

## **MTA Plans Reserved Parking at 3 Metro Gold Line Stations**

By DAVE SOTERO

(July 2, 2003) Metro Gold Line monthly patrons will be able to reserve parking spaces at three stations in Pasadena and South Pasadena under a six-month pilot program now being finalized by MTA.

Riders who buy monthly passes can pay a fee for one of the 250 reserved spaces at the Sierra Madre Villa station in East Pasadena. The remaining 750 spaces at the station will be free, but available on a first-come, first-served basis.

Approximately 100 reserved spaces will be available for the Lake Avenue station at the Lake Avenue Church near the 210 Freeway. MTA also is working with the City of South Pasadena to provide additional reserved parking spaces at the Metro Gold Line Mission station.

By mid-July, patrons will be able to purchase permits via the Internet from MTA's Internet web site, by phone at 1-800-997-0197 or by mail at Permit Center, P.O. Box 22811, Denver, CO 80224.

Parking also is available around other Metro Gold Line stations, including Union Station, which has about 1,100 paid parking spaces. There are limited parking spaces at Lincoln Heights/Cypress Park station (100), Heritage Square/Arroyo station (145), Fillmore station (160), and the Del Mar Station (600).

### **Guaranteed parking space**

Daily park-and-ride patrons at the Sierra Madre Villa station will be guaranteed a parking space from 5:30 to 10:30 a.m. Reserved parking spots will not be guaranteed after 10:30 a.m. to ensure use of all possible spaces. Reserve-only parking will be available at Lake Avenue Church weekdays from 6 a.m. to 6 p.m.

The transferable window permits will contain a bar code that can be scanned by parking lot operators to ensure permit validity.

Permit fees for the Lake Avenue and Sierra Madre Villa stations will be approximately \$39 per month for the first six months, increasing to \$45 per month thereafter.

The anticipated permit fee at Mission station is \$29 per month for the first six months, increasing to \$36 per month thereafter.

MTA will use the fees to recover operating costs and to pay for additional parking capacity. MTA will pilot the program for six months as part of its Short-Range Transit Plan.

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