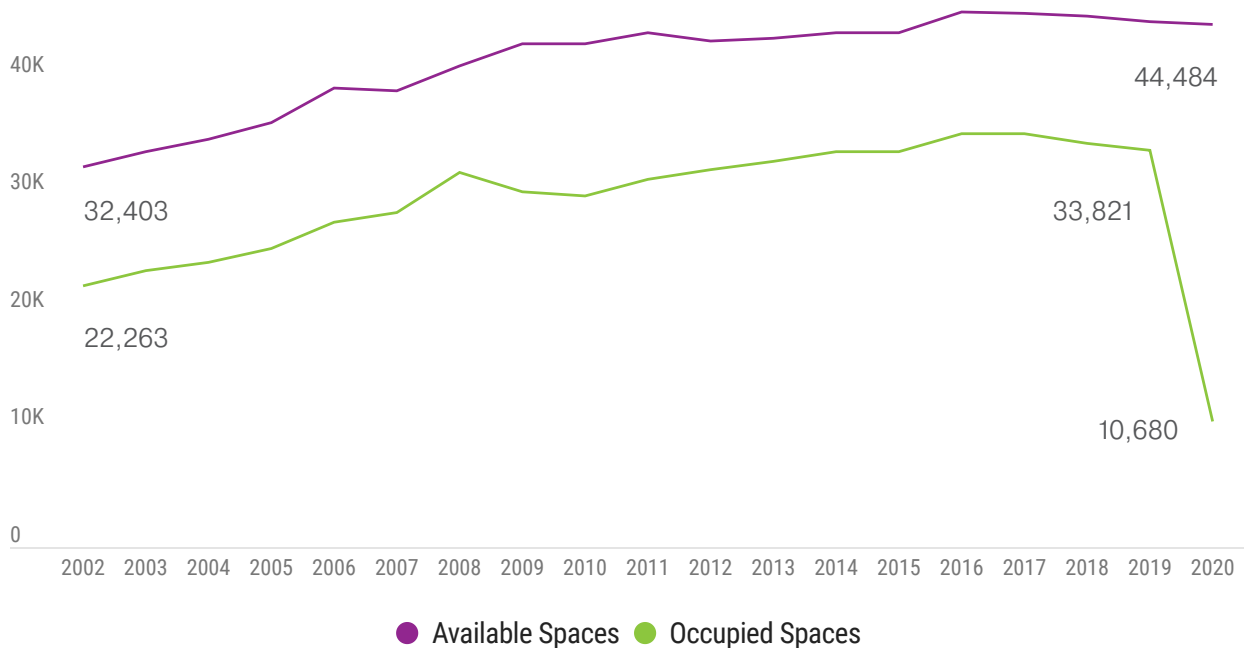


THE IMPACT OF THE COVID-19 PANDEMIC ON PARK-AND-RIDES AND TRANSIT

As many people worked from home during the COVID-19 pandemic, a large portion of the region’s park-and-ride stalls sat empty. Park-and-ride occupancy had been at 76% before the pandemic, but in 2020 it plummeted to just 24%.

Park-and-rides serve the region’s six major transit agencies: Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit, and Sound Transit. They also provide a meeting place for vanpools and carpools.

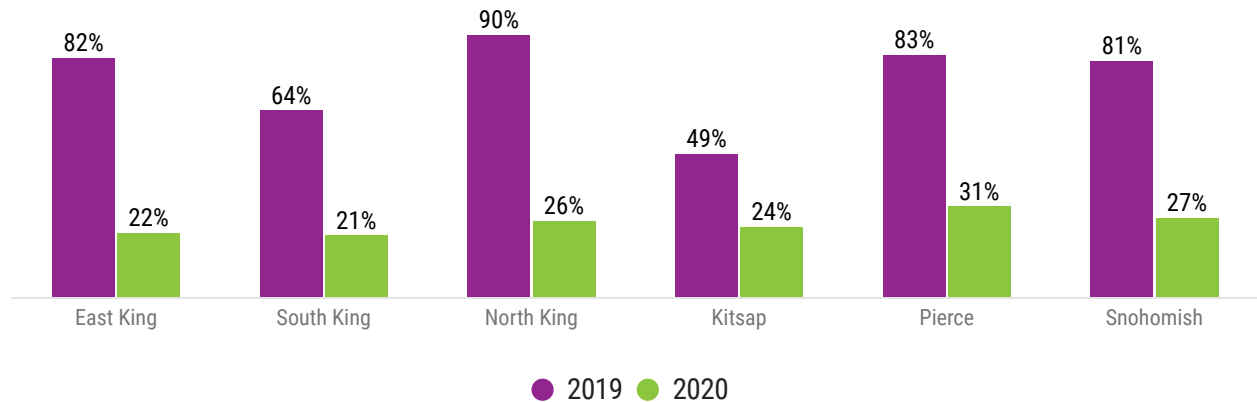
Total Available Park-and-Ride Spaces Compared to Occupancy, 2002-2020



