



WALKER
PARKING CONSULTANTS

COMMUTER PARKING STUDY

CITY OF SANTA CLARITA

DEPARTMENT OF
ADMINISTRATIVE SERVICES

TRANSIT DIVISION

SANTA CLARITA, CALIFORNIA

Prepared for:
City of Santa Clarita



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PROJECT NO.37-8059.00
OCTOBER 28, 2009
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EXECUTIVE SUMMARY

The City of Santa Clarita commuter parking system is working very well considering how busy many of the areas become during peak demand periods. Overall parking occupancy observed during the peak demand period was 85 percent. This number generally signifies that the parking system is working efficiently. However, due to the nature of parking at transit stations and the significant distances involved for users in “switching” parking areas, developing additional parking supply may be required in some locations.

The report identifies four areas where parking is severely impacted (that is above 90 percent occupancy):

- Newhall Metrolink Station
- Santa Clarita Metrolink Station
- Newhall Ave. & Sierra Hwy (Behind Gas Station)
- Newhall Ave & Antelope Valley Freeway

The report identifies opportunities for improving access to alternative transportation at some of the facilities to mitigate parking demand during peak periods. This including the further development of bicycle trails, increased bicycle lockers or facilities, and encouraging walking wherever possible.

The report also includes a summary of a parking survey that was developed for this project. The results indicate that most users are pleased with parking at the transit locations. Many survey respondents indicated they would consider car pooling, walking, or riding a bicycle to their stop if appropriate incentives or facilities were provided. Paid parking, particularly any fees above \$1.00, does not appear to be a popular option at this time. Some respondents did indicate that they would be willing to consider paid parking if it was accompanied by improved security, lighting, or peak hour availability.

Increasing the number and location of directional signs is also recommended. While current signage appears adequate for current commuters, to entice discretionary users, improvements to the directional signage to the transit locations could be enhanced.

Parking management including the evaluation of shared parking in some areas and paid parking in others is important to ensure that the system is working efficiently. However, the parking system for the City of Santa Clarita will need to expand to accommodate any increase in future transit use and parking demand. Increasing the parking supply at the Newhall Metrolink Station will be an important first step. Developing transit parking at the McBean Transfer Station is another necessary component. Planned development throughout the area indicates that pressure on transit will increase in the future. To keep up with planned development it will be important for transit to be accessible at convenient locations. Monitoring parking demand at the Metrolink stations is important to make sure that those areas do not become so congested that they will discourage additional users. Likewise, many of the park-n-ride lots are approaching capacity and developing additional areas should be evaluated. With some increase in capacity, and with parking management, and alternative transportation alternatives in other areas parking congestion can be controlled. Constant monitoring that includes an active program that evaluates parking demand relative to transit use should be developed to ensure an efficient system.

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BACKGROUND

The City of Santa Clarita engaged Walker to conduct a comprehensive overview of the transit parking facilities in the Santa Clarita Valley. The goal of this study is to analyze public commuter parking and to offer strategies to encourage greater public transportation use. To help facilitate this undertaking, the City recognizes that a comprehensive strategy for addressing parking needs is critical.

To help develop this report Walker reviewed relevant section of the Santa Clarita Municipal Code and following plans previously prepared for the City of Santa Clarita:

- "Santa Clarita Transportation Development Plan"
- "Santa Clarita Non-Motorized Transportation Plan"
- "Non-Motorized Transportation Plan"
- "One Valley One Vision" Draft General Plan

The report also includes the results of a rider survey conducted between January and April 2009 to help identify commuter parking preferences. The remainder of the report outlines different parking management strategies, financing alternatives and governance options for the parking system.

OVERVIEW

Parking in commuter lots in Santa Clarita is congested. Many of the lots frequently operate at or near capacity. Of the nine areas identified in this report, the overall weekday peak occupancy was above 83 percent on the survey day. Some lots, such as Newhall Avenue and Valle de Oro, have some vacant spaces. Other lots, including the Newhall Metrolink Station and the commuter parking area near Newhall Avenue and the Antelope Valley Freeway, are full as early as 7:00 AM. This report provides inventory and occupancy counts for the nine parking areas in the study area:

- Santa Clarita Metrolink
- Newhall Metrolink
- Princessa Metrolink
- Newhall Avenue & Sierra Highway
- Newhall Avenue & Antelope Valley Freeway
- Newhall Avenue & Valle Del Oro (Oak Creek Lot)
- Golden Valley Lots
- Church on the Way
- McBean Parkway & Del Monte

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INTRODUCTION

Parking at commuter sites is difficult. Unlike many commercial parking areas, longer term parking at many commuter lots is encouraged. Any parking management recommendations must be mindful of balancing the need to efficiently allocate parking with the changes in transit use that may arise from increasing the daily cost of transit. This report tries to balance the needs of various stakeholders and considers the cost of developing new supply with the impact of limiting the number of commuters that can access transit in the region.

The purpose of this report is to provide an overview of how parking in the study area is used. Parking planning is complex as it affects issues as varied as the health of neighborhood businesses and parking availability for commuters, residents and adjacent commercial development. Our goal is to determine how to utilize the parking system as effectively as possible. This is defined as providing as many people as possible with the appropriate access to City of Santa Clarita transit system while trying to minimize user costs and Transit resources.

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DEFINITIONS OF TERMS

The following definitions are provided to help clarify some of the parking terms that are particular to this document. More complete discussions are provided throughout this document.

Parking Supply – The total number of marked parking spaces within the defined study area.

Effective Parking Supply – The inventory of parking spaces, less a cushion needed to reduce the time parking patrons spend looking for last available spaces, and to allow for the dynamics of vehicles moving in and out of spaces. It is also needed to provide extra spaces for improperly parked vehicles, minor construction, etc.

User Group – A specific group of parkers for whom the population can be determined and compared to a specific recorded parking occupancy. Officials, staff, employees, and visitors are classified as user groups.

Parking Demand – The number of parking spaces required to satisfy each user group's parking needs on any given day.

Occupancy – The number of parking spaces occupied by vehicles. This information is gathered by performing occupancy counts in each parking facility located within the study area.

Parking Demand Ratio – The ratio of the number of vehicles recorded to occupy parking spaces compared to a reference statistic. For example, if there are 1,000 employees and an observed peak occupancy of 400 vehicles in the employee parking facilities, the demand ratio is 0.40 (400/1000) per employee.

A parking demand ratio is equal to the presence factor multiplied by the drive ratio. The presence factor is the portion of a user group that is present during the peak hour. The drive ratio is the percentage of a particular user group that drives a vehicle to the campus.

Parking Adequacy – Parking adequacy is measured in terms of effective supply vs. demand, resulting in a surplus or deficit. The parking surplus/deficit is the difference between the effective supply of parking spaces and the demand for those spaces.

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This section presents a summary of existing conditions in Santa Clarita relevant to parking in its various commuter lots and adjacent neighborhoods. The City of Santa Clarita provided much of the information that was subsequently analyzed and presented in conjunction with data collected by Walker Parking Consultants.

Parking regulations or restrictions were not posted in any of the commuter lots. Some areas do have signs stating that the spaces are provided for transit customers, while others do not.

The project study area is large, diverse and has a significant number of parking spaces available to commuters. Financial or economic cues are not often utilized to manage parking. Rather, parking is allocated on a first-come basis, intensifying competition for spaces near desirable locations. This type of competition for a free good often leads to the perception of inadequate supply as many users seek the best spaces and become frustrated when those spaces are not available. The results of our parking inventory and occupancy counts appear to support this assumption.

STUDY AREA

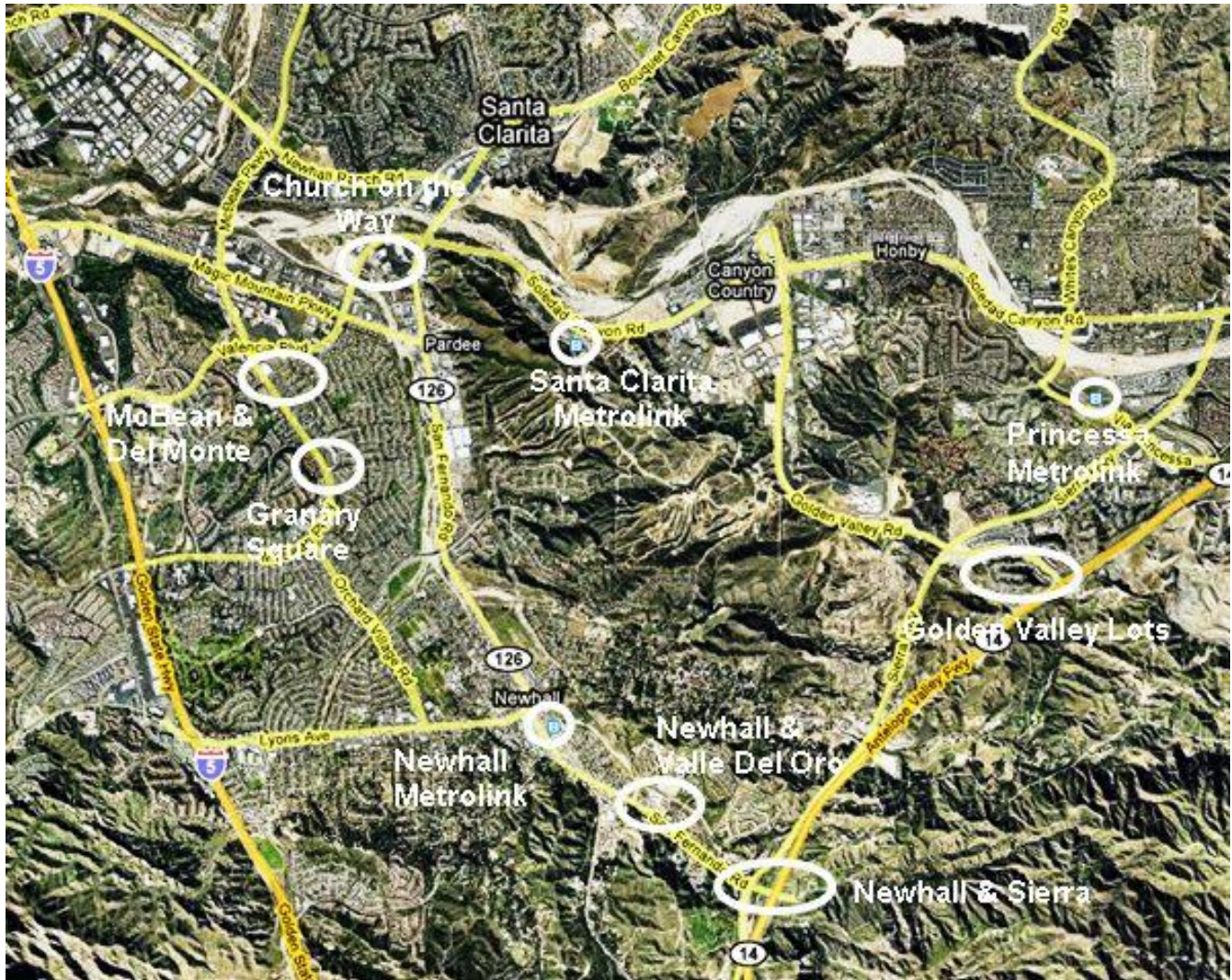
The study area includes the following nine commuter parking areas in the Santa Clarita Valley:

- Santa Clarita Metrolink
- Newhall Metrolink
- Princessa Metrolink
- Newhall Avenue & Sierra Highway
- Newhall Avenue & Antelope Valley Freeway
- Newhall Avenue & Valle Del Oro (Oak Creek Lot)
- Golden Valley Lots
- Church on the Way
- McBean Parkway & Del Monte

A map of the entire study area, highlighting the count areas, is shown below in Figure 1.

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Figure 1: Study Area and Sub-area Borders



Source: Google Earth Pro, 2009

Our study area focuses on formal transit commuter lots as well as areas that in effect provide parking for area commuters. For our field counts we focused on nine areas that have a significant number of Metrolink and transit customers that require commuter parking.

Field data was collected to capture demand patterns and to estimate the extent of utilization of parking in the commuter lots including the three Metrolink lots. The data collection process was intended to sample the overall occupancy of parking spaces at one-hour intervals on a typical weekday. For this study, the data collection survey was conducted on Wednesday, February 25, 2009. A second set of occupancy counts was conducted on May 11, 2009 to confirm our earlier observations and to identify any significant changes in parking behavior.

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In addition to the inventory and occupancy counts, Walker relied on a number of sources in order to create our analysis and highlight relevant parking data. The bulk of our data and information come from the inventory of parking spaces and subsequent parking occupancy data collection conducted in February and May 2009. Prior to our physical inventory and occupancy counts, Walker also conducted an on-line survey to gather user information and opinions on parking in the commuter lots commonly used by City of Santa Clarita commuter patrons. Prior to any data collection, we reviewed previous studies and plans prepared for the City of Santa Clarita and other documents related to the City's future development plans, including maps, drawing and other renderings.

PARKING SUPPLY

Walker staff conducted inventories of the off-street parking spaces within the study area. This inventory revealed that the study area has 1,839 commuter spaces.

Table 1: Parking Inventory

Area	Inventory
Santa Clarita Metrolink Station	446
Newhall Metrolink Station	202
Via Princessa Metrolink Station	401
Newhall Ave & Antelope Valley Frwy	71
Newhall Ave. & Sierra Hwy (Behind Gas Station)	134
Newhall Ave & Valle del Oro (Oak Creek Lot)	133
Golden Valley Lots	347
Church on the Way	87
Del Monte Drive	18
Total	1,839

Source: Walker Parking Consultants, 2009

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EFFECTIVE PARKING SUPPLY

A generally accepted principle in a parking supply/demand analysis is that a supply of parking achieves optimum efficiency at 85 percent to 95 percent occupancy. At high occupancy levels, a small reserve provides a necessary “cushion” to allow for the dynamics of vehicles moving in and out of parking stalls and reduces the time required to search for the last few available parking spaces. This cushion also allows for daily, weekly and seasonal variations as well as vacancies created by restricting facilities to certain users, improperly parked vehicles and minor maintenance or construction.

When occupancy exceeds the optimum level, delays and frustration in finding a parking space are typically observed. Thus, at levels of occupancy that exceed the effective parking supply, the parking system may be perceived as inadequate even though parking spaces are available.

As a result, the “effective parking supply” is used for analyzing the adequacy of the parking system rather than the total supply or inventory of spaces. The point of optimum efficiency for a particular facility depends on a variety of factors, including:

Capacity – Small scattered facilities operate less efficiently than one large facility. Conversely, it is more difficult to find the available space in a large lot or parking structure than in a smaller surface lot.

Type of Users – Regular parkers can find the available space more efficiently than an infrequent visitor.

Assignment of Spaces – A facility or area of a facility that is dedicated for a specific group of users will have vacancies that cannot be used by other parkers. In general, a facility that has individually reserved spaces will have more vacancies than a facility that has area-reserved spaces.

Reserved spaces are considered to be utilized whether or not a vehicle is present. Likewise other spaces may be out of service for a variety of reasons, and an effective supply ratio of 0.95 is applied.

For this study, commuter parking areas are adjusted by a 0.95 effective supply factor (i.e. the effective supply is 5 percent lower than the nominal or full supply) for most lots, as these users are familiar with the area and generally park in the same location each day.

The total number of spaces in service times the effective supply factor equals the effective parking supply, as shown in the following table.

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Table 2: Occupancy as a Percent of Effective Supply

Area	Inventory	Peak Occupancy	Percentage	0.95 Effective Supply
Santa Clarita Metrolink Station	446	440	99%	424
Newhall Metrolink Station	202	203	100%	192
Via Princessa Metrolink Station	401	334	83%	381
Newhall Ave. & Sierra Hwy (Behind Gas Station)	71	75	106%	67
Newhall Ave & Antelope Valley Frwy	134	141	105%	127
Newhall Ave & Valle del Oro (Oak Creek Lot)	133	42	32%	126
Golden Valley Lots	347	255	73%	330
Church on the Way	87	53	61%	83
Del Monte Drive	18	17	94%	17
Totals	1,839	1,560	85%	1,747

Source: Walker Parking Consultants, 2009

EXISTING CONDITIONS

To help understand current parking conditions Walker conducted a parking occupancy analysis, an overview of alternative transportation options, and a user survey. This section of the report reviews each of these projects to help understand how the parking system in Santa Clarita is currently functioning.

OCCUPANCY COUNTS

The second step to documenting current conditions in the study area is to perform occupancy counts. Occupancy counts were conducted six times during the day. Morning counts were conducted hourly from 7:00 AM to 9:00 AM and evening counts were conducted hourly from 5:00 PM to 7:00 PM. These times were chosen since these are the periods when the highest demand at the Metrolink stations is anticipated. There is only one Metrolink train going to Los Angeles from Santa Clarita between 10:00 AM and 2:45 PM. There is only one train coming from Los Angeles to Santa Clarita between 10:00 AM and 2:30 PM.

The survey days were selected through consultation between Walker and the City of Santa Clarita Staff. The aim was to select a day of the week that reflected busy weekday demand for the area.

