

# Supportive Transit Parking Program Master Plan

Community Workshop  
01.09.2018

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



# Who Are Our Parking Customers?

- 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.



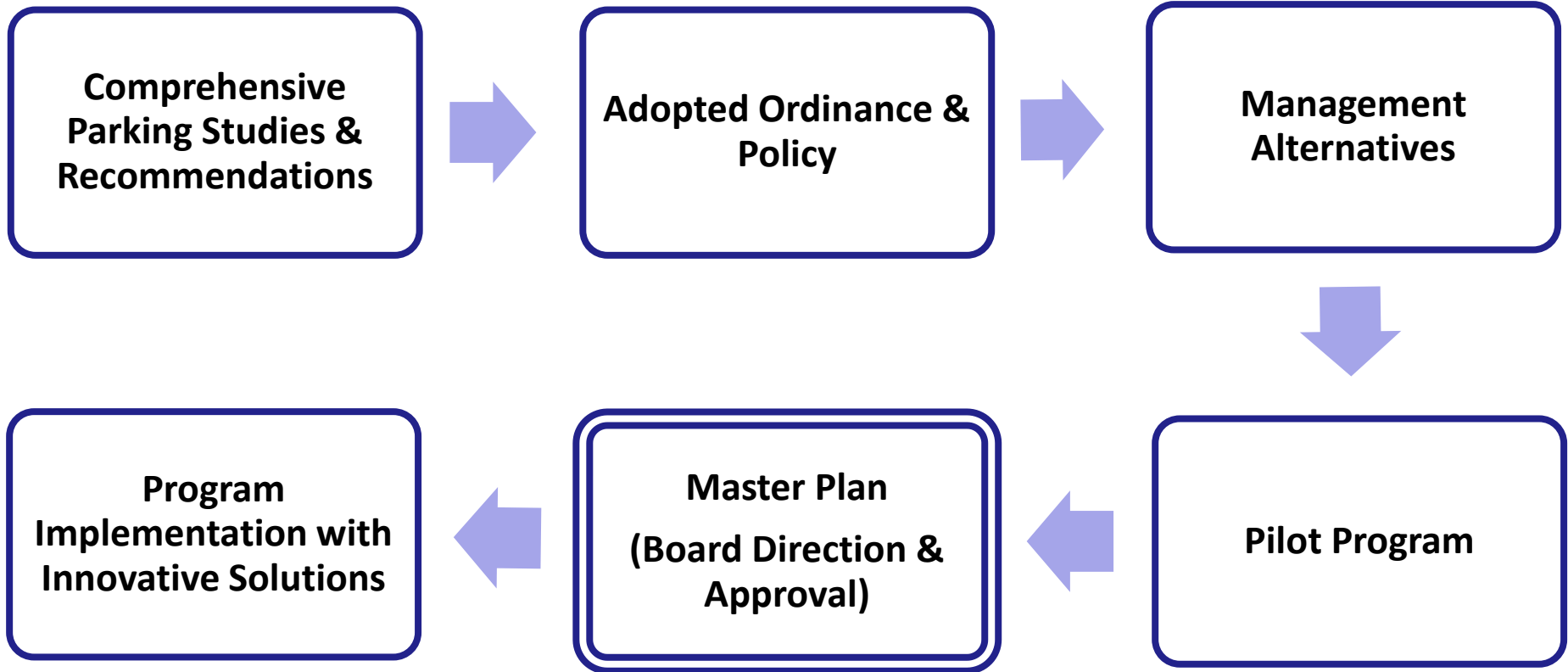
**Most** respondents park in a  
**Metro** station parking facility  
**4-5 times a week.**



