

Passenger Access Briefing

Community Oversight Panel

12/11/2024



Why we are here

- Share an overview of Sound Transit's Access, Integration, and Station Area Planning program
- Review key activities and milestones in 2024
- Preview upcoming areas of focus in 2025
- Discussion

Access, Integration & Station Area Planning (AISAP)

What is AISAP?

- A team of planners, urban designers, and project managers supporting passenger access by all modes (i.e., walking, biking, connecting transit, pick-up and drop-off, and parking), transit integration, and station area planning across capital and service delivery lines of business.

ST3 programmatic elements

What is AISAP responsible for?

- Passenger access services (e.g., parking management, bicycle and scooter access, etc.) to our existing system.
- Matrixed to ST3 capital project teams and lead AISAP-relevant scope in system expansion projects to ensure consistent programmatic implementation.
- Strategic coordination with transit agencies and local jurisdictions across capital and service delivery functions to support regional consistency, create strong partnerships, and maximize opportunities to deliver high quality passenger access and station areas.
- Manage and administer dedicated funding resources included in ST3.

2024 Year in Review

Key activities & milestones

- Continued administration of dedicated access funding via ST3
- Parking management policy update
- Bicycle and micromobility access
- Ongoing support and progress supporting system expansion projects

ST3 access funding

Funding to support passenger access

- The ST3 System Plan provides significant resources to support improved passenger access to existing and future stations:
 - *System Access Program (\$100M)*
 - *Nonmotorized access allowance (\$230M)*
 - *Bus-rail integration allowance (\$30M)*
 - *Parking access (\$500M)*

System Access Fund

What is it?

- The major piece of the \$100M ST3 System Access Program that is divided equally between the five sub-areas (\$20M per subarea).
- Intended to fund projects such as:
 - 🚶 *safe sidewalks,*
 - 🚲 *protected bike lanes,*
 - ♿ *shared use paths,*
 - 🚊 *improved bus-rail integration,*
 - 🚗 *new pick-up and drop-off areas.*



Recap of 2019 process

Major activities to program initial funding

- Made between \$0-\$10M per subarea available.
- Conducted a call for projects in spring 2019.
- Received 53 applications from 33 jurisdictions requesting more than \$86M.
- Board approved Motion M2019-97 in September 2019 that funded 30 projects from 27 jurisdictions totaling \$40.6M.

Funding

\$40.6M

*Amount awarded by
the Board via Motion
M2019-97*

\$37.9M

*Amount committed
through formal
funding agreements*

\$26.3M

*Amount spent to
implement projects
awarded funding*

Implementation

28

Agreements currently in place

10

Projects have closed out and are complete

17

Projects expected to complete this year and in 2025

Next steps

Current and future funding

- Continue to administer funding authorized through the 2019 Board action.
- Most projects will be complete in 2025 with a few anticipated to finish in 2026.
- No immediate plans to administer additional funding, but staff will engage the Executive Committee on an approach for future funding as more projects complete.

Background

Dedicated funding in ST3

- ST3 included dedicated funding for nonmotorized access and bus-rail integration.
- All projects include funding for nonmotorized access.
- Today's focus will be on the Stride Program's nonmotorized access allowance.

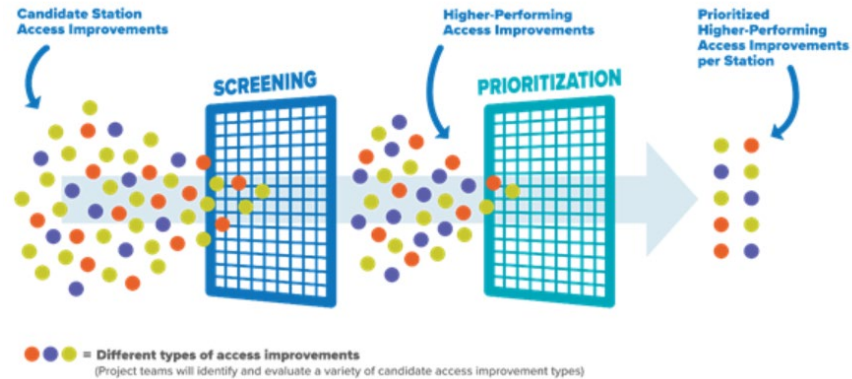
Station Access Allowances in ST3
(in \$M of 2023\$)

