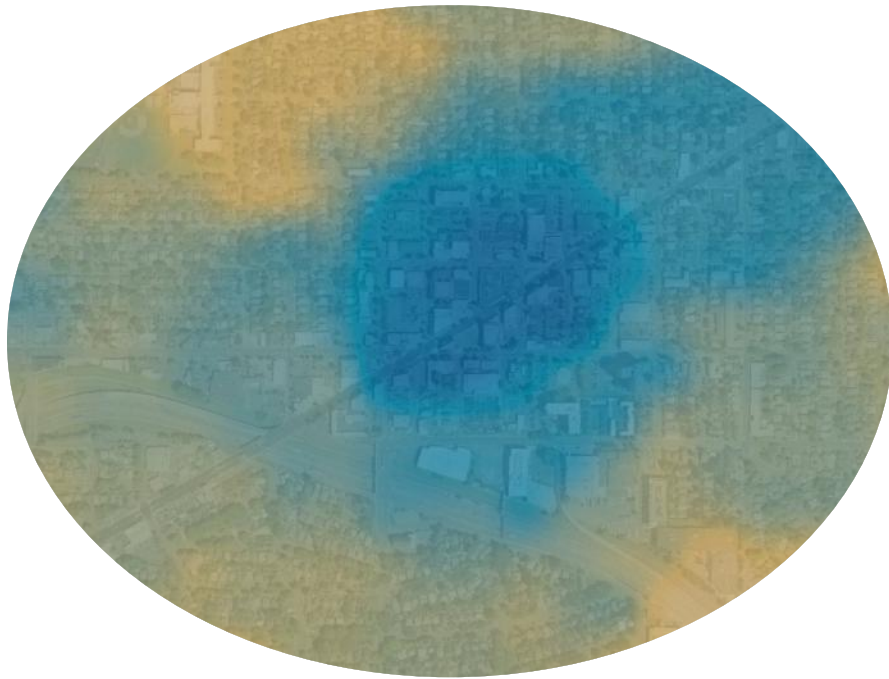


anatomy of a typology

Existing Transit
Orientation

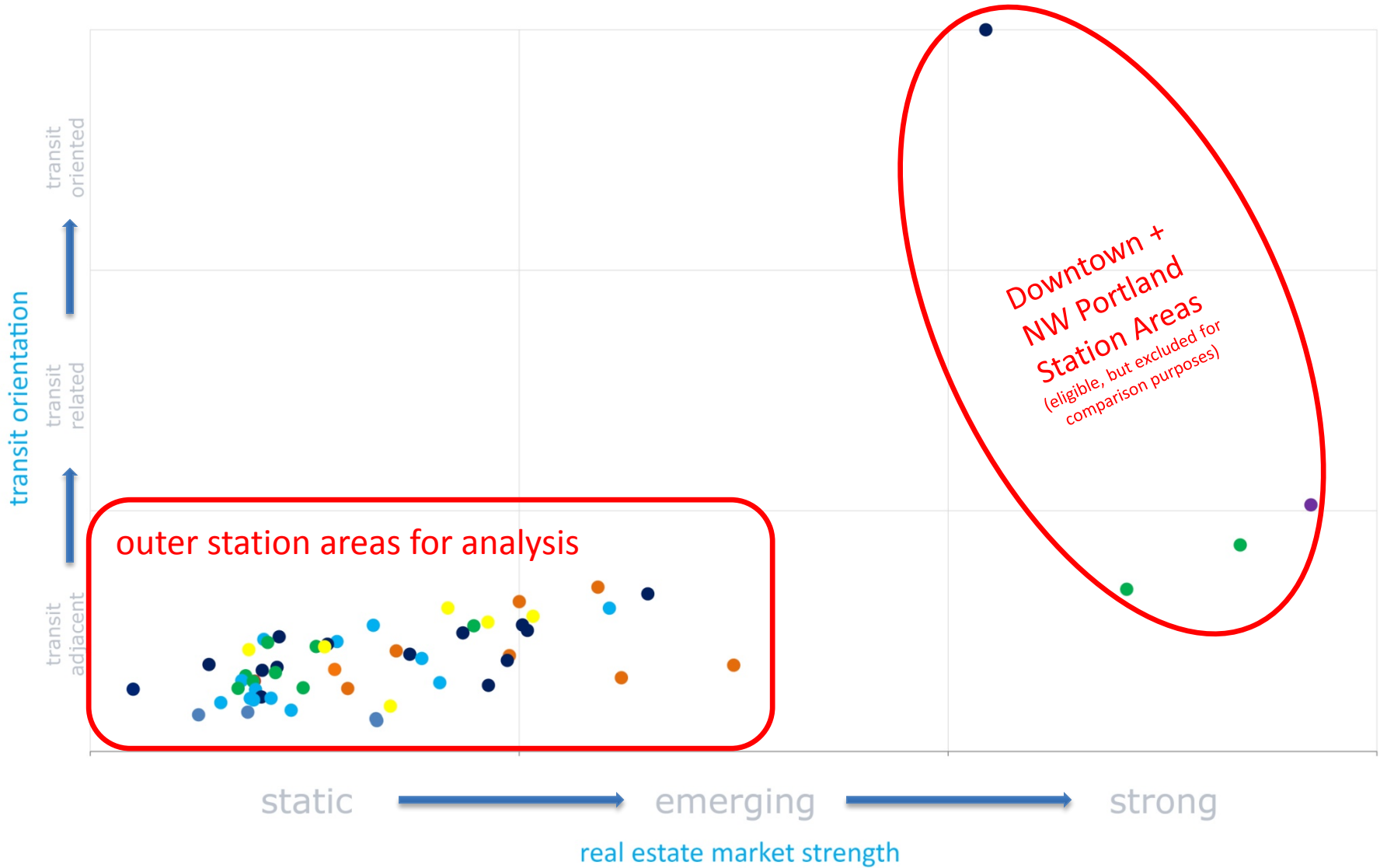


Future Potential



Typology

(market + TOD Score)



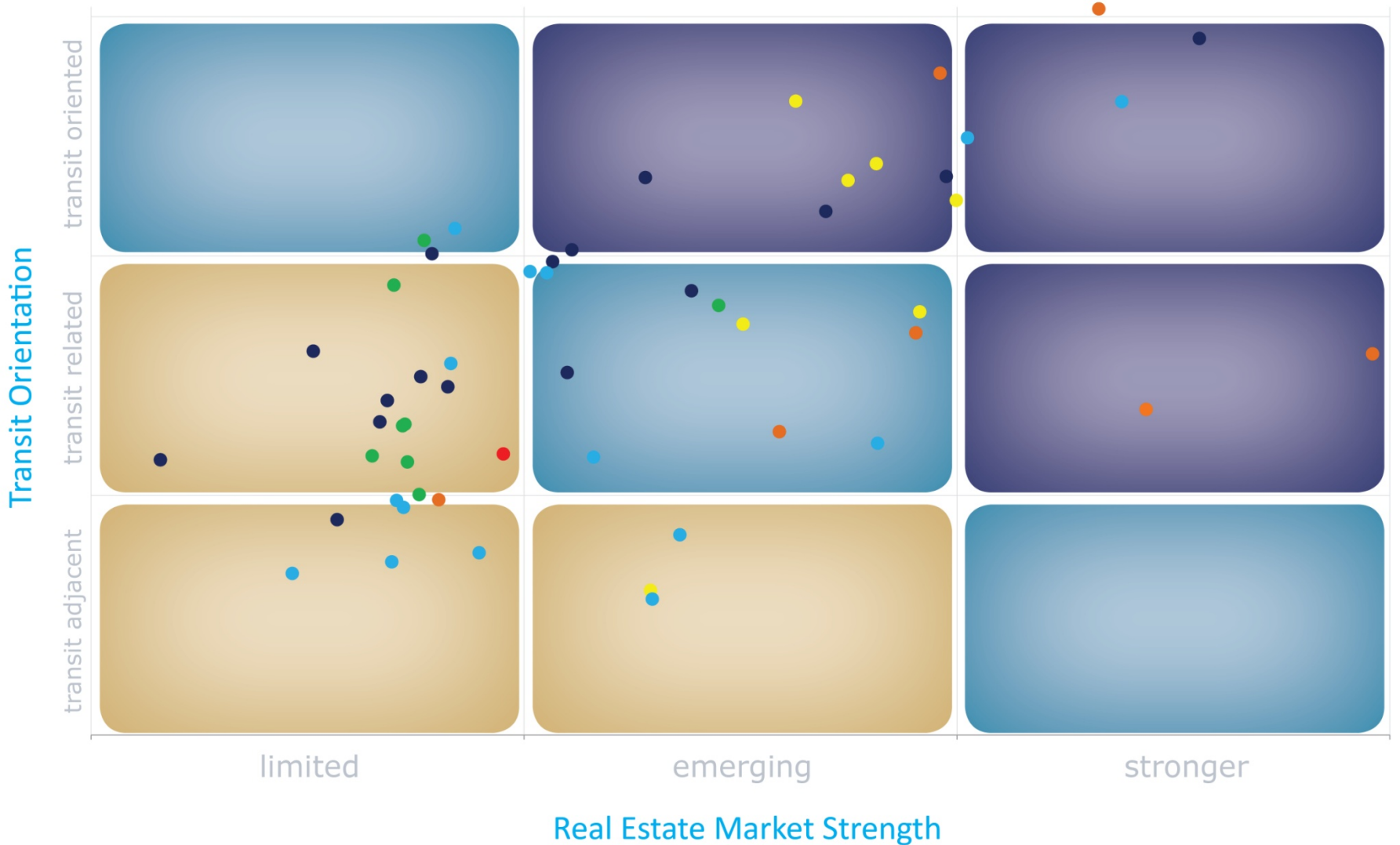
Station Area Typology

(market + TOD Score)



