

# Peer Region Structured Parking Policy Review

MAG Transit Committee  
November 9, 2010

*Agenda Item 5*





# Peer Region Structured Parking Policy Review

## ■ Summer 2010 - Transit Committee

Requested that MAG staff identify the criteria used in other regions for providing structured parking at bus park-and-rides. MAG staff contacted eight regions, Dallas, Denver, Los Angeles, Minneapolis, Portland, San Diego, Salt Lake City and Seattle, to collect information regarding the criteria and methodology for planning, site selection, and construction of structured transit parking facilities.

## ■ Requested additional distribution methodologies.

MAG had previously completed a Regional Park and Ride Study in January 2001, which established the following criteria for the "Characteristics of Successful Park and Ride Lots":

- High Level of express bus service (every 15 minutes or less during peak period)
- Express transit service available over at least a 3 hour period in AM/PM peak periods
- Located within close proximity of a freeway or light rail line (1-mile or less)
- Multimodal connectivity
- Access to HOV lanes for at least a portion of the bus trip to the final destination
- Visible location from adjacent arterials (to facilitate marketing and patron safety)
- Parking costs at the destination are substantially higher than the round trip fare
- Capital Cost and Overall Cost Effectiveness
- Market - Passenger Demand





# Peer Region park-and-rides, structured parking facilities, and transit centers

PEER MPOs/Transit Agencies	Structured Park And Ride Policy in Place	Park-and-Ride Transit Facility Types (in system) (inc. surface parking lots)	Notes of interest.
Dallas (NCTCOG / DART)	Yes	65 - System transit centers/park-and-rides 46 - Bus-Rail structured/p+r 0 - Bus-only structured	DART- Structured parking analyzed on a case by case basis by NCTCOG / DART, but no structures built without rail service.
*Denver (DRCOG / RTD)	Yes (Market based)	76 - System transit centers/park-and-rides 9 - Bus-Rail structured/p+r 1 - Bus-only structured	RTD- When land costs exceed \$15.03 per square foot, agency deems if effective to build a structured parking facility.
*Los Angeles (SCAG / MTA)	Yes (Market based)	106 - System transit centers/park-and-rides 49 - Bus-Rail structured/p+r 3 - Bus-only structured	
*Minneapolis (Metropolitan Council / Metro Transit)	Yes (Market based)	146 - System transit centers/park-and-rides 8 - Bus-Rail structured/p+r 1 - Bus-only structured	MetroTransit - Bus-only facilities by policy are avoided due to operating high cost (elevators, power, overhauls, security) and lower patronage.
Portland (METRO / Tri-Met)	Yes	63 - System transit centers/park-and-rides 27 - Bus-Rail structured/p+r 0 - Bus-only structured	
San Diego (SANDAG / MTS / NCTD)	No Policy for Structured Parking Facilities	78 - System transit centers/park-and-rides 49 - Bus-Rail structured/p+r 0 - Bus-only structured	
Salt Lake City (WFRC / UTA)	No Policy for Structured Parking Facilities	149 - System transit centers/park-and-rides 18 - Bus-Rail structured/p+r 0 - Bus-only structured	
*Seattle (PSRC / Sound Transit)	Yes (Market based)	81 - System transit centers/park-and-rides 20 - Bus-Rail structured/p+r 1 - Bus-only structured	

SOURCE: Maricopa Association of Governments.

\*This agency has built structured park and ride transit facilities for express bus/local bus. Structured facility characteristics have traditionally required a mix of modes - Light Rail, Commuter Rail, Express Bus and Local Bus/Circulator. All peer agencies in table have dedicated tax revenue sources for capital, operations and maintenance for transit facilities and park-and-rides.



# Peer Region Bus-only structured parking facilities - examples

PEER MPO/ Transit Agency	Facility Name	Routes Served / Daily Passenger / boardings at facility	Parking Spaces / Parking Levels	Cost
Denver, CO (RTD)	US36 and Broomfield Park and Ride	7 Express 5 Local 1,000 boardings	1500 spaces 4-levels	\$8.4 Million (Opened 2010)
Los Angeles, CA (LA-MTA) *Busiest 'bus- only' transit center west of Chicago, IL.	Lower El Monte Bus Station / Upper El Monte Bus Station	4 Express/BRT 18 Local 1 Greyhound 22,000 boardings (New El Monte facility will feature 40,000 daily boardings)	3,876 spaces 3-levels (New revamped facility to feature over 4,000 spaces, 2-levels.)	Original \$ N/A (Opened 1973) (New \$45 million revamped facility to open in 2012)
Minneapolis, MN (MetroTransit)	Coon Rapids Foley Blvd Park and Ride	2 Express No Local 2,200 boardings	1,243 spaces 2-levels	\$6.3 Million (Opened 2001)
Seattle, WA (Sound Transit)	Federal Way Transit Center	7 Express 7 Local 1,500 boardings	1,200 spaces 5-levels	\$39.4 Million (Opened 2006)

SOURCE: Maricopa Association of Governments, October 2010.



# Peer Region Structured Parking Policy Methodologies

## For Information and Discussion

Most existing and new park-and-ride facilities from the eight MAG Peer regions sampled in this analysis featured these common characteristics:

- Surface parking lots.
- Structured parking facilities were usually not constructed for bus-only operations, but for major multimodal stations serving local bus, express bus, and rail services.
- Agencies experiences have guided their decision making for building structured transit parking with a focus on one basic criterion: market based demand for transit service.

Information from the peer regions would suggest that a MAG Region structured transit parking policy should consist of a balanced mix of the following primary criteria:

- Included in Regional Transportation Plan(RTP)/Transit Improvement Plan(TIP)
- Passenger Demand/Market Based/Transit Demand Metrics (passenger boardings)
- (Minimum Level of Service (LOS) (local / express frequency))
- Acceptable Cost Benefit Performance/ Return on Investment
- Multimodal Transit Connections / Transit Access

In addition, other important criteria may be included:

- Transit Oriented Development Opportunities / Alternative Land Use Scenarios
- Proximity to HOV Lanes/Freeway corridor access (within ¼ mile)
- Proximity to Activity Center access (within ¼ mile)

