

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.

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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

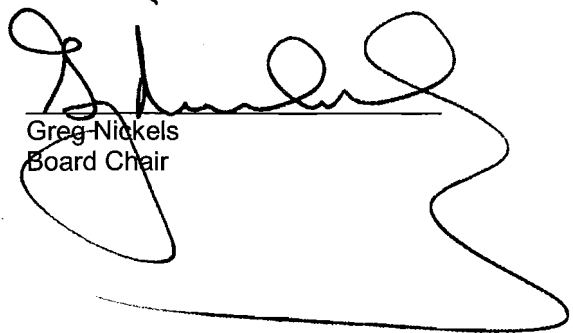
- 4.1. Sound Transit designs its transit vehicles and facilities to encourage and accommodate bicyclists while maintaining safety and balancing the needs of all transit riders.
- 4.2. Sound Transit designs its bicycle facilities in accordance with its approved capital facility design standards, which 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:

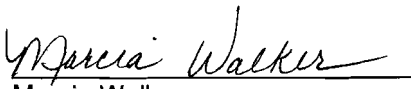
It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to adopt and implement an updated bicycle policy to replace the policy adopted in Motion No. M98-78 and that Motion No. M98-78 is hereby superseded. The policy adopted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



Greg Nickels
Board Chair

ATTEST:



Marcia Walker
Board Administrator