

Los Angeles County Metropolitan Transportation Authority (Metro)

2009 Transportation Improvement Program
Call for Projects

APPENDIX D

METRO'S PARKING POLICY

Los Angeles County Metropolitan Transportation Authority (Metro)
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PURPOSE

This Parking Policy document has been developed to assist Metro in managing its existing parking resources. In a region where auto usage represents over 85% of the regional trips, adequate parking near transit facilities is a crucial component of the transit system. Many, and potentially all of the Metro parking facilities that operate with available capacity today will likely have demands that exceed current capacity in the foreseeable future. Metro will assess the usage of parking facilities and the projected needs for new facilities annually and present the findings to the Metro Board. This policy applies specifically to Metro facilities. Metro will work with the jurisdictions adjacent to Metro facilities to encourage them to consider and implement the policies included in this document.

The policy provides for a "tool box" approach where multiple programs can be combined at any specific parking location. The parking management policy emphasizes two primary courses of actions, modify demand or increase supply, and in the long term to anticipate the need for both.

POLICY

1. SYSTEMWIDE IMPROVEMENTS: –

Metro shall periodically investigate the need and feasibility of the following actions at all transit stops/stations.

- a. Improve Alternative Access to Transit: This includes strategies that improve walking, cycling, ridesharing, and transit services.
 - i. Bicycle Facilities and Walking Connections at Transit Facilities: Expand bicycle-supporting facilities at transit centers along with pedestrian improvements within the first half-mile of a transit center.
 - ii. Improve Accessibility to Corridor Transportation Alternatives: Increase connecting transit services or options such as the Bus Rapid Transit (BRT), local transit services, fare free zones serving transit centers, shuttles or carpools.
 - iii. Provide Parking and Access Information to Users: Provide information on station parking availability, alternative modes of access, and alternative off-site parking locations, using signs, brochures and maps, websites, and parking

information incorporated into general marketing materials and at parking locations.

2. EXISTING PARKING FACILITIES: –

Metro shall analyze, and where appropriate (i.e., parking lots at 75% capacity), pursue the following:

a. Support the Formation of Parking “Districts” or Parking Authorities Including such strategies as:

- i. Shared Parking Between Sites or Users: Pursue opportunities to share the use of off-street parking facilities among different buildings or operators in an area to take advantage of different peak periods. Example: a transit center can efficiently share parking facilities with a shopping mall, restaurant or theaters.
- ii. Universal Mediums: Use universal fee collection mediums that allow on-street and off-street parking to be priced the same and paid for with the same medium (like phone calling cards). Partner with Others: Work cooperatively with other parking providers to implement policies or practices that improve access and parking operations in proximity to Metro facilities.

b. Implement Charges for Parking:

- i. Charging Guidelines: Charges shall be instituted when:
 - 1. Charges are not estimated to cause significant drops in ridership
 - 2. Charges are not anticipated to cause significant and unmitigatable adverse parking spillover into adjacent business and residential areas.
 - 3. Charge rates for parking are generally competitive with the adjacent parking facilities.
 - 4. The projected revenue from a parking location can exceed the management, operational and capital costs associated with implementing parking charges.
- ii. Institute Variable Pricing: Use pricing that is higher during peak periods and lower at other times, or pricing that is time graduated.
- iii. Combine Fare Medium with Parking Costs: Develop a payment form that combines transit fare and parking charges to maximize user convenience and discourage non-

transit parking in transit parking facilities. A combined medium penalizes non-transit parking use in transit parking facilities.

c. Improve the Efficiency of Parking:

- i. Give Preferences: Carpoolers/vanpoolers, motorcycles and bicycles move more people per parking space. Designate areas or spaces for their exclusive use in close proximity to the station entrance
- ii. Regulate Time: Limit the maximum time a vehicle can park in more convenient spaces, to encourage turnover and shift long-term parkers to less convenient facilities.
- iii. Install Innovative Technology: Consider the use of new parking technologies to assist in parking management and operations such as sensor loops and LED signage that count cars and assess peak parking demands. New systems being developed by the parking industry allow more flexibility and better information to both the user and the operator.

d. Pursue Lower Cost Options that Increase Parking Supply in the Existing Facilities:

- i. Re-Stripe the Current Lot: Gains of 5-15% more parking can often be achieved with a re-stripe plan. Consider the increase in vehicle size including SUV's, in any re-stripping plans
- ii. Hire Parking Personnel for Tandem Parking: Valet or leave your keys type parking can add 30-50% more parking in the same space. Private operators already do this to maximize use.
- iii. Consider installation of Mechanical Systems: Lower cost mechanical lift systems already exist that can often double the parking capacity on the same land areas currently used as surface parking areas.

3. HIGH DEMAND FACILITIES:

Where existing park-and-ride lots are projected to operate at high utilization rates, Metro shall analyze, pursue, and as appropriate increase the parking supply by the following methods:

a. Create Off-Street Parking Near Transit Facilities:

- i. Buy or Lease: underutilized parking lots or land in the area.
- ii. Build: parking lots and/or structures.
- iii. Partnerships: with local jurisdictions or private entities to provide parking or to implement Shared-Parking programs. Include spaces or shared parking with local businesses.

b. Work with Local Jurisdictions: to Consider Methods to Increase On-Street Parking:

- i. Minimize: restrictions for on-street parking.
- ii. Convert: traffic lanes to parking lanes: where such conversion does not have significant impacts to CMP objectives.
- iii. Set up On-street Parking Zones: near transit centers that either increase available parking or increase the number of short term parking for local businesses.

4. EXISTING SERVICES WITHOUT PARKING AND/OR PROPOSED SERVICES:

Assess existing and proposed new services such as Metro Rapid Bus to determine parking needs. Recommend cost-effective methods to increase parking supply where needed to accommodate existing or encourage new riders using the methods described in this policy.

5. INVESTIGATE LONG-TERM IMPACTS AND SUPPORT CHANGES IN PUBLIC POLICY THAT IMPROVE ACCESS TO TRANSIT FACILITIES:

Metro has historically focused on developing or improving parking in the immediate proximity of Metro transit facilities. But other alternatives, including advocating changes in public policy, may have a significant positive impact on parking near transit facilities. A listing of several options follows:

a. Work with Cities to Develop Better Land Use and Transportation Integration:

- i. City Parking Requirements: Local city-parking requirements, parking locations or method of payments can be integrated with the regional transportation system through an integrated land use strategy. Work with local cities to develop mutually beneficial parking policies and parking practices as part of the general plan or land use plan updates.
- ii. Un-bundle Parking: Separate parking development from businesses or housing development, so residents or employers pay only for the parking spaces they need.

b. Work with State and Local Jurisdictions to Change Ordinances that Improve Local Parking Controls:

- i. Pricing on street parking in residential neighborhoods as part of a Parking Benefit Districts, with revenues used to benefit local communities or mitigate overflow-parking impacts.
- ii. Allow residents and firms in conformity with state and local laws to lease on-street parking spaces in front of their homes or business, for customers and personal use.
- iii. Reduce or eliminate employee parking subsidies, so automobile commuters pay some or all of their parking costs. Cash out free parking, so employees who use alternative commute modes receive a comparable benefit.