

Transit Parking in the Puget Sound



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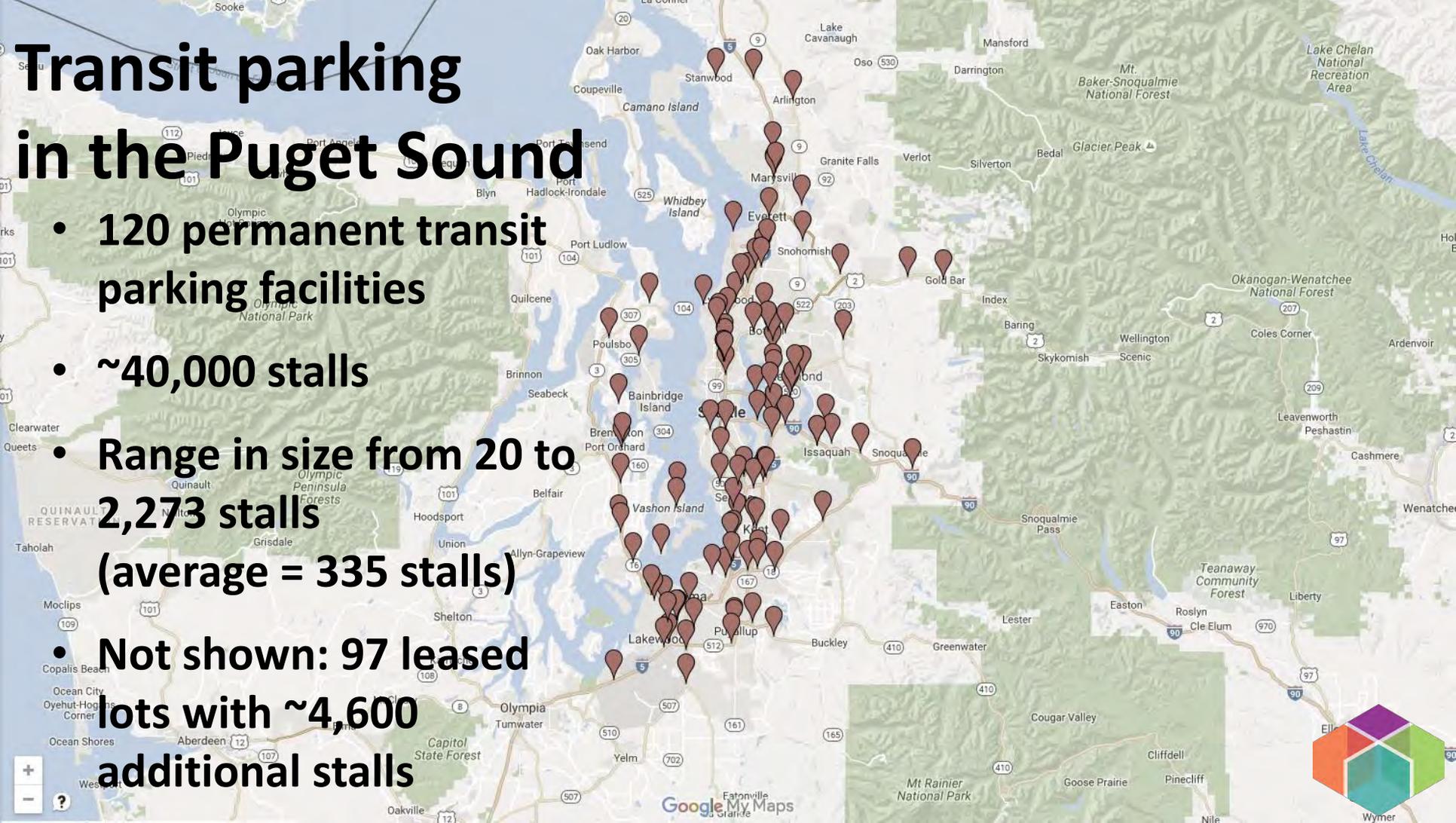
Puget Sound Regional Council

