

Park and Ride Guidelines



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INTRODUCTION

Purpose

Park and Ride plays several roles that support the TransLink system: increasing access to transit (especially where non-driving station access options are limited), expanding the reach of the regional transit system, and providing a revenue source. The purpose of this document is to provide guidance on decisions related to Park and Ride, including what locations are suitable for Park and Ride (including partnering opportunities), where and when should Park and Ride be adapted to other uses, and how Park and Ride is managed. This work is informed by the TransLink Park and Ride Policy adopted in 2012.

How to Use

TransLink uses the Park and Ride Guidelines to support decision making related to new and existing Park and Ride facilities that are under its control. These guidelines are used to inform decisions related to:

- The management and pricing of Park and Ride;
- Partnerships opportunities for Park and Ride;
- The placement of new Park and Ride facilities; and
- The adaptation of Park and Ride facilities to other uses.

The Park and Ride Guidelines are part of a series of TransLink documents that are intended to be used as guidance for planning and management of TransLink's customer facing facilities. Other related TransLink documents that provide both planning and design guidance, and should be referenced with these Park and Ride Guidelines may include:

- Transit-Oriented Communities Design Guidelines (TOCDGs);
- Transit Passenger Facility Design Guidelines (TPFDGs);
- Bus Infrastructure Design Guidelines (BIDGs); and
- Bus Customer Amenity Program Framework.

Existing conditions for Park and Ride are included in Appendix A.

Park and Ride Policy

The policy document informing this guidance is the 2012 Park and Ride Policy, which is included in Appendix B. This policy was approved by TransLink's Board of Directors and sets TransLink's approach to existing and future Park and Ride facilities in Metro Vancouver. Based on the guiding principles established within the policy, the guidelines in this document provide additional direction and tools to inform decision-making.



OBJECTIVES

These guidelines bring a consistent approach to Park and Ride management and establish clear planning objectives to guide decision-making. These objectives reflect an evidence-based approach that emphasizes the connection between TransLink's strategic goals and the performance of Park and Ride facilities in the context of the wider regional transportation network. These guidelines are consistent with the wider principles of how TransLink plans for people accessing the regional transit system.



Manage Park and Ride to be more efficient and user-focused

- Generate revenue to support capital investments, operations, and cost recovery
- Proactively manage parking assets
- Realize the potential for transit-supportive land development and major projects



Partner to provide Park and Ride that extends the reach beyond TransLink-owned parking facilities

- Extend the reach of the regional transportation system
- Strategically integrate emerging mobility services



Invest in Park and Ride to increase access to transit

- Increase transit ridership and/or reduce vehicle kilometres travelled (VKT)
- Foster equitable access to the transit system, including enabling access to high-quality transit from locations that have lower levels of transit service
- Provide context-sensitive options for station access
- Choose Park and Ride locations that are cost-effective
- Promote transit-supportive development



Adapt Park and Ride to proactively plan for change and respond to new opportunities, challenges, and customer needs

- Protect the ability of Park and Ride to change over time
- Mitigate risks presented by changing mobility and development trends
- Leverage and manage emerging mobility services
- Improve sustainability and reduce greenhouse gas emissions





MANAGING PARK AND RIDE

Setting Parking Rates

Parking rates will vary significantly across the range of Park and Ride locations and should encourage efficient travel in the region with respect to meeting TransLink's goals and objectives. The following provides guidance on how TransLink will set parking rates.

- 1. In managing Park and Ride, TransLink's approach will be to manage demand at existing facilities before adding new capacity.
- 2. Rates will reflect relative demand at each location, with the intent that the cost of parking will influence demand to ensure that a desirable level of space availability is maintained.
 - Demand-responsive pricing aims to ensure consistent customer access and fair pricing across the system, based on pre-established utilization and availability metrics.
 - Demand-responsive pricing will align supply and demand of Park and Ride, improving the customer experience by making it easier to find parking, while avoiding over-supply of parking which may negatively impact multimodal access and transit-oriented development goals.
- 3. A transparent, data-driven, and predictable process will determine rate adjustments. Rate adjustments will occur not more than twice per year, and only when necessary to attain performance targets.
 - There is no static projected best rate. Rather, the right rate is the lowest rate that achieves the demand-responsive target range of 70-85% occupancy.
 - o Parking facilities with average weekday occupancy of over 85% should be considered for a price increase.
 - Parking facilities with average weekday occupancy of under 70% should be considered for a price decrease.
 - Price changes should be made in small increments biannually until an equilibrium is reached.
 It is recommended that price changes be no more than 10% with each increase. Special cases may exist where a larger price change is advised, and these cases will be reviewed on a case-by-case basis.
 - At new facilities or at existing facilities that are currently free and should be priced, a starting rate must be identified. Factors to consider when defining an initial rate include the following:
 - o The location of the Park and Ride facility with respect to the transit network
 - o The type and frequency of the transit service at the Park and Ride facility
 - o The level of accessibility to the transit station/exchange by non-auto modes of transport
 - o The respective cost of making a comparable journey by other transport modes
 - If a new facility is created within the catchment market of an existing parking facility, the rate can be set to match the nearby facility. Similarly, a facility moving from free to priced can initially be assigned the lowest rate of nearby parking facilities.



