



WALKER
CONSULTANTS



CDOT PARK-N-RIDE FACILITIES PAID PARKING ANALYSIS: KEY TAKEAWAYS

Colorado High Performance Transportation Enterprise



BUILDING ENVELOPE

CONSULTING

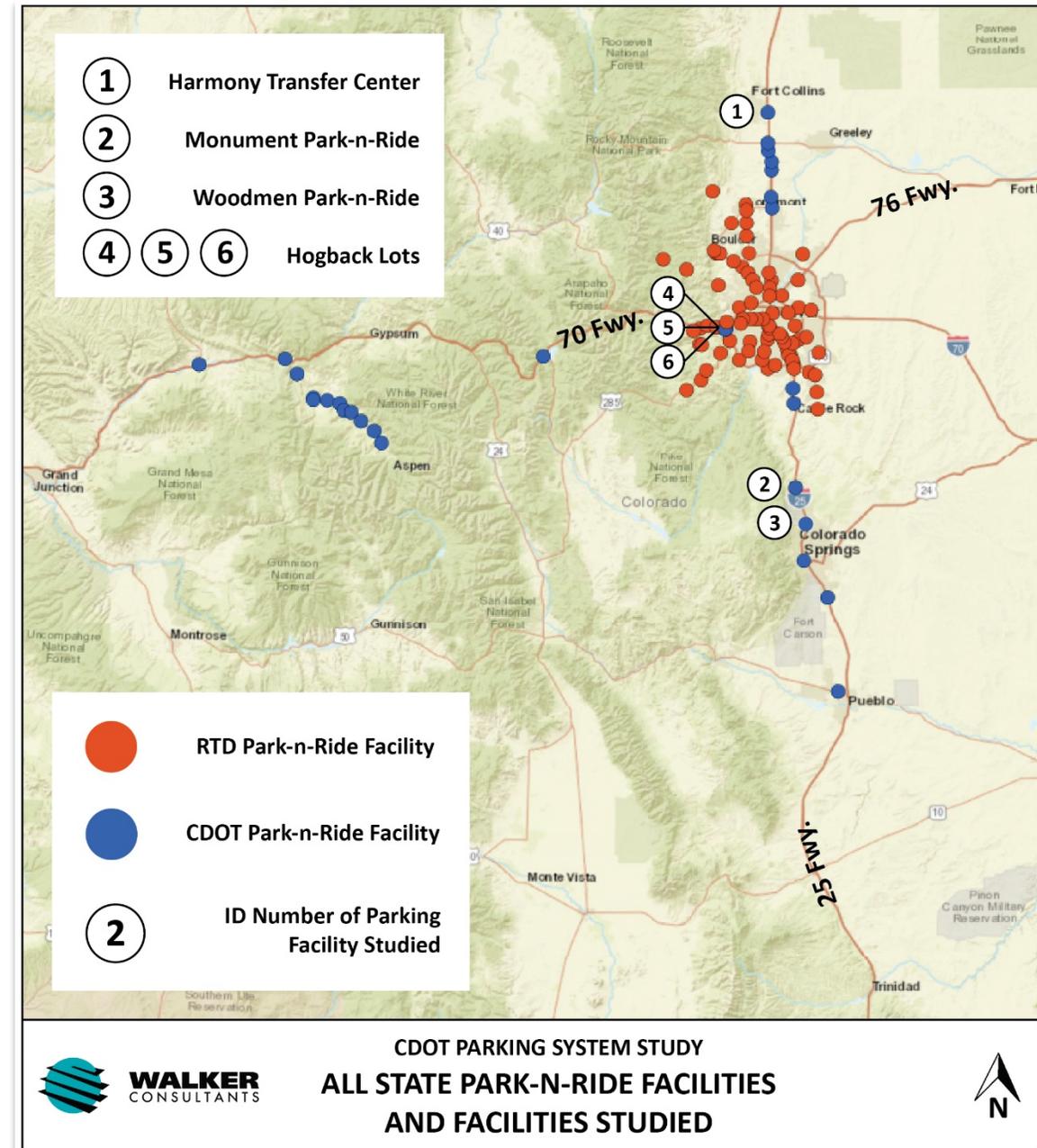
FORENSIC RESTORATION

PARKING DESIGN

PLANNING



- Facilities studied:
 - Bustang High Priority Lots
 - Harmony Transfer Center
 - Monument Park-n-Ride
 - Woodmen Park-n-Ride
 - Hogback Lots
- Topics studied:
 - Parking occupancy
 - Parking length of stay
 - User destinations (at Harmony)



