Why We Are Here

- Follow-up from 3/25 Board meeting to discuss trade-offs for passenger access if parking is delayed
- Review ST3 policy direction and approach for delivering new parking
- Provide examples and opportunities based on the ST3 parking portfolio
- Reminder of other access elements included in ST3
- Information only
What ST3 says…

“Sound Transit will evaluate potential locations for parking before implementing projects, including an analysis of access demand and how the investment will conform to surrounding land uses; opportunities for leased or shared parking; and/or parking built in conjunction with new TOD projects.”
Starting Points for ST3 Parking Approach

As presented to May 2020 Executive Committee

• Treat parking as a service to provide passengers, not as a fixed capital asset to deliver
• Optimize new parking supply to the local land use context and vision
• Clear, early, and transparent engagement with project partners
• Proactively pursue and cultivate joint development opportunities that also deliver transit parking, where feasible
• A single-purpose parking facility remains an option, but is not the first option, for Sound Transit to deliver
Passenger Access Trends

Mode of access/egress

<table>
<thead>
<tr>
<th>Mode of Access</th>
<th>2015-2016</th>
<th>2018-2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>5%</td>
<td>7%</td>
</tr>
<tr>
<td>Wheelchair</td>
<td>2%</td>
<td>2%</td>
</tr>
<tr>
<td>Car</td>
<td>12%</td>
<td>12%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>2%</td>
<td>2%</td>
</tr>
<tr>
<td>Public Transit</td>
<td>56%</td>
<td>59%</td>
</tr>
</tbody>
</table>

System

Annual Ridership:
2015: 34.81 million
2018: 48.15 million
Passenger Access Trends

Mode of access/egress

Trend:

- Walking: 17% (2015), 60% (2018-2019)
- Bus: 8% (2015), 7% (2018-2019)
- Car: 2% (2015), 1% (2018-2019)

Annual Ridership:
- 2015: 11.71 million
- 2018: 24.42 million
Passenger Access Trends

Mode of access/egress

Trend:

- Sounder
  - Annual Ridership:
    - 2015: 3.81 million
    - 2018: 4.65 million
Considerations if New Parking is Delayed

**Impacts on passenger access**

- Loss of ridership and overall ridership make-up
- The loss of the perceived benefits of parking
- Spillover effects on station areas where there isn’t transit parking (e.g. “hide and ride”)
- Delaying parking would likely require additional coordination with local jurisdictions to manage spillover effects
## Corridors with Parking

<table>
<thead>
<tr>
<th>ST3 Project</th>
<th>Projected Daily Riders</th>
<th>Existing/Under Construction Stalls</th>
<th>Planned Net New Stalls</th>
<th>Assumed Facility Type</th>
<th>Estimated Cost of New Stalls</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tacoma Dome Link</td>
<td>24,300-36,000</td>
<td>5,200</td>
<td>1,000</td>
<td>2 garages</td>
<td>$120M</td>
</tr>
<tr>
<td>Everett Link</td>
<td>37,000-45,000</td>
<td>4,600</td>
<td>950</td>
<td>2 garages</td>
<td>$120M</td>
</tr>
<tr>
<td>S Kirkland – Issaquah Link</td>
<td>12,000-15,000</td>
<td>3,400</td>
<td>850</td>
<td>2 garages</td>
<td>$75M</td>
</tr>
<tr>
<td>405 Stride BRT</td>
<td>19,400-26,400</td>
<td>4,700</td>
<td>1,300</td>
<td>2 garages 1 surface</td>
<td>$145M</td>
</tr>
<tr>
<td>522 Stride BRT</td>
<td>8,300-9,900</td>
<td>1,800</td>
<td>900</td>
<td>3 garages</td>
<td>$180M</td>
</tr>
<tr>
<td>DuPont Sounder Extension</td>
<td>1,000-1,500</td>
<td>125</td>
<td>125</td>
<td>1-2 surface</td>
<td>$15M</td>
</tr>
</tbody>
</table>

19,825 5,125  $655M
Other Options for Providing Parking

Opportunities for more cost-effective options
• Delaying new parking investments does not mean there would be no parking at all
• Delaying parking would still allow for exploration of additional options to deliver new parking, including:
  ➢ Utilize or lease existing parking supply
  ➢ Surface parking
  ➢ Joint development with other parties that share cost and risk
  ➢ Additional considerations for structured parking
Existing Parking in ST3 Corridors

Potential to use existing parking

• Many ST3 projects already have existing parking in their corridors
• For example, the Everett Link Extension includes new parking investments at:
  ➢ Mariner Station (650 existing stalls)
  ➢ Everett Station (1100 existing stalls)
• WSDOT owns Mariner Park and Ride and Ash Way Park and Ride (1050 stalls)
Joint Development Opportunities

Complex projects that often require more time
Surface Parking Opportunities

Where surface parking remains an option

* Does not represent all necessary construction staging areas; additional areas may be needed.

This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.
Structured Parking as an Access Solution

Changing Context & Alternative Solutions

• Changing technology and increasing use of shared rides create uncertainty about future parking demand

• Addressing questions of structured parking convertibility:
  ➢ Convertibility adds up-front cost, complexity, and risk
  ➢ Convertibility requires flexibility and raises questions of timing and the risk that convertibility will “pay off”
Ridership Growth without New Parking

**Sounder South trends**

- Sounder South ridership increased by 22% from 2015-2019 without any increase in ST-provided parking
- Other public and private parking providers did add supply (often for a price)
Access in Project & Program Delivery

Parking Management

- It is Board-established policy to manage parking and a formal permit parking program was established in 2018
- Program goals as follows:
  1. Maximize the number of daily transit riders per parking stall
  2. Prioritize the availability of parking for transit riders seeking to access the system throughout the AM peak period
- This summer we will seek expanded parking management authority to include daily fees and to bring on a new vendor to administer the program
Access in Project & Program Delivery

Walking and Rolling

• Projects with HCT stations have an access allowance ($270M) for additional pedestrian and bicycle access investments outside the footprint of the station

• Currently developing a framework for identifying, evaluating, and prioritizing highest value nonmotorized access improvements in station areas
Access in Project & Program Delivery

Connections with Local Transit

• Some projects with HCT stations also have a bus-rail integration allowance ($100M) to provide for improved passenger connections and/or off-street bus facilities at key station areas

• Utilizing System Expansion Transit Integration Agreements with partner transit agencies to improve coordination through project development life cycle
Key Takeaways

Considerations of delaying parking on passenger access

• Delaying parking will have impacts to passenger access
• Delaying parking does not mean no parking
• There is existing capacity already available in some corridors
• We can improve the performance of our existing parking assets by managing demand
• Commitments to increasing access by other modes can maintain and improve access in lieu of parking
Thank you.

soundtransit.org