

# Managing the Availability of Park and Ride Facilities

Edmonton Transit System Advisory Board

## Recommendation:

That Administration provide a report on the feasibility, implications and details of implementing the following Park and Ride management options:

1. Conversion of free Park and Ride stalls to paid reserved stalls.
2. Increasing the price to park in reserved Park and Ride stalls.
3. Designating time-limits and/or charging fees for unreserved stalls.
4. Identifying alternatives to increase the supply of Park and Ride stalls using existing, conveniently-located, parking facilities (private or public).
5. Update the long term strategies and goals of the Park and Ride policy in conjunction with the Transit Strategy while implementing short term solutions to adhere to the high demand and the increase in users of Park and Ride.

## Report Summary

**The Edmonton Transit System Advisory Board has identified short and medium-term management options to address the high demand for existing Park and Ride stalls, and the supply of additional stalls.**

## Report

A recent reserve lot occupancy report suggests that the demand for Park and Ride stalls in Edmonton far exceeds the supply. Most of the stalls (87 percent of those at LRT sites) are offered free of charge, yet there are a range of costs associated with providing this service. To address this situation, the board examined Edmonton's approach to Park and Ride compared to other cities in Canada. Examples of some of the comparisons are how many stalls are offered, what is the price of a reserved stall and are these prices set as a monthly or daily rate (Attachment 1).

Four short to medium-term management options are recommended for further consideration:

1. Convert a greater proportion of existing free stalls to paid reserved stalls.
2. Increase the price to park in reserved stalls.
3. Offer time-limited and/or charges for unreserved stalls e.g., 4-hour parking, daily parking rates.
4. Seek alternatives to increase the number of stalls at convenient locations, including parking facilities owned and operated by third parties e.g., malls, churches.

There is a clear need for an increase in supply. With the opening of the Metro line LRT ridership has increased and will create additional demand for Park and Ride in the

northern sections of the transit system. These options are not mutually exclusive and could be implemented as a package. Thinking of the transit system as a whole, Edmonton Transit System Advisory Board understands that Kiss and Ride and Bike Parking are equally important to Edmonton's multi model transit system. As a result, Edmonton Transit System Advisory Board is currently exploring parking options for cyclists.

### **Policy**

Edmonton's Park and Ride policy states that up to 18 percent of stalls in each facility can be reserved for paid parking pass holders under the Reserved Stall Pass Program, at a charge of approximately two dollars per day, with remaining stalls offered free of charge. This approach was based on modelling that assumed a high supply of inexpensive parking in the downtown core.

The price for reserved stalls of \$42 per month has not changed since 2010. A strategic action under the Transportation Master Plan: *The Way We Move* is to consider fees for parking at Park and Ride facilities where demand exceeds supply, ancillary services are provided, and/or parking demand management is implemented.

### **Corporate Outcomes**

If implemented, the proposed options may contribute to the following outcomes:

- Edmonton is attractive and compact by supplying additional Park and Ride opportunities to ease the demand for scarce parking in the Downtown and University areas
- Edmonton has sustainable and accessible infrastructure with Park and Ride facilities accessible to a range of users (including geographic and demographic types)
- Edmontonians use public transit and active modes of transportation by encouraging those travelling by vehicle to switch to public transit for a portion of their trip
- Edmonton has a resilient financial position due to an increase in stable revenue and improved cost recovery in providing Park and Ride facilities
- Edmonton is an environmentally sustainable and resilient city aided by reduced traffic congestion and improved local air quality

### **Public Consultation**

The Edmonton Transit System Advisory Board is comprised of public volunteer members appointed by City Council.

### **Budget/Financial Implications**

The options considered are expected to increase the total revenues generated by Edmonton's Park and Ride facilities.

**Justification of Recommendation**

1. The costs of operating and maintaining Park and Ride lots are not passed on to users, with 87% of parking stalls at LRT stations being provided free of charge.
2. There is an excess demand for Park and Ride stalls. A recent analysis found that parking in unreserved stalls is unavailable on weekday mornings after 7 a.m. at Century Park, and after 8 a.m. at all other LRT parking locations.
3. Create turn over at Park and Ride locations throughout the day so that riders who need to use Park and Ride as a step in their travel can as well as increase off peak ridership.
4. There is an excessive waiting list for reserved stalls under the monthly pass program at Century Park.
5. Public input is important to create a user friendly system.

