System Access Program

System Expansion Committee

March 12, 2020

SOUNDTRANSIT

Why we are here

- To share a snapshot of the state of system access
- To recap the direction provided by existing Board policy and the ST3 System Plan
- To discuss system access in capital projects
- To preview topics that will be covered in future briefings in 2020

SOUNDTRANSIT

State of System Access

The existing system

Current system

- 21 light rail and Tacoma Link stations
- 12 Sounder stations
- >40 ST Express-served transit centers & park-and-rides
- ~13,000 parking spaces

The system in 2025

System expansion 2020-2024

- 50 light rail and Tacoma Link stations

- 26 BRT station pairs

- 12 Sounder stations

- ~25,000 parking spaces

The system in 2041

System expansion through 2041

- 83 light rail and Tacoma Link stations
- 26 BRT station pairs
- 14 Sounder stations
- ~30,000 parking spaces

State of system access

Mode of access/egress

Trend:

Mode	Trend
Walk/Wheelchair	↑
Rail/Bus	↓
Car (drive)	↑
Drop-off	↑
Bike	No change
Vanpool	No change

Chart values (2015-2016 / 2018-2019):
- Walk/Wheelchair: 59% / 60%
- Rail/Bus: 23% / 19%
- Car: 11% / 14%
- Drop-off: 4% / 5%
- Bike: 1% / 1%
- Vanpool: 1% / 1%

X-axis: 0% 10% 20% 30% 40% 50% 60% 70%

Legend: ■ 2015-2016 ■ 2018-2019
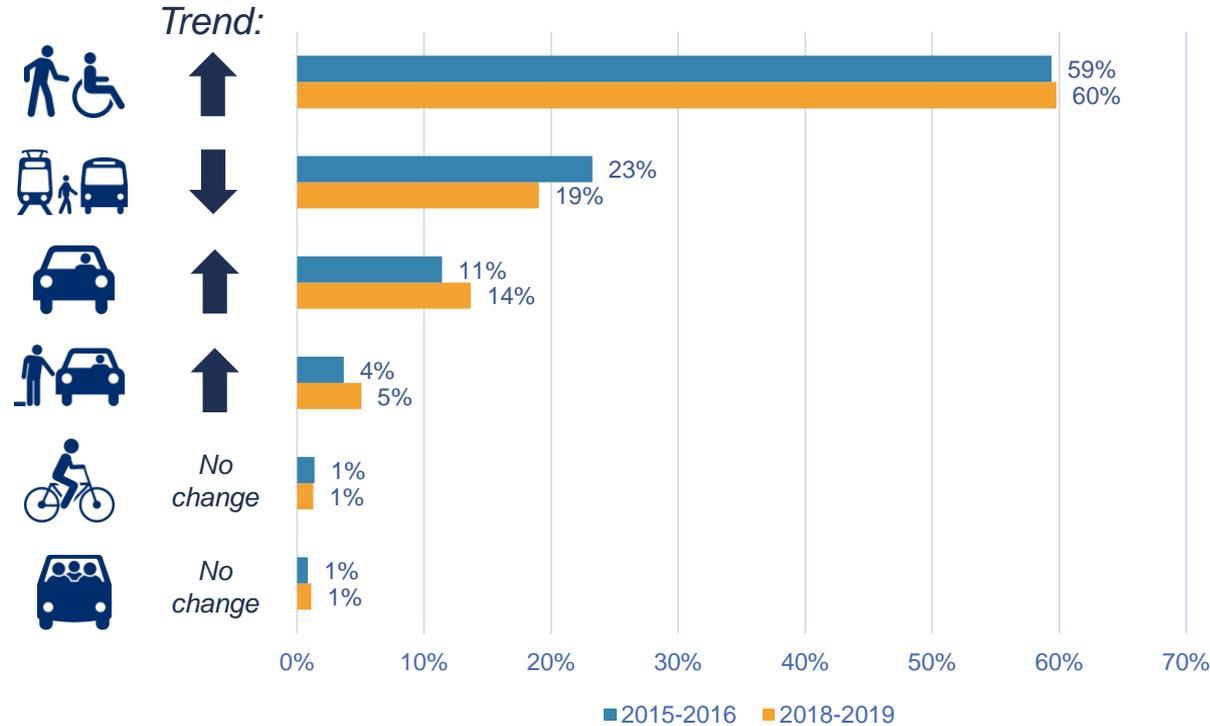
ST Express

