

# KENT/JAMES ST. PARK AND RIDE

902 W James St, Kent, WA 98032

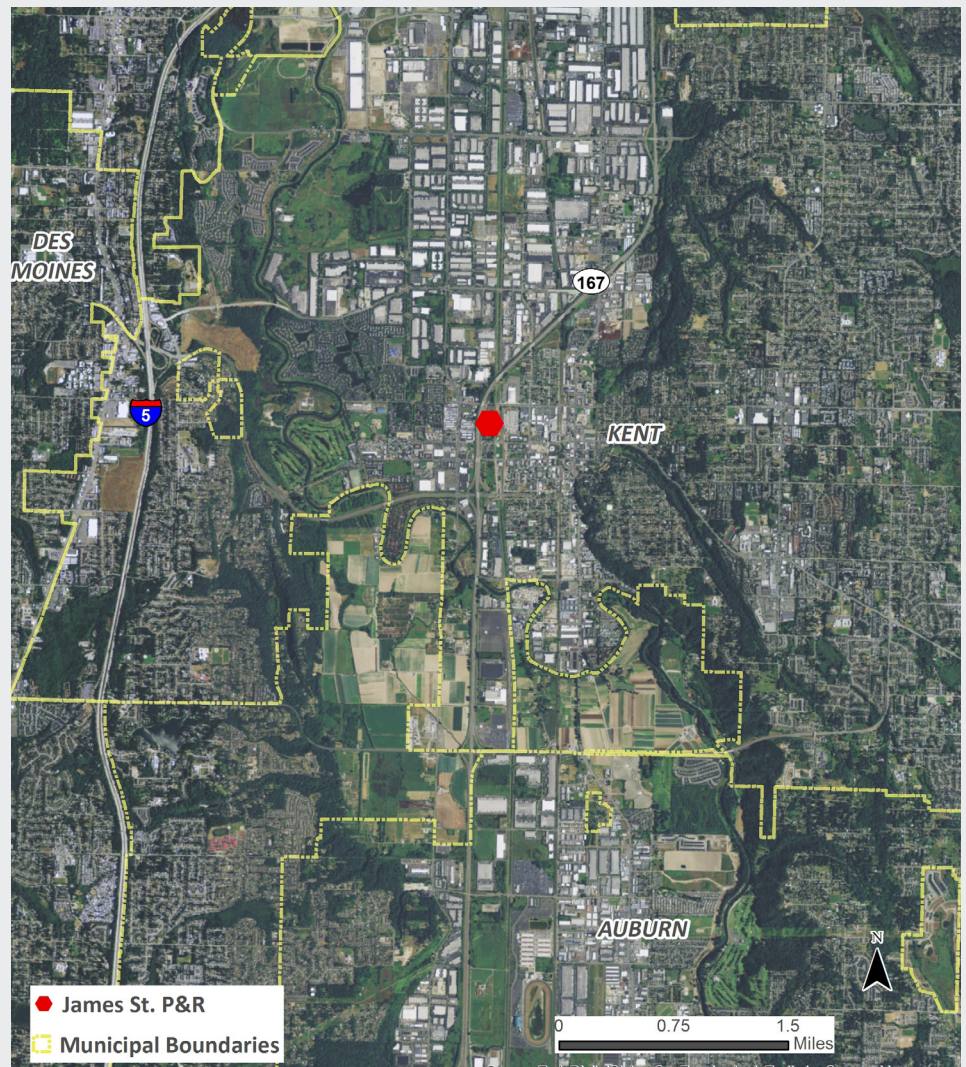
**171** Average weekday transit boardings

**719** Parking spaces

- Owned by King County Metro
- Agreements in place as overflow parking for ShoWare Center and King County Regional Justice Center

The Kent/James St. Park and Ride is located on the western edge of the North District of Kent's Downtown. No buses directly serve the two parcels that make up the Park and Ride, but there is a bus stop pair just north of Kent/James St. that is served by five King County Metro routes. In addition, Kent/James St. is approximately ½ mile from Kent Station, which is served by Sounder commuter rail, two Sound Transit Express bus routes, and ten King County Metro routes.

Kent/James St. Park and Ride has 719 stalls with a utilization rate that hovers around 25%, meaning that only about 175 stalls are used on any given day.

