

Resolution No. R2020-02

Kent Station Parking and Access Improvements Project

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	2/13/2020 2/27/2020	Recommend to Board Final action	Don Billen, Executive Director, PEPD Chelsea Levy, South Corridor Development Director, PEPD Jon Mihkels, Project Director, DECM

Proposed action

Selects the non-motorized, transit and parking improvements to be constructed to improve access to the Kent Sounder Station as part of the Kent Station Parking and Access Improvements project.

Key features summary

- This action defines and selects the bicycle, pedestrian, lighting, and parking access improvements to be constructed for the Kent Station Parking and Access Improvements project.
- Parking improvements in the station area include a proposed parking garage site bounded by E Pioneer Street to the south, E James Street on the north, and BNSF Railway on the west.
- The proposed parking garage will have up to 534 parking stalls. This includes the replacement of 65 parking stalls at adjacent Sound Transit owned surface parking lots. Upon completion of the project, the total Kent Station dedicated parking area could be up to 1,411 stalls.
- The proposed non-motorized access improvements would include:
 - Pedestrian improvements at Railroad Avenue N. and W. Smith Street (as defined in the SEPA check-list) including a painted curb extension; rapid flashing beacons; a hardscape median with pedestrian refuge; and restriping of crosswalks and curbs that are Americans with Disabilities Act (ADA) compliant.
 - Smart bike lockers and bike racks in the station area to improve bicycle access to the station.
 - A new sidewalk, ADA compliant crosswalk, painted curb extension to provide traffic calming, and restriping along Railroad Avenue N to support access to a new RapidRide stop on Railroad Avenue N.
 - A new sidewalk connection to the garage on the southside of E James Street between Railroad Avenue N and Central Avenue N.
- Transit improvements in the station area include conversion of an existing Sound Transit parking lot on 1st Avenue N to a bus layover facility, as well as improvements for a future King County Metro RapidRide stop. The layover area would include approximately eight bus bays and displace 49 existing parking stalls for transit riders. These displaced stalls are accounted for in the proposed parking garage. A funding partnership with King County Metro is in progress to share costs of the bus layer facility.

- Sound Transit issued the SEPA Determination of Nonsignificance and supporting environmental documents for review on October 7, 2019 with a two week comment period.

Background

In November 2008, voters approved access improvements to the Kent Sounder Station as part of the ST2 ballot measure to expand mass transit throughout the region. Subsequently, the Sounder Station Access Study was conducted to identify potential access improvements at Sounder stations. However, funding for these improvements was suspended as a result of the reduced revenue during the recession. The Sound Transit Board restored funding for the Kent Sounder Station access improvements in January 2016, and Phase 1 of the Kent Sounder Station Access Improvements Project commenced in November 2016.

The analysis performed during Phase 1 led to the parking and access improvement options that are being advanced to the Board for identification of a preferred alternative. Four different site alternatives, listed below, were presented to the Board for consideration.

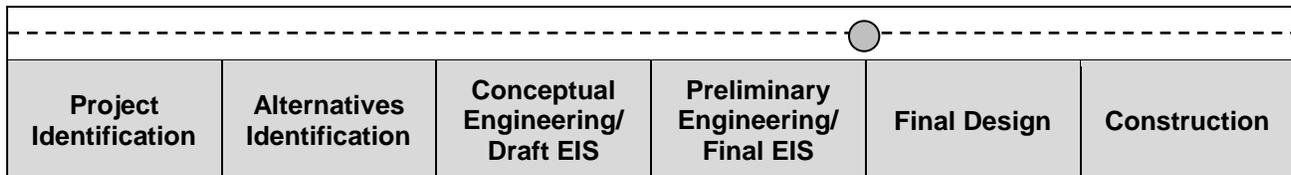
- Site 1: East James Street site: Located parallel to the railroad corridor and East James Street
- Site 2: Kent Station (shopping center) site
- Site 3: Railroad Avenue site: Located along Railroad Avenue from the railroad corridor to Central Avenue
- Site 4: Kaibara Park site: Located between the railroad corridor and the Kent Library parking lot

The sites were evaluated based on availability to provide reliable access, potential environmental conditions, consistency with regional and local plans, and comparison of constructability within financial resources. Site 3, Railroad Ave, was found to have lower potential for traffic congestion as it on the opposite side tracks from the existing Sound Transit parking garage and provided an opportunity for an improved bus transfer environment.

The Sound Transit Board identified a preferred package of parking at Site 3 and access improvements to advance into environmental review and conceptual engineering. Site 3 was also recommended by Sound Transit staff and the City of Kent.

Sound Transit evaluated these improvements and issued a Determination of Nonsignificance (DNS) and supporting environmental documents under the State Environmental Policy Act (SEPA) on October 7, 2019 with a two week comment period. No comments were received.

Project status



Projected completion date for Design-Build Contract Procurement: 2021

Projected completion date for Final Design: 2022

Project scope, schedule and budget summary are located on page 141 of the November 2019 Agency Progress Report

Fiscal information

Although there is no current fiscal action associated with this proposed action, the eventual design and construction of the selected improvements will have fiscal impacts. Those impacts will be addressed during future actions as they are presented.

