Sound Transit at a glance

- Established in 1996
- 85,000 riders/day on Sounder Commuter Rail, Link Light Rail, and ST Express Bus
- 23 parking facilities with 13,000 parking spaces serving King, Pierce and Snohomish Counties
What we’ve learned about parking

• Transit parking is a key component of a regional transit network
• First-come first-served not always the most efficient way to provide access to that parking
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- Without significant capital or operating funding
- Without major legislative changes
- Without huge shifts in customer experience
Initial steps

- Adoption of a new System Access Policy
- Establishment of a Parking Management Pilot
  1. Parking permits
  2. Rideshare collaboration
  3. Real-time parking availability information
1. Parking permits

Opt-in permit program at 4 facilities

- At Mukilteo Station, Issaquah Transit Center, Tukwila International Boulevard station, Sumner Station
- HOV and SOV permits for regular transit riders
- Ridership validated using ORCA card records
- Administrative fee: $5 for HOV, $33 for SOV
- Violators warned then towed
2. Rideshare collaboration

**Relocation of non-transit rider vanpools**

Collaboration with partner agencies to:
- Locate alternative vanpool meet-up spots
- Directly contact vanpoolers meeting-up at Sumner Station, Federal Way Transit Center, Issaquah Transit Center, Overlake Transit Center
- Offer incentives to move meet-up spot to alternative location

**Promotion of first-mile ridesharing**

Collaboration with partner agencies to:
- Promote use of Rideshare Online web tool
- Offer incentives for formation of home-end vanshares
- Promote registration of home-end carpools
3. Real-time parking availability information

- Adhesive induction loops count entries and exits at 4 crowded ST facilities: Puyallup Station, Auburn Station, South Everett Freeway Station and Federal Way Transit Center
- ST streams real-time parking data to customers via web/mobile
- Info about alternative transit lots is provided, if monitored facility is full
Implementation and Evaluation

- Pilot runs in 2014
- Final evaluation and reporting early 2015
  - Customer participation
  - Parking utilization
  - Transit ridership
  - User experience
Other implications

- Region-wide/interagency approaches to system access
- Capital and operating cost impacts