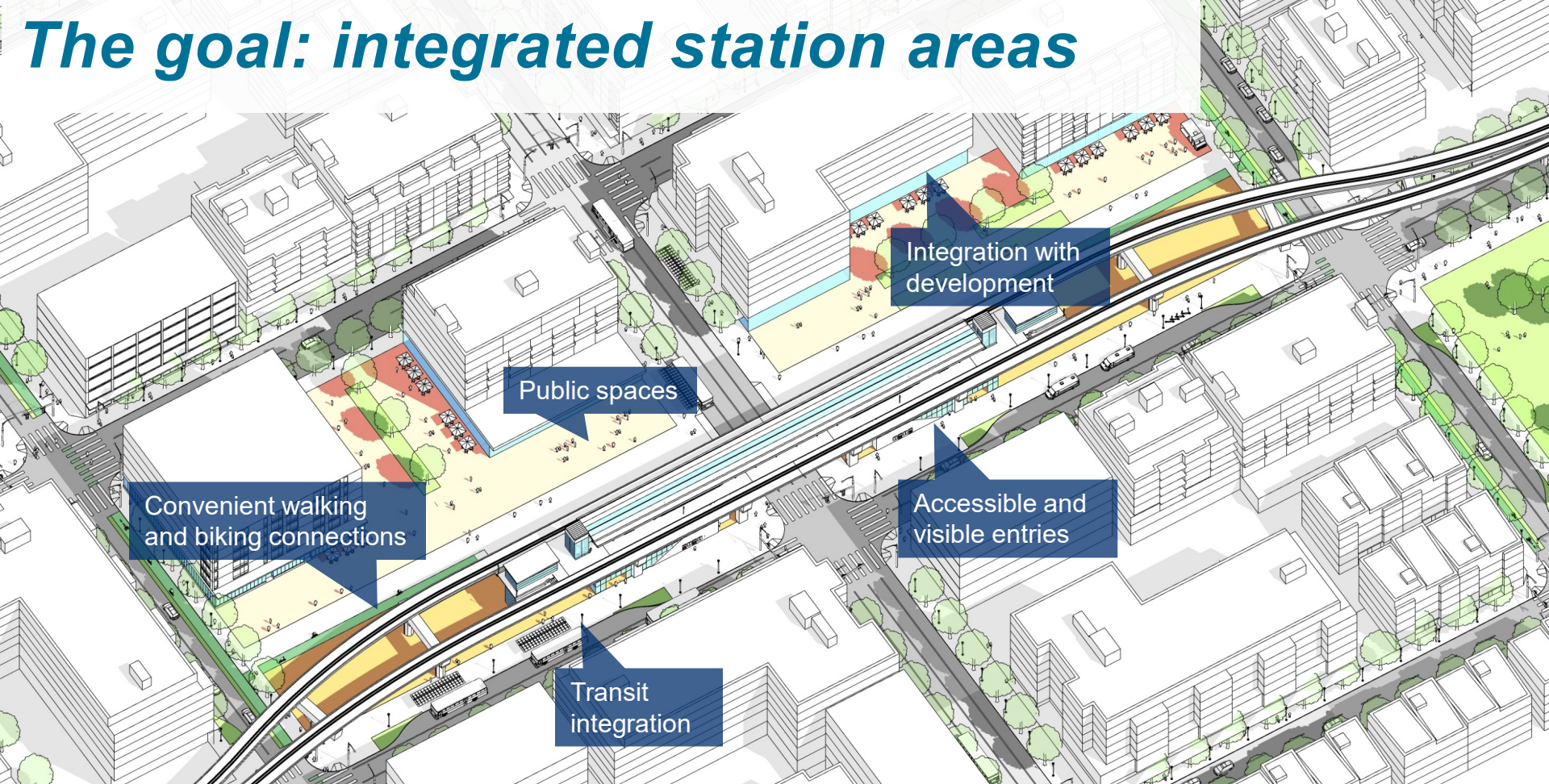


# ***West Seattle and Ballard Link Extensions***

*Access & Integration Approach  
Seattle Design Commission*

12/02/2021

# *The goal: integrated station areas*



# Co-planning partnership



**SOUNDTRANSIT**

- ✓ Routes and station locations
- ✓ Light rail guideway and station design
- ✓ Environmental review

