

# *Realignment*

## *Parking & Access*

*Executive Committee*

*4/1/21*

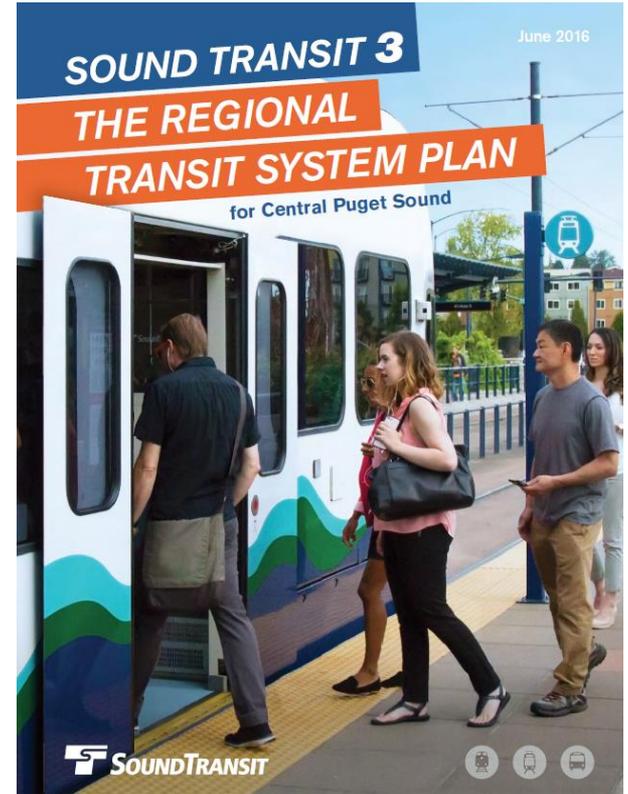
# Why We Are Here

- 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

# ST3 System Plan

## 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.”



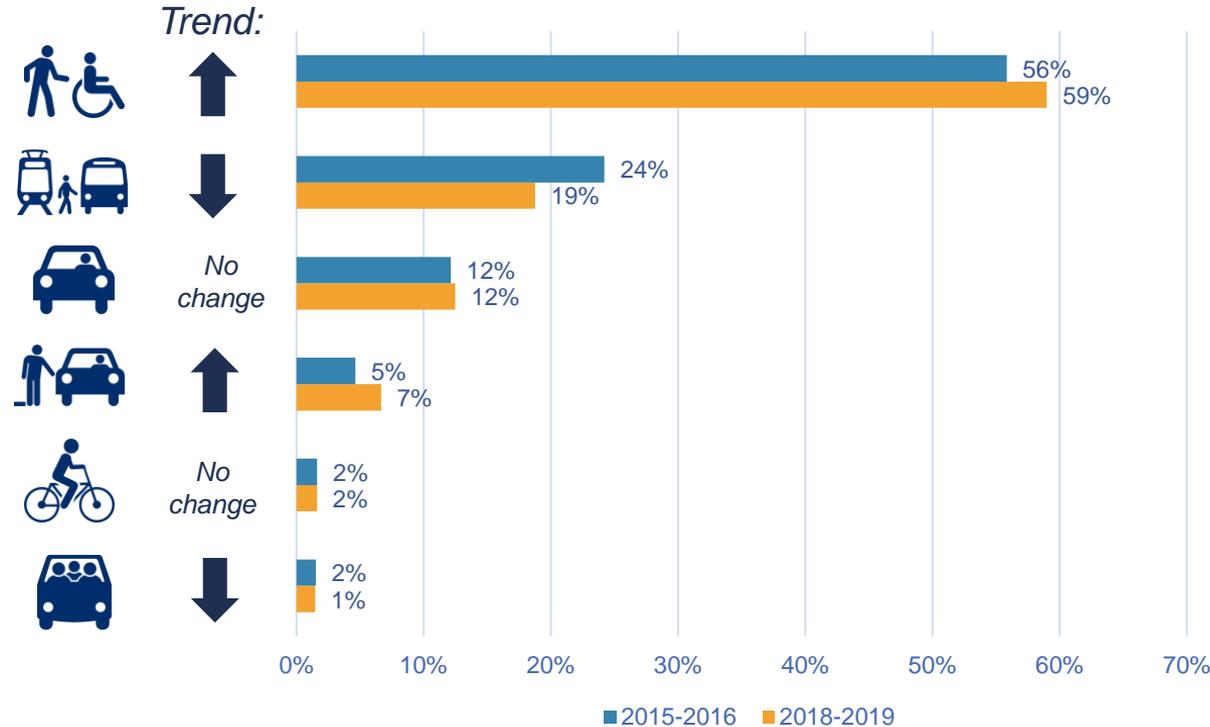
# Starting Points for ST3 Parking Approach

