APPENDIX A. CONNECTIVITY TOOLBOX USER GUIDE

INTRODUCTION

The Connectivity Analysis Toolbox is a suite of custom planning tools created to help King County Metro (KC) and Sound Transit (ST) analyze the relationships between connectivity, non-motorized access to transit, and ridership. The tools are designed for use in the ArcMap environment using the following inputs: 1) existing conditions transportation network data developed by Fehr & Peers containing data collected from multiple jurisdictions and agencies, and 2) new/updated transportation network data developed by KC and ST. The Connectivity Analysis Toolbox is intended for use by analysts with advanced GIS knowledge to assess existing and future connectivity conditions and to better understand how changes in connectivity may affect transit ridership. The flow chart below outlines the Connectivity Analysis workflow and associated tools.

The final section of this document provides guidance about developing and updating new transportation network data. The companion report on the Non-Motorized Access Study describes the process that Fehr & Peers used to obtain and prepare the transportation network data as well.
This User Guide is an introductory manual for the Connectivity Toolbox, and includes descriptions of Connectivity Tools with examples of tool inputs and results. An accompanying geodatabase containing sample GIS data is included with this document. Fehr & Peers provides this sample data for use in tutorials as well as gaining familiarity with the toolbox prior to running a full analysis. A more extensive countywide database reflecting with the most current data applied in the connectivity analysis is also included. The following sections describe the tools included in the Connectivity Toolbox and the sample data provided.

ABOUT THE CONNECTIVITY TOOLBOX

The Connectivity Toolbox contains nine tools for calculating connectivity metrics. The tools were built using ArcGIS and the Python programming language. The tools included are designed to 1) produce connectivity “surfaces” that graphically represent the non-motorized connectivity metrics utilized in the King County Non-Motorized Access to
Transit study, 2) calculate metrics for use in regression analysis, 3) visualize connectivity characteristics, and 4) estimate potential changes in ridership.

The surface creation tools include “Create Surface”, “Create Surface Along Arterials”, “Bike Stress Analysis”, and “RDI Analysis”. Surface outputs from these tools contain connectivity scores ranging from 1 (low connectivity) to 5 (high connectivity). Surfaces are “masked” using a polygon feature class that represents those areas to be included in the analysis. Please refer to the project report for more information on the role of the mask layer in the connectivity analysis.

Connectivity surfaces are weighted to incorporate regression coefficients using the “Weight Surface” tool. The output-weighted surfaces are used as inputs to the “Final Connectivity Index” tool, which creates a composite connectivity index for each study location analyzed. In addition to the surface tools, the Connectivity Toolbox includes tools to calculate metrics for the areas surrounding study locations.

- The “Calculate Statistics (Countywide)” tool produces statistics for each study feature (e.g., transit stop location) using surfaces that represent connectivity at the countywide scale (for example, sidewalks and intersections).
- The “Calculate Statistics (RDI)” tool generates statistics for each study feature using surfaces that represent connectivity at the study-feature scale.
- Along with bike stress surfaces, the “Bike Stress Analysis” tool also produces bike stress statistics at the study-feature scale.
- The “Calculate Ridership” tool can be used to estimate ridership based on weighted connectivity scores for existing and future conditions.

The screen capture below shows the Connectivity Toolbox and associated tools as viewed in ArcGIS Desktop.
CONNECTIVITY TOOLBOX

- Connectivity Toolbox.tbx
  1. Create Surface
  2. Create Surface Along Arterials
  3. Bike Stress Analysis
  4. RDI Analyss
  5. Calculate Statistics (County-wide)
  6. Calculate Statistics (RDI)
  7. Calculate Ridership
  8. Weight Surfaces
  9. Final Connectivity Index
ABOUT THE SAMPLE DATA

The screen capture below shows the file geodatabase containing a sample dataset prepared for the King County Connectivity Toolbox training session. The geodatabase contains network datasets and feature classes representing key non-motorized infrastructure/built environment features that are correlated with transit usage, such as sidewalks, intersections, and traffic signals. For more information on the relationships between these feature classes and transit usage, as well as an account of data collected for this project, please refer to the project report.

FILE GEODATABASE SHOWING SAMPLE DATA

- KingCountyData.gdb
  - ArterialNetwork
    - ArterialNetwork_ND
    - ArterialNetwork_ND_Junctions
    - ArterialWalkBikeNetwork
  - ConstrainedNetwork
    - ConstrainedNetwork_ND
    - ConstrainedNetwork_ND_Junctions
    - ConstrainedWalkBikeNetwork
  - FullNetwork
    - FullNetwork_ND
    - FullNetwork_ND_Junctions
    - FullWalkBikeNetwork
  - acs_11_Syn_pop_dens
  - Sample15MinBikesheds
  - Sample15MinBikesheds_Euclidean
  - Sample15MinWalksheds
  - Sample15MinWalksheds_Euclidean
  - SampleIntersections
  - SampleMask
  - SampleSidewalks
  - SampleSignals
  - SampleStation
The sample data represents three transit stations in the Northgate area and non-motorized infrastructure/built environment features in a 5-mile vicinity. Below is a map showing the study area covered by the sample data.

SAMPLE DATA STUDY AREA
WORKING WITH THE CONNECTIVITY TOOLBOX

CREATE SURFACE

Summary:

The Create Surface tool creates a scored raster surface for a user-defined feature class. Raster cells are assigned a score based on proximity to study features. For example, if the user provides a feature class representing sidewalks, the raster cells closest to the sidewalk will be assigned the highest score. The score for raster cells will decrease with distance from the input features (e.g., sidewalks). Surfaces created from this tool are intended to visualize feature coverage and to be used as input to the Calculate Statistics (Countywide) and Final Connectivity Index tools. Fehr & Peers applied this tool as part of the King County Non-Motorized Connectivity Study using feature classes representing sidewalks and intersections, two factors known to contribute improved non-motorized access in an area. For more information on the research regarding sidewalks and intersections as they relate to access and transit ridership, as well as the role of sidewalk and intersection metrics in the connectivity study please refer to the project report. This tool can also be used to produce surfaces for other feature classes as the discretion of the analyst (e.g., distance from transit stops).

This tool requires the Spatial Analyst extension.

![Create Surface Tool Interface](image-url)
Parameters:

- **Workspace**
  - Enter the file geodatabase (.gdb) to which output data will be written.

- **Study Features**
  - Enter a point or line feature class. A scored surface (raster) will be created for this feature class.

- **Mask**
  - Enter a polygon feature class representing the study area and omitting regions not to be included in the analysis (ex: water features, parks, cemeteries).

Results:

The Create Surface tool produces a raster surface showing the connectivity score for the study features, with 1 being the lowest score (coverage farthest from the study features) and 5 being the highest score (coverage closest to the study features). The screen capture below shows a sidewalk/walkway\textsuperscript{21} score surface in the sample data study area. The highest score is shown in green, and the lowest in red.

\textsuperscript{21} As described in the full report, local streets that lack sidewalks are still defined as being “good” walking routes to transit stops. Therefore, there is not a gap in sidewalk and walkway coverage shown north of 85\textsuperscript{th} Street.
CREATE SURFACE ALONG ARTERIALS

Summary:

The Create Surface Along Arterials tool produces a scored surface for a user-defined traffic signals feature class. The scores are assigned relative to locations along a network. The input network should be a subset of the full network containing only arterial network features. Surfaces created from this tool are intended to visualize feature coverage along a roadway network representing only arterials and to be used as input to the Calculate Statistics (Countywide) and Final Connectivity Index tools.

This tool requires the Network Analyst, 3D Analyst, and Spatial Analyst extensions.
Parameters:

- **Workspace**
  - Enter the file geodatabase (.gdb) to which output data will be written.

- **Traffic Signals Feature Class**
  - Enter a point feature class representing traffic signals. A scored surface will be created for this feature class.

- **Arterials Network Dataset**
  - Enter a network dataset that represents the network features along which the Traffic Signals Feature Class will be assessed. For example, if analyzing traffic signals only along arterial roadways, enter a network dataset containing only arterials.

- **Mask**
  - Enter a polygon feature class representing the study area and omitting regions not to be included in the analysis (ex: water features, parks, cemeteries).