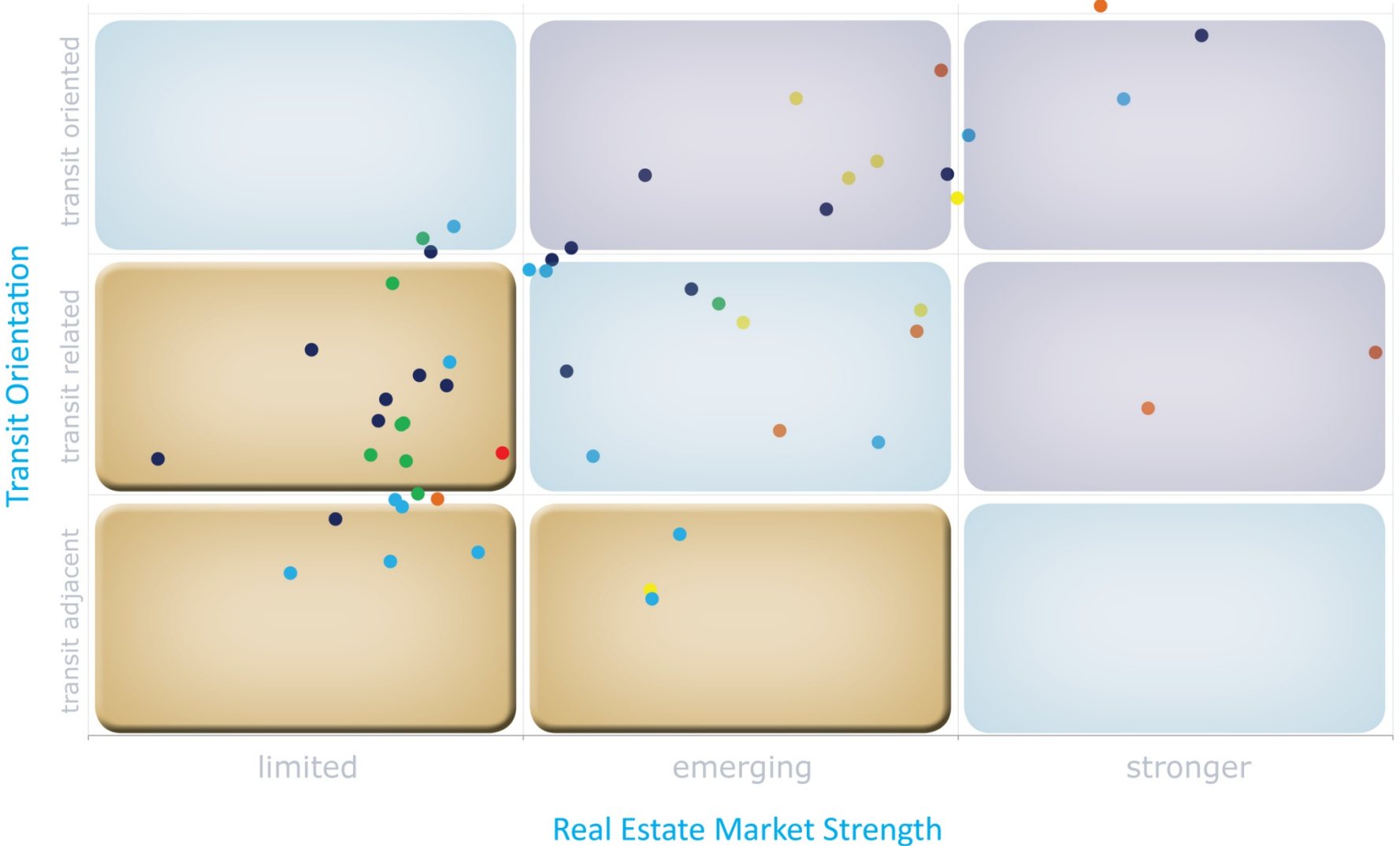
Station Area Typology

(market + TOD Score)



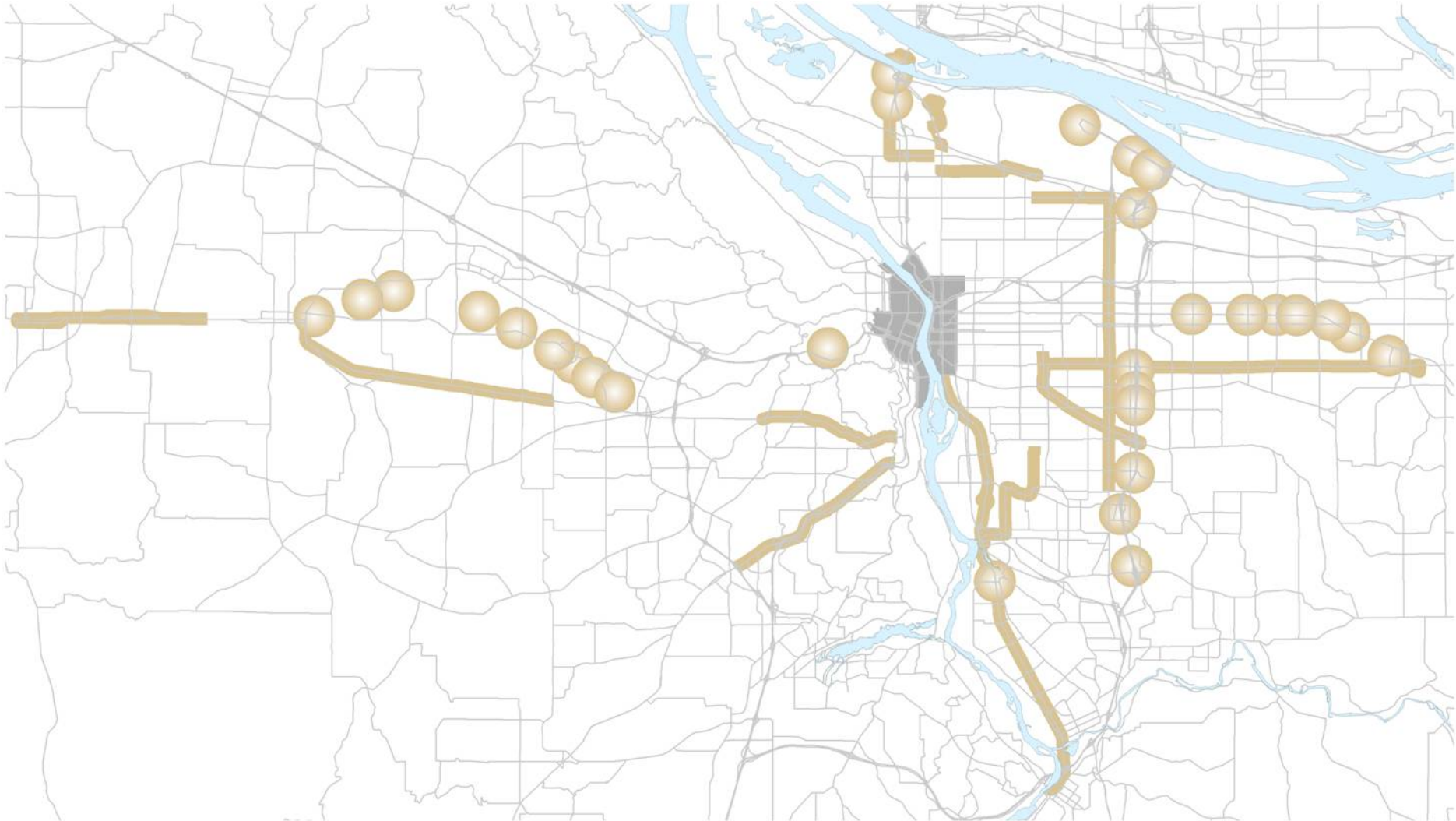
Plan + Partner

(longer term station areas)



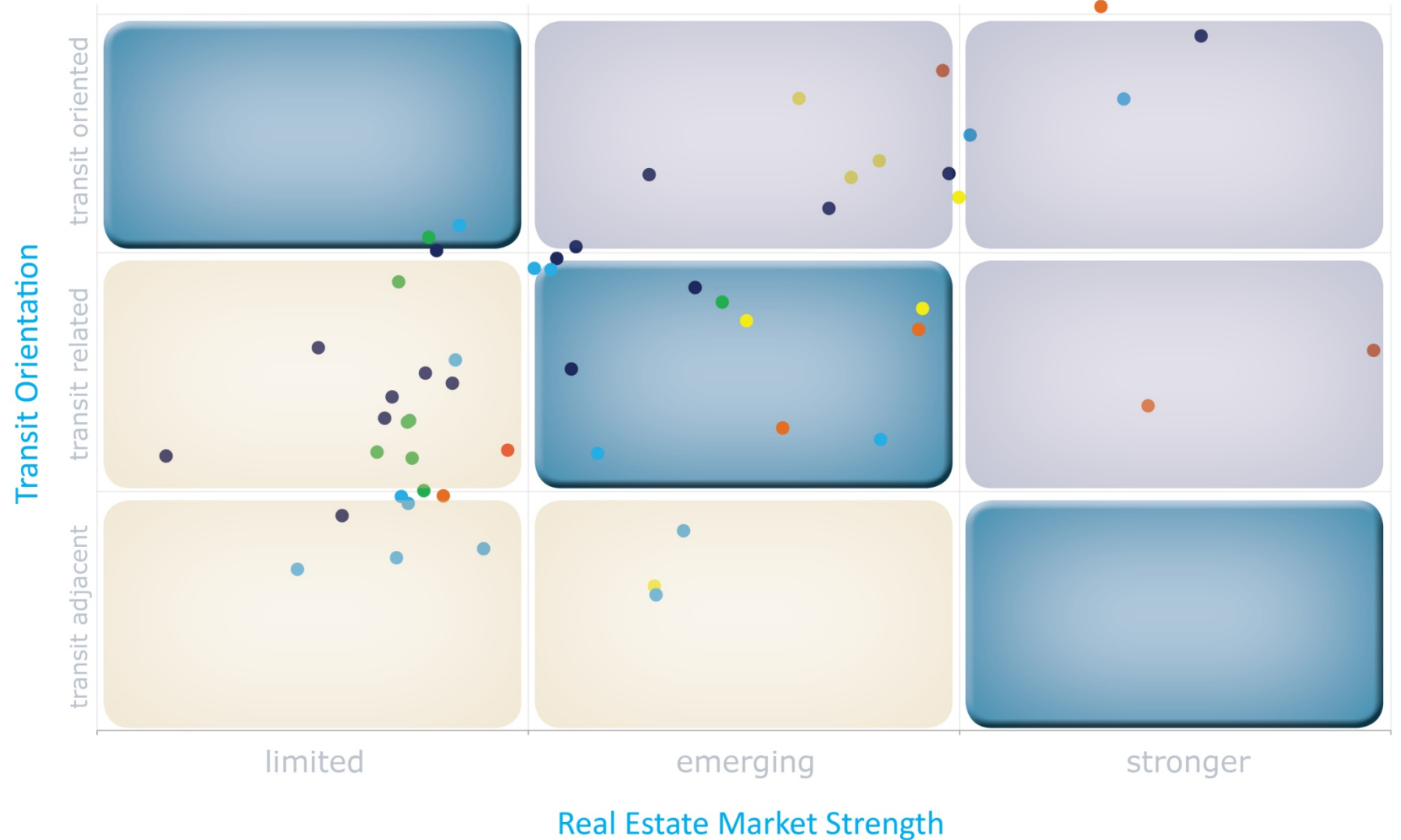
Plan + Partner

(longer term station areas)



