

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2009-36

Bicycle Policy Update

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Board	4/23/09	Discussion/Possible Action	Ric Ilgenfritz, Executive Director, Policy Planning & Public Affairs Greg Walker, Chief Policy & Planning Officer Matt Shelden, Program Manager	(206) 398-5239 (206) 398-5070 (206) 398-5292

Contract/Agreement Type:	Requested Action:
Competitive Procurement	Execute New Contract/Agreement
Sole Source	Amend Existing Contract/Agreement
Agreement with Other Jurisdiction(s)	Budget Amendment
Real Estate	Property Acquisition
	Policy Establishment or Revision
	✓

PROJECT NAME

Sound Transit Bicycle Policy

PROPOSED ACTION

Authorizing the chief executive officer to adopt and implement an updated bicycle policy to replace the policy adopted in Motion No. M98-78 and that Motion No. M98-78 is hereby superseded.

KEY FEATURES of PROPOSED ACTION

The policy adopted by the chief executive officer to supersede the policy adopted in Motion No. M98-78 is contained in Attachment A. The policy:

- Reaffirms that Sound Transit encourages bicycle access to its services and facilities while maintaining safety and balancing the needs of all transit riders.
- Clarifies, integrates, and consolidates previous policies pertaining to bicycles and Sound Transit.
- Establishes limits for bicycle transport on all Sound Transit trains and buses.
- Establish when and where bicycles may be loaded or unloaded from Sound Transit vehicles.
- Establishes provisions for bicycle storage and enforcement at Sound Transit facilities.
- Establishes direction for planning, designing, and funding bicycle access on Sound Transit vehicles and within transit facilities.
- Encourages partnerships with other agencies and organizations to leverage funding to improve bicycle access to Sound Transit services and facilities.
- Establishes rules of conduct that communicate clear expectations to bicyclists to be posted on vehicles and at facilities.

BUDGET IMPACT SUMMARY

There is no action outside of the Board-adopted budget; there are no contingency funds required, no subarea impacts, or funding required from other parties other than what is already assumed in the financial plan.

BUDGET and FINANCIAL PLAN DISCUSSION

Not applicable.

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

Sound Transit recognizes and welcomes bicycles as an important mode of access to its regional transit system. The current bicycle policies adopted in 1998 were written prior to substantial regional transit system facility design and service operation and were mainly intended to ensure that our facilities, buses, and trains were designed to accommodate bicycle use on the regional transit system. ST Express bus, Tacoma Link light rail and Sounder commuter rail services have now been operating for several years and we have been learning from that experience. Central Link light rail is about to begin service as a brand new mode of transportation in the region. Sound Transit's bicycle policy has not been updated since 1998 and rules of conduct have never been formally established. All of these factors suggest that the agency's bicycle policies should be updated.

The research and work leading to the adoption of the current policy in 1998 helped establish Sound Transit's philosophy and approach to integrating bicycles with regional transit services and facilities. In consultation with cyclists and local communities, the policies were formed around principles of "TOTAL Access" to serve the Central Puget Sound region's bicyclists with access:

- To the system
- On the vehicles
- Through and across barriers in the system
- At the stations
- Low-cost, effective and efficient

The basic elements of TOTAL Access include:

- Safe and direct access to stations via on-street and trail facilities
- Consistent and reliable system access on vehicles at all hours of operation
- Convenient means to secure bicycles where possible on vehicles that protect safety and convenience for all passengers/patrons
- Preserving bicycle access across newly established corridors and improving access across existing barriers through excellent design of new facilities
- Short and long term bicycle parking provisions that stress safety and security for both bicycles and bicyclists
- Facility design and layout which accommodates both bicycle and pedestrian movement
- Sharing Sound Transit right-of-way with trail facilities where appropriate and where existing facilities may be displaced by system development.

Although the principles of TOTAL Access remain a sound basis for the revision and update of Sound Transit's bicycle policy, the Board and voters have provided further guidance about how bicycles should be integrated with regional transit through the recent update of Sound Transit's Long-Range Plan and approval of the ST2 Plan. The Long-Range Plan includes objectives supporting commute reduction programs that complement the regional transit system and supporting the creation of communities that are easy to reach by bicycle and other modes. The Plan encourages local policies that support transit, including development of convenient and safe bicycle facilities and promotion of bicycle connections between regional transit facilities and nearby neighborhoods, and commits that Sound Transit will work with partners to place and design transit facilities and make improvements within one-quarter mile of those facilities that improve access, including for bicycles. It also cites bicycle access and secure storage as standard design features of all Sound Transit facilities.