Table 3 summarizes the occupancy in the commuter parking spaces.

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Table 3: Occupancy Counts of Commuter Spaces by Area

Area	Inventory	Occupancy Counts					
		7:00:00 AM	8:00:00 AM	9:00:00 AM	5:00:00 PM	6:00:00 PM	7:00:00 PM
Santa Clarita Metrolink Station	446	323	412	440	365	207	111
Newhall Metrolink Station	202	196	202	203	164	101	62
Via Princessa Metrolink Station	401	272	318	334	276	199	116
Newhall Ave. & Sierra Hwy (Behind Gas Station)	134	135	139	141	103	49	20
Newhall Ave & Antelope Valley Frwy	71	56	74	75	42	33	27
Newhall Ave & Valle del Oro (Oak Creek Lot)	133	38	54	42	29	19	20
Golden Valley Lots	347	226	248	255	103	59	50
Church on the Way	87	50	55	53	77	77	79
Del Monte Drive	18	15	17	17	12	10	8
Totals	1,839	1,311	1,519	1,560	1,171	754	493

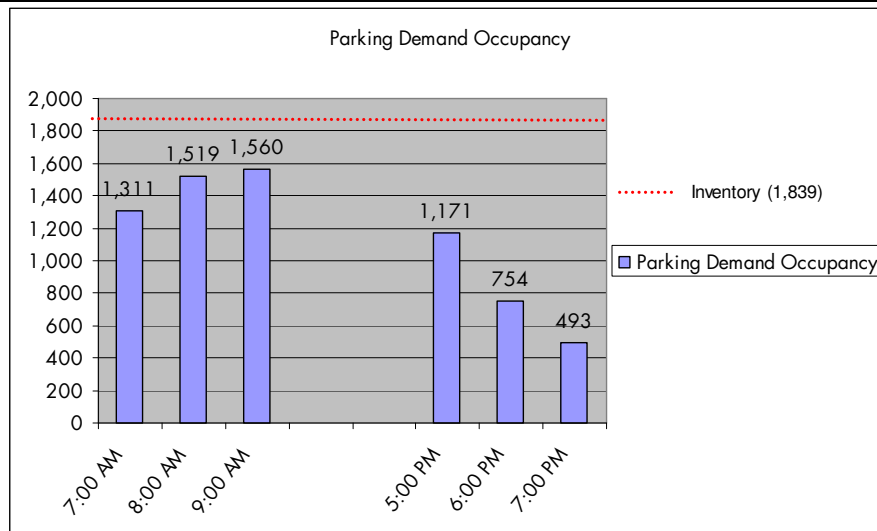
Source: Walker Parking Consultants, 2009

PARKING DATA SUMMARY

Upon the completion of the fieldwork, Walker determined the time interval when peak parking demand occurred. During the survey period peak parking demand was recorded during the 9:00 AM interval. Commuter parking is typically cumulative; that is vehicles continue to arrive (accumulate) at the parking destination throughout the morning. Vehicles do not typically begin to leave the commuter parking areas in significant numbers until the afternoon, beginning around 3:00 PM. The study data obtained during the survey period confirms this pattern.

Figure 2 provides a summary of the peak parking demand by area. From our occupancy and inventory data, the peak occupancy demand accumulation of 1,560 vehicles occurred at 9:00AM. This represents an overall occupancy rate of 85 percent.

Figure 2: Parking Demand Occupancy



Source: Walker Parking Consultants, 2009

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The overall area occupancy rate was 85 percent during the survey period; however, there are several lots where occupancy figures are significantly higher. Parking occupancy at the Newhall Metrolink Station exceeded 100 percent of total inventory at 9:00 AM due to creative parking (in drive aisles, fire lanes, etc.). Extremely high occupancy rates during the survey period were also observed at the Santa Clarita Metrolink Station. Parking at the Newhall Avenue and Sierra Highway, and the Newhall Avenue and Antelope Valley Freeway lots exceeded 100 percent occupancy. This occurred as many cars began to park on dirt slopes that are behind the typical parking areas and seemingly inaccessible during normal conditions.

Generally, Walker considers off-street parking to be impacted when the occupancy percentage is greater or equal to 95 percent of the available inventory. Similarly, we consider on-street parking to be impacted when the demand exceeds 85 percent or more of the available spaces. In examining aggregate numbers it appears that there is sufficient parking inventory; however, we did identify certain areas where parking is clearly impacted. This indicates that there is some asymmetry between where the parking is supplied and where there is the greatest demand. Table 4 summarizes the areas where occupancy is either above or approaching 95 percent during the peak demand period.

Table 4: Peak Occupancy Areas

Area	Inventory	Peak Occupancy
Santa Clarita Metrolink Station	446	99%
Newhall Metrolink Station	202	100%
Newhall Ave. & Sierra Hwy	71	106%
Newhall Ave & Antelope Valley Frwy	134	105%
Del Monte Drive	18	94%
Church on the Way	87	91%

Source: Walker Parking Consultants, 2009

In six of the nine areas studied, commuter lots had parking occupancy beyond what is considered an effective parking supply. The remaining lots had additional inventory during the study period but may also become impacted if transit use continues to increase.

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SANTA CLARITA METROLINK STATION

24 Metrolink trains serve the Santa Clarita Metrolink station each weekday, with seven trains going to Los Angeles in the morning before 10:00 AM. The Santa Clarita station is the sixth stop on the Antelope Valley Line from Los Angeles (fourth stop from Lancaster going to Los Angeles). Parking at the Santa Clarita Metrolink station is impacted beginning as early as 8:00 AM. As Table 5 shows, occupancy at 8:00 AM is 92 percent of total inventory. Peak demand occupancy for the Santa Clarita Metrolink Station occurred at 9:00 AM and was 99 percent of total inventory. This includes 20 vehicles parked in the dirt lots adjacent to the striped asphalt parking area.



Table 5: Santa Clarita Metrolink Station

	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular	410	307	374	401	326	201	109
ADA Spaces	10	5	5	6	5	2	2
Dirt Parking*	60	5	19	19	20	12	7
Curb Parking	26	6	14	14	14	4	0
TOTAL	446	323	412	440	365	219	118

* Not included in inventory total. Total number of spaces available (inventory) in the dirt lot are estimated.

Source: Walker Parking Consultants, 2009

NEWHALL METROLINK STATION

The Newhall Metrolink station is the first stop in the study area for trains coming from Los Angeles (fifth stop on the Antelope Valley Line) and the last stop in the study area for trains going to Los Angeles in the morning. The Newhall Metrolink station has the highest occupancy rate of any facility in the study area. As noted in Table 6, parking occupancy at the Newhall Metrolink station exceeds the total inventory during peak demand periods. Field survey notes also indicate that many commuters park on Pine Street, southeast of the study area, which are not included in the inventory or occupancy counts. It is likely that commuter vehicles are also parking in the residential areas south of Market Street. This area will require additional parking to effectively operate. It is our understanding that 95 additional new spaces are planned for this location. This station shares its parking lot with the City of Santa Clarita Community Center.



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Table 6: Newhall Metrolink Station

	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular	196	195	196	196	159	97	58
ADA Spaces	6	1	2	2	2	1	2
Illegal Fire Lane Pkng	0	0	4	5	3	3	2
TOTAL	202	196	202	203	164	101	62

Source: Walker Parking Consultants, 2009

VIA PRINCESSA METROLINK STATION

The Via Princessa Metrolink Station was opened in 1994, largely in response to vehicle traffic problems caused during the Northridge earthquake. 22 Metrolink trains serve the station each weekday. City of Santa Clarita Transit also provides direct local bus service to the station. A permanent building containing public restrooms and an office for station security officers was opened in 2008, replacing temporary facilities that had served the station since it was first established in 1994. Via Princessa is the first stop in the study area for trains going to Los Angeles in the morning. The first train is scheduled to arrive at Via Princessa at 4:52 AM and arrives in Los Angeles Union Station approximately one hour later at 5:53 AM. As Table 7 shows, peak demand occupancy of 83 percent occurred at 9:00 AM. There are numerous vanpools that use this facility.



Table 7: Via Princessa Metrolink Station

	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular	386	257	308	323	265	191	113
ADA Spaces	14	14	9	10	10	7	2
Security	1	1	1	1	1	1	1
TOTAL	401	272	318	334	276	199	116

Source: Walker Parking Consultants, 2009

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NEWHALL AVENUE AND SIERRA HIGHWAY LOTS

The Newhall Avenue and Sierra Highway lots are typically very congested. These lots are primarily used by transit and park-n-ride or rideshare vehicles. It is difficult to accurately estimate the number of parking spaces in this area since it has an unstriped and poorly marked dirt surface and is shared with the Chevron station. A portion of the lot is owned by Caltrans and the remaining spaces are owned by the Chevron station. Peak occupancy demand occurred at 9:00 AM when an estimated 105 percent of the lot was occupied. Again, this is only an estimate since numerous spaces are located on an unimproved dirt area, making definitive counts difficult.



Table 8: Newhall Avenue and Sierra Highway

	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular	134	135	139	141	103	49	20
TOTAL	134	135	139	141	103	49	20

Source: Walker Parking Consultants, 2009

NEWHALL AVENUE AND ANTELOPE VALLEY FREEWAY LOT

This area is located east of the Newhall Avenue and Sierra Highway lot. The area is composed of striped parking spaces along San Fernando Road (a.k.a. Newhall Avenue) east of the Antelope Valley Freeway. The area often overflows into unmarked dirt areas northeast and southeast of San Fernando Road. During our occupancy counts, we identified 75 vehicles parked in this area at 9:00 AM, representing an estimated occupancy rate of 106 percent.



Table 9: Newhall Avenue and Antelope Valley Freeway

	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular *	53	36	53	52	30	21	15
Roadside **	18	20	21	23	12	12	12
TOTAL	71	56	74	75	42	33	27

* Dirt parking lot. Total number of spaces estimated.

** Vehicles parked on the side of the road before lot entrance. Number of spaces estimated.

Source: Walker Parking Consultants, 2009

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NEWHALL AVENUE AND VALLE DEL ORO LOT (OAK CREEK)

This is the most underutilized lot identified during our occupancy counts. This lot is approximately ¼ mile northwest of the busy Newhall Avenue and Sierra Highway lot (on Newhall Avenue). However, it is far enough away that walking to the Newhall Avenue and Sierra Highway lot is not practical. This lot is also owned by Caltrans. Peak occupancy occurred at 8:00 AM and represented 41 percent of the total available spaces. Table 10 summarizes the parking occupancy demand at this lot during the survey period.



Table 10: Newhall Avenue and Valle Del Oro

	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular	122	38	50	42	29	19	20
Compact Car Spaces	9	0	4	0	0	0	0
ADA Spaces	2	0	0	0	0	0	0
TOTAL	133	38	54	42	29	19	20

Source: Walker Parking Consultants, 2009

GOLDEN VALLEY LOTS

The Golden Valley lots are three adjacent lots located along the Golden Valley Road and Antelope Valley Freeway (State Route 14) overpass. As Table 11 shows, the lots are busy although not as crowded as some of the other lots closer to Interstate 5. This is primarily a vanpool lot; there is no current public transit service at this location.



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Table 11: Golden Valley Lots

West Lot (NW of the 14)							
	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular	120	76	98	101	31	23	16
ADA Spaces	5	0	0	0	0	0	0
TOTAL	125	76	98	101	31	23	16

East Lot (NE of the 14)							
	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular	74	66	68	68	26	12	8
ADA Spaces	4	0	0	0	0	0	0
TOTAL	78	66	68	68	26	12	8

SouthEast Lot (SE of the 14)							
	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular	139	83	78	85	45	24	26
ADA Spaces	5	1	4	1	1	0	0
TOTAL	144	84	82	86	46	24	26

Source: Walker Parking Consultants, 2009

CHURCH ON THE WAY LOT

The Church on the Way lot contains an estimated 87 commuter parking spaces. The lot is owned by MWD and leased by the Church on the Way and used for commuter transit parking during the week. This is a large lot where some commuter spaces are located. The area that is designated for commuter parking was not readily identified by our field staff so occupancy counts may not necessarily reflect an accurate inventory of spaces. A realistic gauge of commuter vehicles in the area is also difficult to obtain because commuters may be parking in undesignated spaces. Table 12 shows vehicle occupancy during the study period. Unlike many of the other areas, peak occupancy occurred in the evening. This could be caused by vehicles from the adjacent development parking in the commuter area during busy evening periods. During the survey period, peak occupancy occurred at 7:00 PM, at 91 percent of total estimated inventory.



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Table 12: Church on the Way

	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular	87	50	55	53	77	77	79
ADA Spaces	0	0	0	0	0	0	0
TOTAL	87	50	55	53	77	77	79

Source: Walker Parking Consultants, 2009

MCBEAN PARKWAY AND DEL MONTE DRIVE

The McBean Parkway and Del Monte Drive area is the only on-street parking area that was studied during the field survey. This is an informal (not signed by City of Santa Clarita as a parking area) commuter parking area. The area contains numerous vehicles that park along the south side of Del Monte Drive. Our understanding is that some of these vehicles are parked by commuters who use the nearby transit stops along McBean Parkway.



Parking occupancy during the survey period showed this area was very heavily used. Again, since this is not an official park-n-ride or commuter lot, it is difficult to know if all of the parked vehicles listed in Table 13 belong to commuters. Nonetheless, the area remained occupied throughout much of the study period.

Table 13: McBean Parkway and Del Monte (On-Street parking)

	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular	18	15	17	17	12	10	8
ADA Spaces							
TOTAL	18	15	17	17	12	10	8

Source: Walker Parking Consultants, 2009

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PARKING DEMAND ANALYSIS

Parking occupancy counts of the commuter lots in the study indicate that there are areas that can benefit from improved parking management techniques and strategies. Overall parking demand in the area appears to be sufficient. However, six of the nine lots are actually near or beyond their effective supply. This indicates that active parking management techniques should be implemented. Increasing the parking supply may also be necessary.

Appendix A provides a summary of the peak parking demand at all nine commuter lots.

PARKING DEMAND RATIO PER RIDER

Walker conducted parking counts and train boardings at the Santa Clarita Metrolink station on February 24, 2009 to identify a ratio between parked vehicles and passengers. The survey count began at 4:00 AM. At that time there were 22 vehicles parked in the Santa Clarita Metrolink lot. By 9:00 AM there were 457 vehicles in the lot. During that time, Walker survey staff identified 480 passengers boarding the six Metrolink trains. This is a vehicle to passenger ratio of 0.95. Walker also conducted parking counts and train boarding at the Newhall Metrolink Station. By 7:00 a.m. the main parking lot had 196 vehicles and Walker staff identified 216 passengers had boarded trains going to Los Angeles. This is a ratio of 0.91. This is lower than the observed rate at the Santa Clarita Metrolink station since there is on-street parking nearby where some of the vehicles may be parking. Based on our analysis we believe that a typical Metrolink station with free parking and available spaces will have a vehicle to passenger ratio of 0.95. This number could be lower if parking is priced, alternative transportation (bicycle or pedestrian facilities) options are available or transit service to the station is increased.

ALTERNATE MODES

Walker reviewed each of the parking areas to evaluate opportunities to use modes other than single occupancy vehicles to access the commuter sites. The parking areas are used by different user groups and access by alternative modes is different.

SANTA CLARITA METROLINK

This site is owned by the City and used primarily by Metrolink customers. It is also well served by local and station link transit service. Transit service is provided to and from the Santa Clarita Metrolink station using Routes 5 and 6. Station link service is provided on routes 501, 502, 503 and 504.

Pedestrian access to the Metrolink site is available. There is limited residential development within 0.5 miles of the site,



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so it is unlikely that near term access by pedestrians will occur. There is a bicycle path along Soledad Canyon Road (Chuck Pontius Commuter Rail Trail) that connects much of the Santa Clarita Valley. Bicycle parking at the Santa Clarita Metrolink station is available but could be improved. Increased bicycle facilities may increase the number of commuters who use alternative transportation at this site.

NEWHALL METROLINK

The Newhall Metrolink Station is city owned and has the most potential for multi-modal access. Santa Clarita Transit Routes 1, 2, 4, 5, 6, and 14 all service the Newhall Metrolink station. The site is readily accessible to pedestrians from the Newhall area across Newhall Avenue. There are limited bicycle paths connecting the station with much of the surrounding area. Bicycle access to the station could draw additional commuters from much of the area south of the Santa Clara River. There are planned bicycle routes and paths connecting the Newhall Metrolink station according to the 2008 Non-Motorized



Transportation Plan. If developed, these paths could provide excellent pedestrian and bicycle access to the large residential areas northwest and northeast of the station potentially reducing the demand for vehicle parking. There are motorcycle spaces available at this station as well.

VIA PRINCESSA METROLINK

Via Princessa Metrolink station is city owned and is served by Santa Clarita Transit Routes 1 and 2 and the 747 mid-day flyer to Union Station. Pedestrian access to the site is limited. Bicycle access is also limited with no current paths or lanes adjacent to the site. According to the 2008 Non-Motorized Transportation Plan there are proposed bicycle paths and lanes that will allow access to the site. There are bicycle lockers available at the site but the overall bicycle facilities at the site should be improved.



