

At-Grade Crossing Program

Master Plan

Rider Experience and Operations Committee
6/5/2025



Why we are here

Resolution 2025-11:

- 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 22, 2025 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 at-grade 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.



Program communications and engagement

Three focus areas:

- Master Plan engagement
- Ongoing safety education/awareness
- Project development/construction



Tailored, equity-focused engagement

Connecting with communities where they are.

Winter activities



LOOK

Help us enhance crossing safety.

Join our online forum!

Jan. 13 - Feb. 6

Share your transit experiences to help shape safety enhancements.

soundtransit.org/crossings

For information in alternative formats: 800.201.4600 TTY: 711 or accessibility@soundtransit.org

Enhancing crossing safety
At-Grade Crossing Program Overview

What is the At-Grade Crossing Program?

The At-Grade Crossing Program (AGCP) is a comprehensive safety initiative launched in 2021 to reduce incidents at locations where tracks and train intersect with vehicles and people walking, cycling, and driving.

The Program includes safety enhancements and increased safety awareness and education efforts.

Why At-Grade Crossings?

- At-grade crossings are critical points of safety, equity, and community connection.
- Safe crossings mean improved mobility, interacting with buses and train, and directions to city life.

Our Mission
Achieve zero safety incidents and enhance the quality of regional transit.

Our Focus
At-grade crossings on Link light rail, prioritizing enhancements in the highest concentration of incidents in the region.

我们正致力于提升轨道和火车交叉口或道路的通行安全。

即日起至周四（2月6日），请访问[我们的线上咨询会]，深入了解平交道口计划总体规划以及您所在社区的相关项目，并欢迎分享您的交叉口过道经历。

LOOK → **Help us enhance crossing safety.**

crossingsafety.org

我们正致力于提升轨道和火车交叉口或道路的通行安全...

[Learn more](#)

Spring activities



Youth poster contest



Current projects



Link light rail



Pedestrian



Sounder



Vehicle

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 th St, S 56 th 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) \$15M (Ph 2)	Q4 2025 (Ph 1) 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
<i>Rail - Pedestrian incidents</i> Intersection locations with the highest events are at station locations (Columbia City, Othello, and Rainier Valley Stations) and one future station location (Graham St.).	Alternating (Wig Wag) Train Headlights
	Automatic Pedestrian Gates, Stadium Station
	1-Line Enhancements
	Automatic Pedestrian Gate Pilot, Columbia City & Othello
	Automatic Pedestrian Gate Pilot, Rainier Beach
	SMART Grant: Rainier Valley Safe Project Pilot, Phase 1 & Phase 2
<i>Rail - Vehicle incidents</i> Most collisions result from prohibited left turns when train and vehicle travel in the same direction.	Dynamic Envelope Pavement Markings Pilot
	Alternating (Wig Wag) Train Headlights
	1-Line Enhancements
	SMART Grant: Rainier Valley Safe Project Pilot, Phase 1 & Phase 2

Regional and internal coordination

Regional partners

- Regional partners are responsible for implementing significant changes to their roadways and the operation of traffic signal systems, including:
 - Vehicle speed limit changes
 - Lane reductions
 - Vehicle & pedestrian gates
 - Restricted movements, closing or consolidating intersections
- Permitting
- Maintenance & Operations Agreements

Other Sound Transit projects

- Share lessons learned and project updates and strategies
- Collaborate on safety enhancement projects to identify project efficiencies and streamline processes
- Develop design requirements

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)

Project Phase	Annual Project Budget		
	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

Next steps

June 2025

- **REO:** Request REO recommendation to Board to adopt Resolution No. R2025-11
- **Board:** Adopt Resolution No. R2025-11

Ongoing

- Coordination with regional partners.
- Continued communication and engagement plan activities.
- Expediting current project work and identifying new safety enhancements.

Thank you.



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