

Miami 2007

The Dilemma of TOD vs. Park-n-Ride

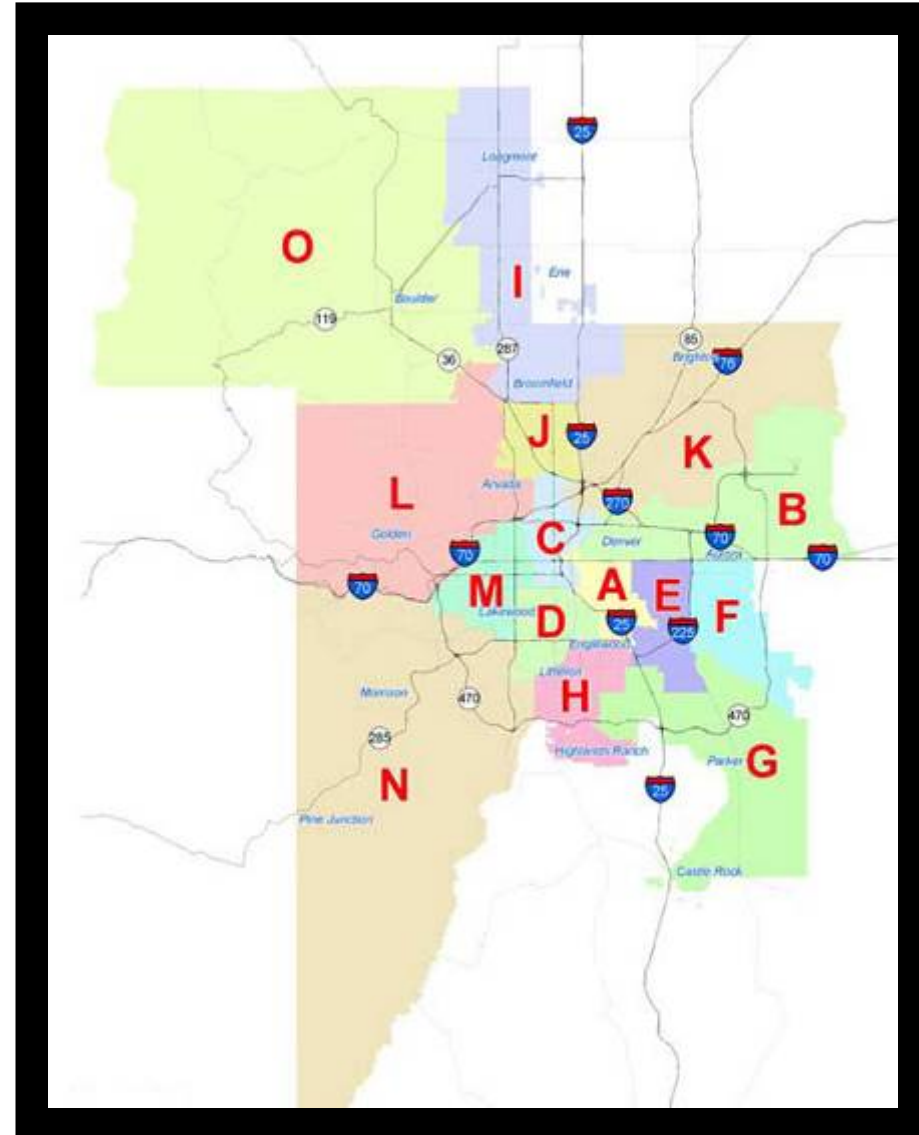
Regional Transportation District
Denver, CO