Annual Ridership:
2015   18.31 million
2018   18.19 million

SOUNDTRANSIT

State of system access

Mode of access/egress

Trend:

		2015-2016	2018-2019
Pedestrian/wheelchair	↓	64%	63%
Transit	↓	13%	11%
Car (drive)	↑	18%	21%
Drop-off	↓	3%	2%
Bike	↑	0%	1%
Carpool	No change	2%	2%

■ 2015-2016　■ 2018-2019
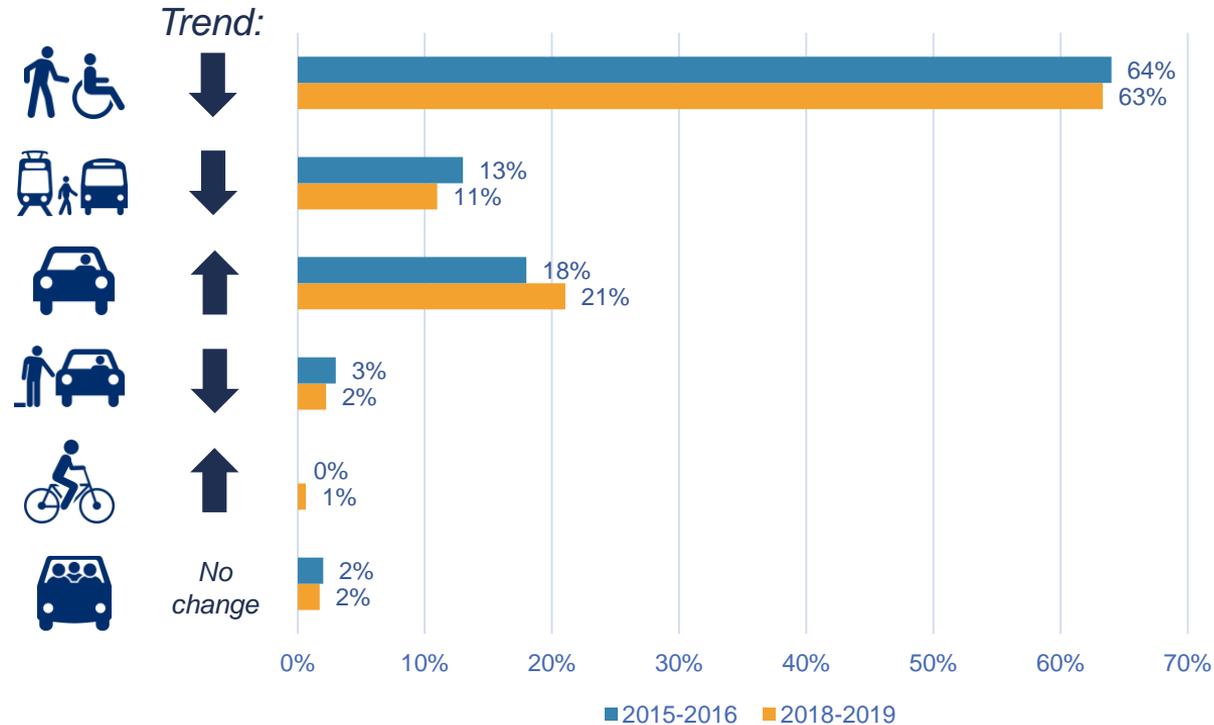
Tacoma Link

Annual Ridership:
2015   0.98 million
2018   0.90 million

SOUNDTRANSIT

State of system access

Mode of access/egress

Trend:

Mode	Trend	2015-2016	2018-2019
Walk/wheelchair	↓	30%	27%
Transit	↓	33%	27%
Car (park)	↑	25%	31%
Drop-off	↑	5%	8%
Bike	↓	4%	2%
Carpool	↑	4%	5%

