

# PARK & RIDE

Policy, Planning and Perception

“Crutch for sprawl”

Neither is “the” answer

Vital component of transit service”?



# Why Park & Ride?

- Reduce traffic congestion in downtown
- Access to potential riders without other access to transit
- Environmental Benefits
- Economic Benefits
- Meet demand
- Avoid neighborhood impacts („hide n ride’)
- Boost ridership
- Cost-effectiveness
- Land Use benefits

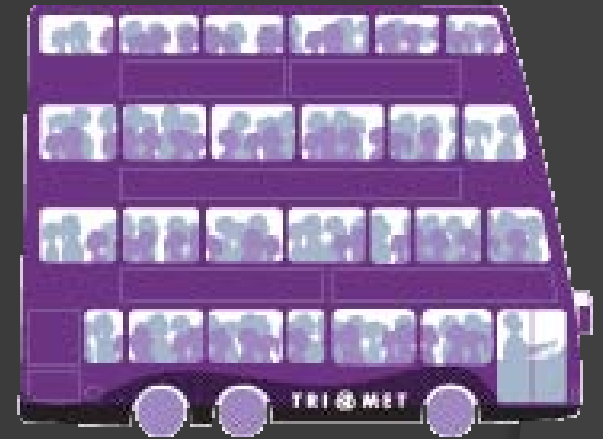
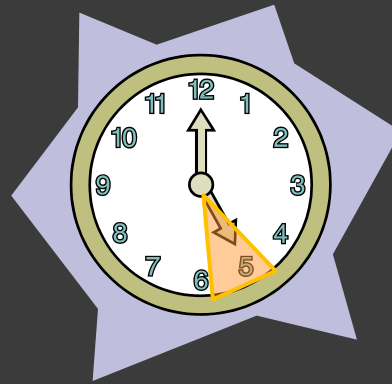
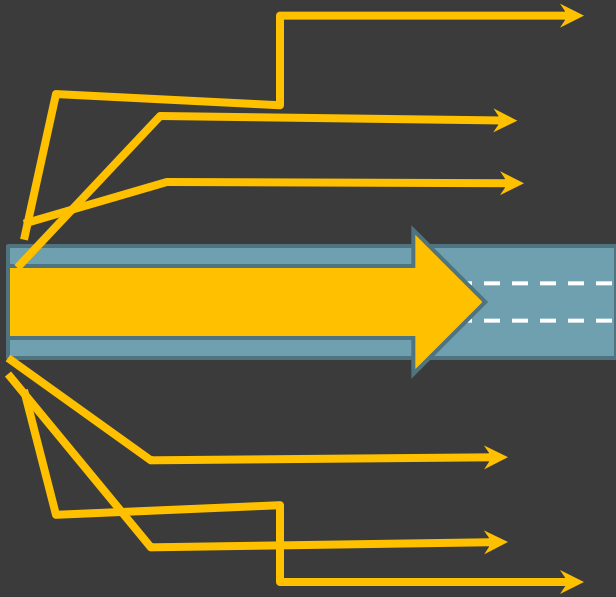
# How much should we provide?

- Answers to this fundamental question vary dramatically



# Reduce traffic congestion

- Debatable – triple convergence



- Immediate benefit



# Reduce traffic congestion (cont'd)

- ⦿ No long-term system change or change in demand for P&R
- ⦿ Land use effects
  - Save the cul-de-sac?





