

PROJECT OVERVIEW

Kent Station Access Improvements Project

- Average daily ridership on the south Sounder line has been growing rapidly over the past few years and is expected to increase approximately 70 percent by 2035.
- Voters approved improvements to the Kent Sounder Station in 2008 as part of the ballot measure to expand mass transit throughout the region.
- The Sound Transit Board restored funding for the Kent Station Access Improvements Project in 2016; funding had been suspended in 2010 as a result of the economic recession.
- Potential station access improvements include a second parking garage and pedestrian, transit and bicycle improvements.
- After working with the community to identify a list of potential parking garage sites and other access improvements in early 2017, staff from Sound Transit and the City of Kent have worked together to refine and evaluate them based on project goals and objectives.
- Kent City Council will make a recommendation to the Sound Transit Board regarding a site for the parking garage and funding for non-motorized improvements.
- In November, the Sound Transit Board is scheduled to identify a preferred alternative to move forward into design and environmental review.



PROJECT GOALS AND OBJECTIVES

ACCESS

Improve access to transit
at the station

OBJECTIVES

- Provide multiple reliable access options to serve commute periods and throughout the day
- Increase transit ridership
- Maximize comfort and convenience for riders

ENVIRONMENT

Advance environmental/
sustainability goals of
Sound Transit and the
community

OBJECTIVES

- Promote a healthy and sustainable environment
- Encourage access to Sounder via all modes of travel

IMPLEMENTATION

Improvements can be
implemented in a timely
manner

OBJECTIVES

- Parking improvements are constructible within project schedule
- Non-garage improvements can be implemented within a shorter timeframe
- Is cost-effective and financially sustainable

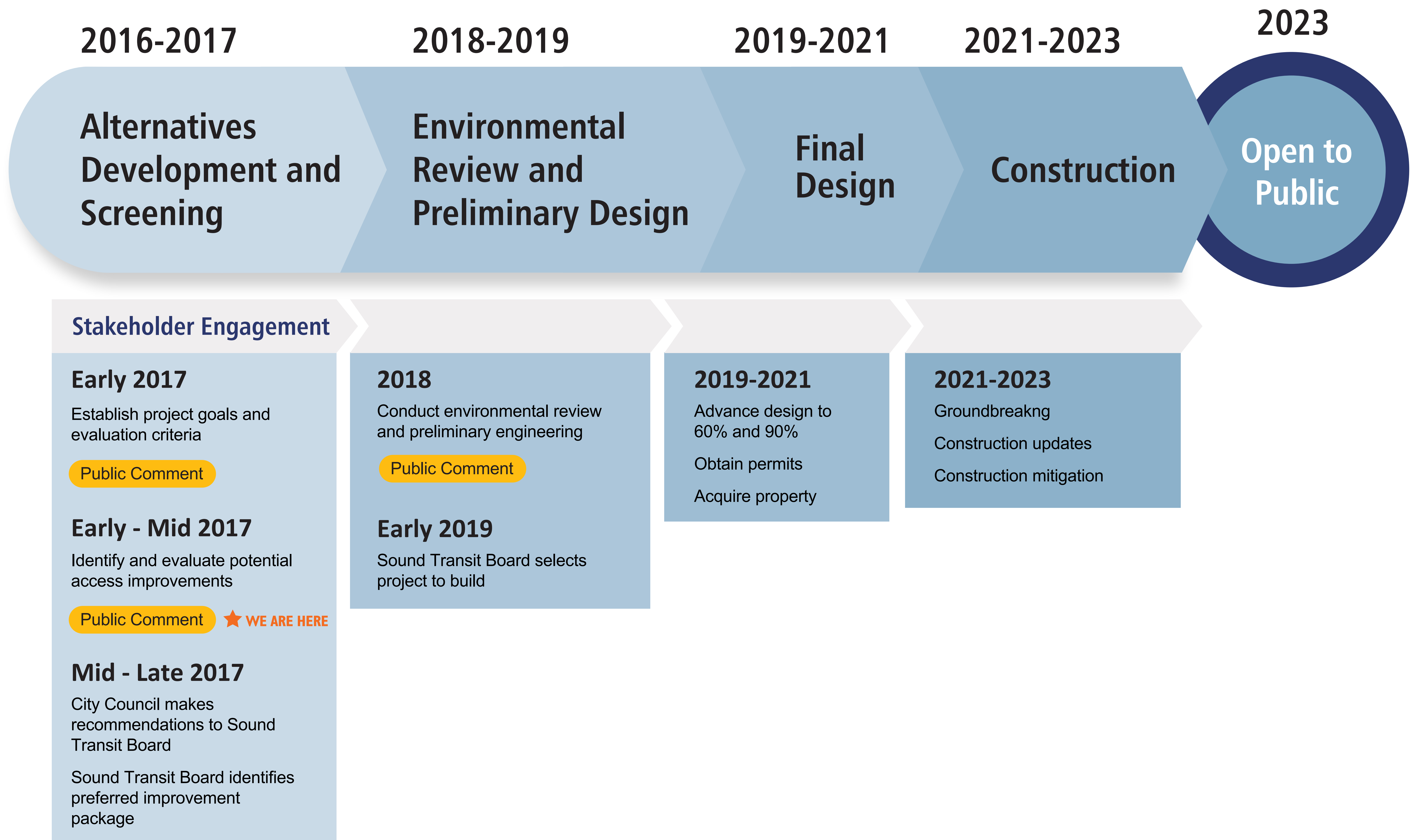
CONSISTENCY & COMPATIBILITY

Support regional and
community goals

OBJECTIVES

- Support goals, policies, and plans of transit agencies and local governments
- Support urban design principles and further economic development / support and attract businesses and residents
- Benefit the local community
- Minimize community impacts during construction

PROJECT TIMELINE



WHAT WE HEARD

In addition to working closely with the City of Kent, elected officials and regional partners, we collected feedback from a group of stakeholders and the community about potential parking garage locations and ways to improve pedestrian, bicycle and transit access to Kent Station. Here are some key themes we heard during outreach last winter.