Results:

The Create Surface along Arterials tool produces a raster surface showing the connectivity score for the traffic signal features, with 1 being the lowest score (coverage farthest from the study features) and 4 being the highest score (coverage closest to the
study features). The screen capture below shows a traffic signals score surface in the sample data study area. The highest score is shown in green, and the lowest in red.
BIKE STRESS ANALYSIS

Summary:

The Bike Stress Analysis tool compares full-network and constrained-network (limited to low-stress facilities only) routes to study locations from eight starting points surrounding each location. The eight starting points are established one-mile from each location in the eight cardinal (N/S/E/W) and intermediate (NE/SE/NW/SW) directions. Once the route comparisons are completed, each study location is assigned a bike stress score based on the ratio of the full-length to constrained-length routes. Bike stress raster surfaces are created to visualize the results in a three-mile radius surrounding each study location.

The Bike Stress Analysis tool receives study features from the user as well as data used to weight the output bike stress scores for each study location. As part of the Non-Motorized Connectivity Study, scores are weighted using population density values derived from the American Community Survey. The user also provides full and constrained network datasets (prepared prior to running the tool). The outputs of the tool include a point feature class containing the eight cardinal location points surrounding each station, a summary table with the weighted bike stress score for each study feature, and bike stress raster surfaces for a three-mile area around each study feature.

This tool requires the Network Analyst and Spatial Analyst extensions.

\[22\] The full report describes the research and methodology behind bike stress. Full and constrained networks are also defined in the full report.
Parameters:

- **Workspace**
  - Enter the file geodatabase (.gdb) to which output data will be written.

- **Study Features**
  - Enter a point feature class (ex: station locations). Bike stress will be calculated for each feature in the input Study Features feature class. The feature class must have a field containing a unique identifier for each point feature.

- **ID Field**
  - Select the ID field from the about Study Features feature class that contains a unique identifier for each point feature.

- **Weight Features**
  - Enter a polygon feature class containing data that will be used to weight the final bike stress score applied to each input study feature (ex: population density).

- **Weight Field**
o Select the field from the above Weight Features feature class that contains the values used to weight the final bike stress score.

- Full Network
  o Enter a network dataset that represents the full study area network. The routes along this network will be compared with those of the constrained network.

- Constrained Network
  o Enter a network dataset that represents the constrained study area network. The routes along this network will be compared with those of the full network.

- Mask
  o Enter a polygon feature class representing the study area and omitting regions not to be included in the analysis (ex: water features, parks, cemeteries).
Results:

The Bike Stress Analysis tool produces a summary table of bike stress results by station and one raster surface per station visualizing the bike stress index within a three-mile radius surrounding each station. The surface is created through an interpolation process using the eight cardinal locations surrounding each station. The screen capture below shows bike stress analysis results for one sample station (ZID = 261). The lowest score is represented by a value of 1 (shown in red), and the highest score is represented by a value of 5 (shown in green).
RDI ANALYSIS

Summary:

The RDI Analysis tool produces a unique surface for each record in a point-based feature class. RDI or "Route Directness" is a metric that describes the relationship between distance traveled along a network and the respective "as the crow flies" distance. Typically the distance traveled along a network between two locations is greater than the direct, "as the crow flies" distance between the same two points. The closer these two distance measurements are between a given set of locations, the higher the RDI score. Circuitous paths based on a minimum-cost solution will increase the difference between the two distance measurements and lower the RDI score. This tool uses a set of origin points (transit stop locations) and destination points (intersections) to create a surface that reflects the Route Directness for all destinations within a three-mile radius around each origin. Although transit stop locations and intersections are used as the origin and destination locations as part of the Non-Motorized connectivity study, any set of point locations can be used as inputs to the tool.

This tool requires the Network Analyst and Spatial Analyst extensions.
Parameters:

- **Workspace**
  - Enter the file geodatabase (.gdb) to which output data will be written.

- **Study Features**
  - Enter a point feature class (ex: station locations). An RDI surface will be created for this feature class.

- **ID Field**
  - Select the ID field from the about Study Features feature class that contains a unique identifier for each point feature.

- **Network Dataset**
  - Enter a network dataset that represents the network features along which the Study Features feature class will be assessed for Route Directness.

- **Locations**
  - Enter a point feature class that represents locations to/from which people might be traveling to the study features (ex: intersections). Route Directness will be assessed between each of these locations and nearby Study Features.

- **Mask**
Enter a polygon feature class representing the study area and omitting regions not to be included in the analysis (ex: water features, parks, cemeteries).
Results:

The RDI Analysis tool produces one raster surface per station visualizing the route directness in a three-mile radius surrounding each station. The surface is produced through a spatial interpolation process using the RDI scores of the input locations surrounding each station. The screen capture below shows RDI analysis results for one sample station (ZID = 261). The lowest score is represented by a value of 1 (shown in red), and the highest score is represented by a value of 5 (shown in green).
CALCULATE STATISTICS (COUNTY-WIDE)

Summary:

The Calculate Statistics (Countywide) tool uses ArcGIS Zonal Statistics to summarize surfaces created using the Create Surface tool. The results can be examined in tabular format and applied in analyses such as linear regression. The Zonal Statistics geoprocessing tool in ArcGIS uses the Spatial Analyst extension. It calculates statistics on values of a raster within the zones of another dataset. The statistics types are described in the list below. The Calculate Statistics tool calculates zonal statistics for each zone record in a feature class or a list of feature classes. It can be used to produce connectivity surface summary values for each station. The zones being analyzed may include bike sheds and walk sheds surrounding each KCM transit station.

This tool requires the Spatial Analyst extension.

Zonal Statistics Calculated by ArcGIS:

- **MEAN** — Calculates the average of all cells in the value raster that belong to the same zone as the output cell.
- **MAJORITY** — Determines the value that occurs most often of all cells in the value raster that belong to the same zone as the output cell.
- **MAXIMUM** — Determines the largest value of all cells in the value raster that belong to the same zone as the output cell.
- **MEDIAN** — Determines the median value of all cells in the value raster that belong to the same zone as the output cell.
- **MINIMUM** — Determines the smallest value of all cells in the value raster that belong to the same zone as the output cell.
- **MINORITY** — Determines the value that occurs least often of all cells in the value raster that belong to the same zone as the output cell.
- **RANGE** — Calculates the difference between the largest and smallest value of all cells in the value raster that belong to the same zone as the output cell.
- **STD** — Calculates the standard deviation of all cells in the value raster that belong to the same zone as the output cell.
- **SUM** — Calculates the total value of all cells in the value raster that belong to the same zone as the output cell.
- **VARIETY** — Calculates the number of unique values for all cells in the value raster that belong to the same zone as the output cell.

### Parameters:

- **Workspace**
  - Enter the file geodatabase (.gdb) to which output data will be written.
- **Zones**
  - Enter the polygon feature classes representing statistical zones, such as walk shed and bike shed feature classes.
- **Zone Identifier**
Enter the name of the ID field that contains the unique identifier common to all zone geographies.

- Surfaces
  - Enter the countywide surfaces (rasters) for which statistics will be calculated within the input zone geographies.

**Results:**

The Calculate Statistics (Countywide) tool produces statistics tables for each zone type for each surface. The example result table below show sidewalks statistics for the three sample stations (ZIDs 86, 261, and 348) within the 15-minute Euclidean (as-the-crow-flies) bike sheds surrounding each station.

<table>
<thead>
<tr>
<th>OBJECTID</th>
<th>ZID</th>
<th>COUNT</th>
<th>AREA</th>
<th>MIN</th>
<th>MAX</th>
<th>RANGE</th>
<th>MEAN</th>
<th>STD</th>
<th>SUM</th>
<th>VARIETY</th>
<th>MAJORITY</th>
<th>MINORITY</th>
<th>MEDIAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>065</td>
<td>6866657</td>
<td>61907800000</td>
<td>1</td>
<td>5</td>
<td>4</td>
<td>4.146481</td>
<td>1.03076</td>
<td>2095310</td>
<td>5</td>
<td>5</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>2</td>
<td>261</td>
<td>7065295</td>
<td>65270800000</td>
<td>1</td>
<td>5</td>
<td>4</td>
<td>4.111328</td>
<td>1.00975</td>
<td>2512550</td>
<td>5</td>
<td>5</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>348</td>
<td>7066966</td>
<td>63662100000</td>
<td>1</td>
<td>5</td>
<td>4</td>
<td>4.008188</td>
<td>1.00198</td>
<td>2894680</td>
<td>5</td>
<td>5</td>
<td>2</td>
<td>4</td>
</tr>
</tbody>
</table>
CALCULATE STATISTICS (RDI)

Summary:

The Calculate Statistics (RDI) tool uses ArcGIS Zonal Statistics to summarize surfaces created using the station-based RDI surface tool (RDI Analysis). In other words, this tool generates a numerical summary of the RDI raster values. The results can be examined in tabular format and applied in analyses such as linear regression where the average RDI of a transit stop area is of interest.