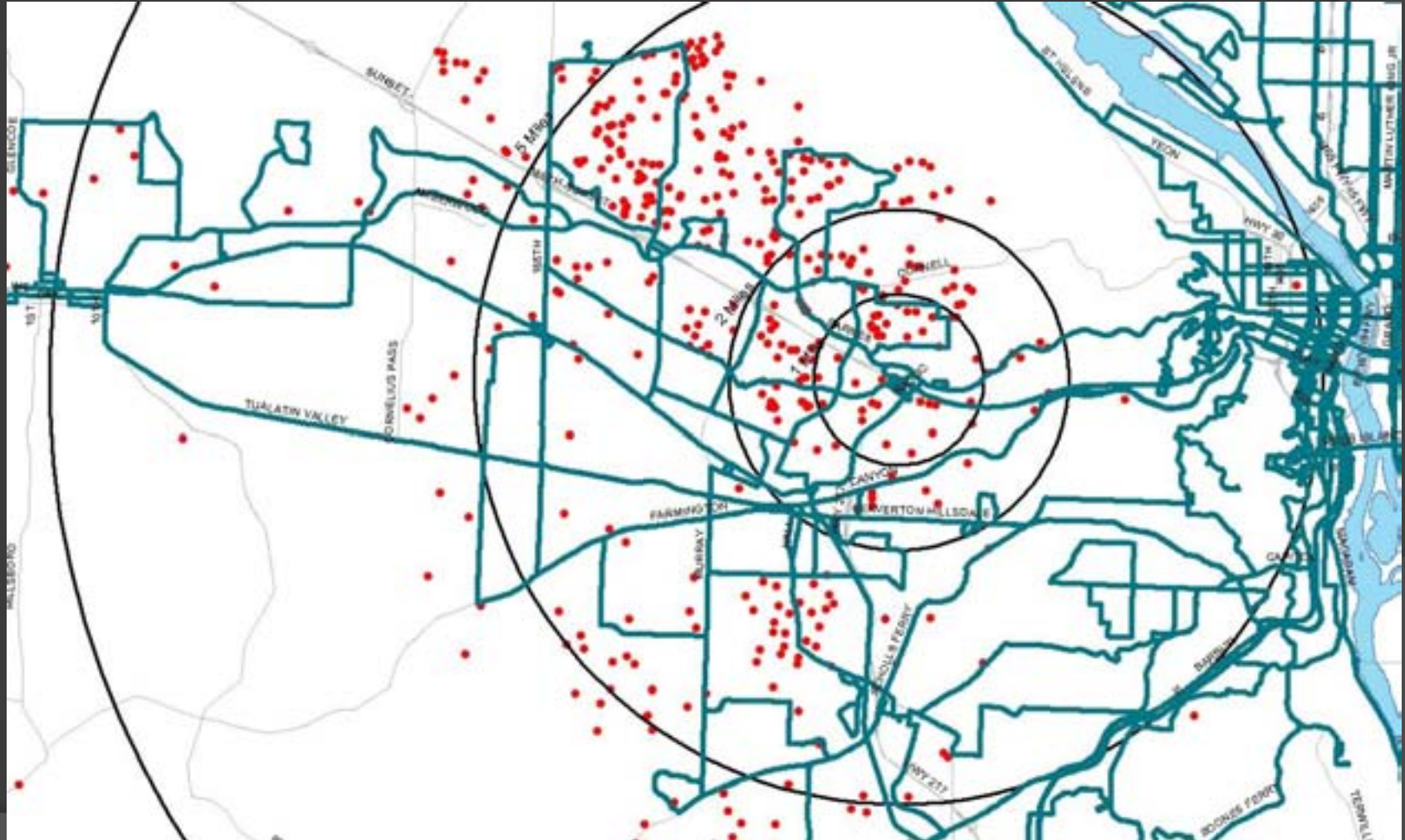
# Access to potential riders without other access to transit

- Solid policy basis
- No transit system can cover their entire district with direct service
  - TriMet provides bus and/or rail service within ½ mile of 90% of our district
  - There is only one publicly supplied vehicle that serves everywhere that I can think of
    - The headways are pretty bad.
    - Amenities lacking



# Access (cont'd)

- Does it hit the target?



# Access (cont'd)

©How to manage?

Certification of  
“No Access”

Expires: 10/15/2011





# Environmental Benefits

- GHG reduced by amount of mileage – any reduction in SOV travel distance is positive
- Cold start and hot soak issues. Less of an issue than in the past, but...
  - How efficient is a catalytic converter for the first few minutes? Not very.
- Long-term environmental benefits?
- Trip Not Taken

# Meet demand

- ⦿ Why?
- ⦿ How to compare for other demands?
  - For new service
  - More frequency
  - New buses
  - Etc.

# Meet demand

- What is the demand?

Elmonica / SW 170th	435	390	90%
Beaverton Creek	417	210	100%
Milikan Way	400	400	
Sunset Transit Center	630	630	100%
tot spaces (3091); 7 lots			
Cleveland Avenue	392	300	77%
Gresham Garage	540	130	24%
Gresham City Hall	417	214	51%
181st Avenue / Rockwood	247	26	
122nd / Menlo Park	612	142	99%
Gateway	690	680	
Parkrose	193	187	97%
tot spaces (600); 2 lots			
Expo Center	300	75	25%
Delta Park	300	175	
tot spaces (1400); 5 lots			
Barbur Boulevard	368	368	100%
Tillamook	330	330	100%



# Avoid neighborhood impacts (‘hide n ride’)

- Real issue

Movie  
Theater



Light Rail  
Station



# Boost ridership

- ⦿ What share of ridership comes from P&R?
  - Supply: 11,635 total
  - Demand: 6,504 total (56%)
  - 13,000 – 14,000 boardings per day
    - 4.3% of TriMet's total daily boardings
- ⦿ Puts peak demand on top of peak demand



