

A photograph of two men standing on a transit train, engaged in conversation. The man on the left is wearing a grey sweater and has a backpack. The man on the right is wearing a dark jacket and glasses. They are both smiling and looking at each other. The background shows the interior of a train car with a door and some blurred figures of other passengers.

Efficient Transit Parking Management

**SOV Permit Parking:
Providing a New Reserved Parking Service for
Transit Riders**

SOV Permit Parking Proposal

1. Access & Parking Challenge
2. Permit Program Rationale
3. Recent & Current Actions
4. Public Outreach
5. Proposed Action
6. Eligible Locations
7. Next Steps

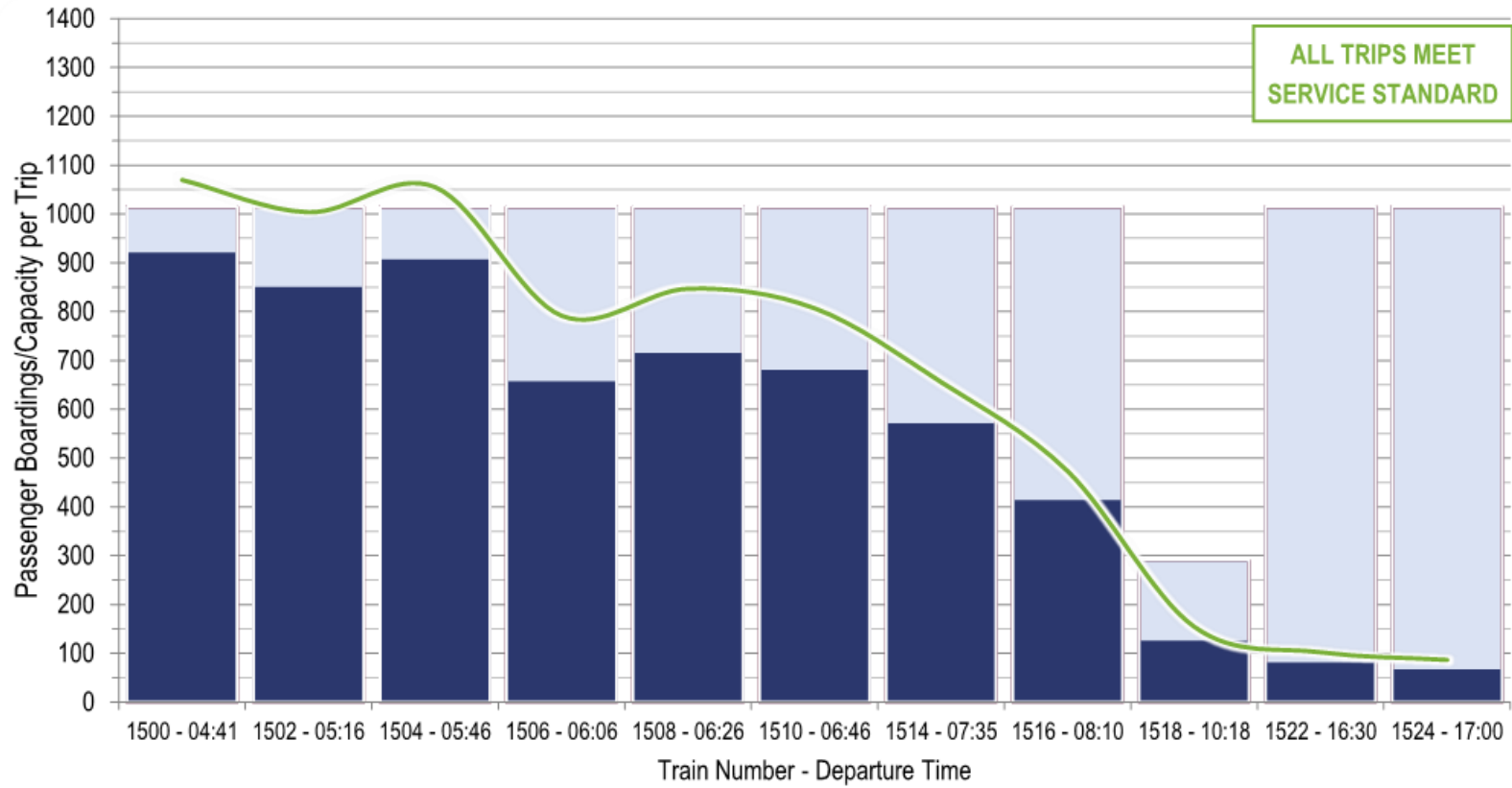


Access & Parking Challenge

- Parking lots are full
 - > 95% at 21 ST facilities (May '18)
 - 100%+ at 13
- Some fill before 7:00 AM
 - Crowding early trains/buses
 - Limited access for commuters arriving during or after AM peak
- Top rider complaints
 - Lack of available parking
 - Uncertainty about access