Source: PSRC Park-and-Ride Database

The biggest drop in usage was in park-and-ride lots in East and North King County. Kitsap County had the smallest decrease.

% of Park-and-Ride Spaces Occupied Central Puget Sound region, 2019 vs. 2020



Source: PSRC Park-and-Ride Database

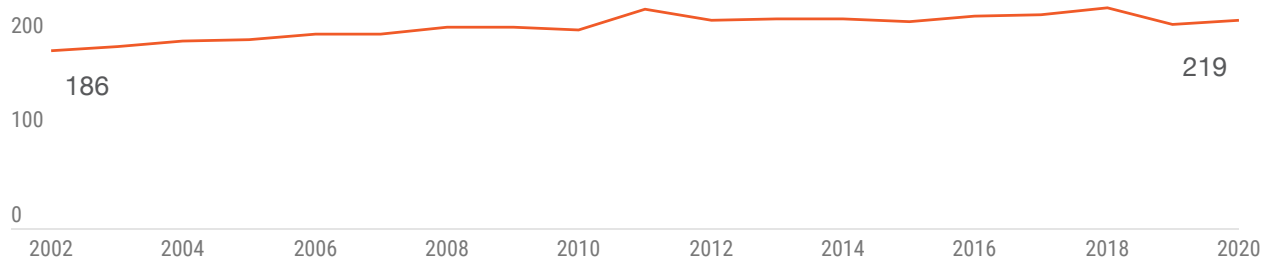
Spaces Fell, Lots Increased

The total number of spaces at park-and-rides also fell a small amount last year. The region lost 233 stalls in 2020, leaving a total of 44,484.

Although the region lost spaces, it gained park-and-ride lots in 2020, going from 214 to 219. The 2.3% increase is higher than the average percent change since 2002.

Four lots were added in East King County and two in Snohomish, while one lot was eliminated in North King County. Four King County lots were closed in 2019 because of construction, but brought back into use in 2020. In Snohomish County, two new lots were interim lots added due to East Link light rail construction.

Park-and-Ride Lots in the Region, 2002-2020



Source: PSRC Park-and-Ride Database

More Spaces Were Leased

A permanent park-and-ride lot is either owned by a transit agency or other government entity or under a long-term lease arrangement. A leased lot is under a short-term lease with a private property owner or donated by a jurisdiction. About 12% of park-and-ride spaces in the region are leased.

Transit agencies increased the spaces they leased last year. This could be because the agencies had entered into lease agreements before the COVID pandemic.

The number of leased spaces went up about 19% last year (4,409 to 5,237), while permanent spaces decreased around 3% (40,308 to 39,247). Almost half (47%) of the region's park-and-ride lots are leased. Out of the 219 lots in the region, 104 are leased. From 2019 to 2020, the number of leased lots grew from 93 to 104 (12%), while permanent lots shrank from 121 to 115 (-5%). As mentioned earlier, the lots may have been leased pre-COVID.

The region's permanent lots have many more parking spaces than leased lots. Out of the region's 44,484 stalls, 88% are in permanent lots.

During the pandemic, permanent lots had a bigger drop in use than leased lots. Permanent spaces were occupied at a rate of 79% in 2019 but decreased to 25% during 2020. Leased lots had a smaller difference, with 47% occupancy in 2019 compared to 16% in 2020.

Transit agencies may develop new temporary leased lots and/or consolidate multiple parking areas into one lot as part of the ongoing construction of Link light rail and associated disruptions.

Snohomish County had the highest growth in leased spaces because of interim lots added at Lynnwood and Mountlake Terrace. North King County lost about 10% of its permanent spaces, coinciding with the construction and development around Northgate.

The lot with the highest use in 2020 was Maple Valley Town Square. This King County lot had a 67% utilization rate—still below the region's pre-COVID occupancy rate of 76%.