**Attachments**

1. Park and Ride in Edmonton: Issues and Options
2. Monthly Parking Rate Usage By Lot Report
3. 2014 Park and Ride Statistics

# Park and Ride in Edmonton: Issues and Options

Edmonton Transit System Advisory Board  
August 2015

## Background and Introduction

Park and Ride facilities complement public transport by providing an option to use transit for those who need a vehicle or bicycle for the initial portion of their trip. This includes those living in new, outer neighbourhoods where the regular bus service timetable is not convenient to their needs. The combination of Park and Ride and LRT or express bus service helps reduce road congestion and provides a substitute for downtown/university parking, saving time and money for riders and providing broader benefits to the local economy, while also helping to preserve the environment of established communities.

Edmonton has a limited number of Park and Ride locations. The current Park and Ride strategy identifies future parking locations at the periphery of the city, generally at the planned termini of the LRT system. However, based on the current planning outlook, LRT will not reach these areas until 2040. In 2020, the new Valley Line will open, inducing demand for additional parking and potentially posing a parking congestion problem for areas adjacent to stations.

Most Park and Ride stalls in Edmonton are free. The arrangements concerning free versus paid parking was last reviewed by Council and Administration in 2010. There is a working policy for up to 18% of stalls to be reserved for paid parking pass holders (Reserved Stall Pass Program), based on outdated modelling that assumes a high supply of inexpensive parking in the downtown core and a paid parking rate of approximately \$2 per day.

The Edmonton Transit System Advisory Board believes that Park and Ride facilities form a critical part of our transportation system. If customers pay a greater portion of the costs of supplying parking services, then ETS can offer a transit system that is both socially and financially responsible.

## Capital and Operating Costs

Parking lots require a significant investment to construct: \$5,000 to \$8,000 per stall for surface lots, and \$35,000 to \$50,000 per stall for structured parking, plus land costs (source: Altus Group). In addition to the capital cost, the ongoing operation and maintenance costs may be significant as they include security, snow clearing, cleaning, sweeping, line painting, electricity, garbage collection, pavement patching, and parking enforcement.

The costs to establish and maintain parking facilities has made it difficult to expand the supply of Park and Ride facilities beyond the existing lots. In situations where temporary/interim lots are used, such as Century Park, permanent solutions have not been forthcoming or funded. Free, temporary parking facilities run the risk that users become dependent on this public service, leading to future dissatisfaction when the facility is replaced with a less convenient option.

Maintenance is minimal, and in turn the user experience of these facilities leaves much to be desired.

The cost of sustaining free Park and Ride lots, or charging fees which do not recoup the cost of service, is in essence a subsidy from the transit system to the select user group which accesses Park and Ride. Where there is an inadequate supply to accommodate all who require access to parking, and connecting bus services are not adjusted accordingly, this selective subsidy limits the number of passengers using transit.

### **Issue of Excess Demand**

The success of transit in attracting ridership based upon Park and Ride facilities can lead to unintended consequences, such as potential off-site impacts to the immediate surrounding neighbourhood, as well as inhibiting future growth in ridership.

With the arrival of the LRT terminus to Century Park, the establishment of temporary free and paid parking facilities was a factor in the great increases in ridership on the LRT system. Users report that the lots are routinely full by as early as 7 a.m. on weekdays. This may frustrate those who rely on parking, or indeed deter potential users from transit. This is also known to induce spill-over parking, as drivers unable to access stalls begin parking in neighbouring communities, shopping centres, and other lots.

The City of Edmonton conducted a field survey of parking utilisation in the fall of 2014, reporting the use of parking spaces in each hour between 6 a.m. and 10 a.m. The survey showed that the free parking spaces at Century Park were full (within 12 spaces) by 7 a.m., Belvedere and Claireview West were full by 8 a.m., and Stadium was full soon after 8 a.m.

