Efficient Transit Parking Management

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

1. Access & Parking Challenge
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3. Recent & Current Actions
4. Public Outreach
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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
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
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
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
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)
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
3. Initiate SOV Permit Program at High Demand Facilities
   • ≥ 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 ≤ 50% of standard SOV permit rate
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
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

<table>
<thead>
<tr>
<th>ST Parking Facilities</th>
<th>Capacity (spaces)</th>
<th>May 2018 Weekday Utilization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issaquah Transit Center</td>
<td>819</td>
<td>100%</td>
</tr>
<tr>
<td>Mercer Island Transit Center</td>
<td>447</td>
<td>98%</td>
</tr>
<tr>
<td>Tukwila International Boulevard Station</td>
<td>600</td>
<td>100%</td>
</tr>
<tr>
<td>Tukwila Sounder Station</td>
<td>390</td>
<td>95%</td>
</tr>
<tr>
<td>Angle Lake Station</td>
<td>1160</td>
<td>99%</td>
</tr>
<tr>
<td>Kent Station</td>
<td>877</td>
<td>97%</td>
</tr>
<tr>
<td>Federal Way Transit Center</td>
<td>1190</td>
<td>97%</td>
</tr>
<tr>
<td>Sumner Station</td>
<td>302</td>
<td>92%</td>
</tr>
<tr>
<td>Puyallup Station</td>
<td>364</td>
<td>95%</td>
</tr>
<tr>
<td>Lakewood Station</td>
<td>601</td>
<td>96%</td>
</tr>
<tr>
<td>Auburn Station</td>
<td>633</td>
<td>100%</td>
</tr>
<tr>
<td>Mukilteo Station</td>
<td>63</td>
<td>105%</td>
</tr>
<tr>
<td>Edmonds Station</td>
<td>259</td>
<td>94%</td>
</tr>
<tr>
<td>Northgate Park &amp; Ride*</td>
<td>450</td>
<td>n/a</td>
</tr>
</tbody>
</table>

*Opens in Oct. 2018. Eligible for Proposed SOV Permit Program as a new facility serving Link light rail*
Joint outreach and technical analysis  
Q1-Q2 2018

ST Board action  
Jul 2018

Potential solo driver permit implementation at ST lots  
Q3-Q4 2018

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)