Parking garage



Interest in garage site that is close to the station and balances traffic on both sides of the tracks



Desire to maximize new parking spaces added



Request for weather protection or shuttle between garage and station

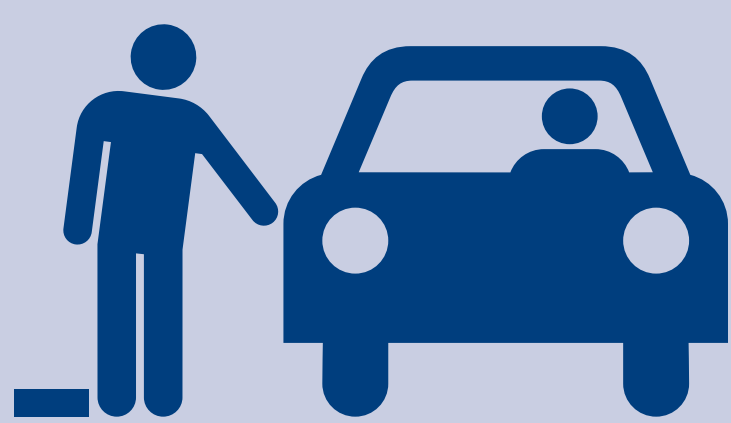
Non-motorized and transit access



Request for more shelter, weather protection and other passenger amenities at the station



Request for improved bicycle and pedestrian connections to the station

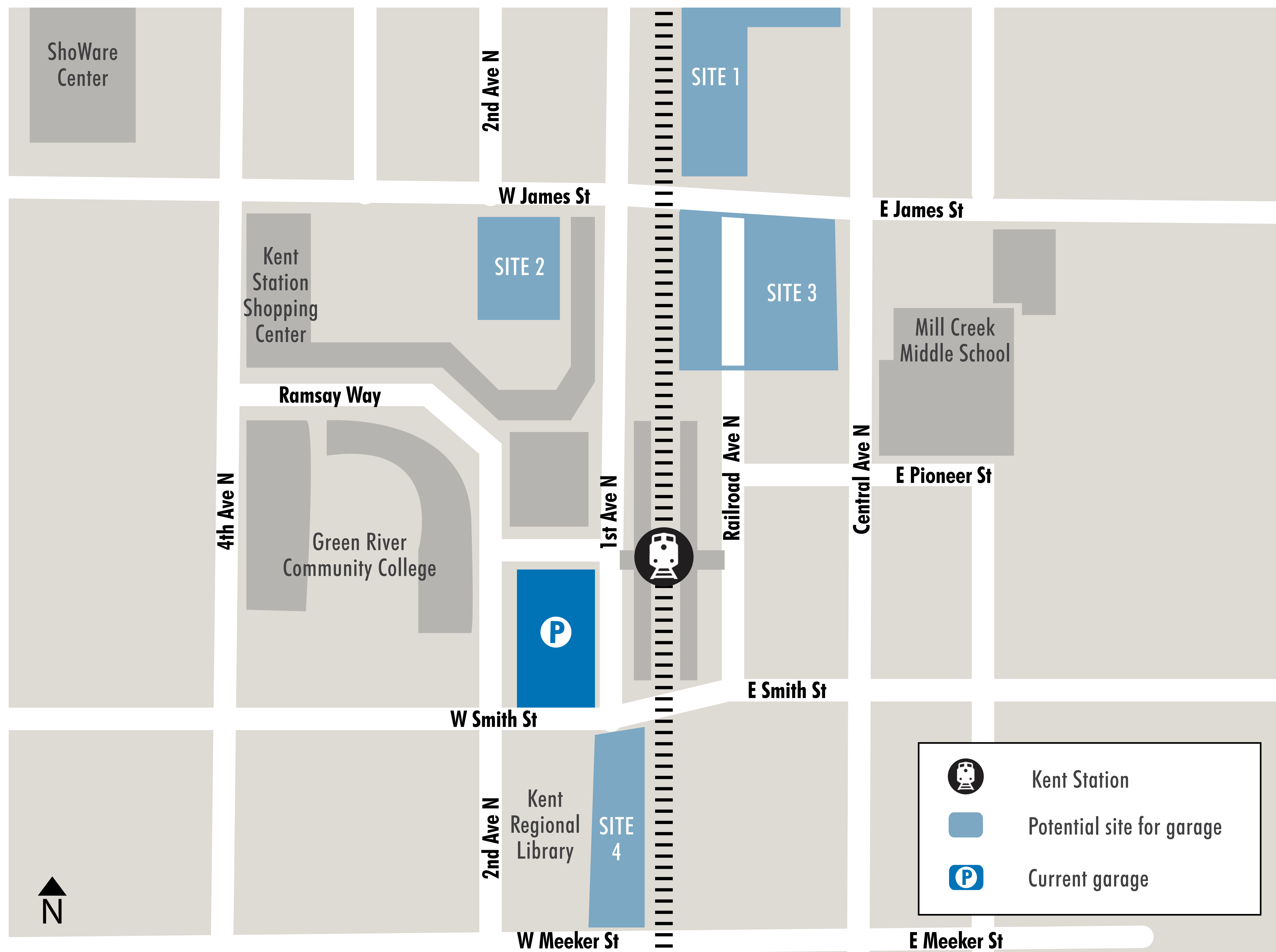


Request for improved pick-up/drop-off location near the station


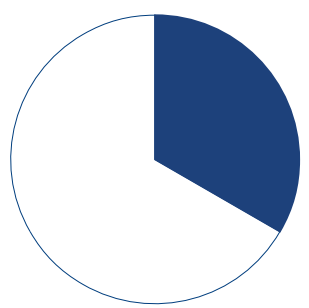
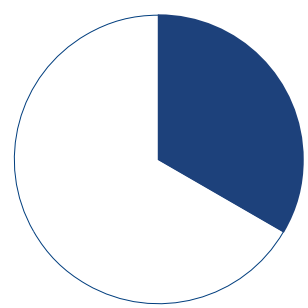
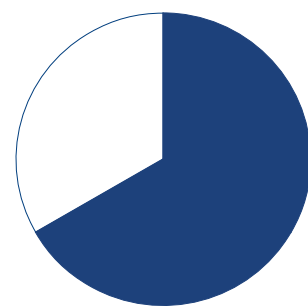
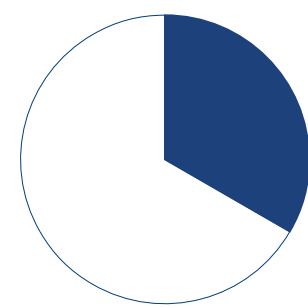