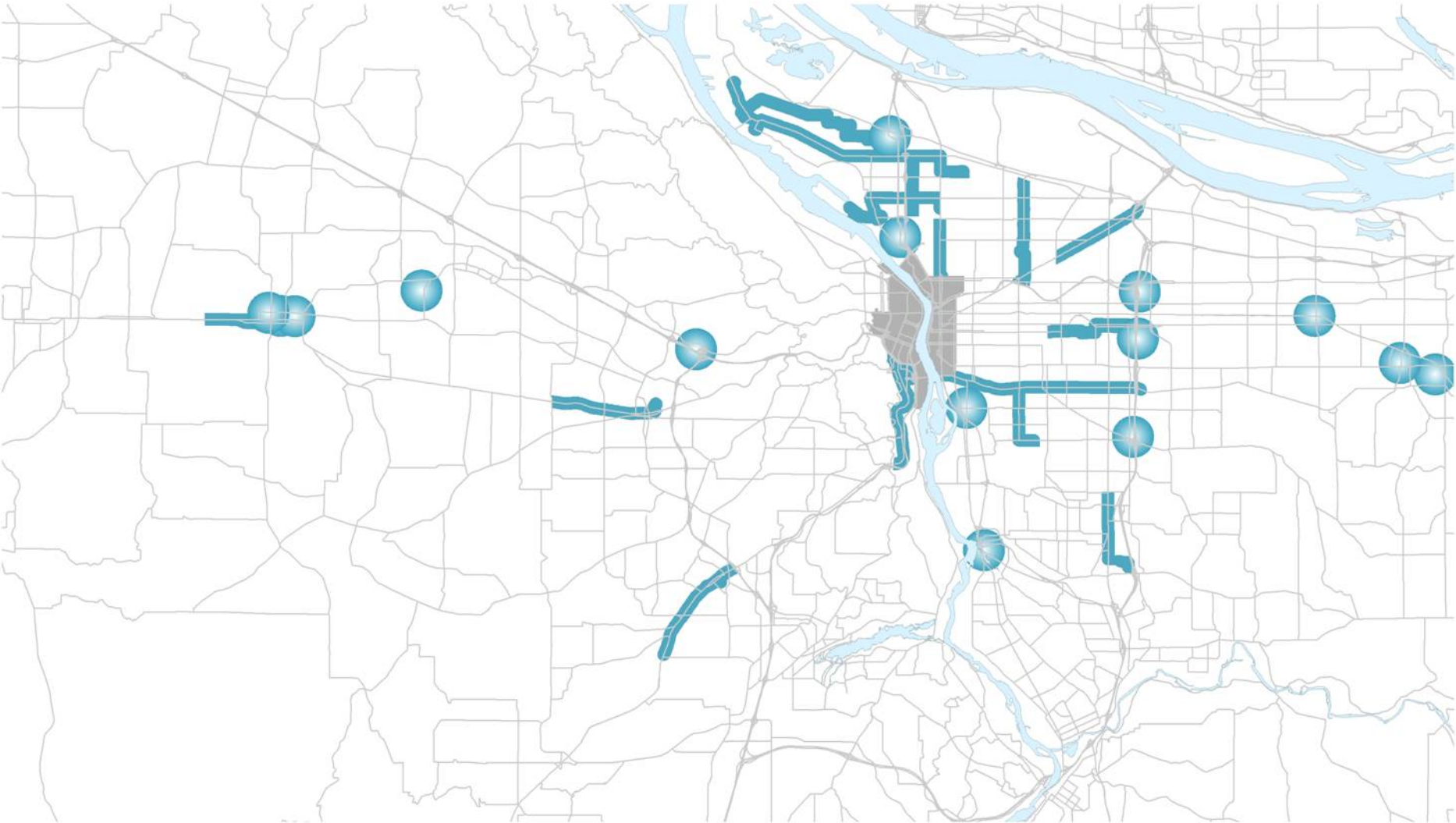
Catalyze + Connect

(emerging station areas)



Catalyze + Connect

(emerging station areas)



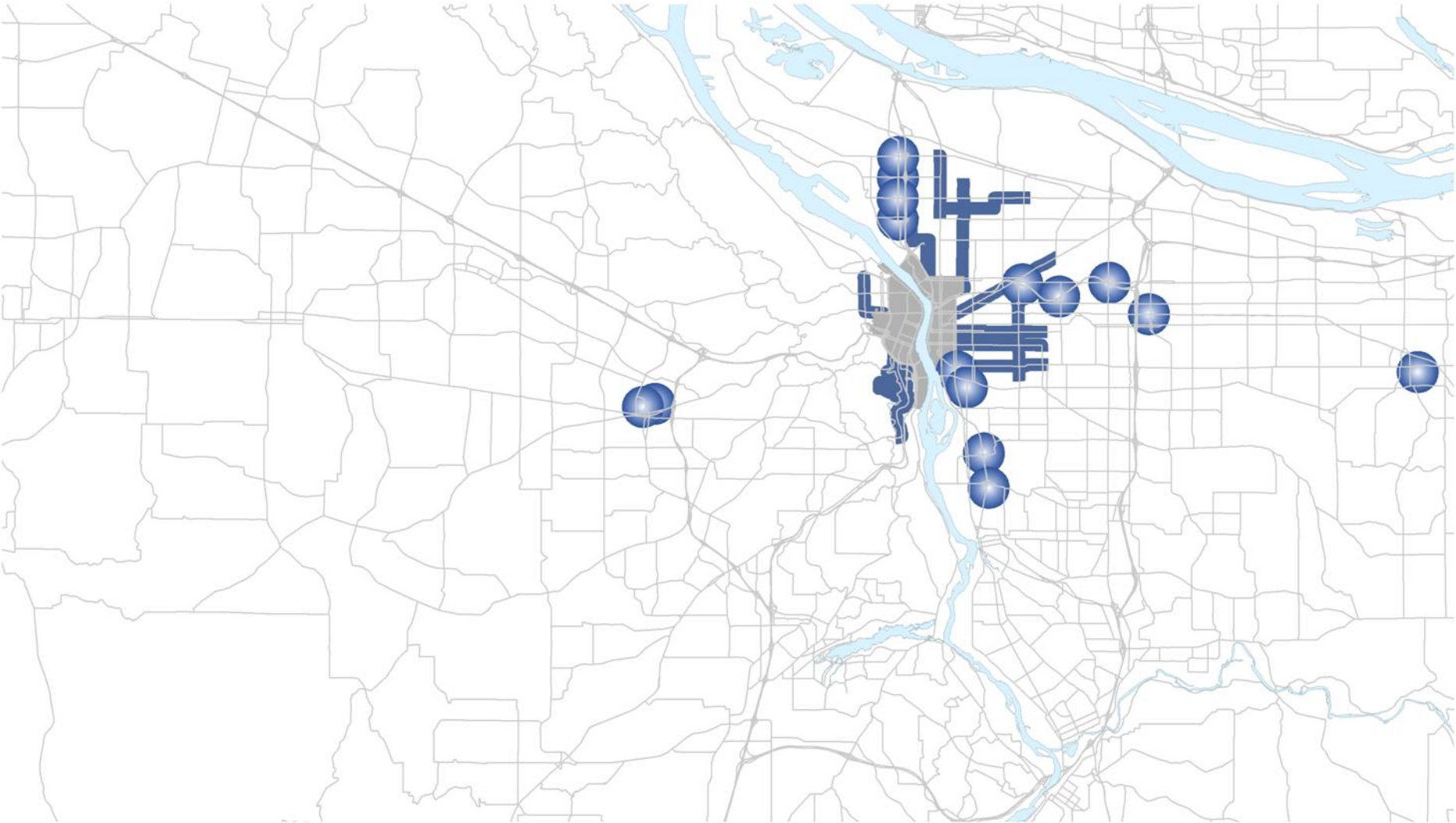
Infill + Enhance

(near term station areas)



