

PEOPLE, PRIVILEGE, PARKING

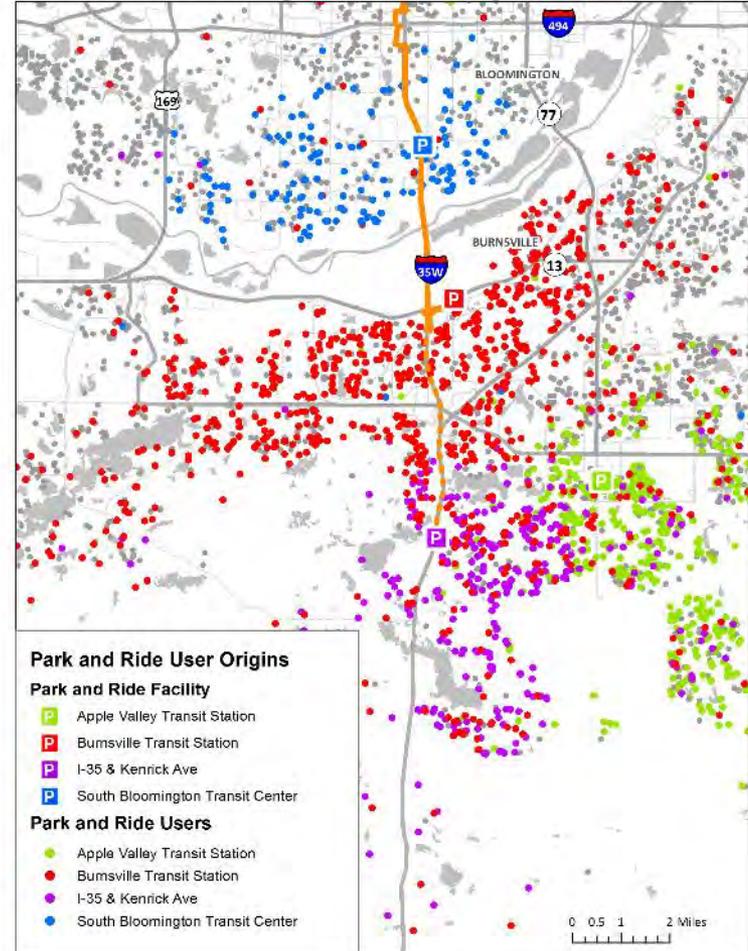
Balancing suburban equity and expectations

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Twin Cities Regional Context

- Park-and-Ride System
 - 110 facilities
 - 33,907 spaces
 - 18 - 19,000 daily users (relatively constant over last 5 years)
 - 57% utilization
 - Free parking
- Last year, added 1,435 spaces in 5 new facilities; 5 existing facilities were closed.
- Relatively recent policy direction emphasizes TOD over new park and rides
- Utilization counts done annually, user origin data collection done biannually

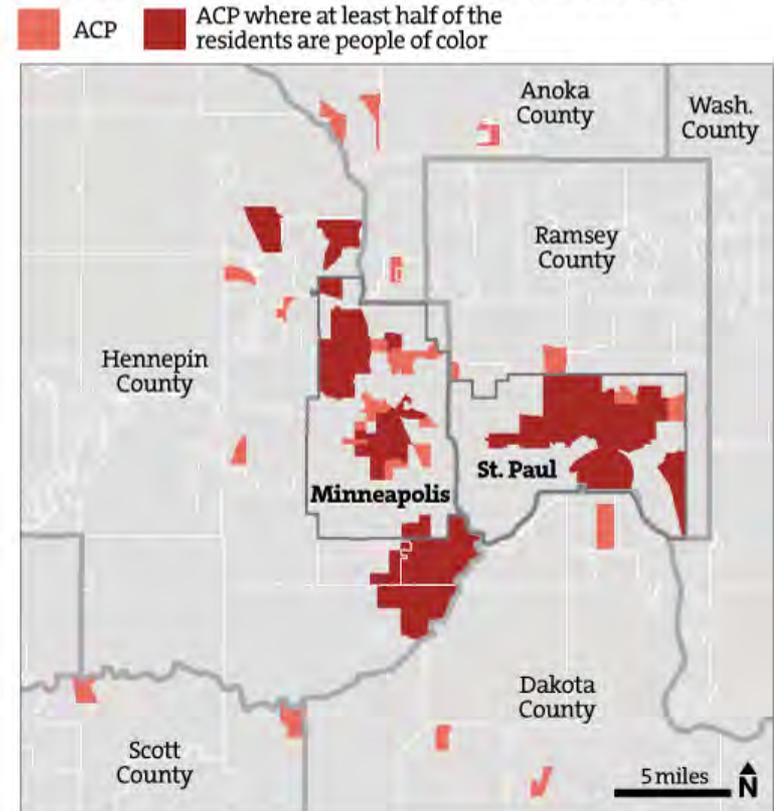
Park & Ride User origins in the Orange Line BRT Corridor



Quick Evolution of Suburban Markets

- Increasing density of jobs and housing
- More low-income, more diverse, more transit-reliant population
- Suburban and rural poverty in the metro area increased 92% from 2000 to 2013
 - 24% in the core cities
 - Poverty defined as 185% of the federal poverty threshold
 - \$44,093 for a family of 4 in 2013

Areas of concentrated poverty (ACP) in the metro area



Source: Metropolitan Council

RAY GRUMNEY • Star Tribune

Quick Evolution of Suburban Markets

- Drop in auto ownership, VMT
- Reverse-commute and intersuburb riders are typically underserved by transit
- Suburban routes compete with free parking
 - Leads to lower ridership
 - Leads to fewer facilities for riders
- Pedestrians struggle to make last-mile connections in areas never intended to support pedestrians
 - Strong movement in Twin Cities suburbs to retrofit streets, increase safety of biking and walking

76th Street, Richfield, MN



66th Street, Richfield, MN



Nicollet Avenue, Burnsville, MN



Why is it so hard to stop ourselves from building parking?

- Transit agencies have clear reasons to pursue less parking
 - Declining or stagnant demand
 - Rising costs of construction and maintenance
 - Direct competition with their own feeder bus routes
 - Rise of shared mobility and autonomous vehicles lowering need for all-day parking spaces
- Cultural norms inside transit agencies strongly influence parking policy
- Complaints weigh heavily – agencies to try to meet unrealistic long-term expectations with short-term fixes

“We **want** to have a parking problem in Burnsville”



Heart of the City, Burnsville, MN



98th Street, Bloomington, MN

Expectations Expose Inequities

“People that live in the suburbs expect there to be lots of parking”

Not everyone owns a car

“Park and riders will only tolerate a short walk to their cars”

Transit-reliant riders often tolerate whatever walk is necessary

“The bus stop needs to be as close to the parking lot as possible”

Bus stop and transit center locations should balance auto, bus transfer, paratransit, bike, and pedestrian access

“If we change anything, we’ll lose ridership”

Everything is changing – consider short and long term impacts

Facilitating (Civil) Parking Discussions

- APTA's "Transit Parking 101"
 - Objectively outlines short- and long-term implications of building parking-oriented transit
- CNU's "Build a Better Burb" website, planning tools, and manual
 - Major topics: Housing Reinvented, Creating Sense of Place, Better Transit/Less Parking, Thinking Regionally
- Parking may be in conflict with your environmental justice/equity goals
 - Push for more equitable and intentional outcomes through every decision