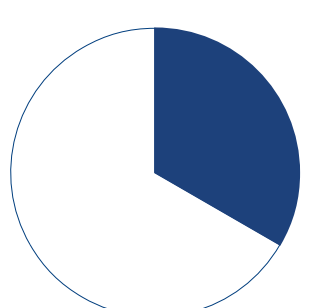
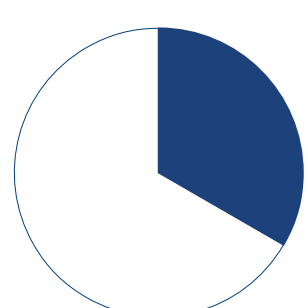
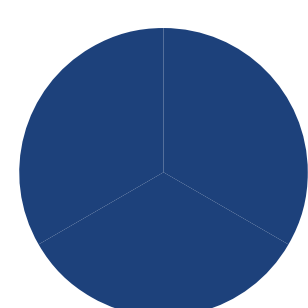
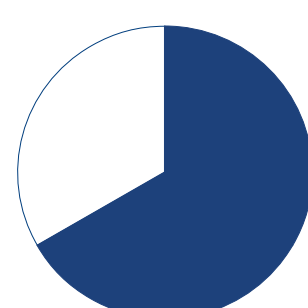

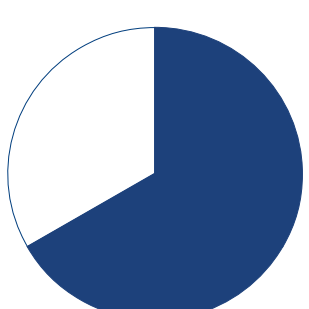
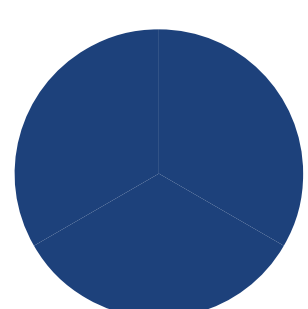
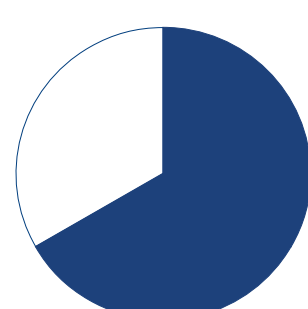
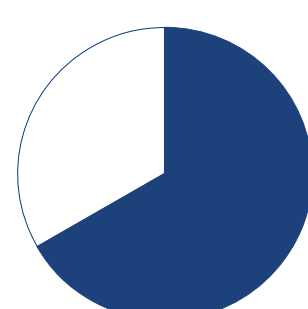

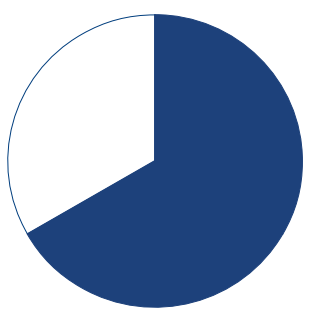
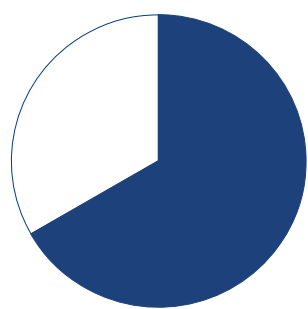
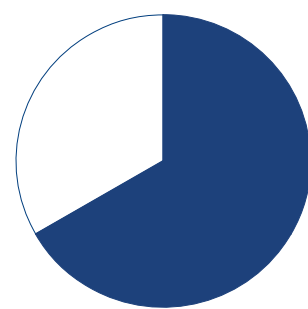
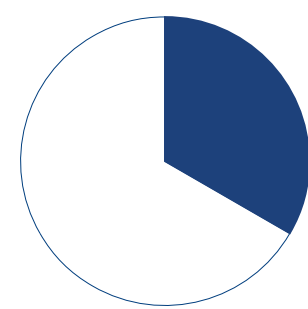
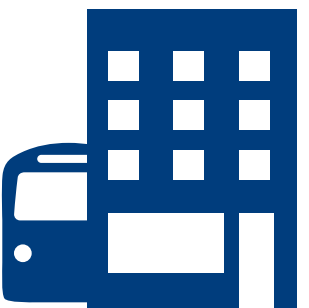
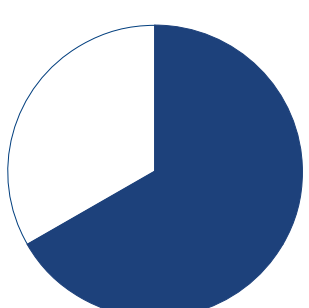
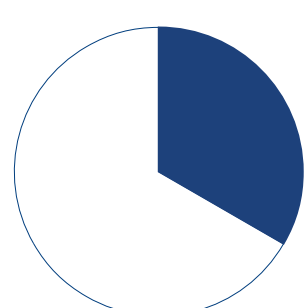
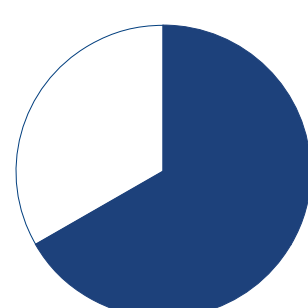
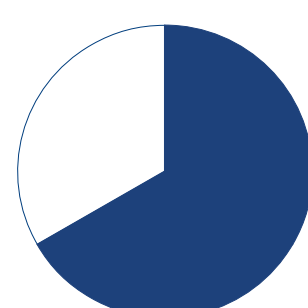