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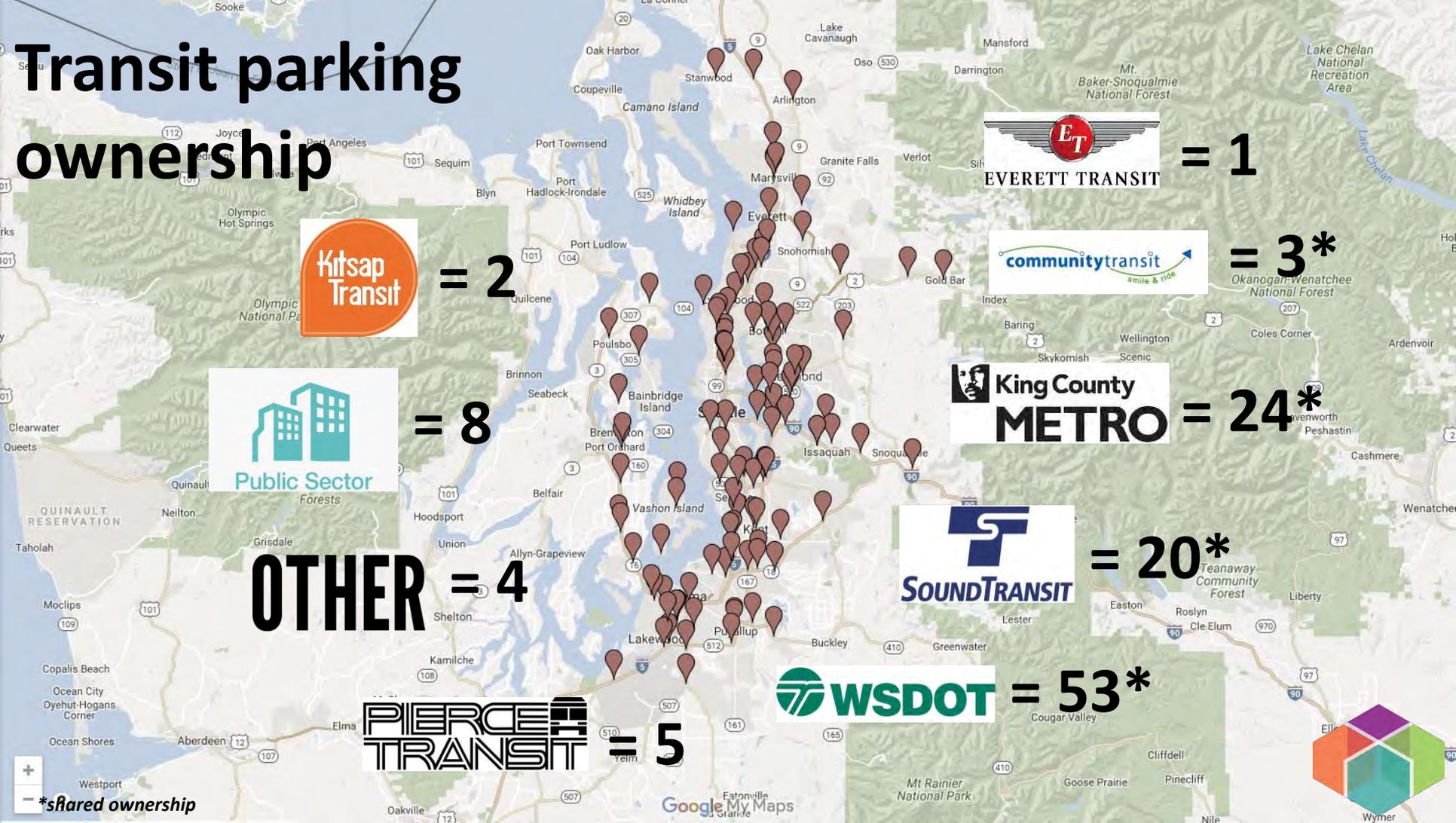


Transit parking in the Puget Sound

- 120 permanent transit parking facilities
- ~40,000 stalls
- Range in size from 20 to 2,273 stalls (average = 335 stalls)
- Not shown: 97 leased lots with ~4,600 additional stalls



