System Access Program Review

Community Oversight Panel

5/11/22

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Why we are here

- Share an overview of the Access & Integration Program
- Describe the implementation actions we will carry out over the next several years to execute on the Board's policy direction
- Presentation organization
  1. *Access & Sound Transit*
  2. *System Performance*
  3. *System Expansion*
  4. *Funding Resources*
  5. *Summary & Next Steps*

Access & Sound Transit

Overview of Program & Work Plan

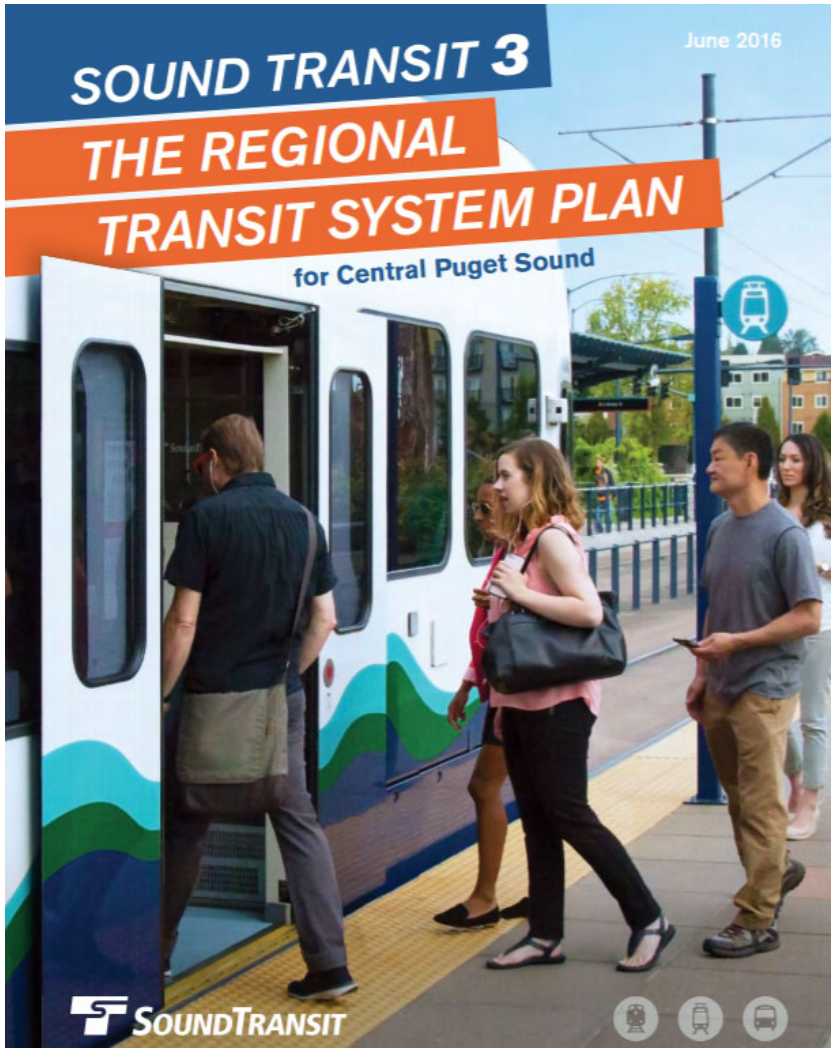
System Access Implementation Plan

- Establishes implementation actions to carry out Board policy on improving passenger access
- Provides tools, resources, and guidance for improving system access
- Relies on robust collaboration within Sound Transit and with key partners, who are essential at providing access infrastructure and services

Policy foundation

What does our work build from?

- System Access Policy (2013)
- ST3 System Plan (2016)
- System Expansion Implementation Plan (2017)