**Centering racial equity**

**&**

**Co-planning stations with communities**



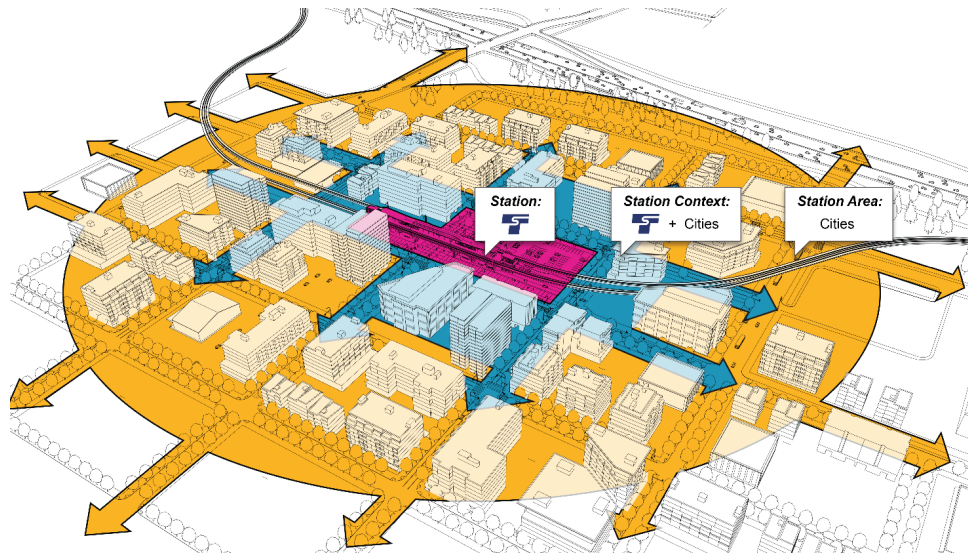
**City of Seattle**

- ✓ Community planning and station access
- ✓ Land use and zoning
- ✓ Street and right-of-way use



# Co-planning focus: the “Station Context”

- 1-3 blocks surrounding the station, which will see the most direct physical change from station construction and operations
- Area of shared responsibility; geography encompasses Sound Transit, City, and others' investments
- Work to align existing and planned investments in service of community priorities and accessibility needs



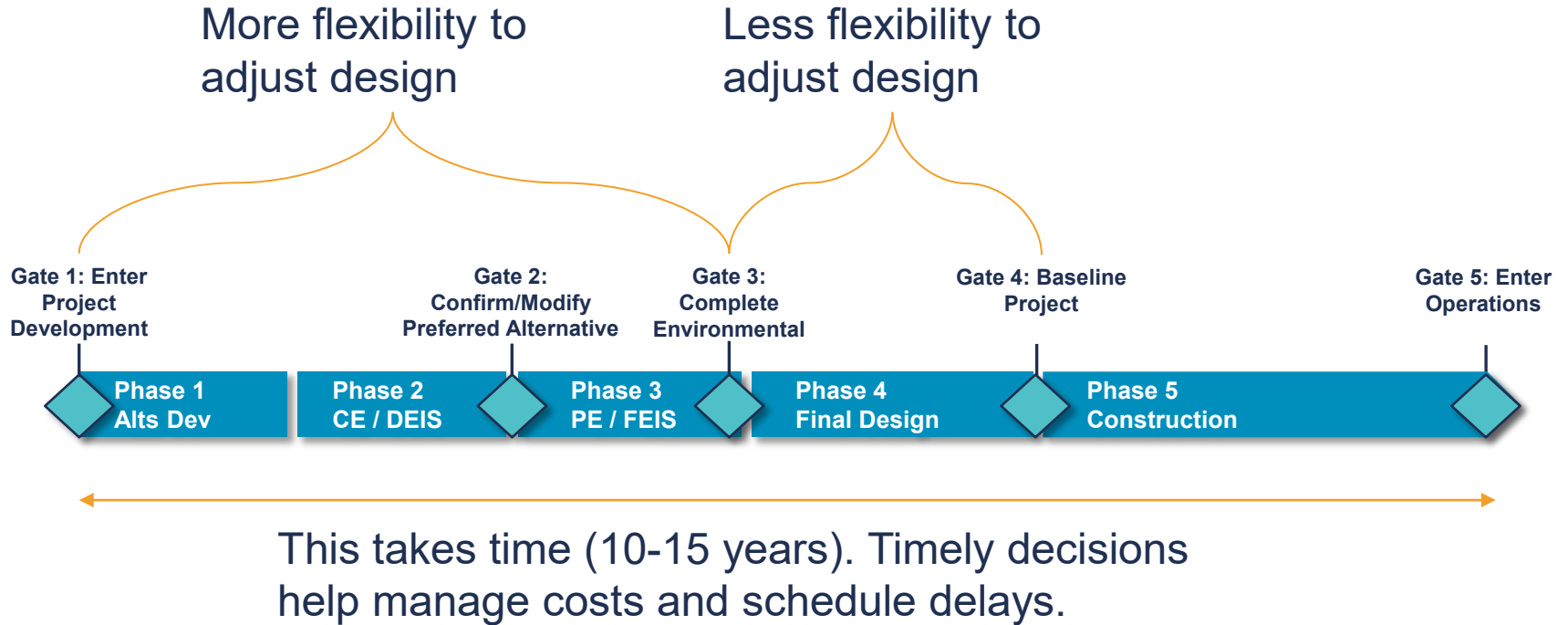


# Station Context Framework

- Presents a concept for urban design of the station and station context
- Shows how access, circulation, and public spaces work together, and highlights opportunities for adjacent or joint development
- Raises up issues for community to weigh, along with potential refinements to carry into final design



