Across the United States, park-and-ride (P&R) lots with frequent bus service to urban employment centers have proven to be very popular. Such facilities are often filled to capacity on work days. At the same time, the very idea of P&R has been criticized by transit advocates because government-funded construction and operation of parking at transit centers is perceived as an expensive way to grow transit ridership, and is also viewed as problematic because it encourages commuters to use their automobiles instead of more environmentally benign means.

The second goal was addressed with ordinary least squares regression using route-level data on a selection of routes known to be corridors for suburban commuters. The second goal was addressed with ordinary least squares regression using route-level data on a selection of routes known to be corridors for suburban commuters. The second goal was addressed with ordinary least squares regression using route-level data on a selection of routes known to be corridors for suburban commuters. The second goal was addressed with ordinary least squares regression using route-level data on a selection of routes known to be corridors for suburban commuters.

As an example of financial impact, 53 suburban Seattle bus routes of King County Metro were examined where the strongest influence on boardings per revenue hour was found within the data set. Calculations show that 50 thousand transit service hours, worth $17 million, are saved annually because passengers are picked up at P&R facilities instead of at bus stops not at P&R lots. The study also shows that reasonable daily parking charges (compared to the cost of driving to more expensive parking downtown) would provide sufficient capital to build and operate new P&R capacity without subsidy from other revenue sources.

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