Program goals

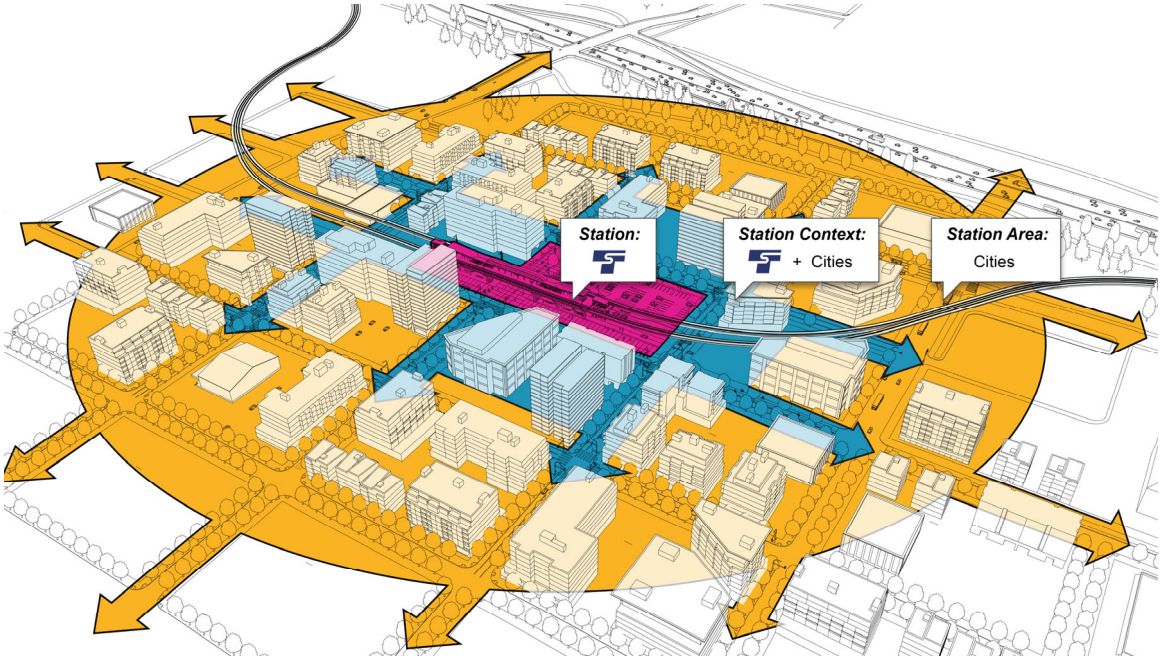
What are our access objectives?

- **Grow ridership.** *Provide convenient access from land uses that do or will have a large number of people and jobs.*
- **Increase connectivity.** *Implement complete networks, overcome major physical barriers, and support convenient access.*
- **Advance social equity.** *Serve passengers who rely on transit and experience disproportionate burden in our mobility system.*
- **Enhance the passenger experience.** *Serve the greatest number of passengers, enhance universal accessibility, and improve the convenience, directness, and comfort of access to stations.*
- **Improve safety and human health.** *Improve safety at locations with high collision rates or risk factors, and support investments that encourage physical activity and reduce greenhouse gas emissions.*

The importance of partnership

Clear roles & responsibilities

- High-quality passenger access is a collaborative effort
- Sound Transit has an important role to play
- So do our local jurisdiction, transit agency, WSDOT, and other partners