The reserved stalls in each LRT Park and Ride location are fully booked. The greatest demand for reserved stalls is at Century Park, which has a waiting list of 3,540 for 240 assigned stalls (Impark, June 2015 report).

### **Key Statistics for Park and Ride in Edmonton**

Locations: City of Edmonton supplied parking is available at 7 LRT or transit centre locations.

4 at LRT stations - Claireview, Belvedere, Stadium and Century Park.  
3 at transit centres - Meadows, Lewis Farms and Eaux Claires.

The Davies City lot has 350 stalls though is not adjacent to a transit centre.

Number of stalls: 5022 in total, of which 4005 are at LRT stations.

Paid parking in reserved stalls is available at the four LRT stations\*:

- 50 stalls are reserved at Belvedere of 749 total stalls (7% reserved).
- 65 stalls are reserved at Stadium of 546 total stalls (12% reserved).

- 184 stalls are reserved at Century Park of 1304 stalls (14% reserved).
- 235 stalls are reserved at Claireview of 1406 stalls (17% reserved).

\* Note: there is some discrepancy between the above stall numbers supplied by the City of Edmonton (presentation to ETSAB, January 2015) and those reported by Impark (June 2015).

Price: \$42 per month for a reserved stall. Price has remained static since 2010.

Hours: Reserved parking operates on weekdays from 6 a.m. to 5 p.m. and is managed by Impark.

### **Possible Options**

There are short and medium-term strategies available to address both the demand for existing stalls and the supply of additional Park and Ride facilities, as described below.

#### Option 1. Convert a Greater Proportion of Existing Stalls into Paid Reserved Stalls

Most Park and Ride stalls in Edmonton are free and are used by daily commuters. Based on a recent survey there is an excess demand for reserved Park and Ride stalls (particularly at Century Park) that will only increase as parking become more scarce in the downtown core, and the region's population increases. Converting more stalls to paid reserved parking will curb excess demand.

What the other cities do:

- Vancouver: 19 locations in total (11 managed by Translink, the rest by the different municipalities) with 8,042 stalls, of which only 722 stalls (9%) are free. Variable daily pricing in use depending on the location.
- Winnipeg: 12 locations in total with 711 stalls, of which 449 stalls free of charge (70%), 6 locations for which citizens can purchase daily, evening or monthly passes.
- Toronto: TTC offers 14 locations with 12,337 stalls, with daily and afternoon rates. Go Train offers 18 locations, with both free and monthly reserved parking.
- Ottawa: 16 lots in total with over 7,000 stalls, located at major transit stations on the Transitway. Monthly passes to reserve a parking stall are offered at six locations and are only accessible to monthly transit pass holders.
- Calgary: 33 locations in total with approximately 16,000 stalls. Monthly parking system where 50% of stalls are reserved for paid parking at 19 locations.

#### Option 2. Increase the Price to Park in Reserved Stalls

Charging nominal fees for the use of stalls is often used to recoup the cost of operating Park and Ride lots. Charging different prices depending on the facility's location may be used to manage high-demand locations, and shift use to lower-demand locations.

What the other cities do:

- Vancouver: Monthly reserved stalls not offered.
- Winnipeg: \$44 to \$271 per month.
- Toronto: Go Train monthly reserved parking pass costs \$90 per month. Monthly reserved stalls not offered by TTC (daily and afternoon/evening rates only).
- Ottawa: Reserved stalls cost \$53.50 per month.
- Calgary: Reserved stalls cost \$70 to \$80 per month.

### Option 3. Offer Time-limited, Unreserved Stalls

Offering time-limited, unreserved parking stalls provides a service for those with short-term needs as opposed to regular, all-day commuter use, and may be supplied either free of charge or at set rates. For example, some parking stalls may be limited for use up to 4 hours, or daily parking rates on unreserved stalls could be offered in addition to reserved monthly parking stalls. This approach serves those with irregular, once-off travel needs, who wish to travel during the day at off-peak times, and is especially useful to those who may have impaired mobility and/or who prefer to avoid the challenges of driving in busy traffic or negotiating seasonal lane closures due to construction. Examples of those that may benefit from this service include a local senior citizen who wishes to use Park and Ride for 3 hours to reach an appointment with a medical specialist, or a visitor to Edmonton who is unfamiliar with our roads and wishes to use Park and Ride for 4 hours to visit the art gallery and do some shopping downtown. Neither would be accommodated on a weekday at present.