DATA COLLECTION METHODOLOGY

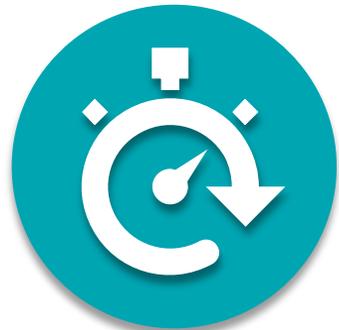
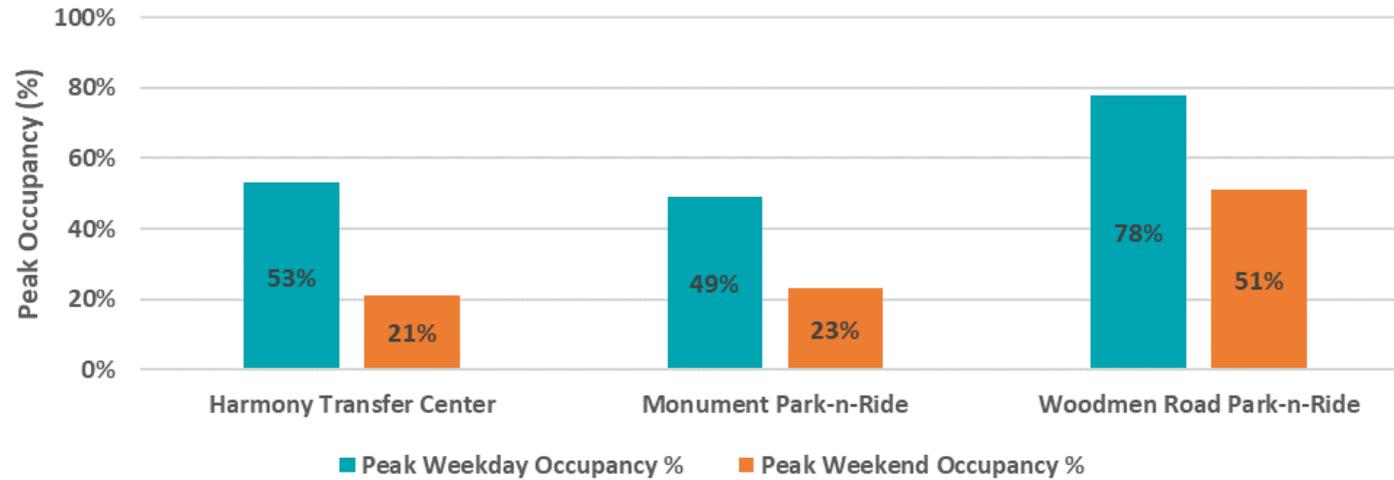
- Days studied
 - Bustang Lots: One Saturday and one weekday in March for each facility
 - Hogback Lots: One Weekend: Friday, 3/29 through Monday, 4/1
- Data Collected at Regular Intervals
 - Bustang Lots: Every one to two hours during ramp-up and ramp-down of Bustang commuter activity, starting before first Bustang and going through last Bustang
 - Hogback Lots: 6 AM, 11 AM, 4 PM, 9 PM on Friday and Monday, 6 AM, 2 PM, and 9 PM on Saturday and Sunday



KEY FINDINGS – BUSTANG LOTS (PEAK UTILIZATION)



OCCUPANCY



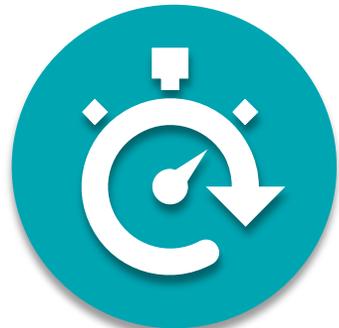
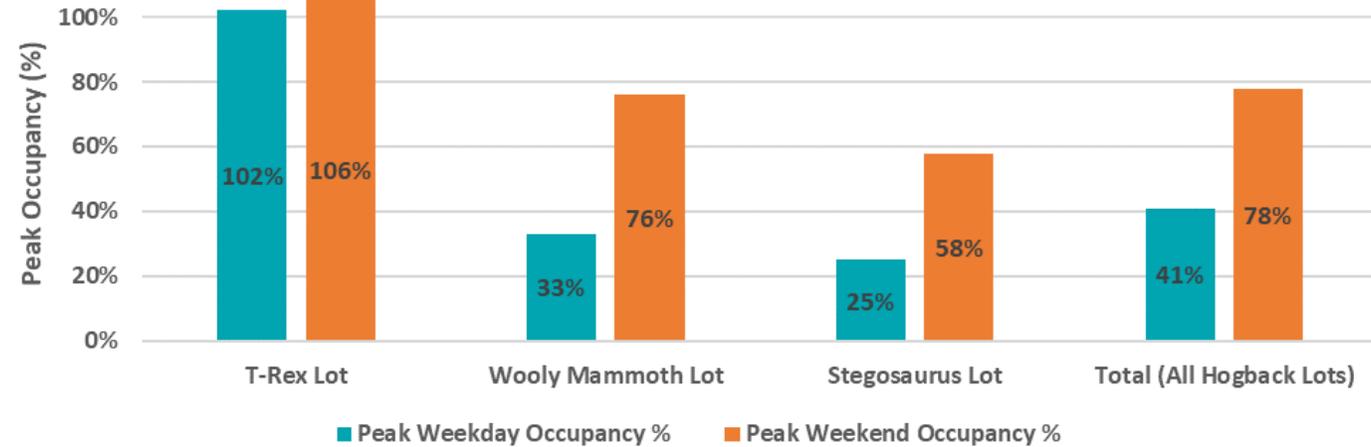
LENGTH OF STAY