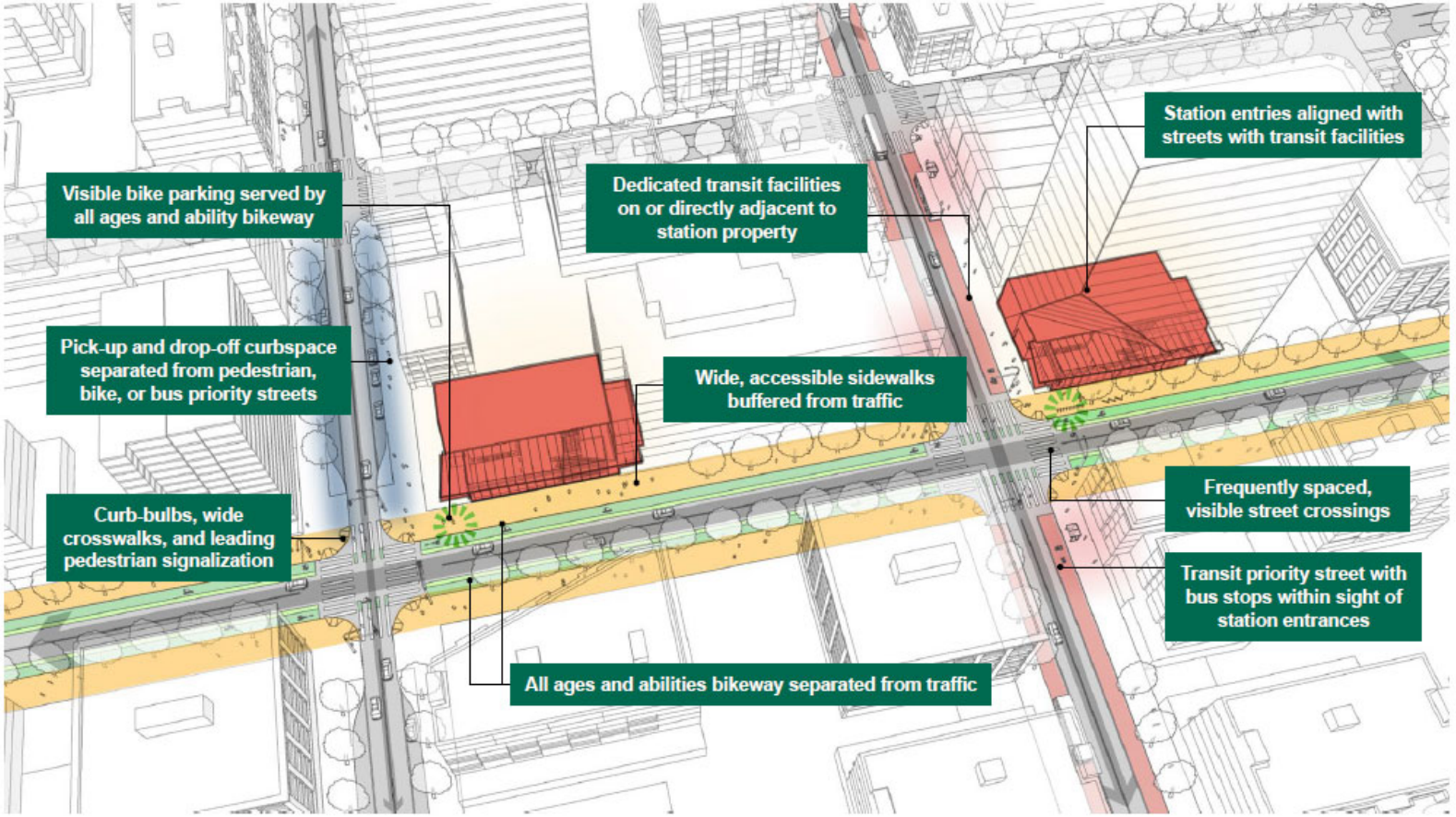


Context matters

Establishing a Station Access Typology

- The Station Access Typology
  - *is based on how most passengers access a station and other key features in the station area, especially current and future land use context*
  - *applies to both existing and future stations*
  - *helps us understand station-specific needs in a systematic way*
  - *identifies key access features necessary to support high-quality passenger access*

Walk, Bike, and Roll stations



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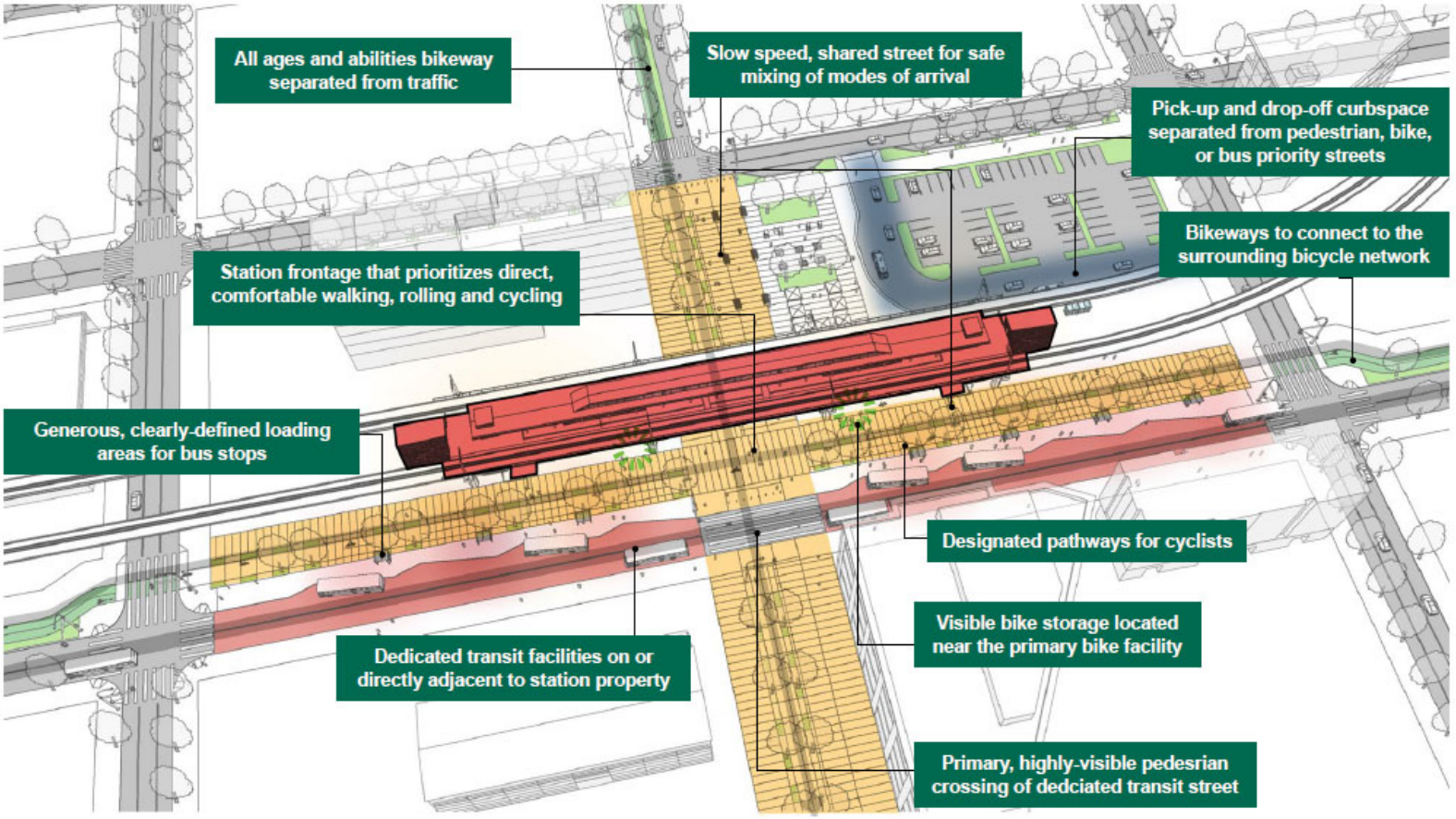
Multimodal stations