The ST2 Plan builds on the policy direction of the Long-Range Plan in several ways. It states that "Sound Transit will, in consultation with its local transit partners and host jurisdictions, conduct access and demand studies for its passenger facilities to evaluate a full range of needs and the potential improvements to meet those needs", including bicycle access and storage at or near transit facilities. It also establishes a new

System Access Program “to promote the development of facilities to improve connections between surrounding communities and stations, transit centers and other customer boarding locations.” The program seeks to leverage existing and planned access investments by Sound Transit and others, and program funds may be used for bicycle access improvements among other priorities.

To further inform potential updates to Sound Transit’s bicycle policy, staff also reviewed bicycle policies and programs of peer transit agencies to learn from their experiences. Agencies included the Denver Regional Transportation District (RTD), Portland TriMet, San Diego North County Transit District (NCTD), Utah Transit Authority (UTA), Bay Area Rapid Transit (BART), Metropolitan Atlanta Rapid Transit Authority (MARTA) and Massachusetts Bay Transportation Authority (MBTA). The purpose of the review was to identify the range of issues, policies, and best practices to consider when planning for and managing bicycle access and infrastructure.

The results of the review indicate that although agencies differ in their specific approaches to accommodating bicycles, the elements of Sound Transit’s proposed bicycle policies are generally consistent with peer agency approaches. In addition to using this review during policy development, staff intends to take the results of this peer agency review into consideration during development of the access demand studies, the System Access Program and design of future vehicles and facilities. Common themes from the peer agency review can be summarized as follows:

Policies

- Policies state that passengers arriving by bicycle shall be accommodated in a safe, inviting manner that balance the needs of all transit riders
- Policies cover bicycle usage on vehicles and at facilities
- Some agencies do not have Board-enacted bicycle policies; instead, direction on accommodating bicycles is provided administratively and/or folded into capital design guidelines

Planning

- A range of documents are used to guide bicycle planning, including design criteria manuals and bicycle facilities plans
- Agencies are pursuing partnerships and grants to improve bicycle access and infrastructure, including development of “Bike Stations”

On Vehicles

- Most agencies specify and limit the number of bicycles per vehicle based on space and racks available
- Restrictions during commute hours are common on older systems with high ridership
- Codes of conduct inform bicyclists to remain free from aisles and passenger pathways

At Facilities

- Bicycle lockers and racks are the most commonly provided amenities; a small number of agencies have attended indoor parking
- Safety concerns guide location of bicycle parking; no lockers or racks are allowed on platforms
- Providing secure, convenient bicycle parking is more reliable and expandable than accommodating bicycles on vehicles during peak commute times

Enforcement

- Enforcement responsibility differs across modes, generally:
 - Buses – Operators
 - Light Rail –Fare Inspectors or Transit Police/Security Officers
 - Commuter Rail – Conductors
- Unattended or illegally parked bicycles are removed

The proposed policy update incorporates the guidance provided in the Long-Range Plan and ST2 Plan to address increased demand for bicycle access to Sound Transit facilities and vehicles, including the Central Link light-rail system. The updated policy also reflects lessons learned from other transit agencies, providing a simplified and consistent approach to bicycle access on the Sound Transit regional system while encouraging bicycle access balanced with the needs of all transit riders.

Appendix A provides a comparison of existing and proposed policy language.

PRIOR BOARD/COMMITTEE ACTIONS

Motion/Resolution Number and Date	Summary of Action
M98-78 October 22, 1998	Established bicycle policies providing direction to staff on encouraging bicyclists to use Sound Transit services and facilities, and setting forth considerations for bicycle access in developing those services and supporting facilities.
M98-58 August 13, 1998	Established policy for station/facility design issues common to all three Lines of Business with respect to ATMs, Bicycles, Passenger Amenities, and Signage.

CONSEQUENCES of DELAY

The existing policies, adopted in 1998, will remain in effect if the proposed revisions are not approved. Delaying revision of the bicycle policies could require making changes to public information materials being produced for the start-up of Central Link light rail service once they are in production.

PUBLIC INVOLVEMENT

Sound Transit convened an external bicycling stakeholder committee, the Bicycle Advisory Group (BAG), to provide input and advice during development of the policy revisions. The BAG is composed of representatives of the organized bicycling community (including the Bicycle Alliance of Washington and Cascade Bicycle Club), transit agencies, the Puget Sound Regional Council and the City of Seattle. Several BAG representatives were involved in the development of the original bicycle policies adopted in 1998. The BAG met with Sound Transit staff during winter 2009 to review and comment on evolving policy revisions.

ENVIRONMENTAL COMPLIANCE

SSK 4-14-09

LEGAL REVIEW

DB 4-17-2009

SOUND TRANSIT

MOTION NO. M2009-36

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to adopt and implement an updated bicycle policy to replace the policy adopted in Motion No. M98-78 and superseding Motion No. M98-78.

Background:

Sound Transit welcomes bicycles as an important mode of access to its regional transit system. The agency adopted bicycle policies in 1998 before the agency's regional transit facilities were fully designed. The original bicycle policies were also adopted before Sound Transit began operating light rail, commuter rail, and express bus service. These policies were developed after consultation with cyclists and local communities and were intended to ensure that bicycles could be parked at Sound Transit facilities and transported on buses and trains.

