Metrolink Station Parking Management Study

Presentation to SCAG “Toolbox Tuesday”
September 27, 2011
Study Objectives

• Review parking strategy pros & cons
• Determine applicability to park-and-ride environment
• Understand station parking conditions
• Discuss strategies with station cities
• Develop a “toolbox” of parking strategies
Key Elements

• “Best Practices” case studies
• Station city coordination
• Metrolink rider survey
• Peer agency interviews
• County-wide and station specific strategies
# Parking Management Strategies

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Existing Conditions

• Evaluate existing parking conditions at 11 Metrolink stations
  • Information from field observations and previous reports
  • Each station was assessed on following categories:
    • Station amenities
    • Existing transit service
    • Parking fees and restrictions
    • Existing station parking utilization
    • Future forecast station ridership and parking demand
    • Potential improvements
Parking Conditions

• Range of Parking Fees and Restrictions
• Overnight parking restrictions not typically applied
• Range of parking time limits – hourly, daily, and multi-day
• Selected stations have implemented parking fees
• Shared parking with adjacent development
Potential Station Improvements

Station Master Plans
- Anaheim
- Anaheim Canyon
- Santa Ana
- Fullerton
- Irvine

Station District Plans
- San Juan Capistrano – Downtown Master Plan
- Laguna Niguel - Specific Plan

New Parking Structures
- Fullerton
- Orange
- Tustin
- Anaheim Canyon (part of adjacent development)

Surface Parking Expansion
- Buena Park
- San Clemente
Parking Pricing

**Case Studies**

- In Boston, pricing managed demand on key rail lines
- In San Diego, preferential parking not yet successful
- Smart parking at BART station increased ridership
- 3 Metrolink stations use paid permits successfully

**Key Findings**

- Paid parking can effectively manage demand
- Parking permits can be administered in many ways
- Additional parking supply generally has diminishing marginal returns
- Typically best applied when demand nears or exceeds capacity
Parking Operations

Case Studies

• Valet parking can increase capacity 20-30%
• Reserved spaces offer key inducement
• Preferential spaces can require nominal fee
• Joint-use spaces reserved in nearby parking structure
• Free carpool/vanpool reserved spaces

Key Findings

• Can make parking more efficient
• Deal with growing demand by getting better use out of existing parking capacity
• Can be expensive
• Reserved parking & guaranteed spaces are popular
• Enforcement and communication are key
Parking Technology

Case Studies

• Real-time parking information could enhance utilization and balance demand
• Advanced parking information system to guide riders to available parking at station

Key Technologies and Findings

• Parking guidance information systems
• Transit-specific parking information
• Smart payment systems
  • Pay by phone
  • Smart cards (transit and parking)
  • E-parking
• Effectiveness not well documented
• Can increase convenience and net revenue
Mode of Access

Case Studies

• In Toronto, co-fare program allows for lower cost transfer between bus and rail
• In LA, SF, DC and Seattle, bike stations provide bike sharing, storage and maintenance
• SF EasyConnect services at BART station provide electric bikes, bike storage, and Segways
• Carsharing
• Carpool spaces

Key Findings

• Offer alternative mode to access rail to reduce parking demand
• Utilization tends to be low, resulting in small shift
• Non-auto access modes can be low cost strategies
Land Use

Case Studies

• Joint use parking lot
• Mall parking used for temporary park-and-ride
• Transportation management districts to serve station areas and help manage parking

Key Findings

• Remote park-and-ride lots reduce demand at rail stations, but are inconvenient and require bus-rail transfer
• Joint use parking adjacent to stations offer potential
• Transit-oriented development projects create joint use opportunities
• Parking management districts can manage parking, access mode, information, etc.
County-wide Strategies

• Combined Metrolink fare & parking payment
• Short distance carpool/vanpool programs
• Real-time parking availability (Web or freeway message sign based)
• Bike stations and bike share programs
• Shared use parking
County-wide Strategies

Near-Term = 1-5 years
• Reserved parking fees, vanpools, bike stations, on-site parking availability

Long-Term = 5+ years
• Pricing if warranted, county-wide parking availability, more robust transit and bike concepts

• Need to monitor station-specific conditions
Applicability

• Understand the menu of parking strategies available
• Understand your customer – access, acceptability, etc
• Tailor the solution to your physical and operational condition
• Test strategies as small pilots before taking the full leap
• Recognize that demand patterns are dynamic