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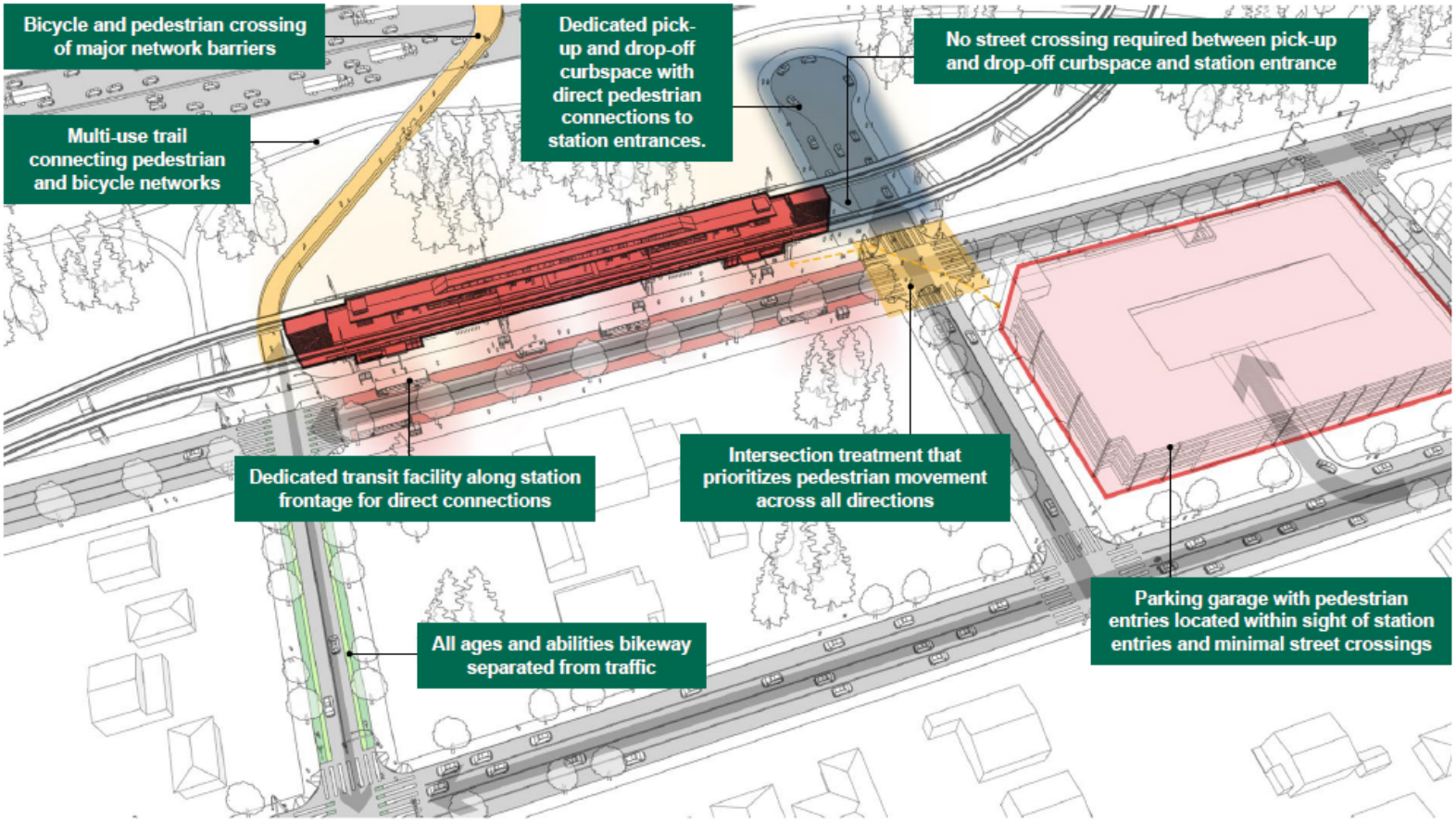
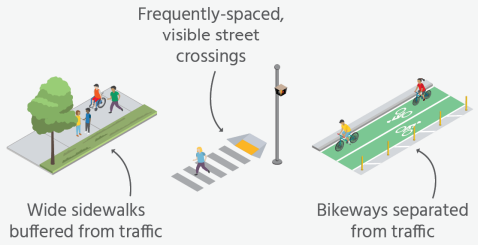
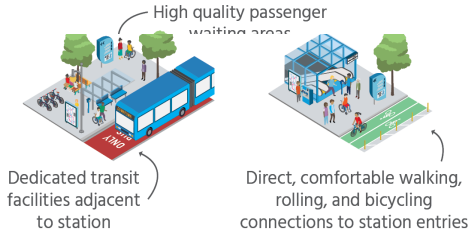
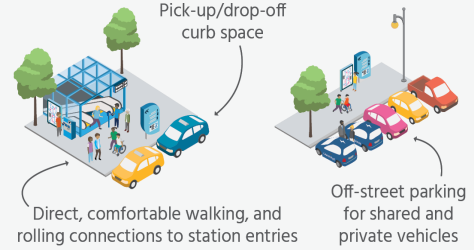
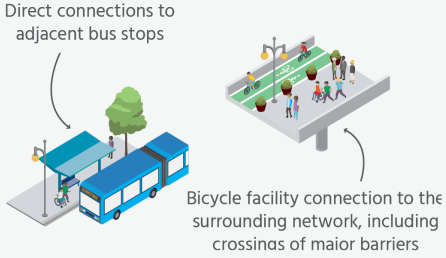
Auto stations