Although the basic elements of the original bicycle policy remain as a sound foundation, the Board and voters have provided additional guidance about how bicycles should be integrated with regional transit through the Sound Transit's Long-Range Plan and through voter approval of the Sound Transit 2 Regional Transit System Plan in November 2008. The original bicycle policy elements include:

- Safe and direct access to stations via on-street and trail facilities
- Consistent and reliable system access on vehicles at all hours of operation
- Convenient means to secure bicycles where possible on vehicles that protect safety and provide convenience for all passengers/patrons
- Preserving bicycle access across newly established corridors and improving access across existing barriers through excellent design of new facilities
- Short and long term bicycle parking provisions that stress safety and security for both bicycles and bicyclists
- Facility design and layout that accommodates both bicycle and pedestrian movement
- Sharing Sound Transit right-of-way with trail facilities where appropriate and where existing facilities may be displaced by system development

The Long-Range Plan supports commute reduction programs, encourages adoption of local policies that facilitate the development of convenient and safe bicycle facilities, and promotes bicycle connections between regional transit facilities and nearby neighborhoods. The Long-Range Plan commits Sound Transit to work with partners to design and build bicycle-accessible transit facilities; the Plan cites bicycle access and secure storage as standard design features of all Sound Transit facilities.

The Sound Transit 2 Regional Transit System Plan implements the policy direction in the Long-Range Plan in several ways. It states that Sound Transit will, in consultation with its local transit partners and host jurisdictions, conduct access and demand studies that address bicycle access and storage needs at or near transit facilities. The Plan also establishes a new system access program, "to promote the development of facilities to improve connections between surrounding communities and stations, transit centers and other customer boarding locations." The system access program seeks to leverage existing and planned transit access investments by Sound Transit and others; program funds may be used for bicycle access improvements.

This proposed updates incorporate the guidance provided in the Long-Range Plan and ST2 Plan to address increased demand for bicycle access to Sound Transit facilities and vehicles, including the Central Link light rail system. The updated policy also reflects the agency's experience operating ST Express, Tacoma Link, and Sounder for the past several years, as well as experience from other transit agencies. The proposed updates establish a simplified and consistent approach to bicycle access on the regional transit system. The policy encourages cyclist to use regional transit and balances bicycle access with the needs of all transit riders.

SOUND TRANSIT

MOTION NO. M2009-36

Attachment A - Sound Transit Bicycle Policy

1. General

- 1.1. Sound Transit encourages bicycle access to its facilities and services and, with its local and transit partners, promotes bicycle access through its public information materials.
- 1.2. Sound Transit collects and evaluates bicycle use and demand data and reviews these policies at least annually to consider on-going operating and safety experience. Sound Transit may revise these policies at any time.
- 1.3. Bicycle rules of conduct will be adopted to implement the bicycle policy. The rules of conduct will be displayed on Sound Transit vehicles and at transit facilities.

2. Bicycles on Sound Transit Vehicles

- 2.1. Sound Transit transports only single-seat, two-wheeled, non-fueled bicycles on its vehicles. Oversized, tandem or fueled bicycles (including motorbikes and mopeds) and trailers are not permitted on any vehicle, and bicycles with solid wheels are not allowed in bike racks on Sound Transit buses.
- 2.2. Limited bicycle storage is available on Sound Transit vehicles. Sound Transit encourages cyclists to consider parking their bicycles in racks or lockers at transit facilities rather than taking them on the vehicle.
- 2.3. Bicycle storage on Sound Transit vehicles is available free of charge on a first-come, first-served basis.
- 2.4. Outside of the downtown Seattle Ride Free Area (RFA), bicycles may be loaded or unloaded from any Sound Transit vehicle at any stop or station at any time.
- 2.5. Within the Downtown Seattle Transit Tunnel (DSTT), bicycles may be loaded or unloaded from Sound Transit buses and light rail trains at any station at any time. The effects of bicycle loading and unloading in the DSTT will be assessed periodically to determine if changes should be made to maintain or improve transit operations and safety for cyclists.
- 2.6. On surface streets within the downtown Seattle RFA, bicycles may be loaded or unloaded from Sound Transit buses at any stop except between 6 a.m. and 9 a.m. and 3 p.m. and 7 p.m. weekdays. During those periods, bicycles may be loaded and unloaded from Sound Transit buses only at a route's first or last stop within the RFA.
- 2.7. Sound Transit allows bicycles on its vehicles with the following limitations:
 - 2.7.1. Any number of folding bicycles is allowed inside any Sound Transit vehicle at any time.
 - 2.7.2. Storing bicycles in the priority seating areas for elderly and disabled riders on any vehicle is prohibited.
 - 2.7.3. **Central Link Light Rail:** Four bicycles per car at all times (2 hanging + 2 standing). Bicycles must be hung from the two hooks in the designated bicycle storage area of each car or, if all hooks are in use, cyclists must stand with and restrain bicycles without blocking exits or the train operator's compartment; kickstands are not sufficient.