What the other cities do:

- Vancouver: Daily parking rates ranging from \$2 to \$6 a day.
- Winnipeg: Parking rates of \$1 to \$4 per hour, \$8 to \$14 flat rate between 6 a.m. to 6 p.m., and \$6 to \$9 flat rate between 6 p.m. to 6 a.m., with a daily maximum of \$14 to \$20, depending on the location.
- Toronto: Daily parking rates ranging from \$3 to \$7 a day. Afternoon/evening off-peak rates of \$2 to \$3 between 3 p.m. and 2 a.m. depending on location. Managed by Impark.
- Ottawa: Not offered (only monthly parking passes available).

- Calgary: Not offered (only monthly parking passes available).

#### Option 4. Seek Alternatives to Increase the Supply of Park and Ride Stalls

There is an opportunity to partner with private lot owners to utilize under-used, existing parking spaces, and potentially provide new sources of revenue. For example, this may take the form of having malls or churches along high transit corridors, or retailers and strip malls who have a surplus of parking on weekdays, offer a portion of their lot to Park and Ride. This may generate extra foot traffic and potentially sales/patronage. The lot owners would maintain the lots and in exchange they could share the revenue with the City under a coordinated approach. This option could reach potential riders who currently choose to drive but may switch to park and ride where convenient.

What the other cities do:

- Vancouver: Translink has 3 lots that offer a small numbers of stalls at opportune locations, including a ferry terminal, shopping mall, and neighbourhood block.
- Winnipeg: Winnipeg has both free and paid locations utilizing different venues such as shopping centres, a casino, a church, a banquet hall, a chiropractic centre, a library, and the former city hall building.
- Toronto: The Toronto Parking Authority provides dozens of lots along the four rapid transit lines and major bus routes, within walking distance of stations, which offer thousands of stalls.
- Ottawa: One pre-paid 'lot' for monthly pass holders consists of 10 stalls at a municipal recreation complex.
- Calgary: 1,400 of Calgary's total Park and Ride stalls are provided by other owners at 5 locations: 3 malls, a stadium and the zoo. The city also uses a community centre and a mall as Park and Ride locations.

#### **Summary**

Canadian cities similar to Edmonton realize the value of providing Park and Ride services to complement the transit network. The sophistication with which these programs and facilities are operated varies.

Park and Ride services should be regularly reviewed to ensure they meet the needs of citizens and the transit system, and that the financing of their operations is sustainable. Edmonton has seen significant increases in transit ridership and population growth, as well as demographic change, over the past decade. With the expansion of the LRT system and transit ridership we suggest that demand for Park and Ride access will continue to grow, and services ought to adapt and expand to meet this need.



The options explored above offer opportunities to manage demand and find new supply options in both the near-term and longer-term horizon, with opportunities for new approaches that may generate ancillary revenue. Ultimately, Edmonton is deficient in the provision of Park and Ride opportunities. There are also opportunities to innovate in the way in which Park and Ride is provided, through both large formal programs and through small-scale partnerships.

The use of time-limited stalls and variable/demand-responsive pricing schemes offers a method of responding to demand that could be implemented in conjunction with private lots and operators. Likewise, alternative options to supply parking, while under-developed in Canadian systems, could be employed in the short-term, and is a flexible approach that could be implemented at a smaller scale e.g., along commuter bus routes which currently do not offer access to formal Park and Ride.