Access investment framework

	Access Modes	Primary Access Elements	Secondary Access Elements
Walk, Bike, and Roll Stations	Primary Secondary Not Encouraged		
Multimodal Stations	Primary Secondary		
Auto Stations	Primary Secondary		

Access & System Performance

We want a system that's easy to access

Making sure our existing system works well

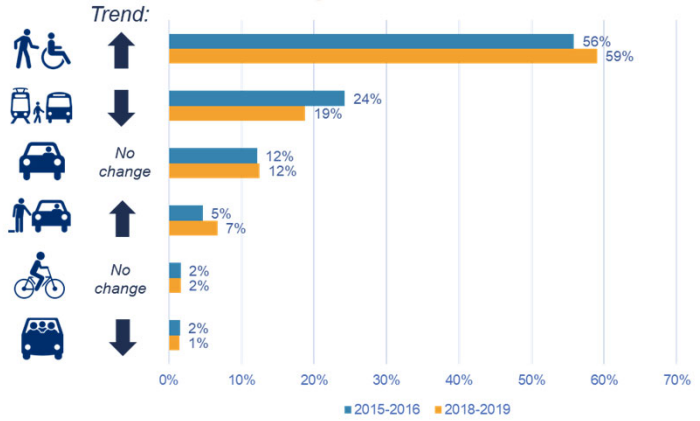
- How do passengers access our system and how is that changing over time?
- What about our stations and station environments makes access easy or difficult?
- What do we need to monitor and report on so that we can be sure things are improving?
- How can we use our stations and facilities to increase high-quality passenger access?

Passenger access post-COVID

How will access change post-COVID?

- Ridership remains much lower due to COVID-19
- Passenger access behavior and trends affected too
- Need to monitor and may need to adjust approaches based on how and where ridership returns

