



Parking at Rail Stations:

**How much? Why? What results
in the best ridership and
revenue?**



Jeffrey Tumlin

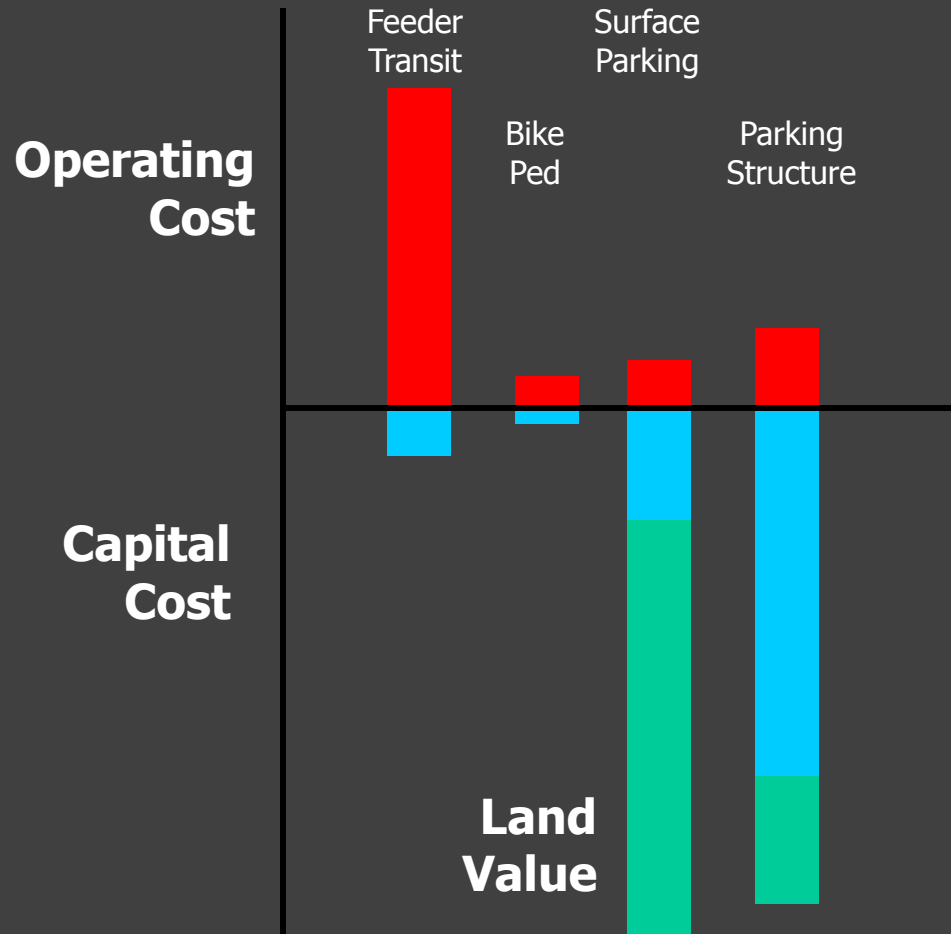
More Creates Riders: Parking or Development?

- Surface parking
 - 100 spaces per acre
 - 200 rides per day
 - All at peak period
- 3 Story Structure
 - 200 spaces per acre
 - 400 rides per day
- Housing = $\sim 1.6-4$ rides per unit
 - 50-100 units/acre = 200 rides per day
 - 100-200 units/acre = 400 rides/day
 - Spread throughout day esp if *affordable*