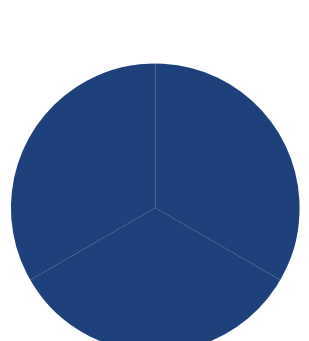
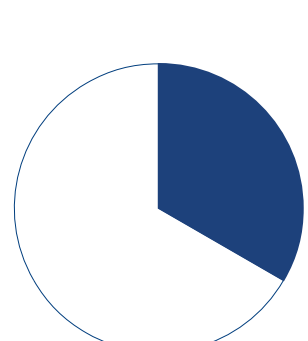
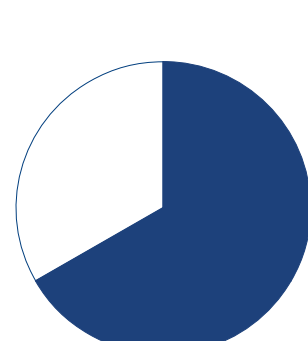
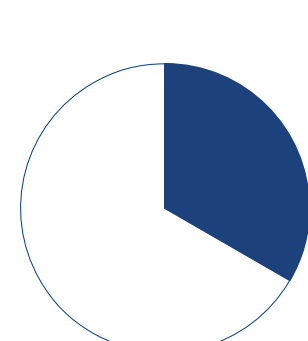




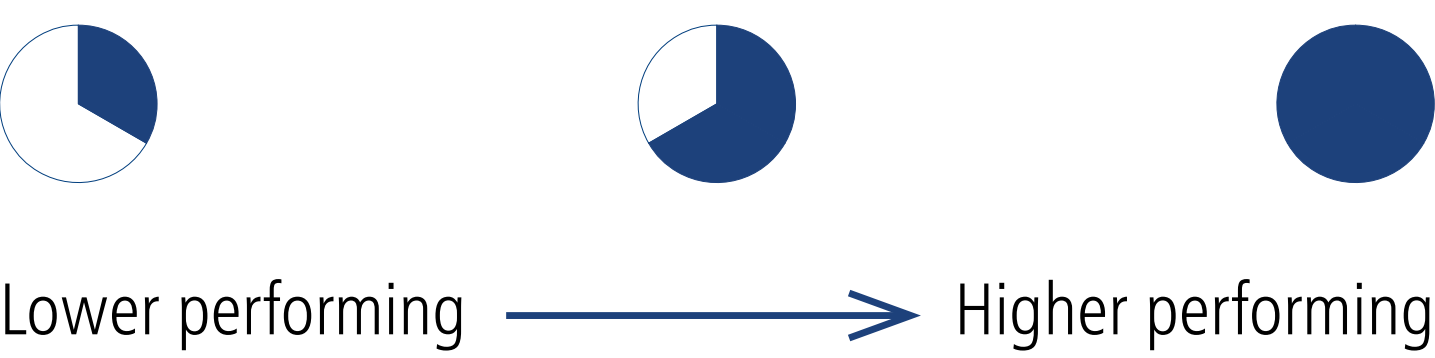
Request for more bike storage and improved cleanliness and security around the station

GARAGE SITES RECOMMENDED FOR FURTHER STUDY



EVALUATION RESULTS: HOW DO THE GARAGE SITES COMPARE?

Project Goal	Evaluation Criteria	KENT GARAGE SITES			
		SITE 1	SITE 2	SITE 3	SITE 4
Access Improve access to transit at the station	 Improves travel time and reliability				
	 Improves comfort, safety and convenience for current and new riders				
Environment Advance environmental/sustainability goals of Sound Transit and the community	 Minimizes adverse environmental and community impacts to natural and built environment				
Implementation Improvements can be implemented in a timely manner	 Minimizes potential risk to project schedule				
Consistency and Compatibility Support regional and community goals	 Supports plans for the station area				
	 Neighborhood compatibility				
Increased Sounder parking spaces	 Estimated increased Sounder parking spaces* (net spaces added)	Approximately 515	Approximately 470	Approximately 490-550	Approximately 495
Cost	 Estimated total project cost	\$74.9 million	\$71.5 million	\$65.0 - \$74.4 million	\$82.4 million

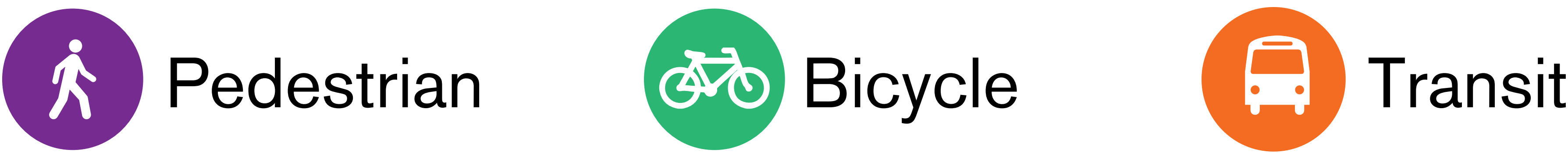


**Parking space estimates are based on preliminary design concepts and are not exact values. These estimates were created for comparison purposes only and are subject to change.*

WHAT'S INCLUDED IN EACH ALTERNATIVE?