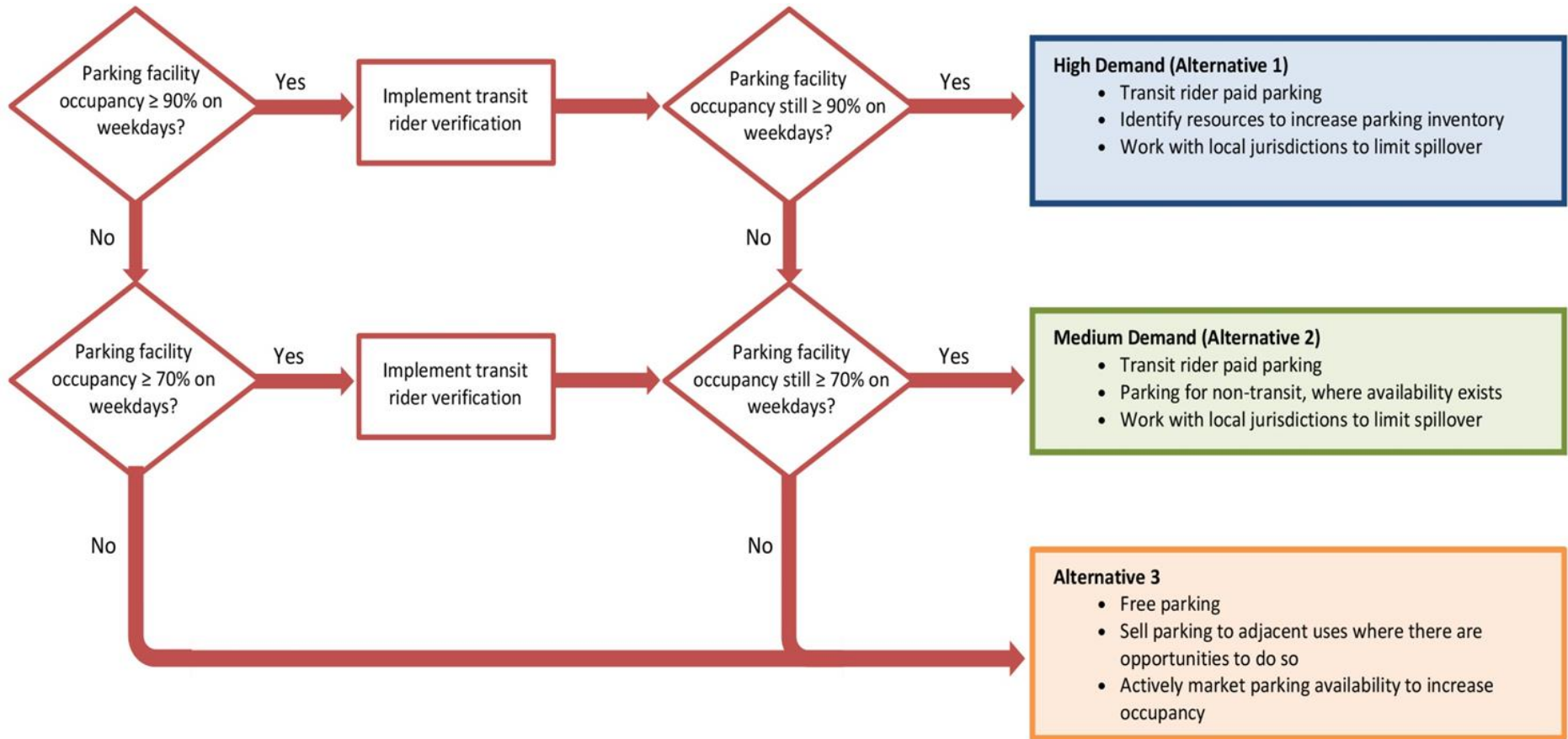
A **majority** of respondents park  
in a **Metro** parking station for  
**4-10 hours.**



