

A photograph of a Sound Transit train, showing the side of the car with windows and the 'SOUND TRANSIT' logo. The train is white with a teal and blue stripe. The background shows a station platform with a glass roof.

System Access in ST3 Draft Plan

Expert Review Panel
April 11, 2016

 **SOUND TRANSIT**

Overview – System Access in ST3 Draft Plan

- Convenient access to Sound Transit's bus and rail stations is critical to growing ridership
- ST's Long Range Plan and System Access Policy provide a strong basis for investment in improved access
- Draft ST3 Plan includes more than \$1.1 billion to increase parking and improve bicycling, walking and bus transfers at existing and future Sound Transit stations



Accommodating Modes of Access

- Estimates of access by mode in 2040 are less reliable than overall ridership estimates, e.g.
 - Growth in pick up / drop-off activity may result from new technologies and transportation network companies (TNCs)
 - Local capital investments and changing preferences may lead to further growth in walking and bicycling
- Station area typologies developed using TCRP 153: *Guidelines for Providing Access to Public Transportation Stations*
- Major considerations for access by all modes are made in station design; station costs include 30% design allowance
- ST3 Draft Plan makes additional, flexible investments in access

Funding for System Access in Draft ST3 Plan

Transit & Non-Motorized Investments:

- Non-Motorized Access Allowance
\$270 million
- Bus-rail integration facilities
\$100 million
- System Access Fund - **\$100 million**

Parking: **\$660 million**

Total: \$1.1 billion +

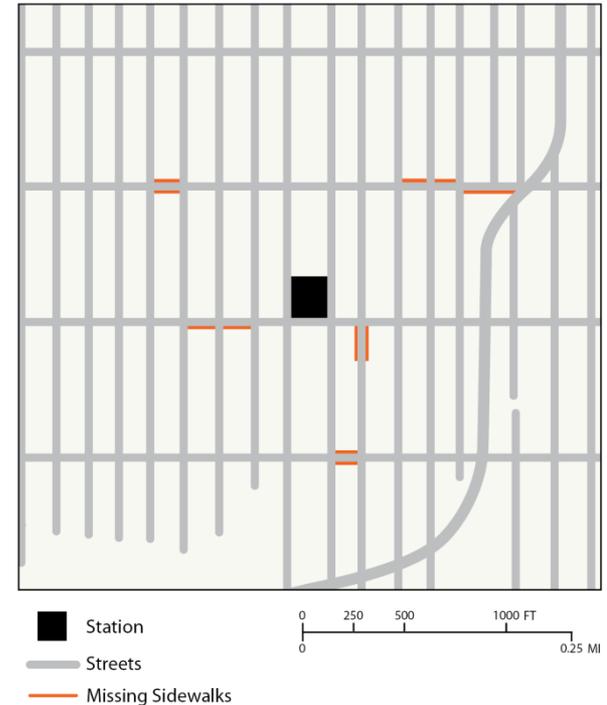
Other sources:

- South Sounder Capital Improvement Program
- Early Wins – Passenger amenities at stations



Non-Motorized Access Allowance

- Allowance of up to \$4.5 million for more than 60 ST3 bus and rail stations
- New and improved paths to stations overcome barriers and increase ridership
- Projects will be defined once precise station location is known
- Partnerships/agreements can reduce permitting, timeline, and leverage matching funds and grants



Bus-rail integration facilities

- Allowance for an off-street transfer location and bus bays at ST3 corridor and station projects
- Logical locations selected for bus operators to truncate routes, and for stations with high volumes of anticipated transfers
- Coordinating with transit partner agencies to refine locations as future bus networks take shape



System Access Fund

- ST2 program was deleted due to recession
- ST3 program includes \$100m for:
 - Bicycle and pedestrian access improvements, bicycle parking
 - Transit transfer and pick up / drop off improvements
 - Station access studies to prioritize improvements that improve access
 - Ongoing data collection tracking how ST riders access stations
- Staff will seek Board direction on how to prioritize funds

Additional Parking

- Parking expansion for North Sounder included in “Early Wins” projects
- South Sounder Access Fund includes approximately 1,000 park and ride stalls
- ST3 projects in several new rail and BRT corridors include parking expansion



Next Steps / Considerations

- Refine bus-rail facility locations with transit partners
- Define project eligibility for System Access Fund
- Develop prioritization criteria for access projects
- Update ridership estimation tools