Same across all alternatives

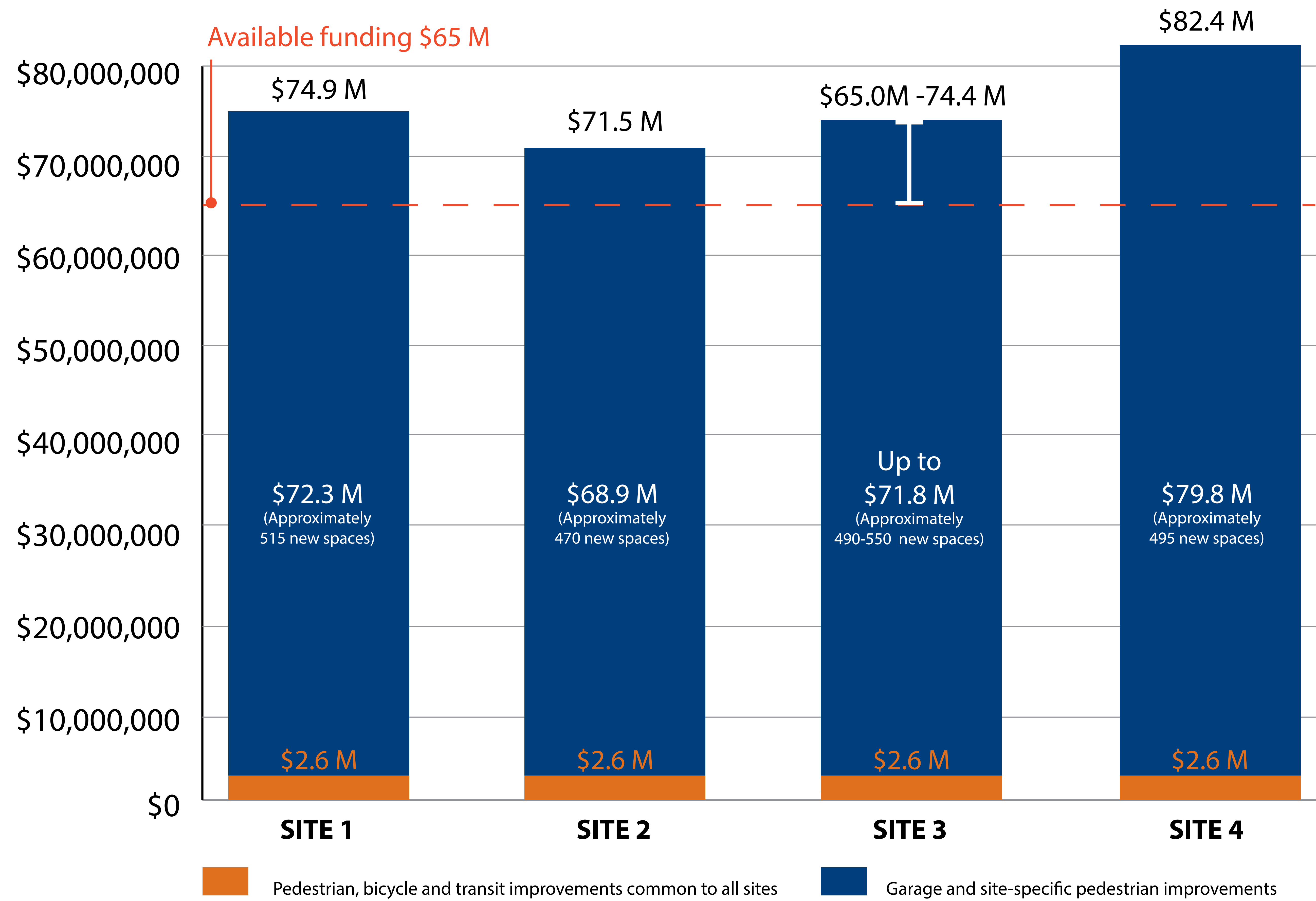
- Non-motorized access improvements to the Sounder station:



Specific to each garage site

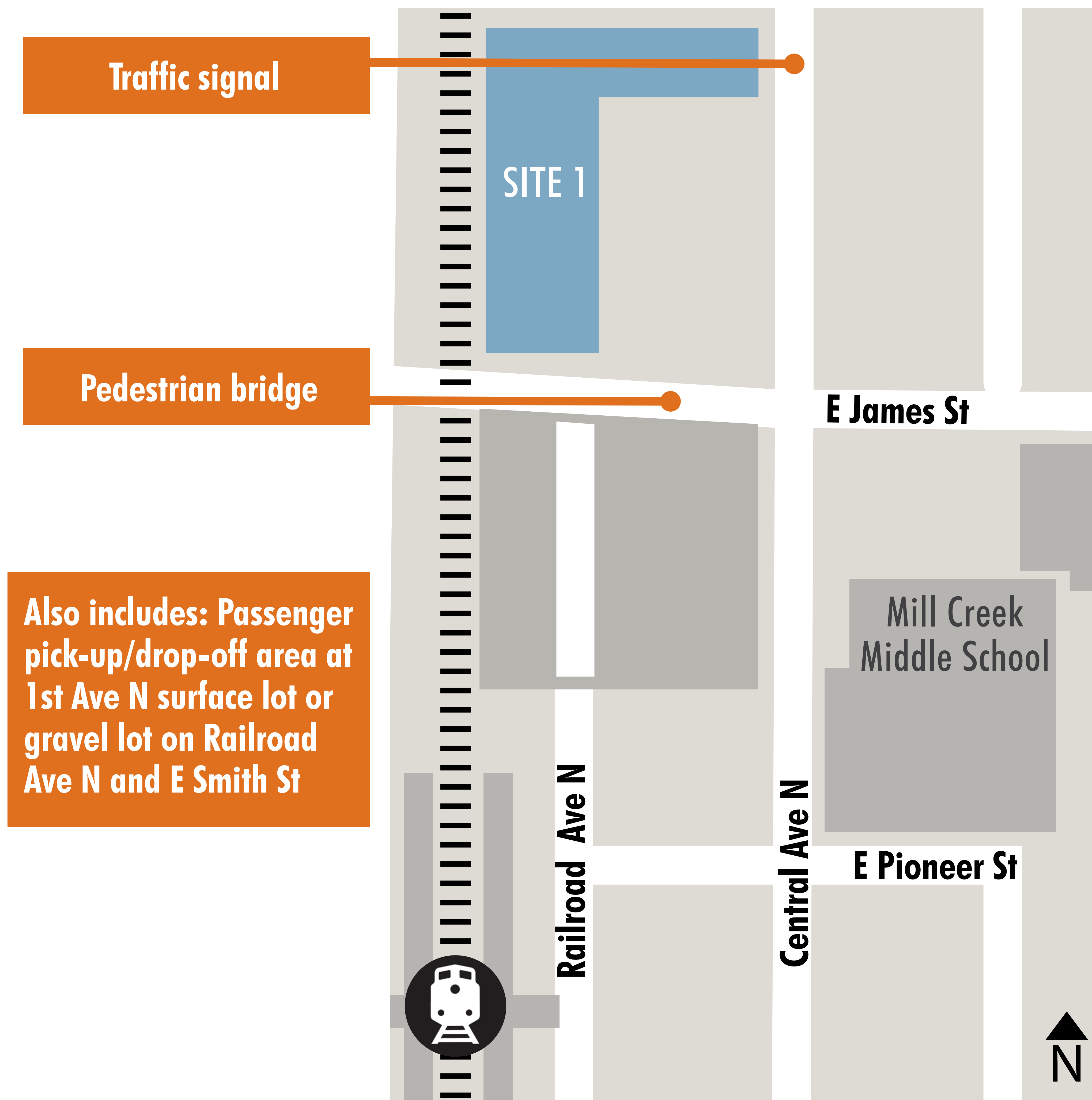
- Projects to improve passenger access between the parking garage and station
- Additional Sounder parking spaces*

