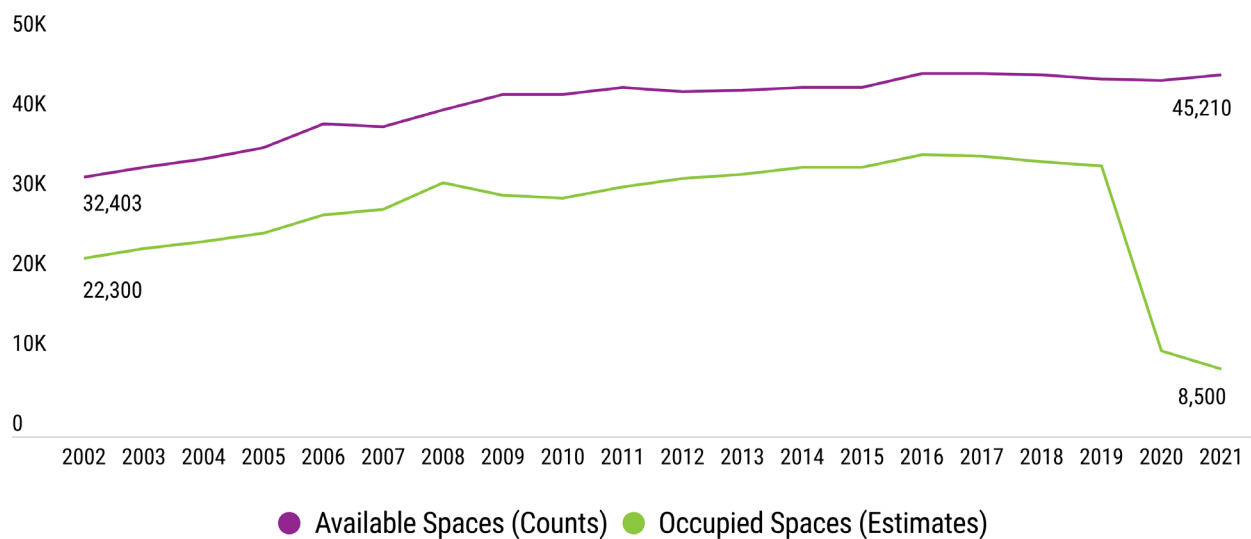


## Regional Park-and-Ride Trends

While many people continued to work from home in 2021, most of the region’s park-and-ride spaces sat empty. Park-and-ride occupancy had been at 76% before the pandemic; in 2021 it plummeted to 19%.

The region has 45,210 park-and-ride stalls. Last year, cars and vanpools occupied about 8,500 of them.

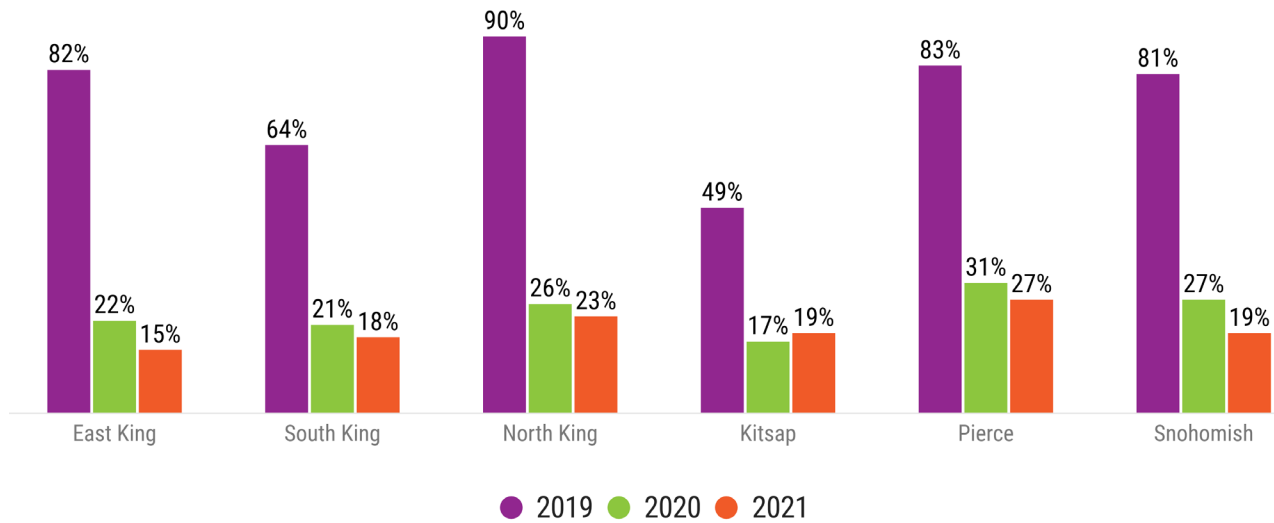
### Available Spaces Compared to Occupancy, 2002–2021



Park-and-ride lots serve the riders of transit agencies around the region: Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit and Sound Transit. They also provide a meeting place for vanpools and carpools.