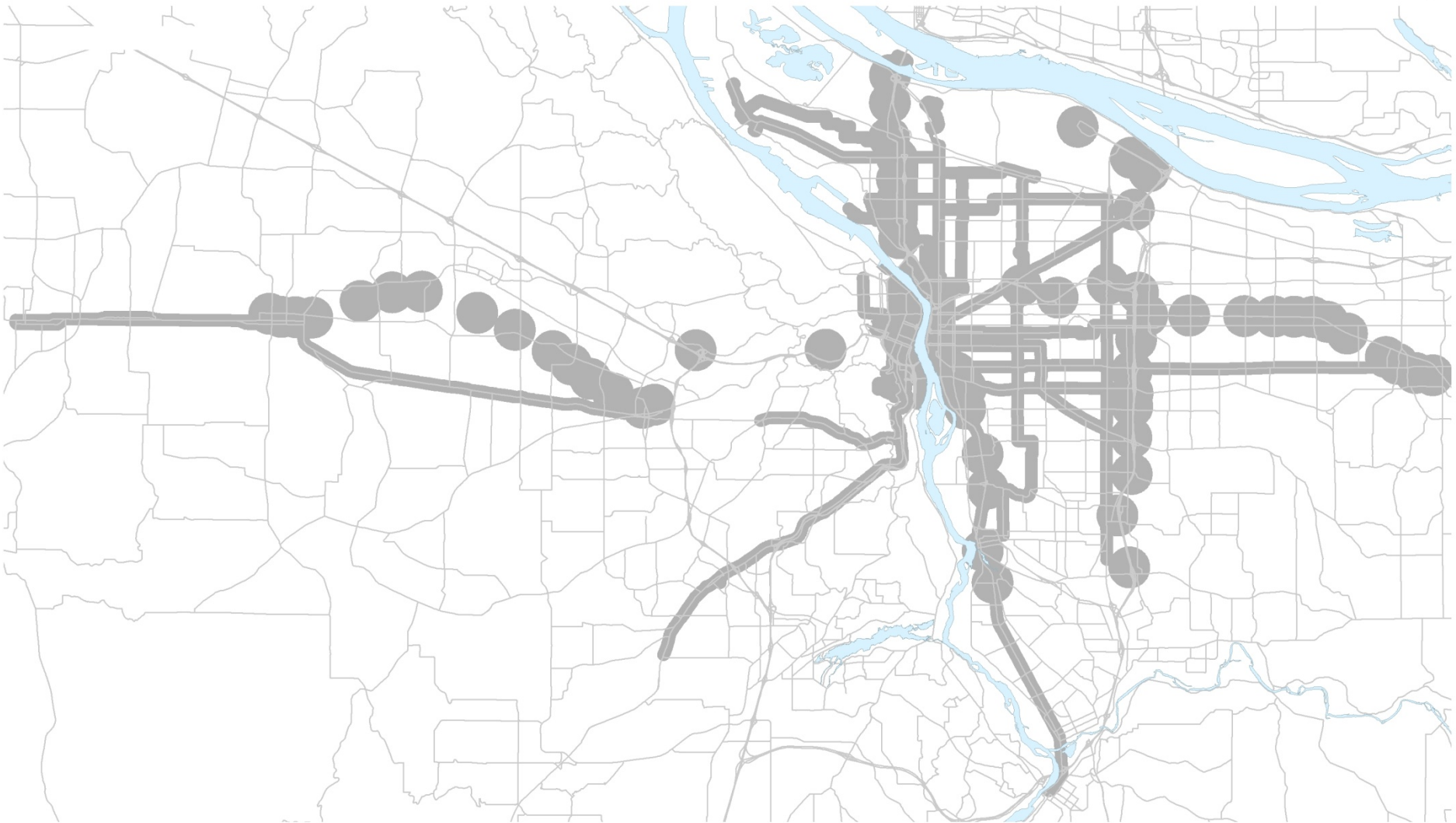
Infill + Enhance

(near term station areas)






TOD Typology Clusters

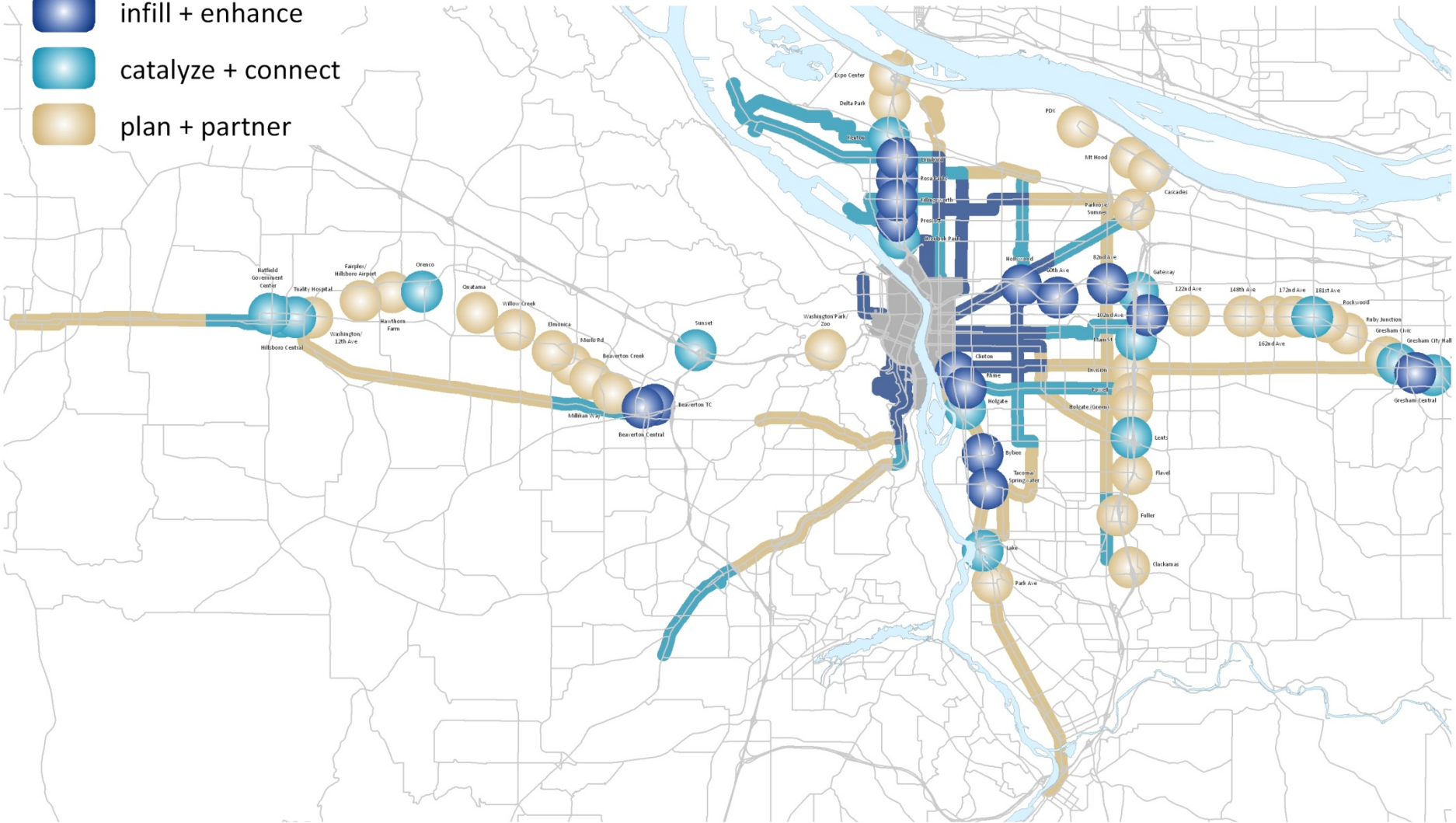
(market + urban form readiness)



Clusters

-  infill + enhance
-  catalyze + connect
-  plan + partner

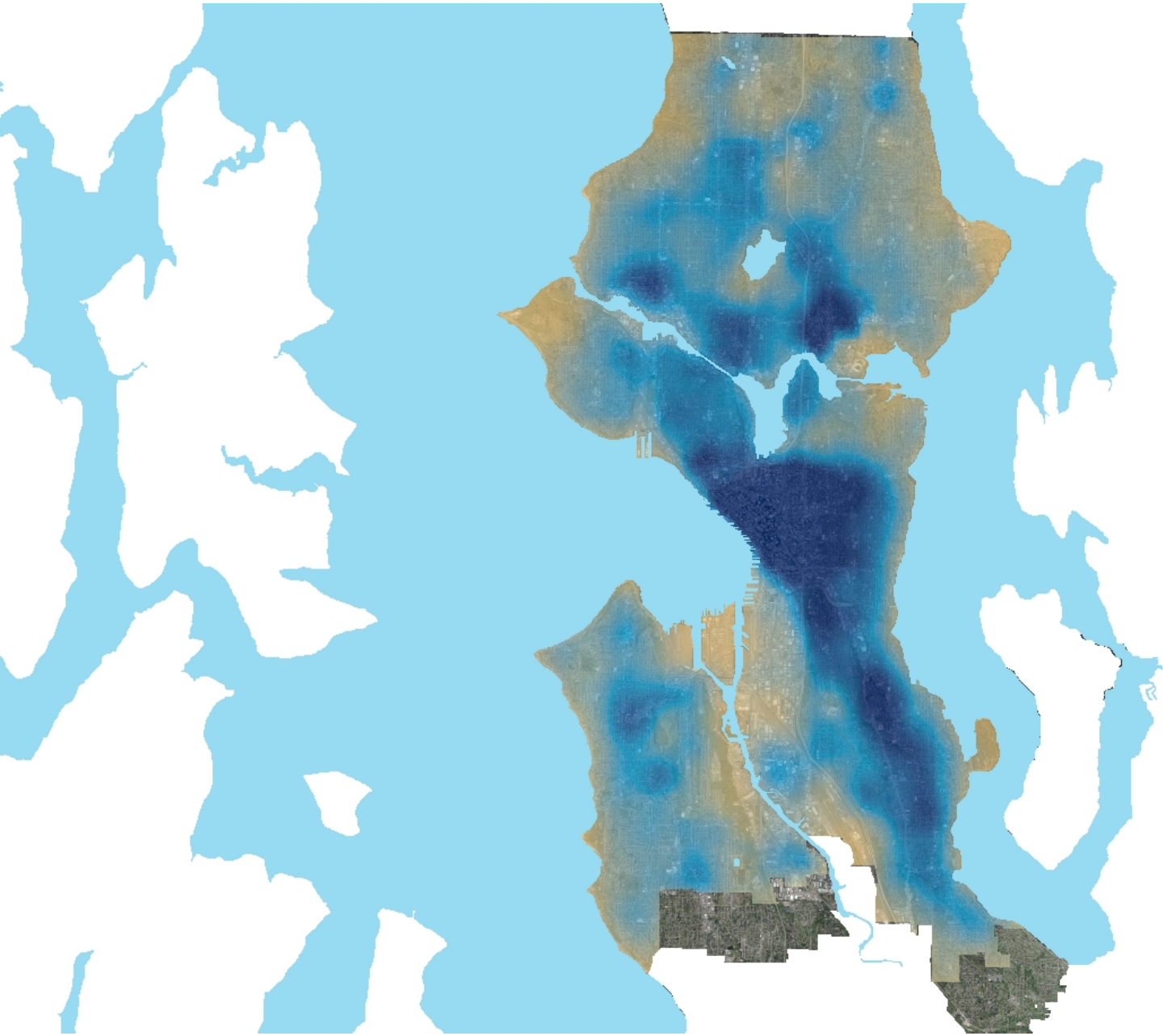
TOD Typology Clusters (market + urban form readiness)