- 4. Off-peak rates will be set to encourage more transit use at these times and to provide lower-cost parking options when such rates will not result in constrained space availability.
 - Day-of-week pricing: Weekend ridership and parking space usage is often lower, and parking rates could be lowered at some locations on weekends to maximize utilization of station/exchange area assets.
 - Time of day pricing: Low-demand periods in the early morning or after the morning peak may have decreased parking rates to attract riders, distribute demand on the transit system or to support shared parking agreements with neighbouring uses.

Technology

The pricing and management guidelines will rely on greater operational and technology control. A customer interface that improves convenience and makes it easier to pay for parking can help support a good rider experience.

- 5. Consider technology improvements that support a good rider experience and efficient monitoring.
 - TransLink should consider investment in new monitoring infrastructure when and where they meet parking system goals described in these guidelines.
 - Technology improvements may range from improving access control, ease of payment, real-time parking availability information, implementation of demand-responsive pricing, improved data accuracy, and shared or flexible parking arrangements.
- 6. Consider using Park and Ride space for emerging mobility options to maximize access to stations.
 - Innovations related to emerging mobility options may be useful in maximizing transit access and station/exchange-area resources. These new opportunities should be considered to the extent they meet system goals. Considerations may include collaboration with shared mobility providers, special accommodation for vanpools, expanded pick-up/drop-off areas for ride-hailing, or incorporating infrastructure for electric vehicles and driverless technology, among others.

Monitoring Performance

The ability to adjust rates to match utilization and system goals requires data provided by ongoing monitoring of weekday average utilization at all Park and Ride facilities, with an expectation that regular adjustments are important to calibrate access demands.

- 7. Regularly collect data to inform demand, supply, and pricing decisions.
 - Data collection should be done regularly and throughout the year to ensure that pricing decisions are data-driven and that the primary data-driven consideration for adjusting rates will be parking demand and availability at each facility.





Partnering allows TransLink to extend the reach of Park and Ride beyond TransLink-owned facilities by optimizing opportunities to extend the reach of the regional transportation system and by strategically integrating emerging mobility services. Partners can include municipalities, partner agencies, and private sector partners.

- 8. If a need for a new Park and Ride location or additional capacity is identified, TransLink's primary approach will be to explore partnership opportunities to provide the parking using existing infrastructure, and new Park and Ride facilities will only be built if alternative options do not exist or are not feasible.
 - The following hierarchy of preference will guide TransLink in the provision of new parking capacity at Park and Ride facilities:
 - o New parking supply should be provided by third party providers.
 - o If the above is not feasible in areas of recognized demand, TransLink will be open to partnerships for the delivery of new parking supply.
 - o If neither of the above are feasible in areas of recognized demand, TransLink will assess the business case for developing new parking to meet the demand where cost effective.

9. TransLink will work with partners to identify opportunities for Park and Ride partnerships.

- Partnership opportunities could include leasing space from existing parking garages, lots, or developments as well as agreements for partners to operate facilities on behalf of TransLink. Operations agreements could also include maintenance, repair, security, and indemnity for liability. Shared parking agreements could involve parking spaces that are reserved for Park and Ride on certain days of the week or until a specified time of day and available for shared use with other users at other times.
- TransLink will work closely with partners to determine the most suitable arrangement for each location TransLink's Park and Ride plans will also be aligned with municipal policies limiting Park and Rides in certain areas or throughout a municipality.
- In addition to Park and Ride facilities with formal partnerships, TransLink will also foster collaboration and coordination with private Park and Ride providers to improve the reach of the transit network.
- 10. TransLink will explore partnership opportunities to leverage emerging mobility services.
 - Partnerships could be beneficial for integrating various mobility services, such as shared micromobility, car-sharing, ride-hailing, and other emerging mobility options. Providing a range of alternative options to access transit could reduce the need and the demand for Park and Ride services. Such partnerships could be implemented at strategic locations to respond to the changing needs of customers.