2.7.4. **Tacoma Link Light Rail:** Four bicycles per car at all times (4 standing). Cyclists must stand with and restrain bicycles without blocking exits or the train operator's compartment; kickstands are not sufficient.

2.7.5. **Souder Commuter Rail:** Four bicycles per car at all times (2 tied down + 2 standing). Bicycles must be tied down in the designated bicycle storage area of each car or, if all tie downs are in use, cyclists must stand with and restrain bicycles without blocking exits; kickstands are not sufficient.

2.7.6. **ST Express Bus:** Two or three bicycles (depending on rack capacity) per bus at all times, stored in the front-mounted outside rack. With the exception of folding bicycles, bicycles are not allowed inside Sound Transit buses.

3. Bicycles at Sound Transit Facilities

- 3.1. Bicycle lockers at Sound Transit facilities may be reserved for a fee established by the chief executive officer, on a first-come, first-served basis.
- 3.2. Bicycle racks at Sound Transit facilities are available free of charge on a first-come, first-served basis.
- 3.3. Bicycles must be parked and locked only in designated bicycle parking racks or lockers and must not restrict station exit pathways. Bicycles parked anywhere other than in a rack or locker will be removed.
- 3.4. Bicycles may be parked in racks at Sound Transit facilities for no longer than 72 hours, after which they may be removed. Bicycles may be parked in lockers for as long as the locker is reserved.
- 3.5. Cyclists bringing their bicycle on vehicles must access station platforms via stairs or elevators rather than escalators. Bringing bicycles on escalators is prohibited.

4. Planning, Designing and Funding Bicycle Access

- 4.1. Sound Transit designs its transit vehicles and facilities to encourage and accommodate bicyclists while maintaining safety and balancing the needs of all transit riders.
- 4.2. Sound Transit designs its bicycle facilities in accordance with its approved capital facility design standards, which are informed by these policies and incorporate the best demand forecasting and design practices available.
- 4.3. Sound Transit incorporates a non-motorized access assessment element in its design processes for all stations, park and ride lots, transit centers and corridor development plans, including opportunities to incorporate non-motorized facilities (such as bicycle, pedestrian or multi-use trails) within transit rights-of-way where feasible and safe.
- 4.4. Sound Transit pursues and supports partnerships with other agencies and organizations to leverage funding to improve bicycle access to Sound Transit services and facilities.
- 4.5. Sound Transit funds, designs, constructs and maintains bicycle facilities and equipment on its vehicles and within its transit facilities.
- 4.6. Sound Transit works in partnership with interested parties to plan for and fund design, construction and maintenance of bicycle access facilities within a one half mile radius of its transit facilities, within established Sound Transit project scopes of work and budgets.
- 4.7. Sound Transit works in partnership with interested parties to develop innovative methods of integrating bicycles and transit, such as centralized bike stations and bike sharing programs.
- 4.8. Sound Transit encourages local jurisdictions to promote land development and redevelopment that enhances bicycle access to and from Sound Transit facilities and services.

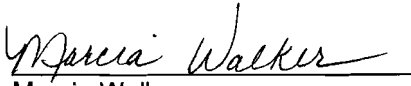
This motion also delegates the administrative authority to the chief executive officer to develop, implement, and amend rules of conduct. The chief executive officer shall periodically discuss the implementation of the bicycle policy and rules of conduct with the Board.

Motion:

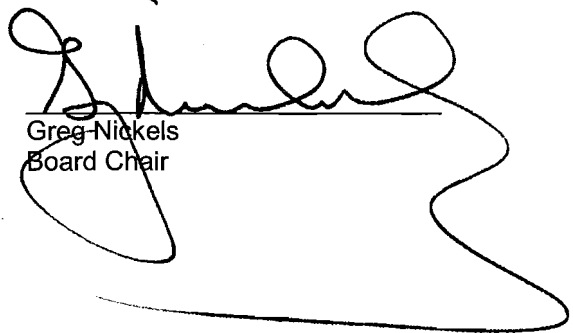
It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to adopt and implement an updated bicycle policy to replace the policy adopted in Motion No. M98-78 and that Motion No. M98-78 is hereby superseded. The policy adopted by the chief executive officer to supersede the policy adopted in Motion No. M98-78 is contained in Attachment A. The chief executive officer is further authorized to adopt and implement bicycle rules of conduct to implement the bicycle policy.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 23, 2009.