# Why does this early work matter?



# ***Sound Transit Access & Integration Program***

# *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



# *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

# *Station Access & System Expansion*

# ***We want a system that's easy to access***

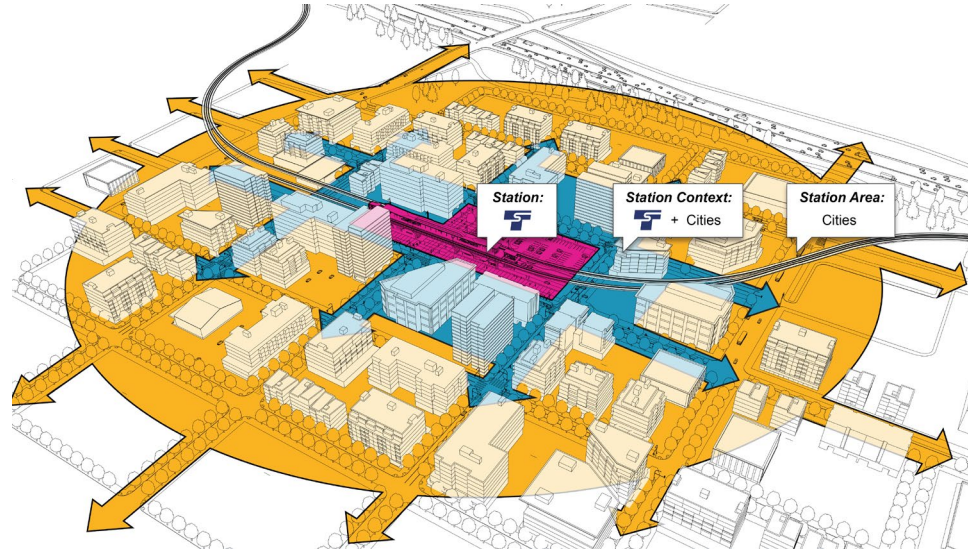
Making sure our expanded system works well from the beginning

- 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?