The parts of the region that experienced the biggest drops in occupancy were East King County (down 9% from 2020) and Snohomish County (down 8%). Kitsap was the only county that experienced an increase (2%).

## % of Park-and-Ride Spaces Occupied, 2019–2021



### Growth in park-and-ride use since the pandemic

When looking at the full 12 months, park-and-ride use was higher in 2020 than in 2021. That may seem surprising since many people started commuting again last year.

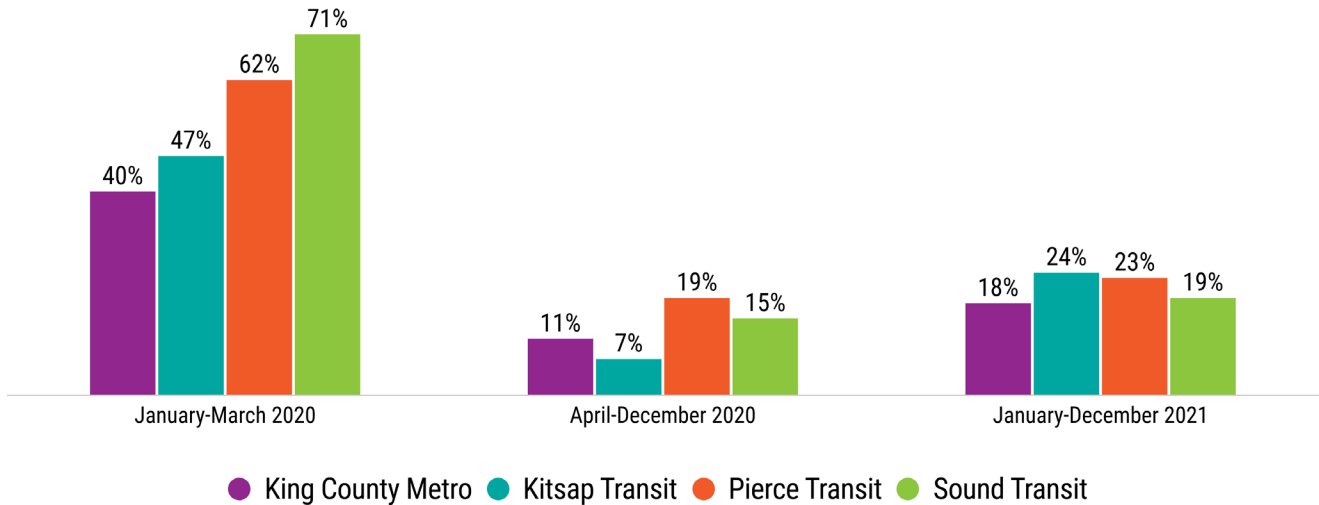
Normal to high park-and-ride occupancy levels during January to March 2020 before business shut-downs and work-at-home orders skew the annual statistics. When data from the pre-pandemic months are excluded, lot use was higher in 2021 than 2020.

In the months since the COVID-19 pandemic started impacting travel, all of the transit agencies below have reported gradual increases in park-and-ride use. Kitsap Transit had the strongest resurgence, with nearly a quarter of its spaces filled (24%) in 2021. Pierce Transit was not far behind (23%).



## Occupancy Before vs. During the Pandemic

Monthly data from transit agencies



*Not included: Community Transit in Snohomish County (reports data only on an annual basis) and Everett Transit.*

## Fewer park-and-ride lots around the region

The region lost eight park-and-ride lots last year. There are now 211 lots; in 2020 there were 219.

From 2020 to 2021, the number of leased lots shrank from 104 to 96, while permanent lots remained the same.

About 11% of park-and-ride spaces in the region are leased. Leased park-and-ride lots may be under a short-term lease with a private property owner or donated by a jurisdiction.

Most of the region's park-and-ride spaces are in permanent lots. Out of 45,210 stalls in the region, 89% are in permanent lots. Permanent park-and-ride lots may be owned by a transit agency or other government entity, or they may be under a long-term lease arrangement. The number of leased spaces went down about 6% last year (5,237 to 4,899), while permanent spaces increased around 3% (39,247 to 40,311).

