



# trends in transit insights

## Park and Ride Trends at Eastgate Park & Ride.

### Subject

This Trends in Transit Insight will investigate how the use of transit has evolved at Eastgate Park and Ride since the pandemic and estimate how many transit riders are using parking.

### Analysis Methodology

For this analysis, we are using summarized stop-level Automatic Passenger Counter (APC) data provided by King County Metro that includes all King County Metro-operated transit service serving stops at or near the Eastgate Park and Ride (including Eastgate Freeway Station).

Historically, riders who park at park and rides to use transit exhibit the following characteristics:

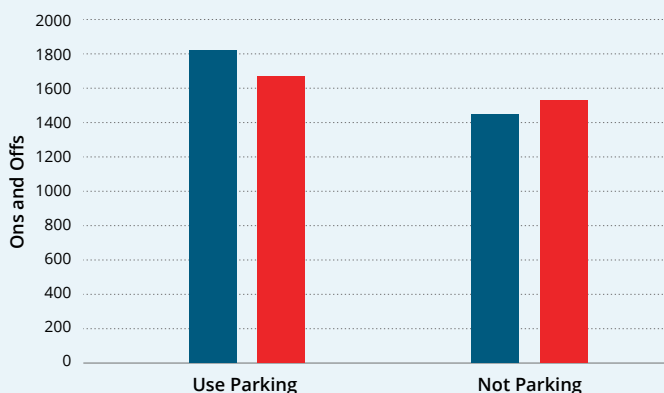
- They are destined for locations where paid parking is the norm (e.g. Downtown Seattle, U. District, Downtown Bellevue).
- They are attracted to frequent (every 15 minutes or better) service that becomes “express” (i.e. limited or no stops) soon after departing the park and ride. In other words, park and rides where service makes numerous stops before becoming “express” are not attractive to riders.
- They tend to travel in the traditional peak periods of 5 a.m. to 10 a.m. and 2 p.m. to 7 p.m.
- Many will drive to park and rides as close to their destination as possible, bypassing park and rides along the way. This can be observed by the fact that in the I-90 corridor Mercer Island and South Bellevue P&Rs fill up first, then Eastgate P&R, followed by Issaquah P&R and Issaquah Highlands P&R.

Based on this historical pattern, we can categorize routes and times of day for the likely use of parking:

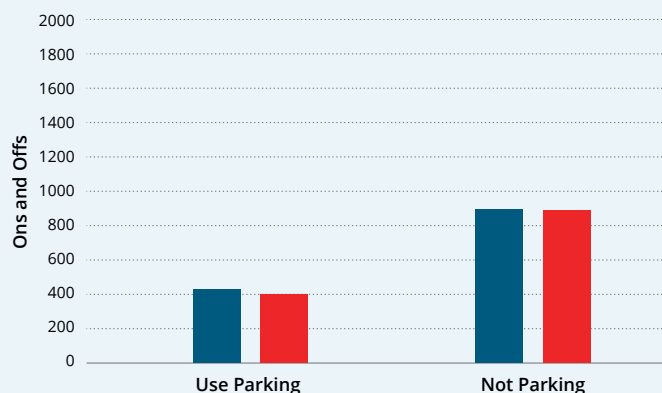
- Routes with most riders likely using parking (IB = inbound, OB = outbound, AM = AM Peak, MID = Midday, PM = PM Peak):
  - » **212** (IB AM/MID Ons, OB MID/PM Offs) – To/from Downtown Seattle
  - » **216** (IB Ons, OB Offs) – To/from Downtown Seattle
  - » **218** (IB Ons) – To/from Downtown Seattle
  - » **219** (IB Ons) – To/from Downtown Seattle
  - » **554** (IB AM/MID Ons, OB MID/PM Offs) – To/from Downtown Seattle
  - » **556** (IB Offs, OB Ons) – To/from Downtown Bellevue and U. District