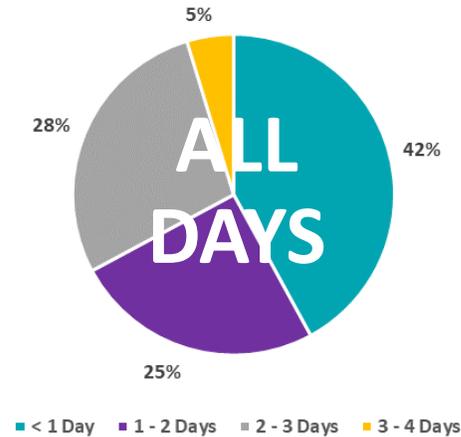
KEY FINDINGS – HOGBACK LOTS (PEAK WINTER UTILIZATION)



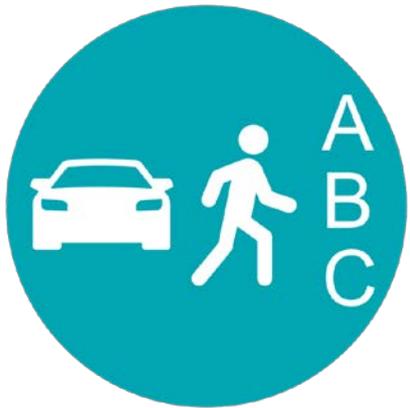
OCCUPANCY



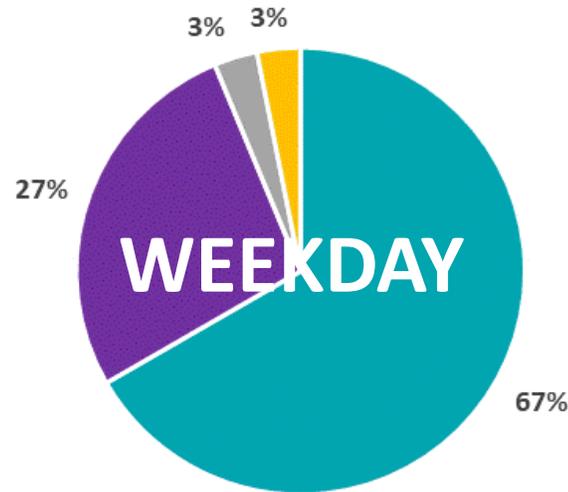
LENGTH OF STAY



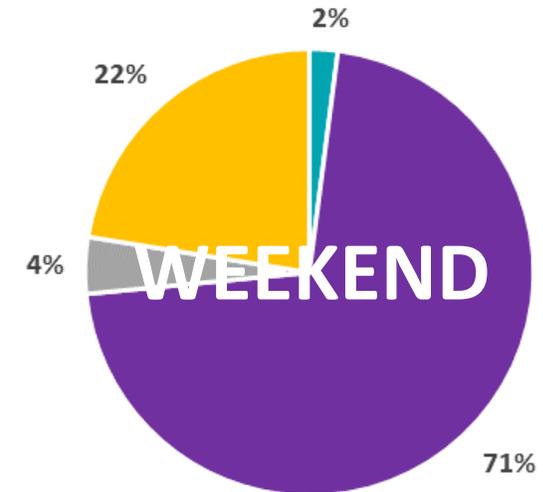
KEY FINDINGS – HARMONY TRANSFER CENTER USERS