Bill Van Meter

November 2, 2007

System Overview

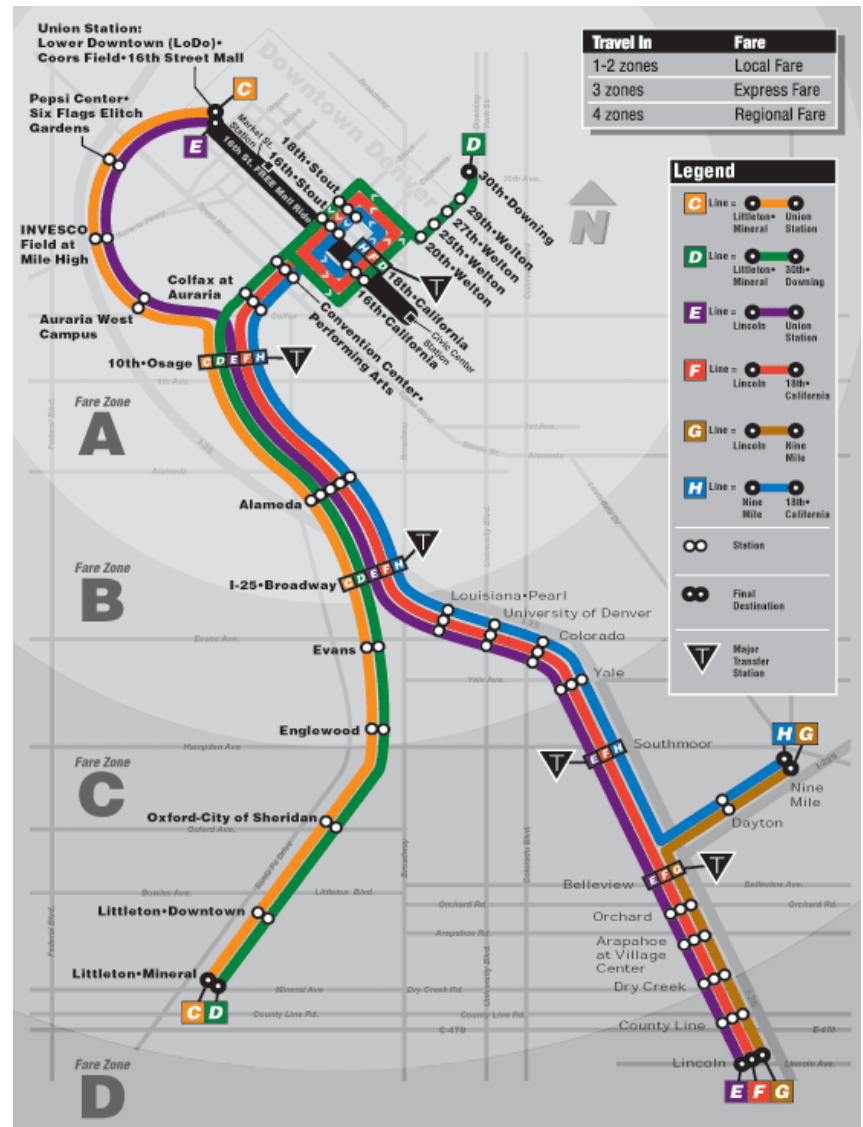
- 8 counties
- 40 municipalities
- 2.6 million people