**Information sources:**

Altus Group

<http://www.altusgroup.com/services/cost-guide/>

City of Edmonton

[http://www.edmonton.ca/city\\_government/documents/C554.pdf](http://www.edmonton.ca/city_government/documents/C554.pdf)

[http://www.edmonton.ca/transportation/ets/riding\\_ets/ets-paid-park-and-ride.aspx](http://www.edmonton.ca/transportation/ets/riding_ets/ets-paid-park-and-ride.aspx)

Calgary Transit

<https://www.calgarytransit.com/calgary-transit-park-ride-polic>

OC Transpo (Ottawa)

[http://www.octranspo1.com/routes/gold\\_permit\\_parking](http://www.octranspo1.com/routes/gold_permit_parking)

Winnipeg Transit

<http://winnipegtransit.com/en/rider-guide/park-and-rides/>

<http://www.theparkingstore.winnipeg.ca/theparkingstore/findparking/default.stm>

<http://theparkingstore.winnipeg.ca/theparkingstore/parkingInfo/parkAndRide.stm>

Translink (Metro Vancouver)

<http://www.translink.ca/en/Getting-Around/Driving/Park-and-Ride.aspx>

<http://www.translink.ca/->

[/media/Documents/plans\\_and\\_projects/10\\_year\\_plan/2013\\_plans/Park%20and%20Ride%20Policy.pdf](http://www.translink.ca/-/media/Documents/plans_and_projects/10_year_plan/2013_plans/Park%20and%20Ride%20Policy.pdf)

GoTransit

<http://www.gotransit.com/publicroot/en/travelling/citylocations.aspx>

<http://www.gotransit.com/publicroot/en/travelling/stations.aspx?station=ABPR>

Toronto Transit Commission (TTC)

[https://www.ttc.ca/Riding\\_the\\_TTC/Parking/index.jsp](https://www.ttc.ca/Riding_the_TTC/Parking/index.jsp)

## Monthly Parking Rate Usage By Lot Report

### Parameters

**Company:** Imperial Parking Corporation  
**Branch:** Edmonton - Impark  
**Lot:** 420,421,422,423  
**Excluded Lots:**  
**As Of Date:** 2015/06/10

**Company:** Imperial Parking Corporation  
**Branch:** Edmonton - Impark

**Lot Number:** 420      **Lot Name:** Edmonton Transit - Clareview  
**Address:** 13900 - 50 Street      **Opened:** 2011/01/01      **Terminated:**  
**Description:** Surface  
**# Entrances:** 1      **Notes:** Off Manning Drive  
**# Exits:** 1      **Notes:** Off Manning Drive  
**Restrictions:** Paid Park & Ride  
**Total Stalls:** 252

Rate Type	Web Customer	Unit Rate	Expiry Date	Billing Frequency	Allocated	Rented	Cancelling	Pending	Expired in 30 Days	Available	Waitlist
Reserved South West Lot	Yes	\$40.00		Monthly	295	274	16	4	14	1	0
<b>Totals</b>					<b>295</b>	<b>274</b>	<b>16</b>	<b>4</b>	<b>14</b>	<b>1</b>	<b>0</b>

**Lot Number:** 421      **Lot Name:** Edmonton Transit - Belvedere  
**Address:** 5900 - 129 Avenue      **Opened:** 2011/01/01      **Terminated:**  
**Description:** Surface  
**# Entrances:** 1      **Notes:** Off Fort Road  
**# Exits:** 1      **Notes:** Off Fort Road  
**Restrictions:** Paid Park & Ride  
**Total Stalls:** 60

Rate Type	Web Customer	Unit Rate	Expiry Date	Billing Frequency	Allocated	Rented	Cancelling	Pending	Expired in 30 Days	Available	Waitlist
Reserved North West Lot	Yes	\$40.00		Monthly	60	52	5	3	3	0	15
<b>Totals</b>					<b>60</b>	<b>52</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>15</b>

**Lot Number:** 422      **Lot Name:** Edmonton Transit - Stadium  
**Address:** 11151 - 84 Street      **Opened:** 2011/01/01      **Terminated:**

## Monthly Parking Rate Usage By Lot Report

**Description:** Surface  
**# Entrances:** 1 **Notes:** Off Stadium Road  
**# Exits:** 1 **Notes:** Off Stadium Road  
**Restrictions:** Paid Park & Ride  
**Total Stalls:** 60