Transit parking ownership



 = 1
EVERETT TRANSIT

 = 2

 = 3*

 = 8
Public Sector

 = 24*

OTHER = 4

 = 20*

 = 53*

 = 5

*shared ownership

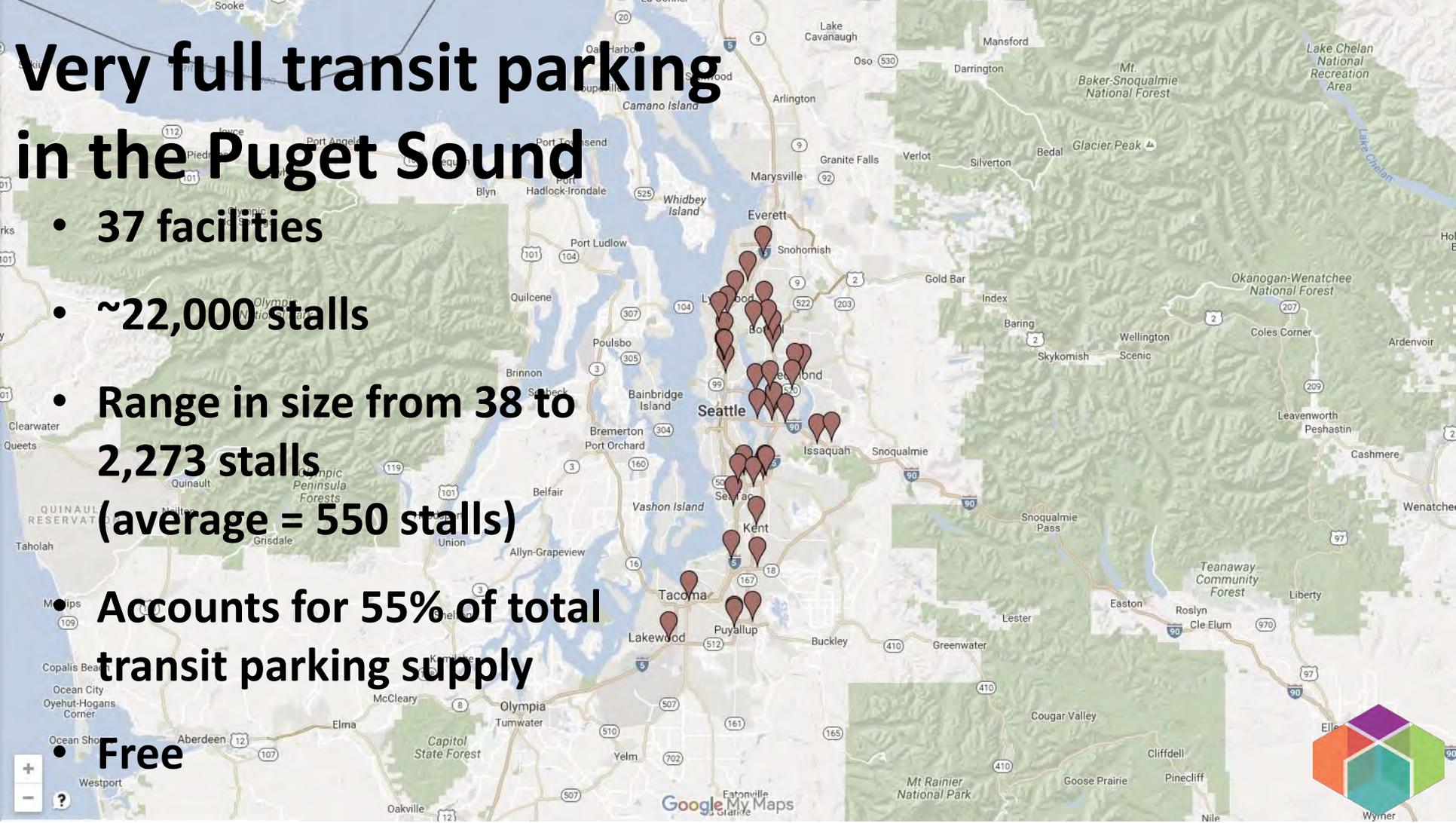
Transit parking trends

- Relatively stable transit parking supply since 2009
- Added 1,105 stalls between 2009 and 2015 (a 3% increase)
- Occupancy increased from 72% in 2009 to 80% in 2015