System Overview

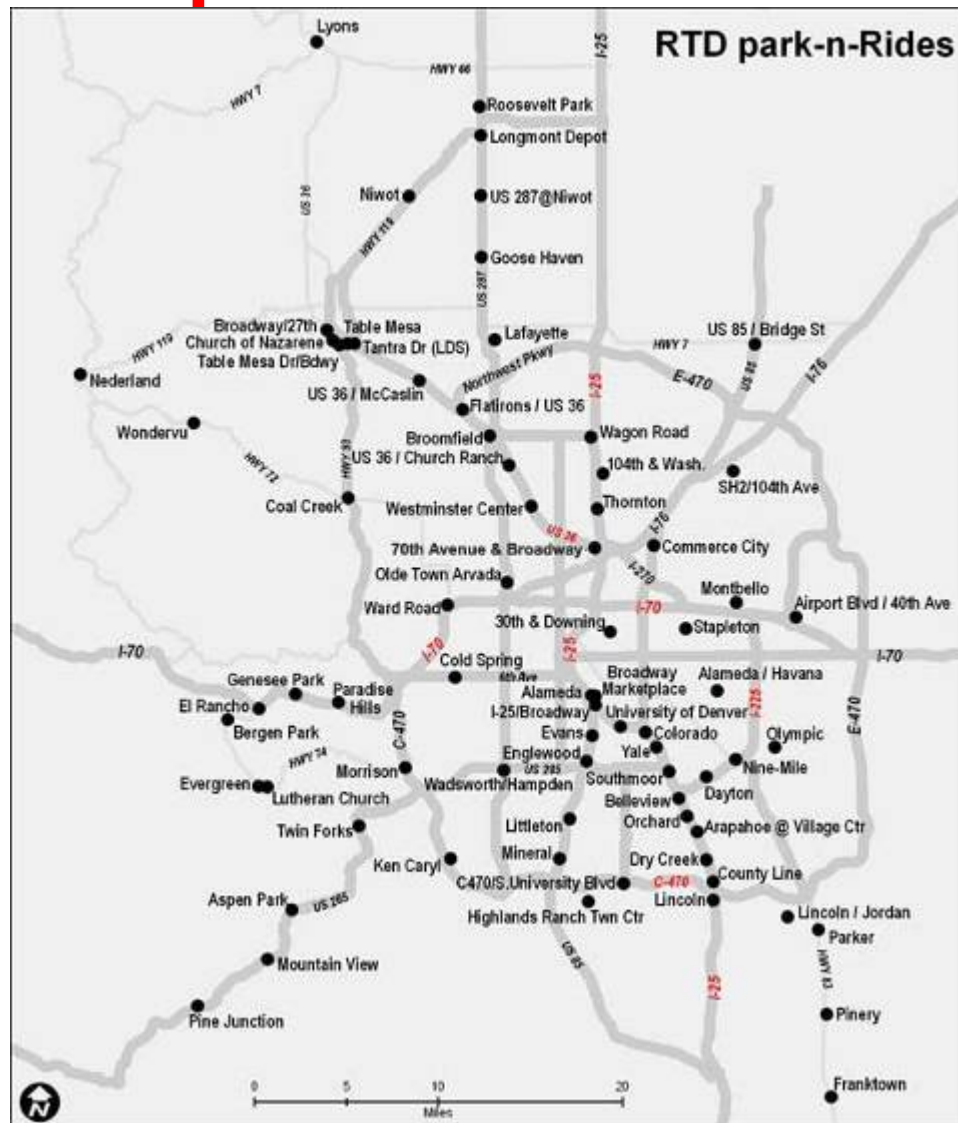
- 1,071 total buses
- 851 peak period buses
- 90 light rail vehicles
- 166 routes
- 35 miles of light rail
- 36 light rail stations
- Average weekday boardings:
 - Bus: 208,000
 - Light rail: 56,000