## 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



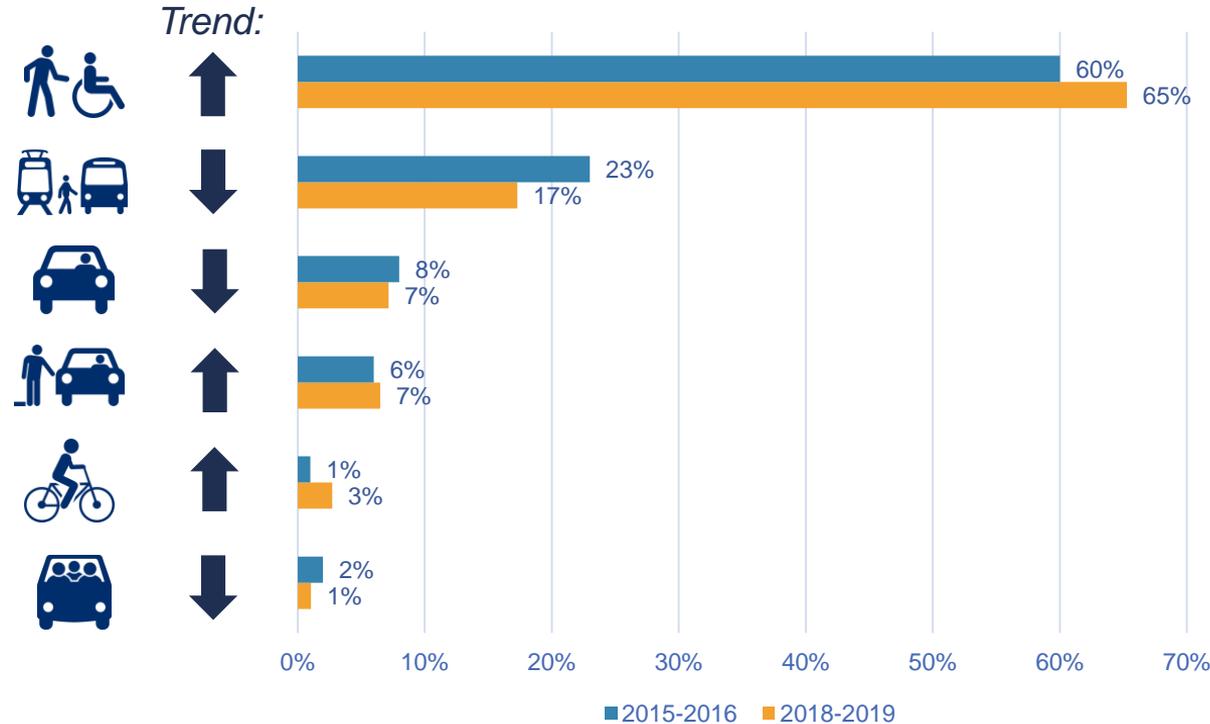
## System



Annual Ridership:  
 2015 34.81 million  
 2018 48.15 million

# Passenger Access Trends

## Mode of access/egress



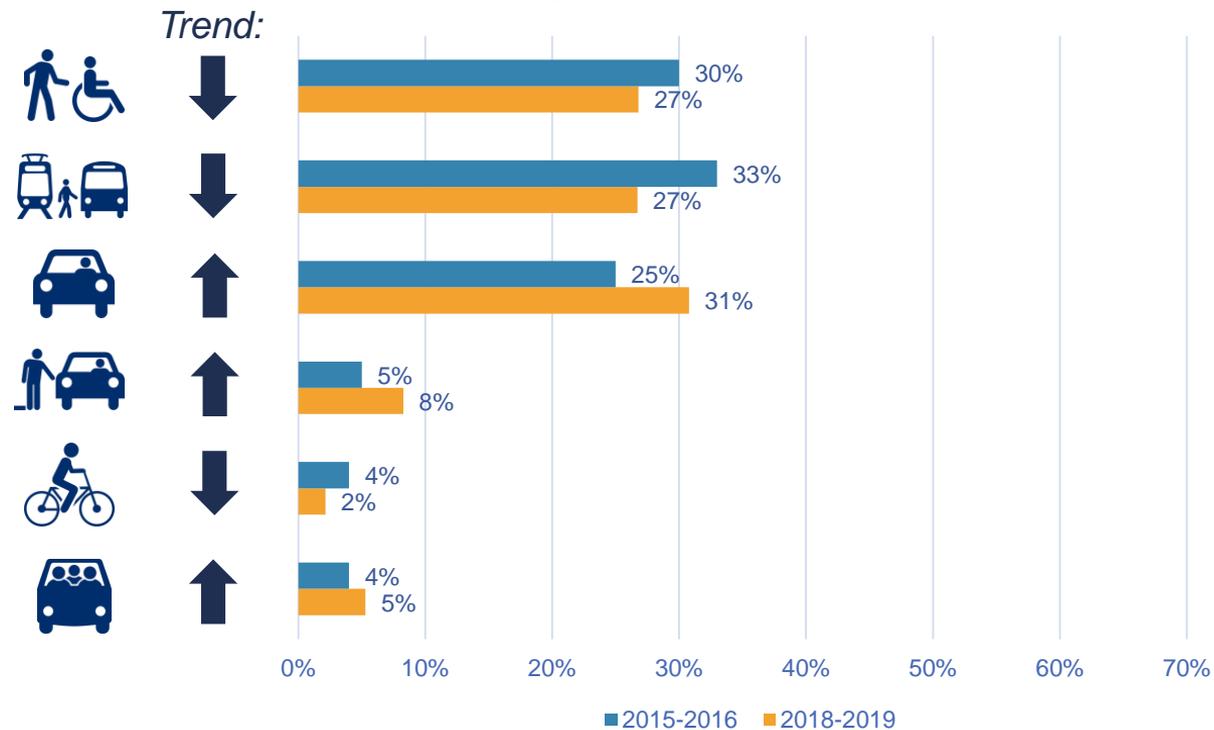
**Link**



Annual Ridership:  
2015 11.71 million  
2018 24.42 million

# Passenger Access Trends

## Mode of access/egress



## 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 change in 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

ST3 Project	Projected Daily Riders	Existing/Under Construction Stalls	Planned Net New Stalls	Assumed Facility Type	Estimated Cost of New Stalls
