Access & Parking Strategies for Transit-Oriented Development

December 2011
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

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**CTA Station Access**

- CTA Pedestrians: 60%
- CTA Bicycles: 1%
- CTA Transit: 28%
- CTA Park and Ride: 6%
- CTA Kiss and Ride: 4%

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**Metra Station Access**

- Metra Pedestrians: 21%
- Metra Bicycles: 1%
- Metra Transit: 5%
- Metra Park and Ride: 60%
- Metra Kiss and Ride: 14%
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
• Priority areas should be reserved for handicapped and carpool, vanpool, and carsharing

Park and Ride
• Can be provided through on-street parking, surface lots, or structured parking.
• Priority areas should be reserved for handicapped and carpool, vanpool, and carsharing
Strategies to Reduce Parking Demand

• Support Transit-Oriented Development
• Provide pedestrian, bicycle and connecting transit access
• Set Maximum Parking Requirements
Strategies to Reduce Parking Demand

• Price parking appropriately
• Unbundle parking for private development
• Provide Commuter Benefits
# Parking Standards
## Typical vs. TOD Area

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Typical Neighborhood</th>
<th>TOD Area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Type</td>
<td>Per</td>
</tr>
<tr>
<td>Residential</td>
<td>Dwelling</td>
<td>1</td>
</tr>
<tr>
<td>Office, Professional</td>
<td>1000 sq. ft</td>
<td>4</td>
</tr>
<tr>
<td>Restaurant</td>
<td>1000 sq. ft</td>
<td>16</td>
</tr>
<tr>
<td>Retail</td>
<td>1000 sq. ft</td>
<td>3</td>
</tr>
</tbody>
</table>

Source: Metropolitan Transportation Commission, June 2007
Strategies to Accommodate Parking Demand

- Implement shared parking
- Maximize on-street parking
- Provide structured parking
Strategies to Accommodate Parking Demand

- Establish remote parking
- Reserve parking for future expansion
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 ¼ mile from the platform

• Ownership and maintenance responsibilities of lots varies from station to station
Process to Redevelop a Commuter Parking Lot/ Joint Development

**Step #1** Determine Lot Ownership
- CTA or Pace Lot
  - Most likely owned by CTA or Pace
  - Railroad (BNSF or UP lines only)
- Metra Lot
  - Mass Transit District
  - Municipality
  - Metra
  - Private Entity

**Step #2** Determine how the Lot was Paid for
- Local Funds
  - Work directly with the owner of the lot
  - Get current fair market value
  - Repayment of FTA grant used to build lot
  - Issuance of waver to change use of lot, if necessary
  - NEPA regulation may apply
- Federal Funds / Joint Development
  - Contact IDOT – Department of Intermodal Transportation
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

<table>
<thead>
<tr>
<th>Estimated Construction Costs (per space)</th>
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<tbody>
<tr>
<td><strong>Type</strong></td>
</tr>
<tr>
<td>Surface</td>
</tr>
<tr>
<td>Structure</td>
</tr>
<tr>
<td>Underground Structure</td>
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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.