System Overview: Light rail



System Overview: park-n-Rides

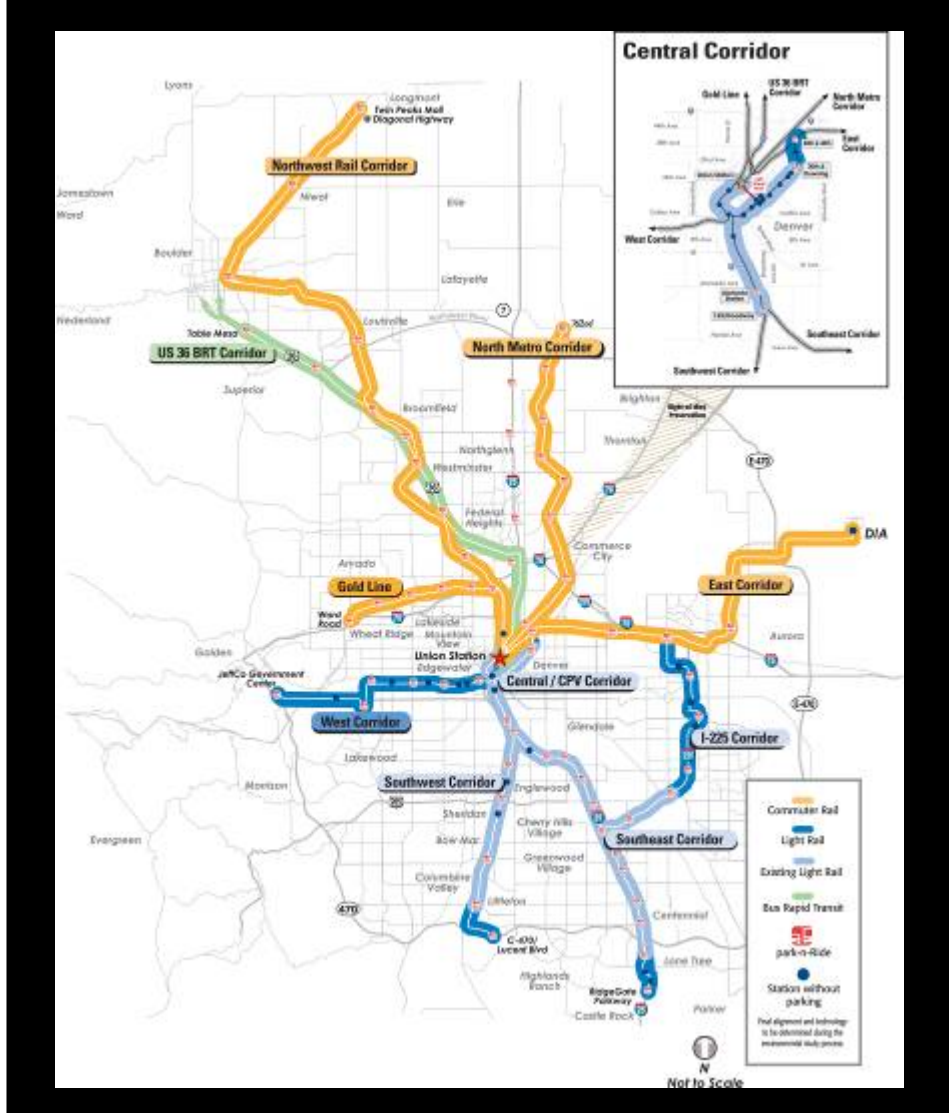
- 55 bus park-n-Rides
 - 15,000 parking spaces
 - 60 percent average utilization
- 20 light rail park-n-Rides
 - 11,500 parking spaces
 - 80 percent utilization