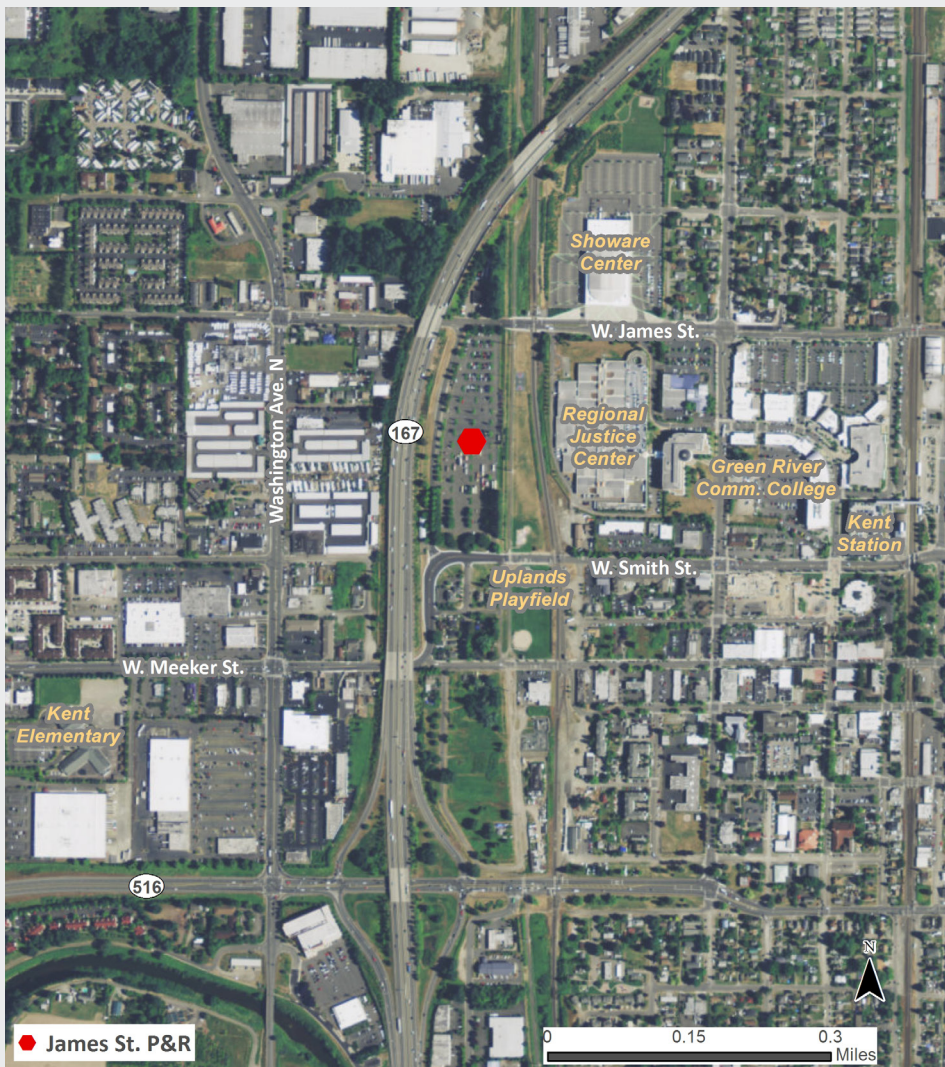


**Figure 1: 3-Mile Context Map**



A closer look at the area around the Kent/James St. Park and Ride shows some of the inherent challenges of the site itself. First, it's adjacent to SR-167 and a utility right-of-way on the west and east, respectively, and small parcels to the north and south. This creates a sense of removal from the larger downtown context and may contribute to perceptions that the area isn't safe and secure. In addition, Kent/James St. is just far enough away from Kent Station and other points of interests to potentially discourage spillover parking at Kent Station Garage.

While challenged as a public park and ride, the Kent/James St. Park and Ride does bring value to the King County Regional Justice Center and the ShoWare Center both of which have agreements to utilize Kent/James St. Park and Ride as overflow parking.