The Zonal Statistics geoprocessing tool in ArcGIS uses the Spatial Analyst extension. It calculates statistics on values of a raster within user defined “zones”. The statistics types (mean, maximum, median, etc.) are described in the Calculate Statistics (Countywide) tool description above. Because the Create RDI Surfaces tool produces individual feature-by-feature surfaces, the process of summarizing the surfaces is different than the Calculate Statistics (Countywide tool). This is due to each station zone having a unique RDI surface. As the tool iterates through each zone record, it selects the appropriate RDI surface for that zone and calls for the execution of the Zonal Statistics geoprocessing tool. It can be used to produce RDI surface summary values for each station. The zones being analyzed may include bike sheds and walk sheds surrounding a transit stations dataset.

This tool requires the Spatial Analyst extension.

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23 In other words, the RDI value of a location will vary based on which transit stop is being analyzed. In the Northgate example, a particular raster cell could have a poor RDI score to access the Northgate Transit Center and a relatively good RDI score to access a RapidRide stop on Aurora Avenue. In contrast the arterial crossing score of a location does not vary based on the transit stop being analyzed.
Parameters:

- **Workspace**
  - Enter the file geodatabase (.gdb) to which output data will be written. The workspace must contain RDI surfaces created using the RDI Analysis Tool.

- **Zones**
  - Enter the polygon feature classes representing “zones” over which to calculate the RDI statistics. These zones can be any shape/size, the example above specifies a variety of walk shed and bike shed polygons.

- **Zone Identifier**
  - Enter the name of the ID field that contains the unique identifier common to all zone geographies.
**Results:**

The Calculate Statistics (RDI) tool produces statistics tables for each zone. The example result table below shows RDI statistics for the three sample stations (ZIDs 86, 261, and 348) within the 15-minute bike sheds (zone) surrounding each station.

<table>
<thead>
<tr>
<th>OBJECTID</th>
<th>ZID</th>
<th>COUNT</th>
<th>AREA</th>
<th>MIN</th>
<th>MAX</th>
<th>RANGE</th>
<th>MEAN</th>
<th>STD</th>
<th>SUM</th>
<th>VARIETY</th>
<th>MAJORITY</th>
<th>MINORITY</th>
<th>MEDIAN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
<td>261</td>
<td>29472</td>
<td>2</td>
<td>5</td>
<td>3</td>
<td>4.36472</td>
<td>0.672001</td>
<td>1214.25</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>348</td>
<td>30942</td>
<td>2</td>
<td>5</td>
<td>3</td>
<td>4.85411</td>
<td>0.698514</td>
<td>1169.52</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>681</td>
<td>65441</td>
<td>4</td>
<td>5</td>
<td>1</td>
<td>4.427291</td>
<td>0.423344</td>
<td>3054.40</td>
<td>2</td>
<td>4</td>
<td>5</td>
<td>4</td>
</tr>
</tbody>
</table>
CALCULATE RIDERSHIP

Summary:

The Calculate Ridership tool uses ridership and connectivity variables for existing and future conditions to calculate change in ridership for a set of Study Features defined by the user. This tool works with file geodatabase tables produced using the Calculate Statistics (Countywide), Calculate Statistics (RDI), and Bike Stress Analysis tools.
Parameters:

- **Workspace**
  - Enter the file geodatabase (.gdb) to which output data will be written.

- **Study Features**
  - Enter a point feature class (ex: station locations). Bike stress will be calculated for each feature in the input Study Features feature class. The feature class must have a field containing a unique identifier for each point feature.

- **Study Features ID**
  - Select the ID field from the Study Features feature class that contains a unique identifier for each point feature.

- **Ridership Field**
  - Select the field from the Study Features feature class that contains ridership values for each study feature.

- **Existing Sidewalks Summary Table**
  - Enter a file geodatabase table with sidewalk summary results (existing conditions) from the Calculate Statistics (Countywide) tool. The “MEAN” field from this table will be used in conjunction with other tables to calculate change in ridership for each study feature in the Study Features feature class.

- **Future Sidewalks Summary Table**
  - Enter a file geodatabase table with sidewalk summary results (future conditions) from the Calculate Statistics (Countywide) tool. The “MEAN” field from this table will be used in conjunction with other tables to calculate change in ridership for each study feature in the Study Features feature class.

- **Existing Intersections Summary Table**
  - Enter a file geodatabase table with intersection summary results (existing conditions) from the Calculate Statistics (Countywide) tool. The “MEAN” field from this table will be used in conjunction with other tables to calculate change in ridership for each study feature in the Study Features feature class.

- **Future Intersections Summary Table**
  - Enter a file geodatabase table with intersection summary results (future conditions) from the Calculate Statistics (Countywide) tool. The “MEAN”
field from this table will be used in conjunction with other tables to calculate change in ridership for each study feature in the Study Features feature class.

- **Existing Bike Stress Summary Table**
  - Enter a file geodatabase table with bike stress summary results (existing conditions) from the Bike Stress Analysis tool. The “avg_ratio” field from this table will be used in conjunction with other tables to calculate change in ridership for each study feature in the Study Features feature class.

- **Future Bike Stress Summary Table**
  - Enter a file geodatabase table with bike stress summary results (future conditions) from the Bike Stress Analysis tool. The “avg_ratio” field from this table will be used in conjunction with other tables to calculate change in ridership for each study feature in the Study Features feature class.

- **Existing RDI Summary Table**
  - Enter a file geodatabase table with bike stress summary results (existing conditions) from the Calculate Statistics (RDI) tool. The “MEAN” field from this table will be used in conjunction with other tables to calculate change in ridership for each study feature in the Study Features feature class.

- **Future RDI Summary Table**
  - Enter a file geodatabase table with bike stress summary results (future conditions) from the Calculate Statistics (RDI) tool. The “MEAN” field from this table will be used in conjunction with other tables to calculate change in ridership for each study feature in the Study Features feature class.

- **Existing Signals Summary Table**
  - Enter a file geodatabase table with signal summary results (existing conditions) from the Calculate Statistics (Countywide) tool. The “MEAN” field from this table will be used in conjunction with other tables to calculate change in ridership for each study feature in the Study Features feature class.

- **Future Signals Summary Table**
  - Enter a file geodatabase table with signal summary results (future conditions) from the Calculate Statistics (Countywide) tool. The “MEAN” field from this table will be used in conjunction with other tables to calculate change in ridership for each study feature in the Study Features feature class.

- **Output Feature Class Name**
Enter the name and location of the output file to be created. The output produced is a point feature class containing connectivity variables and change in ridership for each study feature.

**Results:**

The Calculate Ridership tool produces an output point feature class containing ridership and connectivity variables as well as change in ridership. As described in the full report, the ridership outputs are one of the key products of the Connectivity Toolbox. Ridership is used to evaluate and prioritize potential non-motorized improvement projects.

### WEIGHT SURFACES

**Summary:**

The Weight Surface tool weights raster cells of an input surface according to a user-defined input weight. Surfaces weighted using this tool can be used as inputs to the Final Connectivity Index tool. The Weighted Surfaces and the Final Connectivity Index are intended for spatial representation and visualization. Statistics applied in the Calculate Ridership tool are weighted separately according to model findings. For consistency between model results and visualizations, it is recommended that the weight percentages derived from the model be applied in the Weight Surfaces tool. The table below shows the weight percentages applied for each surface in the Non-Motorized Connectivity Study. Refer to the project report for more information on the model results and weight percentages.

<table>
<thead>
<tr>
<th>Surface</th>
<th>Coefficient</th>
<th>Weight Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>RDI</td>
<td>0.860</td>
<td>36%</td>
</tr>
<tr>
<td>Bike Stress</td>
<td>0.145</td>
<td>6%</td>
</tr>
<tr>
<td>Sidewalk/Walkway Density</td>
<td>0.669</td>
<td>14%</td>
</tr>
<tr>
<td>Intersection Density</td>
<td>0.393</td>
<td>8%</td>
</tr>
<tr>
<td>Signalized Crossing</td>
<td>0.878</td>
<td>36%</td>
</tr>
</tbody>
</table>
This tool requires the Spatial Analyst extension.

