



PARK AND RIDE POLICY ENTERPRISE POLICY

Issued By	Strategic Planning and Policy
Approved By:	Board of Directors
Meeting Date:	October 24, 2012
Corporate Secretary Signature:	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.

1. 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.
2. 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

3. 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.





4. 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

6. 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.
7. 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.