Tacoma Dome Link	24,300-36,000	5,200	1,000	2 garages	\$120M
Everett Link	37,000-45,000	4,600	950	2 garages	\$120M
S Kirkland – Issaquah Link	12,000-15,000	3,400	850	2 garages	\$75M
405 Stride BRT	19,400-26,400	4,700	1,300	2 garages 1 surface	\$145M
522 Stride BRT	8,300-9,900	1,800	900	3 garages	\$180M
DuPont Sounder Extension	1,000-1,500	125	125	1-2 surface	\$15M
		<b>19,825</b>	<b>5,125</b>		<b>\$655M</b>

# *Other Options for Providing Parking*

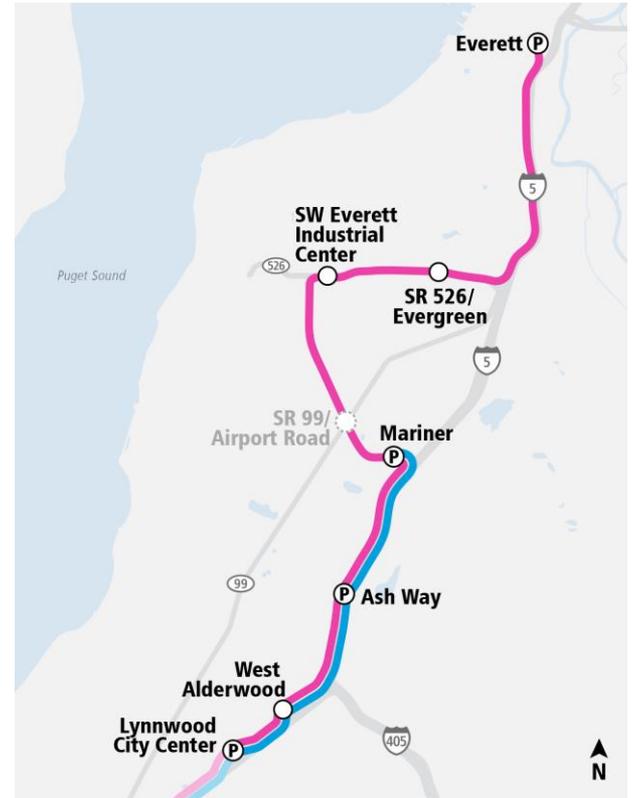
## *Opportunities for more cost-effective options*

