Tri-Rail Parking and Circulation Study - 2008 Update

Prepared for:

South Florida Regional Transportation Authority

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CAMBRIDGE SYSTEMATICS

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Introduction

This report updates the 2007 Tri-Rail Parking and Circulation Study based on revised station parking demand forecast and parking improvement strategies. Volatile energy prices and Tri-Rail system improvements have resulted in a significant increase in Tri-Rail ridership, which was not anticipated to occur so rapidly when the 2007 Tri-Rail Parking and Circulation Study was performed. In particular, the demand for parking at stations has increased at a rate higher than ridership increase. As a result, additional parking capacity is needed immediately at many Tri-Rail stations. Therefore, the 2008 study revised the ridership projections and station parking requirements, identified additional on-site and remote parking facilities, and developed an updated implementation plan for parking improvements. Figure 1 presents a Tri-Rail system map with station locations.

Understanding future parking needs will be important as the South Florida Regional Transportation Authority (SFRTA) negotiates future land use opportunities at Tri-Rail stations. Additionally, as future ridership growth occurs, adequate capacity and efficient circulation for all modes used to access the stations throughout the Tri-Rail system (including pedestrians, bicycles, fixed-route buses, transit shuttles, private vehicles, carpools, vanpools, and taxis) must be provided.

The report is organized into the following main sections:

- Data Inventory and Analysis – This section examines Tri-Rail ridership, parking capacity, and parking utilization to identify stations where parking demand exceeds existing capacity. Passenger amenities and station circulation patterns were observed and inventoried in order to identify needed enhancements. It also presents a summary of capacity and utilization of other park-and-ride facilities in Miami-Dade, Broward, and Palm Beach Counties, origin-destination data for Tri-Rail commuters, transit routes that serve Tri-Rail stations, and planned parking projects by SFRTA and the Florida Department of Transportation (FDOT).
- Future Parking Demand Forecast – This section presents the methodology developed to estimate future parking demand at Tri-Rail stations between 2010 and 2025. Two ridership growth scenarios were developed based on ridership estimates presented in the Full Funding Grant Agreement (FFGA) [1] Amendment. The parking demand projections were utilized to identify desirable parking capacity improvements.
- Station Observations and Deficiencies – This section presents field review observations, including deficiencies in circulation, signage, maintenance, safety, and drop-off/pick-up areas.
- Outlying Intercept Parking Opportunities – Potential outlying intercept parking locations were examined to supplement the existing/proposed on-site parking facilities and to serve as interim parking spaces until permanent parking facilities are constructed. SFRTA would operate shuttle bus services between these parking facilities and stations to provide an efficient connection.
- Recommended Improvements – A summary of desirable short-term (2015) and long-term (2025) parking capacity improvements is presented based on projected

[1] Full Funding Grant Agreement between SFRTA and Federal Transit Administration (FTA) in 2002

parking demand at each station. Both on-site and remote parking improvements are identified to satisfy projected demand. In addition, illustrations of conceptual design improvements are also provided.

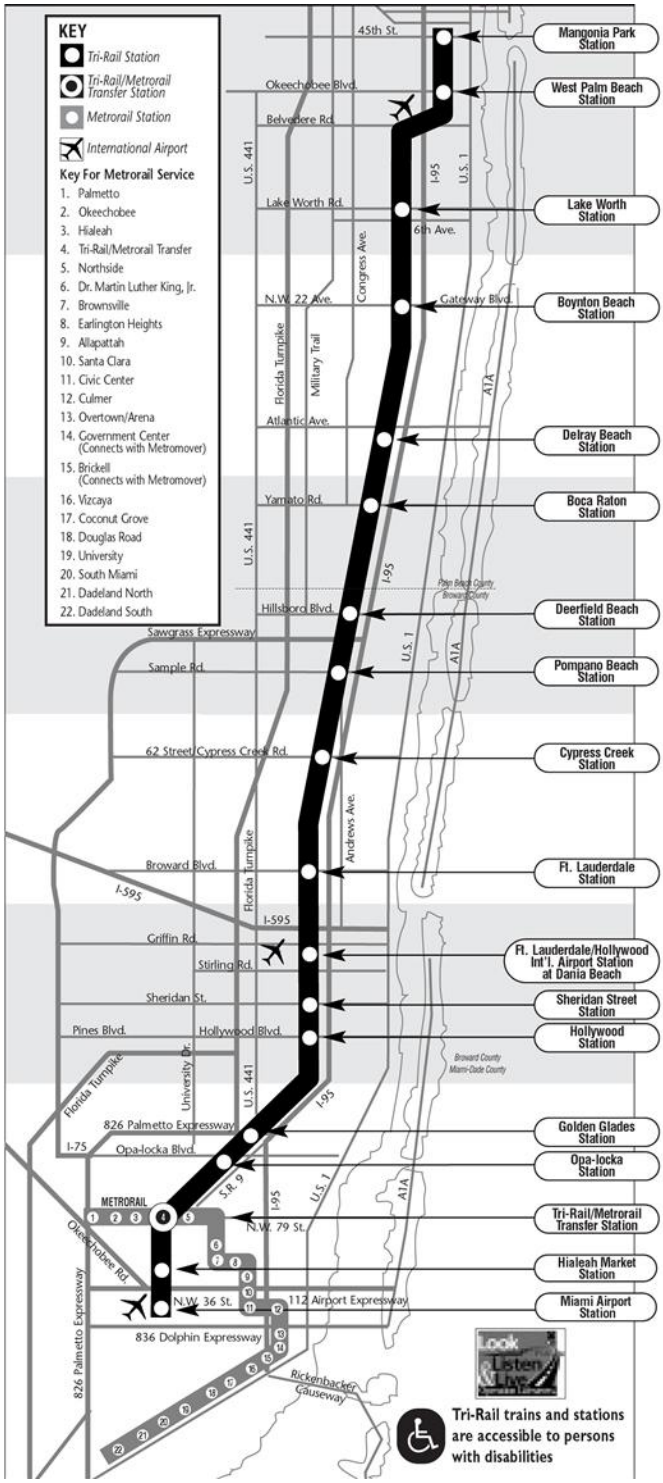

Figure 1: Tri-Rail System Map