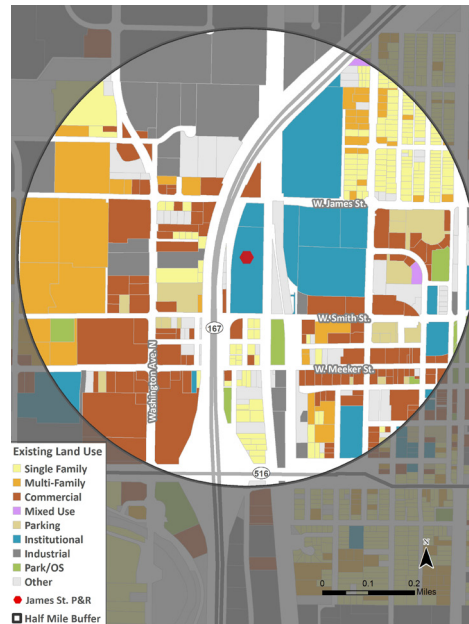
**Figure 2: Half-mile Context Map**

# LAND USE, POPULATION, AND EMPLOYMENT

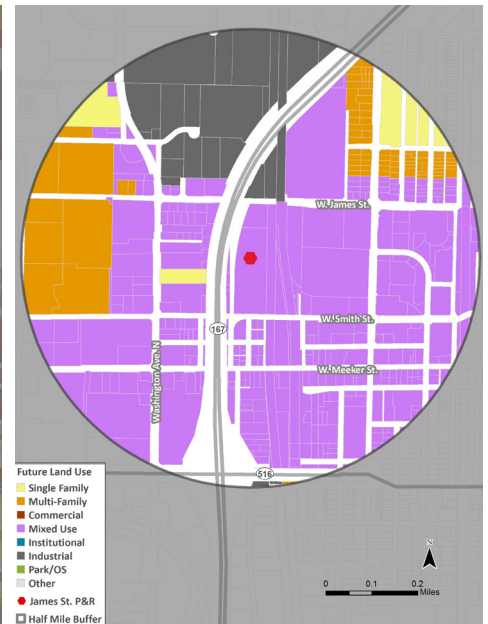
The area southeast of the Kent/James St. Park and Ride is a PSRC-designated regional growth center and the area just north is a PSRC-designated manufacturing/industrial center. As a result, current land uses are a mix of commercial, industrial, institutional, and single- and multi-family residential. This composition continues through 2040 with more growth expected in employment than population (it should be noted that most residential areas are just beyond the ½ mile extent examined for this case study).

