



May 26, 2000

**TO: BOARD OF DIRECTORS**

**FROM: JAMES L. de la LOZA, EXECUTIVE OFFICER  
REGIONAL TRANSPORTATION PLANNING  
AND DEVELOPMENT**

**SUBJECT: METRO RED LINE UNIVERSAL CITY STATION  
PARKING ACTIONS**

Metropolitan  
Transportation  
Authority

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**ISSUE**

At the February 16, 2000 Construction Committee meeting, concerns were raised regarding parking availability at the Metro Red Line Universal City Station and the need for a comprehensive parking policy for the Metro Rail system. Additionally, concerns have been raised by nearby residents about potential parking spillover to residential streets. Universal Studios staff have also raised concerns about the potential diversion of Universal patrons from Universal's pay parking facility to MTA's free parking lot. This report outlines an interim plan of action to address the Universal City Station issues. MTA staff will work on a longer-term comprehensive Metro Rail parking policy for all MTA park-and-ride lots for inclusion in MTA's Long Range Plan.

**BACKGROUND**

Due to continued work on access improvements to the Metro Red Line Universal City Station, the MTA is unable to provide all the planned park-and-ride spaces at this station during the initial year of operation. At opening day, 250 spaces out of the 673 ultimately planned for the station site will be built. The City of Los Angeles Department of Transportation (LADOT) requested that the MTA limit the number of available spaces at this station so as not to impact the capacity of nearby intersections until the access improvements are completed.

MTA staff will be taking the following actions to most effectively manage the limited number of parking spaces:

1. Continue MTA practice of providing free parking at rail transit stations by keeping the parking free of charge at the Universal City Station (as it is at all other stations in the MTA's rail system with the exception of Union Station Gateway). This practice will be reviewed in a comprehensive park-and-ride policy being developed for all MTA facilities.

2. Strictly enforce a for-transit-only policy at the station parking facility. Signs will be posted to inform potential users that the parking lot is for Metro Red Line users only with reference to the strongest applicable code enforcement. Security presence and strong enforcement, particularly during the morning peak, will be provided.
3. Install a gate that can be used to close off the parking entrance and/or exit during non-operating hours. This can be used to limit access by patrons of evening activities at Universal Studios/City Walk and to minimize any late night noise from parking users that could disturb adjacent residents.
4. Post signs that inform transit patrons of the future parking and access improvements construction completion schedule, and noting that additional parking is available at the North Hollywood Station.
5. Conduct outreach to inform the Community of the MTA's parking policy and intent to implement late night closure of the parking lot in consideration of the community.
6. Monitor parking usage after Metro Red Line opening to assess whether there are problems with overflow parking, non-transit use, or noise. Implement additional measures such as more security, closing off the parking lot earlier in the evening, or other measures.

Approximately 84 additional spaces will be completed shortly after opening date and, in coordination with the LADOT, MTA could make these available depending on traffic conditions. MTA staff will also continue to pursue the possibility of leasing more parking spaces in the nearby Sheraton Hotel parking structure on a short term basis if the City allows more Metro Rail parking to be made available.

### **NEXT STEPS**

Staff will implement the action items described above. Staff will also develop a more comprehensive parking policy for the Metro Rail system in the Long Range Plan for review by the Board.

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