Efficient Transit Parking Management

SOV Permit Parking:
Providing a New Reserved Parking Service for Transit Riders
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
Overview: Existing Program + Proposed Action

**Existing: Monthly HOV/Carpool Permits**
- Available at 24 ST and KC Metro facilities
- Spaces reserved M-F during AM Rush Hours (after 8:30AM, open to public first-come/first-serve)
- Eligibility: 2+ regular transit riders (ORCA verified)

**Action: Add Reserved Parking Permit Option for Solo-Divers**
- Available at select high-demand ST-owned facilities in Fall 2018
- Maintain “First-come, First-served” parking option at all stations (No more than 50% of parking at any station permitted)
- Market-based pricing and performance-based management
Rationale: Why offer a Paid SOV Permit?

- **New reserved parking service**

- **Provide certainty and reduce stress** by ensuring reliable access throughout AM peak

- **Expand equity and access**: Allow people with inflexible schedules to access transit parking

- 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
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 ≤97% (effective capacity)
   • Wait list for HOV or SOV permits ≤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. Set Initial Permit 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*

*Equity analysis conducted by KC Metro showed no disproportionate transportation cost burden for ORCA Lift qualified households at 1/3 of standard 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
   • Dedicate parking revenue collected in excess of that projected in financial plan to enhance system access in the same sub-area
## Permit Eligible Locations

<table>
<thead>
<tr>
<th>ST Parking Facilities</th>
<th>Capacity (spaces)</th>
<th>May 2018 Weekday Utilization</th>
</tr>
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<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>
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<tr>
<td>Tukwila Sounder Station</td>
<td>390</td>
<td>95%</td>
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<tr>
<td>Angle Lake Station</td>
<td>1160</td>
<td>99%</td>
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<tr>
<td>Kent Station</td>
<td>877</td>
<td>97%</td>
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<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>
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<tr>
<td>Puyallup Station</td>
<td>364</td>
<td>95%</td>
</tr>
<tr>
<td>Lakewood Station</td>
<td>601</td>
<td>96%</td>
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<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>
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<tr>
<td>Northgate Park &amp; Ride*</td>
<td>450</td>
<td>n/a</td>
</tr>
</tbody>
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Permit Parking: Considering Equity

• On average, existing park and ride users have higher incomes than other ST riders
• Permits provide new access for people with inflexible schedule
• Discounted permit fees for ORCA-LIFT-eligible riders limit cost-burden
• No disparate or disproportionate impacts under Title VI federal regulations
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 the Sound Transit Board

**Phase 3**
- **Daily Parking Fees**
  - For potential Board consideration in 2019