Listed below are the most- and least-utilized park-and-ride lots in 2020. The most-utilized lots are those that have a utilization rate of 50% or more. The least-utilized lots have a utilization rate below 10%. Only permanent lots are included.

Most-Used Park-and-Ride Lots, 2020

- East King County: Evergreen Point Bridge
- North King County: Green Lake (I-5/NE 65th St)
- South King County: Maple Valley Town Square
- Kitsap County: Mullenix Road P&R, Port Orchard Armory
- Pierce County: Puyallup Train Station
- Snohomish County: Stanwood I

Least-Used Park-and-Ride Lots, 2020

- East King County: Houghton P&R, North Bend P&R
- North King County: Northgate Station Garage
- South King County: SW Spokane St, Twin Lakes, Lake Meridian/East Kent, Redondo Heights P&R, Federal Way/S 320th St, Kent/James Street
- Kitsap County: Annapolis Ferry Dock
- Pierce County: 72nd St Transit Center, Parkland Transit Center, South Tacoma West
- Snohomish County: Stanwood II, Sultan, Gold Bar



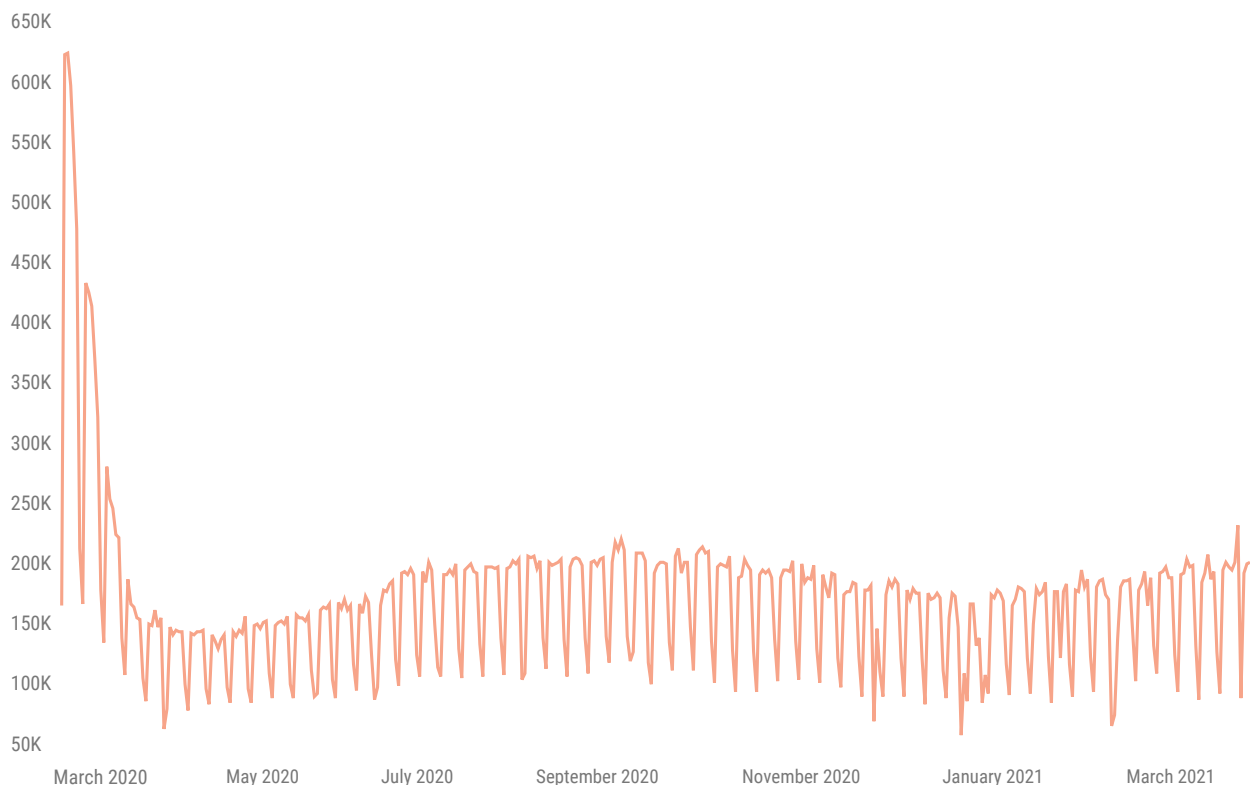
For more information, visit PSRC's Park-and-Ride Dashboard:

<https://www.psrc.org/park-and-ride-database/dashboard>.