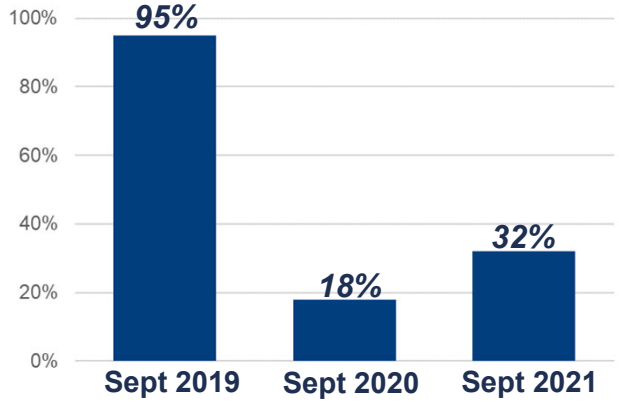
Mode of access/egress



System

Annual Ridership:
2015 34.81 million
2018 48.15 million

Systemwide parking utilization



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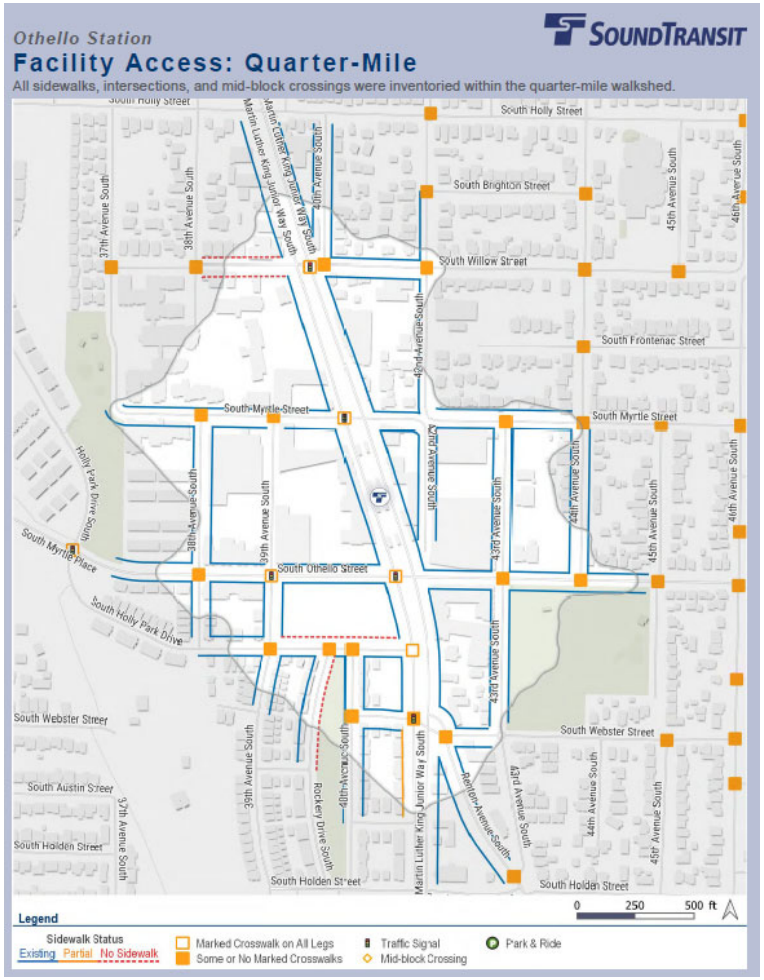
System performance

How do we use data & information to improve access?

- Passenger use trends and changes over time
- Station infrastructure characteristics and quality
- Identification of gaps and needs as informed by the Station Access Typology



Implementation actions

Performance monitoring

- Monitoring system trends and diagnosing needs and gaps

Parking management

- Expanding our permit parking program to include a daily option

On-demand bicycle lockers

- Carrying out Board direction to add new on-demand bicycle lockers

Mobility on demand strategy

- Establishing an agency approach that balances trade-offs for emerging modes of access

Access & System Expansion

We want a system that's easy to access

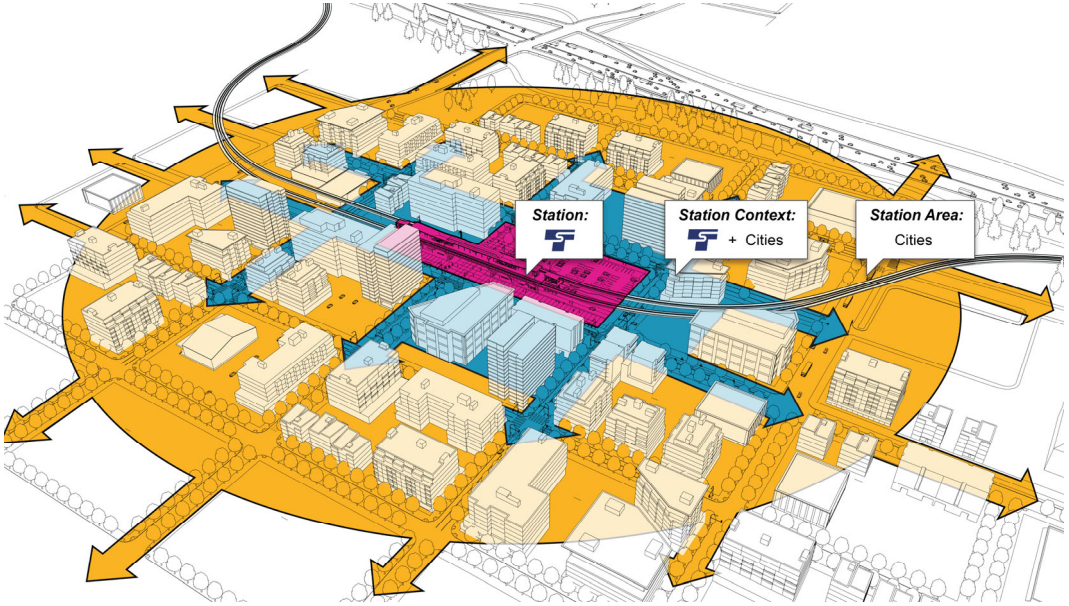
Making sure our expanded system works well from the beginning

- What elements must a high-capacity transit (HCT) project include to ensure high-quality passenger access?
- What access elements and features will Sound Transit emphasize and prioritize in station design?
- What is Sound Transit's planning process throughout the project development life cycle and how does it ensure high-quality passenger access for all modes?

