

Parking Structures vs. Rapid Shuttles

MTC could develop a policy requiring that **new** parking structures not be subsidized. The revenues from a parking structure should cover its full cost, including land cost, planning approval process, design, contract construction cost, interest on loans, operating costs, charge collection costs, and indirect congestion, accident, and pollution costs. If a parking structure can be paid for by user charges, MTC should condition construction on charging full cost to the users. If projected real economic demand is too low to cover the full economic costs, the structure should not be built. **Existing** structures could collect parking charges based on market demand. Collection of one dollar from vehicles exiting between 3 pm and 7 pm could be a minimum.

Parking structure opportunity costs have never been studied. Qualitative and quantitative analysis is needed of the value of alternative residential development in the same space (capital investment, return on investment), improved viability of commerce, City fiscal revenues from purchases by residents, use of funds proposed for the structure to be used instead for access to BART (such as a rapid shuttle), decrease in traffic on streets around the station in the TOD, increased BART ridership, increased health and safety, and increased pedestrian amenity. MTC should develop a capability to advise local governments on these and related issues, advancing the parking policy study already concluded.

Rapid Shuttle

Rapid shuttle is a term of art defined as a small bus system having the following characteristics:

1. It serves distances short enough for two or three buses to maintain 10 minute headways or better.
2. It is free to most riders, who get shuttle passes from an employer, store, apartment manager, condo association, or the City.
 - 2a. If a place of employment is part of a shuttle district, the employer would give employees monthly shuttle passes.
 - 2b. If a store is part of a shuttle district, it can give its customers passes to depart and return to the store.
 - 2c. If an apartment complex or other rentals are part of a shuttle district, the management would give residents monthly shuttle passes.
 - 2d. If a condo is part of a shuttle district, the management would give owners monthly or longer transit passes.
 - 2e. If home is part of a shuttle district, the owners would get a monthly or longer shuttle passes from the City.
3. It is initially scheduled to meet the parking demand it is designed to replace. with temporary service if needed during peak hour, and a minimum headway to meet urban rail to support the major direction of travel. The frequency can be reduced to avoid low ridership or to meet BART headways of 15 minutes or more. The level of service must be adjusted based on demand from riders and financing, not the convenience of the providing agency.
4. It takes advantage of unused parking along major routes to the station.
5. It parks at the station entrance and closer than any BART parking.
6. Parking at the BART station is charged at least \$1, with collection modeled on Washington

Metro. Charges are higher if parking fills by 11 am, so that a few spaces are usually available..

7. It is powered enough to accelerate with traffic and move with traffic.
8. It has wide doors that open at the level of the bus floor.
9. It serves shuttle stops that are raised to be level with the bus floor.
10. It uses electronically guided docking to get very close to the stops.
11. It uses GPS traffic signal control for signal preference to stay on schedule.
12. It uses right lane preference to stay on schedule.
13. It runs on good quality pavement with minimal camber and with priority enforcement of traffic violations that could slow the bus.
14. It uses proof-of-purchase fare collection; drivers do not collect fares. Collection emphasizes education, with punitive measures only for few possible repeat offenders.
15. It uses maneuverable 30 foot buses for 30 passengers unless higher ridership justifies 40', but whatever the size It must be nimble in traffic.
16. It is run by the City in which it operates, with a citizen committee and a part-time manager, who oversee an RFP, award to the low bidder operator, and other details. The City Council would approve major decisions.
 - 16a. Coordination of sponsors: A Joint Powers agreement could cover more than one city. A rapid shuttle may also be sponsored by a development, an agency or a business as a benefit or based on revenues from rents, condo fees, or parking charges. The operating entity should have an MOU or JPA to work with supporting entities serving the same corridor. For example, the City of Hayward could oversee an RFP system supported by development requirements along Carlos Bee and Mission Blvds. and downtown, supported by a large development on the old quarry and by revenues from CSU Hayward based on student parking fees.
17. The RFP specifies service hours and frequencies to meet demand and ways to adjust service to respond to demand and financing issues, as per 3. above. Operating costs are now about \$60 per bus revenue hour.
18. The capital cost is financed by public works requirements by developers, by public sources such as Proposition 1C Infill Infrastructure bonds for transit linkages, by any property wanting to buy into the system to get free rides for the property.
19. The operating cost comes for the most part from a Special Assessment District covering a large enough area to reduce the cost to a level at or below typical charges for special assessments. (My property tax statement shows 11 special assessments ranging from \$1.74 to \$48.)
20. Some operating costs come from ticket sales using Ticket Vending Machines at stops which sell round trip tickets.

Precursors of rapid shuttles already exist in airport parking lots and park-and-ride airport lots, in the Emery-Go-Round, San Leandro's xx, and Union City Transit.