NEW PARK AND RIDE OPPORTUNITIES

Evaluating New Opportunities

Park and Ride is one way for people to access the transit system and is particularly important in areas where the provision of transit service would not be cost-efficient or effective for TransLink to meet its strategic or financial goals. Generally, Park and Ride predominantly serves as a way to connect to transit for longer, regional trips. The design of Park and Ride facilities will prioritize active and sustainable modes.

- 11. The location and level of supply of new Park and Ride should positively support TransLink's goals and objectives of prioritizing sustainable modes of transport for accessing the transportation network where these modes are viable, desired, and cost-effective.
 - TransLink will support Park and Ride that extends the reach of the transit network to people living in areas where the provision of transit service is not cost-effective for the agency in meeting its strategic goals.
 - New Park and Ride will only be provided at locations that meet the majority of the "Invest" objectives identified in these guidelines. The following suitability evaluation framework (Table 1) should guide the evaluation process to determine appropriate locations for new Park and Ride facilities. Each objective should be assigned either high, medium, or low suitability and will inform the overall suitability determination.





Table 1 Park and Ride suitability evaluation framework

Objective	Key Question(s) for Evaluation	Higher Suitability at	Potential Suitability Measures	Suitability (High/Med/Low)
Increase transit ridership and/or reduce VKT	 How will a Park and Ride at this location impact ridership and VKT? 	 Locations with catchment area driving population whose destination is served by transit Locations with higher capacity/ frequency transit Locations with congested roadway travel conditions and where a park and ride facility could be situated in advance of the congestion 	 Potential ridership increase Estimated VKT reduction Population density within 10-minute morning peak drive time of the station/exchange. (Driveshed: within a ten-minute morning peak drive time of the station/exchange) Number of commute trips to rapid transit accessible jobs Percent of commute trips by automobile to rapid transit accessible jobs Type of transit service 	
Foster equitable access to the transit system, including enabling access to high- quality transit from locations that have lower levels of transit service	 Will a Park and Ride at this location extend access for more remote locations? Will a Park and Ride at this location extend access where transit service is less frequent and where coverage may be poor? 	 Locations farther from key regional employment centres Rapid transit stations with poorer connecting bus service Bus exchanges with more connecting bus service Locations providing fast and frequent rapid transit service 	 Distance from key regional employment centres with rapid transit access (e.g. central Vancouver, Surrey city centre, Metrotown, etc.) Number and quality of transit connections at station or exchange 	
Provide context- sensitive options for station access	 Will a Park and Ride at this location be in a more auto-oriented context that would not detract from urban design, including walking and cycling connectivity? Will a Park and Ride at this location be aligned with local land use plans and policies? 	 Locations that are more auto oriented Locations with fewer walking/ cycling opportunities Locations that serve primarily low-density, residential areas (with densities too low to support bus service) 	 Population density within 10-minute walkshed. (Walkshed: within a tenminute walk of the station/exchange) Percent of comfortable roadway kilometers within walkshed Intersection density Proximity to highway access Station access mode share Local land use plans and policies 	
Choose Park and Ride locations that are cost- effective	 Is vacant land available to be used as a Park and Ride? Will a Park and Ride at this location be the highest and best use of this land? Will partnership opportunities make this a more viable Park and Ride? Will a Park and Ride at this location be the most cost- effective means of extending the reach of transit? 	 Locations with vacant or underutilized land Locations with less expensive land value Locations with strategic partnership opportunities Locations where a Park and Ride facility would be less costly to provide than feeder bus line(s) servicing the catchment area 	 Land availability Land value Partnership opportunities Estimated relative cost per boarded passenger 	
Promote transit- supportive development	 Will this Park and Ride be located where development potential is low? 	 Locations with low development potential Locations with mid-term development potential Locations outside of Metro Vancouver's focused growth areas 	 Regional growth strategy context Local land use context Known development interest 	

Additional guidance on recommended thresholds for the potential suitability measures is summarized in Appendix C.



Determining Optimal Capacity

The appropriate amount of Park and Ride capacity will vary across the region and should be right-sized to efficiently serve the needs of customers whilst meeting agency objectives.

12. The correct level of Park and Ride supply will be determined by a full understanding of the local market, the demand for accessing the transit network by different modes of transportation, and how these relate to meeting TransLink's strategic goals, including cost-recovery objectives.