System expansion

Project definition

- Provides clarity on defining the core HCT project and its access elements
- Relies on Station Access Typology and Station Experience Design Manual
- Clear and transparent process with expectations for ST and partner roles

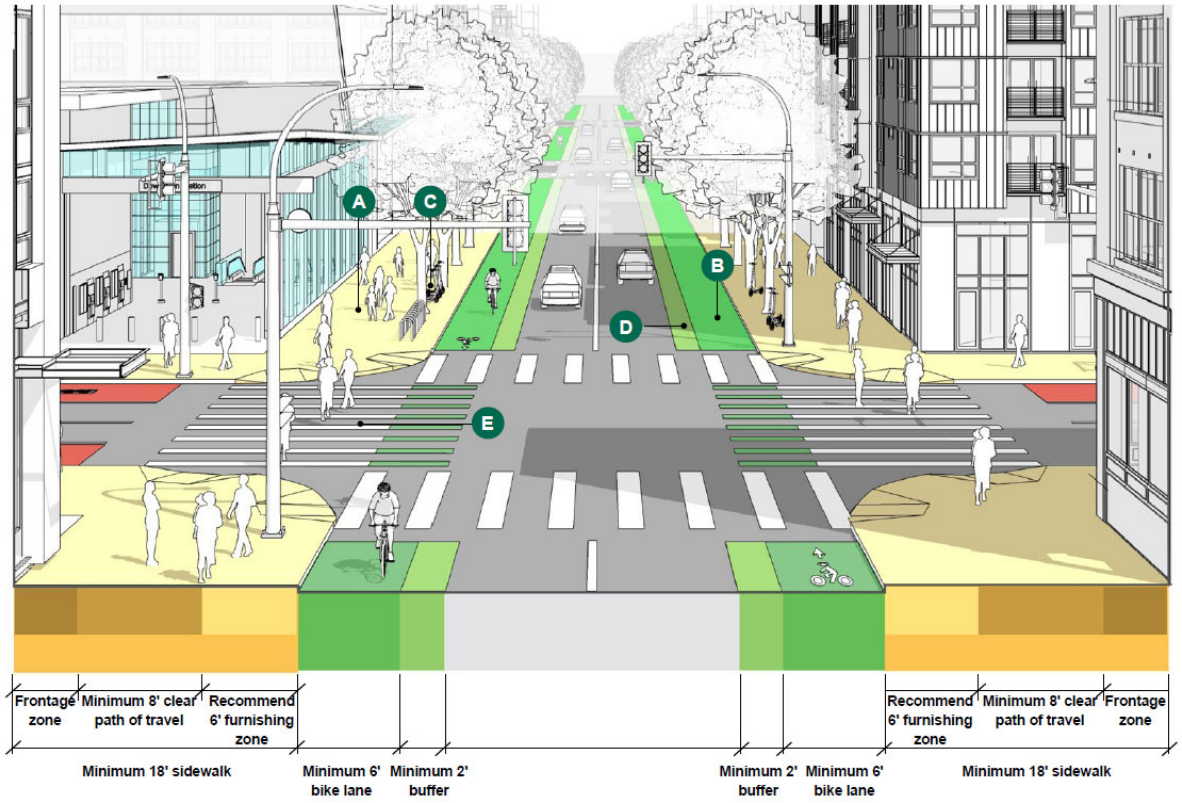


Access in station design

Direct, clear connection

A. There must be a station entry connection to the principal pedestrian street with wide sidewalks (recommended width of 18') that includes a frontage zone and a clear path of travel. The clear path of travel must be a minimum of 8'.

B. There must be a station entry connection to a separated bicycle facility, which must be a minimum of 8' wide, including a buffer from traffic. One-way or two-way bikeway configurations are acceptable based on the street network. This facility should connect with the surrounding bicycle network.



Minimize conflicts

C. Delineate space outside the clear path of travel as a landscaped buffer or furniture zone to create protection from the street or to accommodate streetscape amenities (e.g. benches) or clearly-designated parking for shared bicycles or scooters. This zone is recommended to be 6' wide.