NEWHALL AVENUE & SIERRA HIGHWAY

Santa Clarita Transit Routes 1 and 2, along with the 747 mid-day flyer provide transit service to this site. The lot is owned by Caltrans. Since the lot is located along two busy roadways pedestrian and bicycle access is limited. There is a 1.5 mile bike route along Newhall Avenue/San Fernando Road that provides potential bicycle access to the area but no bicycle facilities were identified during the inventory and occupancy counts at this site.

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NEWHALL AVENUE & ANTELOPE VALLEY FREEWAY

This lot is less than 1,000 feet east of the Newhall Avenue and Sierra Highway lot. It is also owned by Caltrans. While transit, bicycle, and pedestrian access are less convenient from this lot, it is still possible to use other modes to access this area. However, it is more likely that this lot is used by rideshare, or private van pool riders. There are no transit connections at this lot and no dedicated bicycle or pedestrian facilities at this lot.

NEWHALL AVENUE & VALLE DEL ORO (OAK CREEK)

This lot is approximately ½ mile west of Newhall Avenue and Sierra Highway. Santa Clarita Transit Routes 1 and 2 provide transit service to this site. The site is owned by Caltrans. There is a signed bicycle route along Newhall Avenue, but no other bicycle facilities at this location. Pedestrian access to this site is possible, with sidewalks connecting the park-n-ride facility to several nearby residential neighborhoods.

GOLDEN VALLEY LOTS

This area is northeast of the Newhall Avenue and Antelope Valley Freeway lot. It is primarily accessed by single occupancy vehicles with limited transit, bicycle, or pedestrian access. There is an existing bike path connecting Golden Valley Road with Soledad Canyon Road, creating potential for increased bicycle access. There are also significant residential developments northwest of the lots creating a potential market for using improved pedestrian or bicycle facilities. Currently there is a pedestrian crosswalk along Golden Valley Road providing access across the Antelope Valley Freeway off-ramp. Development to the east of the lots along Placerita Mountain Way also creates viable areas for pedestrian and bicycle access. We did not identify any bicycle lockers or other facilities at these lots during our field visit. The lot is owned by Caltrans.

CHURCH ON THE WAY

This parking area is part of the Church on the Way parking facility. The facility donates parking at their discretion for use as a commuter parking area. Our field survey team identified 87 parking spaces at the Church on the Way; however, as many as 200 spaces may be available for transit commuters during peak weekday time periods. This parking area is adjacent to a mixed-use shopping area that includes a Trader Joe's and a cinema along with a number of other retail and office uses. The City of Santa Clarita Transit Route 5 and 6 provide nearby local and commuter transit service.

This site does have viable pedestrian access from the nearby mixed-use development. The Soledad Canyon Road bike path (Chuck Pontius Commuter Rail Trail) is also nearby, providing bicycle access. No bicycle parking or dedicated bicycling facilities were identified at the site.

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MCBEAN PARKWAY & DEL MONTE

This is an informal transit parking area along Del Monte Drive. There are no dedicated transit parking areas at this location, though on-street parking along the southern portion of Del Monte Drive, west of McBean Parkway is used for transit parking. The City of Santa Clarita Transit Route 5 and 6 provide transit access at this location. Commuter routes are also available. South of Del Monte Drive is a public park with pedestrian access from a Paseo network linking Paseos east of Rockwell Canyon Road with the nearby Arroyo Park area. There are limited bicycle facilities nearby and no bicycle parking was identified near the transit stop.

ALTERNATIVE MODES SUMMARY

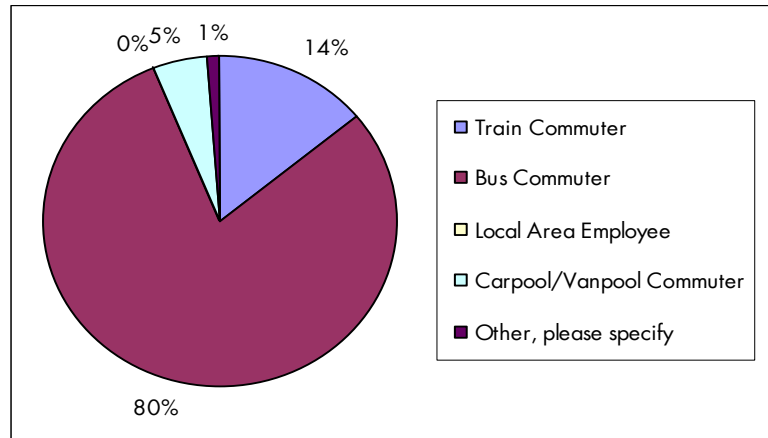
Transit access near these commuter lots is readily available. Pedestrian and bicycle facilities are limited, requiring many users to either make transit connections or drive their vehicles to these parking areas. Since many bicycle commuters only need their bicycle on a portion of their trip and may choose not to bring it with them on a bus or train, many commuter stations provide bicycle lockers to accommodate bicycle storage. Increasing bicycle and pedestrian facilities and access would likely increase the number of transit commuters using these areas. If improved bicycle and pedestrian access to each of these areas resulted in a modest two to three percent mode shift from vehicles to walking or cycling it would represent 36 to 54 fewer parking spaces required at the lots we surveyed. If we assume surface parking construction in Santa Clarita is representative of Southern California in general this would be a savings of at least \$3,000 per space or \$108,000 to \$162,000 in construction costs. In an area with constrained parking supply, even the reduction of two to three percent of the total parking demand is very valuable.

PARKING SURVEY

Below are the results from the on-line parking survey conducted from January to April 2009. There were 239 surveys completed during this time. The survey was administered to help identify current usage patterns and perceptions of the City of Santa Clarita commuter parking system. Overall, the comments were positive with most respondents having a positive perception of the current parking system. Some respondents identified areas that could be improved; suggestions included increased availability, safety, and access. The complete survey data including comments can be found in Appendix B.

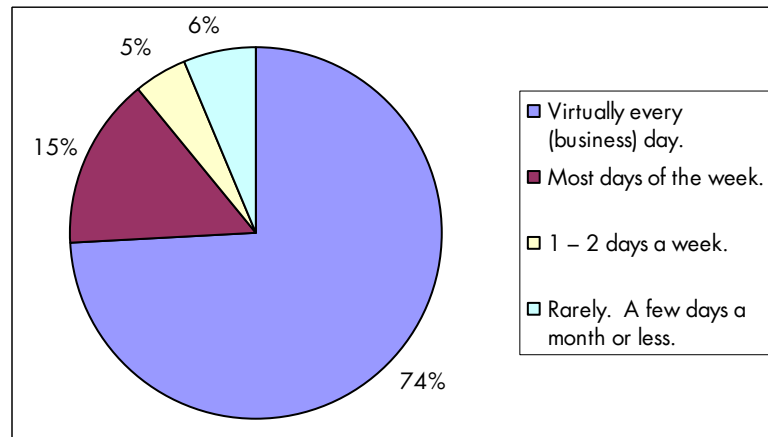
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Question 1: What best describes your status as a parker in the Santa Clarita Valley?



This question sought to attain which transit modality the survey respondents typically used. As noted in the pie chart above, a majority of the respondents (80 percent) used the bus. As a result, a majority of the responses to the remaining survey questions relate to what bus commuters prefer.

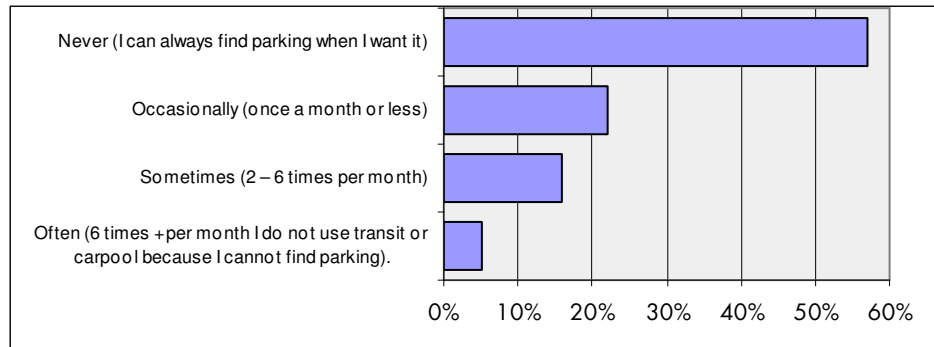
Question 2: How often do you park for this purpose?



Most respondents indicated that they are frequent users of transit and are likely to be the most impacted by any changes to the parking system.

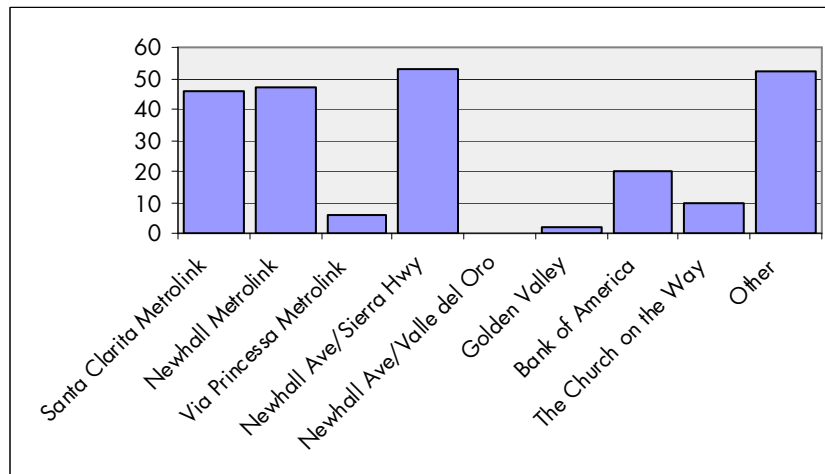
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Question 3: How often (if at all) do you choose not to commute this way because you cannot find parking?



Approximately 5 percent of the survey respondents indicated that they had a problem finding parking on a regular basis. Another 16 percent indicated that parking was difficult to find sometimes during the month. The remaining 79 percent indicated that they can always find parking, or have difficulty finding parking one day per month or less.

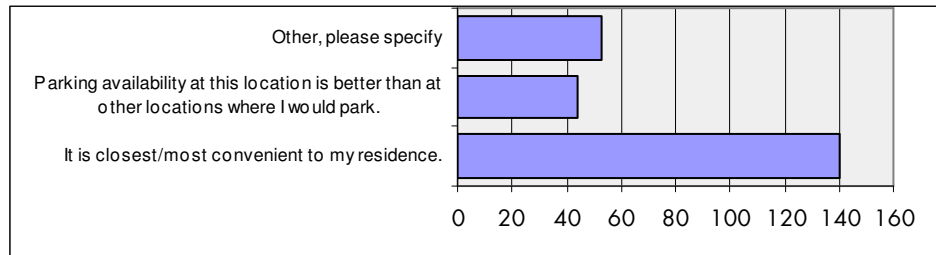
Question 4: In which area do you typically park?



Many of the other respondents identified that they parked in either the Granary Square lot or along Del Monte Drive. The other areas with the highest response rate included the Santa Clarita Metrolink Station, the Newhall Metrolink Station and the lots at Newhall Avenue and Valle del Oro.

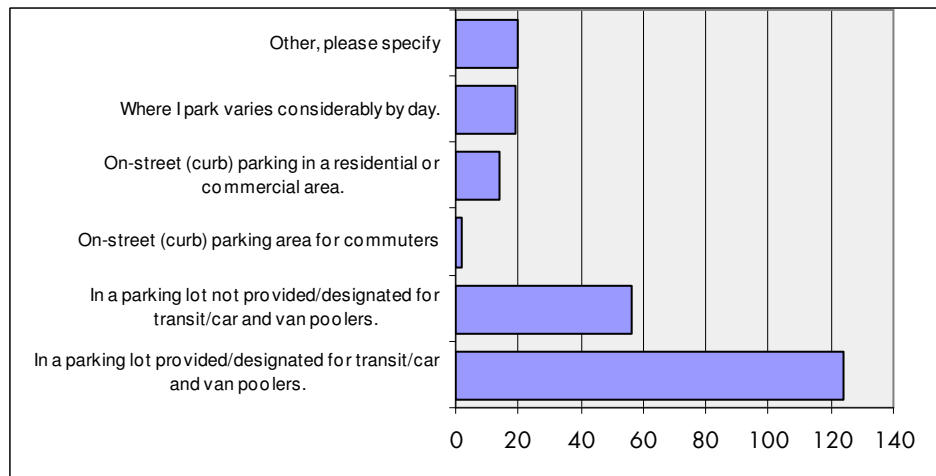
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Question 5: Why do you choose to park at this location?



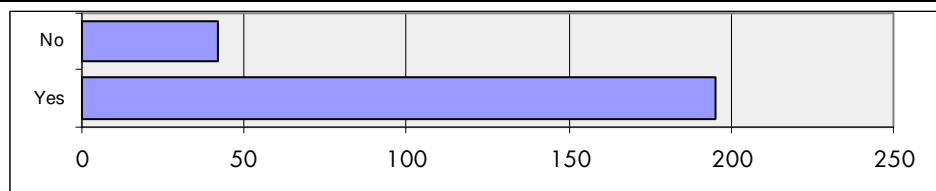
Most respondents identified the lot closest to their residence as their primary reason for accessing transit from that location.

Question 6: How would you characterize the location of where you typically park?



While most commuters choose to park in designated transit parking areas, a considerable number park in non-designated areas or on street.

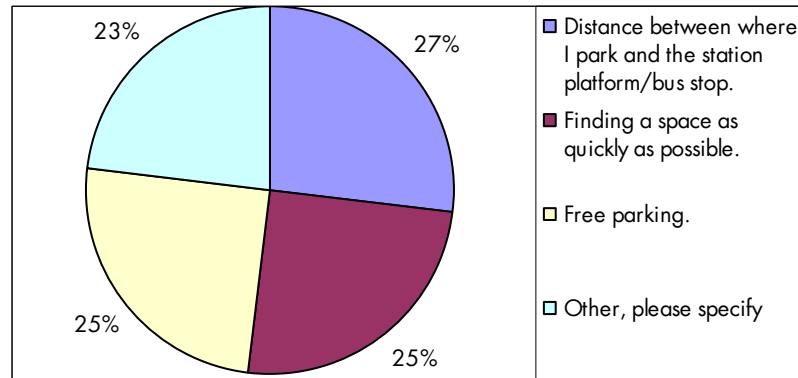
Question 7: Do you always park at the same location (Station or Bus Stop)?



The responses to this question indicate that there is at least some flexibility as to where people access transit. 18 percent of the respondents indicated that they do not always park in the same location.

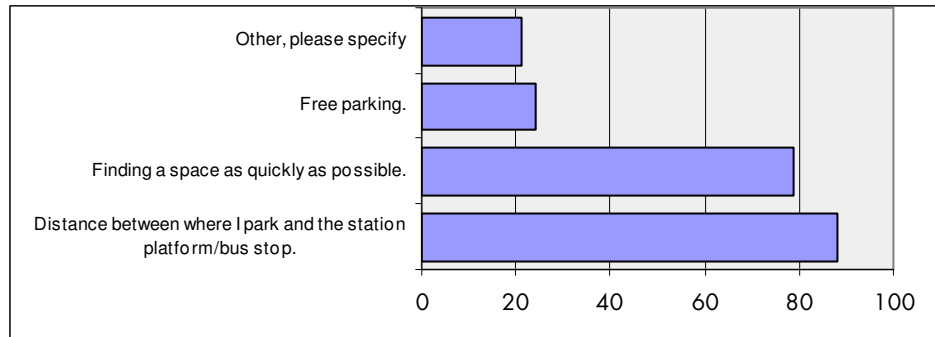
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Question 8: What would you say is your main priority when you park?



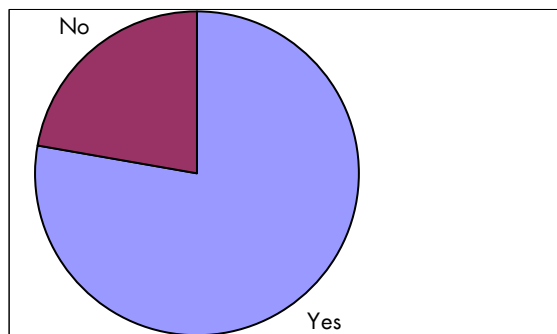
Responses to this question were extremely well balanced. Responses indicate that price, safety, and convenience are important when deciding where to park.

Question 9: What would you say is your lowest priority when you park?



Responses to this question also indicate that most people feel that price, safety, and convenience are important when deciding where to park.