Parameters:

- **Workspace**
  - Enter the file geodatabase (.gdb) to which output data will be written.

- **Surfaces**
  - Enter station-based or countywide raster surfaces produced using the RDI Analysis, Bike Stress Analysis, Create Surface, or Create Surface along Network tools. All surfaces entered will be weighted according to the weight value specified in the next field.

- **Weight**
  - Enter a whole-number weight value. This value will be multiplied by input surface raster cell values to produce weighted surfaces.

- **Mask**
o Enter a polygon feature class representing the study area and omitting regions not to be included in the analysis (ex: water features, parks, cemeteries).
Results:

The Weight Surface tool produces weighted versions of input surfaces. The screen capture below shows the sample RDI surfaces as viewed in the Catalog window of ArcMap with their weighted equivalents (weighted by the weight percentage for RDI, which is 36).

- RDI_261
- RDI_261_weighted_36
- RDI_348
- RDI_348_weighted_36
- RDI_86
- RDI_86_weighted_36
FINAL CONNECTIVITY INDEX

Summary:

The Final Connectivity Index tool creates a composite scored surface using either the results from previous surface tools and/or new surfaces created from additional study layers. The Final Connectivity Index tool overlays component surfaces and assigns a composite score for each output raster cell. The output surface is a visual summary of connectivity based on features identified by the user as contributing to the connectivity of a region.

This tool requires the Spatial Analyst extension.
Parameters:

- Workspace
  - Enter the file geodatabase (.gdb) to which output data will be written.
- Station-Based Surface(s)
  - Enter station-based raster surfaces produced using the RDI Analysis or Bike Stress Analysis tools (or corresponding raster surfaces weighted using the Weight Surfaces tool). These surfaces must follow the naming convention `SurfaceName_SurfaceID` (ex: RDI_244), or for weighted surfaces, `SurfaceName_SurfaceID_Weight` (ex: RDI_244_5).
• County-Wide Surface(s)
  o Enter countywide raster surfaces produced using the Create Surface and Create Surface Along Network tools (or corresponding raster surfaces weighted using the Weight Surfaces tool).

• Mask
  o Enter a polygon feature class representing the study area and omitting regions not to be included in the analysis (ex: water features, parks, cemeteries).
Results:

The Final Connectivity Index tool produces station-based raster composites of individual input surfaces. The screen capture below shows the final composite index for one sample station (ZID = 261). The final scores depend on the scores of input surfaces and weighting where applied. In the example below, the lowest score is visualized in red and the highest score in green.
TRAVEL SHED DEVELOPMENT

A travel shed is a defined region surrounding a point or points of interest. This region typically describes a travel area from the points of interest outward or inward toward the points of interest. In addition to the development of the Connectivity Toolbox, a workflow was established to delineate travel sheds within the vicinity of each station included in the Non-Motorized Connectivity Analysis. Four travel sheds estimating 15-minute travel to and from King County transit stops were applied: network walk shed, network bike shed, Euclidean (as-the-crow-flies) walk shed and Euclidean bike shed. This section describes both types of travel sheds, as well as the travel shed development process performed in ArcMap.

Euclidean Travel Sheds

Euclidean travel sheds are defined according to a straight-line, as-the-crow-flies, distance in all directions from points of interest. The King County Non-Motorized Connectivity analysis used Euclidean walk sheds (3,150 feet) and Euclidean bike sheds (3 miles) to summarize travel characteristics in the areas around each station. Below is an image showing a sample Euclidean bike shed.
Network Travel Sheds

Network travel sheds represent catchment areas along roadway features in all directions from points of interest. Network walk sheds were defined for 3,150 feet along the roadway network surrounding each station studied in the Non-Motorized Connectivity Analysis. To take into account the effects of terrain on bicycle travel in this region, an energy cost was applied to the roadway network, and a threshold of 500,000 Joules\textsuperscript{24} was used to define network bike sheds. The image below is an example of a network bike shed surrounding a station.

![Network Travel Shed Example](image)

Travel shed Creation Processing Steps

The steps below describe the ArcGIS process used to define the network and Euclidean walk sheds and bike sheds. This process requires a roadway network, elevation data, and a point feature class representing station locations.

1. Add the King County network feature class in ArcMap.

\textsuperscript{24} 500,000 Joules is roughly the amount of energy an average-sized cyclist will consume when biking for 15-minutes on level terrain.
2. Add the station locations around which travel sheds are to be calculated in ArcMap.

3. Add elevation dataset that will be used to reference elevation information for network features in ArcMap. Acceptable input elevation data types include LAS Dataset Layer, Raster Layer, Terrain Layer, and TIN Layer.

4. Use the buffer tool to create the following travel sheds around station points:
   - 3,150 foot Euclidean Walk shed
   - 3 mile Euclidean Bike shed

5. Add elevation data to network lines feature class using the "Add Surface Information" tool in ArcMap.

6. Calculate watts for each network feature.
   - \( ((9.8 \times 90) \times 4.5) \times (0.0053 + (\text{Average Slope}/100)) + ((0.185 \times (4.5^2)) \times 4.5) \)

7. Calculate joules for each network feature.
   - \( ((\text{Length} \times 0.3048)/4.5) \times \text{Watts} \)

8. Create King County network dataset in ArcGIS using Network Analyst extension with length and joules as costs.

9. Use Service Area tools in Network Analyst to create the following travel sheds around station points:
   - 15-minute Network Walk Shed (3,150 foot cutoff)
   - 15-minute Network Bike Shed (50,000\(^2\) cutoff)

\[25\] Note that 500,000 joules is energy budget, but the tool uses a factor of 10 in the calculation. Thus use 50,000 for the travel shed cut-off
RECOMMENDED PRACTICES

Recommendations for geospatial data management best practices when working with the Connectivity Toolbox and associated data:

**Data Format**

Geodatabase feature classes are recommended for stability, data organization, and storage of large datasets.

**Spatial Reference**

The Spatial Reference settings below are recommended for all data used as inputs to the Connectivity Tools:

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet
WKID: 2285 Authority: EPSG
Projection: Lambert_Conformal_Conic
False_Easting: 1640416.666666667
False_Northing: 0.0
Central_Meridian: -120.8333333333333
Standard_Parallel_1: 47.5
Standard_Parallel_2: 48.73333333333333
Latitude_Of_Origin: 47.0
Linear Unit: Foot_US (0.3048006096012192)
Geographic Coordinate System: GCS_North_American_1983
Angular Unit: Degree (0.0174532925199433)
Prime Meridian: Greenwich (0.0)
Datum: D_North_American_1983
Spheroid: GRS_1980
Semimajor Axis: 6378137.0
Semiminor Axis: 6356752.314140356
Inverse Flattening: 298.257222101

**Repeating Analyses**

If repeating an analysis using modified or new data, it is recommended that users create a new geodatabase containing relevant data that can also be used to store analysis outputs. This will aid in the organization and maintenance of analysis results.
Editing Datasets

Below are suggested practices when editing or adding new features to existing datasets:

- If adding point data (for example, intersections or traffic signals) along roadway features, snapping is recommended.
- When adding new features to a network dataset, using the Planarize Lines editing tool is recommended before rebuilding the network (visit this link to learn more about planarization: http://resources.arcgis.com/en/help/main/10.1/index.html#/01m800000012000000).
- If two datasets are being used for comparison purposes, check for field type compatibility between datasets.
- When updating datasets or working with new datasets, overlay the dataset with the feature class representing the study area mask and adjust the mask if needed. Features not contained within the mask will not be included in the analysis.

