



# Kent Station Access Improvements

Kent City Council Study Session – August 15, 2017

 **SOUNDTRANSIT**

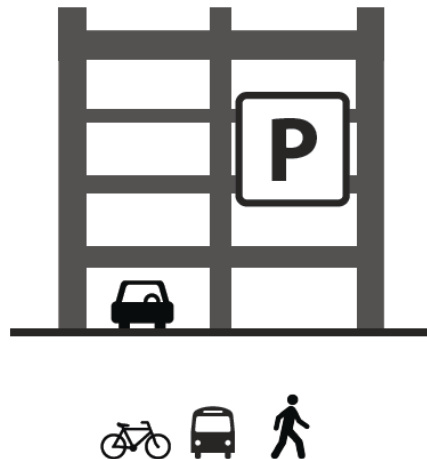
**To increase access for  
all riders to the Kent  
Sounder station.**

**Project Budget: \$65 Million in 2017  
Dollars**

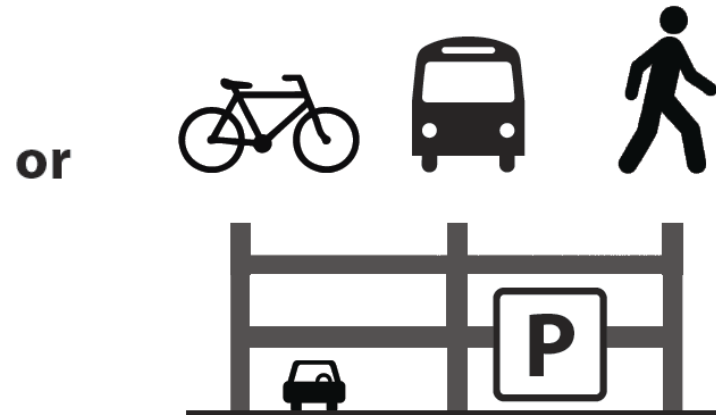


