

WHY DRIVE AND PARK WHEN YOU CAN PARK AND RIDE?

Architects • Engineers • Parking Planners



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RAIL~VOLUTION



As communities develop and refine walkable, transit-friendly environments, stakeholders are experiencing challenges associated with parking. These vibrant areas become popular destinations, which increases congestion and the demand for parking. Watry Design, Inc. has developed Transit Parking Best Practices to guide stakeholders to arrive at efficient and effective parking. By providing adequate parking at transit locations, communities are able to reduce traffic congestion, fuel consumption, pollution and parking sprawl.

TRANSIT PARKING BEST PRACTICES DELIVER SUSTAINABLE BENEFITS



Understand Transit Context
 It is important to understand the specific type of transit that the parking is serving in order to design the best solution. In a Transit Village, the parking should be located so that it encourages transit parking patrons to walk by the commercial areas to stimulate activity. Since use patterns for each type of transit station are different depending on whether the main transit mode is bus, train, light rail or a combination, parking solutions will vary for each individual Transit Station. For example, the number of bus passengers boarding at a given time varies with the number of train passengers, which in turn means the traffic flow arriving is different which affects the design of entrance and exits for vehicles and pedestrians.



Program Mixed-Uses
 Mixed-Uses, such as retail and residential developments, play an important role in activating a transit station and creating a more secure, lively environment. Mixed-uses increase train and bus ridership, encourage walkable communities near transit and reduce auto use and enhance multi-modal access. By providing mixed-uses such as retail, a destination is created that will improve the quality of the parking experience for all users. A residential mixed-use is a prerequisite for a transit village and reduces automobile congestion and costs associated with travel to and from work.

Category	Item	Amount	Unit	Cost
Supply	Supply			
	Supply			
	Supply			
	Supply			
Supply vs Demand	Supply			
	Demand			

Access Demand Issues & Supply Solutions
 The first step in planning a new Transit Station or Village is to evaluate the demand for parking in the area through demand studies. A parking management plan (PMP) should be prepared to describe how the parking supply will be managed. As part of the PMP the possible use of the cost of parking as a way to manage the parking demand can be evaluated.



Integrate Walkability
 For Transit parking to be successful, a network of safe, direct and attractively landscaped paths must connect the residential, retail and transit components over a reasonably sized, walkable area. The close proximity of these elements is required to be considered walkable.



Mitigate Modal Conflicts
 Possibly the biggest challenge in developing a Transit Station or Village is the inherent conflicts between pedestrians, autos, buses, trains and other modes of transit. It is important to protect pedestrians and other modes from more dangerous modes. In addition, each mode is more efficient when effective design isolates and separates each mode. For example, a pedestrian walkway should be protected from a vehicle way with bollards and/or landscaping whenever possible.



Provide Clear Wayfinding
 Clear Wayfinding is a requirement for all Transit Stations & Villages. Informational kiosks and plentiful signage are a must and when a parking structure is present, stair and elevator towers work well as passive signage when expressed as opposed to hidden.



Design for Low Maintenance
 Since many Transit Stations are built with funding that doesn't include money for maintenance, designing for low maintenance is imperative. Durable materials, protecting all metals with galvanizing, low energy and low maintenance lights, durable low maintenance landscaping, and the use of anti-graffiti coatings and materials that are naturally resistant to vandalism help lower costs over time. The incorporation of alternative energy sources such as Photovoltaic (Solar) systems will help reduce on going electric costs which are usually the most costly maintenance item for a parking structure.



Include Revenue Concepts
 There are a number of options to generate revenue at Transit Stations. The inclusion of mixed-use such as retail, charging for parking, kiosk or snack kiosks and cell tower antennae rooms and advertising opportunities can all be effective revenue generation options.



Incorporate Appropriate Security Design
 Security is a prime concern in all parking structure environments, especially transit stations. Passive security or crime prevention through environmental design (CPTED) such as glass backed elevators, open stairwells and the elimination of hiding spots behind walls, can be very effective at deterring crime. In addition, the following active security measures should be considered based on location: code blue emergency phones and a video surveillance system.

ONCE YOU HAVE ADDRESSED EACH OF THE PARKING BEST PRACTICES FOR TRANSIT & TRANSIT VILLAGES, YOU HAVE ENSURED THAT YOU HAVE REACHED EFFICIENT AND EFFECTIVE PARKING.