ATTEST:



Marcia Walker
Board Administrator



Greg Nickels
Board Chair

SOUND TRANSIT

MOTION NO. M2009-36

Attachment A - Sound Transit Bicycle Policy

1. General

- 1.1. Sound Transit encourages bicycle access to its facilities and services and, with its local and transit partners, promotes bicycle access through its public information materials.
- 1.2. Sound Transit collects and evaluates bicycle use and demand data and reviews these policies at least annually to consider on-going operating and safety experience. Sound Transit may revise these policies at any time.
- 1.3. Bicycle rules of conduct will be adopted to implement the bicycle policy. The rules of conduct will be displayed on Sound Transit vehicles and at transit facilities.

2. Bicycles on Sound Transit Vehicles

- 2.1. Sound Transit transports only single-seat, two-wheeled, non-fueled bicycles on its vehicles. Oversized, tandem or fueled bicycles (including motorbikes and mopeds) and trailers are not permitted on any vehicle, and bicycles with solid wheels are not allowed in bike racks on Sound Transit buses.
- 2.2. Limited bicycle storage is available on Sound Transit vehicles. Sound Transit encourages cyclists to consider parking their bicycles in racks or lockers at transit facilities rather than taking them on the vehicle.
- 2.3. Bicycle storage on Sound Transit vehicles is available free of charge on a first-come, first-served basis.
- 2.4. Outside of the downtown Seattle Ride Free Area (RFA), bicycles may be loaded or unloaded from any Sound Transit vehicle at any stop or station at any time.
- 2.5. Within the Downtown Seattle Transit Tunnel (DSTT), bicycles may be loaded or unloaded from Sound Transit buses and light rail trains at any station at any time. The effects of bicycle loading and unloading in the DSTT will be assessed periodically to determine if changes should be made to maintain or improve transit operations and safety for cyclists.
- 2.6. On surface streets within the downtown Seattle RFA, bicycles may be loaded or unloaded from Sound Transit buses at any stop except between 6 a.m. and 9 a.m. and 3 p.m. and 7 p.m. weekdays. During those periods, bicycles may be loaded and unloaded from Sound Transit buses only at a route's first or last stop within the RFA.
- 2.7. Sound Transit allows bicycles on its vehicles with the following limitations:
 - 2.7.1. Any number of folding bicycles is allowed inside any Sound Transit vehicle at any time.
 - 2.7.2. Storing bicycles in the priority seating areas for elderly and disabled riders on any vehicle is prohibited.
 - 2.7.3. **Central Link Light Rail:** Four bicycles per car at all times (2 hanging + 2 standing). Bicycles must be hung from the two hooks in the designated bicycle storage area of each car or, if all hooks are in use, cyclists must stand with and restrain bicycles without blocking exits or the train operator's compartment; kickstands are not sufficient.

2.7.4. **Tacoma Link Light Rail:** Four bicycles per car at all times (4 standing). Cyclists must stand with and restrain bicycles without blocking exits or the train operator's compartment; kickstands are not sufficient.

2.7.5. **Sounder Commuter Rail:** Four bicycles per car at all times (2 tied down + 2 standing). Bicycles must be tied down in the designated bicycle storage area of each car or, if all tie downs are in use, cyclists must stand with and restrain bicycles without blocking exits; kickstands are not sufficient.

2.7.6. **ST Express Bus:** Two or three bicycles (depending on rack capacity) per bus at all times, stored in the front-mounted outside rack. With the exception of folding bicycles, bicycles are not allowed inside Sound Transit buses.

3. Bicycles at Sound Transit Facilities

- 3.1. Bicycle lockers at Sound Transit facilities may be reserved for a fee established by the chief executive officer, on a first-come, first-served basis.
- 3.2. Bicycle racks at Sound Transit facilities are available free of charge on a first-come, first-served basis.
- 3.3. Bicycles must be parked and locked only in designated bicycle parking racks or lockers and must not restrict station exit pathways. Bicycles parked anywhere other than in a rack or locker will be removed.
- 3.4. Bicycles may be parked in racks at Sound Transit facilities for no longer than 72 hours, after which they may be removed. Bicycles may be parked in lockers for as long as the locker is reserved.
- 3.5. Cyclists bringing their bicycle on vehicles must access station platforms via stairs or elevators rather than escalators. Bringing bicycles on escalators is prohibited.