Estimated costs (2017 dollars)



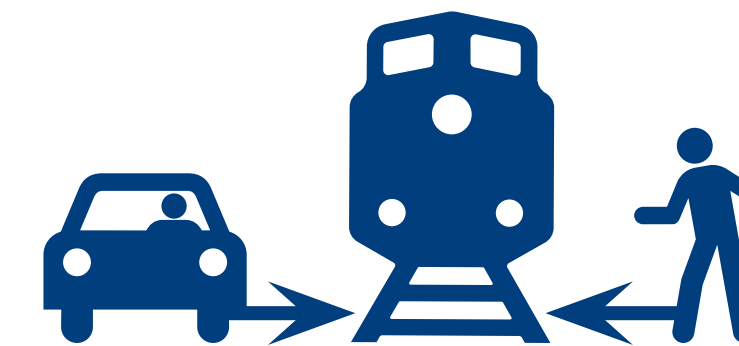
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SITE 1: E JAMES STREET LOT



**Estimated increased parking spaces:
Approximately 515***

Key considerations



Challenging passenger access across E James St



Expected congestion at Central Ave N entrance



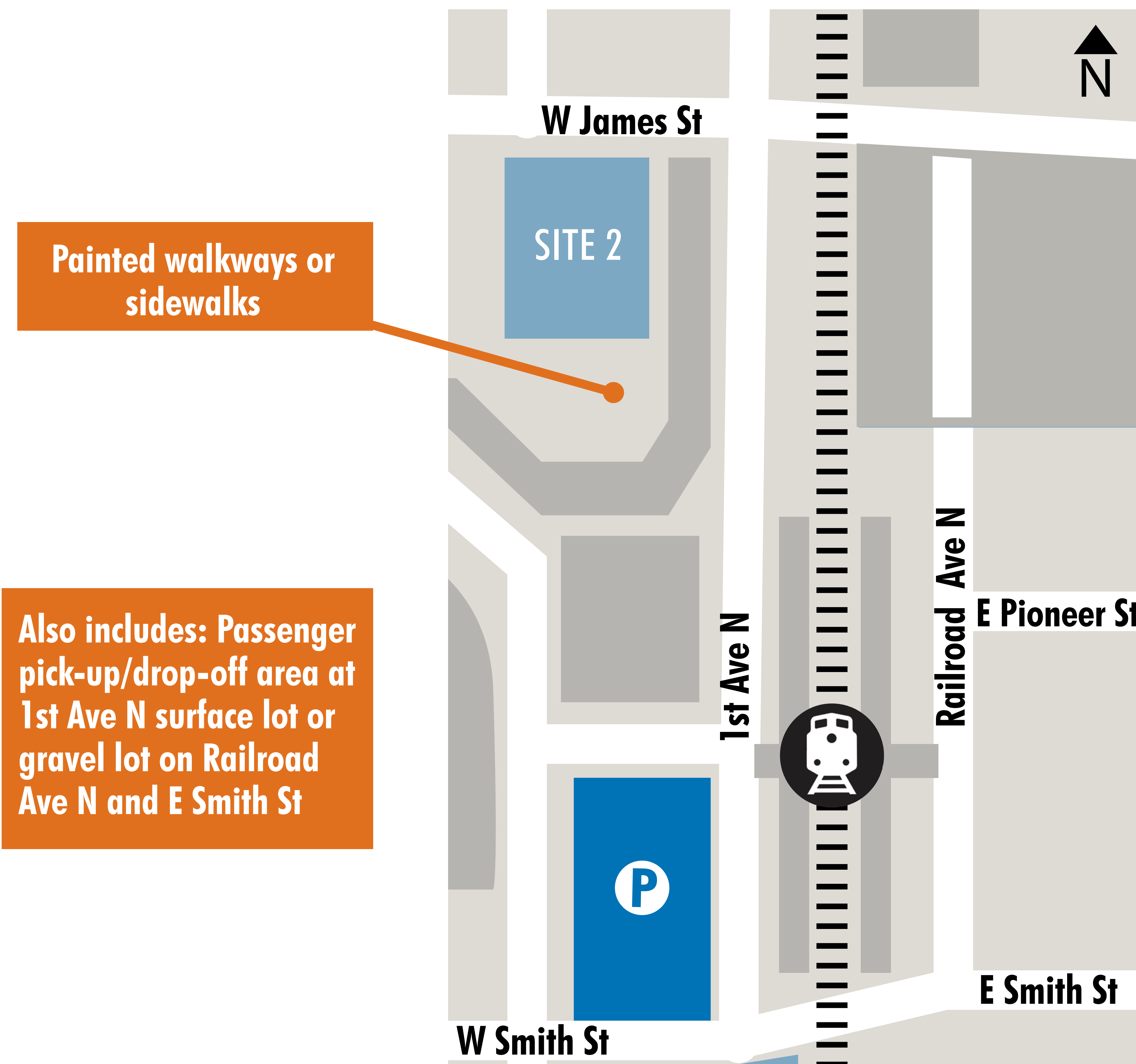
Contamination likely in soil and groundwater



Factors influencing cost:
Property acquisition, potential environmental mitigation, pedestrian bridge