ST3 Project	Nonmotorized Access Allowance	Bus-Rail Integration Allowance
West Seattle-Ballard Link	\$95	\$15
I-405 BRT	\$11	--
SR-522 / NE 145th BRT	\$7	--
Tacoma Dome Link	\$44	\$7.5
Everett Link	\$59	\$4
NE 130th Street Infill	\$4.9	--
Boeing Access Road Infill	\$12	\$4
Graham Street Infill	\$5.5	--
Lakewood-DuPont Sounder	\$25	\$4
Tacoma Link TCC	\$10	--
S Kirkland-Issaquah Link	\$42.5	\$7.5
Total	\$316	\$42

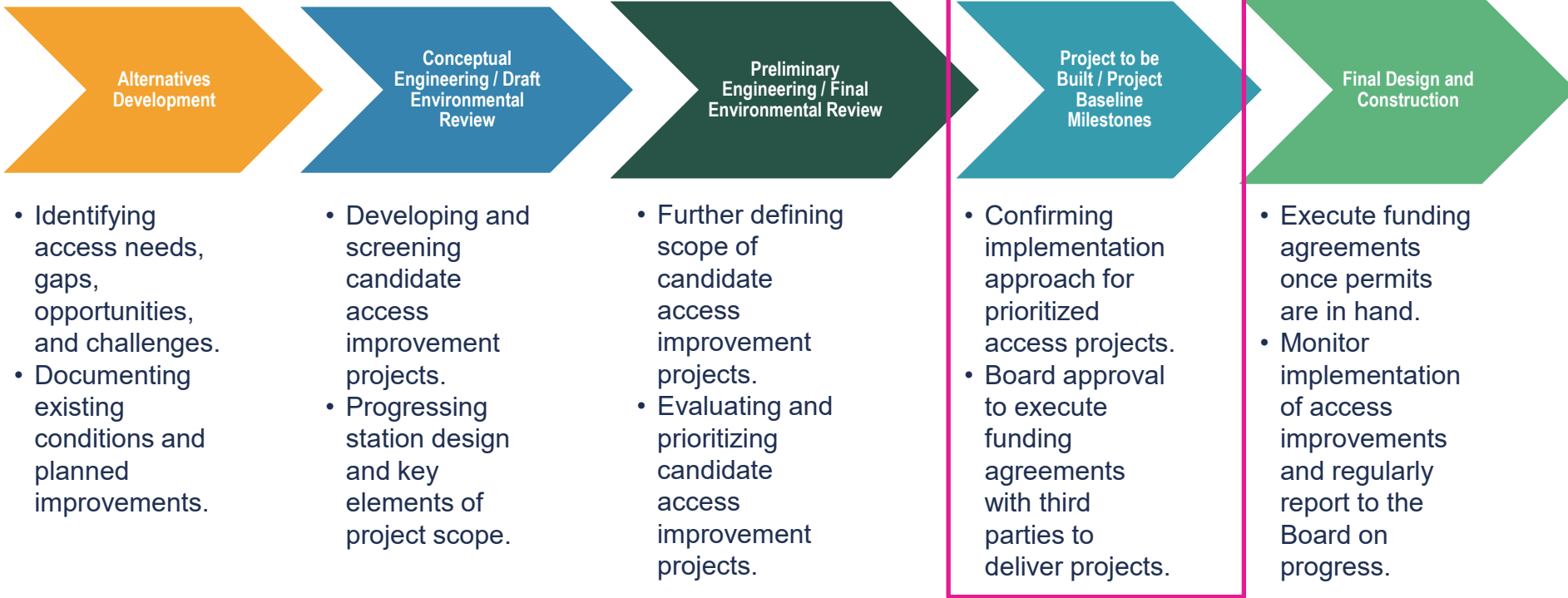
Evaluation & prioritization framework

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*
- Leverage project-level engagement activities to receive input that informs funding recommendation to the Board.