Rate Type	Web Customer	Unit Rate	Expiry Date	Billing Frequency	Allocated	Rented	Cancelling	Pending	Expired in 30 Days	Available	Waitlist
Free-City of Edm	No	\$0.00		Monthly	1	1	0	0	0	0	0
Reserved North Lot	Yes	\$40.00		Monthly	40	37	0	0	0	3	26
<b>Totals</b>					<b>41</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>26</b>

**Lot Number:** 423 **Lot Name:** Edmonton Transit- Century Park  
**Address:** 2515 - 111 Street Nw **Opened:** 2011/01/01 **Terminated:**

**Description:** Surface  
**# Entrances:** 1 **Notes:** 111 Street Nw  
**# Exits:** 1 **Notes:** 111 Street Nw  
**Restrictions:** Paid Park & Ride  
**Total Stalls:** 184

Rate Type	Web Customer	Unit Rate	Expiry Date	Billing Frequency	Allocated	Rented	Cancelling	Pending	Expired in 30 Days	Available	Waitlist
Kiosk Vendor Stall	No	\$0.00		Monthly	1	1	0	0	0	0	0
Reserved North Lot	Yes	\$40.00		Monthly	240	232	7	0	5	1	3540
<b>Totals</b>					<b>241</b>	<b>233</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>3540</b>

**Total Lots Printed: 4**

\*\*\*\*\* End of Report \*\*\*\*\*

THE WAY WE MOVE

# *2014 Park & Ride Statistics*

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# Disclaimer

- *The Strategic Monitoring & Analysis team makes an extensive effort to assure the quality of information contained in this presentation is correct. Transit usage can vary by 10 percent or more from one day to the next or by season to season. Our team tries to minimize the variations by conducting surveys around the same time of the year. Year to Year variation may be due to random events such as weather, accidents or unforeseen events affecting service delivery. It is impossible to achieve complete accuracy and consistency in the reported data.*
- *We recommend looking at trends, since variation that is consistent over a longer period is more likely to be real and not just the result of random events. Consideration and appropriate weighting of other sources is to be encouraged before making decisions.*

# Methodology

The number of vehicles in the Park & Ride sites are counted three times a year on a Wednesday and a Thursday. The vehicles in each site are counted at approximately 6:00, 7:00, 8:00, 9:00 and 10:00 a.m. The timing of the surveys capture three different levels of demand for Transit:

- The fall count is conducted between September 1 and November 30. This period represents a high demand season as post-secondary institutions and schools are in session and most people are back at work.
- The spring count is conducted between mid-April and June 30. This period represents a moderate demand season as post-secondary institutions are not in full session but schools are in session and most people are working.
- The summer count is conducted between July 1 and September 1. This period represents a low demand as people tend to be on vacation and post-secondary institutions and schools are not in session.

The following data was collected in November, 2014, for an in-depth analysis, please view the following report:

**2014 Park & Ride Facilities Report** - [http://www.edmonton.ca/transportation/ets/about\\_ets/transit-ridership-reports.aspx](http://www.edmonton.ca/transportation/ets/about_ets/transit-ridership-reports.aspx)

# Park & Ride Lot Capacity

- Edmonton Transit operates a total of eight Park & Ride sites.
- Five Park & Ride sites are adjacent to four Light Rail Transit (LRT) stations: Clareview (two sites), Belvedere, Stadium and Century Park.
- The remaining three Park & Ride sites are located at Meadows, Lewis Farms and Eaux Claires Transit Centre's (TC).
- Lot capacity includes no charge, paid, handicap and carpool parking.
- It does not include loading zones, Kiss & Ride, reserved taxi, ETS inspector and Transit Centre kiosk parking.

Type	Park & Ride Lot	Lot Capacity	% Change from 2013
LRT Station	Clareview East	535	0.0%
LRT Station	Clareview West	871	0.0%
LRT Station	Belvedere	749	(0.8%)
LRT Station	Stadium	546	5.2%
LRT Station	Century Park	1304	0.6%
<b>LRT TOTAL</b>		<b>4005</b>	<b>0.7%</b>
Transit Centre	Meadows	253	0.0%
Transit Centre	Lewis Farm	373	0.0%
Transit Centre	Eaux Claires	391	(1.0%)
<b>OVERALL TOTAL</b>		<b>5022</b>	<b>0.5%</b>

Belvedere capacity decreased due to change in configuration.