# System expansion

## Project definition

- Need for 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



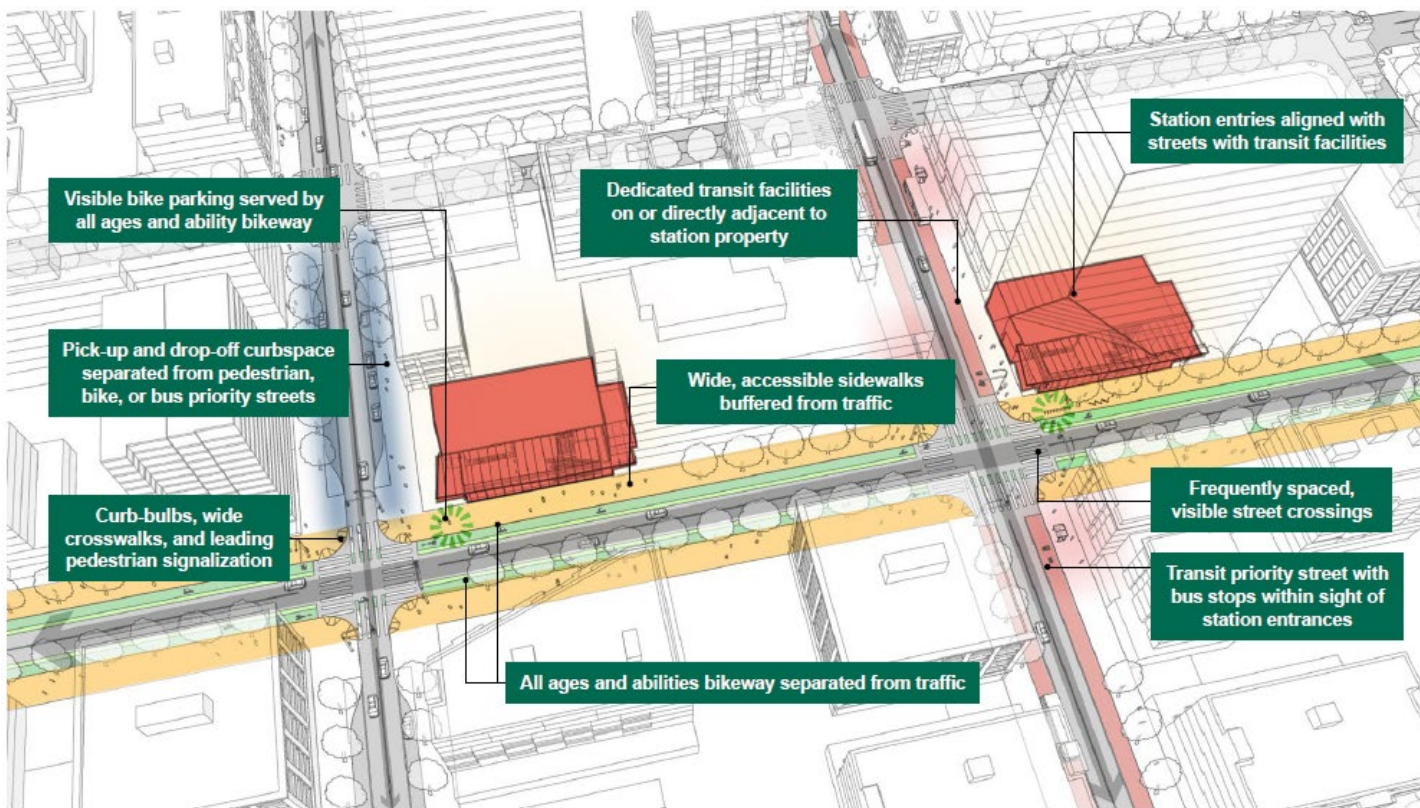


# Context matters

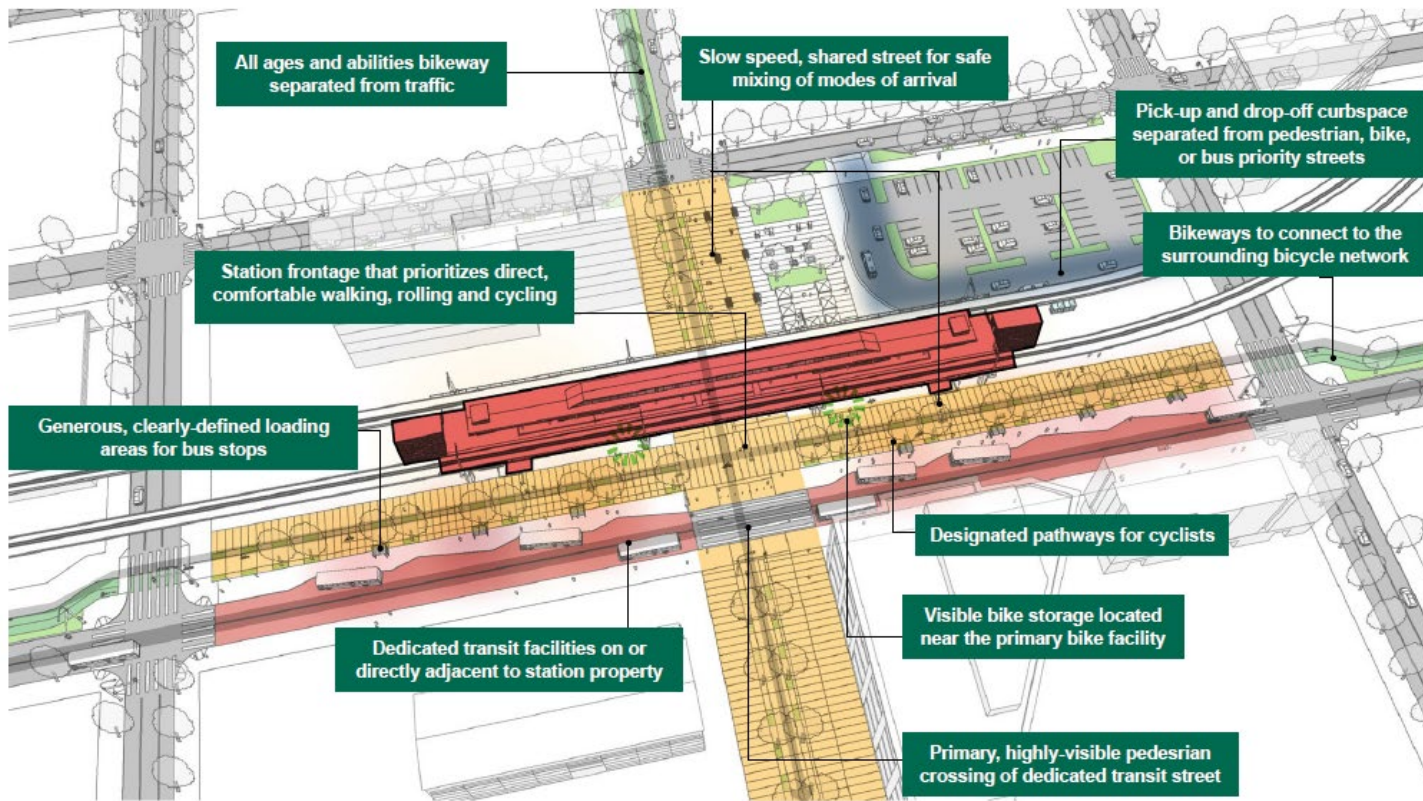
## Benefits of a Station Access Typology

