



# Lynnwood Link Extension Station Area Access Enhancements

May 2017

# Station Area Access Enhancements

- Resolution R2015-05 : *“Consistent with Sound Transit's System Access Policy, Sound Transit will partner with the cities of Seattle, Shoreline, Mountlake Terrace and Lynnwood during project final design to identify and implement appropriate pedestrian, bicycle and vehicular access enhancements to stations focused generally within a quarter mile of the stations.”*
- Project PE cost estimate included improvements at station and mitigation for impacts identified in FEIS/ROD
- Additional access enhancement allowances were not included in project PE cost estimate
- Staff requesting Board guidance on Lynnwood Link access enhancement budget and framework to facilitate permitting process in 2017



# Access Enhancement Background

- ST's system access policy (R2013-03) emphasizes the need for consistency in identifying and implementing access improvements, and focuses on access enhancements that increase ST ridership.
- Draft proposal uses ST3 methodology as basis for development of Lynnwood Link access budgets



# ST3 System Access Methodology

- Cost estimates for ST3 projects include “Access Allowance” for additional ped/bike access investments outside the footprint of the station with the potential to increase ridership.
- Access allowances in ST3 will be based on character of representative station areas and identified needs to remove impediments to access.

TYPE	NON-MOTORIZED ACCESS ALLOWANCE		
	Light Rail	Freeway Bus Rapid Transit	Arterial Bus Rapid Transit
Urban Station	\$2,000,000*	\$200,000	\$100,000
Urban/CBD Station	\$2,500,000	\$250,000	\$125,000
Suburban Station	\$4,000,000	\$400,000	\$200,000
Major Bicycle Intercept	+ \$500,000	+ \$50,000	+ \$50,000
Intermodal Transit Center	+ \$500,000	+ \$50,000	+ \$50,000

# LLE Access Enhancement Proposal

- Uses ST3 methodology as baseline
- Follows R2015-05 guidance on partnering with cities

Station	City	Type	Total Access Allowance	Maximum ST Contribution
145 <sup>th</sup> St. Station	Seattle/Shoreline	• Suburban Station	\$4,000,000	\$2,000,000
185 <sup>th</sup> St. Station	Shoreline	• Suburban Station	\$4,000,000	\$2,000,000
Mountlake Terrace Transit Center Station	Mountlake Terrace	• Suburban Station	\$4,000,000	\$2,000,000
Lynnwood Transit Center Station	Lynnwood	• Suburban Station • Intermodal Transit Center • Major Bicycle Intercept	\$5,000,000	\$2,500,000
<b>Total</b>			<b>\$17,000,00</b>	<b>\$8,500,000</b>

# LLE Access Enhancement Proposal Guidelines

1. ST System Access Policy – Projects must follow ST's System Access Policy goals
2. Area of Enhancements – Enhancements generally within ¼ mile of station areas
3. Matching of ST Funds – ST to allocate funds for enhancement projects up to max capped amount based on each City's ability to match those financial contributions, through city, grant or other funding.



# LLE Access Enhancement Proposal Guidelines

## 4. Agreement

- ST and City will jointly prioritize and agree on access enhancement projects to be completed by 2023 opening of Lynnwood Link.
- Agreements with each City to be completed before LLE baselining in late 2017
- Cities to secure funds by mid-2021
- Any costs to complete improvements beyond Sound Transit's matched and capped amount to be the responsibility of the City

## 5. Flexibility

- If city is unable to meet the matching fund requirement by mid-2021, ST reserves right to release unmatched funds toward other Lynnwood Link access enhancements.

# LLE Access Enhancement Next Steps

- Board action to define LLE Access Enhancement budget/guidelines – June
- Negotiate access enhancement agreements with cities – summer/fall
- Receive city land use permits – Fall
- Project Baseline – November 2017