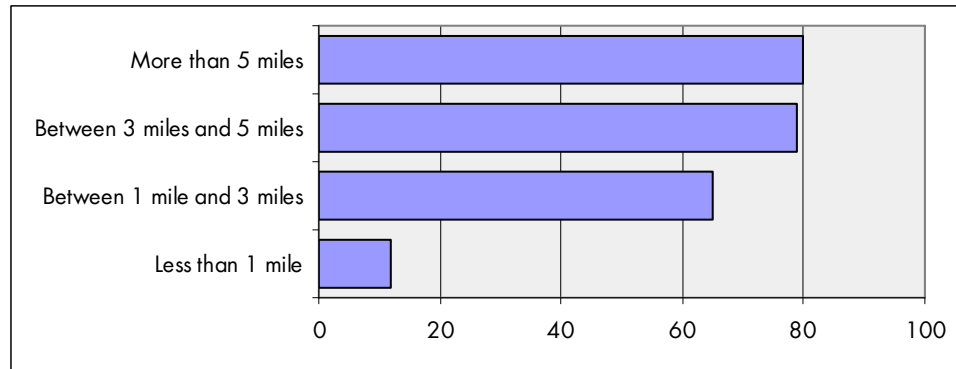
Question 10: Do you generally feel safe where you currently park?



Safety and the perception of safety are important to many respondents.

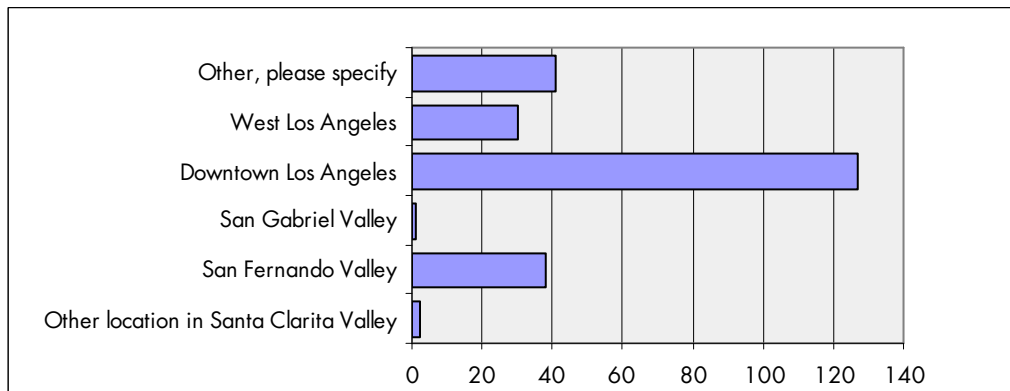
Question 11: How far do you commute to get to the park-n-ride, bus stop or commuter station?

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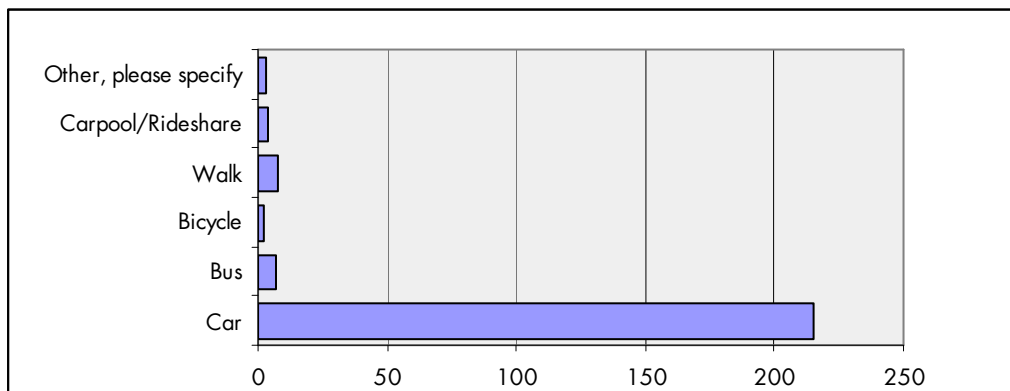


Approximately 34 percent of commuters travel less than 5 miles to their transit parking destination, indicating that alternative transportation including shuttles, bicycles, or walking may be viable for limited number of commuters.

Question 12: What is your final destination after you park?



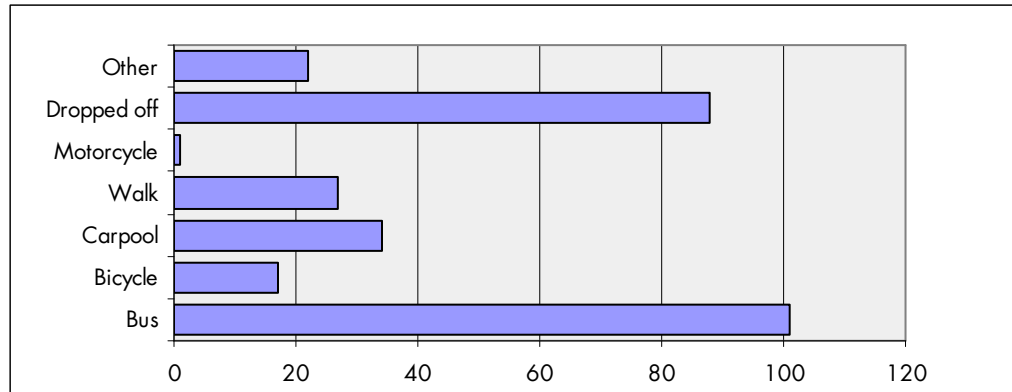
Question 13: What is your principal mode of transportation to the various Metrolink stations, bus stops or commuter areas?



As expected, 90 percent of the respondents arrive to their transit destination by personal vehicle.

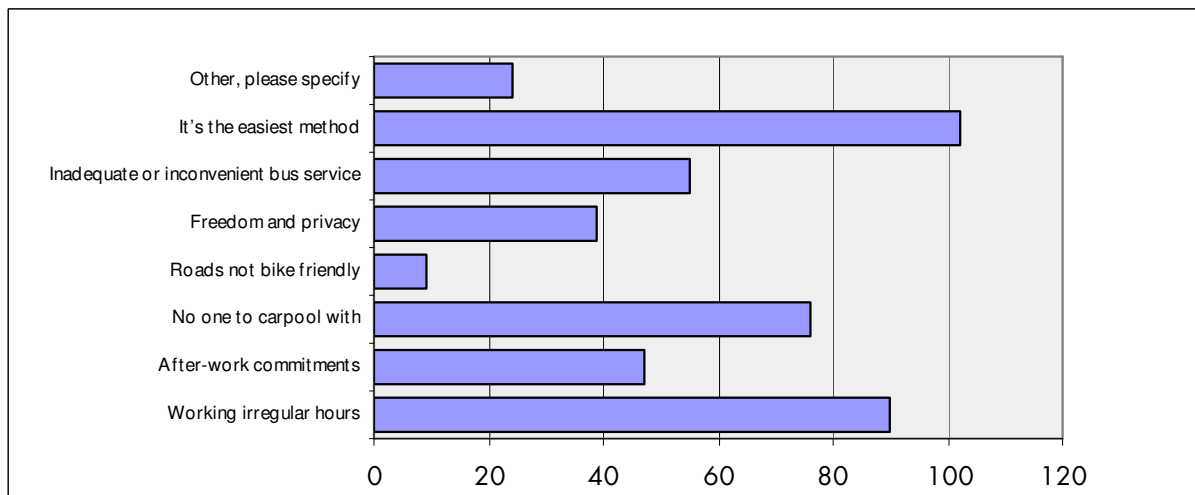
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Question 14: If you did not drive your car which of the following methods of alternative transportation would you choose (Select all that apply).



It appears that bus, carpool, and drop off are the most popular alternative for respondents if they were unable to drive their personal vehicle.

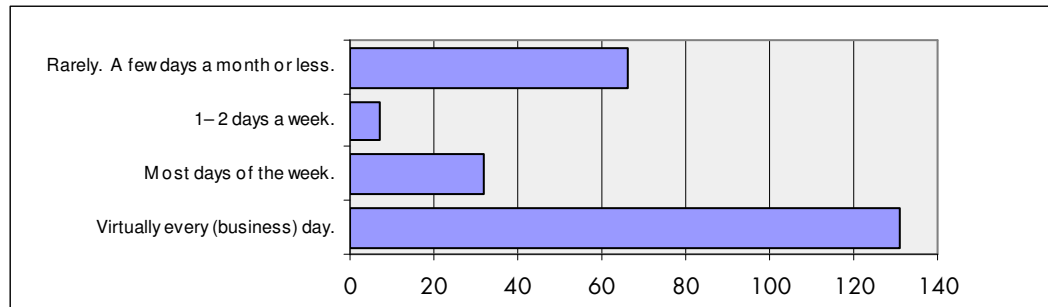
Question 15: If you drive to your transit alone most of the time, what are your reasons? (CHOOSE ALL THAT APPLY)



This question indicates that facility improvements, emergency transportation alternatives, improved bicycle and pedestrian access, and carpool matching sites may be viable to help some commuters drive less frequently. The fact that so many respondents drive because they have no one to carpool with suggests that a well coordinated, well advertised ride-share program might decrease the number of solo drivers. Likewise, the fact that many people expressed concern about irregular hours suggests that an emergency ride home program could also encourage carpooling.

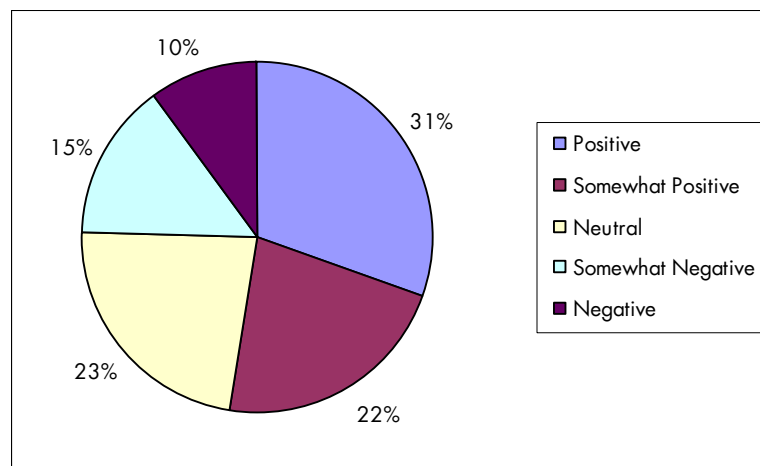
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Question 16: In a typical month, how often do you park in one of the park-n-ride or commuter lots?



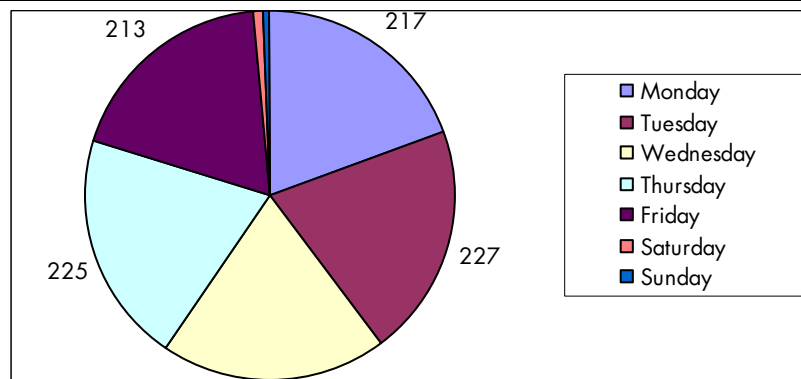
Most respondents indicated that they commute by transit virtually every day.

Question 17: What is your overall perception of parking near your transportation connection?



Approximately 25 percent of the respondents indicated that their perception of parking at the designated areas on the survey were negative or somewhat negative. 53 percent of the respondents indicated their perception of parking was positive or somewhat positive.

Question 18: On what days of the week do you typically park in Santa Clarita?

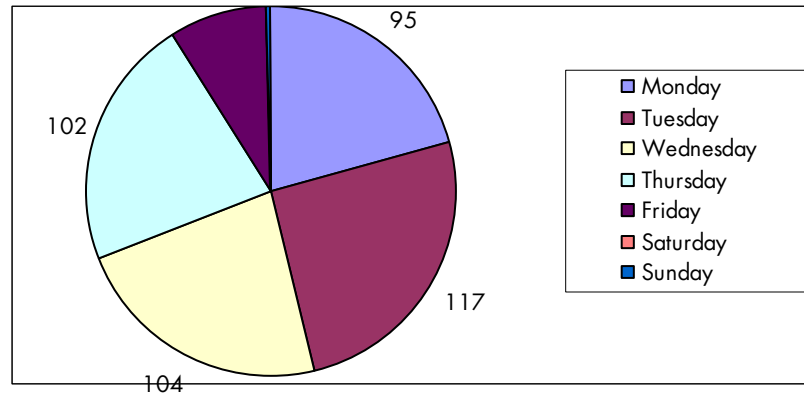




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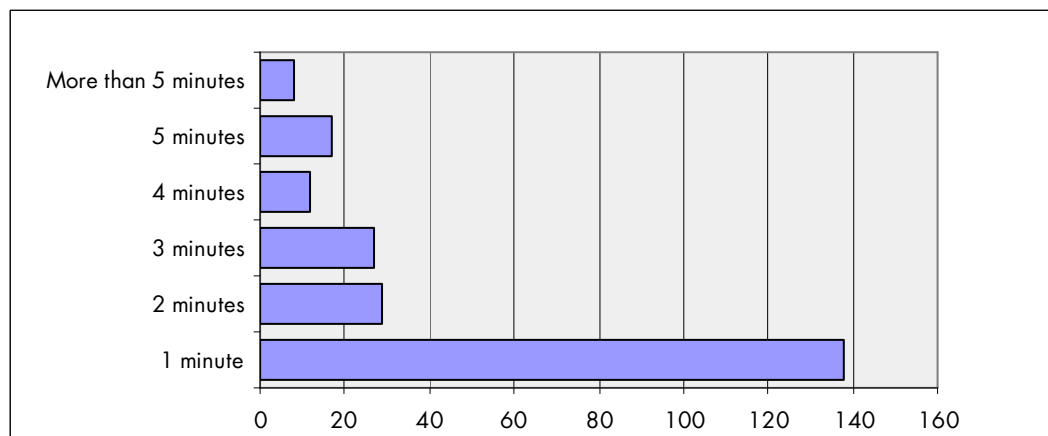
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Question 19: What day or days are the most congested (hardest to find a space)?



This question seemed to indicate that there is not a significant difference in parking availability throughout the week.

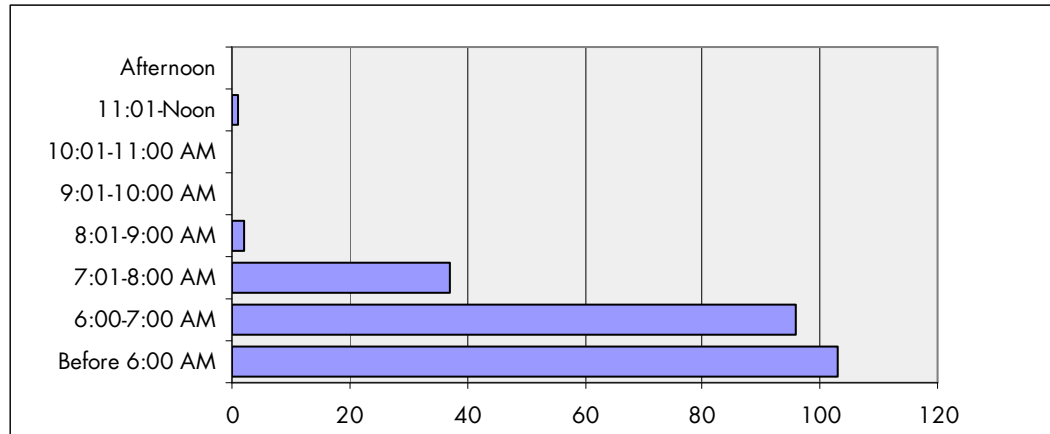
Question 20: On average, how much time do you spend looking for a parking space once you arrive to the parking area?



This response indicates that 73 percent of the respondents spend less than two minutes looking for a parking space. 10 percent of the respondents indicated that they spend 5 minutes or more looking for a space.

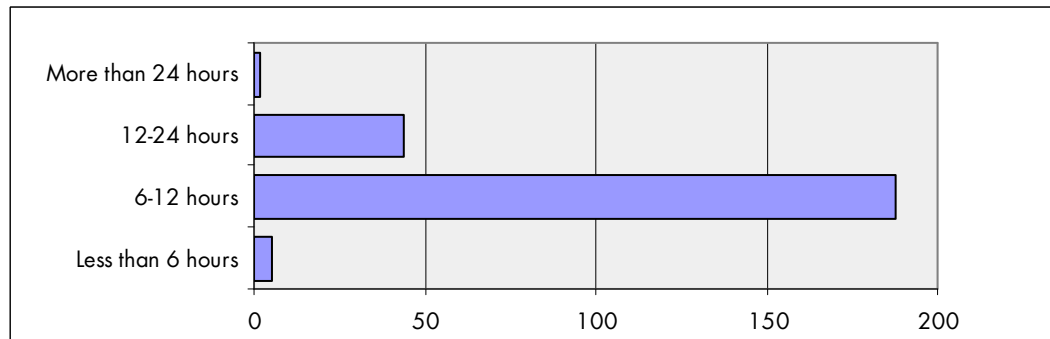
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Question 21: What time of the day do you typically arrive to the Metrolink station, bus stops or commuter area?



