

# Supportive Transit Parking Program Master Plan

Planning and Programming Committee  
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Presented by:

Parking Management  
Countywide Planning & Development  
Los Angeles County Metropolitan Transportation Authority



# Supportive Transit Parking Program

- **Program Goal**
  - Develop a parking program that ensures parking resources for transit patrons using a fee based model and innovative solution to control parking demand.
- **Key Objectives**
  - No significant increase in overall commute time to the patron.
  - Ridership must not be negatively impacted.
  - Increase availability of parking spaces for transit users.



# Customer Focused

- Approximately 13% of transit users park and ride at Metro parking facilities
- Preferred alternative modes to access a station are:
  - Drop-off (38%)
  - Bus (37%)
  - Walk (22%).
- Approximately 63% of park and ride patrons live beyond two miles from their preferred station
- 69% have a household income of \$50,000 a year or higher; higher than the countywide average

It takes  
**up to 6 minutes**  
for a **majority** of respondents to find a parking spot in a Metro parking facility.



**7-8 a.m.**  
is the time **most** respondents arrive at a Metro parking facility.



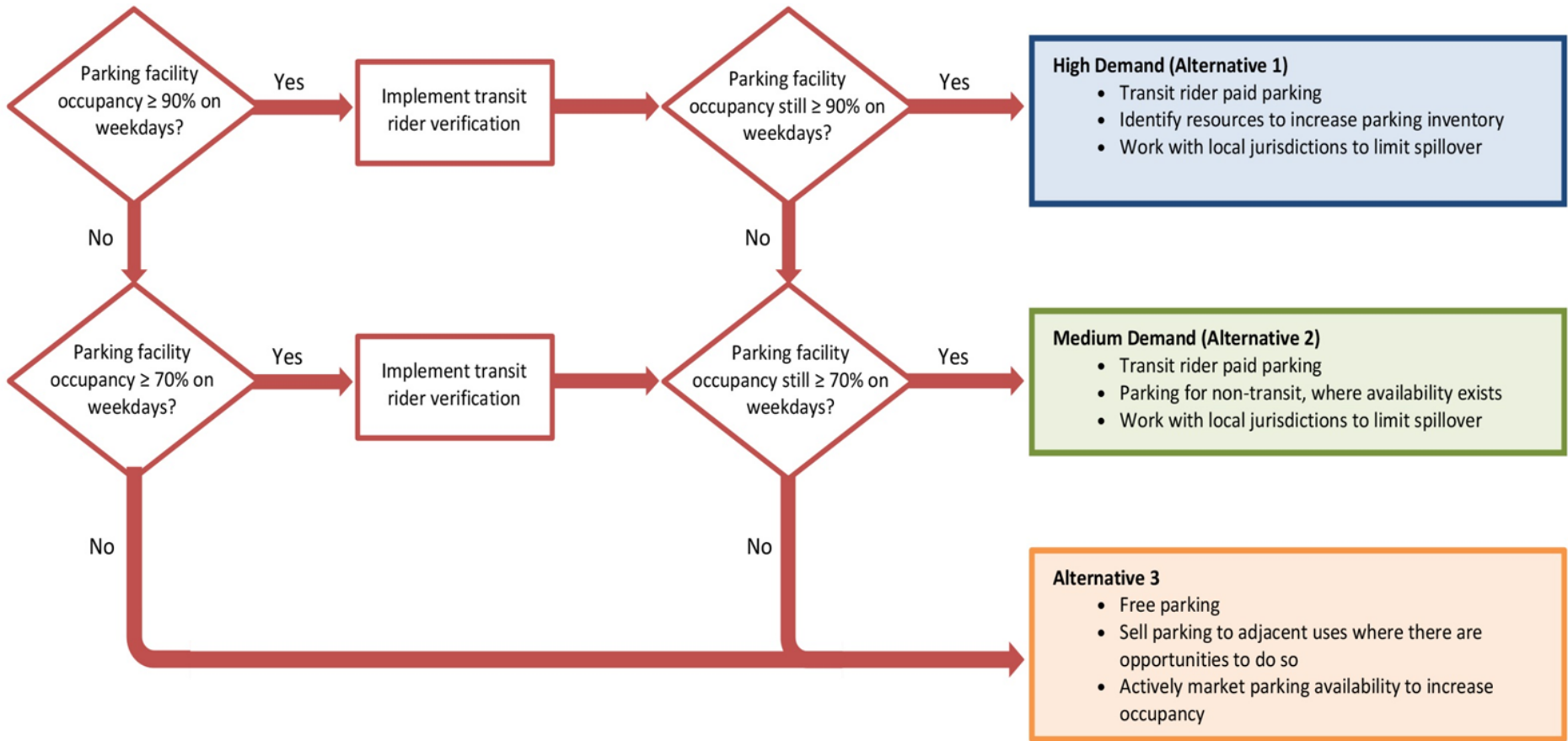
**Most** respondents park in a Metro station parking facility  
**4-5 times a week.**