Access allowances by capital project phase



Stride Program

- Amount available: ~\$20M across the program.
- Number of stations: 22 stations.
- Jurisdiction partners: 12 cities across three Stride lines.
- Worked with jurisdiction partners to confirm scope, delivery, and funding contributions.
- Projects are smaller in scope given funding available and number of jurisdictions (e.g., sidewalks, crosswalks, ADA curb ramps, pedestrian signals, and bike lanes).



S1 Line

9 projects: \$4,995,000

- **Burien S 152nd St Sidewalk & Bikeway Improvements** (\$1,610,000)
- **Burien SW 148th St Pedestrian Lighting** (\$715,000)
- **SeaTac 32nd Ave S / S 154th St Crossing Improvements** (\$300,000)
- **Tukwila S 152nd St Pedestrian Connection** (\$510,000)
- **Tukwila 42nd Ave S Bikeway** (\$350,000)
- **Tukwila Southcenter Blvd Bikeway Improvements** (\$390,000)
- **Renton Hardie Ave SW Protected Bike Lane** (\$110,000)
- **Renton Lake Washington Blvd Enhanced Crossing** (\$790,000)
- **Renton Lake Ave S Bike Lanes*** (\$220,000)



S2 Line

7 projects: \$6,575,000

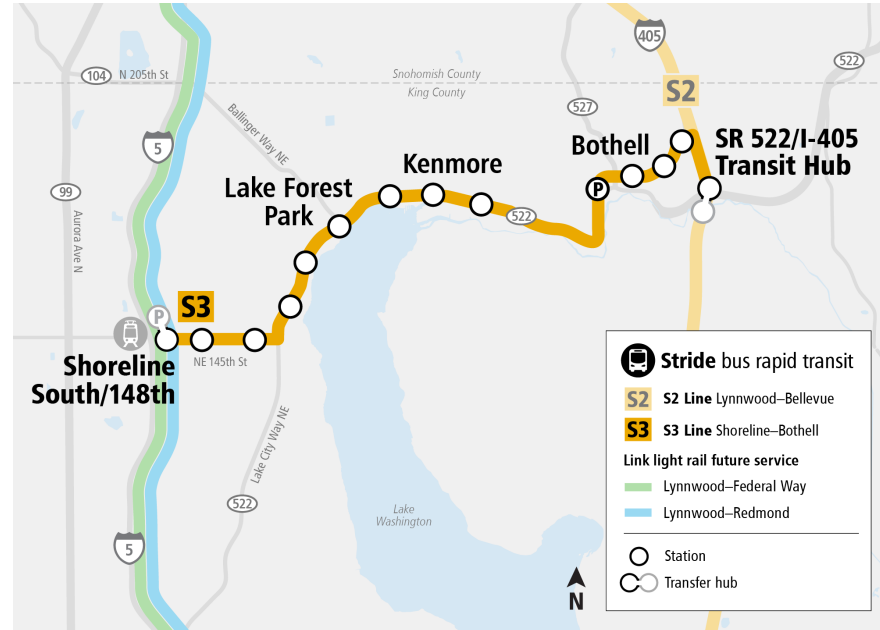
- **Lynnwood** 44th Ave W Mixed-Use Trail (\$1,900,000)
- **Bothell** Canyon Park On-Ramp Crossing (\$300,000)
- **Bothell** Brickyard Park-and-Ride Driveway Crossing (\$560,000)
- **Bothell** 116th Ave NE / NE 160th St Intersection (\$1,680,000)
- **Bothell** Brickyard 116th Ave NE Sidewalk (\$635,000)
- **Kirkland** Kingsgate Station Park-and-Ride Crossing (\$250,000)
- **Bellevue** Transit Center Passenger Improvements* (\$1,250,000)