Viewing the Geoprocessing Workflows in Python

Each tool is comprised of a series of geoprocessing tasks and custom functions defined in the Python programming language. The scripts associated with each tool by right clicking on the tool and selecting “Export Script”. Define the script name and location to save the script to file. Once the file is saved, right click on the file name and select “Edit with IDLE”.* Each script contains a header with name, purpose, author, version, and modification date information. Script processes are annotated with comments, indicated by the “#” symbol.
* IDLE is a Python development environment automatically installed with ArcGIS Desktop. If not currently installed, the “Edit with IDLE” option will not be available. IDLE can be downloaded from python.org.
RESOURCES

About 3D Analyst:

http://resources.arcgis.com/en/help/main/10.1/index.html#/What_is_the_ArcGIS_3D_Analyst_extension/00q8000000wv000000/

About Network Analyst:


About Spatial Analyst:

http://resources.arcgis.com/en/help/main/10.1/index.html#/What_is_the_ArcGIS_Spatial_Analyst_extension/005900000010000000/

Building Network Datasets:


Creating File Geodatabases:


Extracting Elevation Data:

## APPENDIX B. PROJECT TYPE RANKINGS BY PERCENT CHANGE IN RIDERSHIP

<table>
<thead>
<tr>
<th>Stop Location</th>
<th>Area</th>
<th>Project Type</th>
<th>Percent Change in Ridership</th>
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</thead>
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<td>New Streets</td>
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<td>SeaTac</td>
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<td>Off-street trails / Cycletracks*</td>
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<td>New Streets</td>
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<td>SW ALASKA ST &amp; CALIFORNIA AVE SW</td>
<td>Seattle</td>
<td>Off-street trails / Cycletracks</td>
<td>1.8%</td>
</tr>
<tr>
<td>NE NORTHGATE WAY &amp; ROOSEVELT WAY NE</td>
<td>Seattle</td>
<td>Off-street trails / Cycletracks</td>
<td>1.8%</td>
</tr>
<tr>
<td>FEDERAL WAY TC</td>
<td>Federal Way</td>
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</tr>
<tr>
<td>EVERETT SOUNDER</td>
<td>Everett</td>
<td>Bike Lanes</td>
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<tr>
<td>AURORA AVE N &amp; N 185TH ST</td>
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<tr>
<td>NORTHGATE TC</td>
<td>Seattle</td>
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<tr>
<td>OVERLAKE TC</td>
<td>Redmond</td>
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<td>1.8%</td>
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<td>Redmond</td>
<td>Bike Lanes</td>
<td>1.8%</td>
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<tr>
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<td>Seattle</td>
<td>Bike Lanes</td>
<td>1.8%</td>
</tr>
<tr>
<td>FAIRVIEW AVE N &amp; MERCER ST</td>
<td>Seattle</td>
<td>Bike Lanes</td>
<td>1.8%</td>
</tr>
<tr>
<td>156TH AVE NE &amp; NE 36TH ST</td>
<td>Redmond</td>
<td>New Streets</td>
<td>1.8%</td>
</tr>
<tr>
<td>SW BARTON ST &amp; 29TH AVE SW</td>
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<td>Greenways / Signalized Crossings</td>
<td>1.8%</td>
</tr>
<tr>
<td>148TH AVE NE &amp; NE OLD REDMOND RD</td>
<td>Redmond</td>
<td>Off-street trails / Cycletracks</td>
<td>1.7%</td>
</tr>
<tr>
<td>PACIFIC HWY S &amp; S 288TH ST</td>
<td>Federal Way</td>
<td>Sidewalks</td>
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<tr>
<td>AURORA AVE N &amp; N 145TH ST</td>
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<td>New Streets</td>
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</tr>
<tr>
<td>148TH AVE NE &amp; NE 87TH ST</td>
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<td>WEST VALLEY HWY &amp; S LONGACRES WAY</td>
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<td>Off-street trails / Cycletracks</td>
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<tr>
<td>S 180TH ST &amp; SPERRY DR</td>
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<td>Off-street trails / Cycletracks</td>
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</tr>
<tr>
<td>Stop Location</td>
<td>Area</td>
<td>Project Type</td>
<td>Percent Change in Ridership</td>
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<tr>
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<tr>
<td>INTERNATIONAL BLVD &amp; S 188TH ST</td>
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<td>Off-street trails / Cycletracks</td>
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<tr>
<td>MARTIN L KING JR WAY &amp; S MYRTLE ST</td>
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<tr>
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<td>Off-street trails / Cycletracks</td>
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</tr>
<tr>
<td>ANDOVER PARK W &amp; BAKER BLVD</td>
<td>Tukwila</td>
<td>Off-street trails / Cycletracks</td>
<td>1.4%</td>
</tr>
<tr>
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</tr>
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<td>1.4%</td>
</tr>
<tr>
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<td>Tukwila</td>
<td>Off-street trails / Cycletracks</td>
<td>1.4%</td>
</tr>
<tr>
<td>ANDOVER PARK W &amp; BAKER BLVD</td>
<td>Tukwila</td>
<td>Off-street trails / Cycletracks</td>
<td>1.4%</td>
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<td>1.3%</td>
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<td>Off-street trails / Cycletracks</td>
<td>1.3%</td>
</tr>
<tr>
<td>S 154TH ST &amp; 32ND AVE S</td>
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<td>1.3%</td>
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<td>Off-street trails / Cycletracks</td>
<td>1.3%</td>
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</tr>
<tr>
<td>Stop Location</td>
<td>Area</td>
<td>Project Type</td>
<td>Percent Change in Ridership</td>
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<tr>
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<tr>
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<td>Off-street trails / Cycletracks</td>
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</tr>
<tr>
<td>E JEFFERSON ST &amp; 15TH AVE</td>
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</tr>
<tr>
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<td>Seattle</td>
<td>Bike Lanes</td>
<td>1.2%</td>
</tr>
<tr>
<td>S 156TH ST &amp; 1ST AVE S</td>
<td>Burien</td>
<td>Bike Lanes</td>
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</tr>
<tr>
<td>REDMOND TC</td>
<td>Redmond</td>
<td>Bike Lanes</td>
<td>1.2%</td>
</tr>
<tr>
<td>156TH AVE NE &amp; NE 45TH ST</td>
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<tr>
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<td>Issaquah</td>
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<td>Bike Lanes</td>
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<tr>
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<td>Redmond</td>
<td>Bike Lanes</td>
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</tr>
<tr>
<td>156TH AVE NE &amp; NE 36TH ST</td>
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<tr>
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<td>15TH AVE W &amp; W DRAVUS ST</td>
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<tr>
<td>15TH AVE NW &amp; NW LEARY WAY</td>
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<tr>
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<td>Seattle</td>
<td>Bike Lanes</td>
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<tr>
<td>1ST AVE W &amp; W MERCER ST</td>
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<tr>
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<tr>
<td>E UNION ST &amp; BROADWAY</td>
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<td>1.2%</td>
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<tr>
<td>FAUNTLEROY WAY SW &amp; SW BARTON ST</td>
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<td>Bike Lanes</td>
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<tr>
<td>DEXTER AVE N &amp; MERCER ST</td>
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<td>Stop Location</td>
<td>Area</td>
<td>Project Type</td>
<td>Percent Change in Ridership</td>
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<tr>
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<td>1.1%</td>
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<tr>
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</tr>
<tr>
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<td>Off-street trails / Cycletracks</td>
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</tr>
<tr>
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<tr>
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<td>Off-street trails / Cycletracks</td>
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</tr>
<tr>
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<td>Off-street trails / Cycletracks</td>
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</tr>
<tr>
<td>Stop Location</td>
<td>Area</td>
<td>Project Type</td>
<td>Percent Change in Ridership</td>
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<td>Off-street trails / Cycletracks</td>
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<td>Off-street trails / Cycletracks</td>
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<tr>
<td>SOUTH TACOMA STATION</td>
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<tr>
<td>3RD AVE &amp; COLUMBIA ST</td>
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<td>Off-street trails / Cycletracks</td>
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</tr>
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<td>Off-street trails / Cycletracks</td>
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</tr>
<tr>
<td>15TH AVE NE &amp; NE 45TH ST</td>
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<td>Off-street trails / Cycletracks</td>
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<tr>
<td>SODO BUSWAY &amp; S ROYAL BROUGHAM WAY</td>
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<td>Off-street trails / Cycletracks</td>
<td>0.8%</td>
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<tr>
<td>MONTLAKE BLVD NE &amp; NE 45TH ST</td>
<td>Seattle</td>
<td>Greenways / Signalized Crossings</td>
<td>0.8%</td>
</tr>
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</tr>
<tr>
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<td>Off-street trails / Cycletracks</td>
<td>0.7%</td>
</tr>
<tr>
<td>NE 45TH ST &amp; 7TH AVE NE</td>
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<td>Off-street trails / Cycletracks</td>
<td>0.7%</td>
</tr>
<tr>
<td>BELLEVUE TC</td>
<td>Bellevue</td>
<td>Off-street trails / Cycletracks</td>
<td>0.7%</td>
</tr>
<tr>
<td>S HENDERSON ST &amp; MARTIN L KING JR WAY</td>
<td>Seattle</td>
<td>Off-street trails / Cycletracks</td>
<td>0.7%</td>
</tr>
<tr>
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<td>Off-street trails / Cycletracks</td>
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<tr>
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<td>Bellevue</td>
<td>New Streets</td>
<td>0.7%</td>
</tr>
<tr>
<td>Stop Location</td>
<td>Area</td>
<td>Project Type</td>
<td>Percent Change in Ridership</td>
</tr>
<tr>
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<td>DENNY WAY &amp; STEWART ST</td>
<td>Seattle</td>
<td>Off-street trails / Cycletracks</td>
<td>0.7%</td>
</tr>
<tr>
<td>S 3RD ST &amp; SHATTUCK AVE S</td>
<td>Renton</td>
<td>Off-street trails / Cycletracks</td>
<td>0.7%</td>
</tr>
<tr>
<td>E DENNY WAY &amp; BELLEVUE AVE E</td>
<td>Seattle</td>
<td>Off-street trails / Cycletracks</td>
<td>0.7%</td>
</tr>
<tr>
<td>FAIRVIEW AVE E &amp; YALE AVE N</td>
<td>Seattle</td>
<td>Greenways / Signalized Crossings</td>
<td>0.7%</td>
</tr>
<tr>
<td>SENECA ST &amp; 4TH AVE</td>
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<td>Off-street trails / Cycletracks</td>
<td>0.7%</td>
</tr>
<tr>
<td>E DENNY WAY &amp; BELLEVUE AVE E</td>
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<tr>
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<td>Tukwila</td>
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<tr>
<td>BROADWAY &amp; E COLUMBIA ST</td>
<td>Seattle</td>
<td>Off-street trails / Cycletracks</td>
<td>0.6%</td>
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<tr>
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<td>Federal Way</td>
<td>Off-street trails / Cycletracks</td>
<td>0.6%</td>
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<tr>
<td>MT BAKER STATION</td>
<td>Seattle</td>
<td>New Streets</td>
<td>0.6%</td>
</tr>
<tr>
<td>E MADISON ST &amp; 17TH AVE</td>
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<tr>
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<tr>
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</tr>
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<tr>
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<td>Project Type</td>
<td>Percent Change in Ridership</td>
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<tr>
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<td>Area</td>
<td>Project Type</td>
<td>Percent Change in Ridership</td>
</tr>
<tr>
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</tr>
<tr>
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</tr>
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<tr>
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<tr>
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<tr>
<td>Stop Location</td>
<td>Area</td>
<td>Project Type</td>
<td>Percent Change in Ridership</td>
</tr>
<tr>
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<tr>
<td>148TH AVE NE &amp; NE 40TH ST</td>
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<tr>
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<tr>
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<td>0.1%</td>
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<tr>
<td>Stop Location</td>
<td>Area</td>
<td>Project Type</td>
<td>Percent Change in Ridership</td>
</tr>
<tr>
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<tr>
<td>W JAMES ST &amp; LINCOLN AVE N</td>
<td>Kent</td>
<td>Off-street trails / Cycletracks</td>
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</tr>
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</table>
# Appendix C. Project Type Rankings By Potential New Riders