- 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*

# Walk, Bike, and Roll stations

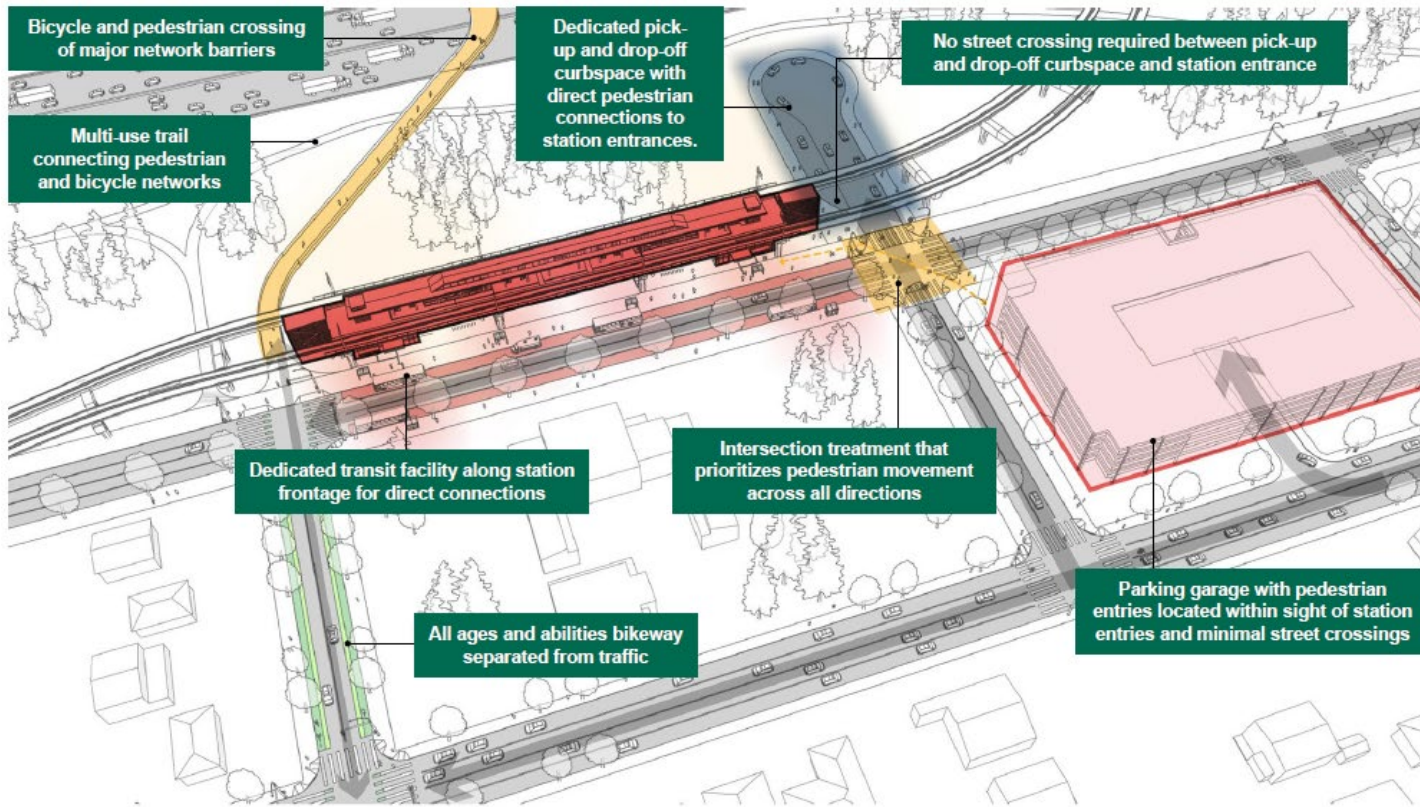


# Multimodal stations





# Auto stations



# Station access investment framework

## Access Modes

## Primary Access Elements

## Secondary Access Elements

### 1 Walk, Bike, and Roll Stations

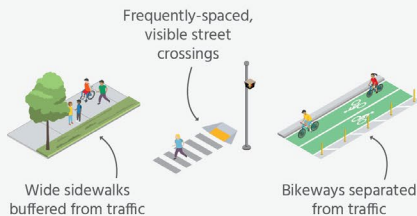
Primary



Secondary



Not Encouraged

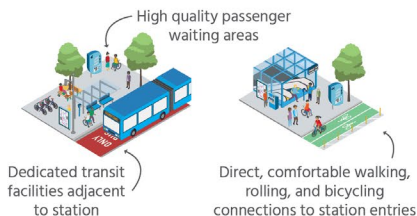