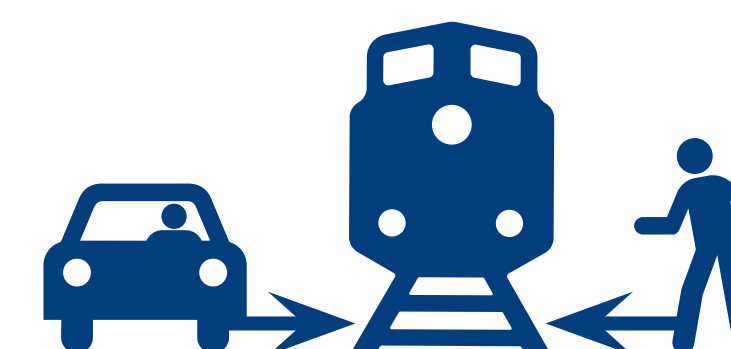
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SITE 2: KENT STATION



**Estimated increased
parking spaces:
Approximately 470***

Key considerations



Reasonable access for passengers, except for crossing tracks when gates are down; reasonable access for cars



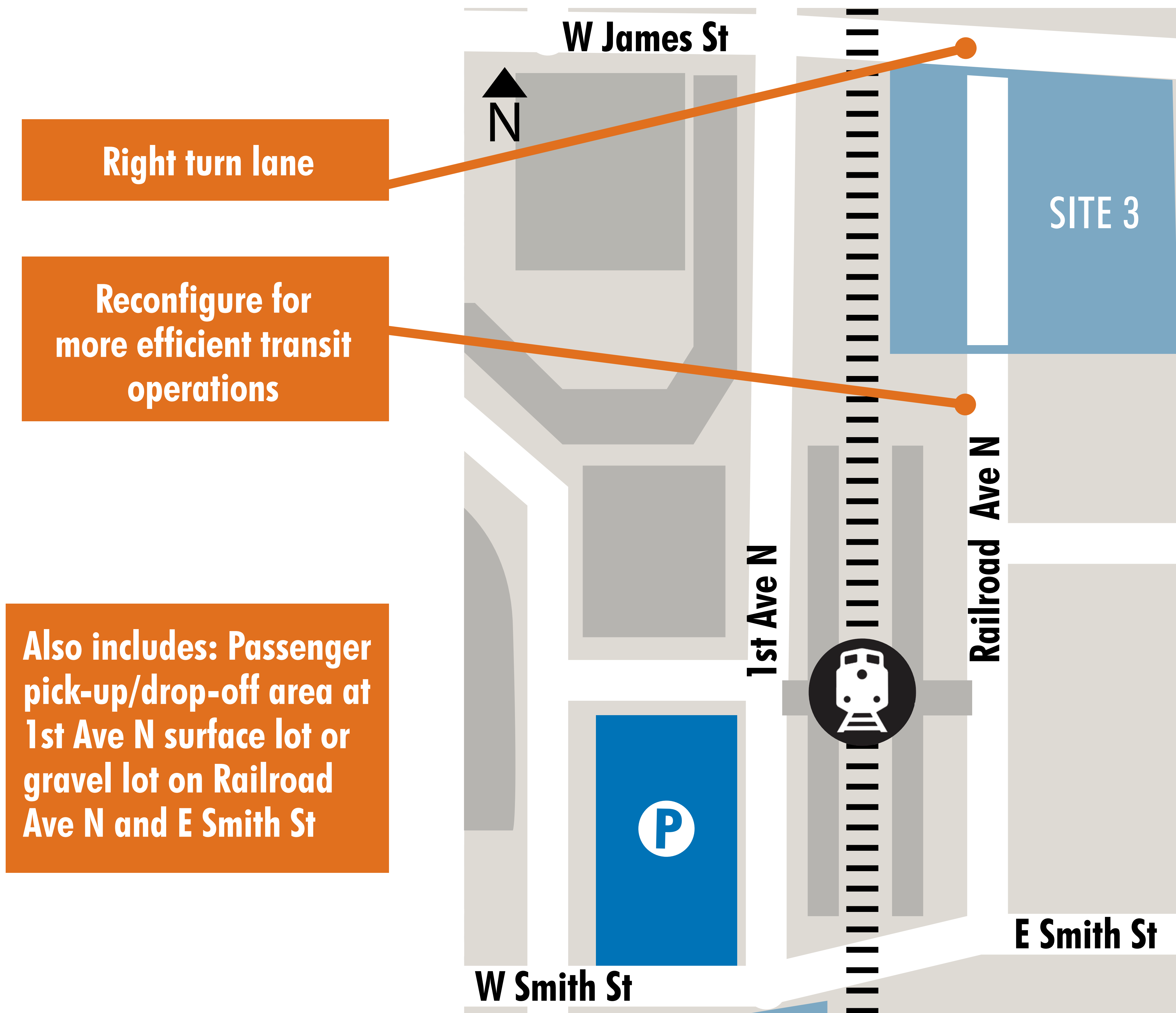
Higher potential for traffic congestion (same side of tracks as existing garage)



Factors influencing cost: Property acquisition, potential environmental mitigation

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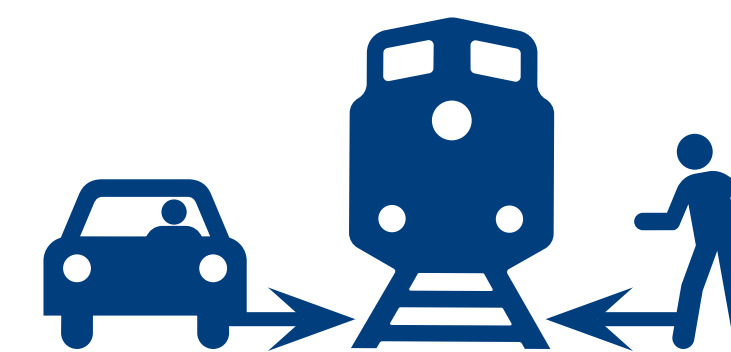
SITE 3: SOUTH OF E JAMES STREET



**Estimated increased parking spaces:
Approximately 490-550***

Multiple options being considered within larger Site 3 footprint

Key considerations



Reasonable access for passengers and cars



Lower potential for traffic congestion (opposite side of tracks as existing garage)