# Planning effort will determine the most effective and affordable mix of improvements

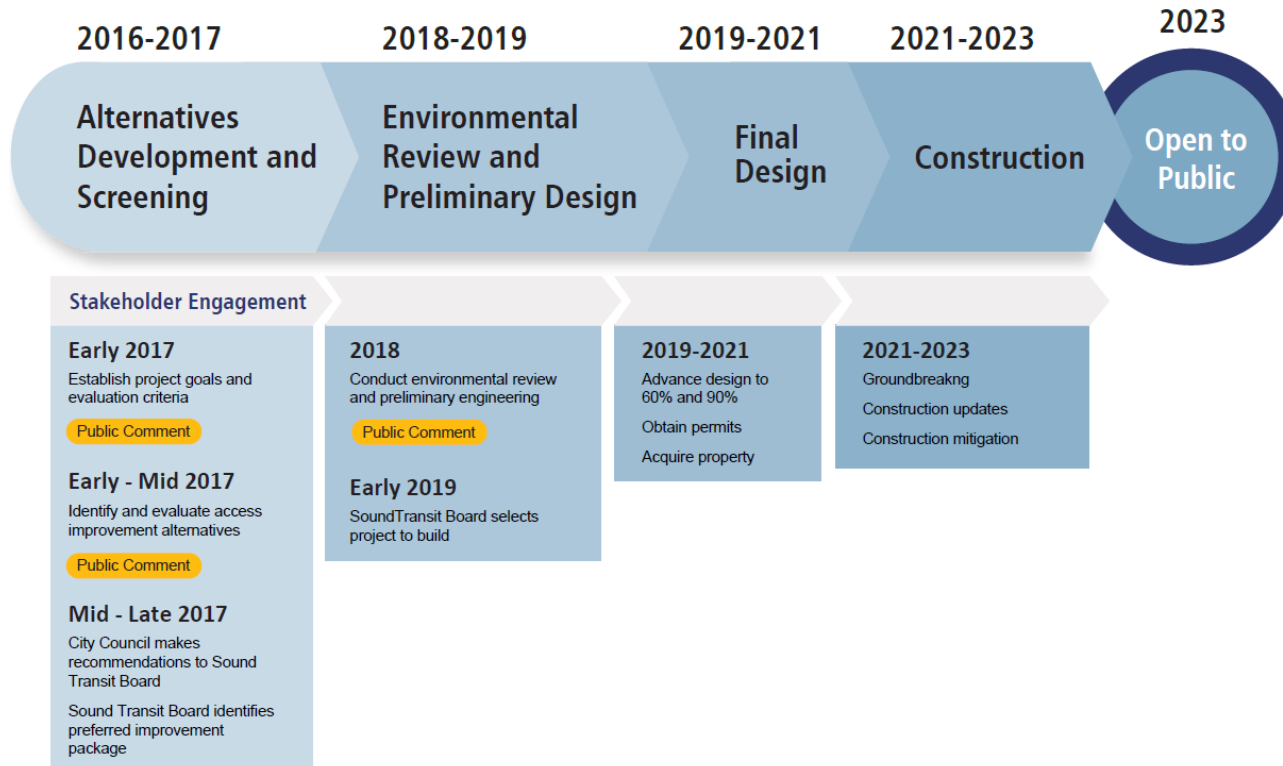
Option 1

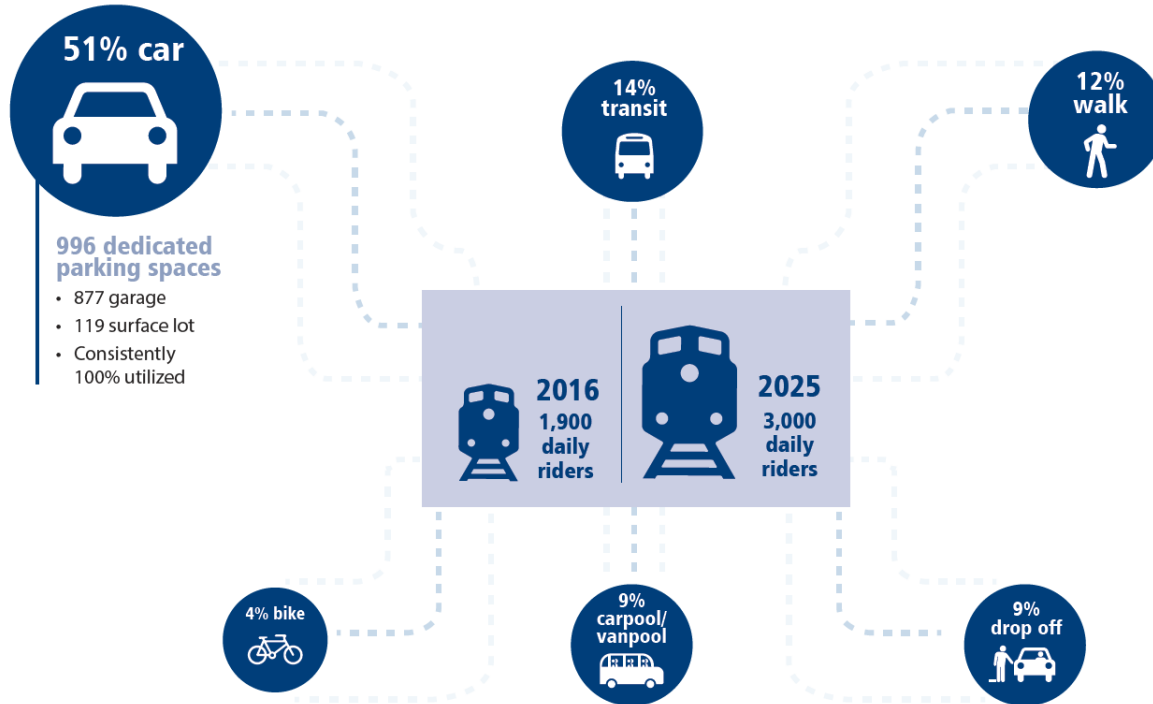


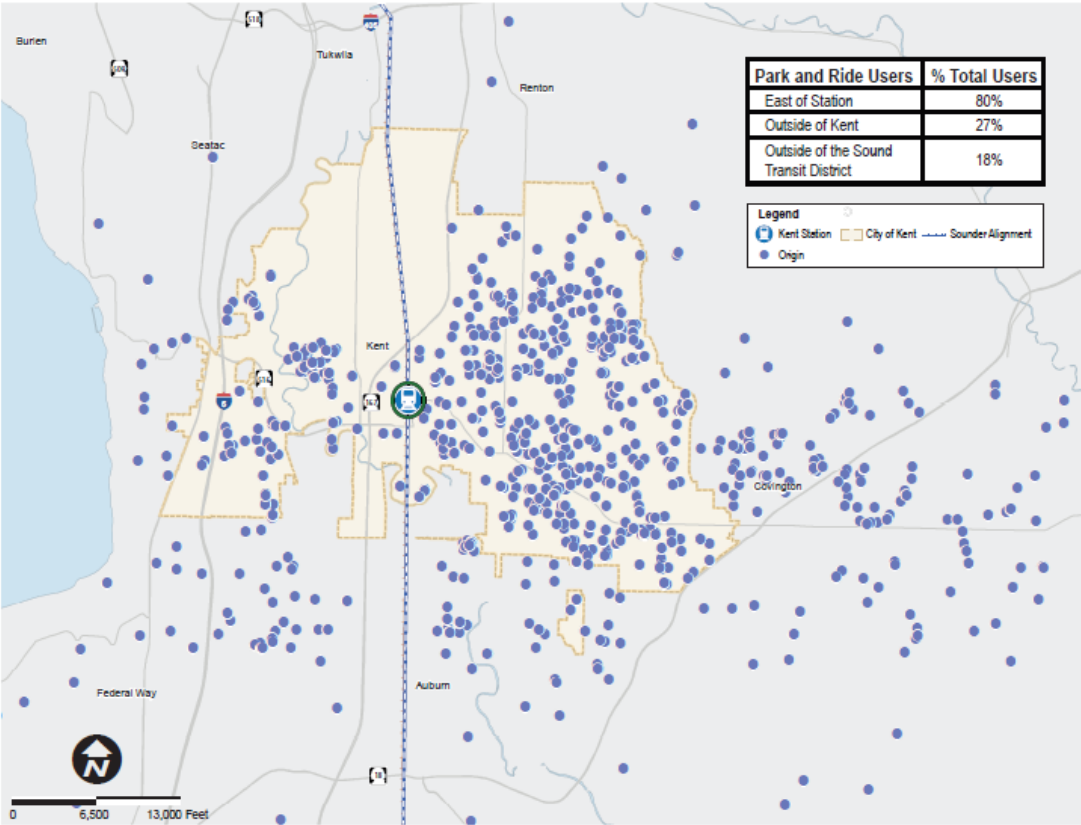
Option 2



or









**OBJECTIVES**

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



