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**To:** King County Council  
**From:** Transportation Choices Coalition, Futurewise, Housing Development Consortium, Sierra Club WA, Cascade Bicycle Club, Climate Solutions, Capitol Hill EcoDistrict, an initiative of Capitol Hill Housing  
**Re:** Support for paid permit parking proposal  
**Date:** July 9, 2019

Dear King County Council Members,

Thank you for the opportunity for public comment. We are writing today in support of the paid permit parking program to be voted upon at Mobility and Environment Committee on July 16th. We are very excited to continue to work with King County Metro as the board and staff develop parking and access policies, as the ability to access transit is critical for a seamless, sustainable, and equitable transit system with robust ridership.

Parking management can spread passenger loads, thus lowering operating costs by requiring fewer buses, and drivers during peak periods. Pricing and managing parking can also defray the costs of building and operating park-and-rides, and reducing the overall need to build more parking, opening up space for more housing near transit. Without fees, these costs are fully borne by all users, including those arriving by foot, bike, or bus, while the benefits accrue only to the few who drive.

Pricing parking can provide predictable access to a parking stall, especially for those who do not have the flexibility to arrive earlier and earlier to the station in order to secure one. King County's Equity and Social Justice Strategic plan includes goals of more actively managing park-and-rides to ensure availability for those who commute during non-peak hours, and to right size parking in order to improve the bike and walk environment for those who rely on transit. To increase equitable access to parking, and to manage demand without pricing out those most reliant on transit, we appreciate that the ORCA LIFT rate is set at a very low, flat rate, and the targeted outreach efforts for communities of color, those with low incomes, and those with limited English proficiency. We also encourage continuing to explore next generation ORCA technology that would allow the use of ORCA cards to pay for parking.

We think that a market- and performance-driven price setting and adjustment strategy is appropriate for full-price permits. The rates proposed may feel like a big change, but they range from only \$2-4 per day (**less than 50 cents/hour for a 10-hour day**), which is a great deal for guaranteed and convenient access to transit. And we appreciate that for those who cannot afford to pay or choose not to, at least 50% of the stalls will remain permit-free. Even permitted stalls that have not been used by mid-morning will open up to the general public for the rest of the day. This proposed program offers individuals the freedom of both choice and predictability.



We support the intent of the original ordinance to use revenues for maintenance/operations of the parking program, with excess funds directed to the multimodal access improvements. This structure provides ongoing funding to maintain, and improve safe access to transit for those who have the option to take more sustainable and space efficient modes, and thus reduce overall demand on the limited parking available. This, more than real-time information technology, provides a nexus that gets us toward holistic policy goals of equity, sustainability and affordability.

Overall, this is an important first step in parking management. We also must continue to treat our system as a regional one, and urge ongoing coordination with partners such as Sound Transit.

Sincerely,  
Transportation Choices Coalition  
Futurewise  
Housing Development Consortium  
Sierra Club WA  
Cascade Bicycle Club  
Climate Solutions  
Capitol Hill EcoDistrict, an initiative of Capitol Hill Housing