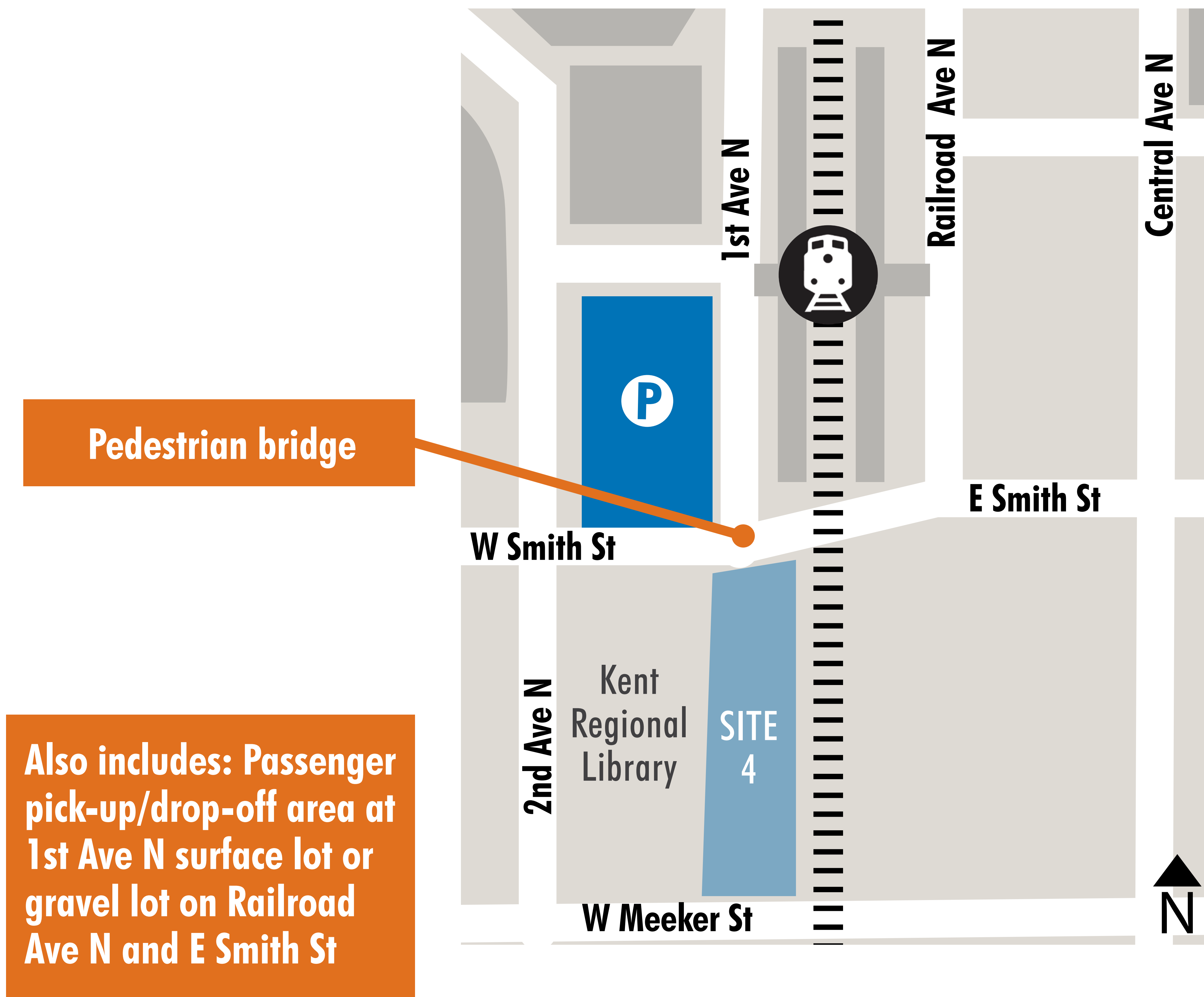
Contamination likely in soil and groundwater; site includes potentially historic structures



Factors influencing cost:
Property acquisition, potential environmental mitigation

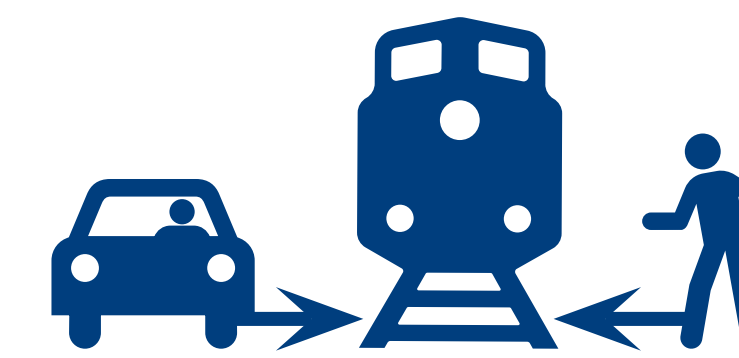
**Parking space estimates are based on preliminary design concepts and are not exact values. These estimates were created for comparison purposes only and are subject to change.*

SITE 4: KAIBARA PARK



**Estimated number of parking spaces:
Approximately 495***

Key considerations



Challenging passenger access across Smith St; car access would require reconfiguration of library parking lot



Higher potential for traffic congestion (same side of tracks as existing garage)



Proximity to library may require visual, noise and vibration mitigation



Factors influencing cost: Property acquisition, constrained site, potential environmental mitigation, pedestrian bridge

**Parking space estimates are based on preliminary design concepts and are not exact values. These estimates were created for comparison purposes only and are subject to change.*

PRIORITY NON-MOTORIZED AND TRANSIT ACCESS IMPROVEMENTS

- Below are representative pedestrian, bicycle and transit access projects prioritized by City of Kent and Sound Transit staff as the most effective at improving non-motorized access to the station, regardless of which garage site is selected.
- These access projects were identified from existing Sound Transit and City studies, suggestions from the stakeholder group and community input gathered during outreach for this project.
- These non-motorized improvements are estimated to cost approximately \$2.6 million, though the projects themselves may change during design and environmental review.