# Cost-effectiveness

- Compare P&R access vs feeder bus
- FTA New Starts cost-effectiveness

# Land Use benefits



- Are there ancillary benefits?
  - Downtown doesn't need as many parking garages or surface lots
  - Maybe induces linked trips in area????
- “Crutch for sprawl”

# TriMet Policy

- If in a center, minimize use of land
- Underserved areas
- Direct, frequent service
- Good design
- Prioritize share use/joint development
- What does it say about the right amount?
  - Figure it out



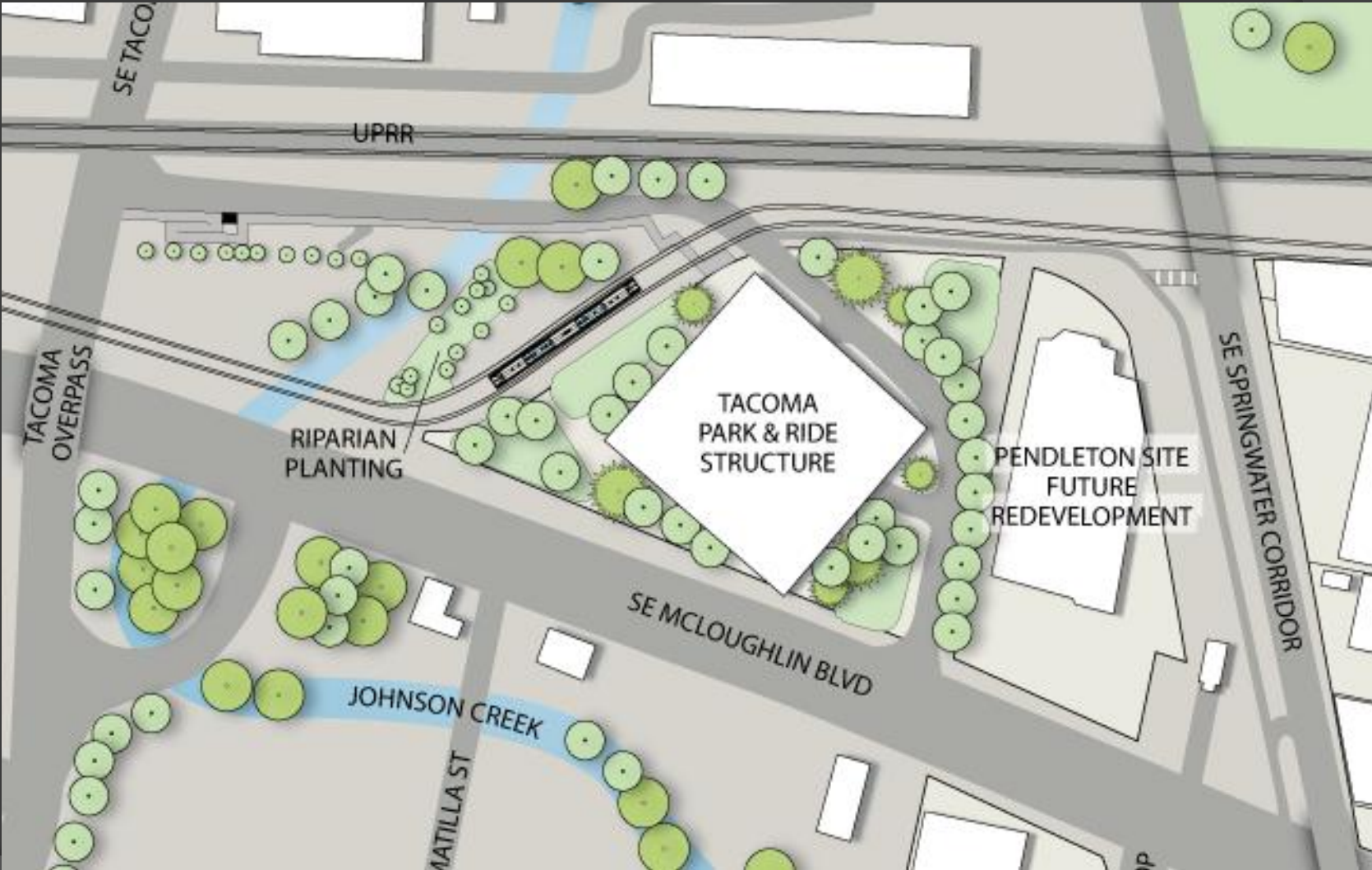
# 5-Mile Rule







# Tacoma St P&R



# Milwaukie





# Park Ave P&R