Current Population: 5,300  
Current Employment: 8,300

2040 Population: 6,100 (+15%)  
2040 Employment: 12,800 (+54%)



**Figure 3: Existing Land Use**



**Figure 4: Future Land Use**

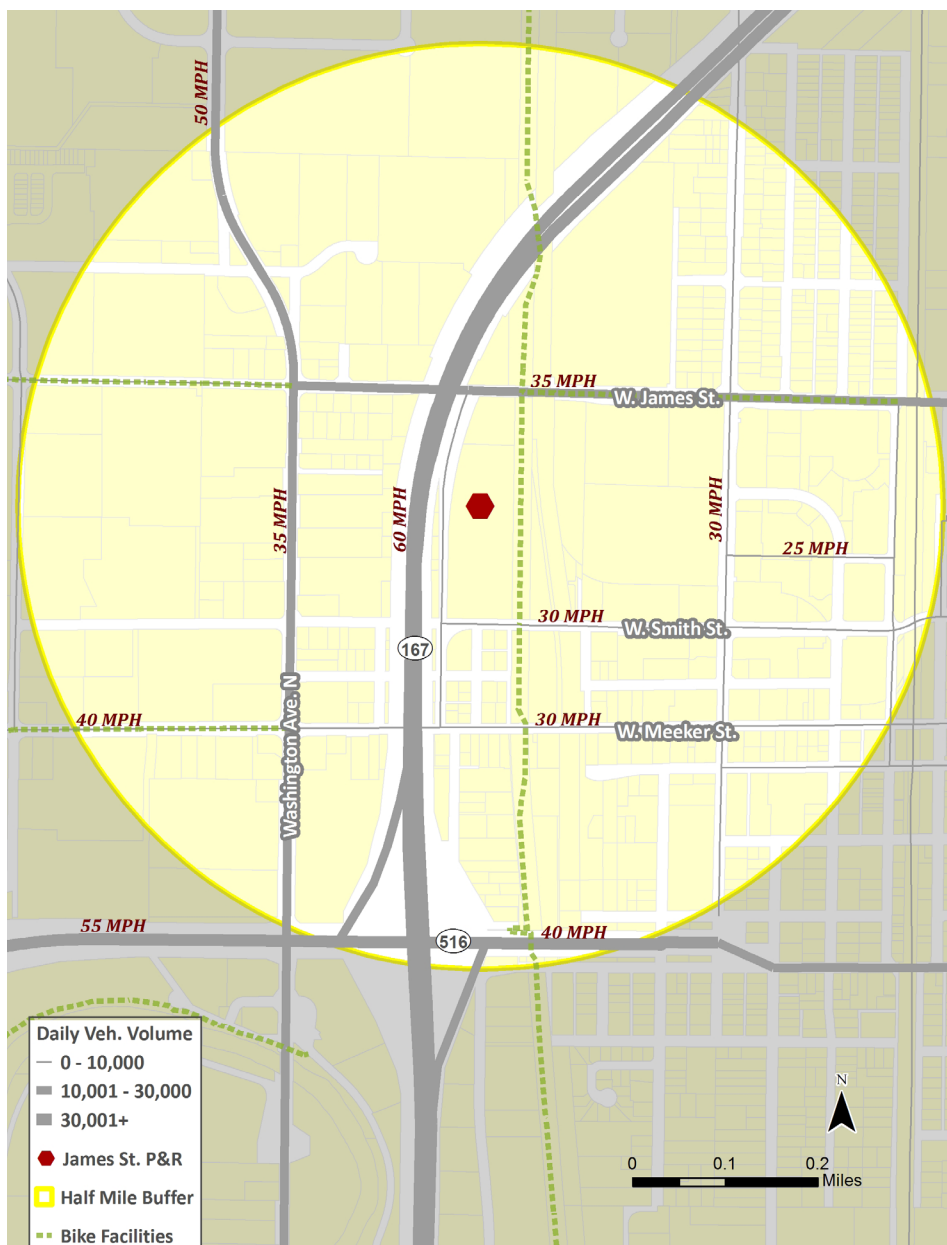
Recent development in the vicinity of the Kent/James St. Park and Ride include two mixed-use developments with approximately 326 apartment units and 1,600 square feet of commercial space.



**Figure 5: Mixed-Use Developments near Kent/James St. Park and Ride**

# ROADWAY CHARACTERISTICS

Figure 6 shows the roadway characteristics near the Kent/James St. Park and Ride. Kent/James St. sits just east of SR 167, which acts as a barrier between downtown Kent and points west. SR 516 and W James Street also have high traffic volumes and relatively faster speeds than other east-west streets in the vicinity of the Kent/James St. Park and Ride. Washington Avenue N is also a high volume street, but this is mostly due to it being the major north-south connection to the manufacturing/industrial center just to the north. Traffic speeds and volumes on the streets are lower to the east and south as one approaches the core of downtown Kent, which has a more classic grid-based street network.