Future Rapid Transit System

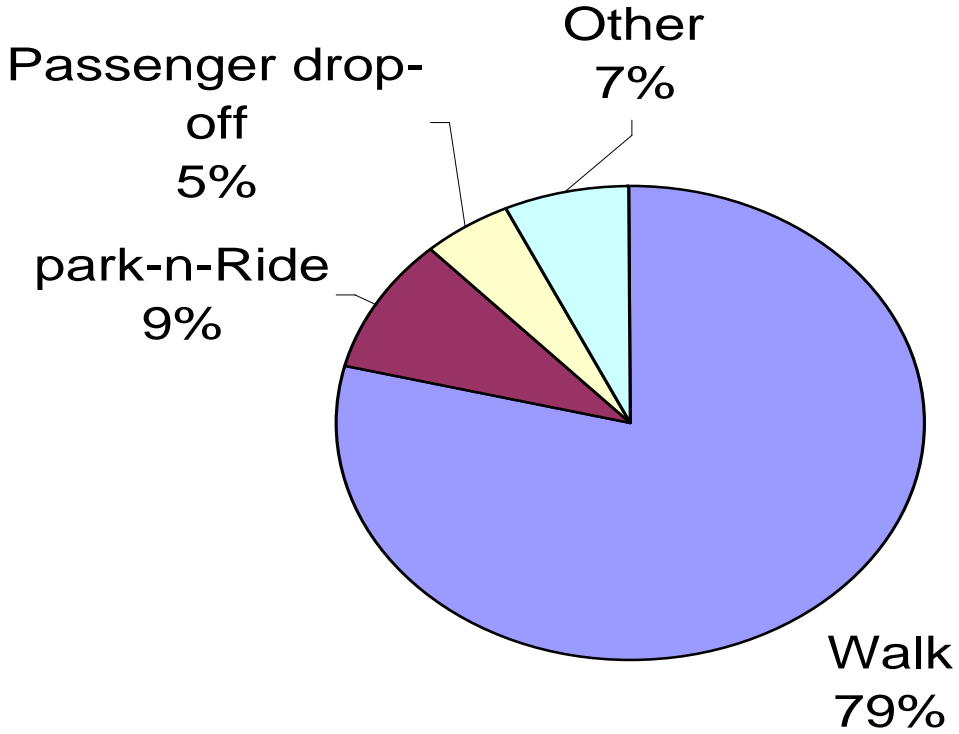
FasTracks Program

- 122 miles of new light rail and commuter rail
- 18 miles of bus rapid transit
- 31 new park-n-Rides with over 21,000 new parking spaces
- Redevelopment of Denver Union Station
- Enhanced bus service and FastConnects throughout the region



