

MOTION NO. M2010-87
Bicycle Policy

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Executive Committee	09/16/10	Recommendation to Board	Ron Klein, Communications and External Affairs Executive Director	206-398-5393
Board	09/23/10	Final Action		

PROPOSED ACTION

Adopts a Bicycle Policy and supersedes Motion No. M2009-36.

KEY FEATURES

- This action adopts a new Bicycle Policy and replaces the existing policy adopted by the Board in 2009.
- A policy update is necessary to remove outdated and procedural sections, including the restriction on loading bicycles onto Sound Transit vehicles in the Downtown Seattle Transit Tunnel (DSTT) and the Seattle Ride Free Area (RFA).
- 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.
- The policy encourages partnerships with other agencies and organizations to leverage funding to improve bicycle access to Sound Transit services and facilities.
- The policy update delegates administrative policy and procedures to the Chief Executive Officer.

PROJECT DESCRIPTION

The Bicycle Policy declares the Board's intent that Sound Transit recognize and welcome bicycles as an important mode of access to the regional transit system.

FISCAL INFORMATION

Not applicable to this action.

SMALL BUSINESS PARTICIPATION

Not applicable to this action.

EQUAL EMPLOYMENT WORKFORCE PROFILE

Not applicable to this action.

BACKGROUND

The current Sound Transit Bicycle Policy was developed with input from the Bicycle Advisory Group (BAG), an external bicycling stakeholder committee, and adopted by the Board in 2009. The procedural nature of the current policy has caused the policy to be outdated in several sections. This action would adopt a new policy that declares the Board's intent and goals related to bicycle access to and use of Sound Transit facilities, while authorizing the CEO to establish a Bicycle Administrative Policy. The most significant changes to the policy include removing the restriction on loading bicycles in the DSTT and RFA and no longer specifying the number of bicycles allowed per Sound Transit vehicle.

The Bicycle Administrative Policy will establish the appropriate uses of Sound Transit facilities and vehicles for bicycles. Having a separate Board-adopted Bicycle Policy and Bicycle Administrative Policy allows for

continued implementation of the Board-adopted policy while providing the CEO the flexibility to change bicycle-related procedures at Sound Transit facilities in response to changing operating conditions.

The Board has provided guidance on 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 supports the creation of communities that are easy to reach by bicycle and other modes. The Long-Range Plan encourages policies that support transit, convenient and safe bicycle facilities and promotion of bicycle connections between regional transit facilities and nearby neighborhoods. It also cites bicycle access and secure storage as standard design features at all Sound Transit facilities.

The Long-Range Plan provides for Sound Transit to work with partners to locate and design transit facilities and improve access within one-quarter mile. The existing and proposed Bicycle Policies encourage, but do not require, partnering with interested parties to enhance bicycle access within one-half mile of facilities served by Sound Transit. The larger improvements radius in the policies were recommended by the BAG in recognition that some areas may need bicycle access improvements further from facilities than called for in the Long-Range Plan.

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.

ENVIRONMENTAL COMPLIANCE

SSK 9-07-10

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2009-36 – Authorized the chief executive officer to adopt and implement an updated bicycle policy to replace the policy adopted in Motion No. M98-78 and superseded Motion No. M98-78.

Motion No. M98-78 – 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.

Motion No. M98-58 – Established policy for station/facility design issues common to all three Lines of Business with respect to ATMs, Bicycles, Passenger Amenities, and Signage.

TIME CONSTRAINTS

A one month delay would not create a significant impact.

PUBLIC INVOLVEMENT

Sound Transit convened an external bicycling stakeholder committee, the BAG, to provide input and advice during development of these 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.

LEGAL REVIEW

JW 9/10/10

MOTION NO. M2010-87

A motion of the Board of the Central Puget Sound Regional Transit Authority adopting a Bicycle Policy and superseding Motion No. M2009-36.