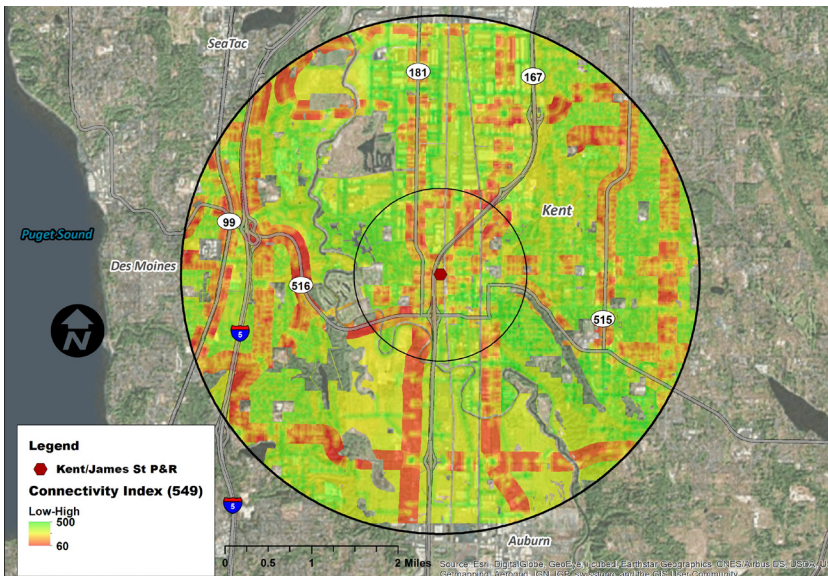


**Figure 6: Roadway Characteristics**



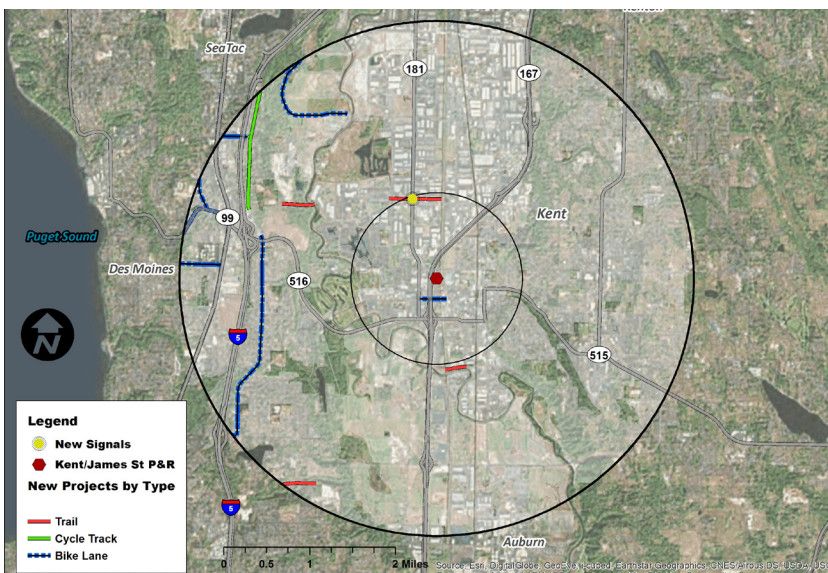






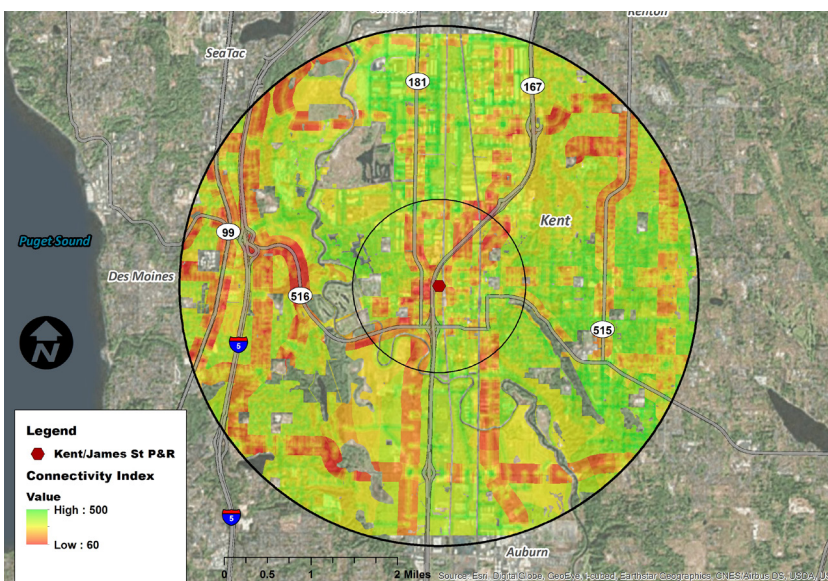
**Figure 9: Current Nonmotorized Connectivity Index**

Figure 9 shows the existing nonmotorized connectivity index using the Nonmotorized Connectivity Tool. The areas with poor nonmotorized connectivity largely appear around high-volume, high-speed arterials where there are inadequate crossings for nonmotorized modes, particularly along Washington Avenue N/SR 181 and parts of SR 167. It should be noted that the large hills to the east and west of Kent/James St. Park and Ride will affect nonmotorized connectivity.