System Characteristics

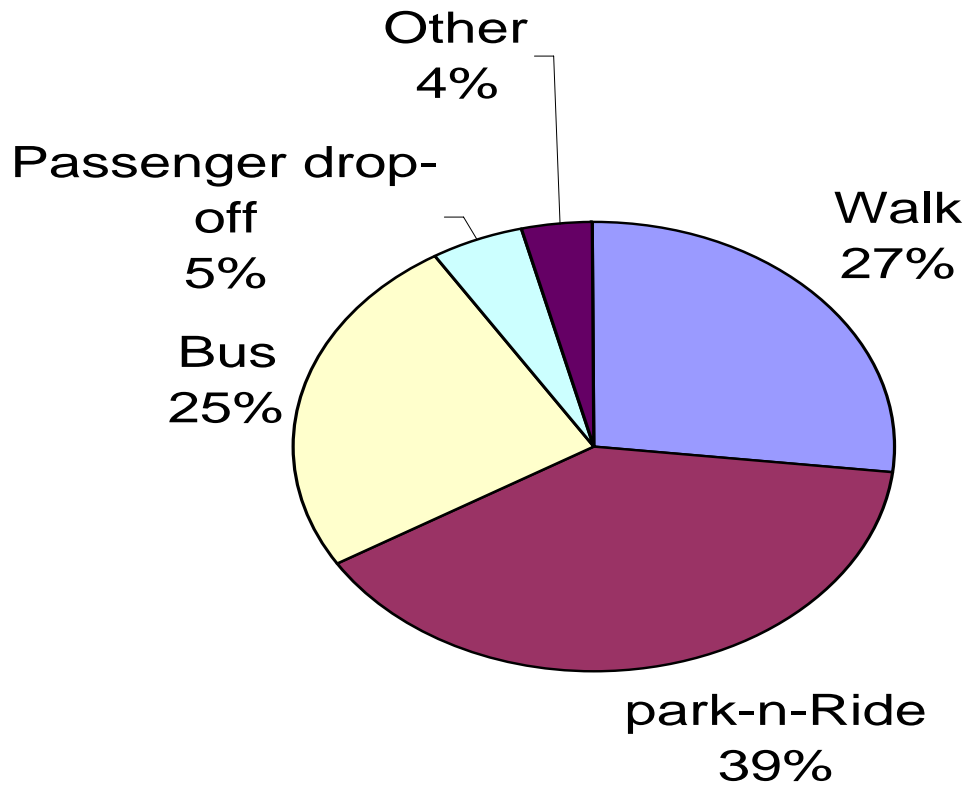
Mode of Access: Bus



Source: 2005 Bus Customer Satisfaction & Trip Characteristics Survey

System Characteristics

Mode of Access: Light rail



Sources: *Spring 2006 Light Rail Customer Satisfaction & Trip Characteristics Survey and 2007 Southeast Light Rail Customer Satisfaction & Trip Characteristics Survey*

Appeal of park-n-Rides

- RTD's approach expands access and extends the reach of transit system
- Park-n-Rides are popular mode of access, especially to light rail
 - Recent Passenger Survey results indicate 78% of light rail riders are choice riders
 - Effectively serves less-dense suburban areas where bus service is less productive

Factors Driving Transit Access Design

Success of park-n-Rides helps drive future demand:

- Overwhelming demand for parking on initial LRT lines led public & policy-makers to ask for even more on future corridors (T-REX; FasTracks)
- Park-n-Rides serve a vocal constituency
- Travel demand models are calibrated to current conditions and travel behavior; future forecasts are likely to result in similarly strong demand for park-n-Ride access
- Difficult to limit or adjust forecast parking demand in EIS and based on drive to meet cost-effectiveness measures (FTA New Starts, local measures)
- FTA funds are available for capital projects, including park-n-Ride construction; not for feeder bus routes

Additionally, State law limits RTD's ability to manage demand for parking through pricing

RTD's adopted Policies and Goals related to TOD and parking

- Creating an access hierarchy:
 - Pedestrians
 - Bus riders
 - Bicyclists
 - Vehicles (short-term, long-term parking)
- Considering access needs beyond RTD property
 - Pedestrian connections in 5-10 minute walk
 - bicycle connections
 - Regional bus transit
 - Vehicular access for station catchment area
- Balancing vehicular access and the opportunity for TOD to maximize ridership

The logo for FASTRACKS RTD, featuring the word "FASTRACKS" in a bold, red, sans-serif font above "RTD" in a smaller, black, sans-serif font.