S3 Line

8 projects: \$6,893,000

- **Seattle** 30th Ave NE Shared Use Path (\$2,000,000)
- **Shoreline** 30th Ave NE Sidewalks (\$1,265,000)
- **Shoreline** 28th Ave NE Bikeway (\$33,000)
- **Lake Forest Park** Brookside Blvd NE Sidewalk Improvements (\$260,000)
- **Lake Forest Park** Ballinger Way Crossing* (\$670,000)
- **Kenmore** NE 181st St Sidewalk (\$1,500,000)
- **Bothell** 104th Ave NE Pedestrian Improvements (\$1,095,000)
- **Bothell** 104th Ave NE Bike Improvements (\$70,000)

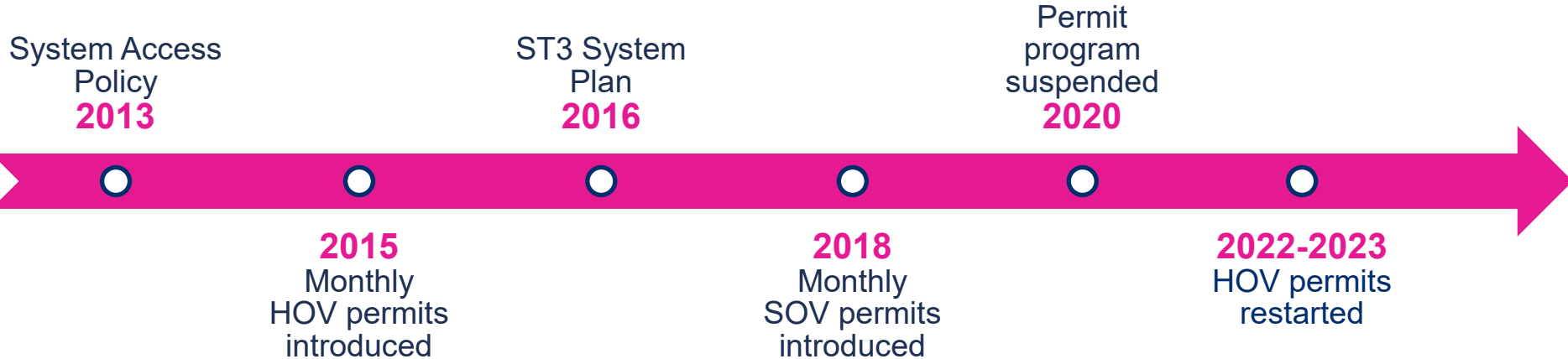


Next steps

- We are beginning to execute funding agreements with local jurisdictions.
- Jurisdictions will proceed with design and delivery of their projects.
- The Stride Program will deliver the three projects described previously.
- All projects are anticipated to be complete by the start of Stride service.

Moving towards daily paid parking

Following Board direction to better manage agency parking facilities



Parking management policy update

Key features as adopted by the Board

- **Maintain performance-based program** with administrative implementation (i.e., rate-setting and adjustment).
- **Continue discounts** to low-income passengers and carpoolers.
- **Expand program scope** to allow daily fees and full facility management and require regular reporting to REO Committee on program performance.
- **Introduce a daily fee** that can be charged at Link facilities and facilities with utilization > 70%.
- **Maintain reserved parking** at the busiest facilities (i.e., eligible facilities with utilization > 90%).
- **Start simple**, phase implementation, and add features over time to ensure sustainable program success.

Parking management policy update

What's staying the same

- Performance-based program, responsive to demand.
- Administrative implementation with rate setting and adjustment delegated to CEO.
- Discounts to low-income passengers and carpoolers.
- Permit parking options at the busiest facilities.

What's changing

- Expansion of parking management goals to reflect public input.
- Expanding scope to allow full management of eligible facilities.
- Expanding scope to allow for daily and special event fees.
- Annual reporting to the Board on program performance and permit and fee changes.

Program implementation: 2025 – 2026

- We plan to test demand for reserved parking at eligible facilities and launch with a daily fee of **\$2/day**.
- We will start with a simple program and will only launch when we are ready to successfully deliver.
- We expect to be fully implemented at all eligible facilities.
- Prices for daily fees and reserved permits will be adjusted as we respond to program performance and parking demand.