**Figure 10: Analyzed Future Projects**

There are not many future projects as part of the Nonmotorized Connectivity Tool in the vicinity of the Kent/James St. Park and Ride. One that does appear is the addition of a bike lane on W Meeker Street. This is part of a larger effort by the City of Kent to improve the nonmotorized experience on this street.



**Figure 11: Future Nonmotorized Connectivity Index**

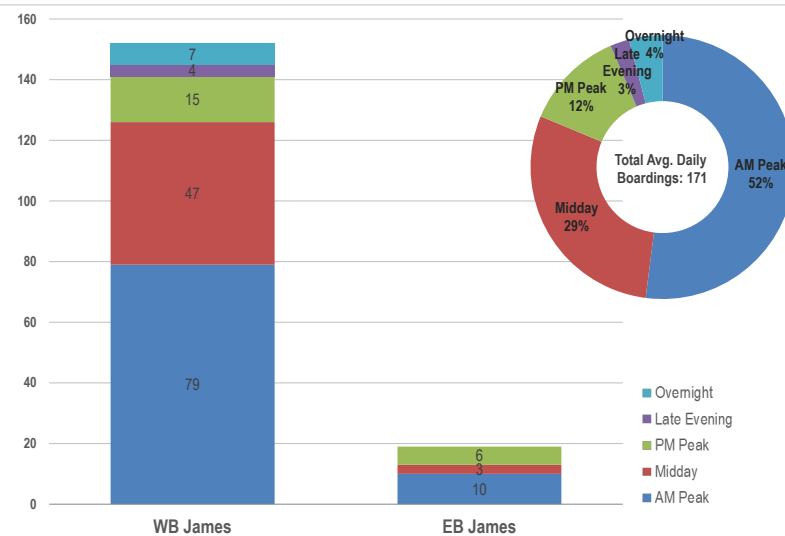
The relative lack of projects in the vicinity of Kent/James St. Park and Ride means that the future connectivity index shown in Figure 11 remains similar to current conditions. In addition, because much of the lower nonmotorized connectivity stems from poor crossings of high-volume, high-speed arterials and because there are very few new signals or crossing improvements, places with poor nonmotorized connectivity remain poor.

# TRANSIT SERVICE

Route	Service Period	Peak Headway	Off-Peak Headway	Travel Time	Average Weekday Ridership	Destinations Served
KCM 150	All-day	15	15	65	7,000	Downtown Seattle, Southcenter, Kent
KCM 158	Peak	15	-	~45	600	Downtown Seattle
KCM 159	Peak	15	-	~45	500	Downtown Seattle
KCM 166	All-day	30	30	50	2,200	Highline College, Des Moines, Burien
KCM 180	All-day	30	30	35	5,000	Auburn, SeaTac Airport, Burien

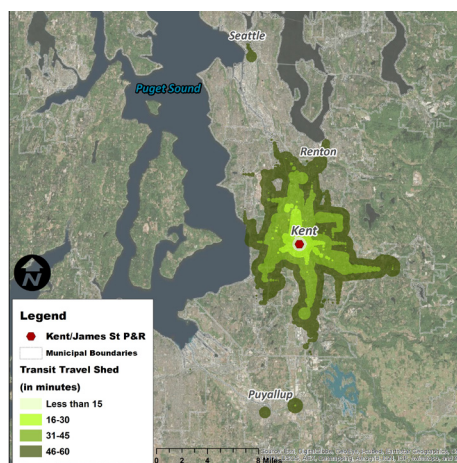
The Kent/James St. Park and Ride is served by five King County Metro routes. Metro routes 150, 166, and 180 are all-day routes that serve downtown Seattle, Highline College, and SeaTac, respectively. Metro routes 158 and 159 are peak routes serving downtown Seattle and collectively provide a 15 minute headway. All of these routes serve Kent Station as well. Prior to the construction of the Kent Station Garage, Kent/James St. Park and Ride was the primary location of peak period transit service in the City of Kent.

Figure 12 shows boardings at the bus stop pair just north of Kent/James St. Park and Ride. While more than half of the boardings took place in the AM peak, this amounts to only 79 total boardings at a park and ride that has more than 700 stalls.