98 percent of the respondents arrive to the parking area before 8:00 am. 83 percent arrive before 7:00 am.

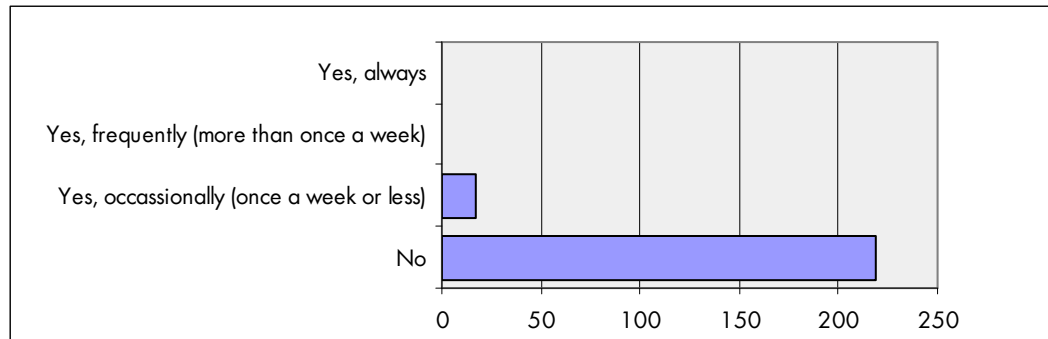
Question 22: What is your average length of stay in the parking area?



The responses to this question confirm that a distinct majority of respondents are work commuters staying at the parking site for more than six hours. 98 percent of the respondents indicated that their vehicles are parked for more than six hours per day.

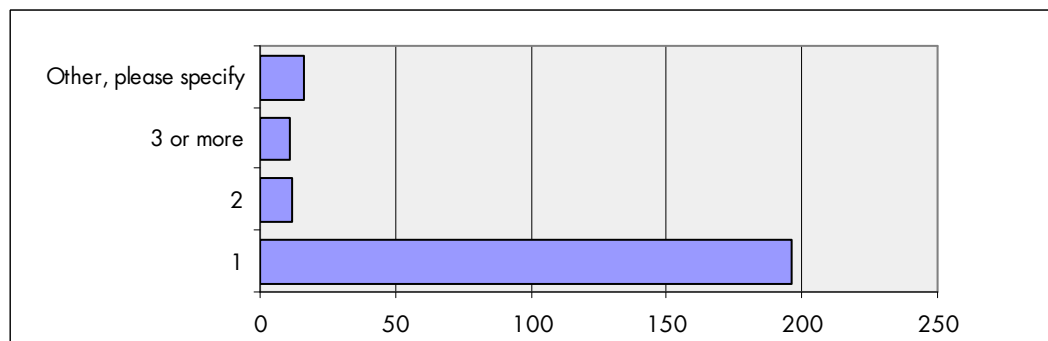
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Question 23: Do you ever park your vehicle overnight?



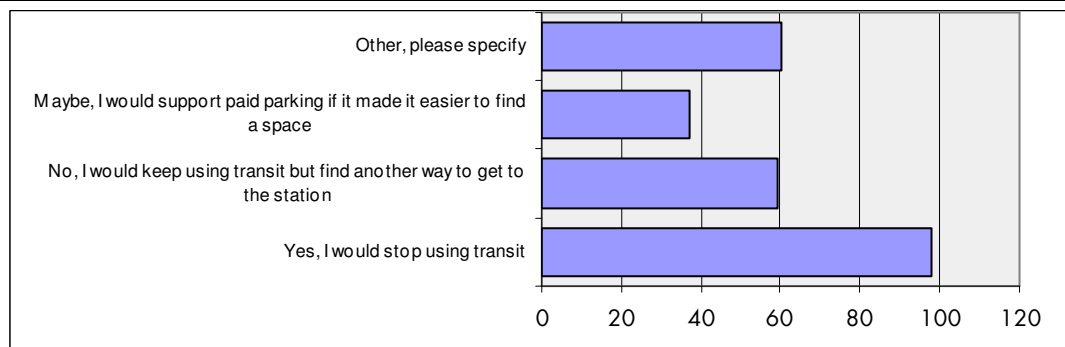
Prior to this study, Walker staff identified several cars parked in the commuter lots either late at night or early in the morning. This question was designed to help identify if there are a significant number of "reverse commuters" that might work in the Santa Clarita area and leave a car at the station overnight so that they have a vehicle to drive from the transit stop to their local area destination. The responses indicate that very few commuters park in the lots overnight.

Question 24: Including yourself, how many people ride to the Metrolink station, bus stops or commuter area in your car?



Approximately 85 percent of the respondents indicated that they drive by themselves to their transit stop.

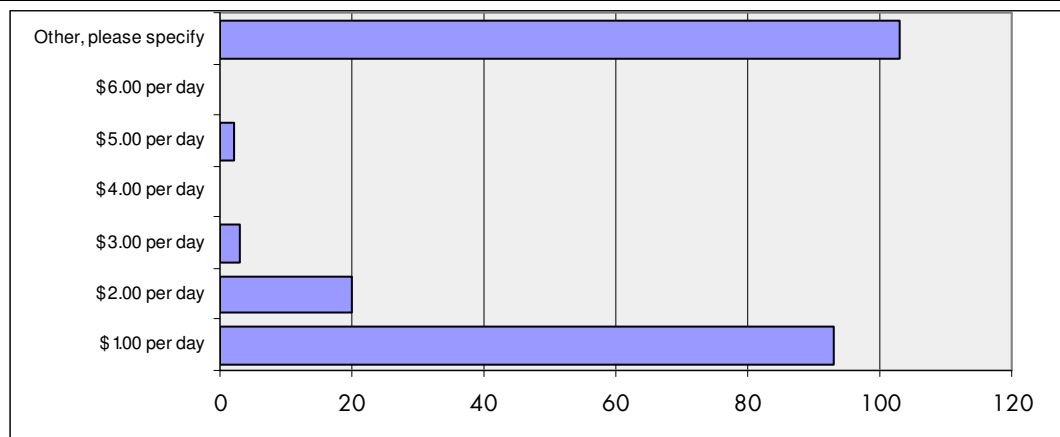
Question 25: Would your daily behavior change if there was a fee for parking?



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Charging a fee for parking does not appear to be a popular choice. There were a considerable number of people that would be willing to pay a nominal fee if there is a value added to the fee such as increased safety, availability or parking area expansion.

Question 26: What is the most you would be willing to pay for parking if it meant more availability?



The majority of respondents would not be willing to pay more than \$1.00 per day for transit parking. The responses to this question indicate that it is not likely that parking fees would cover the construction costs of a new parking structure at any location within the City of Santa Clarita study area. A summary of the "Other" responses can be found in Appendix B.

PARKING SURVEY – SUMMARY

The parking survey indicates that most commuters are satisfied with the current system. There were few complaints about the lack of parking, or missed connections due to arriving late. The response rate to the survey was low but adequate for statistical analysis. However, the respondents self-selected to take part in the survey, so the responses may not be generalizable or valid for comparisons to the entire commuter population.

Alternative transportation is not currently used by many of the respondents to arrive at the commuter station. Many respondents indicated they would consider car pooling, walking, or riding a bicycle to their stop if appropriate incentives or facilities were provided. Paid parking, particularly any fees above \$1.00, does not appear to be a popular option for many respondents. Some respondents did indicate that they would be willing to consider paid parking if it was accompanied by improved security, lighting, or peak hour availability.

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PARKING MANAGEMENT

In our earlier discussion and analyses we referred to many of the elements of parking management. Parking management includes myriad strategies aimed at making better use of the available parking supply in any defined area. Proper parking management incorporates a number of goals, but a core principle is that parking spaces should be used efficiently. Parking spaces that sit unoccupied are a extremely inefficient as they represent significant financial and land resources, as well as the opportunity costs of the money and real estate that are not devoted to productive uses.

Parking management practices attempt to address inefficiencies through restrictions and parking pricing. We aim to allocate parking spaces for which there is high demand with user restrictions and/or prices to park. For spaces for which there is low demand, we relax parking restrictions and lower prices in order to maximize their utilization.

If spaces in high demand are free and/or spaces in low demand are over-priced, inefficiencies are created. Parking spaces are a finite resource and represent a real cost; therefore, we wish to allocate that resource as efficiently as possible. Finally, although not always politically popular, pricing is virtually always the most effective way to manage parking spaces.

TIME LIMITS

Time limits in commuter areas are generally ill-advised. A 24 or 48 hour time limit may be implemented to ensure that vehicles are not being stored in the parking lots but shorter hourly limits are not recommended. The City Municipal code may need to be updated to incorporate this restriction.

PAID PARKING

One of the easiest ways to allocate parking in any area is by charging rent for the space while it is occupied. In other words, for parking, by installing parking meters in the commuter areas immediately creates a more efficient parking system and allows the space to collect rent. However, turnover and parking availability are not necessarily the goal in commuter areas. Rather, we would suggest that paid parking be used to either allocate the most desirable spaces or be used to increase alternative transportation to the commuter areas. As identified in the City of Covina, preferred monthly parking spaces are allocated by price, and are less expensive for city residents than for non-residents. This is a system that can be developed in Santa Clarita. The main problem with paid parking in commuter areas is that any parking fee will likely have an adverse effect on ridership for some small percentage of commuters. Our research indicates that expensive parking does have an impact on transit usage, but without some pricing mechanism it is hard to encourage alternative transportation or support new parking construction. If any fee is charged a close examination of how it impacts ridership should be evaluated. If parking fees increase availability or access to the commuter areas then they are advisable. If parking fees are merely a nuisance and do not increase parking availability for commuters then fees are not advisable. Again, a mixed program of reserved and free parking may be the most beneficial for the City of Santa Clarita commuter parking system. Ideally, parking

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management tools should be used whenever peak parking occupancy exceeds 80%. Paid parking should be evaluated based on strategic decisions that may influence transit participation. Namely paid parking should be used only if parking is congested and there is room elsewhere in the system for vehicles to park or other means for transit patrons to arrive at the station or transit stop.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Other parking management strategies fall into a category called Transportation Demand Management (TDM) or Parking Demand Management. These techniques are often used to reduce driving and parking demand in high-intensity areas. TDM is a general term for parking management strategies that result in more efficient use of transportation resources and reduced solo driving. They may include shared parking, increased bicycle and pedestrian facilities, car sharing, emergency ride home services or other measures that may help with parking issues at the terminal end of trips. These strategies could be deployed in Santa Clarita with little financial outlay on the part of the City. However, they are not as effective where free or very cheap long-term parking options are available.

TRANSPORTATION MANAGEMENT ASSOCIATIONS

Transportation Management Associations (TMAs) are typically private, non-profit organizations that provide transportation services in a particular area, such as a commuter area like at the Metrolink stations or park-n-ride lots in Santa Clarita. Transportation Management Associations can provide a variety of services that encourage more efficient use of transportation and parking resources including bicycle facilities, van pool or rideshare operations, or even coordinating alternative ride home programs or car sharing. Transportation Management Associations allow small employers to provide commuter trip reduction services comparable to those offered by large companies. As a result of their cooperative resources, they are usually more cost effective than programs managed by individual businesses.

Pros

- Simple to organize and easy to set up
- Inexpensive
- Promotes non-single user vehicle activities
- Can be run by residents without city cost or involvement

Cons

- Requires active participation by residents/owners
- May have some facility costs

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GUARANTEED OR EMERGENCY RIDE HOME

Free emergency ride home services encourage employees to use alternative transportation programs. Such programs give employees the ability to get home, or to a daycare, if an emergency arises during a time when their usual transit option is not running frequently. Emergency ride programs are useful in persuading new participants to join a rideshare program or transit program by overcoming the potential objection that by ridesharing or using transit they will no longer be able to get home if ill, if a child is sick, if unexpected overtime is necessary at work, etc.

CARPPOOL MATCHING SERVICES

Some areas encourage carpooling by setting up and promoting carpool matching services.¹ This is simply a service that matches individuals that share a similar work schedule and commuting origination/destination. If actively promoted this type of service can be an inexpensive and effective tool to help reduce the number of vehicles traveling to a destination. Some larger carpools offer “sweeper services” with later shuttles at major collection points that allow workers some additional flexibility in their schedule. A further backup can also be a guaranteed ride home arrangement with a local taxi company.

ALTERNATE TRANSPORTATION

Santa Clarita has an opportunity to develop outstanding bicycle and pedestrian infrastructure. Demand for parking can be reduced by providing bicycle and pedestrian facilities and amenities that make it easier and more pleasant to bicycle or walk to nearby destinations. This strategy could prove to be particularly valuable for a community like Santa Clarita. While bicycle facilities may not be a panacea for reducing parking demand, first-class facilities can influence some driving mode-share and may be beneficial in Santa Clarita. That is to say, if facilities are sufficient and desirable, some commuters may elect to ride their bicycle rather than drive to transit or work. We have seen this behavior shift in a number of studies.² We would encourage Santa Clarita to be a regional leader in this endeavor and support the findings and recommendations identified in the City’s Non Motorized Transportation Plan. Ensuring that bicycle trails connect to transit stations is critical to providing sufficient access. Likewise, complete bicycle facilities including secure and well-lit indoor storage or lockers for bicycles and gear are important to many commuters.

The City of Santa Clarita’s Non Motorized Transportation Plan provides an excellent overview of the potential to create a more vibrant bicycle and pedestrian environment. Our experience indicates that an increase in the amount of commuter bicycle trips has a direct correlation to the amount of parking required at destinations. The size of a bicycle parking facility is typically less than 10 percent the size of an equivalent vehicle parking facility. The real estate and construction cost for bicycle facilities is much lower than for automobiles since bicycles can share ingress/egress and require very little aisle space, weight support, or access control. As a result, providing a limited number of bicycle spaces

¹ Denver Regional Council of Governments (www.carpoolplus.org), State of Arizona Ride matching service (www.sharetheride.com). In Los Angeles, Ridematch provides a similar service (<https://www.ridematch.info>).

² Makovsky, Paul (2002, August/September), Pedestrian Cities. *Metropolis Magazine*, (http://www.metropolismag.com/html/content_0802/ped/index.html)

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ahead of demand can be a low cost inducement to help encourage and promote alternative transportation without deleteriously impacting the current parking operations. In the longer term, any mode change that occurs significantly benefits the City in terms of construction costs and planning.

In addition to the City's Non Motorized Transportation Plan, the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities (1999) provides an overview of what type of bikeways and facilities are appropriate for different uses. End of trip facilities are also an important component. There are several types of bike lockers and facilities that we are familiar with:

1. U-lock acceptable bike racks
2. Crank case security racks
3. Bicycle storage enclosures

Each type works well and is adaptable to a multitude of uses. For temporary storage in a commercial area we



Bicycle Storage Enclosure



Two Types of U-lock acceptable bike racks



recommend a u-lock acceptable rack. In an office or parking structure area we recommend a security rack. For commuters or in unattended areas we recommend bicycle storage enclosures.

Some cities have also begun experimenting with full-service bike lockers near destinations or commuter stations that provide lockers, repair stations, vending machines, changing rooms and showers for bicycle commuters. The City of Long Beach has contracted with Bikestation® to provide a full service station near its downtown transit facility. Bikestations include secure indoor bicycle parking



available to members with a membership pass. In the Seattle Bikestation there is free attendant-assist bicycle parking during operating hours. Bicycle repair services and commuter retail items are also available at this facility, as well as public transportation schedules, bike maps, and a personalized service matching new bicycle commuters with experienced cyclists who can help them plan a commute route, provide tips on bicycle commuting, and generally serve as mentors. While we do not necessarily believe that Santa Clarita has the population density or bicycle commuter numbers to support a full-service bike station, we do encourage Santa Clarita to evaluate increasing the number and type of bicycle facilities it offers. We recommend that enhanced bicycle facilities should be available at each of the Metrolink stations.

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OTHER PARKING MEASURES

PARKING SIGNAGE

While we mainly think of parking enforcement policies when we think of parking management, tools that enhance the parking user's experience in the area of wayfinding and aesthetics also can increase the efficiencies of the parking experience.

Walker staff reviewed signage directing traffic towards the commuter parking areas. Walker did identify some signage directing vehicles to public lots, but an increase in the number of signs, size, and location could more effectively channel vehicles to the large public lots that have parking availability including Via Princessa Metrolink station, Church on the Way and the Santa Clarita Metrolink station. Improved signage directing vehicles to the public lots is encouraged. The City may also want to work with private lot owners that allow public parking to help increase signage to their lots. The commuter parking area at the Church on the Way is difficult to find, and no directional signage to the area was identified.

PARKING GUIDANCE SYSTEMS

Another enhancement to signage is a parking guidance and information (PGI) system, which presents drivers with dynamic information on parking in a controlled area. The systems combine traffic monitoring, communication, and electronic message sign technologies to provide parking information using simple electronic sensors and monitors.

PGI systems are designed to aid in the search for vacant parking spaces by directing drivers to lots or areas where occupancy levels are low. This can be done with convenient and aesthetically pleasing electronic signs located on roadways near transit stations or near parking structure entrances. The ultimate objective of this technology is to increase convenience and satisfaction by reducing search time, which in turn reduces congestion on the surrounding roads.