D. Provide at least a 2' buffer between a bicycle facility and the adjacent travel lane, ideally with flexible delineators or planters to create separation between people bicycling and people driving.

E. Provide intersection treatments to ensure safe movements by all people, including 15' wide crosswalks, continuous bicycle facilities at and through intersections, and signals (including accessible pedestrian signals) that provide priority and/or head starts for pedestrians and bicyclists.

Access project development guidelines

Supporting a clear and consistent process

- Guidelines that establish the expected scope, outputs, and decisions by project phase for primary access modes, including:
  - ***Nonmotorized access:*** bicycle parking demand, nonmotorized access allowance
  - ***Transit integration & curb space:*** local transit service assumptions and capital needs, curb space demand, bus-rail integration
  - ***Parking as a service:*** delivering cost-effective and compatible parking solutions for passengers

Parking as a service

Approach to parking per ST3 & Realignment policy direction

- Treat **parking as a service** to provide passengers, not only as a fixed capital asset to deliver
- Optimize new parking to local land use context and vision
- Board action on Realignment delays parking but encourages flexible, innovative and affordable options
- Parking as a service can support Board direction by emphasizing leased, surface, and potential joint development opportunities

Implementation actions

System expansion program support

- Leading access & integration work in all ST3 capital project development

Bus-rail integration

- Managing internal and partner efforts to deliver high-quality bus-rail integration for light rail projects opening through 2024

Parking as a service implementation

- Additional program development and carrying out Board direction from Realignment

Access Funding Resources

We want a system that's easy to access

Funding to support performance & expansion

- The ST3 System Plan provides significant resources to implement the Board's policy direction
  - *System Access Fund ($100M)*
  - *Nonmotorized access allowance ($230M)*

System Access Fund

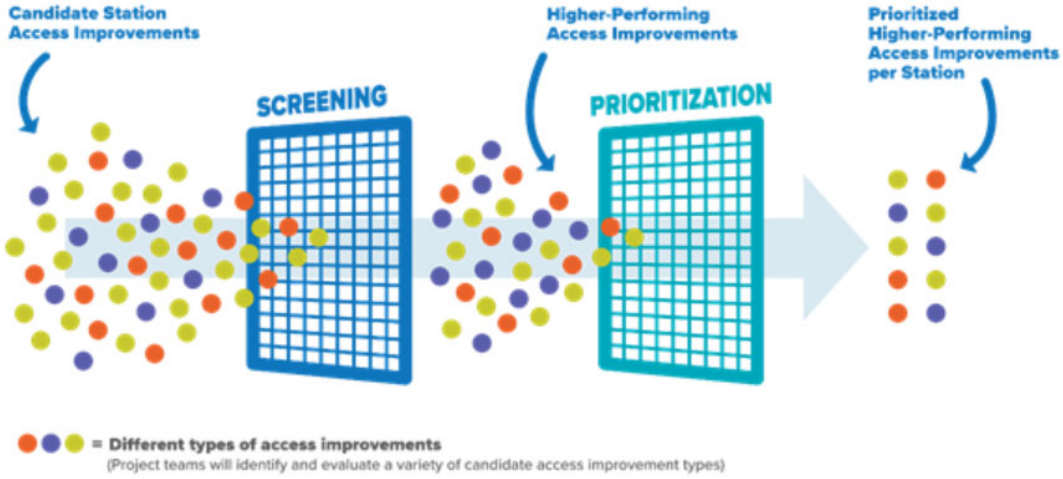
What we did

- In 2019, the Board awarded $40.6M in System Access Funds through a competitive process
- Through May 2022, $28.3M has been committed to partners
- Monitoring implementation
- First projects supported by the System Access Fund are beginning to complete

Evaluation & prioritization framework

Approach for administering the nonmotorized access allowance

- Standard process across capital projects
- Consistent evaluation criteria based on program objectives
  - *Grow transit ridership*
  - *Increase connectivity*
  - *Improve safety & human health*
  - *Enhance the passenger experience*
  - *Advance social equity*



Implementation actions

System Access Fund

- Continue to administer funding authorized by the Board via Motion M2019-97

Station access allowance administration

- Identifying, evaluating, and prioritizing allowance funds across ST3 capital projects

Summary & Next Steps

Implementation actions

Summary

- Performance monitoring
- Parking (cars, bicycles, scooters) and curb space management
- Access & integration in capital project development
- Parking as a service
- Bus-rail integration
- System Access Fund administration
- Station access allowance evaluation & prioritization

Near-term implementation

Significant activities in the year ahead

- Parking management program expansion
- Access allowance recommendations for NE 130th Infill Station and Stride BRT Program
- East Link Connections
- Realignment-delayed parking & flexible, innovative, and affordable methods to get people to transit
- Board engagement on a potential System Access Policy update

Thank you.

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