Stadium capacity increased to reflect actual legal capacity.

Century Park increased to reflect actual legal capacity.

Eaux Claires decreased due to change in configuration.



# 2014 LRT and TC Utilization by Time

LRT Park & Ride Locations -->			Clareview East		Clareview West		Belvedere		Stadium		Century Park		Total (LRT Only)	
Season	Year	Time	Parked Veh.	Percent Full	Parked Veh.	Percent Full	Parked Veh.	Percent Full	Parked Veh.	Percent Full	Parked Veh.	Percent Full	Parked Veh.	Percent Full
Fall	2014	6:00	90	16.7%	77	8.8%	41	5.5%	28	5.0%	188	14.4%	423	10.6%
Fall	2014	7:00	297	55.4%	428	49.1%	195	26.0%	143	26.1%	1,113	85.4%	2,174	54.3%
Fall	2014	8:00	534	99.8%	727	83.5%	708	94.5%	467	85.5%	1,200	92.0%	3,636	90.8%
Fall	2014	9:00	535	100.0%	812	93.2%	747	99.7%	509	93.2%	1,240	95.1%	3,842	95.9%
Fall	2014	10:00	535	100.0%	828	95.1%	754	100.7%	514	94.1%	1,277	97.9%	3,908	97.6%
TC Park & Ride Locations -->			Meadows		Lewis Farms		Eaux Claires		Overall Total					
Season	Year	Time	Parked Veh.	Percent Full	Parked Veh.	Percent Full	Parked Veh.	Percent Full	Parked Veh.	Percent Full				
Fall	2014	6:00	2	0.8%	17	4.4%	15	3.7%	<b>456</b>	<b>9.1%</b>				
Fall	2014	7:00	48	19.0%	113	30.3%	63	16.1%	<b>2,398</b>	<b>47.7%</b>				
Fall	2014	8:00	99	38.9%	209	56.0%	236	60.2%	<b>4,179</b>	<b>83.2%</b>				
Fall	2014	9:00	118	46.4%	240	64.2%	292	74.7%	<b>4,491</b>	<b>89.4%</b>				
Fall	2014	10:00	123	48.4%	250	67.0%	321	82.0%	<b>4,601</b>	<b>91.6%</b>				