■ 2015-2016 ■ 2018-2019
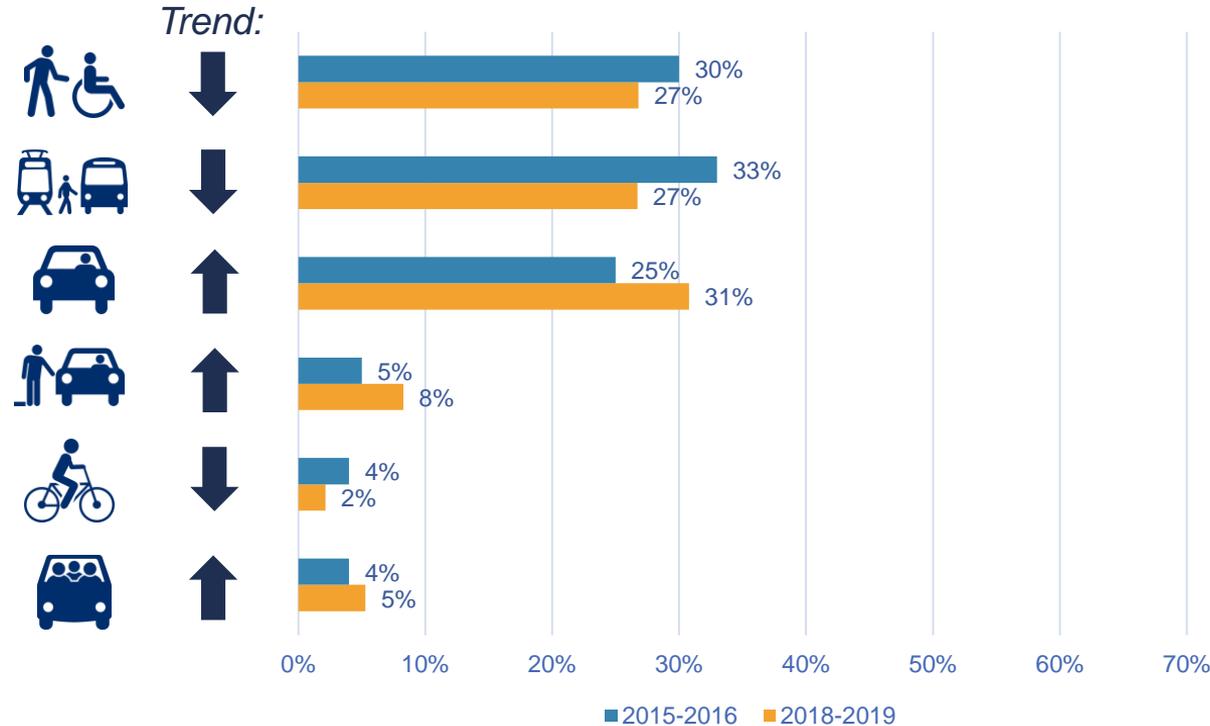
Sounder

Annual Ridership:
2015   3.81 million
2018   4.65 million

SOUNDTRANSIT

State of system access

Mode of access/egress

Trend:
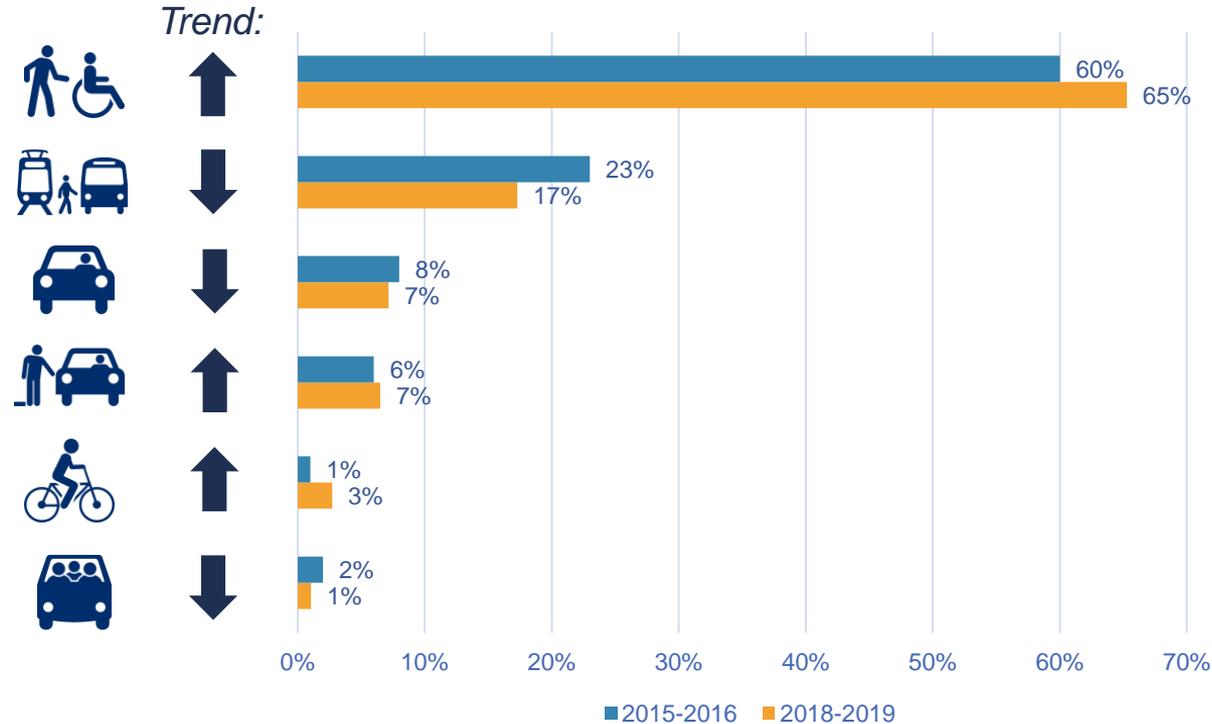
Annual Ridership:
2015   11.71 million
2018   24.42 million