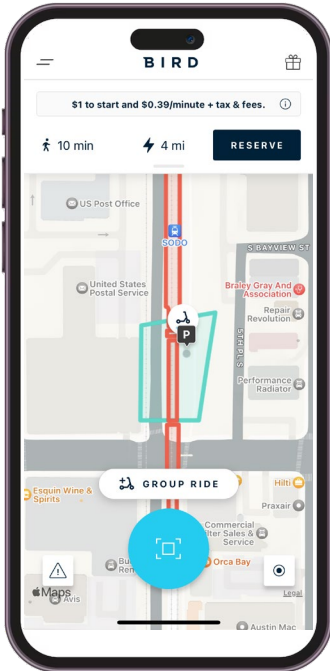
Bikes & scooters

Key activities

- Completed installation of on-demand lockers at almost all existing facilities.
- Added new secure bicycle parking at each new light rail station that opened in 2024.
- Monitoring and adapting to new shared micromobility options.



Designated parking pilot



In-app designation



Physically marked parking corral

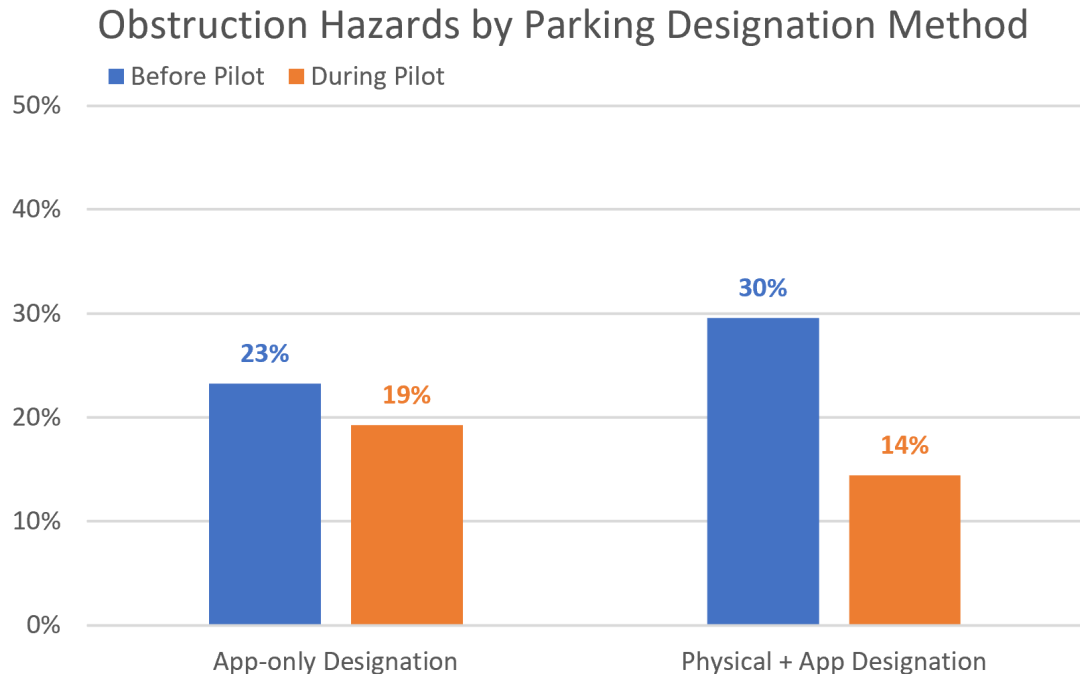


Signs provided by SDOT

Physically designating parking makes a difference

Obstructions **dropped by more than half** at stations with physically designated parking zones

Stations with physically designated parking zones: Northgate, Columbia City, Othello, and Rainier Beach.