**OBJECTIVES**

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



**OBJECTIVES**

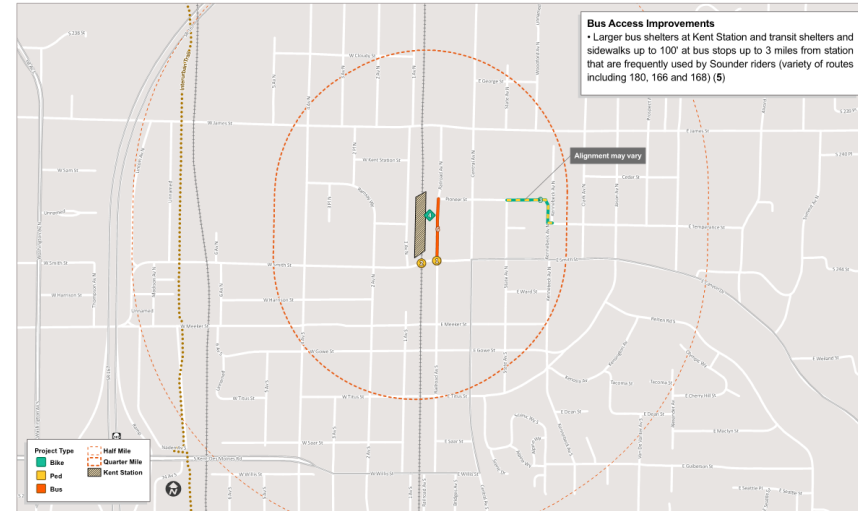
- Parking improvements are constructible within project schedule
- Non-garage improvements can be implemented within a shorter timeframe
- Is cost-effective and financially sustainable