Link

Chart legend: ■ 2015-2016 ■ 2018-2019

Mode	Trend	2015-2016	2018-2019
Walk/wheelchair	↑	60%	65%
Transfer (rail/bus)	↓	23%	17%
Drive alone	↓	8%	7%
Drop-off	↑	6%	7%
Bike	↑	1%	3%
Carpool	↓	2%	1%

SOUND TRANSIT

State of system access

Mode of access/egress

Trend:

Mode	Trend	2015-2016	2018-2019
Walk/wheelchair	↑	56%	59%
Light rail/bus	↓	24%	19%
Car (drive)	No change	12%	12%
Drop-off/car	↑	5%	7%
Bicycle	No change	2%	2%
Vanpool	↓	2%	1%

■ 2015-2016 ■ 2018-2019
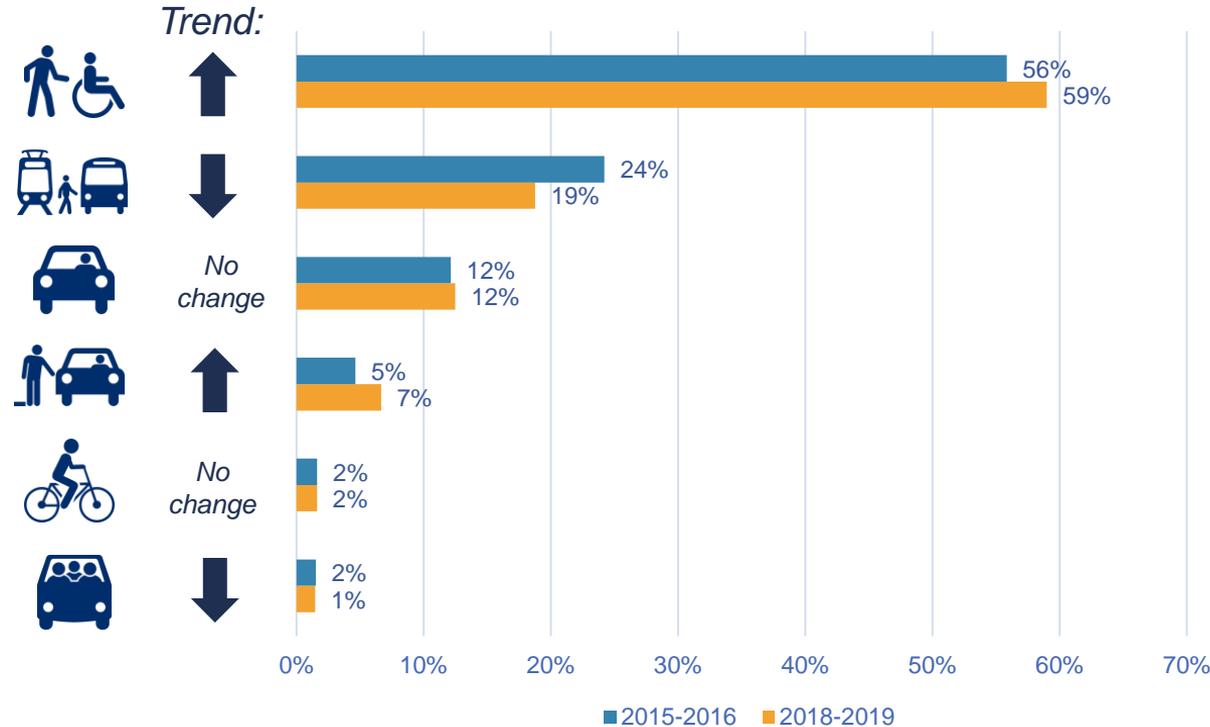
System

Annual Ridership:
2015   34.81 million
2018   48.15 million

SOUNDTRANSIT

State of system access

Passenger access intercept survey (2019):