<table>
<thead>
<tr>
<th>Stop Location</th>
<th>Area</th>
<th>Project Type</th>
<th>Percent Change in Ridership</th>
<th>Potential New Boardings</th>
<th>Estimated Cost ($millions)</th>
<th>Ann. Cost per Rider ($)</th>
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</thead>
<tbody>
<tr>
<td>NORTHGATE TC</td>
<td>Seattle</td>
<td>Off-street trails / Cycletracks</td>
<td>6.8%</td>
<td>443</td>
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<tr>
<td>BAY C &amp; WESTLAKE STATION</td>
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<td>1.9%</td>
<td>329</td>
<td>$15.7</td>
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<td>$3.0</td>
<td>$9</td>
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<td>1.2%</td>
<td>87</td>
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<tr>
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<td>Off-street trails / Cycletracks</td>
<td>3.1%</td>
<td>87</td>
<td>$15.2</td>
<td>$47</td>
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<tr>
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<td>1.9%</td>
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<td>4.3%</td>
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<td>$10.4</td>
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<td>2.4%</td>
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<td>$10</td>
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<td>$8.9</td>
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<tr>
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<td>51</td>
<td>$2.5</td>
<td>$13</td>
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<td>LYNNWOOD TC</td>
<td>Lynnwood</td>
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<td>4.3%</td>
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<td>$8.9</td>
<td>$49</td>
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<td>$13.1</td>
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<td>Percent Change in Ridership</td>
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<td>Estimated Cost ($millions)</td>
<td>Ann. Cost per Rider ($)</td>
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<tr>
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<td>15TH AVE NW &amp; NW MARKET ST</td>
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<td>3.4%</td>
<td>47</td>
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<td>5TH AVE S &amp; S JACKSON ST</td>
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<td>0.4%</td>
<td>46</td>
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<td>15TH AVE NW &amp; NW 85TH ST</td>
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<td>46</td>
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<td>$32</td>
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<tr>
<td>SW ALASKA ST &amp; CALIFORNIA AVE SW</td>
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<td>Off-street trails / Cycletracks</td>
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<td>ISSAQUAH TC</td>
<td>Issaquah</td>
<td>Off-street trails / Cycletracks</td>
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<tr>
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<td>1.3%</td>
<td>30</td>
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<td>Area</td>
<td>Project Type</td>
<td>Percent Change in Ridership</td>
<td>Potential New Boardings</td>
<td>Estimated Cost ($millions)</td>
<td>Ann. Cost per Rider ($)</td>
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<td>$18</td>
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<td>BAY 2 &amp; TUK INTL BLVD STA</td>
<td>Tukwila</td>
<td>Off-street trails / Cycletracks</td>
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<td>Bike Lanes</td>
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<td>REDMOND TC</td>
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<td>Greenways / Signalized Crossings</td>
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<tr>
<td>15TH AVE NW &amp; NW LEARY WAY</td>
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<td>Potential New Boardings</td>
<td>Estimated Cost ($millions)</td>
<td>Ann. Cost per Rider ($)</td>
</tr>
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<tr>
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<td>BEACON HILL STATION</td>
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<td>$61</td>
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<td>5TH AVE NE &amp; NE 103RD ST</td>
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<tr>
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<td>NE PACIFIC ST &amp; NE PACIFIC PL</td>
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<td>$19</td>
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<tr>
<td>ANDOVER PARK W &amp; BAKER BLVD</td>
<td>Tukwila</td>
<td>Off-street trails / Cycletracks</td>
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<td>Off-street trails / Cycletracks</td>
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<td>$12</td>
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<td>Off-street trails / Cycletracks</td>
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<td>$14</td>
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<td>Percent Change in Ridership</td>
<td>Potential New Boardings</td>
<td>Estimated Cost ($millions)</td>
<td>Ann. Cost per Rider ($)</td>
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<td>5TH AVE NE &amp; NE 103RD ST</td>
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<td>Off-street trails / Cycletracks</td>
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<td>MOUNTLAKE TERRACE TC</td>
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<td>Off-street trails / Cycletracks</td>
<td>2.6%</td>
<td>11</td>
<td>$2.2</td>
<td>$51</td>
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<td>E UNION ST &amp; BROADWAY</td>
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<td>Off-street trails / Cycletracks</td>
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<td>11</td>
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<td>$86</td>
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<td>Federal Way</td>
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<td>Potential New Boardings</td>
<td>Estimated Cost ($millions)</td>
<td>Ann. Cost per Rider ($)</td>
</tr>
<tr>
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<tr>
<td>SODO BUSWAY &amp; S ROYAL BROUGHAM WAY</td>
<td>Seattle</td>
<td>Off-street trails / Cycletracks</td>
<td>0.8%</td>
<td>10</td>
<td>$11.5</td>
<td>$322</td>
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<tr>
<td>5TH AVE S &amp; S JACKSON ST</td>
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<td>Greenways / Signalized Crossings</td>
<td>0.1%</td>
<td>10</td>
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<td>$21</td>
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<tr>
<td>E ROY ST &amp; BROADWAY E</td>
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<td>Greenways / Signalized Crossings</td>
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<td>9</td>
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<td>35TH AVE SW &amp; SW AVALON WAY</td>
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<td>Greenways / Signalized Crossings</td>
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<td>AURORA AVE N &amp; N 185TH ST</td>
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<td>1.8%</td>
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<td>BOEING ACS &amp; S LONGACRES WAY</td>
<td>Renton</td>
<td>New Streets</td>
<td>5.3%</td>
<td>9</td>
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<td>INTERNATIONAL BLVD &amp; S 188TH ST</td>
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<td>Off-street trails / Cycletracks</td>
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<td>9</td>
<td>$9.1</td>
<td>$282</td>
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<td>SW AVALON WAY &amp; SW YANCY ST</td>
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<td>8</td>
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<td>$302</td>
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<td>8</td>
<td>$16.8</td>
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<td>$11</td>
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<td>$38</td>
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<td>NE 8TH ST &amp; 124TH AVE NE</td>
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<td>$671</td>
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<td>MERIDIAN AVE N &amp; N NORTHGATE WAY</td>
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<td>Off-street trails / Cycletracks</td>
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<td>7</td>
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<td>$235</td>
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<tr>
<td>AURORA AVE N &amp; N 46TH ST</td>
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<td>Greenways / Signalized Crossings</td>
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<td>$81</td>
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<td>FAUNTLEROY WAY SW &amp; CALIFORNIA AVE SW</td>
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<td>Area</td>
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<td>Potential New Boardings</td>
<td>Estimated Cost ($millions)</td>
<td>Ann. Cost per Rider ($)</td>
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<tr>
<td>PACIFIC HWY S &amp; S 312TH ST</td>
<td>Federal Way</td>
<td>Sidewalks</td>
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<td>6</td>
<td>$3.7</td>
<td>$163</td>
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<td>5TH AVE NE &amp; NE 112TH ST</td>
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<td>$137</td>
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<td>INTERNATIONAL BLVD &amp; S 200TH ST</td>
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<td>2.6%</td>
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<td>Off-street trails / Cycletracks</td>
<td>0.7%</td>
<td>6</td>
<td>$5.1</td>
<td>$235</td>
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<td>TOTEM LAKE TC</td>
<td>Kirkland</td>
<td>New Streets</td>
<td>3.3%</td>
<td>6</td>
<td>$0.9</td>
<td>$43</td>
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<tr>
<td>156TH AVE NE &amp; NE 10TH ST</td>
<td>Bellevue</td>
<td>New Streets</td>
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<td>5</td>
<td>$9.6</td>
<td>$481</td>
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<td>15TH AVE W &amp; W DRAVUS ST</td>
<td>Seattle</td>
<td>Bike Lanes</td>
<td>1.2%</td>
<td>5</td>
<td>$0.4</td>
<td>$20</td>
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<tr>
<td>S 180TH ST &amp; SPERRY DR</td>
<td>Tukwila</td>
<td>New Streets</td>