NORTHBOUND AVERAGE WEEKDAY TRIP RIDERSHIP & MAX LOADS



Average Maximum Passenger Load
 Blue: seated passengers
 Red: standing passengers

Average Passenger Boardings

Available Capacity
 Blue: seated capacity



Rationale: Why offer a Paid SOV Permit?

Rider Benefits:

- **New reserved parking service** (First come/ first served parking still an option at all stations)
- **Reliable access** throughout AM peak period

Sound Transit Benefits:

- Ensure **parking is used by transit riders** (ORCA verification)
- *Efficient Parking:* **Maximize transit ridership** per parking stall
- *Efficient Transit:* **Spread demand** over AM peak





Context: Previous ST Action

2012 – ST Board Retreat: Direction for Parking Pilot Projects

2013 – System Access Policy (R 2013-13): Sound Transit: *“may implement parking management tools to increase ridership, ensure parking availability for transit users and efficient use of parking facilities, support transit and facility operations, and support transit access improvements.”*

2014 – ST Pilot-tested HOV and SOV Parking Permits

- Sumner, Issaquah, Mukilteo, Tukwila Int’l Boulevard (TIBS)
- Confirmed permit demand and increased avg. transit riders per vehicle



Context: Recent & Current ST Action

2015 – M 2015-83 Board Authorized Parking Permit Programs

- HOV (Phase I), and SOV (Phase II)

2016 – HOV Parking Permit Program Initiated at Nine ST Facilities

2017 – HOV Permit Program Expanded to 15 KC Metro Facilities

2018 (Feb-Mar) – ST + KCM Joint Outreach on SOV Permit Program



Permit Parking: Public Outreach

Joint Sound Transit/Metro Outreach (Feb.-Apr. 2018)

- Street teams: 27 locations, 9 open houses
- 3,600 surveys show: SOV permit support, with preference for:
 - Permit restriction of <50% of parking at any one station (all remaining spaces available 'first-come; first-served')
 - Lowest pricing option
 - 50% discount for low-income customers (ORCA-LIFT)
 - \$5/month for carpool permits
 - Different approach to applicants from within/outside of Sound Transit service district





Permit Parking: Public Outreach

Rider priorities for program design *(in order)*:

1. **“Making sure there’s always an open space – design programs to manage demand”** *(score: 4.3)*
2. **“Encouraging biking, walking, and carpooling...re-invest revenue in bicycle and pedestrian programs..”** *(score: 3.0)*
3. **“Making sure users pay a fair share...pass along the cost of providing and operating parking to the people who are using it regularly...”** *(score 3.0)*





Permit Parking: Proposed Board Action

Performance Based Management

1. Adopt Goals

- Maximize the number of daily transit riders per parking stall
- Prioritize availability of parking for riders seeking to access transit throughout AM peak

2. Adopt Performance Measures and Targets

- Utilization of permitted parking at $\leq 97\%$ (effective capacity)
- Wait list for HOV or SOV permits $\leq 15\%$ of total number of permits issued



Permit Parking: Proposed Board Action

3. Initiate SOV Permit Program at High Demand Facilities

- $\geq 90\%$ Utilization
- Link Stations (e.g. Northgate)

4. Maintain First-come, First-served Parking Option

- Permits limited to 50% of available transit parking

5. CEO Sets Initial Rates Informed by Market & Equity Analysis

- SOV Permit Rate based on market comps (\$30 min. covers administrative costs)
- Offer HOV permit at no charge (enables potential permitting State owned lots)
- Discounted ORCA Lift Rate $\leq 50\%$ of standard SOV permit rate



Permit Parking: Proposed Board Action

6. Monitor and Evaluate Performance Regularly

- Monthly: Parking space and permit utilization
- Annually: Customer surveys, hourly utilization, duration of stay, and vehicle occupancy (sample)