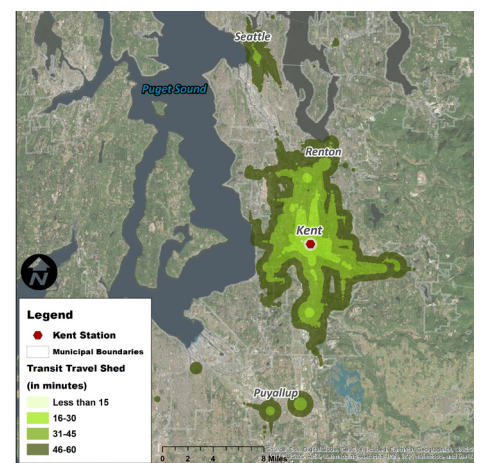


**Figure 12: Daily Boardings by Route and Time of Day (Kent/James St.)**

Transit service at Kent Station (Sounder commuter rail, two Sound Transit Express bus routes, and ten King County Metro routes) is of a much higher quality than that of Kent/James St. Park and Ride (five Metro routes). Figures 13 and 14 show how far riders can travel from Kent/James St. and Kent Station in the AM peak. Transit service at Kent Station gets people to more places and faster than the transit service at Kent/James St.



**Figure 13: Transit Travelshed (Kent/James St.)**

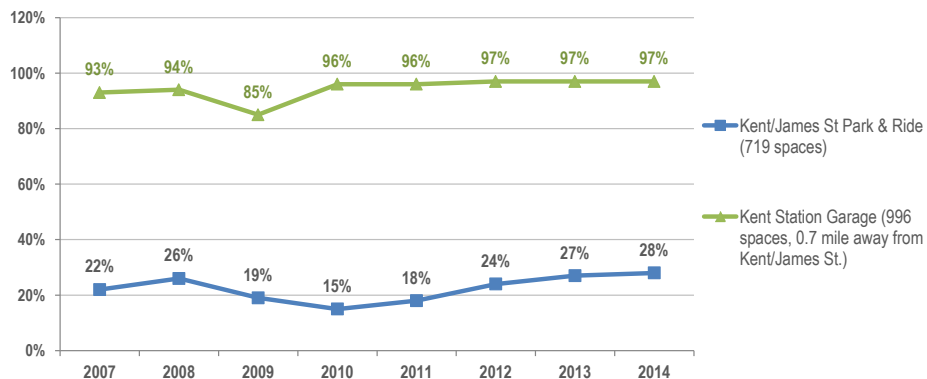


**Figure 14: Transit Travelshed (Kent Station)**



# PARKING CHARACTERISTICS

Figure 15 shows the total capacity and utilization rate of Kent/James St. Park and Ride as well as Kent Station. It is clear from this chart that there is much greater parking demand at Kent Station than at Kent/James St.



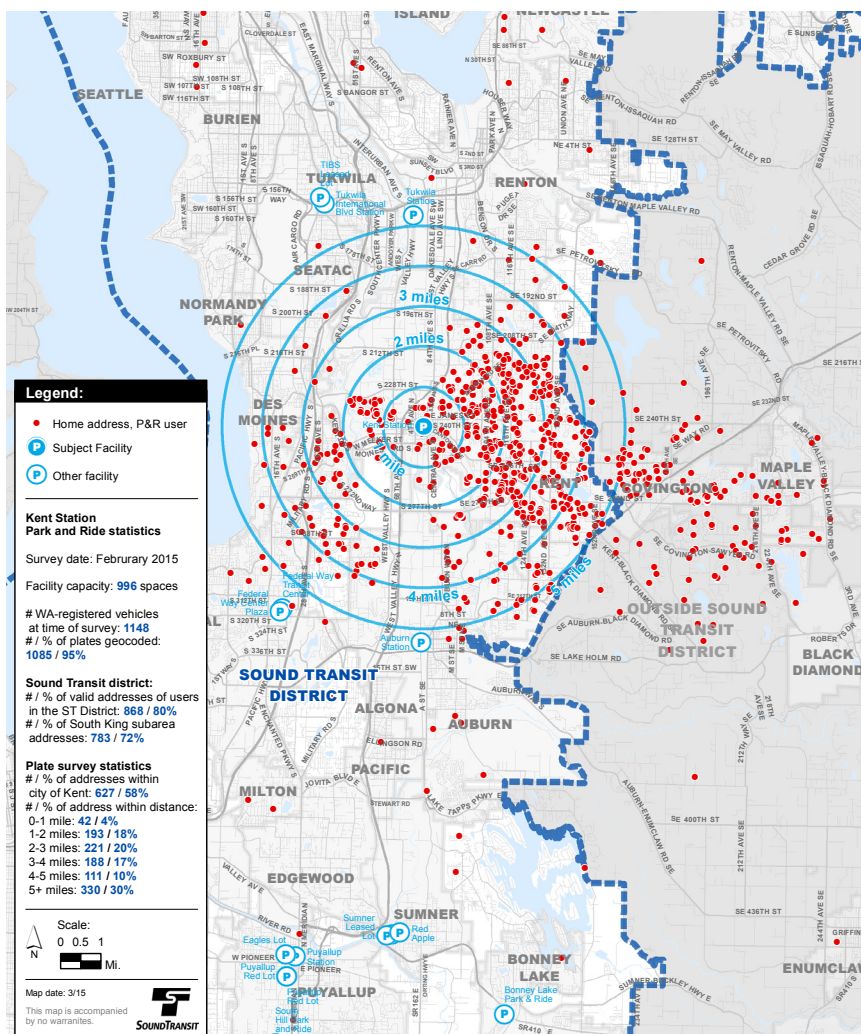
**Figure 15: Kent/James St. and Kent Station Park and Ride Utilization**

