TRIMET’S PARK & RIDE PROGRAM

TOD Planner Idea Exchange
October 21, 2009

Young Park, TriMet
Presentation Overview

- Park & Ride Policy Guidance
- Program Highlights
- Short Term Meter Program
- Changing Landscape (TOD Connections)
- Daily Use Fees for P&R Spaces
- Shared Use Program/New Neighborhood lots
### Park and Ride Comparisons

Data from FTA National Transit Database and Agency web sites, available in 2008

<table>
<thead>
<tr>
<th>Transit Agency</th>
<th>Annual Boardings</th>
<th>Avg. Weekday Brdgs</th>
<th>Total Spaces</th>
<th>Spaces/Bdg</th>
<th>Bdgs/Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTA, Denver</td>
<td>87,005,156</td>
<td>297,595</td>
<td>25,168</td>
<td>0.08</td>
<td>11.82434</td>
</tr>
<tr>
<td>DART, Dallas</td>
<td>77,010,077</td>
<td>264,051</td>
<td>20,876</td>
<td>0.08</td>
<td>12.648544</td>
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<tr>
<td>UTA, Salt Lake City</td>
<td>38,234,400</td>
<td>134,633</td>
<td>19,124</td>
<td>0.14</td>
<td>7.040021</td>
</tr>
<tr>
<td>TriMet, Portland</td>
<td>101,575,197</td>
<td>319,581</td>
<td>9,925</td>
<td>0.03</td>
<td>32.199597</td>
</tr>
<tr>
<td>SacRT, Sacramento</td>
<td>31,521,397</td>
<td>109,063</td>
<td>7,482</td>
<td>0.07</td>
<td>14.576717</td>
</tr>
</tbody>
</table>

**Bar Chart: Boardings/Space**

- **Bdgs/Space**
Why is P&R Important?

- Provides transit option
- Formalize parking space
- Capturing “Choice Ridership”
- May replace low performing bus routes
- Concentrates service opportunities
Park & Ride Policy

- Impetus
  - Problem of “success”
  - Balance of demand and supply
  - New services

- How we got here
  - Original policy 1980
  - Park & Ride Advisory Committee
  - Revisions
## Usage Trends (1999 – 2009)

### PARK & RIDE GROUPS

<table>
<thead>
<tr>
<th></th>
<th>1999</th>
<th>2000</th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>BLUE LINE (15 LOTS)</td>
<td>70%</td>
<td>74%</td>
<td>82%</td>
<td>78%</td>
<td>76%</td>
<td>72%</td>
<td>69%</td>
<td>69%</td>
<td>72%</td>
<td>68%</td>
<td>62%</td>
</tr>
<tr>
<td>RED LINE (1 LOT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>YELLOW LINE (2 LOTS)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>33%</td>
<td>35%</td>
<td>41%</td>
<td>46%</td>
<td>40%</td>
</tr>
<tr>
<td>BUS LINK (5 LOTS)</td>
<td>61%</td>
<td>61%</td>
<td>63%</td>
<td>75%</td>
<td>76%</td>
<td>77%</td>
<td>75%</td>
<td>73%</td>
<td>73%</td>
<td>71%</td>
<td>71%</td>
</tr>
<tr>
<td>SHARED USE (34-40)</td>
<td>28%</td>
<td>28%</td>
<td>32%</td>
<td>28%</td>
<td>30%</td>
<td>35%</td>
<td>43%</td>
<td>42%</td>
<td>43%</td>
<td>45%</td>
<td>44%</td>
</tr>
<tr>
<td>WES STATIONS (4 LOTS)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>39%</td>
</tr>
<tr>
<td>I-205 GREEN LINE (5 LOTS)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>16%</td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL CAPACITY:**
- 1999: 9,790
- 2000: 9,810
- 2001: 9,770
- 2002: 9,850
- 2003: 9,570
- 2004: 9,992
- 2005: 9,992
- 2006: 10,200
- 2007: 10,200
- 2008: 10,200
- 2009: 13,201

### Graph

- **BLUE LINE (15 LOTS)**
- **RED LINE (1 LOT)**
- **YELLOW LINE (2 LOTS)**
- **BUS LINK (5 LOTS)**
- **SHARED USE (34-40 LOTS)**
- **WES (4 LOTS)**
- **GREEN LINE (5 LOTS)**

The graph shows the percentage of spaces occupied from 1999 to 2009 for each PARK & RIDE group.
Address Issues

• Improve security – CCTV cameras; patrols; awareness campaign
• Reserve short term parking spaces at crowded lots
• Promote/encourage carpooling
• Promote less crowded lots to shift overflow
• Seek shared use Park & Ride opportunities
Common Issues

- Popular parking lots full by 7AM. Create more spaces
- Parking overflow
- Lots are used predominantly by all-day commuters, no spaces are available for short term users
- Safety and Security: car prowls and break-in

SUNSET GARAGE AVERAGE WEEKDAY USAGE PATTERNS (Number of Cars in Garage)
Unofficial Rules of Thumb

• Don’t build in a Regional or Town Center
• Avoid parking facilities over 600 spaces (recent projects go beyond this due to FTA ratings criteria)
• Go very small in neighborhoods
• Good development is better than a P&R
• P&R is also land-banking for TOD (though we create a built-in constituency against the change when we do this)
How People Access Transit from Home

13% of people walk to transit from home.