- 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

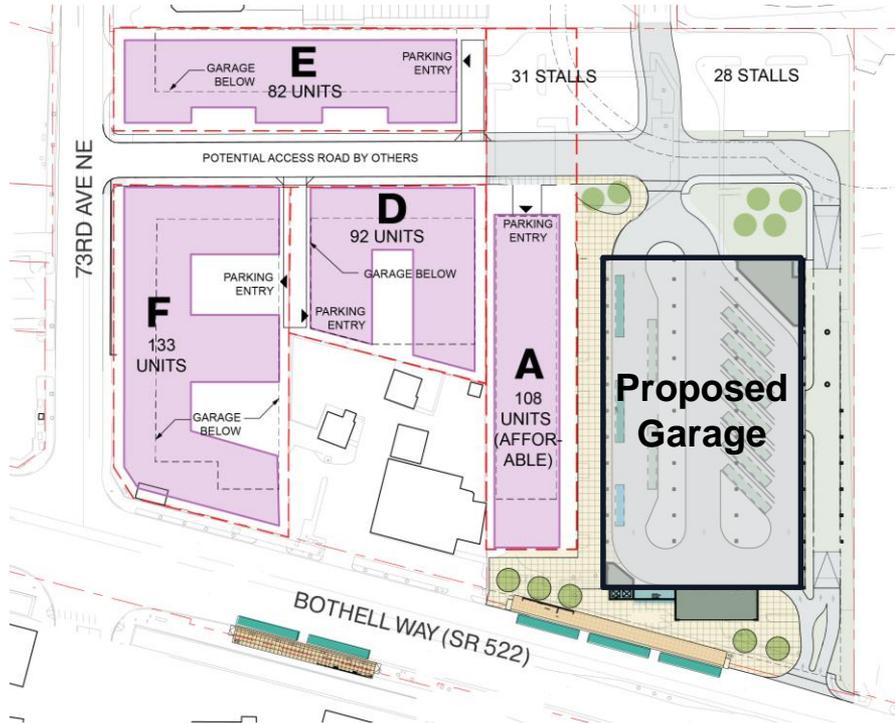
## Potential to use existing parking

- 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)