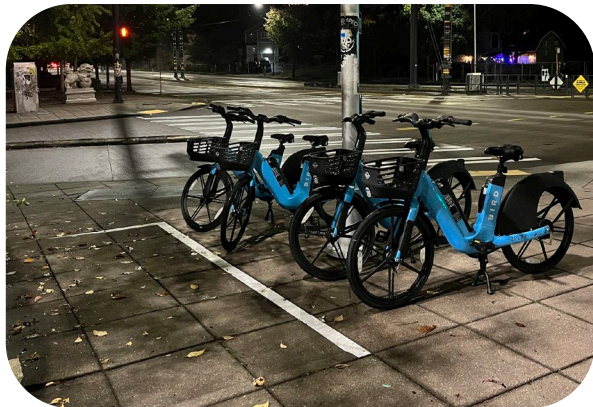


*Based on field observations of shared scooters and bikes parked by individuals only. N=456

New permanent signage

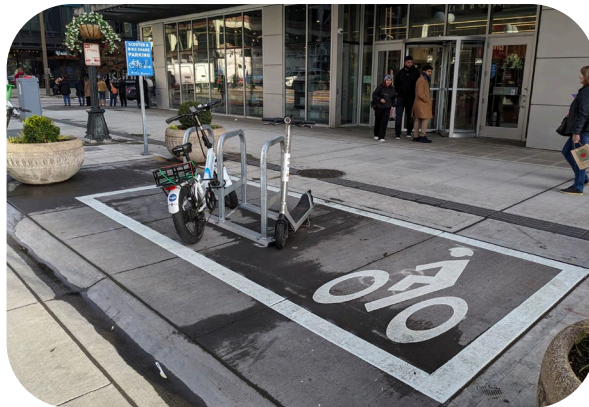


Exploring new forms of parking corral delineators



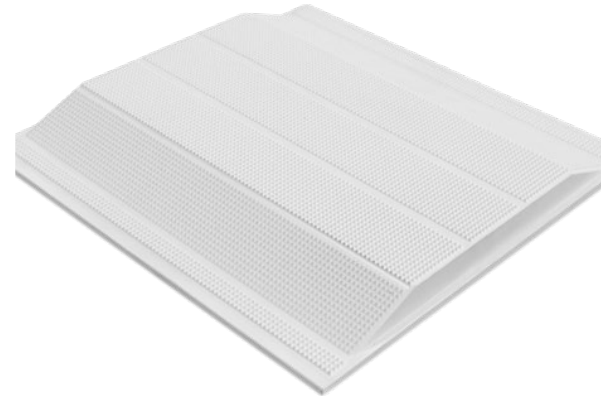
Short-term (1-2 yrs.)

- Stencil/paint to replace worn-out white tape



Existing SDOT standard

- Thermoplastic border and markings
- Currently installed at 2nd / Pike



Long-term (3-10 yrs.)

- Tactile / accessible delineator
- Currently exploring design options with SDOT

Link light rail
 1 2 T
 Sounder trains
 N S
 ST Express bus



Supporting near-term system expansion

Supporting ST2 project activation & bus-rail integration in the following projects:

- Starter 2 Line
- Lynnwood Link
- Downtown Redmond Link
- Full 2 Line
- Federal Way Link
- NE 130th Infill Station

Includes the following activities:

- Supported Starter 2 Line and 1 Line extension to Lynnwood City Center Station
- Planning for early opening of bus facilities at Federal Way Downtown Station, Downtown Redmond Link extension, and potential full 2 Line in 2025.



Leading station area planning in ST3 projects

Matrixed staff supporting the following:

- Stride Bus Rapid Transit
- West Seattle/Ballard Link
- Tacoma Dome Link
- Everett Link
- Graham St and Boeing Access Road Infill Stations
- Sounder

Includes the following activities:

- Leading all scope related to passenger access, transit integration, and station area planning.
- Activities are mapped to project development life cycle to support a consistent approach.
- Administering dedicated access funding in ST3 projects in collaboration with local jurisdiction partners.

2025 Lookahead

Key activities & milestones

- Continued administration of dedicated access funding
- Implementing an expanded parking management program
- World Cup planning
- Supporting openings of new facilities, stations, and light rail extensions
- ST3 project support

Thank you.



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