### 2 Multimodal Stations

Primary



Secondary

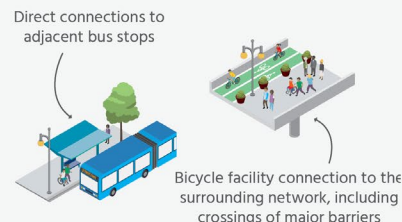


### 3 Auto Stations

Primary



Secondary

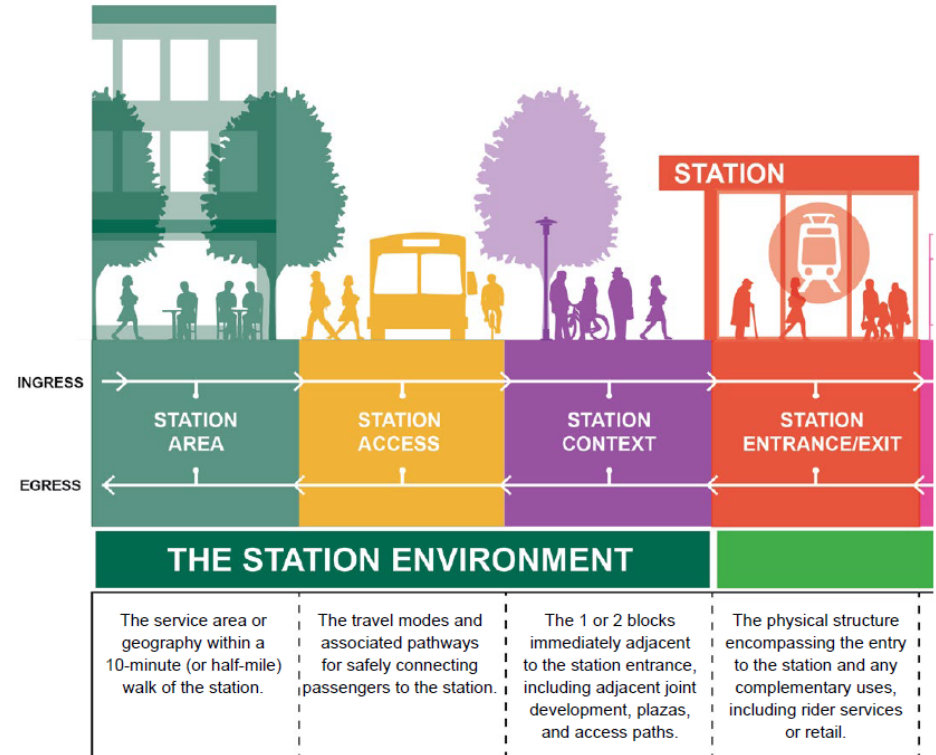




# Access in station design

## Access design principles

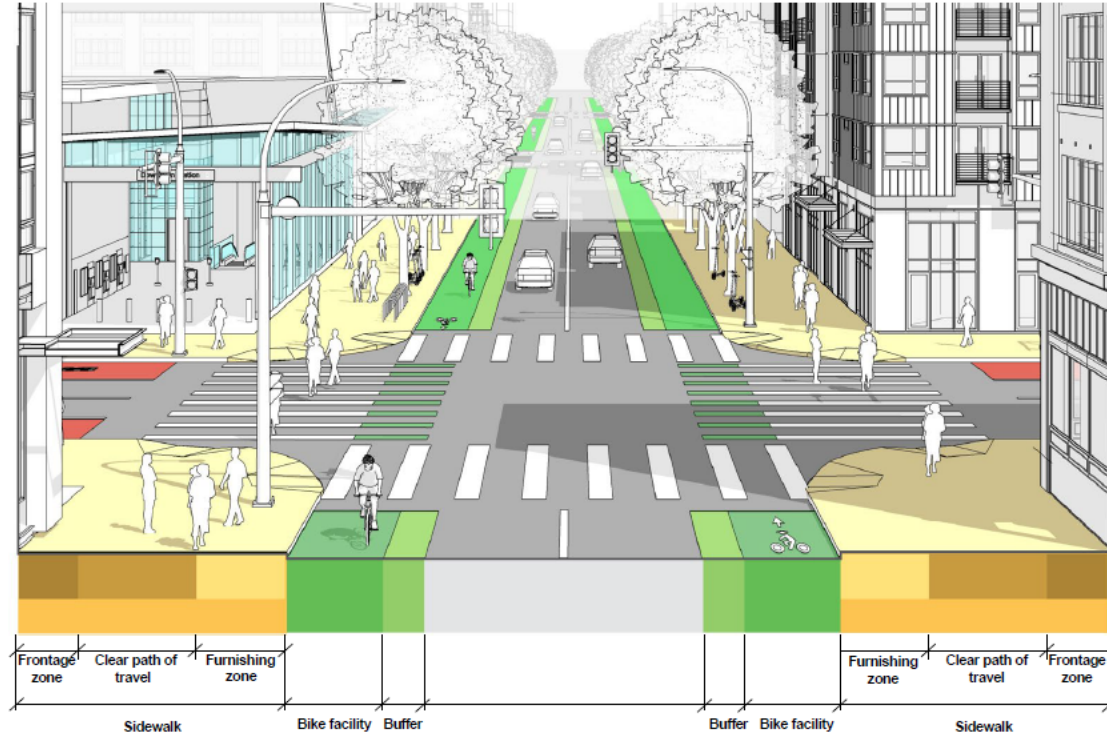
- Provide direct, clear connections to/from station entrances and other modes of travel
- Minimize conflicts to ensure safe access for all modes of travel