## Ridership on routes where riders are likely to park versus routes where riders are unlikely to park

Eastgate P&R Use in Fall 2019



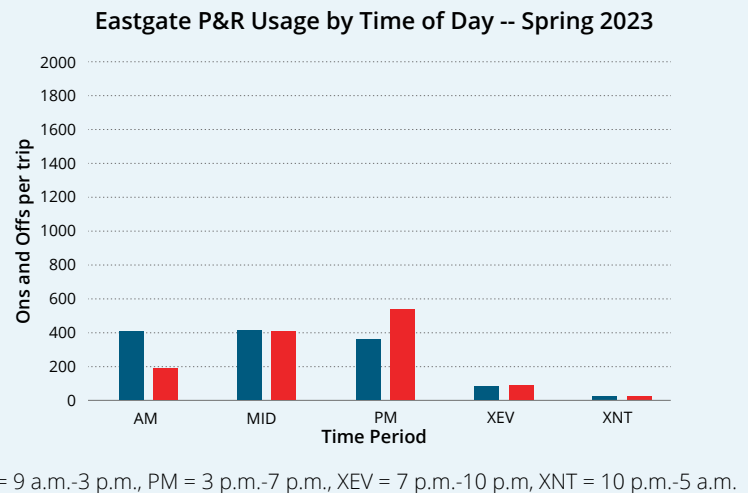
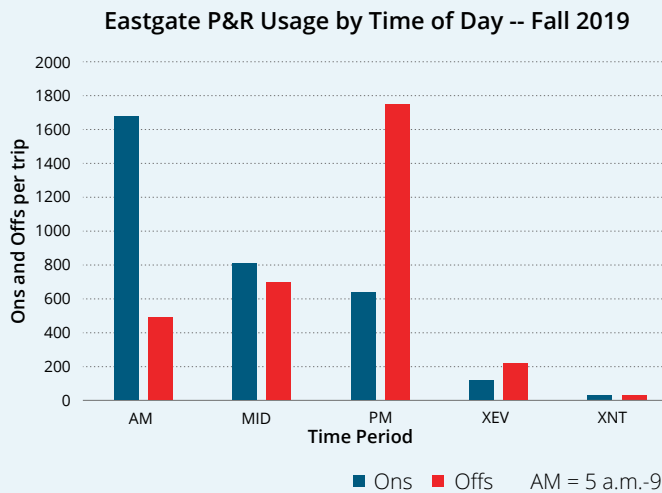
Eastgate P&R Use in Spring 2023



# Observations (ridership = boarding and alighting at Eastgate P&R and Freeway Station stops):

- In Fall 2019, ridership on routes where riders likely parked was 10-20% higher than ridership on routes where riders likely didn't park.
- There has been a massive drop of about 75% in ridership on routes where riders likely parked.
- The drop in ridership on routes where riders likely didn't park is about 40%.
- In Spring 2023, riders who likely don't park outnumber riders who likely park at Eastgate P&R by a roughly two to one margin.

## Time of Day Usage



## Observations:

- In Fall 2019, Eastgate P&R was extremely busy with riders boarding the bus in the AM Peak and exiting the bus in the PM Peak.
- In Fall 2023, Rider activity is spread more evenly across the daytime (AM Peak, MIDday, PM Peak) time periods.
- The traditional “9-to-5” rider no longer appears to be the dominant rider group utilizing transit at the Eastgate P&R.

## Conclusions

- ▶ Before the pandemic parking at Eastgate P&R was often at or near capacity as riders were attracted to the fast and frequent transit service to major job centers.
- ▶ There has been a steep decline of about 75% of ridership on routes used by riders who likely parked at Eastgate P&R.
- ▶ The type of rider using Eastgate P&R has shifted dramatically. Traditional “9-to-5” riders were the majority rider group before the pandemic, whereas in 2023, ridership is spread more evenly throughout the day.
- ▶ Given the changing nature of rider demand at Eastgate P&R, King County Metro and Sound Transit may wish to shift service from the peak periods into off-peak periods.
- ▶ With less demand for parking at Eastgate P&R and additional stalls of parking being added at both Mercer Island and South Bellevue Stations, the future utilization of Eastgate P&R likely will be well under available capacity. Note that Eastgate P&R will have a station on [Sound Transit's Line 4](#), connecting South Kirkland and Issaquah. When Line 4 opens in the early 2040s, it is likely to attract more customers to park at Eastgate P&R.

**Information**  
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To explore the detailed ridership data used in this analysis, please consult the Trends in Transit story map (<https://storymaps.arcgis.com/stories/8d9924bad20c413e996c3c79da57a364>)

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