**OBJECTIVES**

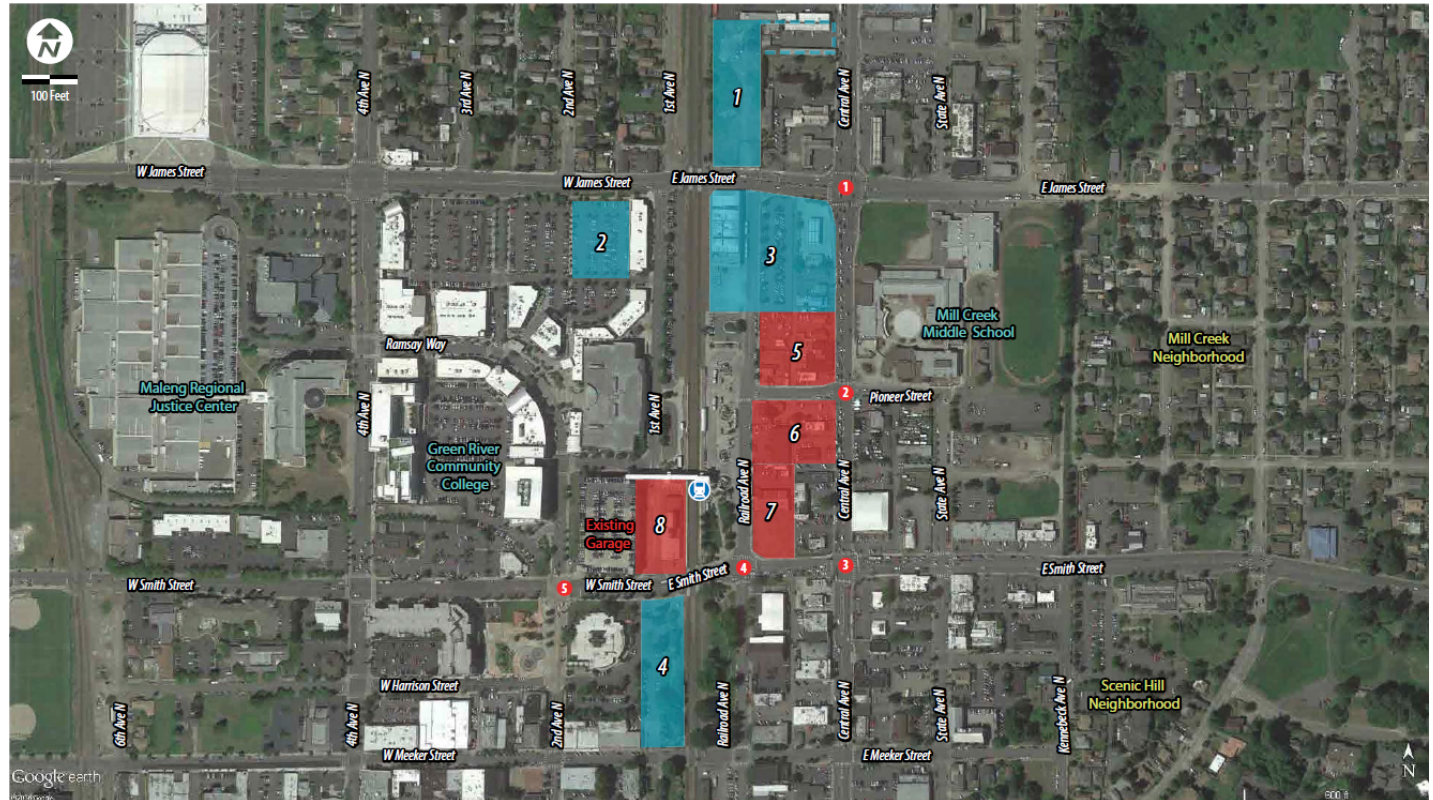
- Support goals, policies, and plans of transit agencies and local governments
- Support urban design principles and further economic development / support and attract businesses and residents
- Benefit the local community
- Minimize community impacts during construction