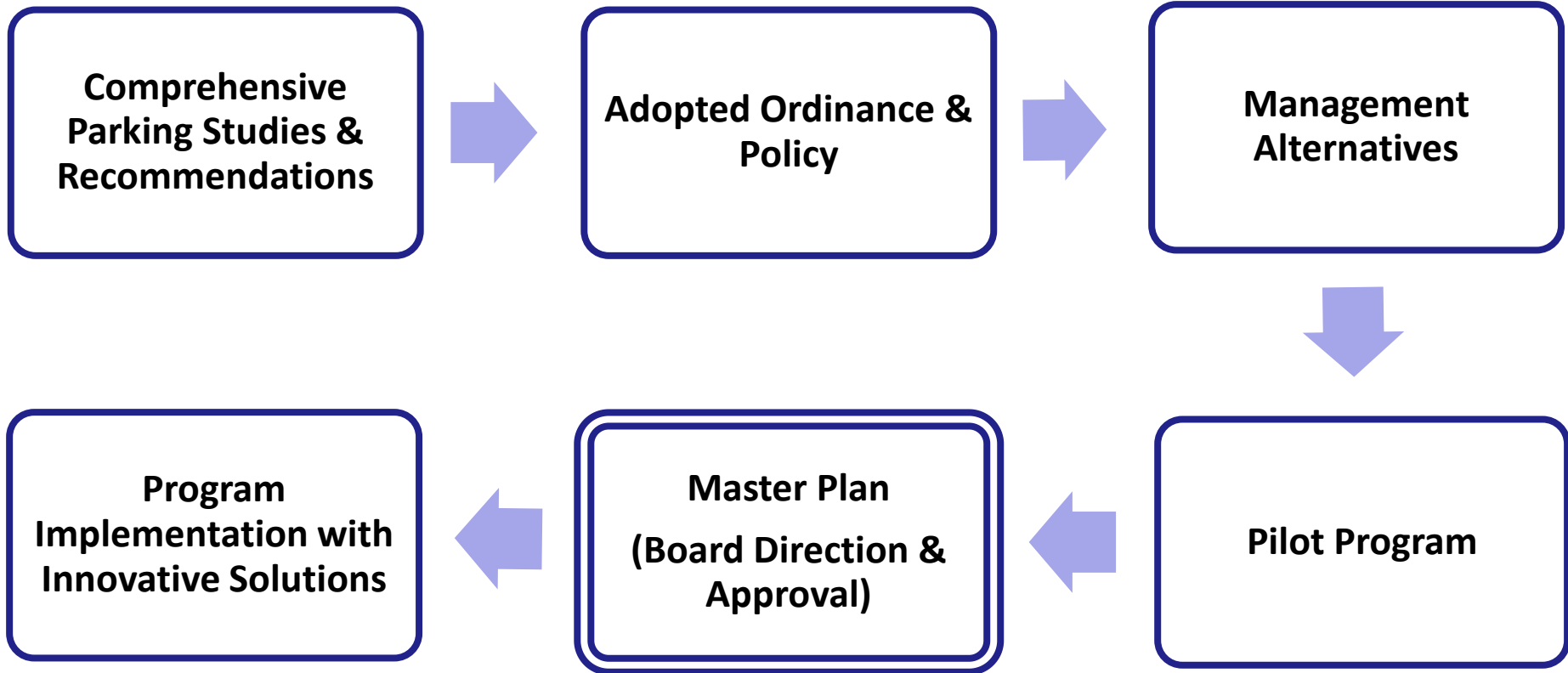
A **majority** of respondents park in a Metro parking station for  
**4-10 hours.**