<td>3.4%</td>
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<td>$971</td>
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<td>DENNY WAY &amp; STEWART ST</td>
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<td>$888</td>
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<td>Sidewalks</td>
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<td>$10.1</td>
<td>$520</td>
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<td>SW AVALON WAY &amp; SW YANCY ST</td>
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<td>Greenways / Signalized Crossings</td>
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<td>$108</td>
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<td>PACIFIC HWY S &amp; S 312TH ST</td>
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<td>Off-street trails / Cycletracks</td>
<td>1.3%</td>
<td>5</td>
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<td>$397</td>
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<td>SODO BUSWAY &amp; S LANDER ST</td>
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<td>Greenways / Signalized Crossings</td>
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<td>5</td>
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<td>$28</td>
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<td>15TH AVE NE &amp; NE 55TH ST</td>
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<td>Bike Lanes</td>
<td>0.6%</td>
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<td>$1.1</td>
<td>$62</td>
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<tr>
<td>AURORA AVE N &amp; N 192ND ST</td>
<td>Shoreline</td>
<td>Bike Lanes</td>
<td>1.2%</td>
<td>5</td>
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<td>$124</td>
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<td>STRANDER BLVD &amp; ANDOVER PARK W</td>
<td>Tukwila</td>
<td>Off-street trails / Cycletracks</td>
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<td>5</td>
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<td>$38</td>
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<tr>
<td>BAY A &amp; CONVENTION PLACE</td>
<td>Seattle</td>
<td>Off-street trails / Cycletracks</td>
<td>0.1%</td>
<td>5</td>
<td>$16.1</td>
<td>$930</td>
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<tr>
<td>E DENNY WAY &amp; BELLEVUE AVE E</td>
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<td>5</td>
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<td>DENNY WAY &amp; STEWART ST</td>
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<td>Bike Lanes</td>
<td>0.6%</td>
<td>4</td>
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<td>$52</td>
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<tr>
<td>E DENNY WAY &amp; BELLEVUE AVE E</td>
<td>Seattle</td>
<td>Greenways / Signalized</td>
<td>0.6%</td>
<td>4</td>
<td>$1.0</td>
<td>$63</td>
</tr>
<tr>
<td>Stop Location</td>
<td>Area</td>
<td>Project Type</td>
<td>Percent Change in Ridership</td>
<td>Potential New Boardings</td>
<td>Estimated Cost ($millions)</td>
<td>Ann. Cost per Rider ($)</td>
</tr>
<tr>
<td>---------------------------------------</td>
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<td>---------------------------</td>
<td>------------------------</td>
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<tr>
<td>TOTEM LAKE TC</td>
<td>Kirkland</td>
<td>Bike Lanes</td>
<td>2.4%</td>
<td>4</td>
<td>$0.7</td>
<td>$48</td>
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<tr>
<td>BOEING ACS &amp; S LONGACRES WAY</td>
<td>Renton</td>
<td>Off-street trails / Cycletracks</td>
<td>2.4%</td>
<td>4</td>
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<tr>
<td>AURORA AVE N &amp; N 192ND ST</td>
<td>Shoreline</td>
<td>Off-street trails / Cycletracks</td>
<td>1.0%</td>
<td>4</td>
<td>$0.4</td>
<td>$27</td>
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<tr>
<td>TOTEM LAKE TC</td>
<td>Kirkland</td>
<td>Off-street trails / Cycletracks</td>
<td>2.2%</td>
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<td>$146</td>
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<td>MONTLAKE BLVD NE &amp; NE 45TH ST</td>
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<td>Off-street trails / Cycletracks</td>
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<td>4</td>
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<td>FAIRVIEW AVE N &amp; VALLEY ST</td>
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<td>Off-street trails / Cycletracks</td>
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<td>4</td>
<td>$14.7</td>
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<td>PACIFIC HWY S &amp; S 240TH ST</td>
<td>Des Moines</td>
<td>Sidewalks</td>
<td>0.9%</td>
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<td>$151</td>
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<tr>
<td>SOUTHCENTER BLVD &amp; 62ND AVE S</td>
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<td>New Streets</td>
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<td>INTERNATIONAL BLVD &amp; S 180TH ST</td>
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<td>New Streets</td>
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<td>$500</td>
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<tr>
<td>PREFONTAINE PL S &amp; YESLER WAY</td>
<td>Seattle</td>
<td>Greenways / Signalized Crossings</td>
<td>0.1%</td>
<td>3</td>
<td>$0.8</td>
<td>$59</td>
</tr>
<tr>
<td>NE NORTHGATE WAY &amp; ROOSEVELT WAY NE</td>
<td>Seattle</td>
<td>Off-street trails / Cycletracks</td>
<td>1.8%</td>
<td>3</td>
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<td>$664</td>
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<td>Bike Lanes</td>
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<td>$219</td>
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<td>OVERLAKE TC</td>
<td>Redmond</td>
<td>New Streets</td>
<td>0.4%</td>
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<td>AURORA AVE N &amp; N 100TH ST</td>
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<td>Off-street trails / Cycletracks</td>
<td>1.4%</td>
<td>3</td>
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<tr>
<td>156TH AVE NE &amp; NE 24TH ST</td>
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<td>Off-street trails / Cycletracks</td>
<td>1.2%</td>
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<td>$7.3</td>
<td>$605</td>
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<td>INTERNATIONAL BLVD &amp; S 182ND ST</td>
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<td>Off-street trails / Cycletracks</td>
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<td>3</td>
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<td>E MADISON ST &amp; 17TH AVE</td>
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<td>Off-street trails / Cycletracks</td>
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<td>FAUNTLEROY WAY SW &amp; CALIFORNIA AVE SW</td>
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<td>0.6%</td>
<td>3</td>
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<td>$69</td>
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<tr>
<td>15TH AVE NW &amp; NW MARKET ST</td>
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<td>Des Moines</td>
<td>Sidewalks</td>
<td>1.2%</td>
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<td>$685</td>
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<td>Off-street trails / Cycletracks</td>
<td>0.7%</td>
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<td>Area</td>
<td>Project Type</td>
<td>Percent Change in Ridership</td>
<td>Potential New Boardings</td>
<td>Estimated Cost ($millions)</td>
<td>Ann. Cost per Rider ($)</td>
</tr>
<tr>
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<td>148TH AVE NE &amp; NE 51ST ST</td>
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<td>Off-street trails / Cycletracks</td>
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<td>0.8%</td>
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<td>$95</td>
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<td>PACIFIC HWY S &amp; KENT-DESMOINES RD</td>
<td>Des Moines</td>
<td>Sidewalks</td>
<td>1.0%</td>
<td>3</td>
<td>$0.4</td>
<td>$37</td>
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<td>ANDOVER PARK W &amp; MINKLER BLVD</td>
<td>Tukwila</td>
<td>New Streets</td>
<td>5.9%</td>
<td>3</td>
<td>$25.9</td>
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<td>FAUNTLEROY WAY SW &amp; SW BARTON ST</td>
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<td>Bike Lanes</td>
<td>1.2%</td>
<td>3</td>
<td>$1.0</td>
<td>$95</td>
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<tr>
<td>148TH AVE NE &amp; NE OLD REDMOND RD</td>
<td>Redmond</td>
<td>Off-street trails / Cycletracks</td>
<td>1.7%</td>
<td>3</td>
<td>$4.5</td>
<td>$457</td>
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<td>WESTLAKE AVE N &amp; HARRISON ST</td>
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<td>Off-street trails / Cycletracks</td>
<td>1.3%</td>
<td>3</td>
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<td>$1,902</td>
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<td>Seattle</td>
<td>Bike Lanes</td>
<td>0.6%</td>
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<td>$103</td>
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<td>MOUNTLAKE TERRACE TC</td>
<td>Mountlake Terrace</td>
<td>Greenways / Signalized Crossings</td>
<td>0.6%</td>
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<td>$0.5</td>
<td>$54</td>
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<tr>
<td></td>
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<td>Bike Lanes</td>
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<td>S 180TH ST &amp; SPERRY DR</td>
<td>Tukwila</td>
<td>Off-street trails / Cycletracks</td>
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<td>$0.3</td>
<td>$33</td>
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<td>$221</td>
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<td>Greenways / Signalized Crossings</td>
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<td>$169</td>
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<td>WESTLAKE AVE N &amp; HARRISON ST</td>
<td>Seattle</td>
<td>Bike Lanes</td>
<td>1.2%</td>
<td>2</td>
<td>$0.9</td>
<td>$93</td>
</tr>
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<td>Ann. Cost per Rider ($)</td>
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<td>Area</td>
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<td>Estimated Cost ($millions)</td>
<td>Ann. Cost per Rider ($)</td>
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<td>Ann. Cost per Rider ($)</td>
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APPENDIX D. DEMOGRAPHIC AND RANKING TABLES