4. Planning, Designing and Funding Bicycle Access

- 4.1. Sound Transit designs its transit vehicles and facilities to encourage and accommodate bicyclists while maintaining safety and balancing the needs of all transit riders.
- 4.2. Sound Transit designs its bicycle facilities in accordance with its approved capital facility design standards, which are informed by these policies and incorporate the best demand forecasting and design practices available.
- 4.3. Sound Transit incorporates a non-motorized access assessment element in its design processes for all stations, park and ride lots, transit centers and corridor development plans, including opportunities to incorporate non-motorized facilities (such as bicycle, pedestrian or multi-use trails) within transit rights-of-way where feasible and safe.
- 4.4. Sound Transit pursues and supports partnerships with other agencies and organizations to leverage funding to improve bicycle access to Sound Transit services and facilities.
- 4.5. Sound Transit funds, designs, constructs and maintains bicycle facilities and equipment on its vehicles and within its transit facilities.
- 4.6. Sound Transit works in partnership with interested parties to plan for and fund design, construction and maintenance of bicycle access facilities within a one half mile radius of its transit facilities, within established Sound Transit project scopes of work and budgets.
- 4.7. Sound Transit works in partnership with interested parties to develop innovative methods of integrating bicycles and transit, such as centralized bike stations and bike sharing programs.
- 4.8. Sound Transit encourages local jurisdictions to promote land development and redevelopment that enhances bicycle access to and from Sound Transit facilities and services.

MOTION NO. M2009-36
Staff Report Appendix A

<u>SECTION</u>	<u>CURRENT POLICIES</u> <u>(MOTION NO. M98-78)</u>	<u>PROPOSED POLICIES</u> <u>(MOTION NO. M2009-36)</u>	<u>SUMMARY OF</u> <u>MODIFICATION</u>
BACKGROUND	Recognize bicycling has become a primary means of transportation for Puget Sound residents; the region has some of the highest levels of bicycle journey-to-levels of any metropolitan area in the nation.	Recognize bicycles as an important mode of access to its regional transit system.	The new policies simplify language while preserving recognition of bicycling as important transit access mode.
	Recognize that commitments to providing bicycle access to its services and facilities reside in: <ul style="list-style-type: none"> ▪ <i>Sound Move</i> ▪ Station design policy ▪ Early decisions relating to vehicle design and operational policy ▪ Other regional planning efforts and studies that support integrating bicycles into design and development 	Recognize that commitments to providing bicycle access to its services and facilities reside in: <ul style="list-style-type: none"> ▪ <i>Sound Move</i> ▪ Station design policy ▪ Early decisions relating to vehicle design and operational policy ▪ Other regional planning efforts and studies that support integrating bicycles into design and development ▪ Long-Range Plan ▪ ST2 Plan 	The new policies expand upon plans/policies from which guidance for accommodating bicycles is derived.
	Envision establishment of policies around vision of "TOTAL Access" : <ul style="list-style-type: none"> ▪ To the System ▪ On the vehicles ▪ Through and across barriers in the system ▪ At the stations ▪ Low-cost, effective and efficient 	Preserve and reinforce TOTAL Access elements, and provide further guidance on how bicycles should be integrated with regional transit based on Board and voter-approved plans, including the Long-Range Plan and the ST2 Plan. <p>More specific guidance includes:</p> <ul style="list-style-type: none"> ▪ Long-Range Plan: supports creation of communities that are easy to reach by bicycle and other modes; commits Sound Transit to <u>work with partners</u> to place and design transit facilities and make improvements within one-quarter mile of those facilities that improve access, including for bicycles; cites <u>bicycle access and secure storage as standard design feature</u> of all Sound Transit facilities. ▪ ST2 Plan: Conduct <u>access and demand studies</u> for its passenger facilities to evaluate full range of needs and potential improvements to meet those needs, including bicycle access and storage; establishes new <u>System Access Program</u> to promote development of facilities to improve connections between surrounding communities and stations, transit centers and other customer boarding locations, and to leverage existing and planned access investments by Sound Transit and others. 	The new policies are more specific about how bicycle TOTAL Access principles should be implemented based on guidance in the Long-Range Plan and ST2 Plan.

