

Access & Parking Strategies for Transit-Oriented Development



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What You Will Learn

- *Transit Access*
- *Strategies to reduce/accommodate parking*
- *Commuter parking guidelines*
- *Financing and cost of parking*
- *Green parking strategies*

Transit Station Access Hierarchy



Pedestrians

- Pedestrians
- People with Disabilities



Bicycles

- Bicyclists



Transit

- Feeder Bus
- Bus Rapid Transit
- Connecting Rail
- Other Bus Service



Kiss & Ride

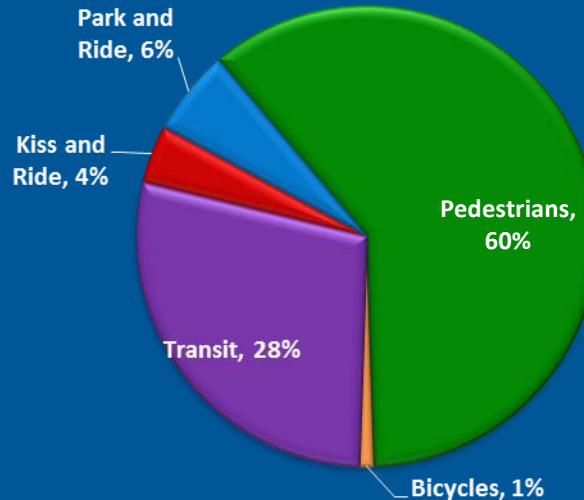
- Pick-up/Drop-off Lane
- Paratransit and Shuttle Bus
- Taxi Queue



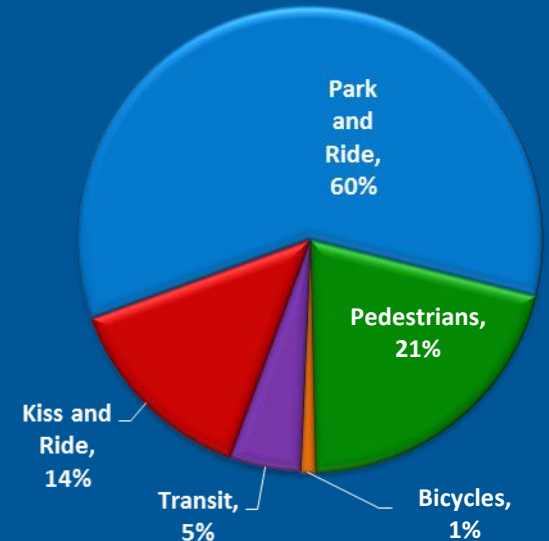
Park & Ride

- Accessible Parking
- Reserve Parking for Car Sharing, Vanpools and Carpools
- Motorcycle Parking

CTA Station Access



Metra Station Access



Access Mode Description

Pedestrians



- Useful for riders within ½ mile of station
- Reduces Parking Demand
- Facilities should be well lit and landscaped
- All riders are pedestrians at some point in their trip

Bicycles



- Useful for riders ½ mile to 4 mile from station
- Bicycle parking should be secure, sheltered and plentiful
- Consider implementing a bike sharing program

Transit



- Useful for riders from beyond 4 mile zone
- Access station via connecting or feeder bus service
- Critical for the elderly and non-car owners
- Unloading area should have short, direct access to platform

Kiss and Ride



- Low cost alternative to providing commuter parking
- Adequate space should be given to allow for cars to wait to pick up passengers
- Space can be share with bus loading areas

Park and Ride



- Can be provided through on-street parking, surface lots, or structured parking.
- Priority areas should be reserved for handicapped and carpools, vanpools, and carsharing

Strategies to Reduce Parking Demand

- **Support Transit-Oriented Development**
- **Provide pedestrian, bicycle and connecting transit access**
- **Set Maximum Parking Requirements**



Retail with parking deck above



Bicyclist in a TOD

Strategies to Reduce Parking Demand

- Price parking appropriately
- Unbundle parking for private development
- Provide Commuter Benefits



Carsharing

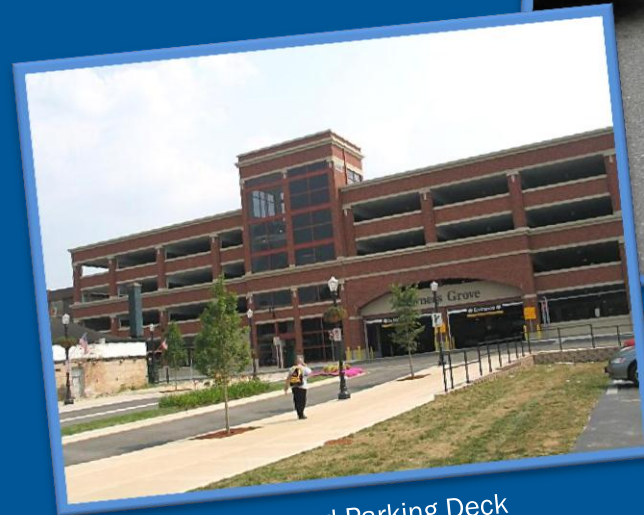
Parking Standards Typical vs. TOD Area

Land Use		Typical Neighborhood		TOD Area	
Type	Per	Min	Max	Min	Max
Residential	Dwelling	1	2.5	.5	1.5
Office, Professional	1000 sq. ft	4	5	2.25	3.33
Restaurant	1000 sq. ft	16	17	4	8
Retail	1000 sq. ft	3	5	2.5	4

Source: Metropolitan Transportation Commission, June 2007

Strategies to Accommodate Parking Demand

- **Implement shared parking**
- **Maximize on-street parking**
- **Provide structured parking**