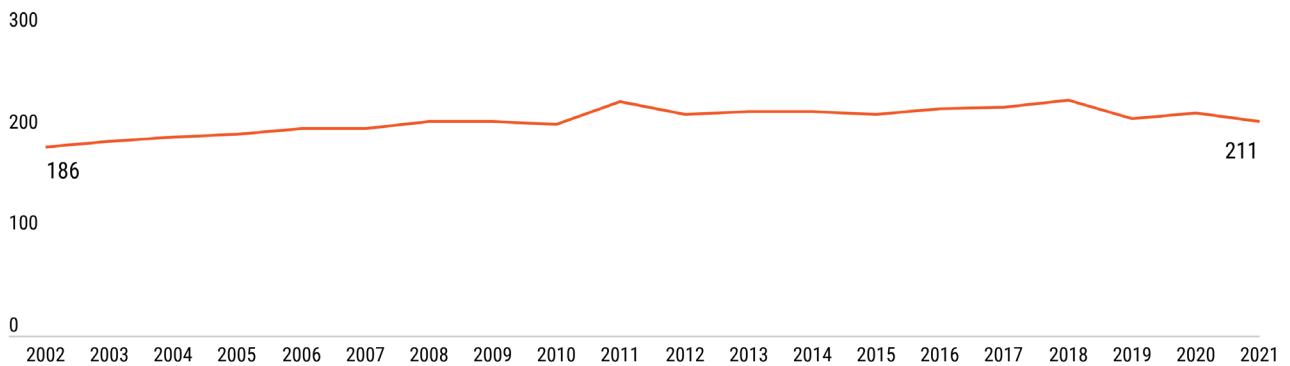
Permanent spaces were occupied at a rate of 25% in 2020 but decreased to 19% during 2021. Leased lots had a smaller difference, with 16% occupancy in 2020 compared to 16% in 2021.

East King County had the highest increase in the number of spaces (1,500 permanent), with the November 2021 reopening of the South Bellevue garage, which was closed in 2017 for construction of East Link. The number of permanent and leased spaces, on the other hand, remained constant in Kitsap County.

At the same time, East King County lost about 33% of its leased spaces—and most of the region’s leased park-and-ride lots. Many of the lost park-and-rides were church lots with 20 or fewer spaces. Bellevue Christian Reformed Church was one of the only leased lots left in the area, and the church’s occupancy rate jumped from 8% to 125% last year.

South King County and Pierce County lost about 5% and 2% of their permanent spaces, respectively. East King County, North King County, and Kitsap County remained the same.

### Park-and-Ride Lots in the Region, 2002–2021







## Some popular lots remained over half full

Although the pandemic put a damper on park-and-ride use overall, a few lots stayed busy. For example, the Puyallup Train Station lot was at 73% occupancy last year.

### Most-Used Park-and-Ride Lots by Service Areas, 2021

*(includes only permanent lots with more than 50% utilization)*

- East King County: Evergreen Point Bridge, Overlake P&R
- North King County: Northgate TC Extension, Green Lake (I-5/NE 65th St)
- South King County: Olson Place SW/Myers Way
- Kitsap County: Mullenix Road P&R
- Pierce County: Puyallup Train Station, Sumner Train Station
- Snohomish County: Stanwood I

### Least-Used Park-and-Ride Lots by Service Areas, 2021

*(includes only permanent lots with less than 10% utilization)*

- East King County: Issaquah Highlands P&R, Woodinville P&R, North Bend P&R, SR 908/Kirkland Way, Houghton P&R, Issaquah Transit Center, South Sammamish P&R, Tibbetts Lot
- North King County: Northgate Station Garage
- South King County: Kent/James Street, Ober Park, South Federal Way P&R, Burien Transit Center, Redondo Heights P&R, Valley Center, Federal Way/S 320th St, Lake Meridian/East Kent, SW Spokane St, Twin Lakes
- Pierce County: Roy “Y”, South Tacoma West, Parkland Transit Center, 72nd St Transit Center, South Purdy P&R
- Snohomish County: Snohomish P&R, Edmonds Station, Mountlake Terrace Interim Park & Ride, Swamp Creek, Freeborn Park and Ride, Edmonds P&R, Stanwood II, Cypress Semiconductor, Eastmont P&R, Monroe P&R, Sultan, Edmonds Station Leased Lot Salish Crossings, Gold Bar

*Data sources: PSRC’s Park-and-Ride Dashboard and 2021 Park-and-Ride Data Summary*