# Access in station design

## Walk, bike, roll stations

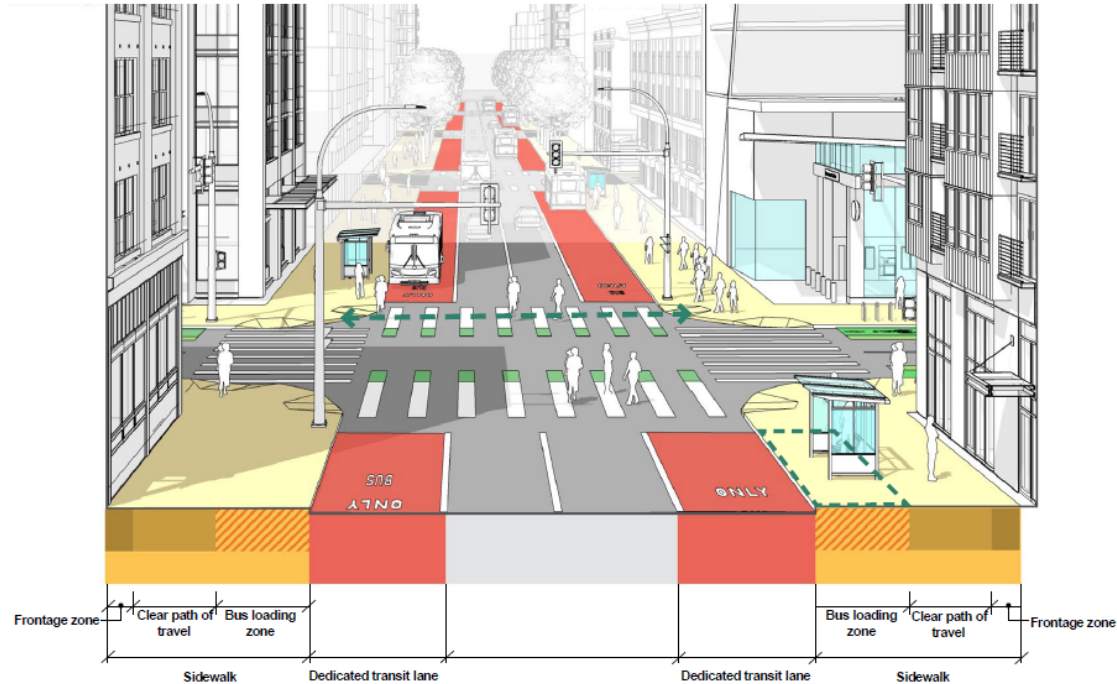
- Entry connecting to principal pedestrian street
- Entry connecting with separated bicycle facility
- Adequate sidewalk widths to accommodate multiple zones



# Access in station design

## Walk, bike, roll stations

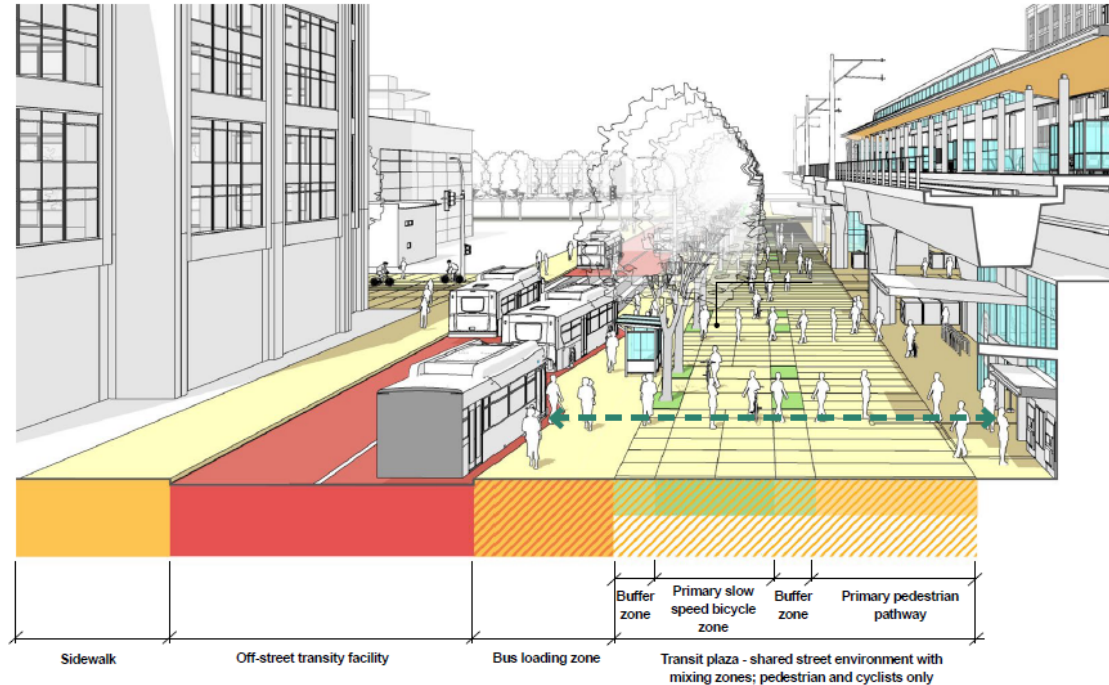
- Multiple intersection treatments
- Maximum of one street crossing to connecting buses
- Clearly defined bus stop and passenger loading zones