Transportation planning criteria

- **People:** residential density
- **Prevention (safety):** collision history , 85th percentile speeds
- **Permitting:** development activity
- **Populations:** low-income, low vehicle ownership, vulnerable populations, communities of color
- **Performance:** transit ridership

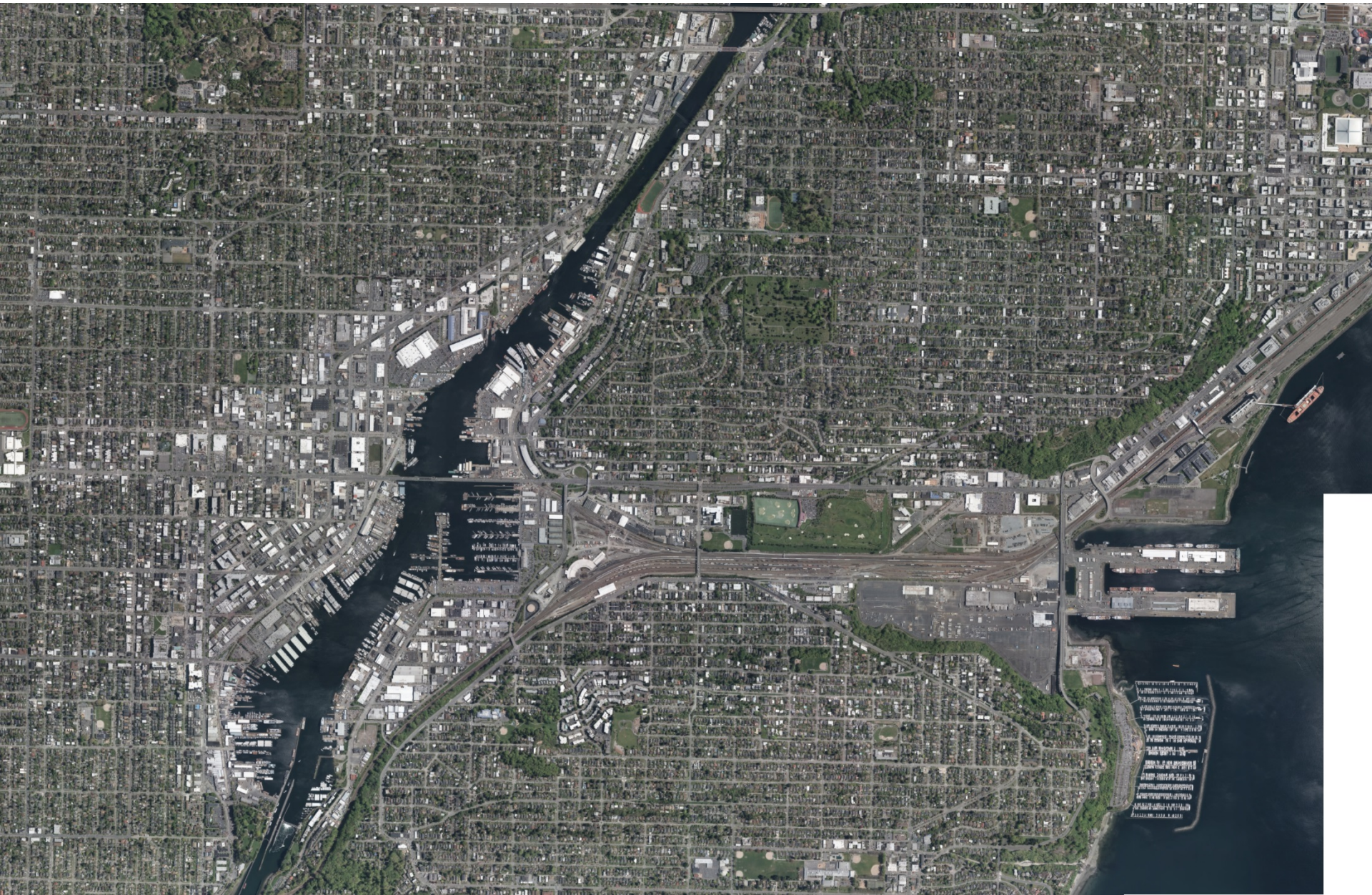


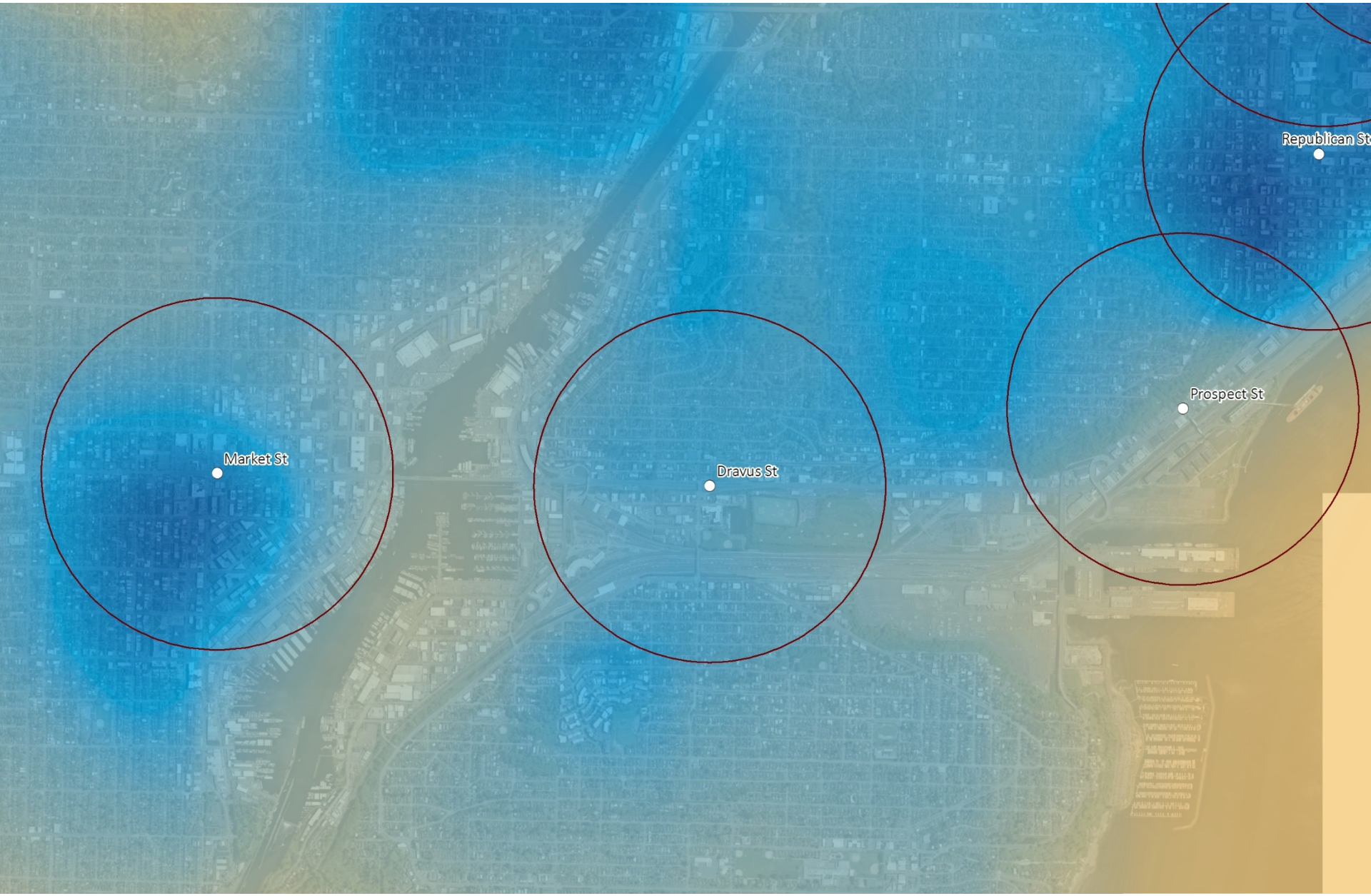


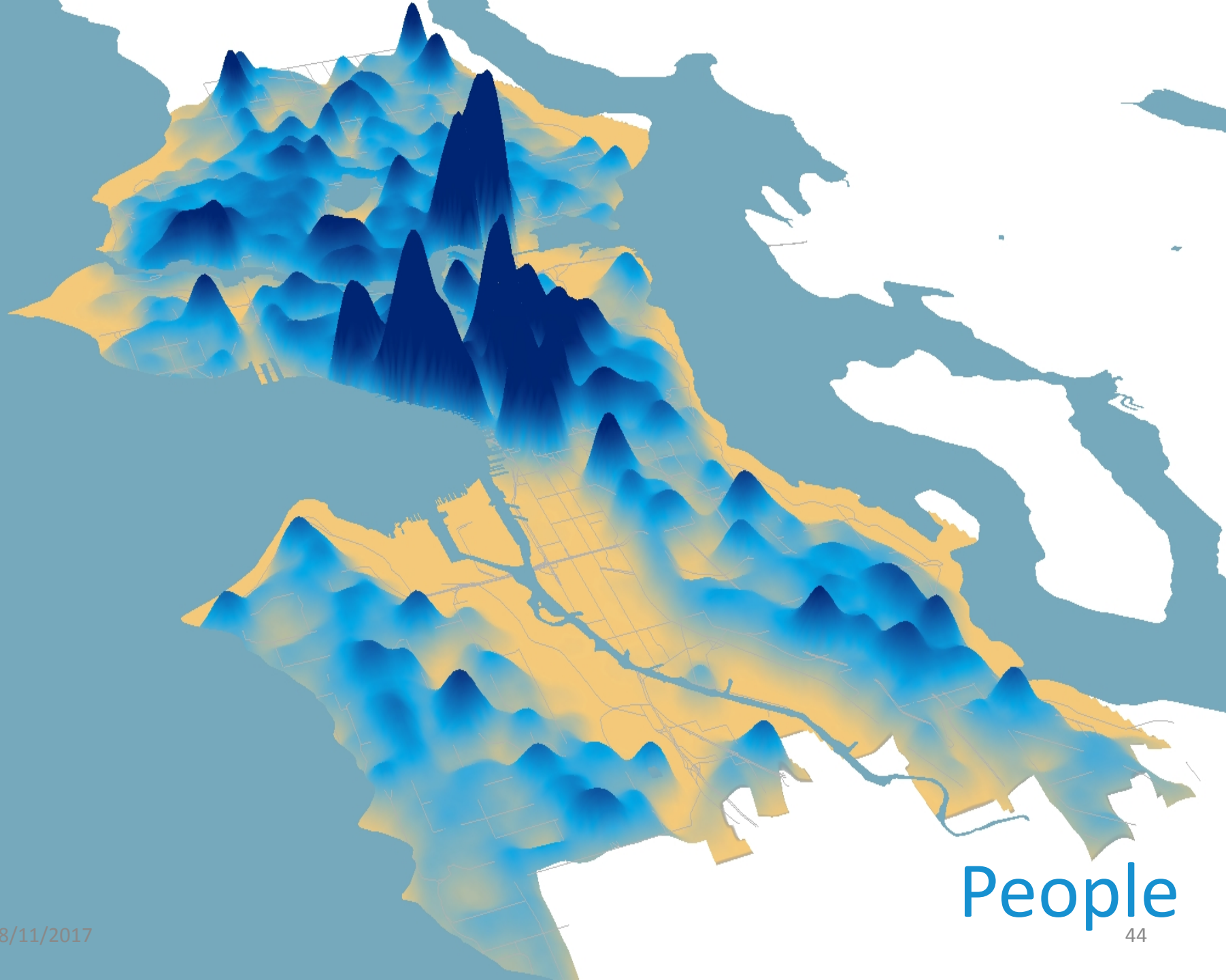
8/11/2017







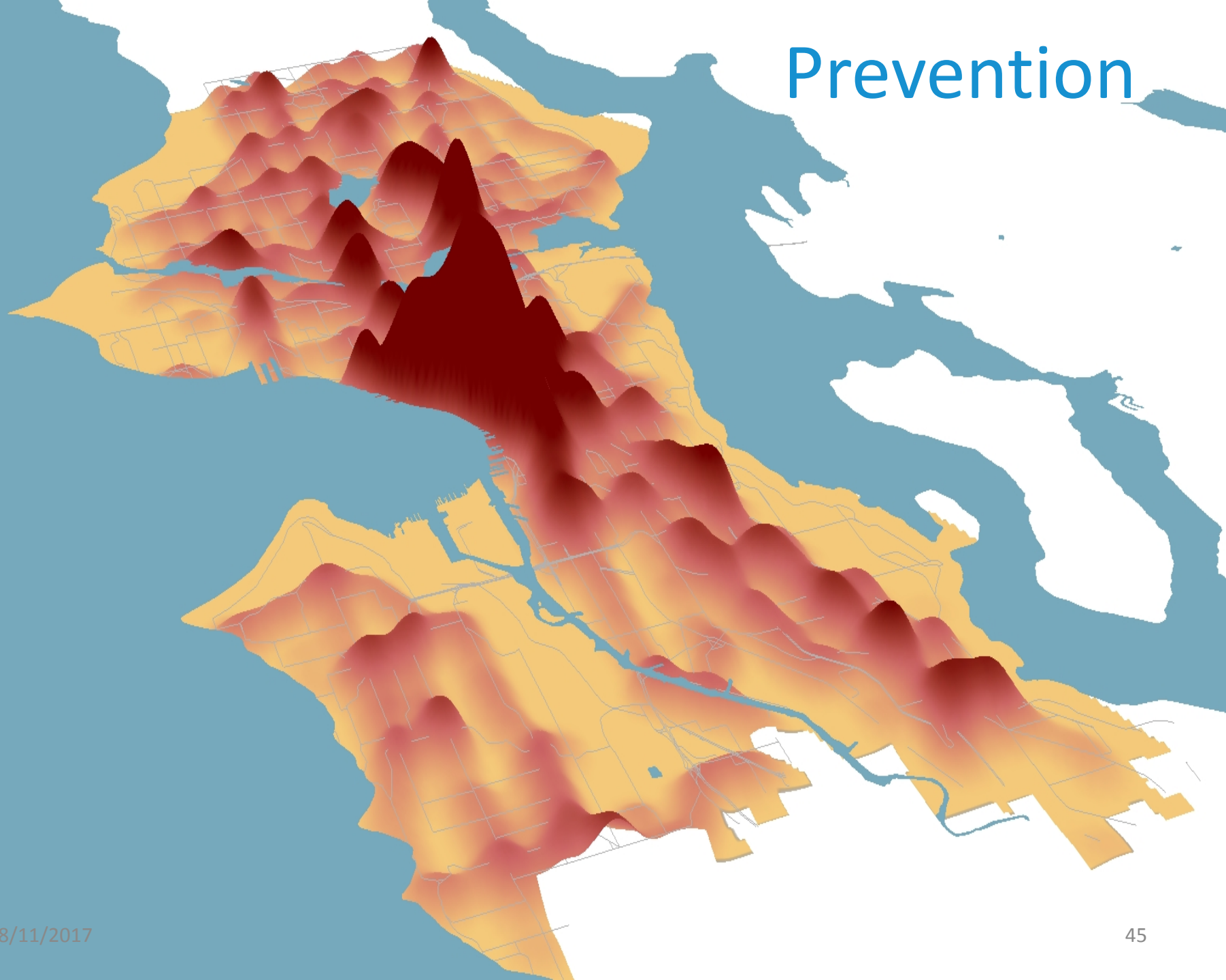