7. CEO to Adjust Program at Each Facility to Meet Targets

- Permit price, quantity, and use regulations
- Number of permit restricted spaces, and permit space use restrictions



Permit Parking: Proposed Board Action

8. Initially Limit SOV Permit Availability to District Residents

- Maintain flexibility for differential pricing in future

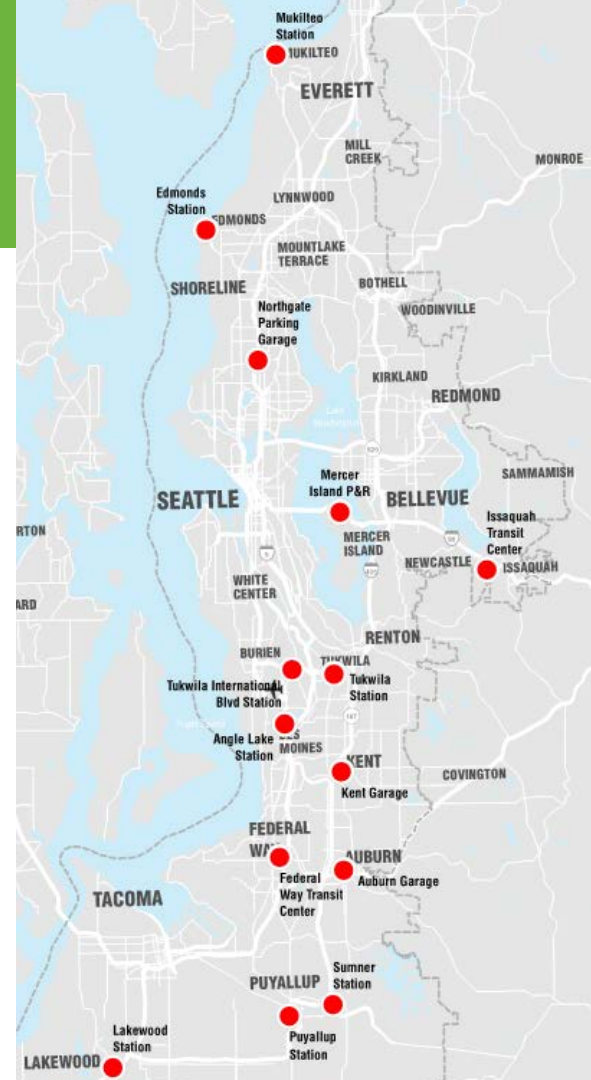
9. Return Excess Revenue to Support System Access

- Parking revenue collected in excess of amounts projected in financial plan flow to System Access Funds in each subarea



Permit Eligible Locations

ST Parking Facilities	Capacity (spaces)	May 2018 Weekday Utilization
Issaquah Transit Center	819	100%
Mercer Island Transit Center	447	98%
Tukwila International Boulevard Station	600	100%
Tukwila Sounder Station	390	95%
Angle Lake Station	1160	99%
Kent Station	877	97%
Federal Way Transit Center	1190	97%
Sumner Station	302	92%
Puyallup Station	364	95%
Lakewood Station	601	96%
Auburn Station	633	100%
Mukilteo Station	63	105%
Edmonds Station	259	94%
Northgate Park & Ride*	450	n/a
<i>*Opens in Oct. 2018. Eligible for Proposed SOV Permit Program as a new facility serving Link light rail</i>		





Permit Parking Phase 2: Next Steps





Phased Parking Management Implementation Framework

Phase 1

Carpool Permits

Launched by Sound Transit in 2016, by Metro in 2017

Phase 2

Solo Driver Permits

Under consideration by Sound Transit Board in July 2018

Phase 3

Daily Parking Fees

For future consideration by Sound Transit
(New parking payment and information systems)

A black and white photograph of two men standing on a train platform. The man on the left is wearing a light-colored sweater and has a backpack strap over his shoulder. The man on the right is wearing glasses, a dark jacket, and also has a backpack strap. They are both smiling and appear to be in conversation. The background shows a train door with a 'So' logo. The image is overlaid with a teal tint and decorative orange and green lines.

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The Sound Transit logo, featuring a stylized 'S' and 'T' symbol to the left of the text 'SOUNDTRANSIT' in a bold, sans-serif font.

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