	<p>Discuss public involvement, including focus groups with bicycle transportation advocates; with local county and state transportation agencies; and with regional transit partners.</p>	<p>Discuss public involvement through continuing consultation with the Bicycle Advisory Group (composed of regional bicycle transportation advocates and partner agencies). Also discuss lessons learned from other transit agencies.</p>	<p>The new policies include discussion of consultation with bicycling community and include discussion of lessons learned from other transit agencies.</p>
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<u>SECTION</u>	<u>CURRENT POLICIES (MOTION NO. M98-78)</u>	<u>PROPOSED POLICIES (MOTION NO. M2009-36)</u>	<u>SUMMARY OF MODIFICATION</u>
POLICIES	<p>To the System</p> <ul style="list-style-type: none"> ▪ Bicycle access will be a common method of access to and from Sound Transit facilities. 	<p>1.1 Sound Transit encourages bicycle access to its facilities and services and, with its local and transit partners, promotes bicycle access through its public information materials.</p>	<p>The new policies maintain that Sound Transit encourages access.</p>
	<ul style="list-style-type: none"> ▪ Sound Transit will work with local jurisdictions and communities to determine appropriate bicycle improvements within half-mile of rail stations, park & ride lots, and transit centers. 	<p>4.6 Sound Transit works in partnership with interested parties to plan for and fund design, construction and maintenance of bicycle access facilities within a one-half mile radius of its transit facilities, within established Sound Transit project scopes of work and budgets.</p>	<p>The new policies clarify that bicycle access improvements will be conducted within one-half mile of transit facilities within established project scopes of work and budgets.</p>
	<p>On the System</p> <ul style="list-style-type: none"> ▪ Sound Transit will provide for bicycle access through provision of well-designed facilities that: <ul style="list-style-type: none"> ○ Encourages general bicycle access ○ Minimizes conflict with other patrons ○ Achieves high compliance with adopted bicycle Rules of Conduct ○ Provides predictable and reliable access on vehicles 	<p>2.1 Sound Transit supports only single-seat, two-wheeled, non-fueled bicycles on its vehicles. Oversized, tandem or fueled bicycles (including motorbikes and mopeds) and trailers are not permitted on any vehicle, and bicycles with solid wheels are not allowed in bike racks on Sound Transit buses.</p> <p>2.2 Limited bicycle storage is available on Sound Transit vehicles. Sound Transit encourages cyclists to consider parking their bicycles in racks or lockers at transit facilities rather than taking them on the vehicle.</p> <p>2.3 Bicycle storage on Sound Transit vehicles is available free of charge on a first-come, first-served basis.</p> <p>2.7 Sound Transit allows bicycles on its vehicles with the following limitations:</p> <p>2.7.1 Any number of folding bicycles is allowed inside any Sound Transit vehicle at any time.</p> <p>2.7.2 Storing bicycles in the priority seating areas for elderly and disabled riders on any vehicle is prohibited.</p> <p>2.7.3 Central Link Light Rail: Four bicycles per car at all times (2 hanging + 2 standing). Bicycles must be hung from the two hooks in the designated bicycle storage area of each car or, if all hooks are in use, cyclists must stand with and restrain bicycles without blocking exits or the train operator's compartment; kickstands are not sufficient.</p>	<p>The new policies clearly specify the types and numbers of bicycles allowed all Sound Transit vehicles, by mode, based on assessment of vehicle capacity and design, operating experience, and safety considerations.</p> <p>Policies are clarified organized into 3 basic areas:</p> <ul style="list-style-type: none"> - On vehicles - At facilities - Planning, design & funding

		<p>2.7.4 Tacoma Link Light Rail: Four bicycles per car at all times (4 standing). Cyclists must stand with and restrain bicycles without blocking exits or the train operator's compartment; kickstands are not sufficient.</p> <p>2.7.5 Sounder Commuter Rail: Four bicycles per car at all times (2 tied down + 2 standing). Bicycles must be tied down in the designated bicycle storage area of each car or, if all tie downs are in use, cyclists must stand with and restrain bicycles without blocking exits; kickstands are not sufficient.</p> <p>2.7.6 ST Express Bus: Two or three bicycles (depending on rack capacity) per bus at all times, stored in the front-mounted outside rack. With the exception of folding bicycles, bicycles are not allowed inside Sound Transit buses.</p>	
	<ul style="list-style-type: none"> Sound Transit shall strive to provide access to Link, Sounder and Regional Express during all hours of operation. 	<p>2.4 Outside of the downtown Seattle Ride Free Area (RFA), bicycles may be loaded or unloaded from any Sound Transit vehicle at any stop or station at any time.</p> <p>2.5 Within the Downtown Seattle Transit Tunnel (DSTT), bicycles may be loaded or unloaded from Sound Transit buses and light rail trains at any station at any time. The effects of bicycle loading and unloading in the DSTT will be assessed periodically to determine if changes should be made to maintain or improve transit operations.</p> <p>2.6 On surface streets within the downtown Seattle RFA, bicycles may be loaded or unloaded from Sound Transit buses at any stop except between 6 a.m. and 9 a.m. and 3 p.m. and 7 p.m. weekdays. During those periods, bicycles may be loaded and unloaded from Sound Transit buses only at a route's first or last stop within the RFA.</p>	<p>The new policies provide bicycle access to vehicles during all hours of operation, with the exception of peak-hour restrictions within the downtown Seattle Ride Free Area (RFA), consistent with King County Metro's bicycle load-unload policy.</p>
	<ul style="list-style-type: none"> Sound Transit's bicycle access programs will stress user responsibility and communication of accepted Rules of Conduct. 	<p>See 1.1</p>	<p>The new policies state that Sound Transit promotes bicycle access through its public information materials.</p>