**USER
DESTINATION**



■ Bustang ■ Greenride Users ■ Greenride Employee ■ Park/Other



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PARKING TECHNOLOGY

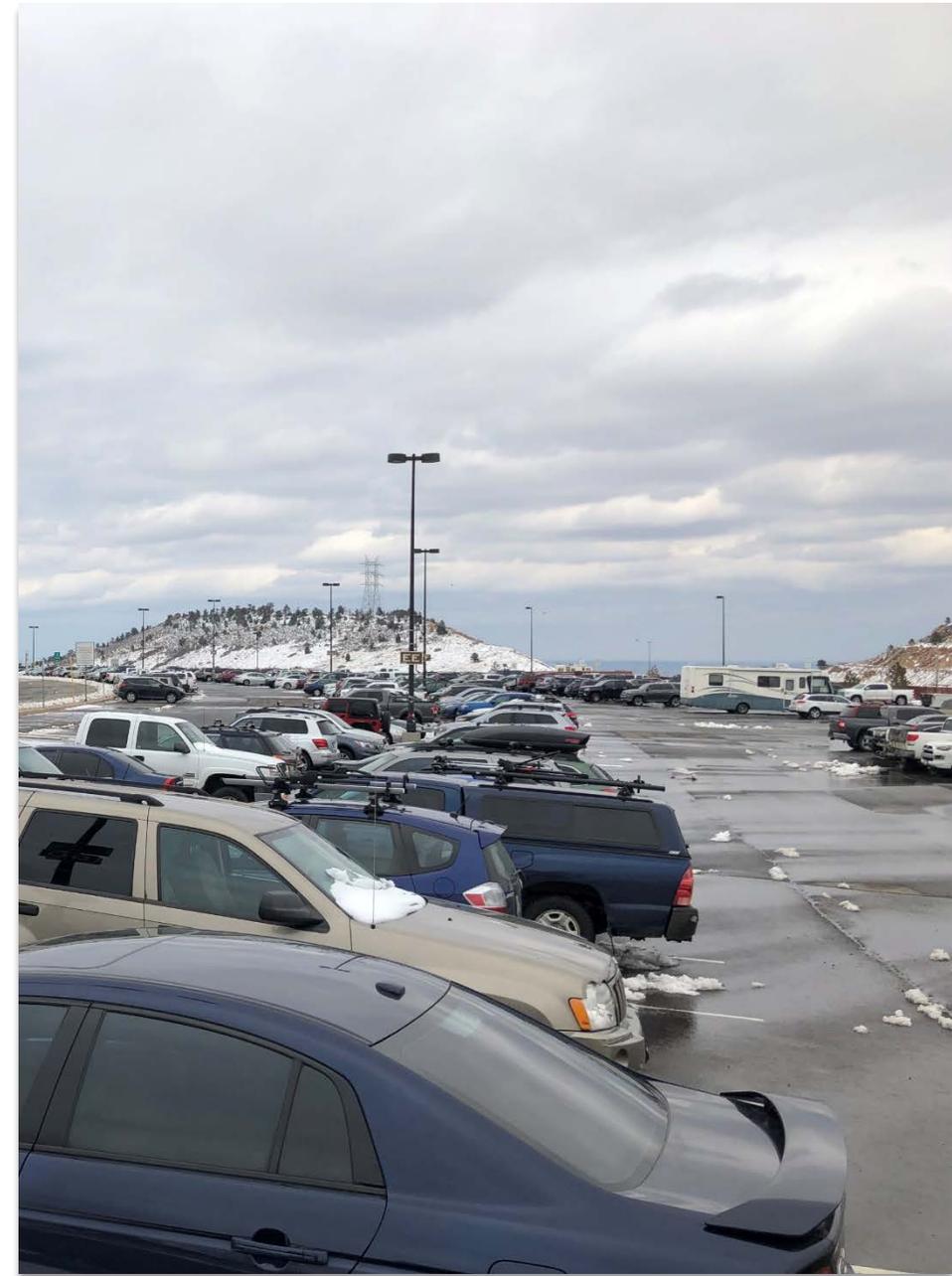
PREFERRED OPTION: UNGATED PARKING SYSTEM

- ✓ No restricted access to lots
- ✓ Low cost of technology deployment
- ✓ Discounts can be provided for pre-registered user groups (Bustang)
- ✓ Frequent parkers can make payment via mobile app (no delay on the way in/out)
- ✓ Payment machines do not require direct wired power (solar powered)



PAID PARKING FEASIBILITY VARIABLES IMPACTING FINANCIAL MODEL

- Variability in monthly ridership
- Growth of Bustang
- Varying parker user groups
- Length of stay
- Number of facilities in managed system
- Elasticity of demand
- Operating expenses
- Citation revenues
- Staffing and enforcement costs
- Maintenance and repair costs
- Technology upgrades and replacement costs



PAID PARKING FEASIBILITY

KEY TAKEAWAYS

- Paid parking can be supported and is a viable strategy to manage the Tier 1 park-n-ride facilities.
- Paid parking can cover the operating expenses.
- Covering capital maintenance and technology replacement costs will require either Bustang users to be charged a nominal fee or will require a fee increase for other users groups.

