

# PARK-AND-RIDE LOTS

## Description

Park-and-ride lots are typically located on the suburban fringe of urbanized areas. Usually, park-and-rides are strategically placed outside of the “ring of congestion” on major commuter corridors. Services offered at park-and-rides may include local fixed routes, express bus, bus rapid transit, and rail, and are designed for commuters transferring from low-occupancy mode of travel (usually private automobiles) to high-occupancy modes (rail, bus, van- and car-pools). Services from park-and-rides are designed to concentrate transit demand, offering transit services that could not otherwise be cost-effectively provided. Typical park-and-ride amenities include covered or enclosed waiting areas, benches, and sometimes vending machines and restrooms. Lots may vary in size from 200 to over 1,000 spaces, and can be used exclusively for transit or offer shared uses, such as vanpool staging. Transit fares from park-and-rides are typically higher than basic local fares, and parking may be free or for a small fee.



<b>Cost:</b>	●●●○○
<b>Time:</b>	Moderate
<b>Impact:</b>	Corridor
<b>Who:</b>	Transit Provider
<b>Hurdles:</b>	Ease of Access

## Target Market

These lots target commuters from suburban areas, including state employees, students, and employees working in the central city—typically commuters who would otherwise utilize freeways to travel to and from work during the week.

## How Will This Help?

- Reduces the number of single occupancy vehicles on major freeways and highways.
- Alternative to personal automobile.
- Time management: passengers can work in the vehicle, typically equipped with WiFi services.

## Success Story

Fuqua Park & Ride Lot, Houston—Metro offers over 28 park-and-ride lots with direct access to HOV lanes in major corridors, giving buses priority. The number of parking spaces ranges from 3,000 to 7,500.

## Implementation Issues

Park-and-ride lots must be strategically located in order to draw customers. Ease of access plays a big role in whether customers will take advantage of the services offered at the lot. Customers may access park-and-rides in different ways, so planners must be mindful of creating safe and meaningful access for pedestrians, bicycles, the automobile, and those passengers transferring in from neighborhood feeder services.