	<p>Through and Across Barriers</p> <ul style="list-style-type: none"> Impacts on existing non-motorized access and safety by the development and implementation of transit services shall be mitigated in cooperation with local agencies and with the active input of community organizations. 	<p>4.8 Sound Transit encourages local jurisdictions to promote land development and redevelopment that enhances bicycle access to and from Sound Transit facilities and services.</p>	
	<ul style="list-style-type: none"> Sound Transit will incorporate a non-motorized access assessment element in the design process associated with all stations, park & ride lots, transit center and corridor development. 	<p>4.3 Sound Transit incorporates a non-motorized access assessment element in its design processes for all stations, park and ride lots, transit centers and corridor development plans, including opportunities to incorporate non-motorized facilities (such as bicycle, pedestrian or multi-use trails) within transit rights-of-way where feasible and safe.</p> <p>4.5 Sound Transit funds, designs, constructs and maintains bicycle facilities and equipment on its vehicles and within its transit facilities.</p>	<p>The new policies maintain the commitment to incorporate non-motorized access assessment during design, and they state that the agency will fund, design, construct and maintain bicycle facilities on transit vehicles and within facilities.</p>
	<ul style="list-style-type: none"> Sound Transit will pursue opportunities to share transit and trail facilities within the same right-of-way where feasible, safe, and where access to transit will be improved. 	<p>See also 4.3, 4.6, 4.7, 4.8</p>	<p>The new policies emphasize working in partnership to improve non-motorized facilities within transit rights-of-way where feasible and safe.</p>
	<p>At the System</p> <ul style="list-style-type: none"> Sound Transit shall provide an appropriate mix of bicycle facilities at all access points to the system. 	<p>3.1 Bicycle lockers at Sound Transit facilities may be reserved for a fee established by the chief executive officer, on a first-come, first-served basis.</p> <p>3.2 Bicycle racks at Sound Transit facilities are available free of charge on a first-come, first-served basis.</p> <p>See also 4.2</p>	<p>The new policies state Sound Transit designs bicycle facilities in accordance with its approved capital facility design standards, which are informed by the bicycle policies and which incorporate the best demand forecasting and design practices available.</p>
	<ul style="list-style-type: none"> Design of facilities will provide ample space and clearly identified pathways for bicycle circulation at the stations and on the platforms. 	<p>3.3 Bicycles must be parked and locked only in designated bicycle parking racks or lockers and must not restrict station exit pathways. Bicycles parked anywhere other than in a rack or locker will be removed.</p> <p>3.4 Bicycles may be parked in racks at Sound Transit facilities no longer than 72 hours, after which they will be removed. Bicycles may be parked in lockers for as long as the locker is reserved.</p> <p>3.5 Cyclists bringing their bicycle on vehicles must access station platforms via stairs or elevators rather than escalators. Bringing bicycles on escalators is prohibited.</p>	<p>The new policies clarify rules regarding location and duration of parking and circulation of bicycles at facilities.</p>

	<ul style="list-style-type: none"> Sound Transit should aggressively pursue opportunities to develop services and facilities that can increase the numbers of bicyclists who use Sound Transit. 	<p>4.1 Sound Transit designs its transit vehicles and facilities to encourage and accommodate bicyclists while maintaining safety and balancing the needs of all transit riders.</p> <p>4.2 Sound Transit designs its bicycle facilities in accordance with its approved capital facility design standards, which are informed by these policies and incorporate the best demand forecasting and design practices available.</p> <p>See also 1.2</p>	The new policies provide multiple opportunities for including and expanding bicycle services and facilities through projects and partnerships.
	<p>Low Cost, Efficient and Effective</p> <ul style="list-style-type: none"> Sound Transit will emphasize the development of efficient connections with other transportation systems, including Washington State Ferries, King County Metro, Community Transit, Pierce Transit, Everett Transit, Amtrak, and Sea Tac International Airport. 	<p>4.4 Sound Transit pursues and supports partnerships with other agencies and organizations to leverage funding to improve bicycle access to Sound Transit services and facilities.</p> <p>See also 4.7, 4.8</p>	The new policies provide multiple opportunities for including and expanding bicycle services and facilities through projects and partnerships.
	<ul style="list-style-type: none"> Sound Transit will pursue and support partnerships with other agencies, particularly in securing grant funds for non-motorized access projects through the TEA-21 Transit Enhancements program and other bicycle and pedestrian eligible grant funds. 	<p>4.7 Sound Transit works in partnership with interested parties to develop innovative methods of integrating bicycles and transit, such as centralized bike stations and bike sharing programs.</p> <p>See also 4.4</p>	The new policies provide multiple opportunities for including and expanding bicycle services and facilities through projects and partnerships.
	<ul style="list-style-type: none"> Sound Transit will emphasize education and communication as an effective means of maximizing the benefits associated with improving bicycle access. 	<p>See 1.1</p>	The new policies state that Sound Transit promotes bicycle access through its public information materials.
	<ul style="list-style-type: none"> All design and development of access provisions should reflect a commitment to the best design practices available. 	<p>1.2 Sound Transit collects and evaluates bicycle use and demand data and reviews these policies at least annually to consider on-going operating and safety experience. Sound Transit may revise these policies at any time.</p>	New policies commit the agency to collect bicycle use and demand data and review policies at least annually.