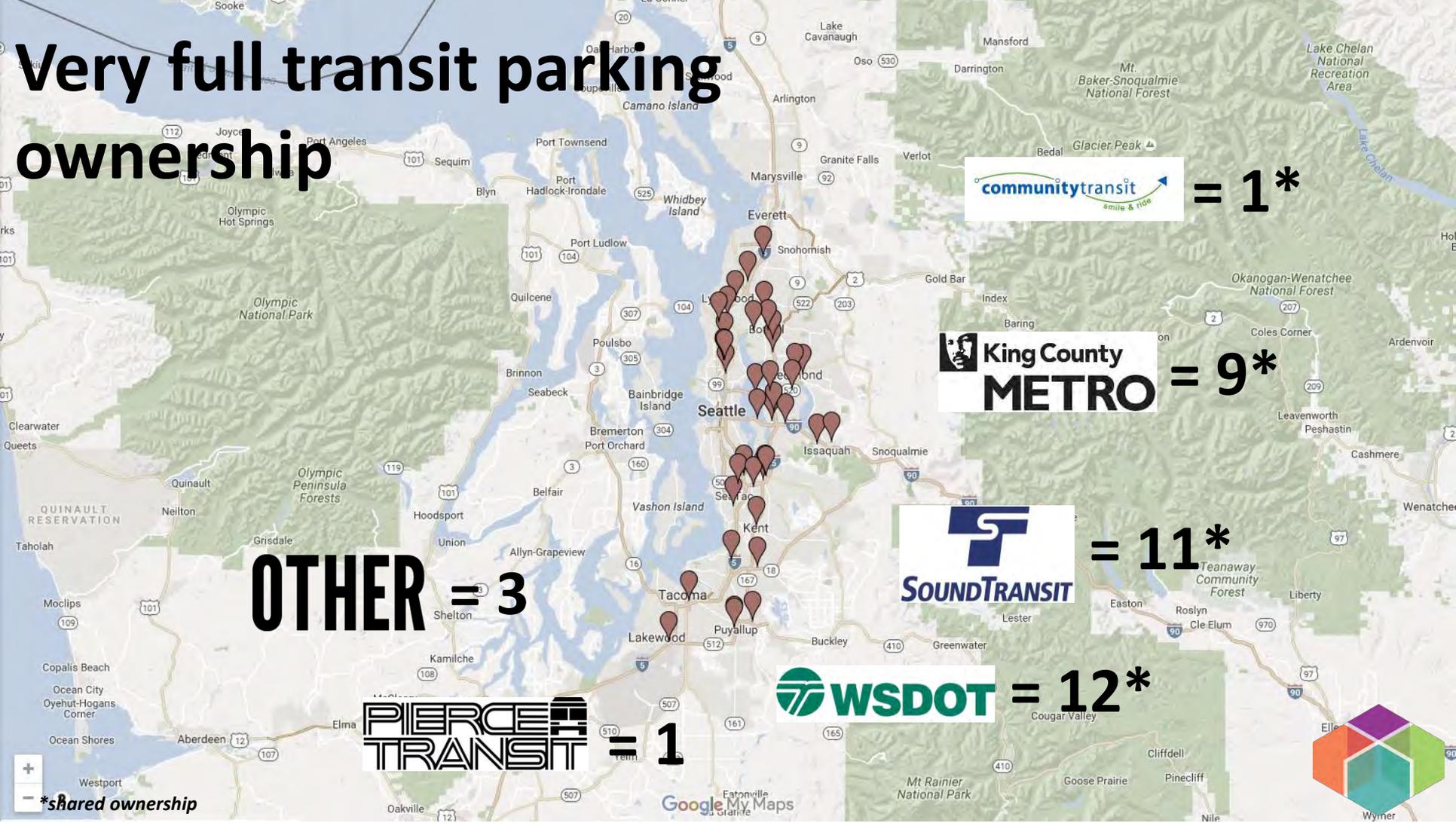


Very full transit parking in the Puget Sound

- 37 facilities
- ~22,000 stalls
- Range in size from 38 to 2,273 stalls (average = 550 stalls)
- Accounts for 55% of total transit parking supply
- Free