- On-going coordination throughout project development
- Improvements could include:
  - Improve pedestrian crossings and bicycle connections
  - Increase quantity, security and lighting of bike lockers
  - Larger bus shelters at Kent Station, transit shelters and sidewalks at bus stops used by Sounder riders
  - Improved northbound bus zones and improved bus-rail transfers areas
- Costs estimated at \$2.9 million





- Recommended for further analysis
- Not recommended for further analysis
- Intersection to be analyzed



- Property acquisition, relocation & interim lots
- Garage construction
- Where appropriate: pedestrian bridges, frontage improvements, garage access improvements, parking technology
- Permits and art
- Management and administration
- Non-motorized improvements
- Contingencies appropriate to level of design

## Key considerations & features

- Potential concept includes up to 515 net new stalls
- Existing development rights
- Vehicle access via two driveways; queuing expected from Central Ave.
- Challenging pedestrian access across James St.
- Soil/groundwater contamination likely
- Estimated cost: \$75.1 Million
- Cost drivers: pedestrian bridge, right-of-way, anticipated hazardous materials abatement



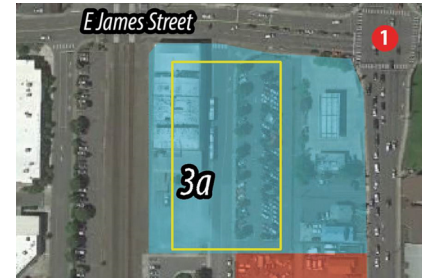
## Key considerations & features

- Potential concept includes up to 470 net new and 645 total stalls
- Reasonable access for passengers, except for crossing tracks when gates are down
- Access via 1st Ave N, 2nd PI N, and Ramsay Way
- No evidence of major environmental constraints
- Estimated cost: \$71.8 Million
- Cost drivers: replacement of existing stalls, substantial right-of-way and business relocation costs



## Key considerations & features

- Larger site with design options due to potential historical structures
- Potential concepts includes up to 550 net new and 560-620 total stalls
- Reasonable access for passengers
- Vehicle access via Railroad Ave and Central Ave
- Soil/groundwater contamination likely
- Site includes of-age structures
- Coordinating with staff on potential other design options
- Estimated cost: \$65-74.7 Million
- Cost drivers: inefficient layout, construction over roadway, interim parking lot, alley vacation

