

**MASON TRANSIT AUTHORITY**  
**NORTH MASON PARK & RIDE DEVELOPMENT**  
**Public Meeting Minutes**  
June 25, 2015

1. Agenda
2. MTA General Manager, Brad Patterson, and Development Manager, Mike Oliver, provided a handout and presented information about the requirements of developing a Park & Ride (included after public comment notes).
3. **Public Comments Received:**
  1. Brian Petersen - We can do this in one-two acres
    - a. Rob Drexler – Agreed; been developing park and ride facilities for years with Kitsap County.
  2. Brian Petersen – Belfair long-term continued neglect from all agencies, we need this fixed now. We can't wait for 4 years to solve this issue or whenever you get a grant, we need to address this now.
  3. Carl Roberson (QFC) – Must support the commercial core of Belfair, look at property behind Safeway. I can sit in my parking lot at QFC and watch up to 60 people park in my parking lot and get on worker driver bus every morning. They are not customers of QFC. This has been going on for years. We need this fixed now. Good problem to have.
  4. Randy Neatherlin & Brian Petersen - Look at a lessor option for now, I like the two prong approach.
  5. Rob Drexler – Look at scaling the project.
  6. Jack Johnson – Develop an ask/RFI/RFB for persons with turnkey property, minor improvements, etc. that would solve the current issue, to purchase or lease 5, 10, 20 years. And continue with the current project/grant possibilities.
  7. Rob Drexler – Yes, continue the current process, do not stop that.
  8. Brian Petersen - Let's look at a couple of spots we have researched like the one behind Safeway.
  9. Jack Johnson – Current building codes are based on the Department of Ecology building code for pervious requirements. Jack asked the efforts be pursued with County Commission to change those requirements to be more in line with the rest of the county and not just the Belfair UGA.
  10. Terri Jefferies – let's look at amending or changing those building code requirements and do something interim rather than the Taj Mahal outlined in these grant apps.

Over all emphasis to move forward immediately with interim purchase or lease and improvement of property to handle the current demand of the downtown Belfair core.

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## **PRESENTATION**

### **DEFINITION:**

**Park & Ride** facilities are car parks with public transport connections that allow commuters and other people headed to city centers to leave their vehicles and transfer to a bus, rail system, or carpool for the remainder of the journey. The vehicle is left in the car park during the day and retrieved when the owner returns. Park-and-rides are generally located in the suburbs of metropolitan areas or on the outer edges of cities.

### **PRIMARY LOCATION SELECTION CRITERIA**

- Sufficient space for:
  - Desired number of car parking stalls (100-150)
  - Required number of ADA-accessible parking stalls (5)
  - MTA satellite office with employee parking spaces
  - MTA bus storage
  - Level 3 fast charge electric car charger
  - Transit bus pathway/turnaround space
  - Covered transit stop

**Recommendation: Minimum of three (3) acres - maximum of five (5).** This would allow 1.5 acres dedicated to storage and operations and 1.5 to Park & Ride at approximately 135 average parking stalls depending on perpendicular 60 or 90 degree parking which will most likely be determined by the topography of the parcel purchased (90 degree perpendicular provides the most benefit) and will require 24' isleways between parking areas.

- Access to major roadways:
  - Current: Washington State Route 3
  - Current: Confluence of North Shore, South Shore & SR-3
  - Future: Belfair Bypass
- Visibility of facility for sense of security
- Availability of right-of-way
- Opportunity for expansion
- Bicycle & pedestrian access

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**SECONDARY LOCATION SELECTION CRITERIA - Development Cost Impacts**

- Proximity to electrical, water & sewer utilities
- Level ground
- Need for traffic signalization
- Environmental considerations:
  - Contamination
  - Wetlands
  - Protected/endangered species
  - Storm water runoff; flooding
  - Environmental justice
- Historic requirements
- Nature conservancy
- Space utilization partnerships (County, State, fire station, etc.)

**The most important factors which should be considered include the following:**

**Right-of-Way**

The level of funding for park-and-ride development has forced many agencies to enter into arrangements which result in free contribution of land. Right-of-way costs can very well be more than the construction cost if right-of-way is to be purchased. This factor can be the most important as far as determining implementation feasibility.

**Security**

This factor is possibly the most critical to determining the success of a lot. Experience has shown lots in an area considered safe for both the parker and his vehicle are more frequently used. Lots visible from major arterials are considered more secure than those that are not visible.

**Site Size**

Size of candidate sites is an important consideration. If large enough sites are not available, a number of smaller lots may need to be developed in an area. Sites which are too large result in an ineffective expenditure of funds. Required lot sizes can be assessed using factors of 280 to 400 total square feet per space or 108 to 153 spaces per acre. The appropriate factor depends on the size and shape of the site, stall and aisle geometrics, circulation system, and possibly the proportion of small to standard size vehicles if the designated compact parking stalls are to be provided. A factor of 300 square feet per stall is typical for surface lots while 325 square feet per stall is conservative for structures.