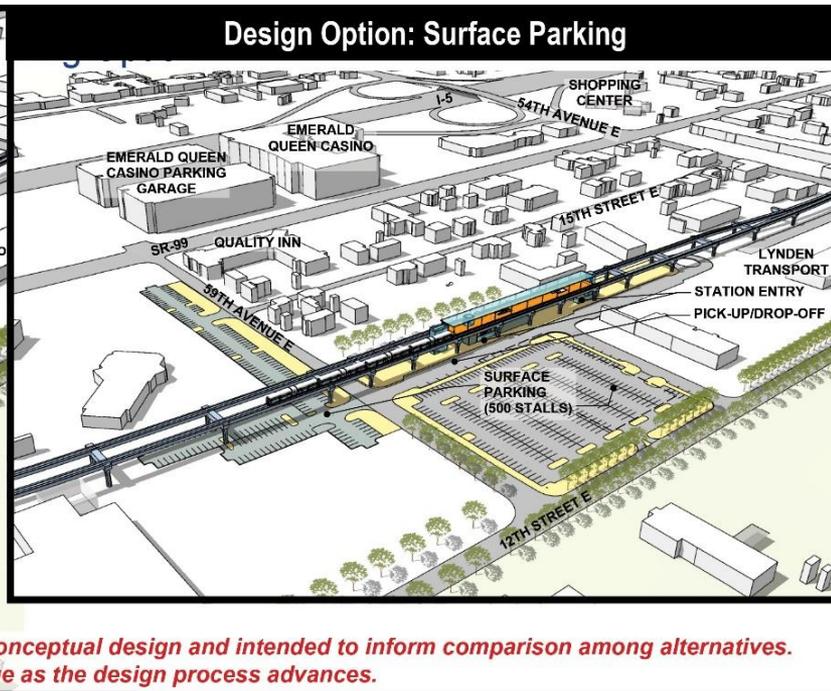
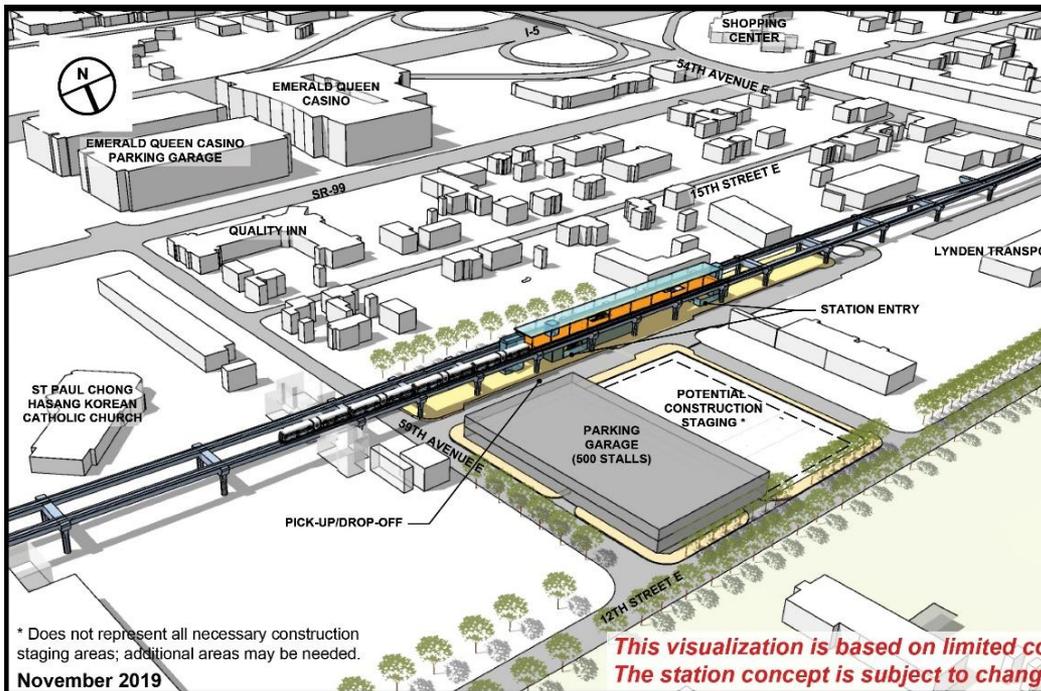
# Joint Development Opportunities

*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.

November 2019

*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*

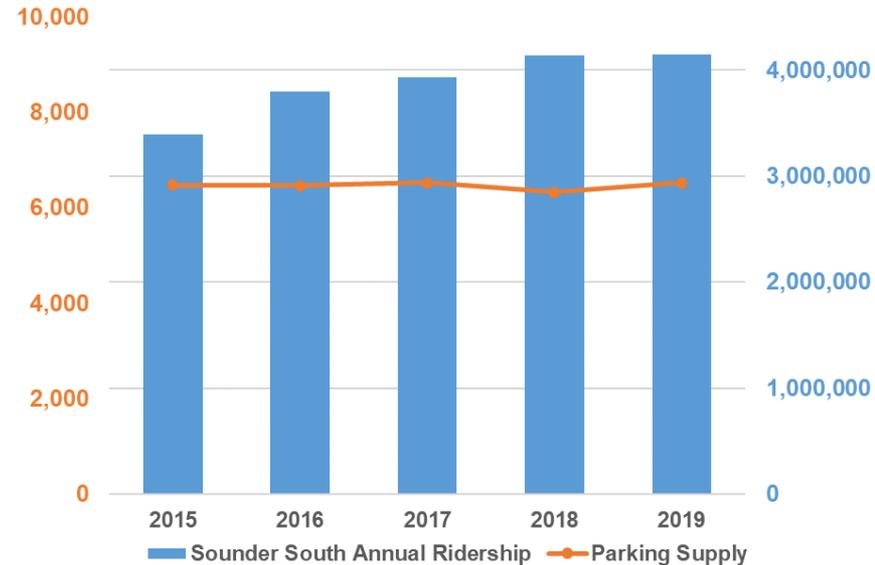
## *Changing Context & Alternative Solutions*

- 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.*



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