# At-Grade Crossing Program Master Plan

Board of Directors 06/26/2025



# Why we are here

#### Resolution No. R2025-11:

- Adopt the 2025-2029 At-Grade Crossing
   Program Master Plan and merge existing Transit Improvement Projects (TIP) projects to create one program.
- Amend the programs authorized allocation to increase by \$70.8M.
- Amend the programs 2025 annual spend to allow the At-Grade Crossing Program to continue progressing current project work through implementation.





## What we heard

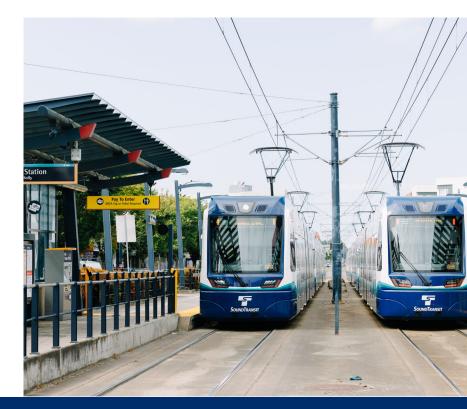
## May 22th Board of Directors Meeting:

- Community input on Master Plan
- Update to maps
- Clarify project prioritization process
- Connection between data and projects



# At-Grade Program priorities

- Reduce collisions and near misses with vehicles and pedestrians.
- Provide a consistent and safe passenger experience systemwide.
- Provide reliable service without degradation to operational performance.
- Increase accessibility of the Sound Transit network for all.
- Build positive, proactive relationships with surrounding communities that foster trust and increase perception of safety of Sound Transit service.





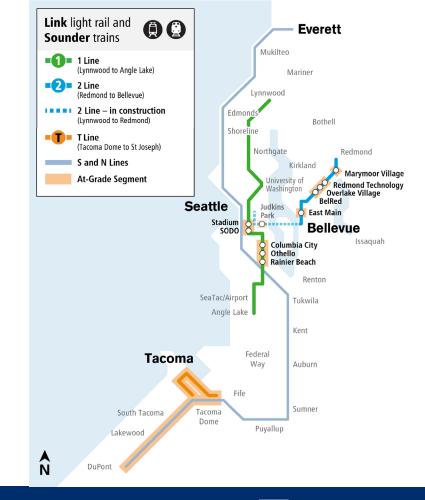
# Program Master Plan

## In alignment with Motion No. M2024-45

"...(4) deliver a Rainier Valley Safety Master Plan of potential atgrade crossing safety improvements to the Board... followed by a systemwide at-grade crossing safety plan in November 2024..."

## Objectives:

- Establish criteria for identifying and prioritizing enhancements and advancing investments.
- Provide a transparent process for Program and project decisions.
- Collaborate with the public and regional partners.
- Identify safety enhancement projects, considerations, and costs.
- Summarize corridor data trends before and after project implementation.





## Project identification and prioritization

#### Enhancement identification

Identification is informed by extensive research, segment monitoring, community engagement, and collaboration with regional partners.

#### Assessment tool: Criteria and ranking

- **Pre-screen:** evaluate safety impact and compliance with regulatory standards
- Risk assessment: identify challenges, evaluate likelihood/impact of risks, and determine whether enhancements negatively impact operations, cost, or timelines
- Ranking: prioritize most effective solutions using a weighted evaluation criterion

#### Project development

Enhancement options are bundled into project packages for faster delivery while minimizing operational impacts and service disruptions.

### Data collection/monitoring

Once safety enhancement projects are implemented, the agency's Safety Department actively monitors safety data, conducts regular safety inspections, and tracks all safety-related incidents to assess the effectiveness of the implemented mitigations and ensure continuous improvement in our safety performance.









## **Current projects**

Link light rail Sounder







Note: All projects require coordination and a level of approval with regional partners; the two Pedestrian Gate Pilots (\*) require a more detailed review and approval.