Pros

- May reduce congestion because drivers would not have to cruise for parking
- Helps visitors navigate and parking in appropriate areas

Cons

- More expensive than not providing any information or using traditional signs
- May add visual clutter to pristine area
- May be confusing if directions are not clear
- More useful for visitor areas where people are unfamiliar with the system and/or for systems with many facilities.

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COMPARABLE CITIES

Commuter parking is an issue in many cities. Some cities, like Irvine have built massive parking structures in advance of demand. Other cities, like Buena Park, built Metrolink parking only to have demand outstrip supply within the first month of operation and are now scrambling to develop additional supply. City of Santa Clarita has the advantage of a well established transit system and well understood commuter demand. Demographics, gasoline prices, and congestion play a part in future planning. As part of this study, Walker has examined how other Southern California cities manage their commuter parking system.

Burbank

The City of Burbank has several issues that are unique. The first issue that Burbank faces is that the Burbank, Bob Hope Airport Metrolink Station is near Bob Hope Airport, which makes managing the commuter parking very difficult. The Airport Metrolink lot is on private land owned by Union Pacific. Our understanding is that Union Pacific has not been willing to work with the City of Burbank to manage parking at the Bob Hope Airport. As a result the 125 space lot is often filled by airport employees and savvy airport travelers seeking free parking. Burbank's other commuter lot is the 458 space Downtown Burbank Station lot which is served by Metrolink and commuter bus service. In 2006, the City measured parking occupancy at the Downtown Burbank Station and found it to be 40 percent utilized. As a result, they have not actively priced or managed this parking area. It is likely that they will re-evaluate parking in this area in the near future.

Glendale

The City of Glendale has a 304 space commuter parking area, the Glendale Transportation Center. The Glendale Transportation Center is served by Metrolink and Amtrak trains and by Metro and Glendale BeeLine busses. There is no fee for parking at this lot and occupancy is typically above 90 percent during weekdays. The City of Glendale has several other park-n-ride lots (Wilson Avenue and Lowell Avenue) that provide commuter parking and are likewise not priced or actively managed. The City is currently developing a bicycle master plan and pedestrian enhancement project that may help alleviate some vehicle parking by providing additional bicycle and pedestrian facilities.

Irvine

The City of Irvine recently unveiled a 1,500 space, 490,000 square foot parking facility at the Irvine Transportation Center. The facility opened in August 2008, and peak utilization has remained below 50 percent since opening. The Orange County Transportation Authority does expect increased demand for parking at the facility by 2030. Due to low demand, parking management has not been a concern. The facility does provide Amtrak service, OCTA bus service, restaurants, bike lockers, taxi service and car rental services on site.

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Covina

The City of Covina has two parking facilities near their Metrolink station. Both structures have fee-based permit parking (weekdays). The larger 655-space structure provides daily fee parking in addition to monthly permits. It is one of the few Metrolink parking areas that charge a fee for parking. Covina has several parking payment options including monthly parking passes for residents and non-residents. The current policy in Covina is:

Covina Metrolink Parking Policy – Citrus Avenue Outdoor Lot

The Covina Metrolink Station Parking Lot is adjacent to the Metrolink train platform located at 600 N. Citrus Avenue. It is a 226 space, limited availability, outdoor permit-only parking lot that is open from 4 am to midnight daily. No overnight parking is allowed at the Metrolink Station. Free parking is available at the Metrolink Station Parking Lot on weekends.

- 1. Parking in the Metrolink Station Parking Lot is by monthly permit only, except for weekends.*
 - 2. Parking permits may be purchased from the Transportation Division at City Hall in person or by mail.*
- There is a \$20.00 monthly charge for Covina residents and a \$45.00 monthly charge for non-residents.*

Source: City of Covina, www.ci.covina.ca.us, Accessed June 1, 2009

Covina Metrolink Parking Policy – Citrus Avenue

The Covina Metrolink Parking Structure is located at 559 N. Citrus Avenue. It is a four-story, 655 space structure with elevator service to all levels that is open from 4 am to midnight daily. Overnight and long term parking permits are available at Covina City Hall during regular business hours, no overnight parking permits are sold at the structure.

The Metrolink Station is located at 600 N. Citrus Avenue, a four-minute walk northeast of the Metrolink Parking Structure and across Citrus Avenue.

- 1. Weekday parking in the Covina Metrolink Structure is available on a daily basis for \$2.00 a day. Please note the number of your parking space and pay at the first floor machines, exact change is recommended. Instructions for use are posted at the machines. Please pay when you first arrive to avoid issuance of a citation. Monthly permit holders must enter their stall number into the system daily to avoid a citation.*
- 2. Weekday monthly parking is available for \$10.00 a month for residents and \$20.00 a month for nonresidents.*

Source: City of Covina, www.ci.covina.ca.us, Accessed June 1, 2009

The City of Covina also runs a free shuttle between the Metrolink station and some of the major destinations in the downtown area.

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Most comparable cities seem to manage their parking on the supply side. This strategy makes some sense in a commuter area where the goal is often to increase ridership. However, we do believe that active parking management would benefit the City of Santa Clarita area because the cost of adding additional supply without increasing the efficiency of the system is a flawed policy.

INCREASING PARKING SUPPLY

An examination of parking occupancy demand from our survey data indicates that there is significant demand for increased parking in Santa Clarita. Parking management techniques will likely relieve some of the parking imbalance that currently exists and are recommended as a first step. However, it is likely that additional supply will need to be developed to help support the transit system in the future. Specific areas that would likely benefit from an increase in supply include:

- Newhall Metrolink Station
- Santa Clarita Metrolink Station
- Newhall Ave. & Sierra Hwy (Behind Gas Station)
- Newhall Ave & Antelope Valley Freeway

One of the goals of a transit system is to increase access and ridership. Several areas would benefit from additional supply including the Newhall Metrolink Station lot; increased ridership will likely increase the demand for parking throughout the system. This section outlines the cost of building parking and identifies areas where additional surface parking can be created. In other areas, without aggressive parking management tools, developing structured parking may be the best solution.

COST OF BUILDING STRUCTURED PARKING

Parking is extremely expensive to build, and rarely earns enough income to offset its operating expenses and debt service obligations. Currently in Southern California we are seeing garage construction costs starting at approximately \$16,000 to \$18,000 per space depending on façade, geological considerations, and other construction issues. These costs do not include soft costs (another 20 percent) or land acquisition costs. Using an estimate of \$18,000 per space, a 400-space garage would cost approximately \$7.2 million plus an additional estimated \$1.44 million for soft costs. The annual debt service for an \$8.64 million garage would be approximately \$374,000 excluding land costs.³ For a 400-space garage to cover the debt service it would need to generate approximately \$7.68/space, 250 days per year.⁴ Again, this assumes a construction cost of \$18,000 per space plus \$200 to \$500 per stall per year in operating costs and an estimated 20 percent for soft costs – a conservative estimate. These numbers would require each space generate that much revenue. That said, given the current demand and projected growth, additional parking in Santa Clarita may be required to support the anticipated growth of the transit system.

³ This assumes a 20-year bond with 6 percent interest and level bi-annual payments.

⁴ 400 spaces multiplied by 250 days, multiplied by \$7.68 equals \$768,000.

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COST FOR OTHER TYPES OF PARKING

Surface Parking lots are considerably less expensive than above grade parking structures. In Southern California we typically see construction costs for at-grade surface lots starting at approximately \$3,000 to \$4,000 per space including drive aisles, and ingress/egress. Below-grade (underground) parking is the most expensive option for parking. There are many variables involved in the cost of below-grade parking that are hard to project including ventilation, seismic considerations, and any nearby development or structures that might be planned for the top of the parking area. That said, as a general rule of thumb below-grade parking costs are typically 50 percent greater than above-ground structured parking, and the price increases approximately 50 percent more for each level below grade. Thus, if we assume a cost of \$20,000 per space in an above-grade structure, we would estimate that a below-ground structure would be \$30,000 per space for the first level below grade, \$45,000 for the second level below grade, etc. This would be a very expensive option for a commuter parking area.

FUTURE DEVELOPMENT

The City of Santa Clarita has a considerable number of new projects that may impact transit demand and demand for parking at transit stations. Some of the developments include the construction of large residential or retail centers that will likely be generators of traffic for transit use. Appendix C contains a list of possible new projects impacting commuter parking in and around Santa Clarita. The projects with the most direct impact on parking include:

- Expanding the parking at the McBean Transit Center
- Expanding the parking at Newhall Metrolink Station
- Removing spaces at Golden Valley Lots for roadway expansion
- Removing spaces at Newhall Avenue/Valle del Oro site

Another major development change is the possible relocation of the Via Princessa Station across the Antelope Valley Freeway to incorporate the Metrolink Station into the proposed Vista Canyon Ranch project. This proposed project would be part of a larger Master Planned community with significant residential and retail areas that would allow for the relocation of the Via Princessa station from its temporary location to a permanent space.

The proposed McBean transit expansion consists of obtaining the empty land next to the existing McBean Regional Transit Center and constructing a park and ride lot. This project could add up to 200 spaces to the commuter parking inventory. This is an opportunity that should be capitalized upon since these spaces are currently underutilized and developing public transit spaces at this location would significantly benefit the parking system overall.

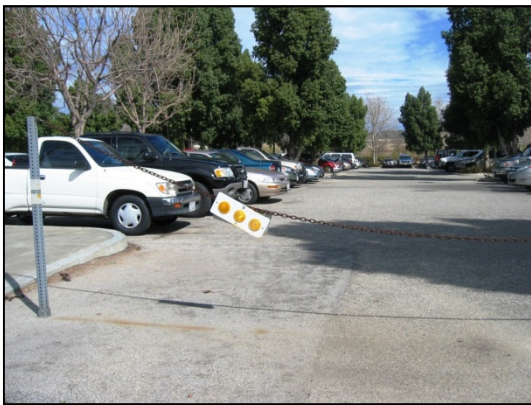
At the Newhall Metrolink station there is a proposed plan to add approximately 95 parking spaces on the northwest portion of the current parking area. This will increase the number of commuter parking spaces at the Newhall station by approximately one-third to 297 spaces.

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The Golden Valley lots are owned and operated by Caltrans and currently contains 347 parking spaces. There are plans that indicate that the roadway (Golden Valley Road) that transects these lots will be expanded and will likely reduce the amount of available parking.

PARKING GEOMETRICS AND DESIGN

Walker briefly reviewed the parking design standards for the City of Santa Clarita (§17.18) to evaluate parking space design and geometry. For 90 degree parking, the City of Santa Clarita uses the same dimensions that Walker recommends. This size is developed with consideration of Walker's standard design vehicle which is 6'-7"x17'-1" (equivalent to a Ford F150 or Lincoln Navigator). This standard design vehicle represents the 85th percentile of vehicles (in the range of smallest to largest) being sold today. For "level of service A" parking, Walker does not recommend compact stalls or any stalls smaller than 9'0" x 18'0".



The standard parking stall size in Santa Clarita is efficient. However, after reviewing the movement in some of the parking lots and noticing chained off aisle ways and large landscaping islands it appears current functional design is inefficient. Additional spaces could be gained by redesigning and restriping the existing lots. It is difficult to accurately project the number of additional spaces a lot could generate if designed and striped more efficiently. However, in our work with private developers, our design team

consistently increases the overall number of parking stalls available in a parking system without increases the footprint of the lot. Both the Via Princessa station and the Santa Clarita station could increase the amount of available parking by improving the current design and creatively restriping the lots.

The designated vendor spaces at the Santa Clarita station are also inefficient and should be removed.

Likewise, the dirt lots along Newhall Avenue should be improved to increase the efficiency of those areas and effectively create additional parking.



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DEVELOP NEW INVENTORY

Developing new parking inventory (supply) is extremely expensive. In addition to construction costs, land acquisition is expensive from a cash flow basis and from an opportunity cost basis. That is to say that if the City decides to develop additional parking areas it must forsake building something else on that property. There are times when building parking supply is necessary to support broader initiatives such as transit, multi-family residential or retail, but it is rarely the highest and best use of land from an economic perspective. In Santa Clarita, it is unlikely that any parking could generate enough revenue to cover construction costs, yet alone land costs. As a result, it is important that The City of Santa Clarita use its current parking system as efficiently as possible.

In the event that developing additional parking is necessary to help support the transit system we attempted to identify some areas that may be suitable for developing additional parking in Santa Clarita.

Metropolitan Water District has rights-of-way throughout large portions of the Santa Clarita Valley. The City is discussing the possibility of using some MWD property as interim parking areas. One MWD property is on Newhall Avenue, west of Valle del Oro (just west of Carl Court). This property could potentially support 100 to 200 vehicles and would not necessarily require the City purchasing the land if MWD would grant the City an easement to use the property for a limited amount of time.

There is currently a great deal of demand for parking at the end of Newhall Avenue (San Fernando Road), east of Antelope Valley Freeway near Whitney Canyon Park. The Park currently has a parking lot that is heavily used on the weekends but not used as much during the week. If some of the spaces at Whitney Canyon Park could be leased during the week this might provide valuable parking for some of the commuters that are currently using the Newhall and Sierra Highway or Newhall and Antelope Valley Freeway Park-n-ride lots.

A third area is the City owned property near Bouquet Canyon Road and Soledad Canyon Road. While this is not currently an area with significant commuter parking demand, transit routes and Park-n-ride stops could begin using this area in the future to help develop demand.

As mentioned previously, the development of spaces near the McBean transfer station would likely be one of the best value propositions for the City in terms of cost versus benefit since the spaces and circulation have already been developed.

Other areas that should be considered are areas near Interstate 5 near Wiley Canyon (Towsley Canyon) or on the Antelope Valley Freeway south of Newhall Avenue. These areas appear to have significant demand as Park-n-ride commuter lots.

Finally, if expanding the current commuter lots is required, the Newhall Metrolink station is likely the area that will require vertical expansion. The addition of 95 spaces in this area will be critical to the future development of the area, and will be necessary to support any increase in future transit use. As the parcel north of the parking lot is developed, the Newhall Metrolink station is constrained on all four sides with arroyos on the northeast and residential, community, and retail uses bordering the remainder of the property. As the Newhall area continues to develop, more pressure will be put on the parking

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system at the Metrolink Station to help support transit. As this area intensifies vertical development may be required. Parking management, including paid parking could shift some of the transit users to other areas in the system, but since this is the southernmost Metrolink Station in Santa Clarita it is likely to remain desirable for many users. As such, developing additional supply may be more desirable than other alternatives.

The Downtown Newhall Specific Plan addresses parking and acknowledges the compact nature of downtown Newhall. In fact, a vertical parking structure near the Metrolink Station could be built to support transit and a mixed-use retail or TOD environment. If this is pursued, it may be necessary to conduct a shared parking analysis of the area to determine likely land uses and parking demand.

SHARED PARKING

At many transit stations shared parking is an effective tool for helping to reduce the overall demand for parking. Ideal shared parking uses include sharing commuter parking with nearby weekend or off-peak uses such as cinemas, churches or event venues. The City of Santa Clarita already takes advantage of some of these opportunities and we encourage any new development or transit commuter areas to also consider shared parking. Shared parking is effective in mixed-use or transportation oriented development (TOD) sites. Since the City of Santa Clarita already uses shared parking in some areas and no new mixed use development is planned near commuter stations, this section of the report is included for informational or future planning purposes only.

SHARED PARKING – AN OVERVIEW

Shared parking is the use of a parking space to serve two or more individual land uses without conflict or encroachment. The ability to share parking spaces is the result of two conditions:

1. Variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses, and
2. Relationships among the land uses that result in visiting multiple land uses on the same auto trip.

The goal of shared parking is to minimize the tendency to overbuild parking that tends to result when each land use in an area builds parking to accommodate its own peak demand.

Walker believes that shared parking may be a viable parking management solution in Santa Clarita, but the precise estimation of shared parking reduction cannot be quantified at this point in the project without specific land uses identified for the project area. At this point shared parking is included to help identify future parking management tools and should be evaluated for any future development near transit connections.

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CONCLUSION AND RECOMMENDATIONS

While the commuter and transit parking system in Santa Clarita is functioning well, it is beginning to approach capacity and will likely become less efficient as population and transit demand in the area increase. Parking in a commuter and transit area is different than in a commercial area. Transit areas should be designed to accommodate as many discretionary users as possible. However, the City of Santa Clarita should also be prudent in how it manages and supplies parking. The City does not require additional parking to accommodate current transit use, but should begin to evaluate increasing the supply of parking to accommodate future growth. Ahead of increasing supply Walker believes that developing active parking management strategies and monitoring parking occupancy will help the City of Santa Clarita plan for future use.

At this point, Walker does not believe developing a paid parking system is viable. It is, however, conceivable that some of the busier transit lots could benefit by installing meters or reserved parking areas in a portion of their lots. This strategy could give preferential parking to occasional commuters, residents, or monthly parkers depending on how the pricing system is designed. As noted in the report, the City of Covina has created a system that provides reserved transit parking for residents that costs 50 percent less for residents than for non-residents. Other transit areas install paid parking meters nearest the bus or train platform that operate from 6:00 am to 9:00 am to accommodate visitors or late arriving passengers that would rather pay a nominal fee than worry about trying to find a remote space.

