

A low-angle shot of a white and blue Sound Transit train. The train is moving upwards and to the right, with its windows reflecting the sky. The blue section of the train features the Sound Transit logo and name. A semi-transparent dark grey banner is overlaid across the middle of the image.

System Access in ST3 Draft Plan

Expert Review Panel
April 11, 2016

 **SOUNDTRANSIT**

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 +

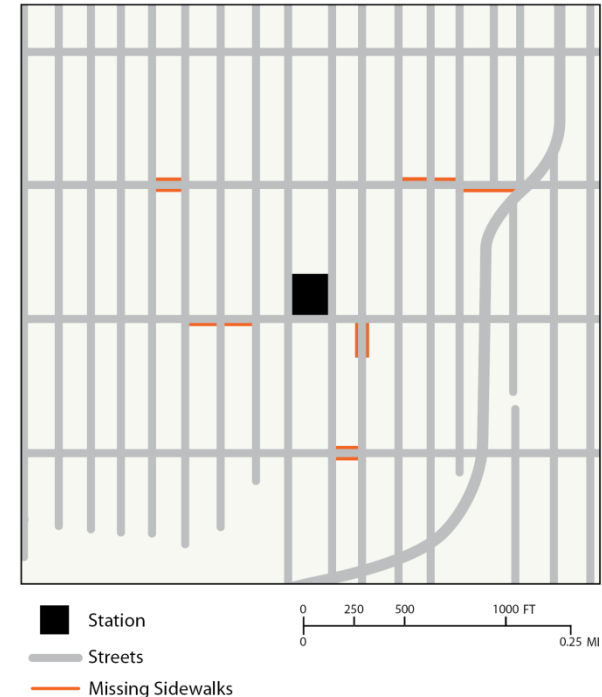
Other sources:

- 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