Project type	Mode	Project name (Near-term 2025-2026)	Safety focus area	Estimated cost range	Target completion date
Pavement Marking	Link	Dynamic Envelope Pavement Markings		\$800k - \$1M	Q3 2025
Planning	Sounder	Crossing Evaluation and safety analysis at Bridgeport Way S, S 74 <sup>th</sup> St, S 56 <sup>th</sup> St (Sounder Lakewood Subdivision)		\$200k - \$250k	Q1 2026
Planning	Sounder	Crossing Evaluation and safety analysis on 16 at-grade crossings (Sounder Lakewood Subdivision)		\$700K - \$1M	Q1 2026
Technology	Link	SMART Grant: Rainier Valley Safe Project Pilot, Phases 1 & 2		\$2.5M (Ph 1)	Q4 2025 (Ph 1)
		· · ·		\$15M (Ph 2)	Q3 2027 (Ph 2)
Planning	T-Line	Data collection, inventory, and input on new standards		\$500k - \$750k	Q4 2026
Train Enhancement	Link	Alternating (Wig Wag) Train Headlights		\$5M	Q4 2026
Project type	Mode	Project name (Mid-term 2027-2029)	Safety focus area	Estimated cost range	Target completion date
Infrastructure	Link	Automatic Pedestrian Gates, Stadium Station		\$6M - \$9M	Q1 2028 – Q2 2028
Infrastructure	Link	1-Line Enhancements		\$7M - \$16M	Q1 2028 – Q2 2028
Infrastructure	Link	Automatic Pedestrian Gate Pilot, Columbia City & Othello*		\$10M - \$14M	Q2 2028 – Q4 2029
Infrastructure	Link	Automatic Pedestrian Gate Pilot, Rainier Beach*		\$8M - \$15M	Q3 2028 – Q2 2029



# Connection between projects and data: Key takeaways

Data type	Project name
	Alternating (Wig Wag) Train Headlights
Rail - Pedestrian incidents	Automatic Pedestrian Gates, Stadium Station
Intersection locations with the highest	1-Line Enhancements
events are at station locations	Automatic Pedestrian Gate Pilot, Columbia City & Othello
(Columbia City, Othello, and Rainier Valley Stations) and one future station	Automatic Pedestrian Gate Pilot, Rainier Beach
location (Graham St.).	SMART Grant: Rainier Valley Safe Project Pilot,
	Phase 1 & Phase 2
	Dynamic Envelope Pavement Markings Pilot
Rail - Vehicle incidents	Alternating (Wig Wag) Train Headlights
Most collisions result from prohibited left turns when train and vehicle travel in the	1-Line Enhancements
same direction.	SMART Grant: Rainier Valley Safe Project Pilot, Phase 1 & Phase 2



## Budget amendment: At-grade work

- Request Board approval of budget amendment in June
- Streamline projects (6) and combine into one At-Grade Program
- Increase 2025 budget and lifetime Program allocation
  - 2025 annual Program budget: increase to \$13.1M (+\$3.3M)
  - Total lifetime Program allocation: increase to \$89.2M (+\$70.8M)
- Long-term service delivery projects forecast has sufficient funding for system enhancements

## Budget amendment: At-grade work

- Creates new "At-Grade Crossing Program"
- Increases lifetime allocation by \$70.8M

#### **At-grade Crossings Program**

(in thousands)

	Annual Project Budget		
Project Phase	Adopted 2025 Annual Project Budget	Budget Revision	Revised 2025 Annual Project Budget
Operations + Maintenance	1,329	-	1,329
Agency Administration	2,382	200	2,582
Preliminary Engineering	605	180	785
Final Design	1,343	420	1,763
Third Party Agreements	-	450	450
Right of Way	-	-	-
Construction	4,115	1,580	5,695
Construction Services	33	470	503
Vehicles	-	-	-
Contingency	-	-	-
Total	\$9,806	\$3,300	\$13,106

Authorized Project Allocation						
Authorized Project Allocation (Current)	Allocation Change	Authorized Project Allocation (New)				
2,816	-	2,816				
3,466	5,134	8,600				
4,437	4,934	9,371				
1,946	7,656	9,602				
-	2,155	2,155				
-	-	-				
5,651	40,179	45,830				
63	10,742	10,805				
-	-	-				
-	-	-				
\$18,380	\$70,800	\$89,180				

# Thank you.



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