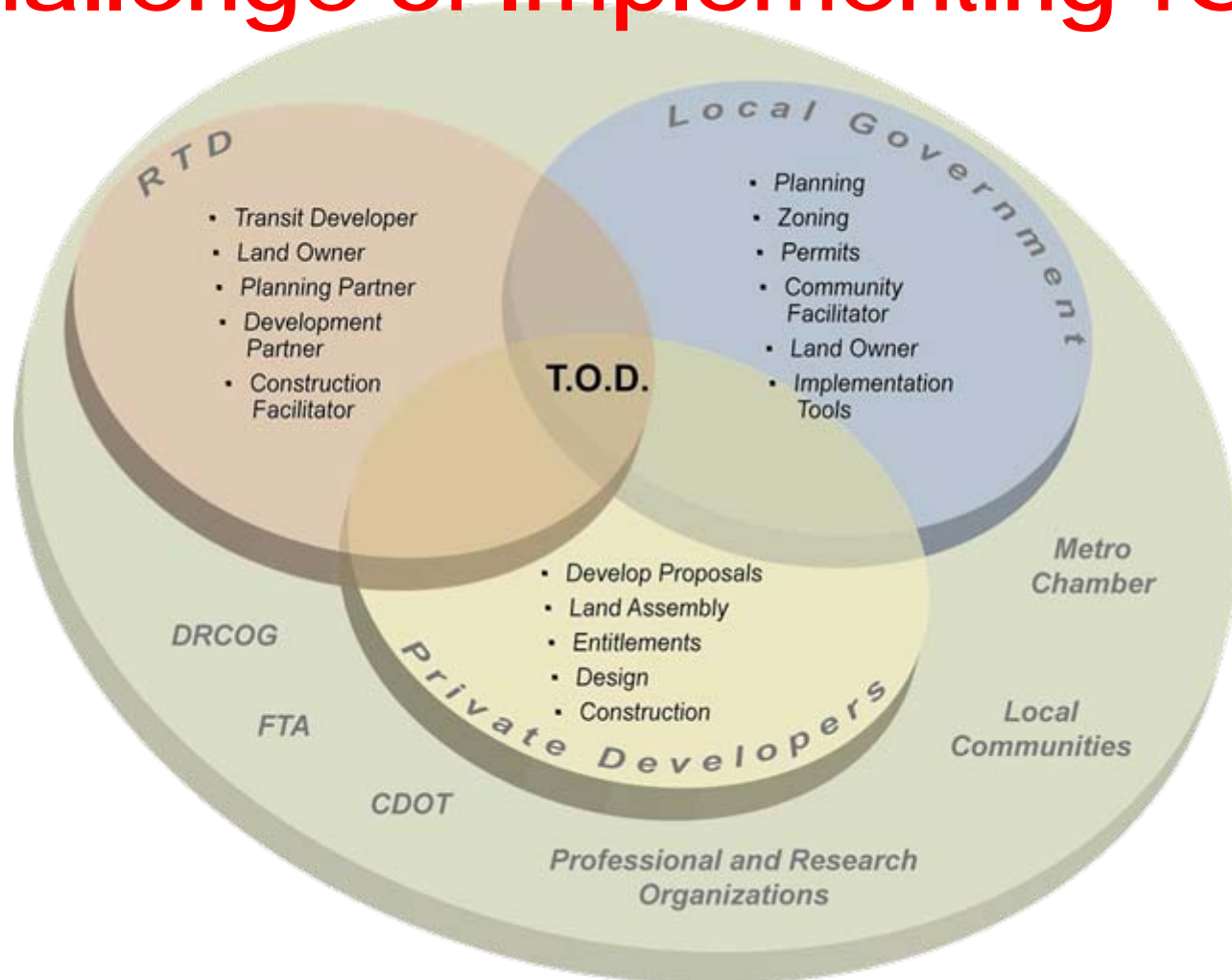
Strategic Plan for Transit Oriented Development



RTD's adopted Policies and Goals related to TOD and parking

- Optimizing RTD parking at stations by considering:
 - Proximity to Downtown Denver (less parking closer in)
 - Local feeder bus service (less parking with higher levels of service)
 - Pedestrian connectivity (less parking with good pedestrian connections)
- Using surface parking as a strategic land bank
- **In short, RTD's goal (and struggle) is to achieve a balance between the demands for parking access and Transit-Oriented Development at station areas, along corridors and in the region**

Challenge of Implementing TOD



- Unlike TOD, park-n-Rides are generally straightforward to develop and remain in the control of the transit agency through land assembly, design, construction and operation

RTD's Experience



Englewood Station:

- 910 transit parking spaces
- 438 apts
- 380k SF retail
- 150k SF office
- 100k sf gov't
- 34k sf cultural

Mineral Station:

- 1,227 transit parking spaces
- 0 TOD



Where RTD is Heading

- TOD Strategic Plan
 - Advocate for TOD
 - Coordinate efforts with agency and external stakeholders
 - Work to achieve implementation of RTD's TOD goals
- RTD's Transit Access Committee
 - Interdisciplinary committee (service development, TOD, long-range planning, design and engineering, operations, finance, legal, safety)
 - Reviews plans and designs for stations to assure access for all modes
 - Reviews joint development proposals
- Parking Estimation Policy
 - Flexibility to re-allocate parking along a single corridor at most appropriate stations, encouraging development opportunities at others

Conclusions

- Challenge is how to optimize access to balance (sometimes conflicting) goals
 - RTD's goals
 - Public's goals
 - Local governments' goals
 - Regional goals