The optimal level of Park and Ride parking capacity can be determined using the following steps.

- Step 1: Measure or Estimate Demand Use demonstrated and/or estimated demand for Park and Ride parking spaces to quantify demand for new or added Park and Ride capacity. If this measure is at or below existing capacities, no expansion (for existing facilities) should be considered. The financial feasibility of constructing new or maintaining any existing Park and Ride capacities should be assessed based on steps 2 and 3 below.
 - At new locations without existing Park and Ride:
 - o Regional modeling data to estimate potential demand at new locations or any locations that do not currently have Park and Ride parking
 - At existing Park and Rides:
 - o Average peak occupancy of existing parking capacity, at 1pm Tuesdays Thursdays
 - o Wait lists for permits (a key measure of latent demand)
- **Step 2: Estimate Cost** Use estimated per-space cost to construct, maintain and operate, or lease new Park and Ride parking to quantify cost-recovery needs for any new parking provided.
 - Determine the sum of all one-time cost measures that are relevant for viable capacity development or expansion options.
 - o The per-space cost of acquiring any land necessary to provide the added capacity
 - o Average per-space surface-lot construction cost, using local benchmarks and/or systemwide averages
 - Determine the sum of all ongoing cost measures relevant for viable capacity development or expansion options.
 - o The per-space cost of leasing any land necessary to provide the added capacity
 - o Estimated per-space operations and maintenance costs
 - o Per-space lease costs, where there is an option to lease off-site parking spaces for Park and Ride
- **Step 3: Project Revenue** Use demonstrated and/or estimated fare and parking-fee revenue from each new Park and Ride space to quantify the potential cost-recovery schedule for any new parking provided.
 - At new locations without existing Park and Ride:
 - o Use systemwide measures for fare and parking revenue estimates
 - At existing Park and Rides:
 - o Fare revenue from Park and Ride parking users, systemwide and/or for each Park and Ride location



- Average occupancy of parked vehicles, systemwide and/or for each Park and Ride location
- Average fare/rider, systemwide and/or for each Park and Ride location
- o Parking-fee revenue, per peak-hour-occupied parking space, systemwide and for each Park and Ride location
- **Step 4: Incorporate Suitability Implications** Use the Park and Ride suitability evaluation framework to determine the following upper limit on the location's optimal supply level, as follows:
 - Low suitability = No new supply or expansion of existing supply.
 - Medium/high suitability = Consider new supply or expansion of existing supply. Expansion is limited by how much surface parking can be added, with all associated costs for the new spaces offset by new/increased fare and parking-fee revenue within a period of 10-20 years. Given the very high costs of new structured parking and the low resilience of these structures to changing demand, land use, and technologies, structured parking will not be considered as a method of Park and Ride expansion.
- Step 5: Evaluate the Cost Recovery Period Consider the projected revenue from the new or added capacity (per Step 3), which must be sufficient to fully offset the total cost (not including land acquisition costs) of the new or added parking (based on Step 2) within a period of 10-20 years, including all ongoing operations and maintenance or lease costs over that time.







ADAPTING PARK AND RIDE FOR THE FUTURE

Redevelopment of Existing Park and Ride Facilities

Park and Ride improves access to the transit network where sustainable modes of transportation are not available or practical. As land uses change and mobility options improve, Park and Ride facilities may no longer be necessary or appropriate. In such cases, existing Park and Ride facilities should be redeveloped into other uses. Depending on the location, alternative uses could include improved access for sustainable modes of transportation and shared mobility or transit-oriented development.

- **13.** TransLink will support retaining Park and Ride where it represents the highest and best use of the land or it is a near-term measure to support future land development.
 - As conditions change, the suitability assessment can be repeated over time to evaluate whether the location of an existing facility is still appropriate for a Park and Ride or whether redevelopment could be more beneficial.
 - When redevelopment is considered, an analysis of the highest and best use should be conducted to determine whether the revenue and benefit generated from the Park and Ride is greater than the revenue and benefit generated from a transit-oriented development or a transit-oriented development with some amount of replacement parking.
 - Highest and best use can be determined using the following steps:
 - o Estimate the potential commercial square footage and/or residential units in a viable potential development on the site.
 - o Estimate the potential land purchase price and annual lease revenue based on recent comparable developments.
 - o Estimate the potential fare revenue from residents and workers employed at the potential development (based on mode shares of comparable adjacent developments, or a range of potential trip capture rates).
 - o Consider other policy objectives.
 - o Determine whether the estimated annualized revenue from the existing Park and Ride (calculated in Step 3 on page 10) is greater than a potential viable transit-oriented development (TOD) project.
 - If yes, consider retaining the Park and Ride at the target site.
 - If no, consider proceeding with a TOD at the target site.
 - o If an existing Park and Ride is redeveloped, one-to-one parking replacement will not be required to enable flexibility and right-sizing according to the level of demand at the time of redevelopment.