Trends in Transit Ridership

As park-and-rides are primarily used by transit riders, PSRC looked at how ridership has fared during the pandemic, using the [WSDOT Transit dashboard](#).

Daily Transit Ridership Central Puget Sound region, March 1, 2020 - March 31, 2021



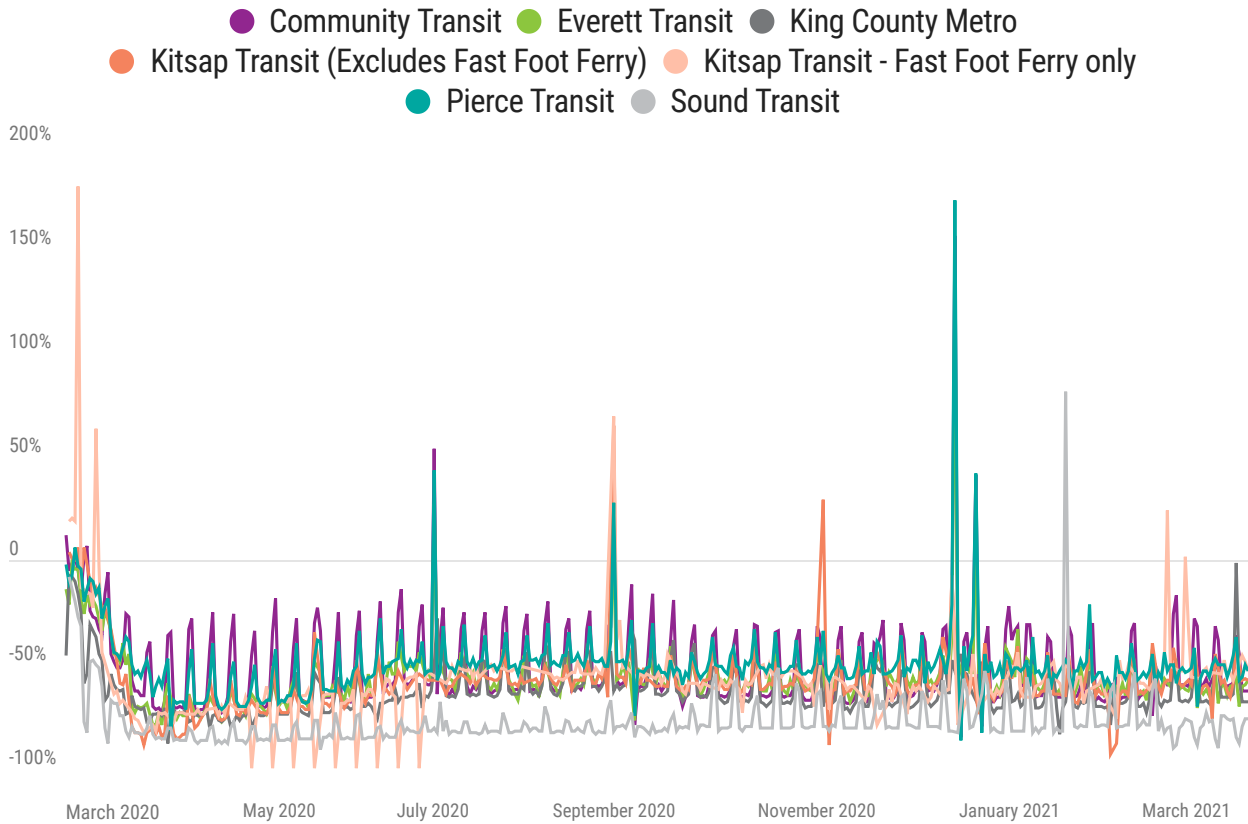
Source: WSDOT <https://wsdot.wa.gov/about/covid-19-transportation-report/dashboard/transit/default.htm>
Includes King County Metro, Sound Transit, Community Transit, Pierce Transit, Kitsap Transit, and Everett Transit.

WSDOT's dashboard compares current travel to the baseline year (March 2019 to February 2020). Overall, transit ridership in the region was down 58% compared with the base year. WSDOT notes that, in order to meet the unprecedented need for near-real time information, almost no quality control is performed on the data, so it should be used with caution.

In March 2021, Community Transit, King County Metro, and Kitsap Transit started seeing upticks in ridership. Sound Transit and Pierce Transit have not seen the number of riders go up since the precipitous drops in ridership in early March 2020.