Very full transit parking ownership



OTHER = 3

PIERCE TRANSIT = 1

communitytransit = 1*

King County METRO = 9*

SOUNDTRANSIT = 11*

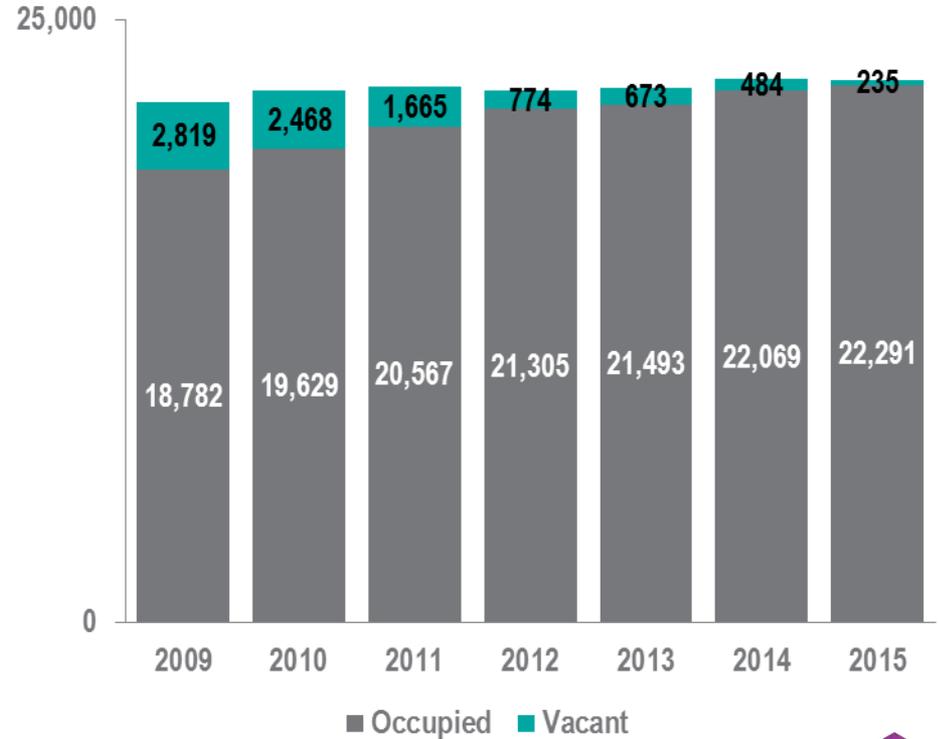
WSDOT = 12*

*shared ownership



Very full transit parking trends

- Same 37 facilities over time
- Added 925 stalls between 2009 and 2015 (a 4% increase)
- Occupancy increased from 87% in 2009 to 99% in 2015



Recent regional transit access activities

- PSRC conducted a Transit Access Assessment in 2014-2015
- Built on multiple efforts underway throughout the region
- Findings and recommended next steps released in early 2016
- Finishing a regional Transit Access Toolkit by the end of 2016



Recent regional parking management activities

March 9, 2016

- PSRC was tasked by the region's transit executives to examine parking management issues
- Convened a working group of facility owners to do this work
- Identified programmatic issues and consensus on a draft program
- Continue to work through policy and regulatory issues with partners

Regional Transit Parking Management DRAFT Program Design

Problem Statement

Customer demand for parking at certain key sites of transit service far exceeds available supply. Increasing parking capacity is unlikely to relieve demand both in the short-term and in a financially responsible way.

Purpose Statement

Make the most efficient use of public resources by managing demand for transit-related parking facilities.

Goal Statement

Improve regional mobility through increased transit ridership by achieving more public transportation users per parking space.

Benefits of Regional Transit Parking Management

- Increased transit ridership
- Improved customer satisfaction, access, and social equity by:
 - Providing greater certainty of finding a parking space
 - Providing access to preferred parking
 - Providing the ability to travel later in the morning
 - Reducing commute time
 - Allowing greater flexibility
- Reduced crush-loads and likelihood of buses passing riders down-route by spreading out transit demand
- Reduced congestion on local roads surrounding transit-related parking facilities by spreading out vehicle arrivals
- Increased non-auto mode of access to transit
- Could help offset transit-related parking facility maintenance and operations costs and future expansion

Integration

Transit parking management should be regionally integrated among all public owners of transit-related parking facilities so that any facility can be included in the program at the owners' discretion. Transit riders across the region should have a single interface through which to access parking information for all managed facilities in the region.



Summary

- **There are supply- and demand-side parking issues in the region**
- **More (and potentially a lot more) supply is coming**
- **Initial steps at managing transit parking demand**
- **We need to be flexible and creative with parking supply**
- **We need to treat transit parking as a system, not discrete assets in isolation**
- **Coming soon: a regional parking strategy**



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Thank you!

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