Source: TriMet’s 2002 Origin-Destination Survey
What would you do if this lot were always full?

- 18% Park on street nearby
- 10% Drive to another P&R
- 5% Drive to another place to park
- 14% Drive all the way
- 3% Have someone drop me off
- 10% Take bus/MAX from home
- 10% Other

TriMet System Survey 1999
Sunset TC Access Modes

Sunset TC Access Mode Totals
Weekday 6:45 AM - 8:30 AM
Summer, 1999

- Park & Ride: 52%
- Street Parking: 5%
- Tri-Met Bus: 21%
- Drop Off: 9%
- Pedestrians: 8%
- Taxi/Cedar Mill Shuttle: 2%
- Providence Shuttle: 2%
- Bike: 1%
- Pedestrians: 8%

Sunset TC Access Mode Totals
Weekday 6:45 AM - 8:30 AM
Summer, 1999

- Line 62: 41%
- Line 89 via Cornell: 17%
- Line 59: 15%
- Line 60: 7%
- Line 89 via Bronson: 11%
- Line 20 Westbound - to Beaverton TC: 4%
- Line 20 Eastbound - to Gateway TC: 5%
- Line 59: 15%

Note: 192 cars were already parked at garage by 6:45 AM. First floor mostly full by 6:45 AM. Second floor full by 7:30 AM. Garage full by 8:10 AM.
Park & Ride Policy Principles

Enable access to Tri-Met with the following, in order of importance:

1. Maximize Efficiency
2. Enable “total transit” trips
3. New P&R for “under-served”
4. New P&R for all riders
Goal 1: Location & Design

• Put P&R where they make sense
  ✷ Regional development; under-served residents of the Tri-Met District; on good service

• Design
  ✷ Allow and incorporate TOD; minimize impacts on neighborhoods; other services and amenities

• Safety, Convenience, and Circulation
The Park-and-Ride System

Remote

Suburban

Urban

P&R

Downtown

MAX

Bus

P&R

Bicycle
Pedestrian
Auto
Local transit

TRIMET
Integrating TOD Opportunities

- Encourage compatible land uses
- Park & Ride as land resources for TOD
- Seek joint development opportunities
- Seek input from community
- Leverage public and private partnerships
Gateway Project

- Connected to Gateway Regional Center/Urban Renewal Area
- 105,000 sq ft Medical Office Building & Parking Garage (Oregon Clinic)
- Phased improvements, summer 05 construction
- A 2.5 to 1 gain in transit boarding trips/acre
Goal 2: Resources

• Long-range strategy for maximum cost-effectiveness
  ◆ Top priority to shared use
  ◆ Joint development
  ◆ Longer term planning for facilities
  ◆ Look at full range of sources: MTIP, federal, new Tri-Met, public/private
Park & Ride Expansion Program

- Tied to major transit projects; leverage funding
- Const Cost: $5,000/space surface; $14,000/space garage – right of way extra
- FY05-06: Tualatin (70 spaces) Southgate (280 spaces); Gateway garage (480 spaces)
- Commuter Rail (4 new lots – 800 spaces)
- I-205 Light Rail (5 new lots – 2070 spaces)
## PAY TO PARK OPTIONS