Washington State Ferries provides public transit service, but they are not included in the WSDOT dashboard, and so are not part of this Trend's analysis.

Percentage Change in Transit Ridership Compared to Baseline

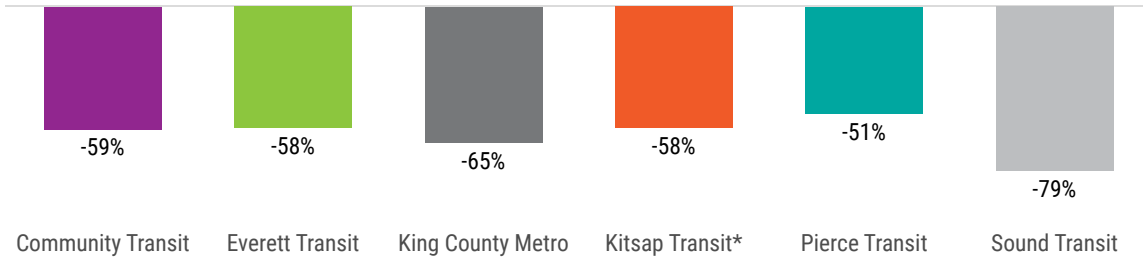


Source: WSDOT <https://wsdot.wa.gov/about/covid-19-transportation-report/dashboard/transit/default.htm>
Includes King County Metro, Sound Transit, Community Transit, Pierce Transit, Kitsap Transit, and Everett Transit.

There was no noticeable difference in ridership numbers after the governor’s restrictions on indoor social gatherings, restaurants, retail, and other services came into effect on November 17, 2020.

Overall, transit agencies saw larger ridership drops on weekdays than on weekends, most likely because many people use public transportation to get to work. Sound Transit ridership has remained lower than average, with weekday ridership generally staying around 80% below pre-COVID numbers.

Ridership Drop During the Pandemic - Weekdays



Community Transit Everett Transit King County Metro Kitsap Transit* Pierce Transit Sound Transit

Source: WSDOT <https://wsdot.wa.gov/about/covid-19-transportation-report/dashboard/transit/default.htm>

Compares baseline year (March 2019 through February 2020) to COVID-19 pandemic (March 2020 through March 2021)

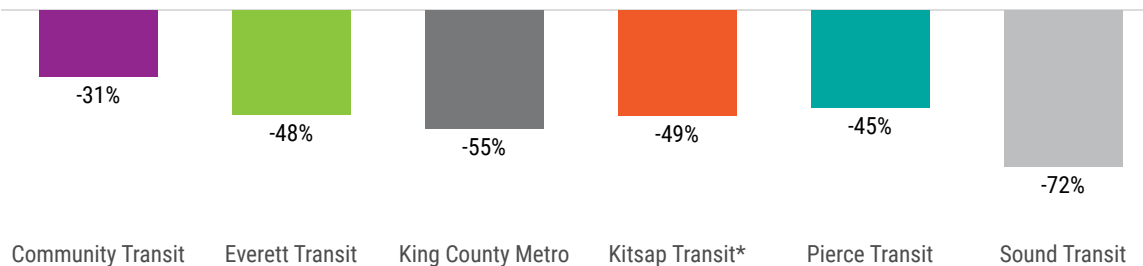
*Kitsap Transit includes Fast Foot Ferry.

Ridership on weekends didn't drop as dramatically as it did on weekdays. Overall, the region's transit agencies saw a 50% drop.

Community Transit experienced only a 31% decrease. The Snohomish County transit provider also had the largest percent change between weekday and weekend ridership out of all local transit agencies.

Sound Transit had smaller percent changes in weekend ridership in October 2020 (around a -60% change compared to the baseline). The trend continued even after the governor's November 2020 restrictions.

Ridership Drop During the Pandemic - Weekends



Community Transit Everett Transit King County Metro Kitsap Transit* Pierce Transit Sound Transit

Source: WSDOT <https://wsdot.wa.gov/about/covid-19-transportation-report/dashboard/transit/default.htm>

Compares baseline year (March 2019 through February 2020) to COVID-19 pandemic (March 2020 through March 2021)

*Kitsap Transit Fast Foot Ferry not included; WSDOT does not report this service on weekends.

WSDOT is still collecting data on how transit use has changed since the pandemic started—and how much ridership will change as more of the population is fully vaccinated.