- Increase signage along highways and arterials to help direct vehicles to the appropriate commuter lots. Notably increased signage is recommended along Antelope Valley Freeway to direct vehicles to the Via Princessa Metrolink Station, and the Golden Valley Lots. Increased signage should also direct vehicles to the Church on the Way lot. Signs could be located on Valencia Boulevard, Soledad Canyon Road, Bouquet Canyon Road, and Magic Mountain Parkway. This will increase the overall efficiency of the parking system and better utilize the available parking facilities.
- Increase marketing efforts to help identify transit parking areas. This could include additional directions to parking lots on the City's website or publication and distribution of parking maps to area shops, restaurants and hotels to help commuters identify parking throughout the Santa Clarita Valley. Clear signage directing vehicles to transit parking will help increase the amount of available parking in some areas (e.g. Church on the Way).
- Monitor the vehicle occupancy (count the number of vehicles) at all transit lots on at least a quarterly basis. This will help identify critical areas and will ensure future decisions are supported by quantitative data.
- Increase the amount of bicycle and pedestrian facilities to accommodate alternative modes of transportation and reduce parking demand. Enhanced bicycle storage facilities should be established at the Metrolink Station lots to encourage increased bicycle use. Increased pedestrian access (e.g. improved sidewalks, lighting) at the park-n-ride lots at Newhall Avenue and Sierra Highway, Newhall Avenue and Antelope Valley Freeway, and at the Golden Valley Lots is also recommended.

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- Evaluate areas where additional parking could be provided easily and cheaply, including MWD property.
- Develop parking at the McBean park-n-ride and at the Newhall Metrolink station.
- Increase the efficiency of the existing parking areas by redesigning and restriping parking areas to increase the number of existing spaces. This effort could increase the total number of useable parking spaces by 5 to 15 percent without acquiring new land.
- Pave unimproved parking areas at Newhall Avenue and Sierra Highway, and at Newhall Avenue and Antelope Valley Freeway to increase safety and enhance perception of the parking facilities.
- Evaluate creating additional surface lots near major arterials and connectors for park-n-ride users. Areas for consideration include the Gate King, Towsley Canyon, and the MWD rights-of-way near Newhall Avenue or the Antelope Valley Freeway.
- Evaluate constructing a parking structure at the Newhall Metrolink station to accommodate future demand and reduce neighborhood spillover.



APPENDIX A – INVENTORY & OCCUPANCY COUNTS

Inventory

Area	Inventory	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Santa Clarita Metrolink Station	446	323	412	440	365	207	111
Newhall Metrolink Station	202	196	202	203	164	101	62
Via Princessa Metrolink Station	401	272	318	334	276	199	116
Newhall Ave & Antelope Valley Frwy	71	56	74	75	42	33	27
Newhall Ave. & Sierra Hwy (Behind Gas Station)	134	135	139	141	103	49	20
Newhall Ave & Valle del Oro	133	38	54	42	29	19	20
Golden Valley Lots	347	226	248	255	103	59	50
Church on the Way	87	50	55	53	77	77	79
Del Monte Drive	18	15	17	17	12	10	8
Total	1,839	1,311	1,519	1,560	1,171	754	493

Area	Inventory	Occupancy Counts					
		7:00:00 AM	8:00:00 AM	9:00:00 AM	5:00:00 PM	6:00:00 PM	7:00:00 PM
Santa Clarita Metrolink Station	446	323	412	440	365	207	111
Newhall Metrolink Station	202	196	202	203	164	101	62
Via Princessa Metrolink Station	401	272	318	334	276	199	116
Newhall Ave. & Sierra Hwy (Behind Gas Station)	134	135	139	141	103	49	20
Newhall Ave & Antelope Valley Frwy	71	56	74	75	42	33	27
Newhall Ave & Valle del Oro	133	38	54	42	29	19	20
Golden Valley Lots	347	226	248	255	103	59	50
Church on the Way	87	50	55	53	77	77	79
Del Monte Drive	18	15	17	17	12	10	8
Totals	1,839	1,311	1,519	1,560	1,171	754	493

City: Santa Clarita
Location: Santa Clarita MetroLink Station (22122 Soledad Canyon Rd)

Day: Wednesday
Date: 02/25/2009

	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular	410	307	374	401	326	201	109
ADA Spaces	10	5	5	6	5	2	2
Dirt Parking*	60	5	19	19	20	12	7
Curb Parking	26	6	14	14	14	4	0
TOTAL	446	323	412	440	365	219	118

* Not included in inventory total. Total number of spaces available (inventory) in the dirt lot are estimated.

City: Santa Clarita
Location: Newhall MetroLink Station (24300 Railroad Ave)

Day: Wednesday
Date: 02/25/2009

	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular	196	195	196	196	159	97	58
ADA Spaces	6	1	2	2	2	1	2
Illegal Fire Lane Pkng	0	0	4	5	3	3	2
TOTAL	202	196	202	203	164	101	62

City: Santa Clarita
Location: Princessa MetroLink Station (19201 Via Princessa)

Day: Wednesday
Date: 02/25/2009

	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular	386	257	308	323	265	191	113
ADA Spaces	14	14	9	10	10	7	2
Security	1	1	1	1	1	1	1
TOTAL	401	272	318	334	276	199	116

City: Santa Clarita
Location: Newhall Ave & Sierra Hwy (Area Behind Service Station)

Day: Wednesday
Date: 05/11/2009

	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular	134	135	139	141	103	49	20
TOTAL	134	135	139	141	103	49	20

City: Santa Clarita
Location: Newhall Ave and Antelope Valley Fwy

Day: Wednesday
Date: 05/11/2009

	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular *	53	36	53	52	30	21	15
Roadside **	18	20	21	23	12	12	12
TOTAL	71	56	74	75	42	33	27

* Dirt parking lot. Total number of spaces estimated.

** Vehicles parked on the side of the road before lot entrance. Number of spaces estimated.

City: Santa Clarita
Location: Newhall Ave & Valle Del Oro

Day: Wednesday
Date: 02/25/2009

	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular	122	38	50	42	29	19	20
Compact Car Spaces	9	0	4	0	0	0	0
ADA Spaces	2	0	0	0	0	0	0
TOTAL	133	38	54	42	29	19	20

City: Santa Clarita

Location: Golden Valley Lots (Golden Valley Rd & Antelope Valley Fwy)

Day: Wednesday

Date: 02/25/2009

West Lot (NW of the 14)							
	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular	120	76	98	101	31	23	16
ADA Spaces	5	0	0	0	0	0	0
TOTAL	125	76	98	101	31	23	16

East Lot (NE of the 14)							
	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular	74	66	68	68	26	12	8
ADA Spaces	4	0	0	0	0	0	0
TOTAL	78	66	68	68	26	12	8

SouthEast Lot (SE of the 14)							
	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular	139	83	78	85	45	24	26
ADA Spaces	5	1	4	1	1	0	0
TOTAL	144	84	82	86	46	24	26

City: Santa Clarita
Location: Church on the Way (23415 Cinema Dr)

Day: Wednesday
Date: 02/25/2009

	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular	87	50	55	53	77	77	79
ADA Spaces	0	0	0	0	0	0	0
TOTAL	87	50	55	53	77	77	79

City: Santa Clarita
Location: McBean & DelMonte (on-street)

Day: Wednesday
Date: 02/25/2009

	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular	18	15	17	17	12	10	8
ADA Spaces							
TOTAL	18	15	17	17	12	10	8

City: Santa Clarita
Location: McBean Park N Ride (Transfer Station)

Day: Wednesday
Date: 02/25/2009

	Total Spaces	7:00 AM	8:00 AM	9:00 AM	5:00 PM	6:00 PM	7:00 PM
Regular	61	60	55	48	35	38	39
ADA Spacesped	3	3	3	3	3	3	3
TOTAL	64	63	58	51	38	41	42



APPENDIX B – SURVEY RESULTS

Zoomerang Survey Results

Parking Survey

Response Status: Completes

Filter: No filter applied

Apr 08, 2009 3:55 PM PST

1. What best describes your status as a parker in the Santa Clarita Valley?

Train Commuter	14%	34	14%
Bus Commuter	79%	188	79%
Local Area Employee	0%	1	0%
Carpool/Vanpool Commuter	5%	13	5%
Other, please specify	1%	3	1%
Total		239	100%

2. How often do you park for this purpose?

Virtually every (business) day.	177	177	74%
Most days of the week.	36	36	15%
1 – 2 days a week.	11	11	5%
Rarely. A few days a month or less.	15	15	6%
Total		239	100%

3. How often (if at all) do you choose not to commute this way because you cannot find parking?

Often (6 times + per month I do not use transit or carpool because I cannot find parking).	5%	13	5%
Sometimes (2 – 6 times per month)	16%	38	16%
Occasionally (once a month or less)	22%	51	22%
Never (I can always find parking when I want it)	57%	135	57%
Total		237	100%

4. In which area do you typically park?

Santa Clarita Metrolink	46	46	19%
Newhall Metrolink	47	47	20%
Via Princessa Metrolink	6	6	3%
Newhall Ave/Sierra Hwy	53	53	22%
Newhall Ave/Valle del Oro	0	0	0%
Golden Valley	2	2	1%
Bank of America	20	20	8%
The Church on the Way	10	10	4%
Other	52	52	22%
Total		236	100%

5. Why do you choose to park at this location?

It is closest/most convenient to my residence.	140	140	59%
Parking availability at this location is better than at other locations where I would park.	44	44	19%
Other, please specify	53	53	22%
Total		237	100%

6. How would you characterize the location of where you typically park?

In a parking lot provided/designated for transit/car and van poolers.	124	124	53%
In a parking lot not provided/designated for transit/car and van poolers.	56	56	24%
On-street (curb) parking area for commuters	2	2	1%
On-street (curb) parking in a residential or commercial area.	14	14	6%
Where I park varies considerably by day.	19	19	8%
Other, please specify	20	20	9%
Total		235	100%

7. Do you always park at the same location (Station or Bus Stop)?

Yes	195	195	82%
No	42	42	18%
Total		237	100%

8. What would you say is your main priority when you park?

Distance between where I park and the station platform/bus stop.	27%	62	27%
Finding a space as quickly as possible.	25%	58	25%
Free parking.	25%	58	25%
Other, please specify	23%	54	23%
Total		232	100%

9. What would you say is your lowest priority when you park?

Distance between where I park and the station platform/bus stop.	88	88	42%
Finding a space as quickly as possible.	79	79	37%
Free parking.	24	24	11%
Other, please specify	21	21	10%
Total		212	100%

10. Do you generally feel safe where you currently park?

Yes	181	181	78%
No	52	52	22%
Total		233	100%

11. How far do you commute to get to the park-n-ride, bus stop or commuter station?

Less than 1 mile	12	12	5%
Between 1 mile and 3 miles	65	65	28%
Between 3 miles and 5 miles	79	79	33%
More than 5 miles	80	80	34%
Total		236	100%

12. What is your final destination after you park?

Other location in Santa Clarita Valley	2	2	1%
San Fernando Valley	38	38	16%
San Gabriel Valley	1	1	0%
Downtown Los Angeles	127	127	53%
West Los Angeles	30	30	13%
Other, please specify	41	41	17%
Total		239	100%

13. What is your principal mode of transportation to the various Metrolink stations, bus stops or commuter areas?

Car	215	215	90%
Bus	7	7	3%
Bicycle	2	2	1%
Walk	8	8	3%
Carpool/Rideshare	4	4	2%
Other, please specify	3	3	1%
Total		239	100%

14. If you did not drive your car which of the following methods of alternative transportation would you choose (Select all that apply).

Bus	101	101	47%
Bicycle	17	17	8%
Carpool	34	34	16%
Walk	27	27	12%
Motorcycle	1	1	0%
Dropped off	88	88	41%
Other	22	22	10%

15. If you drive to your transit alone most of the time, what are your reasons? (CHOOSE ALL THAT APPLY)

Working irregular hours	90	90	39%
After-work commitments	47	47	20%
No one to carpool with	76	76	33%
Roads not bike friendly	9	9	4%
Freedom and privacy	39	39	17%
Inadequate or inconvenient bus service	55	55	24%
It's the easiest method	102	102	44%
Other, please specify	24	24	10%

16. In a typical month, how often do you park in one of the park-n-ride or commuter lots?

Virtually every (business) day.	131	131	56%
Most days of the week.	32	32	14%
1 – 2 days a week.	7	7	3%
Rarely. A few days a month or less.	66	66	28%
Total		236	100%

17. What is your overall perception of parking near your transportation connection?

Positive	31%	72	31%
Somewhat Positive	22%	51	22%
Neutral	23%	55	23%
Somewhat Negative	15%	35	15%
Negative	10%	23	10%
Total		236	100%

18. On what days of the week do you typically park in Santa Clarita?

Monday	217	217	91%
Tuesday	227	227	95%
Wednesday	221	221	92%
Thursday	225	225	94%
Friday	213	213	89%
Saturday	8	8	3%
Sunday	7	7	3%

19. What day or days are the most congested (hardest to find a space)?

Monday	95	95	56%
Tuesday	117	117	68%
Wednesday	104	104	61%
Thursday	102	102	60%
Friday	40	40	23%
Saturday	0	0	0%
Sunday	1	1	1%

20. On average, how much time do you spend looking for a parking space once you arrive to the parking area?

1 minute	138	138	60%
2 minutes	29	29	13%
3 minutes	27	27	12%
4 minutes	12	12	5%
5 minutes	17	17	7%
More than 5 minutes	8	8	3%
Total		231	100%

21. What time of the day do you typically arrive to the Metrolink station, bus stops or commuter area?

Before 6:00 AM	103	103	43%
6:00-7:00 AM	96	96	40%
7:01-8:00 AM	37	37	15%
8:01-9:00 AM	2	2	1%
9:01-10:00 AM	0	0	0%
10:01-11:00 AM	0	0	0%
11:01-Noon	1	1	0%
Afternoon	0	0	0%
Total		239	100%

22. What is your average length of stay in the parking area?

Less than 6 hours	5	5	2%
6-12 hours	188	188	79%
12-24 hours	44	44	18%
More than 24 hours	2	2	1%
Total		239	100%

23. Do you ever park your vehicle overnight?			
No	219	219	92%
Yes, occasionally (once a week or less)	17	17	7%
Yes, frequently (more than once a week)	0	0	0%
Yes, always	1	1	0%
Total		237	100%

24. Including yourself, how many people ride to the Metrolink station, bus stops or commuter area in your car?			
1	196	196	83%
2	12	12	5%
3 or more	11	11	5%
Other, please specify	16	16	7%
Total		235	100%

25. Would your daily behavior change if there was a fee for parking?			
Yes, I would stop using transit	98	98	42%
No, I would keep using transit but find another way to get to the station	59	59	25%
Maybe, I would support paid parking if it made it easier to find a space	37	37	16%
Other, please specify	60	60	26%

26. What is the most you would be willing to pay for parking if it meant more availability?			
\$1.00 per day	93	93	42%
\$2.00 per day	20	20	9%
\$3.00 per day	3	3	1%
\$4.00 per day	0	0	0%
\$5.00 per day	2	2	1%
\$6.00 per day	0	0	0%
Other, please specify	103	103	47%
Total		221	100%

Comments

1. What best describes your status as a parker in the Santa Clarita Valley?

Response

- 1 Train and bus both
- 2 Walk to bus stop.
- 3 visitor

4. In which area do you typically park?

Response

- 1 McBean Parkway & Arroyo Park Drive
- 2 Granary Shopping Center Mc Bean PKWY
- 3 McBean & Arroyo Parkway
- 4 Granary Square - McBean & Arroyo Parkway
- 5 Granary Square
- 6 Cinema - by Trader Joe's
- 7 Del Monte/McBean
- 8 Newhall Ave/Sierra Hwy and Newhall Train Station
- 9 Granary Square
- 10 McBean / Arroyo Park
- 11 Lyons & Orchard Village (Ralphs lot)
- 12 Street parking on Wiley Canyon and Orchard Village
- 13 McBean at Arroyo park(?). Near Longs Drugs
- 14 Granary Square Shopping Ctr-McBean & Arroyo Park D
- 15 Orchard Village and Lyons- not Bank of America
- 16 Ralphs/CVS Pharmacy Lyons & Orchard Village
- 17 on the Cinema Drive by Trader Joe's
- 18 Do not park,
- 19 in the Kohls or Granary lots, sometimes on street
- 20 Granary Square parking lot
- 21 old orchard/lyons
- 22 I walk to the bus stop.
- 23 On the street off Cinema Drive
- 24 McBean/Avenida Navarre "HMNH"
- 25 Del Monte/McBean
- 26 Del Monte and McBeal Parkway
- 27 Kohl's
- 28 Orchard Village and Lyons
- 29 Mc Bean / Del Monte
- 30 Bank of America at Orchard Village
- 31 McBean & Del Monte
- 32 Street on DelMonte, near McBean Parkway
- 33 McBean
- 34 Arroyo behind Granary Square
- 35 Del Monte Drive/McBean Pkwy
- 36 delmonte/mcbean on street as can't in kohls lot.:(
- 37 Mcbean Pkwy Granery Square
- 38 San Fernando Rd & Sierra Hwy
- 39 Lyons & Orchard Village
- 40 Granary Square

- 41 Old Orchard / Lyons Ave
- 42 Arroyo Park Dr and Carrizo Drive
- 43 San Fernando Rd/Sierra Highway gas station
- 44 Del Monte and McBean
- 45 walmart parking lot
- 46 McBean & Del Monte
- 47 Lyons and Orchard Village
- 48 Kohls
- 49 SIERRA HWAY GASOLINE STATION
- 50 San Fernando/Sierra Highway
- 51 Lyons & Orchard Village; Wiley Canyon & Orchard
- 52 Granary Square at Arroyo Parkway and McBean

5. Why do you choose to park at this location?

Response

- 1 i get on the 799 last and get off first
- 2 Train Access
- 3 It is safer, cleaner and has more available space.
- 4 It is convenient.
- 5 Shortens my bus ride.
- 6 at end of day it is the second drop off/off fwy
- 7 It gives me the option to take the train if needed
- 8 i have the option of the train or bus, and my gym
- 9 I have a choice to take the train or the bus.
- 10 I can catch train or bus
- 11 Closest to home & availability is btr @ this locat
- 12 Faster drive home/option to take metrolink
- 13 Both answers plus seems safer.
- 14 Less time on 799 than winding around through town
- 15 Do not park
- 16 first off the bus in the P.M.
- 17 Most flexible. It has both train and bus options.
- 18 to catch bus at certain time
- 19 No parking lot is available near Granary Square
- 20 I have no choice..mcbean/valencia would be closer
- 21 Orchard Bus stop used to have the BofA parking
- 22 Last pick-up before entering freeway.
- 23 Safety as I depart and arrive during dark hours
- 24 I can take train home instead of bus if necessary
- 25 Minimizes my commute time.
- 26 there is a security guard on site
- 27 I only park there when I come home early on the LA
- 28 closest to getting on/off fwy (shortest route)
- 29 Vanpool pick-up stop
- 30 get bus at best time.
- 31 Close to where I live in Castaic for my bus
- 32 Most convenient for my commuting partners.
- 33 It is one of the first stops on the way home.
- 34 Where my Vanpool picks up and drops off riders.