# Parking Program Development



# Parking Management Alternatives





# Parking Management Pilot Program

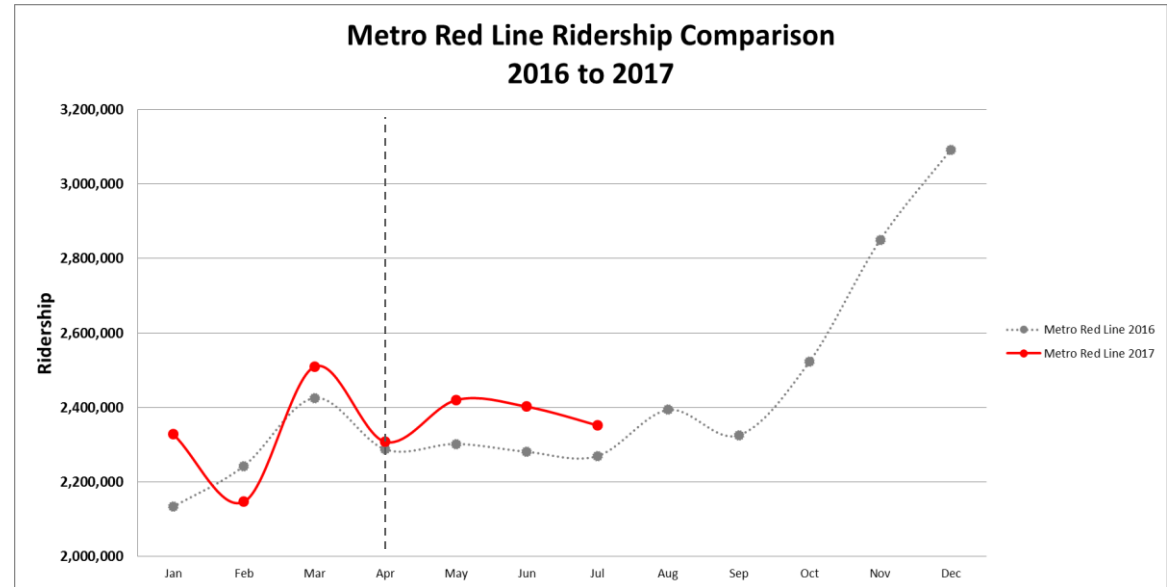
## Lessons Learned

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



# 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>
<b>North Hollywood (Red)</b>	326,415	308,294	363,023	336,199	347,001	345,786	332,017
<b>Westlake/MacArthur Park</b>	143,710	132,200	153,486	146,915	153,624	149,163	147,973
<b>Universal City</b>	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

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



# Supportive Transit Parking Program Master Plan

- Introduced to the Metro Board through a Receive and File item at November 2017 Board Meeting
- Discussed at the November 2017 Planning and Programming Committee
- Implemented additional outreach activities to inform the public about the proposed Master Plan adoption
- Separated the Gold Line Extension Phase 2B parking study from the Master Plan to address corridor-specific needs
- Revised Master Plan and prepared the final report
- Agendized item to adoption the Master Plan during the January 2018 Board Meeting
- And...



# Awarded Public Parking Program of the Year

Metro's Supportive Transit Parking Management Program has been recognized by the California Public Parking Association with a state-level award as the "Public Parking Program of the Year 2017"





# Supportive Transit Parking Program Master Plan

## Additional Public Outreach Activities:

- Hosted Community workshop held on January 9, 2018, 6-8pm at Metro
- Presented SMPP Master Plan at:
  - Regional Service Council meetings in January 2018 (South Bay, San Gabriel Valley, Gateway Cities, San Fernando Valley, and Westside Central)
  - Metro’s Technical Advisory Committee meeting in January 2018
  - South Bay and San Gabriel Valley Council of Governments in January 2018
  - Metro Gold Line Foothill Extension Construction Authority (“Gold Line 2B”) Board meeting in December 2017.
  - Gold Line 2B Technical Advisory Committee meeting in December 2017; and
  - City of Claremont Town Hall Meeting in December 2017



# Questions & Discussion



Metro