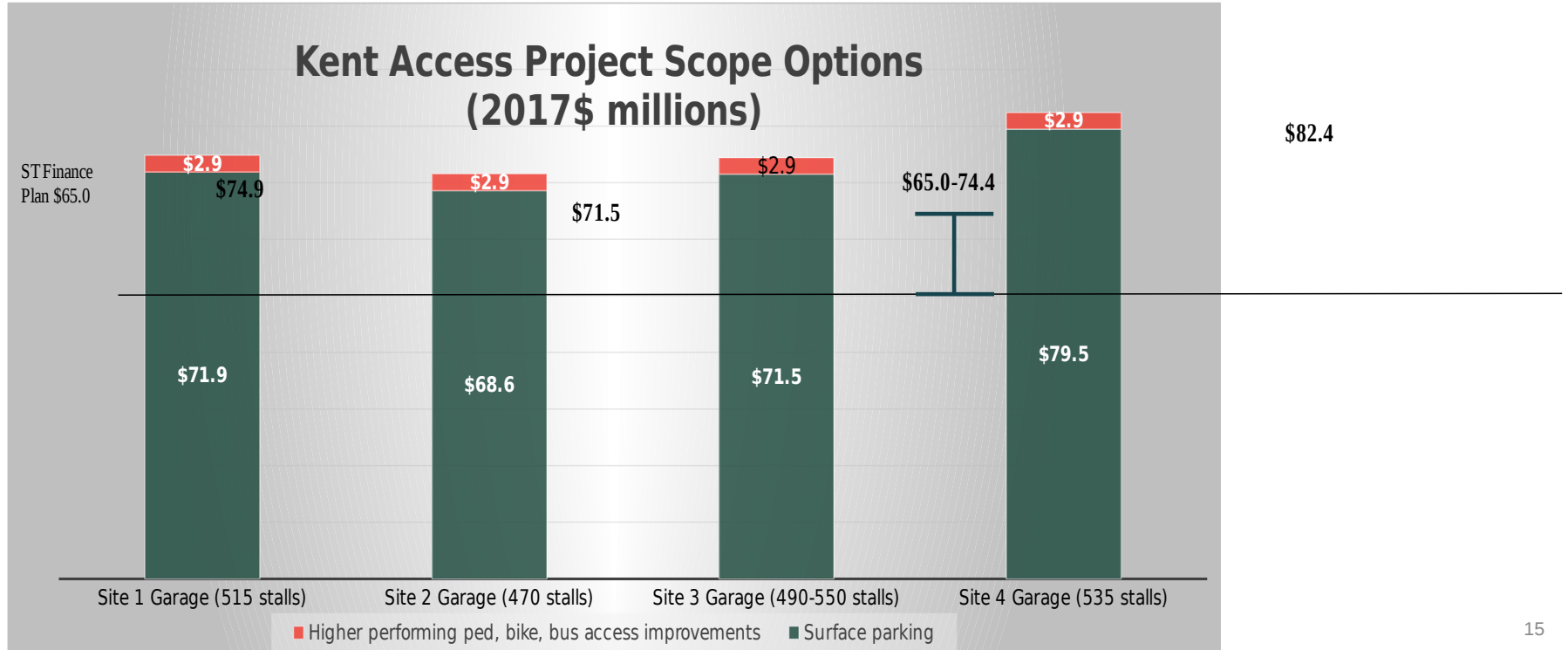


## Key considerations & features

- Potential concept includes up to 495 net new and 535 total stalls
- Vehicle access via two driveways
- Challenging pedestrian access across Smith St.
- Currently used as City park; leased from BNSF
- No evidence of major environmental constraints
- Estimated cost: \$82.8 million
- Cost drivers: extremely constrained site, substantial right-of-way costs, replacement of existing stalls, impacts to the Library site.



## Kent Access Project Scope Options (2017\$ millions)





- Stakeholder outreach
  - Stakeholder meeting – late August/early September
  - Open House – September 21, 2017
- Preferred alternative recommendation
  - Stakeholder recommendation to council– early October
  - Public Works Committee – October 2, 2017
  - Economic and Community Development Committee – October 9, 2017
  - City Council recommendation – October 17, 2017
  - Sound Transit Capital Committee – November 9, 2017
  - Sound Transit Board identifies preferred alternative – November 16, 2017



The image features a background of a white and blue train with stylized wave graphics. A dark grey horizontal band is overlaid across the center, containing the Sound Transit logo and slogan. The logo is a stylized 'S' and 'T' symbol. The slogan 'RIDE THE WAVE' is in a smaller font below the main name.

**SOUNDTRANSIT**  
RIDE THE WAVE