Employment Change – 20 year horizon

Source: PSRC TAZ 2010

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<td>.78-1.52</td>
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<td>1.52-3.03</td>
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Population Change – 20 year horizon

Source: PSRC TAZ 2010

<table>
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<tr>
<th>Percent Change in Population</th>
<th>Score</th>
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<td>1.8-6.2</td>
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<td>6.2-10.8</td>
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<tr>
<td>10.8-68.0</td>
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<td>&gt;68.0</td>
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Percent of station area under 24 years of age (half-mile buffer)

Source: Census 2010

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<th>Percent Under 24</th>
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<td>30.3-35.9</td>
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<tr>
<td>35.9-50.5</td>
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Percent of station area over 60 years of age (half-mile buffer)

Source: Census 2010

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<td>14.5-19.1</td>
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</table>

Note that the scoring shown in the tables is based on the range of scores of the study sites. While the study sites represent a large cross-section of the region, if other sites were added, the range, and thus the scoring of the sites could be affected.
# APPENDIX E. PROJECT TYPE PRIORITIZATION BY AGGREGATE METHOD

<table>
<thead>
<tr>
<th>Stop Location</th>
<th>Area</th>
<th>Project Type</th>
<th>Estimated Cost ($millions)</th>
<th>Demo./ Pop/Emp Change Score</th>
<th>Pct. Change Ridership Score</th>
<th>Cost per Rider Score</th>
<th>Aggregate Score</th>
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<tbody>
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<td>New Streets</td>
<td>$ 10.35</td>
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<td>7.2</td>
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<td>SeaTac</td>
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<td>Demo./Pop/Emp Change Score</td>
<td>Pct. Change Ridership Score</td>
<td>Cost per Rider Score</td>
<td>Aggregate Score</td>
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<td>2.0</td>
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<td>3.9</td>
<td>2.0</td>
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<td>Pct. Change Ridership Score</td>
<td>Cost per Rider Score</td>
<td>Aggregate Score</td>
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<td>Cost per Rider Score</td>
<td>Aggregate Score</td>
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<td>Cost per Rider Score</td>
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<td>Demo./Pop/Emp Change Score</td>
<td>Pct. Change Ridership Score</td>
<td>Cost per Rider Score</td>
<td>Aggregate Score</td>
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<td>Greenways / Signalized Crossings</td>
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<td>Off-street trails / Cycletracks</td>
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APPENDIX F. EXAMPLE PLANS FOR FUTURE PROJECTS

Federal Way Transit Center
Aurora Square

MASTER PLANNING

Aurora Square is home to many outstanding businesses, but due to the absence of cohesive planning to guide investment, the center provides little synergy. In order to create an effective Renewal Plan, the City of Shoreline conducted a master planning effort that identified ten projects for renewal, which are further explained in the pages to follow.

The ten renewal projects provide a dynamic and flexible framework for guiding public-private partnership projects by allowing individual property owners to understand and invest in the “big picture” without control of other properties. The projects aren’t about specific buildings or uses as much as about infrastructure, connectivity, jobs, and attracting people. The renewal projects help the CRA become more economically healthy for the property owners, tenants, and community while providing significant public benefit.

The City of Shoreline seeks renewal at Aurora Square by mobilizing its resources to improve the existing infrastructure; we believe this to be both environmentally responsible and honoring of the investment already made. That is why the master planning suggests such projects as repurposing the Sears building, increasing land use efficiency, enhancing the “on-ground” experience, and providing solutions to stubborn design and connectivity problems.

The City’s role will be complete when the obstacles for typical investment are overcome and significant investment is attracted. The City is attempting to be the catalyst that starts the boulder of private enterprise rolling down the hill toward a wonderful outcome.
Lynnwood Subarea Plan
Tukwila Urban Center

Figure 1.3 Southcenter Block Patterns

Strander Boulevard will continue to be the most well-traveled east-west thoroughfare and the gateway for many visitors to the Regional Center, Pond District and TOD Neighborhood. Ultimately, Strander Boulevard will be extended eastward to provide a new through street to Renton. This extension will pass underneath the railroad lines and provide direct access to the Tukwila Longacres/Amtrak Station from both Tukwila and Renton. Of the several north-south arterials, Andover Park West provides the most direct connection to and through the Regional Center, the new Pond District, and the new Southcenter Tukwila Transit Center.

3) Transit: Integrated with Urban Center Development

As the region continues to grow, gas prices increase, and the demand surges for increasingly compact, walkable and mixed-use formats, a wide range of mobility options, especially rail transit, will become critical components for economic success, livability and sustainability. These trends will favor the areas of Southcenter within walking distance of the Tukwila Longacres/Amtrak Station and Southcenter Transit Center, which can be expected to capture an increasing share of regional demand for housing and office development.

In order to realize the full potential of these transit facilities, existing barriers to visibility, access and convenience will be removed. Development within walking distance of transit stations will provide much enhanced connectivity to and from transit facilities as they contribute to improvements that incrementally add to the network of walkable, safe, and complete street environments — and in turn, the new transit oriented development will promote system ridership.
Overlake Village