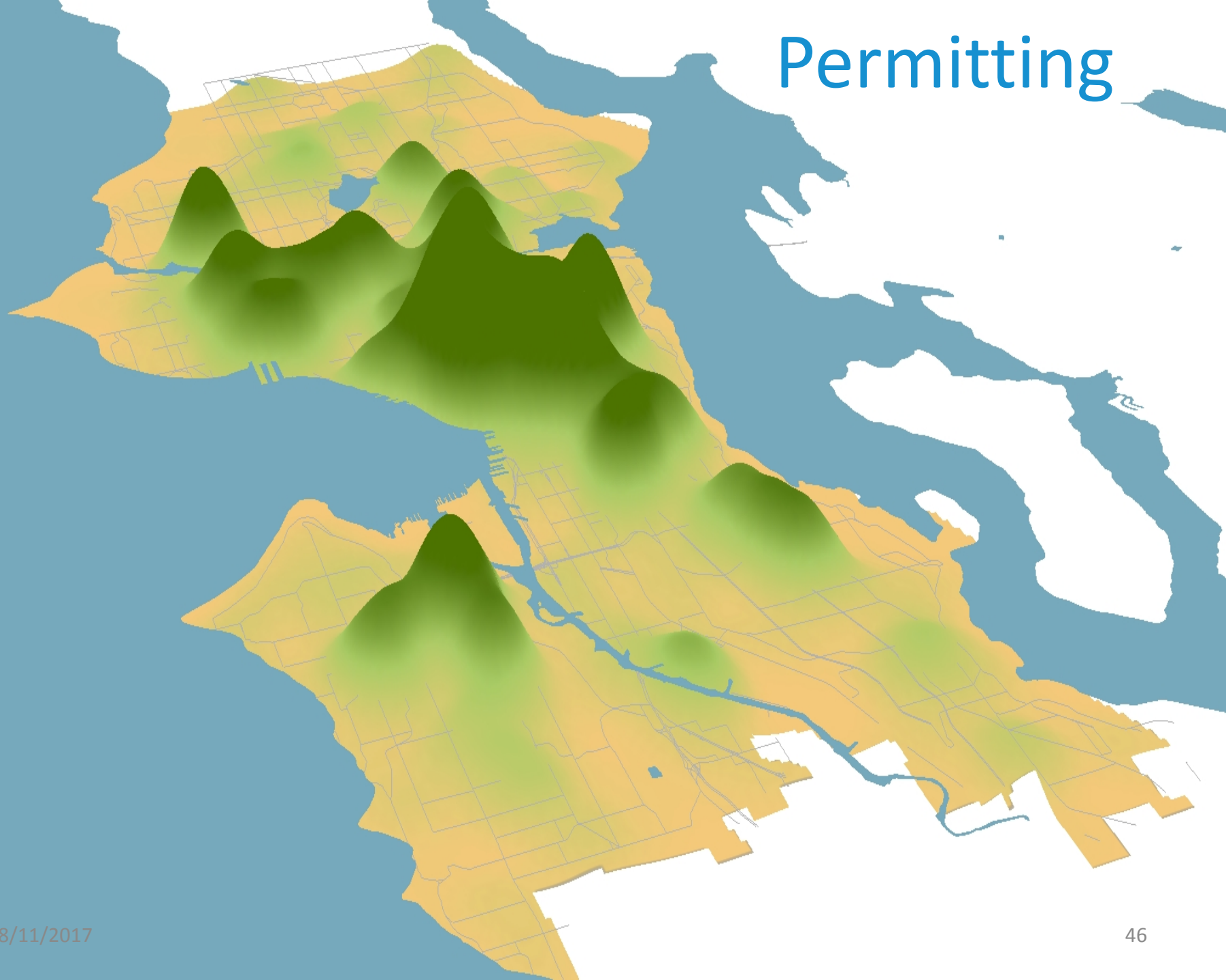
8/11/2017

People
44

Prevention

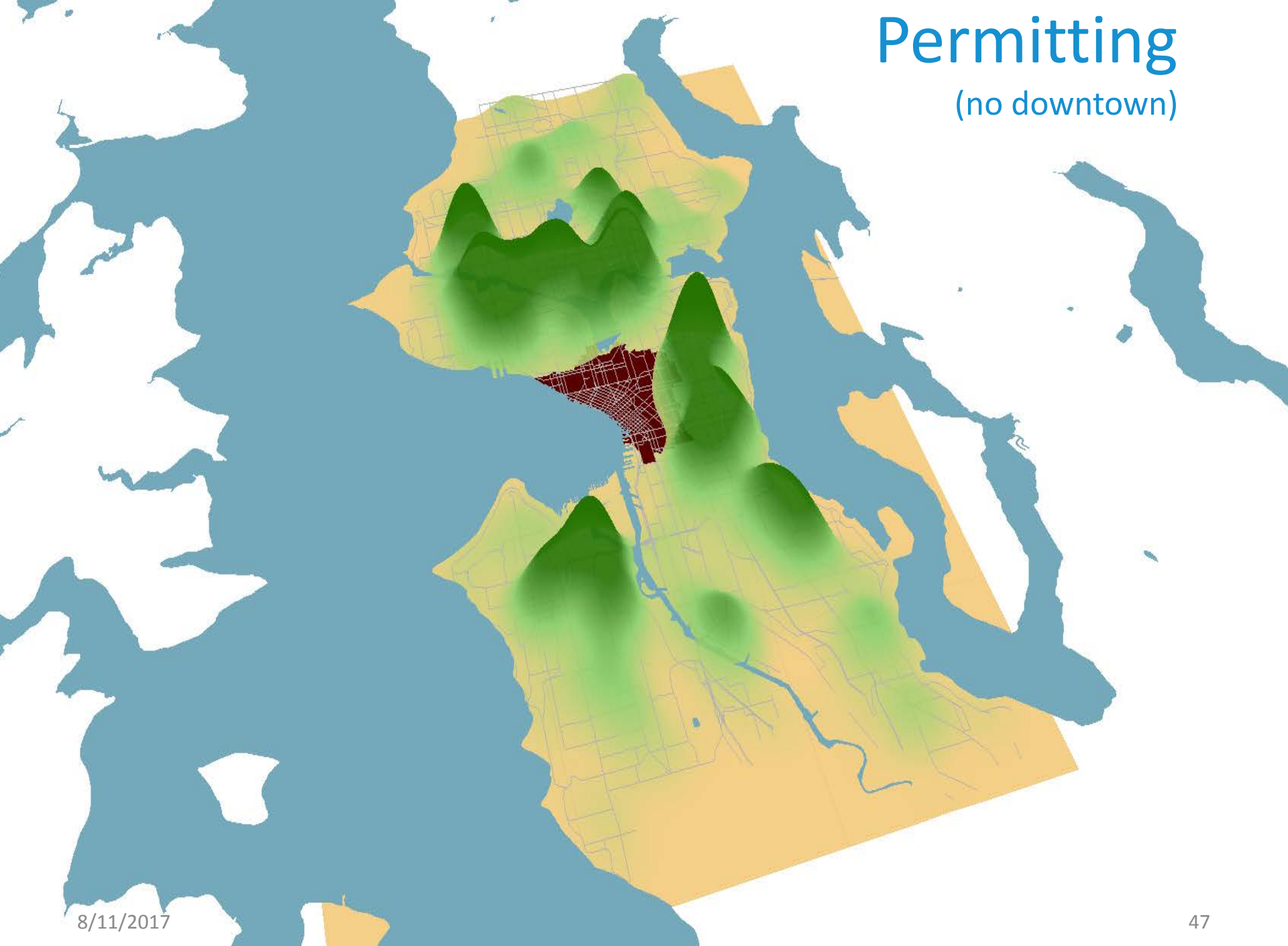


Permitting

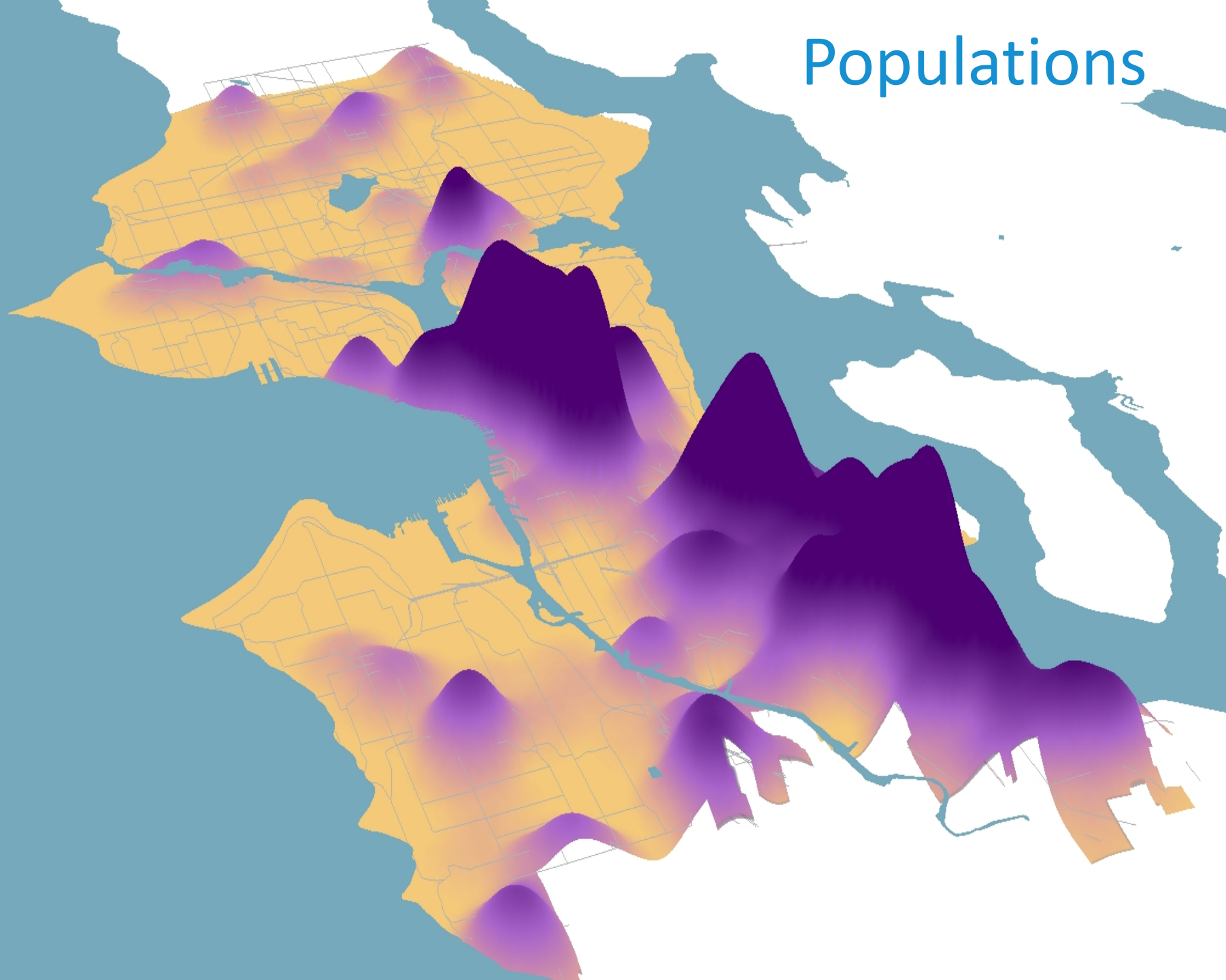


Permitting

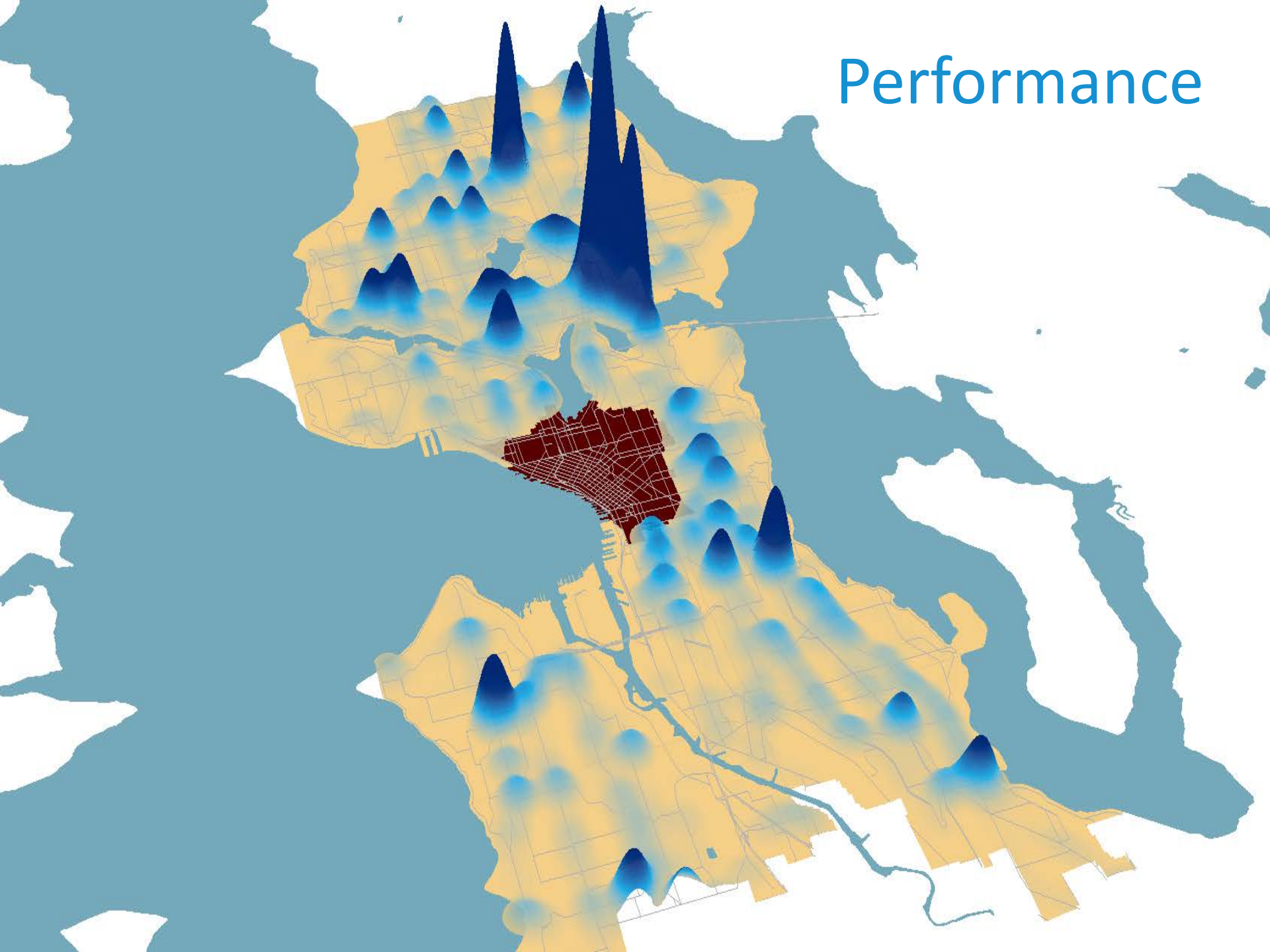