BACKGROUND:

The current Sound Transit Bicycle Policy was developed with input from the Bicycle Advisory Group (BAG), an external bicycling stakeholder committee, and adopted by the Board in 2009. The procedural nature of the current policy has caused the policy to be outdated in several sections. This action would adopt a new policy that declares the Board's intent and goals related to bicycle access to and use of Sound Transit facilities, while authorizing the CEO to establish a Bicycle Administrative Policy. The most significant changes to the policy include removing the restriction on loading bicycles in the DSTT and RFA and no longer specifying the number of bicycles allowed per Sound Transit vehicle.

The policy update delegates administrative policy and procedures to the Chief Executive Officer. The Bicycle Administrative Policy will establish the appropriate uses of Sound Transit facilities and vehicles for bicycles. Having a separate Board-adopted Bicycle Policy and Bicycle Administrative Policy allows for continued implementation of the Board-adopted policy while providing the CEO the flexibility to change bicycle-related procedures at Sound Transit facilities in response to changing operating conditions.

The Board has provided guidance on 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 supports the creation of communities that are easy to reach by bicycle and other modes. The Long-Range Plan encourages policies that support transit, convenient and safe bicycle facilities and promotion of bicycle connections between regional transit facilities and nearby neighborhoods. It also cites bicycle access and secure storage as standard design features at all Sound Transit facilities.

The Long-Range Plan provides for Sound Transit to work with partners to locate and design transit facilities and improve access within one-quarter mile. The existing and proposed Bicycle Policies encourage, but do not require, partnering with interested parties to enhance bicycle access within one-half mile of facilities served by Sound Transit. The larger improvements radius in the policies were recommended by the BAG in recognition that some areas may need bicycle access improvements further from facilities than called for in the Long-Range Plan.

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.

MOTION:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the Bicycle Policy (Attachment A) is adopted and Motion No. M2009-36 is superseded.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 23, 2010.



Aaron Reardon
Board Chair

ATTEST:



Marcia Walker
Board Administrator

**SOUND TRANSIT
MOTION NO. M2010-87 - Attachment A**

BICYCLE POLICY

1. Goals

It is the goal of Sound Transit to:

- A. Encourage bicycle access to Sound Transit facilities and services;
- B. Promote bicycle access through public information materials with local and transit partners;
- C. Encourage local jurisdictions to promote land development and redevelopment that enhances bicycle access to and from facilities served by Sound Transit, and;
- D. Partner with interested parties to plan for and fund design, construction and maintenance of bicycle access facilities within a one half-mile radius of facilities served by Sound Transit, within established Sound Transit project scopes of work and budgets.

2. Policy

It is the policy of Sound Transit that:

- A. Sound Transit vehicles and facilities will be designed to encourage and accommodate bicyclists while maintaining safety and balancing the needs of all transit riders;
- B. Sound Transit will fund, design, construct, and maintain bicycle facilities and equipment on Sound Transit vehicles and facilities;
- C. Sound Transit will incorporate non-motorized access assessments during 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;
- D. Sound Transit bicycle facilities will be designed in accordance with capital facility design standards;
- E. Bicycle rules of conduct are displayed on Sound Transit vehicles and at transit facilities;
- F. Sound Transit is not responsible for lost, stolen, or damaged bicycles;
- G. Bicycle use and demand data will be collected and evaluated at least once a year, and;
- H. The Bicycle Policy and Bicycle Administrative Policy will be reviewed at least once a year to ensure the goals of this policy are being met.

3. Delegation of Authority

The chief executive officer is authorized to:

- A. Develop a Bicycle Administrative Policy related to bicycle use and storage on Sound Transit vehicles and at Sound Transit facilities;
- B. Pursue and support partnerships with other agencies and organizations to leverage funding to improve bicycle access to facilities served by Sound Transit;
- C. Partner with interested parties to develop and support innovative methods of integrating bicycles and transit, such as centralized bike stations and bike sharing programs;
- D. Develop bicycle rules of conduct for Sound Transit vehicles and facilities, and;
- E. Establish fees for bicycle lockers located at Sound Transit facilities.