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**Visibility**

Sites should be visible from adjacent travel routes. Visibility contributes to motorist recognition of the availability of a park-and-ride lot. Visibility is also a deterrent to vandalism. Landscaping should not obscure the visibility of the facility.

**Access**

Access to a park-and-ride facility should be as direct as possible. A site must be easily accessible by both automobiles and transit vehicles where transit service is planned. Lots should not divert commuters more than one-half (1/2) to three-quarters (3/4) mile out of their normal travel path. Access should be safe with signal control of access points if warranted.

**Transit Service**

In general, lot usage tends to increase with increasing transit service. Sites are best located along existing transit routes or in areas where transit service is contemplated.

**Access Road Congestion**

Congestion between the main travel roadway and the park-and-ride facility can discourage lot usage by adding travel time to the trip. Sites are best located where travel time between the main commute roadways and the lot can be minimized.

The last criterion relevant to locating remote park-and-ride lots reflects the fact that lot use will be greater if located near a major commute route such as a multilane, divided highway oriented towards an urban area. This provides the opportunity to intercept commuters along their normal travel path. Also, such a location provides for better visibility and awareness of the facility.

**There are a number of factors that do not impact lot usage but are important considerations. These include the following:**

**Transit Design Features**

Transit vehicles should be considered in the design of the lot. Inadequate turning radii, aisle widths, and pavement design can eliminate a site from further consideration if the site is to serve transit. Additionally, site design features, such as turning radii, should also accommodate emergency vehicles.

**Traffic Circulation**

Park-and-ride lots will attract additional traffic to the access roadways. Site selection should minimize congestion on these roadways particularly if located in residential neighborhoods.

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**Bike Access**

Easy access to bicycle routes can attract additional users of a facility. While bicycle access was found to be insignificant at the lots surveyed during this study, this criterion is presented for consideration.

**Expansion Potential**

This criterion is important in situations where future demand is expected to be larger than the size of lot which can initially be constructed due to funding constraints.

**Determining the size requirements for a park-and-ride facility consists of the sequential execution of eight steps including:**

1. Computing the number of motorists that will utilize the facility.
2. Converting the number of motorists to the number of parked vehicles.
3. Adjusting the number of parked vehicles to account for fluctuations in demand created by daily, seasonal, and economic factors.
4. Computing the maximum accumulation of kiss-and-ride parkers.
5. Computing the number of handicapped spaces required.
6. Converting the number of spaces to an area measure.
7. Calculating additional space requirements for bus facilities.
8. Developing space allowances for landscaping, setbacks, drainage, etc.

**Determine the facility size requirement**

The size requirements for the peripheral facility being planned should consider parking spaces, circulation, access and possibly transit parking areas. The following size formulas can be used to compute site size requirements for surface and structural facilities:

Surface Lot: Size (acres) =  $(300 * \text{Spaces} + 240 * \text{Bus Bays}) / 43,560$   
 $= 300 * 150 + 240 * 5 / 43,560 = 1.06 \text{ acre}$

As a rule of thumb, 1 acre can accommodate approximately 90 vehicles in a park & ride lot. This allows approximately 40% of the area for borders, landscaping, passenger amenities, bus facilities for larger lots, and future expansion.

Minimum of five (5) ADA-accessible spaces for 100-150 regular parking stalls (this may be greater if designed for both Van; 11 feet in width and medium passenger car; 8 feet in width of ADA Space; the non-ADA size park and ride stall is normally 8.5' x 21.5').

The following typical order-of-magnitude unit construction cost can be used for preliminary cost estimates: Surface lot costs: \$2,000 per parking space;  $\$2,000 \times 150 = \$30,000$

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**Development Expense Items:**

- Land acquisition
- Right of way
- Access
- NEPA/SEPA
- Permitting
- Stormwater
- Groundwork
- Paving
- Striping
- Building
- Public Bathrooms
- Water
- Septic
- Fencing
- Lighting
- Security
- Bus Shelter
- Signage
- Level 3 fast charge electric car charger

**Maintenance:**

Maintenance costs include routine and periodic upkeep including patching, striping, painting, drainage clean-out, and landscaping; replacement of pavement, traffic control devices, fences, guardrails, etc. Costs related to maintaining park-and-ride facilities are approximately \$60 per space per year.

**\$60 x 150 = \$9,000 annually**

**REFERENCES:**

**Washington State Department of Transportation**

WSDOT Design Manual M 22-01.05; June, 2009

Chapter 1430.04 Park & Ride Lots

<http://www.wsdot.wa.gov/publications/manuals/fulltext/M22-01/1430.pdf>

**Florida Department of Transportation**

State Park-And-Ride Guide; Revised: June 1, 2012

<http://www.dot.state.fl.us/transit/Pages/FinalParkandRideGuide20120601.pdf>