<table>
<thead>
<tr>
<th>Park &amp; Ride Lots</th>
<th>Capacity</th>
<th>Daily Use</th>
<th>% Use</th>
<th>Overflow</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Tri-Met Owned Park &amp; Ride Lot</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Westside MAX</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Quatama / NW 205th</td>
<td>310</td>
<td>310</td>
<td>100%</td>
<td>Orenco</td>
</tr>
<tr>
<td>Elmonica / SW 170th</td>
<td>435</td>
<td>370</td>
<td>85%</td>
<td>Willow Creek</td>
</tr>
<tr>
<td>Milikan Way</td>
<td>400</td>
<td>400</td>
<td>100%</td>
<td>Beav Creek</td>
</tr>
<tr>
<td>Sunset Transit Center</td>
<td>630</td>
<td>630</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td><strong>Westside Bus</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Barbur Boulevard **</td>
<td>368</td>
<td>368</td>
<td>100%</td>
<td>Tigard</td>
</tr>
<tr>
<td>Tualatin **</td>
<td>385</td>
<td>325</td>
<td>84%</td>
<td>Mohawk</td>
</tr>
<tr>
<td><strong>Eastside MAX</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gresham City Hall</td>
<td>417</td>
<td>417</td>
<td>100%</td>
<td>Gresham Garage</td>
</tr>
<tr>
<td>Gateway</td>
<td>820</td>
<td>820</td>
<td>100%</td>
<td>122nd</td>
</tr>
<tr>
<td>Parkrose</td>
<td>193</td>
<td>193</td>
<td>100%</td>
<td>C-Tran lots</td>
</tr>
<tr>
<td><strong>Interstate MAX (defined as shared use - 2 tot)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Expo Center</td>
<td>300</td>
<td>44</td>
<td>15%</td>
<td>C-Tran lots</td>
</tr>
<tr>
<td>Delta Park</td>
<td>300</td>
<td>150</td>
<td>50%</td>
<td>C-Tran lots</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td>4,558</td>
<td>4,027</td>
<td>88%</td>
<td></td>
</tr>
</tbody>
</table>

Decline in Use with Charging: 40% 2420

Revenue - $1/day plus citation $ 750,000
Expenses - One time Collection Equipment $ (230,000)
Annual O&M $ (100,000)
YR 1 Net: $ 420,000
Future Years: $ 650,000
Goal 3: Management

• Encourage use by “under-served”
• Manage capacity
  - Use existing space; 24-hour; off-peak; carpool
• Mitigate impacts to neighborhoods
• Consider charging at specific locations if appropriate
• Enforcement to support policies
Short Term Spaces

- Reserve up to 12 spaces at most crowded lots – Sunset and Gateway
- Administer spaces with Portland-style pay-to-park kiosks (smart meter)
Selected Transit Agencies that Charge For Park & Ride

<table>
<thead>
<tr>
<th>Park &amp; Ride</th>
<th>TriMet</th>
<th>BART-San Francisco Bay Area, CA</th>
<th>Caltrain – Bay Area, CA</th>
<th>Translink Vancouver Metro area, BC</th>
<th>WMATA – Washington, DC</th>
<th>MARTA – Atlanta, GA</th>
<th>MTA – Los Angeles, CA</th>
<th>MBTA – Boston, MA</th>
<th>CTA – Chicago, IL</th>
</tr>
</thead>
<tbody>
<tr>
<td>CBD Aver Parking Cost (est)</td>
<td>$125/mo</td>
<td>$250/mo</td>
<td>$250/mo</td>
<td>$150/mo</td>
<td>$250/mo</td>
<td>$200/mo</td>
<td>$200/mo</td>
<td>$300/mo</td>
<td>$300/mo</td>
</tr>
<tr>
<td></td>
<td>$8/day</td>
<td>$20/day</td>
<td>$20/day</td>
<td>$15/day</td>
<td>$20/day</td>
<td>$15/day</td>
<td>$18/day</td>
<td>$25/day</td>
<td>$25/day</td>
</tr>
<tr>
<td>Daily</td>
<td>Free</td>
<td>2 lots - $2/day</td>
<td>Most lots - $1.50/day</td>
<td>Free</td>
<td>All lots - $3.50/day</td>
<td>Free</td>
<td>Reserve for fee – park by phone</td>
<td>All lots - $1 to $4/day</td>
<td>All lots - $2/day</td>
</tr>
<tr>
<td>Monthly Reserved</td>
<td>Free</td>
<td>Most lots - $30 to $84/mt</td>
<td>Non-reserved $15/day</td>
<td>One lot – $15/mo</td>
<td>Additional $45/mt</td>
<td>N/A</td>
<td>Available at 5 Red line lots outside vendor, subscription</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Long Term</td>
<td>N/A – 24 hr max use</td>
<td>At 26 East Bay lots - $5/day</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Designated lots - $3 to $6/day</td>
<td>N/A</td>
<td>N/A</td>
<td>1 lot - $12/day</td>
</tr>
<tr>
<td>Carpool Reserved</td>
<td>Free – 1 lot</td>
<td>Free</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Midday Reserved</td>
<td>2 lots - $.50/hr</td>
<td>Available after 6 am – 6 pm</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Summary

• Provide access to wider market

• Leverage investments to expand supply; seek partnerships for joint development and shared use

• Evolve TOD opportunities

• Adopt management tools and strategies at full lots

• Encourage full use of the entire system

• Parking charges can be used as a tool to maximize efficiency
Contact Information

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parky@trimet.org
503-962-2138

http://www.trimet.org/tip/index.htm

http://www.trimet.org/publications/index.htm
Community Building Sourcebook: 2007