**4** Vanpools using Kent/James St. Park and Ride

**14** Vanpools using Kent Station

**7.25** Average vanpool occupancy

In addition to fixed route transit users, 4 vanpool groups use Kent/James St. as a meet-up location while 14 vanpool groups use Kent Station, though it's uncertain how many people park at either location to meet up with their vanpool groups.



**Figure 16: Kent Station License Plate Survey (2015)**

Sound Transit conducted a license plate survey of Kent Station users in February 2015, which is depicted in Figure 16. It demonstrates that many Kent Station users are arriving from points east, with 30% of vehicles coming from more than 5 miles away. Unfortunately, a similar survey is not available for Kent/James St. Park and Ride.



# FINDINGS

In consultation with City of Kent staff and the Transit Access Working Group that oversaw and provided guidance on this Transit Access Assessment, the following findings—organized by Urban Form, Transit Service, and Parking—were reached regarding transit access at Kent/James St. Park and Ride.

## Urban Form

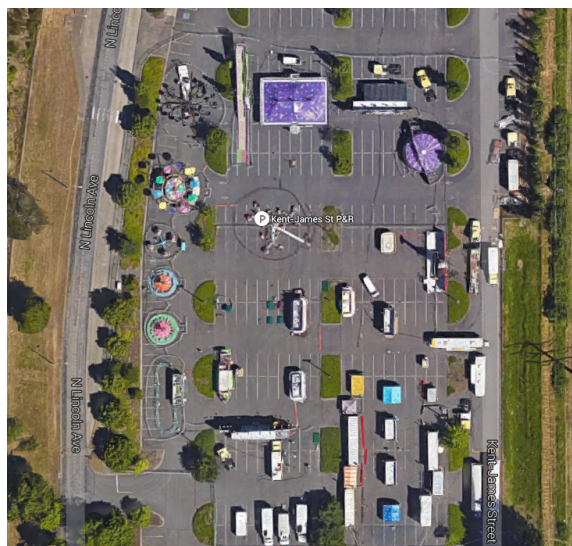
- A more urban context with some compatible growth occurring
- Valley location limits extent of nonmotorized connectivity
- SR-167 is a barrier though there are plans to address connections
- Major destinations in proximity to Kent/James St. Park and Ride

## Transit Service

- Transit service hub is located at Kent Sounder Station
- Only two peak period routes stop near Kent/James St. Park and Ride
- Modest transit demand but uncertain if people are driving to access that service

## Parking

- Heavy transit parking demand at Kent Station
- Excess capacity at Kent/James St. Park and Ride
- Additional 450 stalls and pedestrian bridge at Kent Station as part of Sound Transit 2
- Safety and security perceptions may exist at Kent/James St. Park and Ride



**Figure 17: Kent/James St. is the Carnival Location during Kent Cornucopia Days**