Currently, the total cost estimate of all the Kent Station improvements (non-motorized, parking and transit) is \$116.9M(YOE\$) and the Financial Plan cost estimate is \$90.3M(YOE\$). Assuming all station improvements were approved, there is an increase of \$26.1M(YOE\$) against what was estimated in the Financial Plan for the project.

The Fall 2019 finance plan can accommodate these changes in cost, and they do not impact the delivery of the other projects.

Disadvantaged and small business participation

Not applicable to this action.

Public involvement

Extensive public involvement has occurred since project development was initiated. During Phase 1, Sound Transit worked closely with a Technical Advisory Committee, a Stakeholder Working Group, and the public to identify potential sites and access improvements, provide feedback on the evaluation, and to identify a recommended preferred alternative. Two open houses were held during Phase 1.

During Phase 2, Sound Transit has continued extensive public and stakeholder involvement. This included presentations to neighborhood groups (Kent Downtown Partnership, North Park, Mill Creek, and North Scenic Hill), as well as to the Kent Cultural Diversity Initiative Group, Kent Cultural Communities Board, and South King County Mobility Coalition, and to property owners. Sound Transit also held two open houses (October of 2018 and October of 2019), and staffed informational tables at community festivals.

Time constraints

A one-month delay could create a significant impact to the project schedule's opening date.

Prior Board/Committee actions

Motion No. M2017-139: (1) Identified the Preferred Alternative for the Kent Station Access Improvements Project to advance into environmental review, and; (2) approved Gate 2: Identify Alternatives and Gate 3: Identify Preferred Alternative within Sound Transit's Phase Gate process.

Resolution No. R2016-09: (1) Amended the Adopted 2016 Budget to create the Kent Station Access Improvements Project by (a) establishing the Project Lifetime Budget through alternatives analysis in the amount of \$831,000, (b) establishing the 2016 Annual Budget in the amount of \$289,500 and (2) authorized the project to advance through Gate 1 within Sound Transit's Phase Gate Process.

Motion No. M2016-10: (1) Restored funding for the Kent and Auburn Access Projects in the Sound Transit 2 Finance Plan, and (2) directed staff to start work on those access projects and return with a budget amendment and Phase Gate actions when appropriate.

Environmental review – KH 2/5/20

Legal review – AJP 2/10/2020



Resolution No. R2020-02

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority selecting the non-motorized, transit and parking improvements to be constructed to improve access to the Kent Sounder Station as part of the Kent Station Parking and Access Improvements project.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Sound Transit district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, ST2, the plan for expanding high-capacity transit in the Central Puget Sound includes funding for improving access at Kent Sounder Station by building a multi-level parking structure, bus layover spaces, and non-motorized improvements; and

WHEREAS, Sounder service between Kent and Seattle continues to experience growth in demand with over 1,800 people a day riding Sounder from the Kent Station, and a predicted Sounder South ridership increase of 42 percent by 2042; and

WHEREAS, pursuant to Motion No. M2017-139, the Sound Transit Board identified the Preferred Alternative for the Kent Station Access Improvements for environmental review and approved Gate 2: Identify Alternatives and Gate 3: Identify Preferred Alternative within Sound Transit's Phase Gate process; and

WHEREAS, environmental compliance pursuant to the State Environmental Policy Act (SEPA) is complete and Sound Transit issued a Determination of Non-significance (DNS) on October 7, 2019 for the Kent Station Parking and Access Improvements; and

WHEREAS, after due consideration of the environmental, social, economic, and other relevant factors and information, the Board finds that it is in the best interest of and will best serve the people in the Sound Transit district to select and implement the Kent Station Improvements project described below.

NOW THEREFORE BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that following non-motorized, transit and parking improvements are selected to be constructed to improve access to the Kent Sounder Station as part of the Kent Station Parking and Access Improvements project:

- Parking improvements in the station area include:
 - A proposed parking garage site bounded by E Pioneer Street to the south, E James Street on the north, and BNSF Railway on the west. The proposed parking garage will have up to 534 parking stalls. This includes the replacement of 65 parking stalls at an adjacent Sound Transit owned surface parking lot. Upon completion of the project, the total Kent Station dedicated parking area could be up to 1,411 stalls.

- Non-motorized access improvements include:
 - Pedestrian improvements at Railroad Avenue N and W Smith Street (as defined in the SEPA check-list) including a painted curb extension; rapid flashing beacons; a hardscape median with pedestrian refuge; and restriping of crosswalks and curbs that are Americans with Disabilities Act (ADA) compliant.
 - Smart bike lockers and bike racks in the station area to improve bicycle access to the station.
 - A new sidewalk, ADA compliant crosswalk, painted curb extension to provide traffic calming, and restriping along Railroad Avenue N to support access to a new RapidRide stop on Railroad Avenue N.
 - A new sidewalk connection to the garage on the south side of E James Street between Railroad Avenue N and Central Avenue N.
- Transit improvements in the station area include:
 - Conversion of an existing Sound Transit parking lot on 1st Avenue N to a bus layover facility, as well as improvements for a future King County Metro RapidRide stop. The layover area would include approximately eight bus bays and displace 49 existing parking stalls for transit riders. These displaced stalls are accounted for in the proposed parking garage. A funding partnership with King County Metro is in progress to share costs of the bus layer facility.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on February 27, 2020.



Paul Roberts
Board Vice Chair

Attest:



Kathryn Flores
Board Administrator