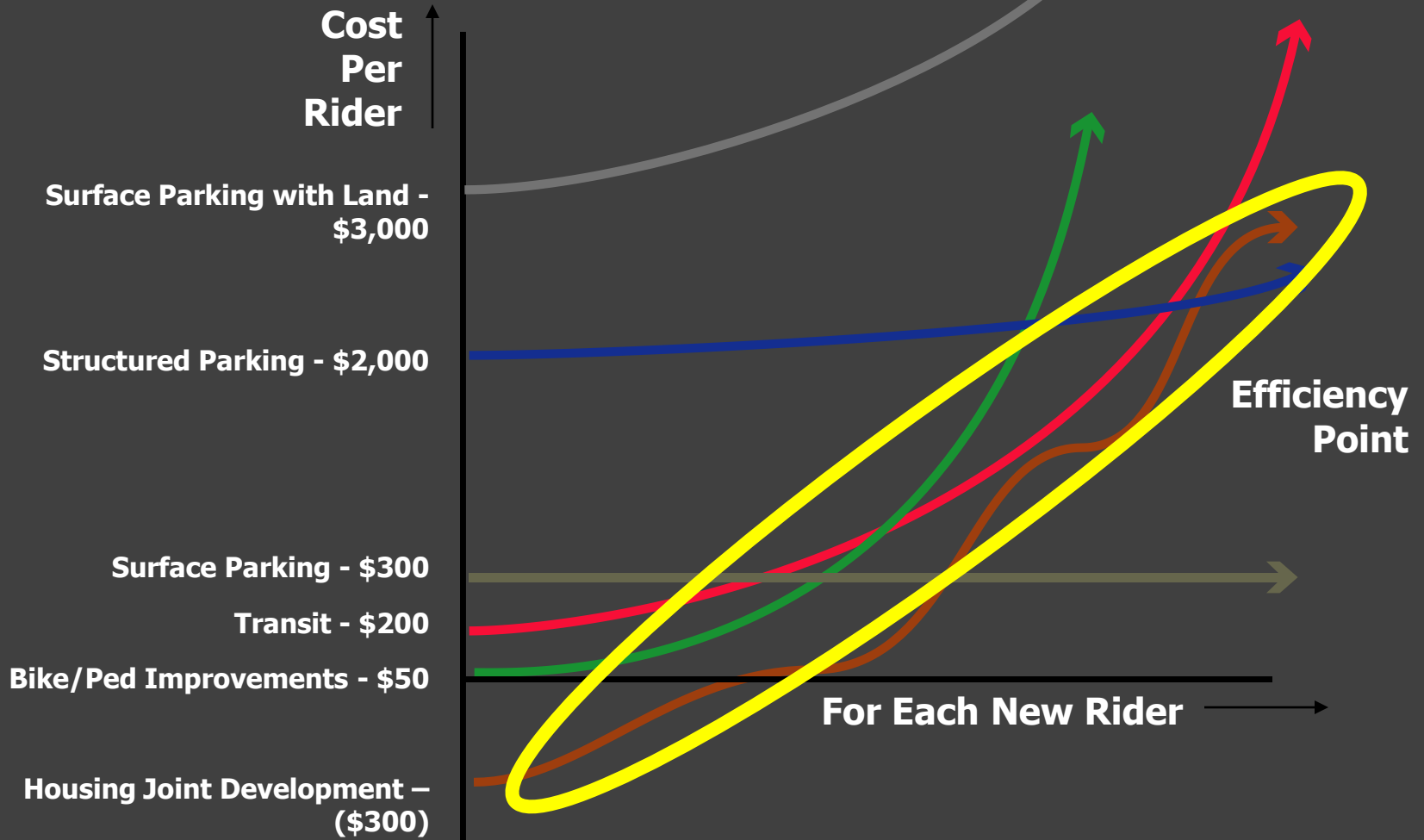


Which Costs More: Parking or Other Access?

- Feeder transit: High operating, low capital
- Bike/ped: Cheap
- Surface parking: low operating, low capital
 - Unless you include land!
- Structured parking: low operating, high capital