- If a need to retain Park and Ride spaces at the site has been identified through the suitability assessment, determine whether some amount of Park and Ride spaces could be added to the TOD project to maximize revenue and station/exchange access. Incorporating Park and Ride into TOD developments has different impacts on TransLink revenue, depending on which party is responsible for construction and ongoing management and revenue:
 - TOD developer builds parking, TransLink manages = Largest reduction in land lease/sale revenue (dependent on number of spaces, impact to development size), increased parking revenue (compared to no onsite commuter parking).
 - TransLink builds parking, TransLink manages = Moderate reduction in land lease/sale revenue (dependent on number of spaces, impact to development size), increased parking revenue (compared to no onsite commuter parking).
 - Developer builds parking, developer manages = Lowest reduction in land lease/sale revenue (dependent on number of spaces, impact to development size), no parking revenue for TransLink.

Future of Park and Ride

Global trends in transportation include many new disruptors to conventional transportation systems, including Park and Ride. Disruptive technologies and services include shared and emerging mobility, mobile applications, open data, and mobility as a service. They are challenging long-standing assumptions about parking revenue, the role of the private vehicle, and the definition of transit. The impacts on transit ridership vary, and identifying beneficial partnerships can be challenging.

14. TransLink will adapt Park and Ride locations to respond to changing needs.

- The emerging disruption can be leveraged through assets under TransLink's control, including parking, station access options, and real estate. It is also important to plan for a streamlined user experience and provide high-quality open data and technology standards to facilitate innovation. Seeking new forms of collaboration is key, especially in areas that are not suitable for fixed-route transit. The evaluation of partnership opportunities should consider various factors, such as the level of demand, the cost of investment, and any potential subsidies.
- There is a high degree of uncertainty about the future of transportation and transit. The adoption of automated vehicles is expected to accelerate current trends. There is less uncertainty about parking since the demand for off-street parking is anticipated to continue to decline. In contrast, the demand for curbside parking is rapidly increasing, leading to growing competition for space.
- Electric vehicles are becoming more common, leading to increased demand for charging stations. Opportunities to provide electric vehicle charging infrastructure at Park and Ride locations may be explored.



- Traditional Park and Rides remain important, but the options to access transit will continue to diversify as the mode share of non-driving options increases. Park and Ride will continue to be a key component of the regional transportation system, but the number of Park and Ride locations is expected to decline. The facilities are anticipated to become smaller with more flexible parking options. More Park and Ride facilities are expected to more quickly evolve towards a mobility hub or a transit-oriented development.
- As the mobility landscape is evolving rapidly, it is important for the regional transportation system to be flexible and able to adapt to new conditions and customer needs. New and emerging mobility options, such as ride-hailing and shared micromobility, can enable convenient access to transit without the need for a personal motor vehicle. Such changes are expected to reduce the need for Park and Ride and increase the need for other services, such as parking spaces for car-sharing, pick-up and drop-off zones for ride-hailing, charging for electric vehicles, and parking facilities for bicycles and shared micromobility devices. The management of existing Park and Ride facilities and the planning of new facilities should ensure or support the ability to flexibly transition the facilities to new uses in the future.





APPENDIX A – REGIONAL PARK AND RIDE FACILITIES (BY OWNERSHIP AND CAPACITY)





APPENDIX B – PARK AND RIDE POLICY



PARK AND RIDE POLICY

ENTERPRISE POLICY

Issued By	
Approved By:	
Meeting Date:	
Corporate Secretary Signature:	

Strategic Planning and Policy Board of Directors October 24, 2012 Original Signed by Gigi Chen-Kuo

1. PURPOSE

This policy statement outlines TransLink's approach to existing and future Park and Ride facilities in Metro Vancouver. The policy brings a consistent approach to Park and Ride management and establishes clear planning principles to guide decision-making.

2. POLICY

Park and Ride is an important form of accessing the transit network and can improve options for customers that cannot effectively or efficiently use other modes to access transit.