- 35 close to bus stop
- 36 Have option to take train home & location
- 37 Comfortable Available Seating
- 38 Close for all vanpoolers, close to home, available
- 39 car was broken into at Newhall train station
- 40 I am nervous to try another location
- 41 shortens the total commute time & train access
- 42 For a woman alone, Santa Clarita is too isolated.
- 43 vanpool pick up spot
- 44 Major bus stop -
- 45 centrally located and freeway close
- 46 Closest to bus stop
- 47 save time
- 48 No 799 bus from Via Princessa
- 49 It's the easiest to commute home
- 50 Best stop to maximize time in my day.
- 51 Close to bus stop
- 52 Closest place to meet
- 53 Convenet meet fellow carpoolers closest to the fwy

6. How would you characterize the location of where you typically park?

Response

- 1 dirt lot behind gas station
- 2 it varies because it does not feel safe at night
- 3 It's in a dirt/mud dangerous parking lot
- 4 behind gas station or on residential st near train
- 5 Behind a gas station, that has limited parking
- 6 Street parking near but not in residential neighbo
- 7 Do not park
- 8 on the dirt triangle at Newhall & Sierra Hwy.
- 9 A lot that is not set up properly for this purpose
- 10 I generally walk to my bus stop Del Monte & McBean
- 11 In the dirt area of the parking lot
- 12 The gas station owner allows us to park there.
- 13 Behind Chevron gas station located at New Hall and
- 14 dirt lot bumpy, muddy, crowded, big rigs park too
- 15 either on Del Monte or in residential area
- 16 I do not know who owns this land, it is very poor!
- 17 Bicycle Parking
- 18 In a dirt lot that is often blocked by rigs.
- 19 Horrible location behind gas station, dirt
- 20 Behind the gas station-poorly paved & no security

8. What would you say is your main priority when you park?

Response

- 1 Safety, Security, cleanliness, convenience
- 2 Close to the bus stop and well light. Safe
- 3 All 3.
- 4 safety, lighting, availability
- 5 All the above
- 6 safety for myself AND my car
- 7 Lighting/not obstructed view from bus to car
- 8 Safety, good lighting & all of the above
- 9 Safety
- 10 Secure spot to park
- 11 The furthest distance to drive from my house.
- 12 Safety and free parking
- 13 Safety and availability
- 14 It's close to home and convenient.
- 15 All above. Safer lot. Pavement conditions of lot.
- 16 Minimum amount of driving in car
- 17 Safety, Parking Lot is not always well lit and far
- 18 A convenient, safe spot with bus/train access
- 19 all of the above - free parking is most important
- 20 close to home/fwy14
- 21 Safety for myself and my vehicle
- 22 both distance and free
- 23 safety
- 24 safety
- 25 closest to fwy (shortest time on bus)
- 26 space to keep my auto from being dented (safety)
- 27 safety
- 28 All of the above.
- 29 Strategically picked to detour thieves or vandals
- 30 Convenience and safety for 5:30 am bus
- 31 Distance from home, proximity to bus stop, safety.
- 32 Free parking, convenience&safety for myself & car
- 33 Finding a convenient spot available.
- 34 Safety and convenience
- 35 closest to my house / where my vanpool picks up
- 36 Personal Safety
- 37 finding a SAFE place as quickly as possible
- 38 Space closest to my route & not going out of my wa
- 39 Free, can find space quickly, safe
- 40 SAFETY
- 41 Free to park and conveniently located to the Bus Sto
- 42 Personal and property safety
- 43 vanpool pick up spot
- 44 availability and safe
- 45 safety and free parking
- 46 need to be near a ramp, not a curb
- 47 safest area

- 48 all of the above
- 49 security
- 50 SAFETY OF THE CAR
- 51 A space that allows me to exit quickly
- 52 knowing i won't be towed
- 53 Distance between home-parking to catch bus
- 54 Location, accessibility, safety

9. What would you say is your lowest priority when you park?

Response

- 1 Traveling backwards on the route to park at lot
- 2 All the above are actually equally important to me
- 3 There is no lowest. Need to park/get to bus.
- 4 All of the above are important
- 5 N/A
- 6 All of the above are important
- 7 nothing I said in #8 is low priority. All priority
- 8 none
- 9 All of the above are important, plus safety.
- 10 Location within the city
- 11 everything is important
- 12 Free is good but I'd pay (some)for priority access
- 13 Do not park.
- 14 Dirt parking, which i don't like.
- 15 All of them are priority.
- 16 All of the above are important.
- 17 None
- 18 They are all important
- 19 By the bushes or dirt along Sierra
- 20 none, I just need to find a safe SPACE, not dirt
- 21 all important

12. What is your final destination after you park?

Response

- 1 Now it is Downtown LA, after 4/1 Warner Center
- 2 downtown Los Angeles
- 3 Burbank Media Center
- 4 Century City
- 5 Century City
- 6 Yes, West L.A. (or Century City) - Bus Route 797
- 7 Century City
- 8 UCLA
- 9 Do not park
- 10 Century City
- 11 Century City
- 12 Glendale
- 13 Century City
- 14 century city
- 15 UCLA

- 16 El Segundo
- 17 Burbank Metrolink
- 18 Westwood (UCLA)
- 19 Burbank
- 20 Warner Center
- 21 Santa Fe Springs, Los Angeles & Anahiem
- 22 El Segundo, CA
- 23 LAX area
- 24 Warner Center
- 25 Woodland Hills
- 26 Woodland Hills/Warner Center
- 27 Warner Center - Chatsworth
- 28 Burbank
- 29 Soledad Road, Canyon Country
- 30 Downtown L.A. and sometimes, San Diego
- 31 JPL in Pasadena
- 32 Warner Center
- 33 el segundo
- 34 woodland hills/ warner center
- 35 century city
- 36 Hollywood
- 37 CENTURY CITY
- 38 To catch the last AM 796 to Warner Center & back
- 39 Century City
- 40 Century City
- 41 Oxnard Street ,Woodland Hills

13. What is your principal mode of transportation to the various Metrolink stations, bus stops or commuter areas?

Response

- 1 Car and train
- 2 I use the local bus and drive my car
- 3 Motor Scooter

15. If you drive to your transit alone most of the time, what are your reasons? (CHOOSE ALL THAT APPLY)

Response

- 1 Taking local buses would add another 1.5 hours.
- 2 No other way to get there, at 5am
- 3 too far to walk - adds too much to commute time
- 4 It's not far enough to warrant ride sharing.
- 5 Do not drive
- 6 where I drive from-Agua Dulce area
- 7 Need to pickup my kids after school
- 8 early return bus(UCLA) not available b4 4.30pm
- 9 I leave the house at 5:30am
- 10 I get out of the house at various times in the am
- 11 need to drop off child at daycare/closest location
- 12 I usually use local bus service, always reliable.
- 13 never travel alone
- 14 In adequate metro service to the AV or Sante Fe Sp

- 15 It's too far and would add half hour to commute
- 16 I live in Agua Dulce - no bus service
- 17 1.5 miles and no one in van lives close
- 18 There is no service for emergency trip home
- 19 Not applicable, I carpool
- 20 ONLY DRIVE ALONE WHEN NECESSARY
- 21 I commute with 2 friend to my parking and/to work
- 22 Ride Bike
- 23 Usually carpool to the park-n-ride
- 24 after work commitments and irregular work hours

24. Including yourself, how many people ride to the Metrolink station, bus stops or commuter area in your car?

Response

- 1 No one but me.
- 2 None.
- 3 Don't know
- 4 zero
- 5 Just me.
- 6 I drive my neighbor about 15% of the time
- 7 No one but me
- 8 I ride with one driver
- 9 just me
- 10 varies but averages 7-10
- 11 none
- 12 14
- 13 none
- 14 5 or more
- 15 Ride my bike
- 16 around 8 or 9 People

25. Would your daily behavior change if there was a fee for parking?

Response

- 1 depending on how much. i started to save money
- 2 I would pay the fee, but not be happy.
- 3 yes, i'm looking to reduce costs not increase!
- 4 check your grammar on the second choice above
- 5 Transit & Gas already high, please no more fees!
- 6 depending on the cost and inconvenience factor
- 7 I would park in areas that had no cost
- 8 As long as it's added to the bus pass.
- 9 I would find somewhere else to park for free
- 10 Needs to be safer as well (sheriff patrol, etc.)
- 11 How much?
- 12 I don't support a fee for parking. Period.
- 13 Depends on the cost
- 14 If paying meant I didn't have to park in the dirt
- 15 Above statement is worded incorrectly
- 16 Yes, I would carpool or vanpool to work
- 17 I get to work 2 hours early to avoid parking issue

18 Monthly pass \$160 + pkg fee, may be too much.
19 I would look for free curb parking
20 I would walk rather than drive, which is less safe
21 No & I would continue to drive to the station.
22 you want my transit dollars? don't do it.
23 find somewhere to park free
24 would depend on amount of fee, may stop bus riding
25 No, I typically take the bus to the train station.
26 I park illegally in Henry Mayo, I have no choice.
27 It would depend on the fee for parking & location.
28 I would work from home more
29 The bus fare is already expensive enough
30 the person I ride with might change
31 Yes, don't know if I can afford it on top of pass.
32 If the parking lot was secure and safe
33 I would walk most of the time unless it was raining
34 Why charge? The goal is to ENCOURAGE mass transit!
35 don't think we should be charged to use commuter
36 why do we get punished for being green?
37 If I can be guaranteed a space at Sierra-Newhall
38 no but I wouldn't want to pay a fee to park in lot
39 not an issue now
40 I do not know -- do you want people to use busses
41 I would see how I could lower my cost of transport
42 It would of course depend on the fee and safety
43 use a different lot without fee
44 If the parking is well secured and clean
45 It would depend on what the "fee" was.
46 I would pay if you had a Security Guard to watchme
47 I would still look for free parking
48 Use transit but find free parking
49 Depends on how much. Hire a real marketing rschr
50 No, if it was still cost-effective.
51 if it was a safe area and closer to my home
52 There are residential areas to park in free
53 it is very hard to find a space to park, overcrowd
54 Yes/No depend on how much would that fee be
55 Depends on the cost
56 yes, i'd consider other options
57 there is no reason that there should be fees
58 I would still ride the bus
59 Yes, a high fee may defeat the savings of bus ride
60 I carpool and don't pay for parking now.

26. What is the most you would be willing to pay for parking if it meant more availability?

Response

- 1 None
- 2 \$0
- 3 Zero!
- 4 Nothing
- 5 \$0
- 6 I would drive if I have to pay for parking
- 7 None
- 8 6AM never an issue-I would not want to pay
- 9 zero
- 10 None. Money is tight
- 11 The City should provide parking
- 12 I do not wish to pay to park
- 13 If transit ran 24/7 charging for parking may be ok
- 14 Not a dime
- 15 none I would not be willing to pay for parking
- 16 \$0
- 17 none
- 18 would not pay for parking
- 19 Zero
- 20 none
- 21 none
- 22 None. We already pay a high price for bus pass.
- 23 The price to ride the bus is already \$8 round trip
- 24 None.
- 25 \$0.00
- 26 No idea
- 27 Financially I cannot afford to pay.
- 28 0
- 29 0
- 30 Not worth it for me to pay for parking.
- 31 I pay enough taxes to cover the parking.
- 32 None
- 33 \$20.00 per month
- 34 \$0.00 per day
- 35 If I used one of the more congested lots, \$1 a day
- 36 Want me to ride your bus? don't do it.
- 37 n/a
- 38 Are you serious !!
- 39 I am looking for safety of my vehicle and myself
- 40 not more than 2 and I don't want to pay daily
- 41 \$0
- 42 It would be a financial hardship
- 43 \$-0-
- 44 none
- 45 0
- 46 would not be willing to pay for parking
- 47 None.

48 None.
49 0
50 I would drive to work instead of paying parking.
51 Will only pay if bus fare is reduced
52 \$0
53 \$0.01 to \$0.50
54 I do not drive, am always a passenger
55 I pay a lot already on the bus pass, seems unfair
56 None. We pay already for our transportation.
57 Not willing to pay
58 None
59 I would seek for an alternative.
60 N/A
61 Nothing. parking should be free for commuters
62 none
63 see comment above
64 none. this is hindering the purpose of carpooling
65 there are always spots open so \$0
66 0
67 not an issue now
68 \$0.00
69 0 - bus passes keep going up, take it out of that
70 There is plenty of parking at my location, \$0
71 \$0.00
72 NOTHING!!!! YOU GET ENOUGH!!!
73 No more than \$0.25 per day at this time
74 If if went over that I would not be able to afford
75 The additional cost would not be worthwhile.
76 None. It should be included in the bus fee
77 Fifty cents a day at the most.
78 not willing to pay for parking
79 nothing, I am already paying for a metro ticket
80 Bus pass at \$142.00 per mo.should include parking.
81 none
82 do not want to pay
83 none
84 None
85 Your survey sucks
86 WOULD NO BE WILLING TO PAY ANYTHING
87 Zero
88 .50
89 I would park in residential or commercial space
90 none
91 FREE IF YOU GET A MONTHLY PASS
92 None
93 None
94 none
95 none
96 I have never had a problem with availability

97 zero

98 Nothing. Bus doesn't have stop near me.

99 not sure overall savings would be worth \$1/day

100 \$0

101 NONE

102 need free parking will be to much if pay every day



APPENDIX C – POSSIBLE NEW DEVELOPMENT

Potential New Development Impacting Transit

- 50,000 square foot development at Antelope Valley Freeway and Golden Valley
- 130 single family units near Oak Spring Canyon
- 217 acre Vista Canyon Ranch project
- 1,000 unit single and multi-family dwelling units at Fair Oaks Ranch
- Road widening at Golden Valley Road, reducing the number of park-n-ride spaces at Antelope Valley Freeway
- College of the Canyons expansion
- 1400 home Skyline Ranch project
- 150 single family homes south of Soledad Canyon, east of Whites Canyon Road
- Potential development of Whittaker Bermite DTSC site
- Development of 220 acres east of the current Santa Clarita Metrolink site
- New Courthouse development near Golden Valley Road
- 1200 single and multi-family dwelling units north of the river at River Village
- 500 unit Synergy development including new junior high and fitness facility
- 2300 unit West Creek project
- Packard Film and Television Preservation Center in Valencia, near Newhall Ranch
- Possible California Institute of the Arts Expansion
- 120,000 square foot, Ford Court Medical Office expansion
- Gate King industrial development
- Hondo Oil property, destination sporting goods facility
- Lion Canyon senior housing project, 100 units
- Newhall Ranch Specific Plan
- Stevenson Ranch development
- North Newhall Specific Plan
- Downtown Newhall redevelopment
- The Master's College Expansion