(no downtown)

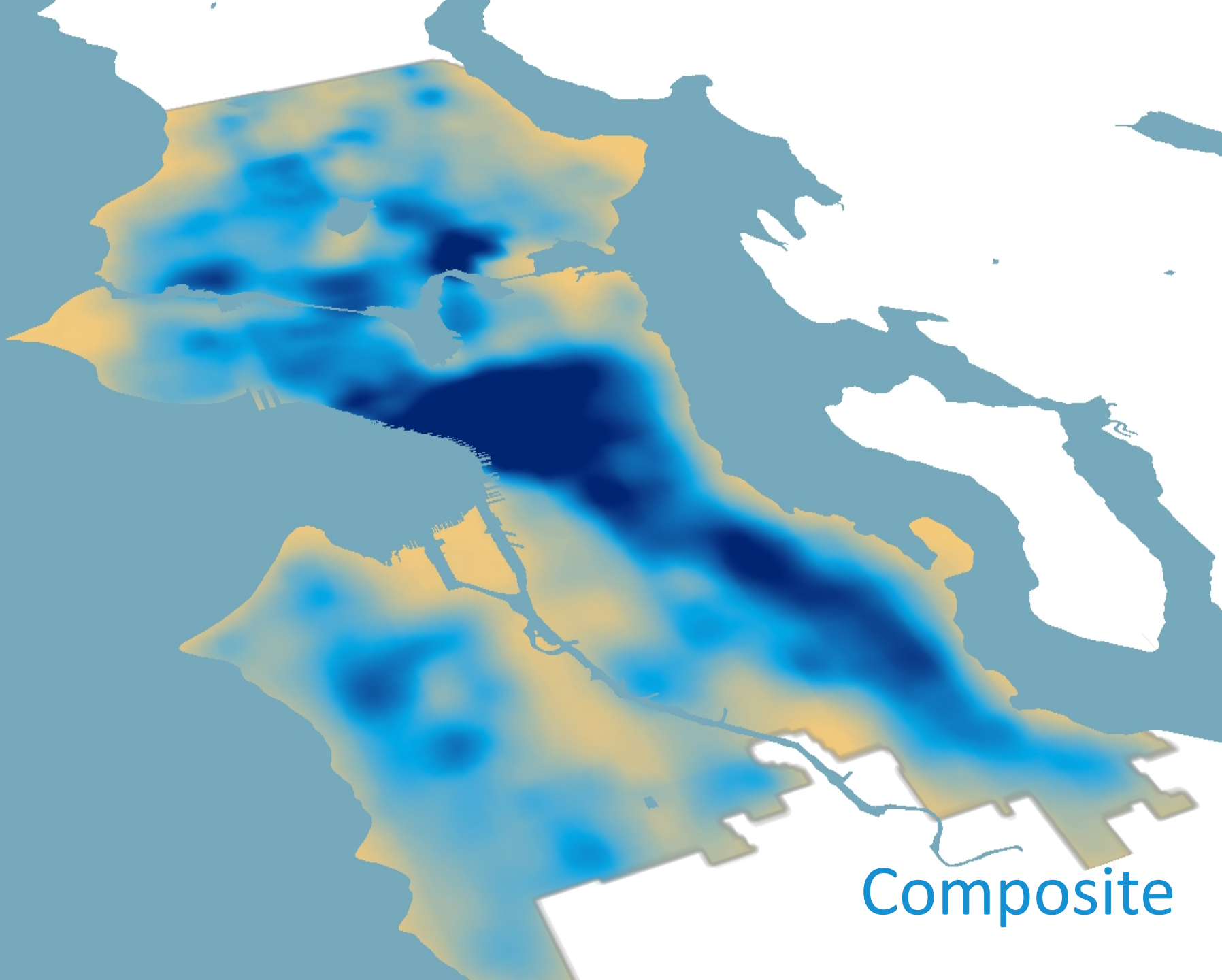


Populations

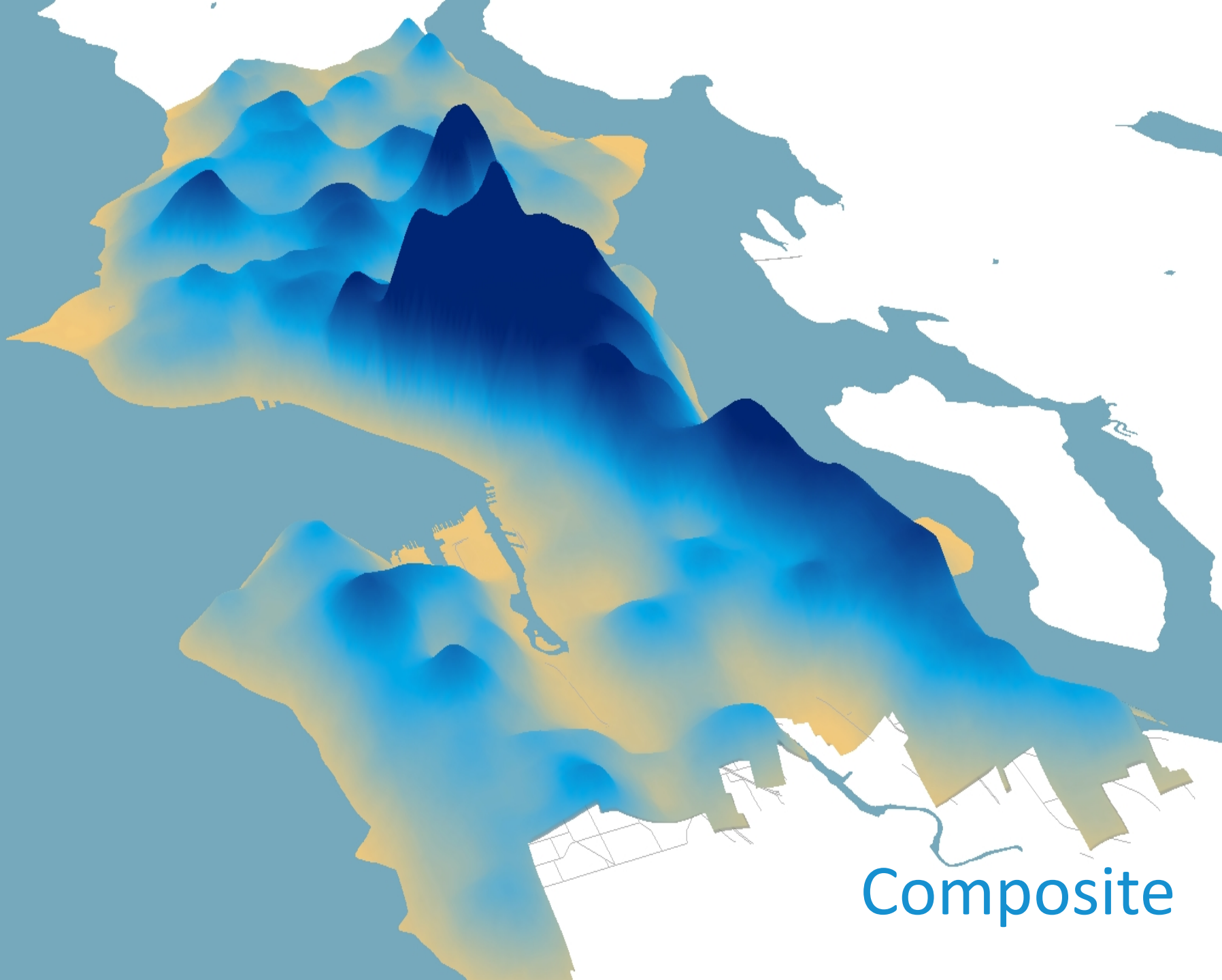


Performance





Composite



Composite

Questions?

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www.seattle.gov/transportation