- Park and Ride is an important asset and TransLink will monitor and manage Park and Ride facilities to achieve the following:
 - Greater equity in the regional transportation system;
 - Cost recovery to contribute to the cost of operations and construction of Park and Ride facilities;
 - Revenue generation;
 - Improved efficiency of the regional transportation system;
 - Successful opportunities to realize the potential for land development to become more transit supportive; and
 - · Support for major projects to maximize the return on investment.
- Decisions regarding pricing, supply, and management will be context sensitive to take account of the local market characteristics. This includes a consideration of: location; type and frequency of transit service; accessibility to the transit network; utilization patterns of the facility; and, future uses of the land and surrounding lands.

Supply

TransLink recognizes there are opportunities to expand or reduce existing Park and Ride facilities and provide new Park and Ride facilities in the region in order to meet the agency's strategic goals.







Park and Ride will only be provided where it is cost effective and can provide efficient access to the transit network.

The level of motor vehicle parking supply and location of Park and Ride should positively support TransLink's goals and objectives and represent the highest and best use of land. TransLink will take an overview of the whole transportation system when identifying opportunities to enable the correct level of supply to be delivered. This supply can be met either by: TransLink; through partnerships; or, by a third party.

Pricing

5. All TransLink-controlled Park and Ride facilities will adopt variable paid parking. Variable pricing will be implemented to: ensure revenue generation to contribute to costs; encourage efficient travel; provide incentives for sustainable travel behaviour; and, be convenient and simple for customers to understand.

Management

- TransLink will adopt and follow a design approach for Park and Ride facilities that is consistent with the Bus Infrastructure Design Guidelines, the Transit Passenger Facility Design Guidelines, and relevant Municipal design guidelines.
- TransLink will monitor the application of the policy across the Park and Ride network and collect appropriate data to inform the ongoing delivery of the policy.

3. APPLICATION

This policy applies to all Park and Ride facilities operated by, or in partnership with, TransLink. Where TransLink leases land it will work with the relevant landowner to deliver elements of the policy where feasible.

This policy is supported by a companion *Policy Guidelines* document which provides further information on the Park and Ride policy.





APPENDIX C – RECOMMENDED THRESHOLDS FOR PARK AND RIDE SUITABILITY MEASURES

In order to establish the below recommended thresholds for the identified suitability measures, an analysis of both industry best practices and existing conditions at rapid transit stations across TransLink's system were conducted.

Suitability Measure	Recommended Minimum for a subject location	Recommended Maximum for a subject location	
Estimated ridership increase	Variable (based on catchment area)		
Estimated VKT reduction	Variable		
Population density within driveshed	At least 4 residents/hectare		
Population density within walkshed		No more than 40 residents/hectare	
Number of commute trips to key regional employment centres with good transit access	Variable (based on employment centre size)		
Auto mode share to key regional employment centres with good transit access	Variable (based on local mode share)		
Type of transit service ¹	At least Peak-Only/Basic	Rapid	
Distance from key regional employment centres	At least 10 km		
Number of connecting services to a bus exchange	At least 3 (including some regional connecting services)		
Number of connecting services to a rapid transit station	At least 1	7 or more	
Intersection density	At least 0.2 per hectare	No more than 0.6 per hectare	
Bike network connectivity	Low to moderately bikeable environments represent increased suitability for a Park and Ride.		
Highway access	0 km	Within 2 km	
Station/exchange access mode share	Variable (based on local mode share)		
Land availability	More land availability represents increased suitability for a Park and Ride.		
Land value	Lower land values represent increased suitability for a Park and Ride.		
Partnership opportunities	Opportunities (e.g. leased access to private parking facilities) that advance TransLink's strategic interests represent increased suitability for a Park and Ride.		
Regional Growth Strategy Context	 Within the urban containment boundary and outside a focused growth area² represents increased suitability for a Park and Ride. Notes: Metropolitan Core/Surrey Metro Centre: New Park and Ride not recommended Regional City Centre: New Park and Ride not recommended Municipal Town Centre: New Park and Ride may be considered Frequent Transit Development Area: New Park and Ride may be considered 		
Local land use context	Existing or planned lower density development and limited land use mix represent increased suitability for a Park and Ride.		
Known development interest	Low to moderate levels of development interest represent increased suitability for a Park and Ride. ³		

- 1. Per TransLink's Transit Service Guidelines.
- 2. Growth areas identified per the Regional Growth Strategy and as may be amended from time to time.
- 3. Park and Ride at locations with moderate levels of development interest may represent the best temporary use of a site preserved as a land bank for future transit-oriented development.