# Pay LRT Park & Ride Program

## Paid LRT Park & Ride Accumulations by Time:

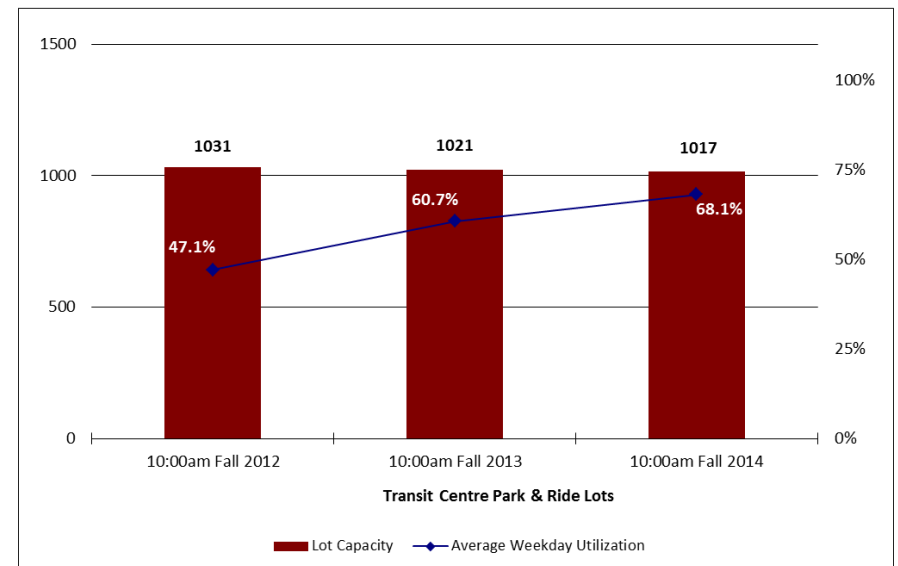
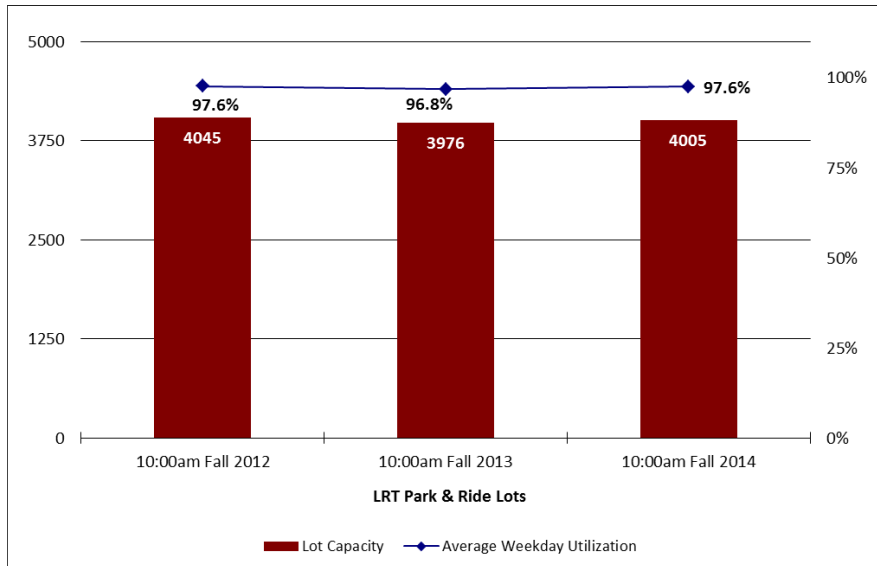
Season	Year	Time	Clareview West		Belvedere		Stadium		Century Park		Total	
			Parked Veh.	Percent Full	Parked Veh.	Percent Full	Parked Veh.	Percent Full	Parked Veh.	Percent Full	Parked Veh.	Percent Full
Fall	2014	6:00	2	0.9%	1	1.0%	2	2.3%	2	0.8%	6	1.0%
Fall	2014	7:00	36	15.4%	4	8.0%	2	3.1%	16	8.4%	58	10.8%
Fall	2014	8:00	91	38.7%	18	36.0%	10	15.4%	92	49.7%	210	39.4%
Fall	2014	9:00	168	71.6%	39	77.0%	25	38.5%	125	67.9%	356	66.8%
Fall	2014	10:00	183	78.2%	44	87.0%	29	44.6%	160	87.0%	416	78.0%

## No-charge LRT Park & Ride Accumulations by Time:

Season	Year	Time	Clareview East		Clareview West		Belvedere		Stadium		Century Park		Total	
			Parked Veh.	Percent Full	Parked Veh.	Percent Full	Parked Veh.	Percent Full	Parked Veh.	Percent Full	Parked Veh.	Percent Full	Parked Veh.	Percent Full
Fall	2014	6:00	90	16.7%	75	11.8%	41	5.8%	26	5.4%	187	16.7%	418	12.0%
Fall	2014	7:00	297	55.4%	392	61.5%	191	27.3%	141	29.2%	1,098	98.0%	2,117	61.0%
Fall	2014	8:00	534	99.8%	637	99.9%	690	98.6%	457	95.0%	1,109	99.0%	3,426	98.7%
Fall	2014	9:00	535	100.0%	644	101.1%	709	101.4%	484	100.6%	1,115	99.5%	3,486	100.4%
Fall	2014	10:00	535	100.0%	645	101.3%	711	101.6%	485	100.8%	1,117	99.7%	3,493	100.6%

\* Greater than 100% indicates patrons parking illegally

# 3 Year LRT and TC Utilization Trends



# Contact Information

Department: Transportation Services

Branch: Transportation Planning

Section: Policy Implementation and Evaluation

Group: Strategic Monitoring and Analysis

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