# Parking Management Alternatives



# Parking Program Development





# Parking Management Pilot Program

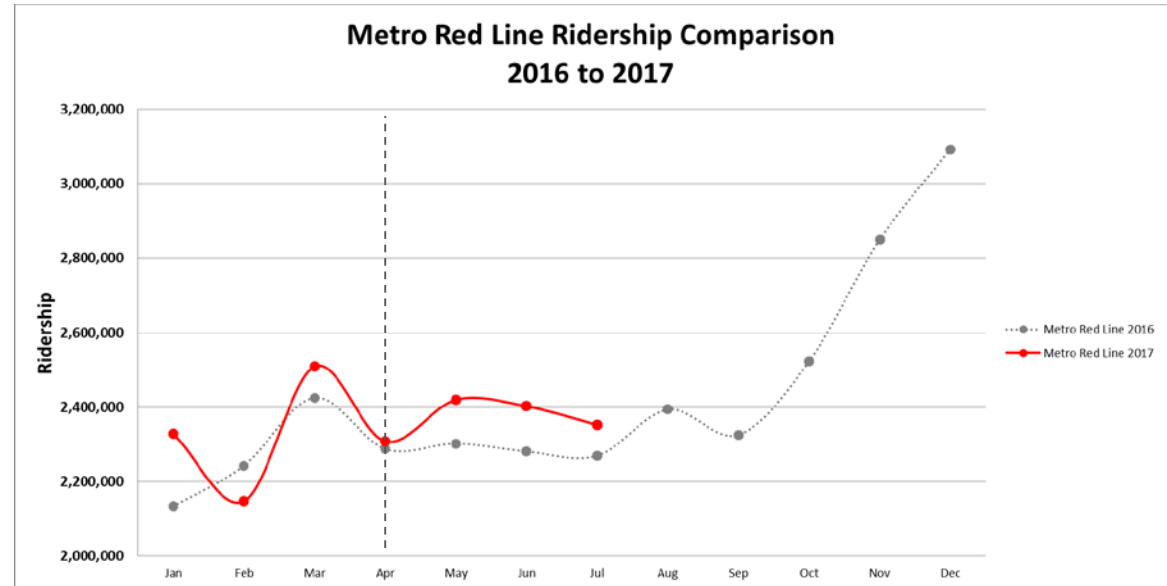
## Lessons Learned

- TAP card ridership verification system to minimize non-transit parking use.
- Parking spaces available throughout the day, even at high occupancy facilities.
- Paid parking should be implemented at all facilities in close proximity to one another.
- Utilize gateless and ticketless system to expedite ingress and egress.



# Metro Red Line Station Case Study

- Parking Management Program Implemented on 04-24-2017
- May 2016 – July 2016 Ridership  
Total: **6,854,153**
- May 2017 – July 2017 Ridership  
Total: **7,175,116**
- Ridership increased by **350,963 (5%)** riders from last year
- There is no observable negative impact on ridership due to the implementation of paid parking.



	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17
<b>Metro Red Line Ridership</b>	<b>2,328,798</b>	<b>2,147,292</b>	<b>2,509,951</b>	<b>621,471</b>	<b>2,420,194</b>	<b>639,750</b>	<b>626,313</b>
North Hollywood (Red)	326,415	308,294	363,023	336,199	347,001	345,786	332,017
Westlake/MacArthur Park	143,710	132,200	153,486	146,915	153,624	149,163	147,973
Universal City	136,524	122,447	145,994	138,357	136,558	144,801	146,323



# Master Plan – Implementation Plan

## 10 Year Implementation Plan

- Transition the pilot program to permanent parking management program.
- Implement the parking management program at 39 stations.
- Utilize recommended technology to operate and enforce parking regulations at all Metro parking facilities.
- Maintain parking facilities in a state of good repair.
- Utilize the Long Term Parking Planning and Design Guidelines for all future transit corridor stations.





# Master Plan - Toolkit

## Long Range Transportation Planning

- Community inventory and potential shared use opportunity
- Communities vehicle ownership survey
- Surrounding parking program and market
- Neighborhood impact (spillover, permit parking)
- Parking management alternatives
- First and last mile connection
- Ridership vs. Parking Demand Model
- Public and stakeholders input and surveys

## System Planning and Design

- Facilities configuration (Structures vs. Lots)
- Potential future conversion (Demand Change)
- Ongoing maintenance needs
- Sustainability elements
- Traffic impact (circulation, concentrated ingress and egress)
- Innovative solutions and equipment
- Potential mixed use & future development

Parking Fee	Peak Demand	Riders
\$0.00	355	430
\$1.00	343	415
\$2.00	332	402
\$3.00	320	387



# Master Plan – Partnerships with Cities

## Partnership with Surrounding Communities

- Technical recommendations and assistance exercising their parking policies.
- Notify transit patrons of parking restrictions in area surrounding the transit station(s)
- Potential shared use options for non-peak transit hours for use by surrounding community.
- Promote alternative modes of transportation to access transit station.