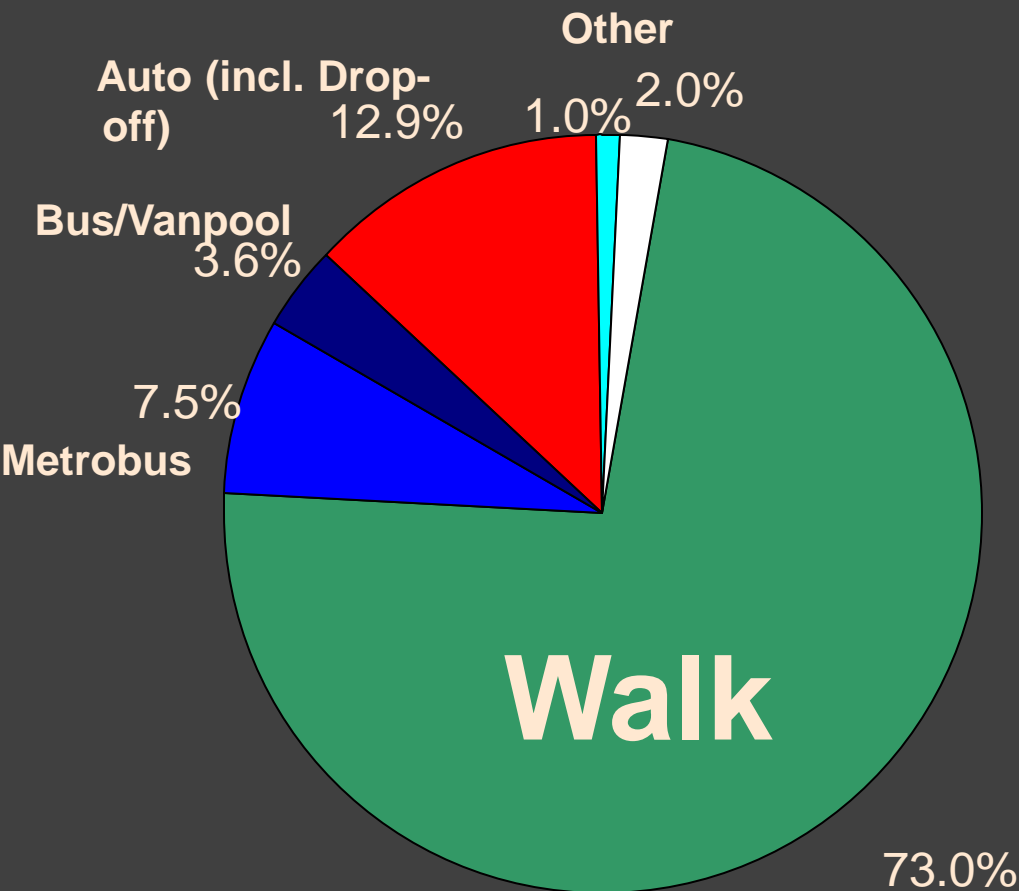
How Does Cost per New Rider Change?



Development Oriented Transit in Arlington vs Parking Oriented Transit in Fairfax

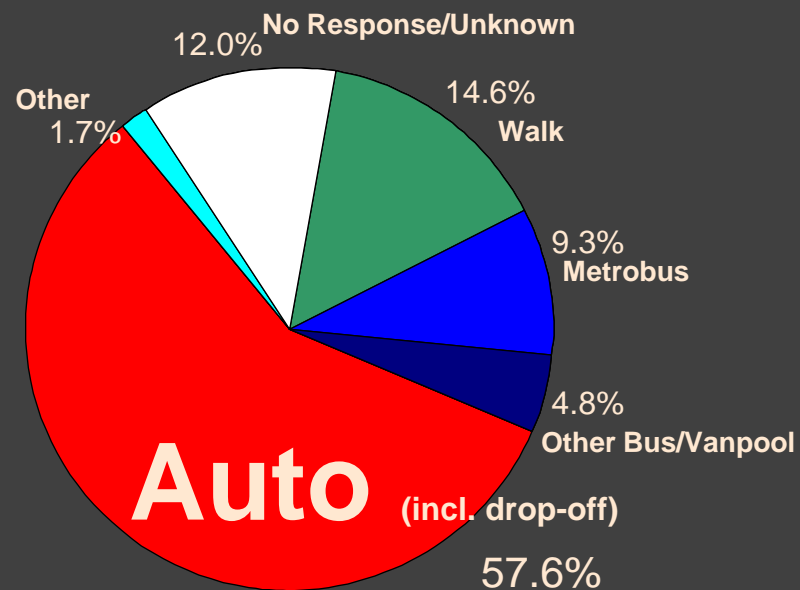
Arlington's 5 Stations:

39,500 daily boardings



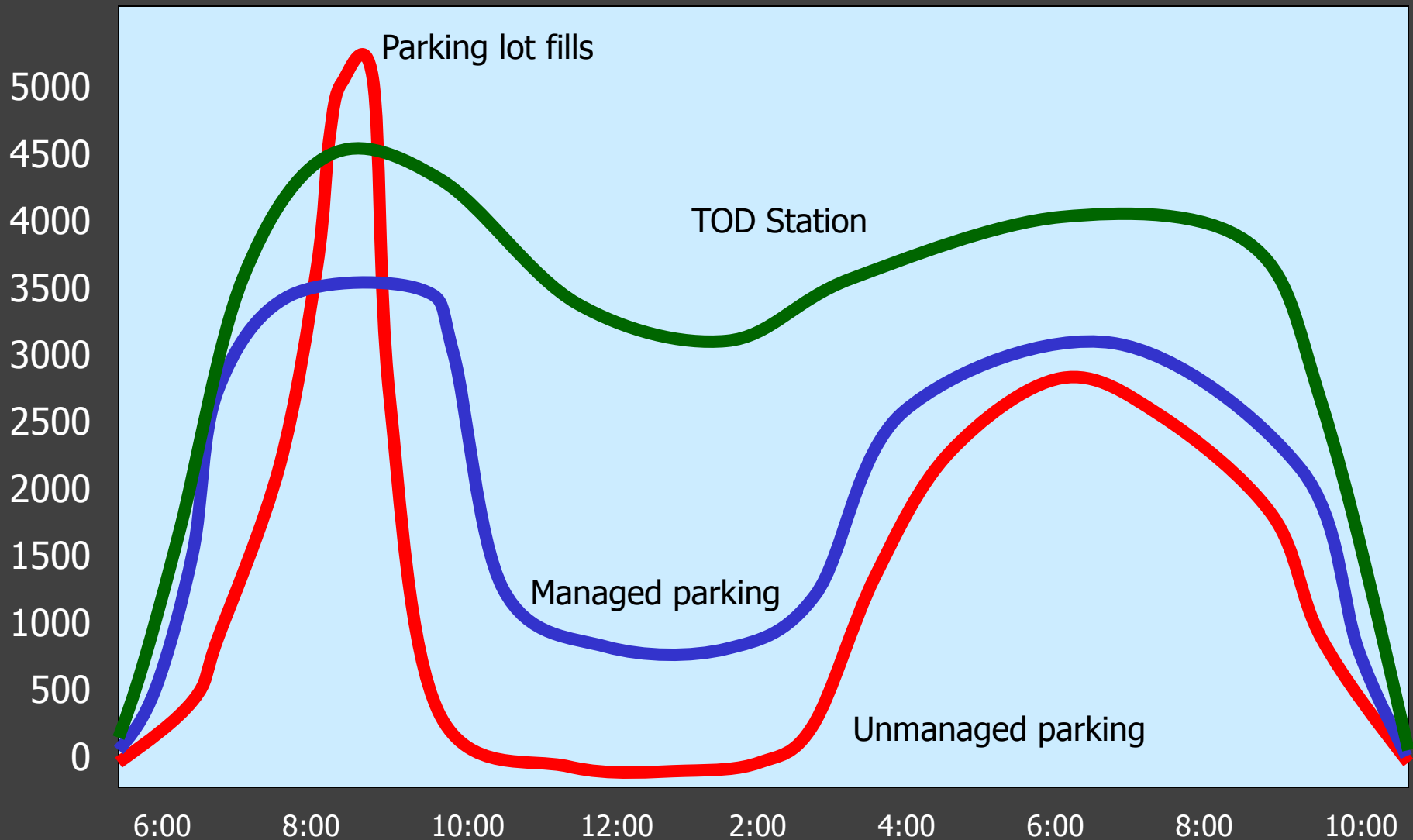
Fairfax's 5 Stations:

29,250 daily boardings



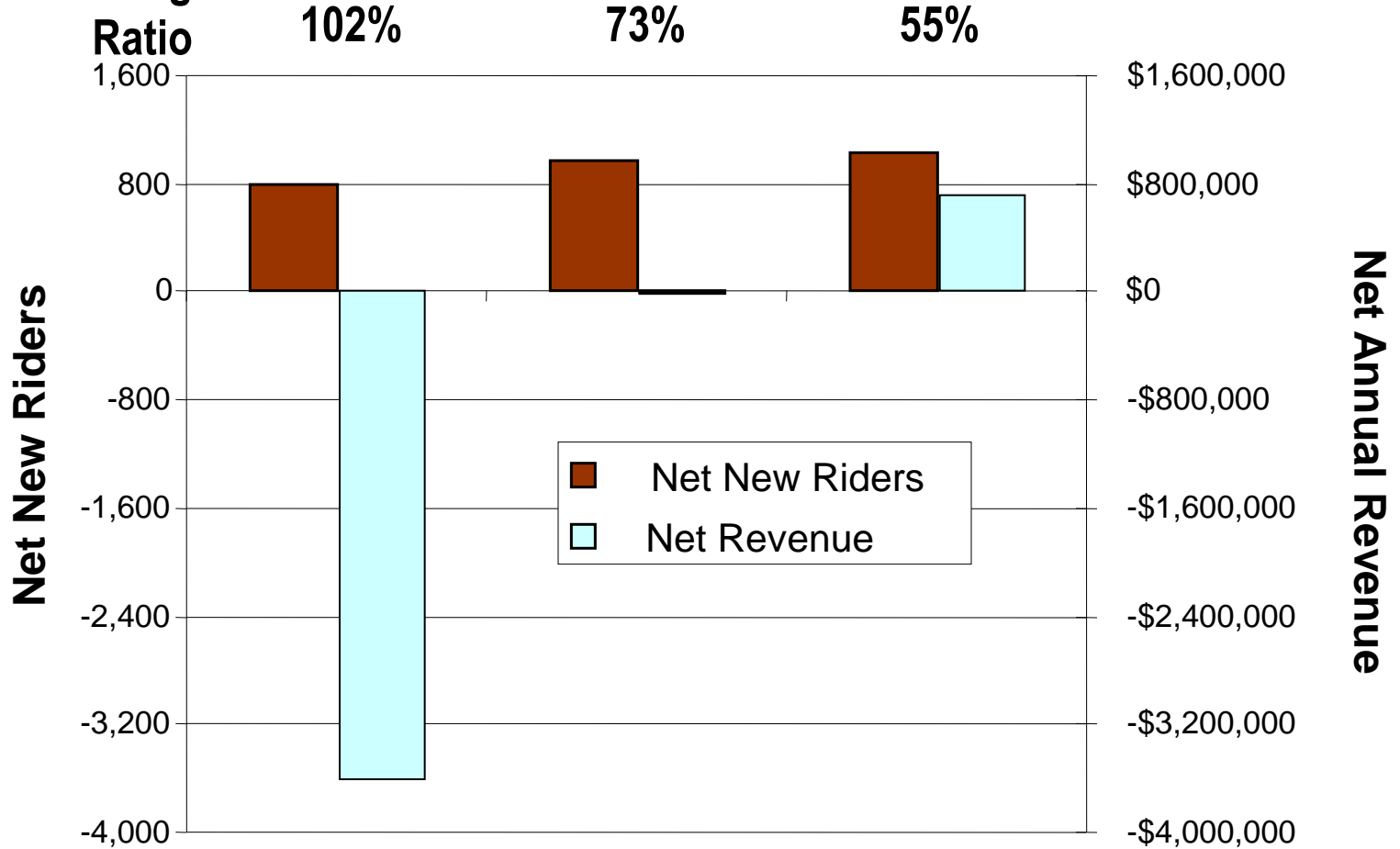
Source: WMATA May 2002 weekday Metrorail ridership and access data

Resulting Efficiency



BART: Pro Forma Tool for Ridership + Revenue

Replacement Parking



Why provide parking at Rail Stations?

- Land banking for future joint development
 - Danger: may be politically difficult to eliminate later!
- Only effective use of land
 - Freeway interchange
 - Airport zone
 - Toxins
 - *But why put rail line here at all?*
- Free capital money from FTA to build parking, no operating money to run shuttle connections
- Appeal to affluent suburban voters
- Appeal to sprawl developers and building trades

For More Information

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