- Conducted spring 2019 in weekday AM peak
- Surveys conducted at 29 facilities with 2,591 respondents
- 86% stated it was easy or very easy to get to the station
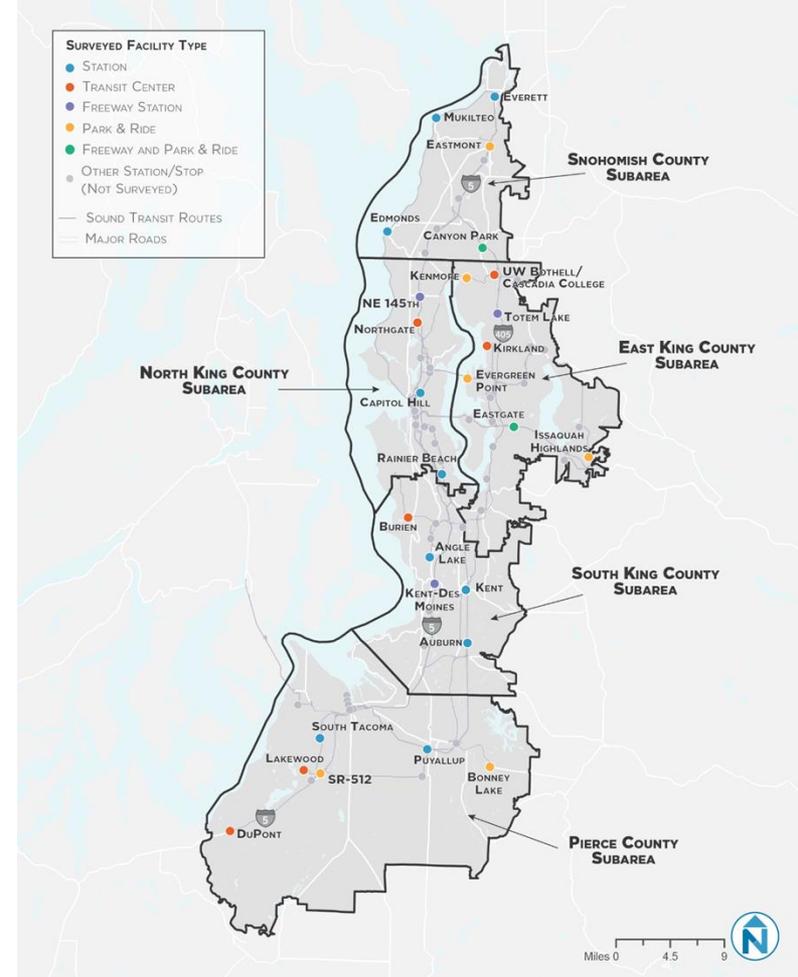
State of system access

Survey: What prevents you from using other ways to get to this stop/station?