Structured Parking Deck



Back-in Angled On Street Parking

Strategies to Accommodate Parking Demand

- Establish remote parking
- Reserve parking for future expansion



Commuters using Pace feeder bus service to access Metra



Parking deck built to accommodate future additional levels

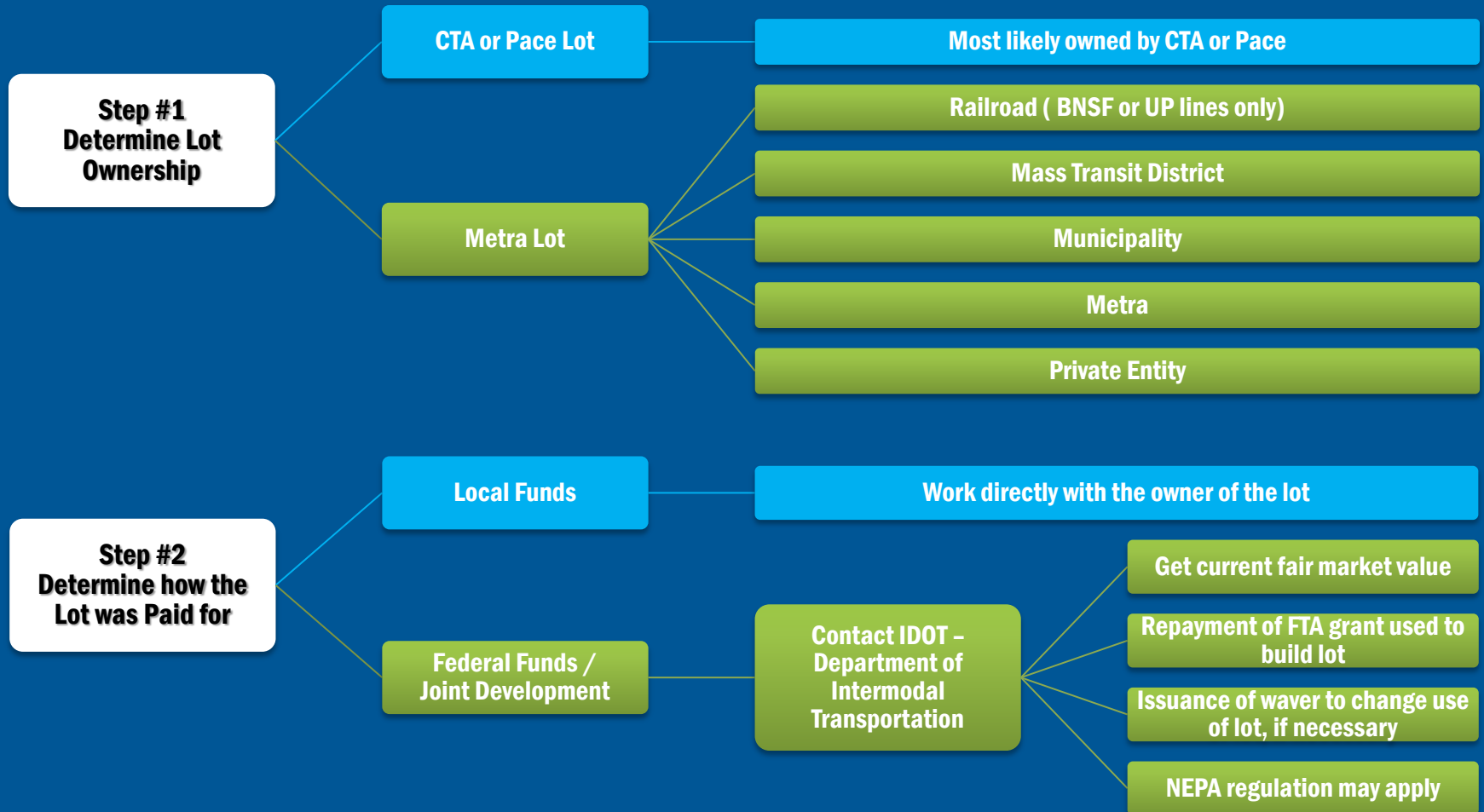
Commuter Parking Guidelines

- **Metra prepares parking projections and works with municipalities to plan for future parking needs**
- **Metra prefers that lots are located within line of sight and are no further than a 1/4 mile from the platform**
- **Ownership and maintenance responsibilities of lots varies from station to station**



Park and Ride Lot

Process to Redevelop a Commuter Parking Lot/ Joint Development



Green Parking Strategies



Permeable Pavements



Bioswales



Infiltration and Flow-Through Planters



Energy Efficiency Lighting

Parking Financing and Costs

- **Federal Funding Opportunities**

- Congestion Mitigation and Air Quality (CMAQ)
- FTA: Urbanized Area Formula Program
- FTA: Metropolitan & Statewide Planning

- **Local/ Regional Funding Opportunities**

- Local and/or Regional Tax Measures
- General Obligation Bonds
- Tax Increment Financing
- Public-Private Partnerships

Estimated Construction Costs (per space)		
Type	Low	High
Surface	\$3,000	\$10,000
Structure	\$15,000	\$30,000
Underground Structure	\$20,000	\$50,000

Source: Victoria Transportation Policy Institute (Parking Costs, 2007),
Carl Walker, Inc. (Parking Construction Costs Outlook, 2011)

Acknowledgements

- **A variety of local and national research**
- **Metra, Pace, and the CTA**
 - Provided technical information on commuter parking strategies and processes
- **Private development community**
 - Provided invaluable feedback on parking requirements and financing from their perspective.
- **Local Municipalities**
 - Provided real life examples of strategies and associated pictures from their municipality.
- **RTA's Regional TOD Working Group**
 - Provided overall direction and feedback on the guide.