# Access in station design

## Multimodal stations

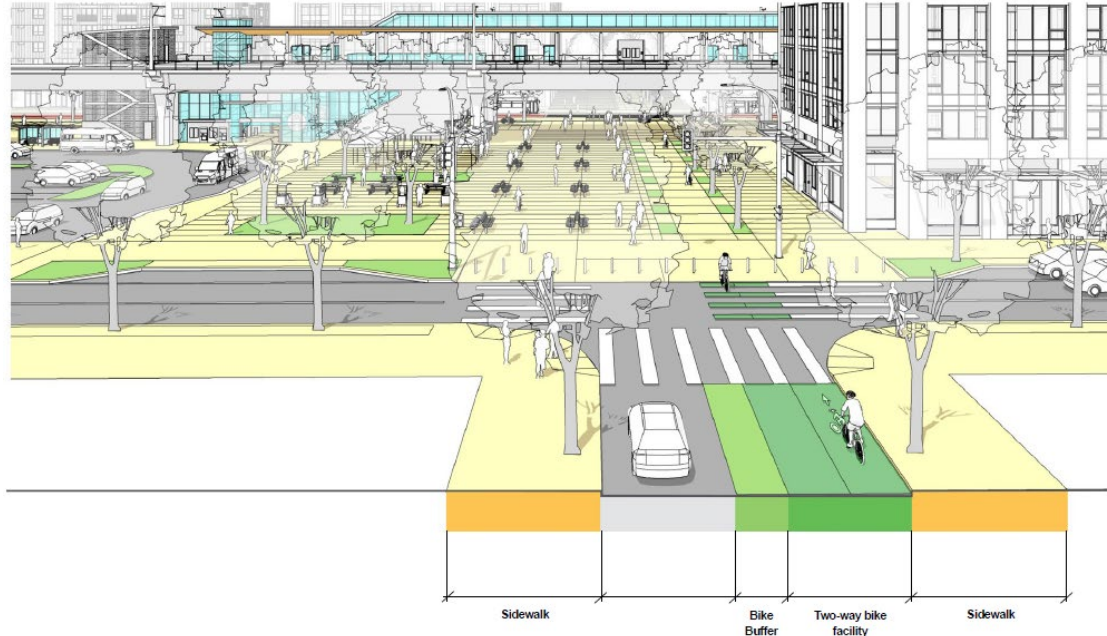
- Locate bus stops on or directly adjacent to station property
- Place bicycle storage near the primary bicycle connection
- Must work with partners like KCM about appropriate amount of space



# Access in station design

## Multimodal stations

- Mixing zones and shared street treatments
- Establishing defined pick-up and drop-off zones
- Plaza treatments and distinguishing between transit plazas and public plazas





# *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

# *Station access allowances*

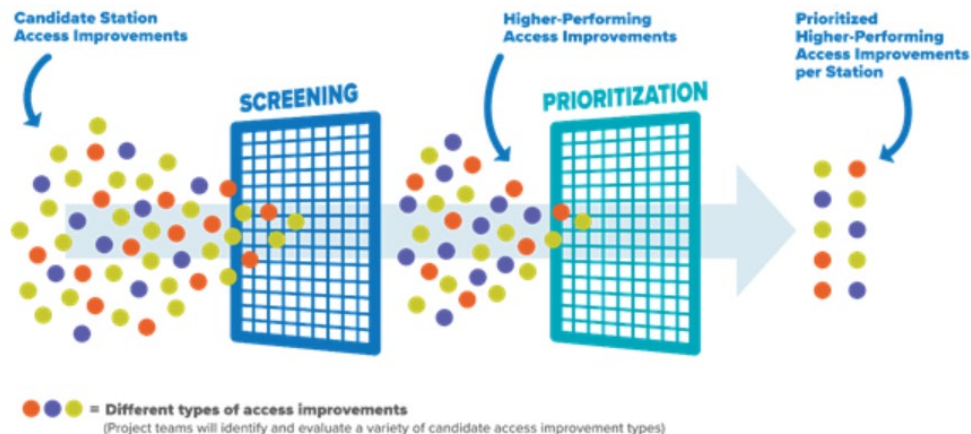
## Funding to support access & system expansion

- 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
  - \$69M for *WSBLE*

# 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*
  - *Advance social equity*
  - *Enhance the passenger experience*
  - *Improve safety & human health*



*Thank you.*



 *soundtransit.org*

