

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, glasses, and a backpack. They are both smiling and looking at each other. The background shows the interior of a train car with other passengers and structural elements.

Efficient Transit Parking Management

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



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





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-Drivers

- 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 w/ 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



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. 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 $\leq 50\%$ 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.*



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

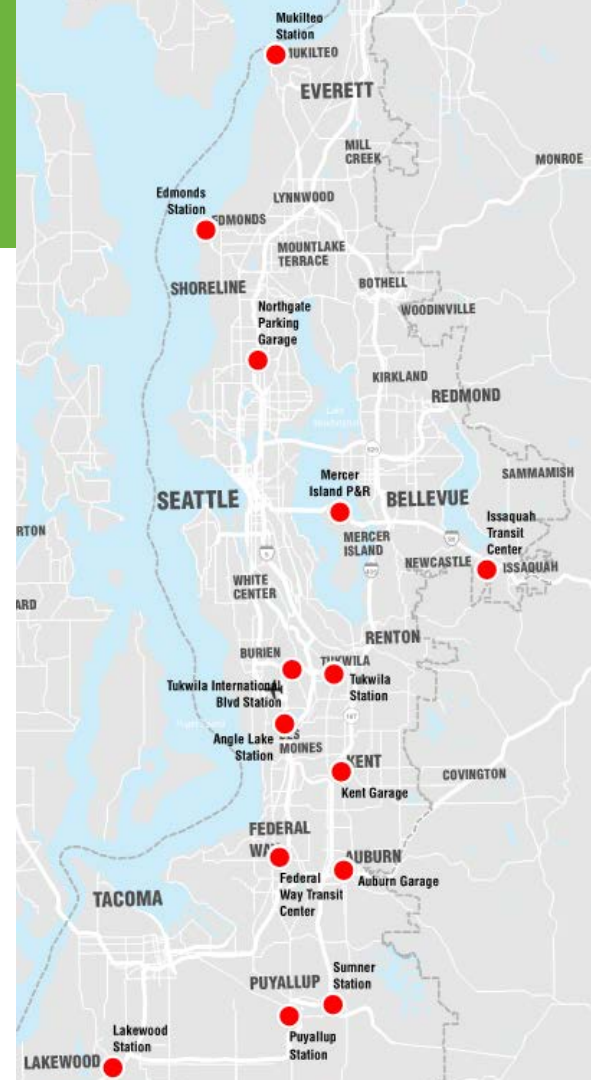
9. Return Excess Revenue to Support System Access

- Dedicate parking revenue collected in excess of that projected in financial plan to enhance system access in the same sub-area



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: 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

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 color and features decorative orange and green lines on the left and bottom right corners.

soundtransit.org

The Sound Transit logo, consisting of a stylized 'S' and 'T' symbol followed by the text 'SOUNDTRANSIT' in a bold, sans-serif font.

SOUNDTRANSIT