- **61%** – Nothing, I'm happy with my commute
- **16%** – Poor or no transit service to the stop or station
- **15%** – Too far to walk
- **14%** – Difficult to find vehicle parking
- **7%** – Unsafe to walk/bike
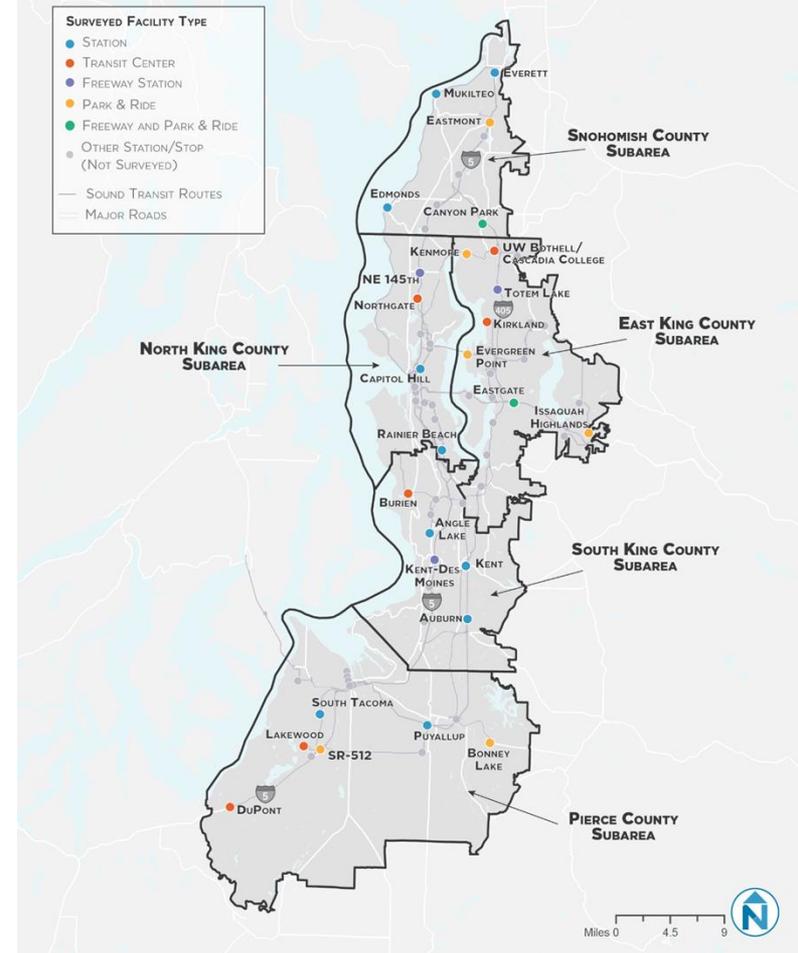
Existing Policy & ST3 System Plan Direction

R2013-03 System Access Policy

Established:

- System access goals
  - ➤ *Increase transit ridership*
  - ➤ *Encourage safe & convenient connections by all modes*
- Parking management tools including permits and fees
- Parking enforcement mechanisms

SOUND TRANSIT

ST3 System Plan Direction

Overall direction

- Access as the cornerstone of a successful system
- More transit-to-transit connections requiring transfers
- Manage parking through charging

System Access Program

- System Access Fund
- Improved data and performance reporting

Project-specific components

- Nonmotorized access allowance
- Bus-rail integration allowance
- Parking access

SOUNDTRANSIT

ST3 System Plan Direction

Project-specific components

Nonmotorized Access Allowance ($270M)

- Projects with HCT stations have Access Allowance for additional pedestrian and bicycle access investments outside the footprint of the station

Bus-Rail Integration Allowance ($100M)

- Provide for improved, off-street bus facilities at key station areas

SOUNDTRANSIT

ST3 System Plan Direction

Project-specific components

Parking access (~$500M)

- Project templates included assumed number of stalls
- Before implementation, Sound Transit will evaluate potential locations for parking, including:
  - *Analysis of access demand and how the investment will conform to surrounding land uses*
  - *Opportunities for leased or shared parking*
  - *Parking built in conjunction with new TOD projects*

SOUND TRANSIT

Access in Capital Projects

Access in Capital Projects

Typical project elements

- Station area planning
- Nonmotorized access
- Transit integration
- Curb space uses
- Parking
- Station access allowances

SOUND TRANSIT

Access in Capital Projects

Typical project timeline

Timeline: VOTER APPROVAL 2016 → PLANNING (PUBLIC INVOLVEMENT) → DESIGN (PUBLIC INVOLVEMENT) → CONSTRUCTION (PUBLIC INVOLVEMENT) → START OF SERVICE

- **Planning –** Earlier coordination to define gaps, needs, and opportunities.
- **Design –** Continued coordination in service of refining decisions made in the planning phase and limiting major changes.
- **Construction –** Coordinated implementation of access improvements and bus-rail integration initiation.

SOUNDTRANSIT

Next Steps

Executive Committee Engagement in 2020

Anticipated briefings

- Process and criteria for deploying ST3 access resources – Spring
- Next steps for parking management – Summer/Fall

SOUND TRANSIT

Thank you.

SoundTransit

➤ *soundtransit.org*

[facebook icon] [twitter icon] [instagram icon]