WHY DRIVE AND PARK WHEN YOU CAN PARK AND RIDE?

RAIL~VOLUTION

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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 and residential developments that are within walking distance. Since use patterns for each type of transit are different depending on whether the main transit mode is bus, 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 in a prerequisite for a transit village and reduces automobile congestion and costs associated with travel to and from work.

**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 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 short walkable area. The close proximity of these elements is required to be considered walkable.

**Mitigate Modal Conflicts**
Clearly the biggest challenge in developing a Transit Station or Village is the inherent conflicts between pedestrians, auto, 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 solutions are created and forms each mode. For example, a pedestrian walkway should be protected from a vehicle way with bollards and/ or landscaping wherever possible.

**Provide Clear Wayfinding**
Clear Wayfinding is a requirement for all Transit Stations & Villages. Informational signage and on-site maps are key tools of the trade. It is important to provide useful signage to guide travelers to available parking and public transportation options.

**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 ongoing 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, car sharing, and selling of retail space, are just a few examples of how parking can be a revenue generation option.

**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.

WATRY DESIGN, INC.

**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.**