

West Santa Ana Branch Transit Corridor

Final Transit Parking Study



Metro®

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

Final Transit Parking Study

Prepared for:



Metro[®]

Los Angeles County
Metropolitan Transportation Authority

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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
LPA	Locally Preferred Alternative
Metro	Los Angeles County Metropolitan Transportation Authority
WSAB	West Santa Ana Branch

1 INTRODUCTION

Following the release of the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) for the West Santa Ana Branch (WSAB) Transit Corridor (Project) in July 2021, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors selected a Locally Preferred Alternative (LPA) during the Metro Board meeting on January 27, 2022. The LPA was referred to as Alternative 3 in the Draft EIS/EIR and extends from a northern terminus at the Slauson/A Line Station located in the Florence-Firestone unincorporated area of Los Angeles County to the southern terminus at the Pioneer Station located in Artesia for a total of 14.5 miles. Based on the design in the Draft EIS/EIR, Alternative 3 includes 9 transit stations, 5 of which include transit parking facilities that provide approximately 2,780 parking spaces along the alignment.

During the two-month public review and comment period for the Draft EIS/EIR (between July 30, 2021, and September 28, 2021), as well as through ongoing coordination with stakeholders affected by the Project, commentors requested that additional transit parking be considered. In response to these comments, Metro completed this transit parking study to determine whether transit stations without parking that were evaluated in the Draft EIS/EIR should include dedicated transit parking and whether the parking supply was sufficient at the transit parking facilities with proposed parking in the Draft EIS/EIR. This memorandum summarizes the results of the study.

2 TRANSIT PARKING COMMENTS

Some public comments received on the Draft EIS/EIR from individuals, cities, and agencies expressed a desire for additional transit parking along the LPA where transit parking was not provided as part of the Project in the Draft EIS/EIR. Specifically, commentors requested dedicated transit parking at the Gardendale Station, Pacific/Randolph Station, and Florence/Salt Lake Station. Commentors stated that without dedicated transit parking, riders may drive to these stations and seek parking in the surrounding neighborhoods, which could result in potential spillover parking impacts.

Comments also focused on the parking supply of the proposed transit parking facilities at the Firestone Station, I-105/C Line Station, and Pioneer Station. Commentors suggested that parking impacts may occur to local businesses and residents related to the use of existing on-street parking if supply is not sufficient to accommodate projected demand. The travel demand model runs completed for Alternative 3 in the Draft EIS/EIR forecasted an excess parking demand of 70 parking spaces at the Firestone Station and cited the availability of existing unused on-street parking to meet this demand. At the I-105/C Line Station and Pioneer Station, commentors questioned the capacity of the parking facilities given the high estimated ridership at these stations and limited street parking in the surrounding neighborhoods. The Draft EIS/EIR noted a surplus of dedicated transit parking spaces at both stations for Alternative 3; however, commentors suggested potential impacts to surrounding on-street parking could occur if the parking facilities were to reach capacity.

In contrast, individual commentors in support of the Project suggested reducing the amount of transit parking provided by the Project. These commentors noted that the provision of parking may support wealthier motorists rather than lower-income Metro riders, and that encouraging driving to transit stations does not support climate goals of reducing greenhouse gas emissions.

3 TRANSIT PARKING STUDY

3.1 Parking Model

In the Draft EIS/EIR, parking demand was forecasted at the five stations where dedicated transit parking facilities will be provided (i.e., Firestone Station, I-105/C Line Station, Paramount/Rosecrans Station, Bellflower Station, and Pioneer Station). Parking demand data was extracted from Metro’s Travel Demand Model: Corridors Base Model 2018 (CBM18)¹. The model was calibrated to 2012 and validated to 2017 conditions using the substantial amount of observed data and travel survey information on the current travel behavior and travel patterns of Southern California transit riders. CBM18 station attributes related to parking include parking facility type, lot capacity, and cost, as well as walk and vehicle access time to parking.

Since circulation of the Draft EIS/EIR, the parking modeling methodology was updated to include an additional model run of forecasted parking demand for all nine stations along the LPA to determine corridor-wide transit parking demand regardless of proposed parking supply. The two model runs, summarized in Table 1 indicate how demand will shift when passengers know dedicated parking is only available at certain stations.

Table 1. Station Parking Facility Supply and Demand

Station	Proposed Station Parking Spaces ¹	Projected 2042 Parking Demand ¹ (All Stations)	Excess Transit Parking Demand (All Stations)	Projected 2042 Parking Demand ¹ (Constrained Locations)	Excess Transit Parking Demand (Constrained Locations)
Slauson/A Line	0	30	-30	0	0
Pacific/Randolph	0	120	-120	0	0
Florence/Salt Lake	0	490	-490	0	0
Firestone	600	370	230	670	-70
Gardendale	0	200	-200	0	0
I-105/C Line	340 ²	170	170	240	90
Paramount/Rosecrans	490	220	270	300	190
Bellflower	260	330	-70	420	-160
Pioneer	1,100	870	230	1,090	10
Total ³	2,800	2,800	-10	2,720	50

Source: Metro 2023

Notes: ¹ Station parking and projected parking demand are rounded to nearest tenth.

² Parking supply assumes TPSS site 07E is located within the parking lot. If TPSS 07 is selected instead, parking supply would increase to approximately 360 spaces.

³ Numbers may not equal due to rounding (to nearest 10).

¹ Los Angeles County Metropolitan Transportation Authority (Metro). 2020. Corridors Base Model 2018 Calibration and Validation Report.

The corridor-wide transit parking demand is forecasted to exceed the total parking supply by approximately 10 parking spaces if the parking demand reaches the full projection at peak hours. However, when transit parking is restricted to the five stations with transit parking, consistent with the Draft EIS/EIR, a surplus of 50 parking spaces was projected. The results indicate that overall parking demand throughout the corridor decreases by approximately 60 spaces when parking is not provided at the stations that did not have proposed parking in the Draft EIS/EIR. At stations where transit parking is not proposed, it is anticipated that demand will shift to the stations with transit parking or patrons will find another way to complete their trip. At stations where transit parking is proposed, if drivers find that dedicated transit parking is not available when they arrive at their intended station, it is anticipated that over time some trips will shift to other modes (e.g., kiss and ride, bicycle, or transit) to access the station, will drive to a station with available parking supply, or will drive to their ultimate destination. A detailed discussion of the parking impact analysis is included in Chapter 3 of the Final EIS/EIR and in the *West Santa Ana Branch Transit Corridor Final Transportation Impact Analysis Report*.

3.2 Metro Parking Policy

In January 2018, the Metro Board adopted the Supportive Transit Parking Program Master Plan (Master Plan). The Master Plan was developed to create a roadmap for parking management policies, planning, enforcement, operations, maintenance, and the technologies required to improve and maximize the benefits of Metro's parking assets. As part of the Master Plan, daily parking rates will be implemented at all transit station parking facilities for future transit corridors upon opening of the stations. The current rate is up to a \$3 flat rate per day, depending on the station parking demand and location.

The WSAB Draft EIS/EIR assumed free parking at each of the five transit parking facilities. Mitigation Measure TRA-19 in the Final EIS/EIR identifies implementation of a parking fee as a potential strategy to reduce the effects from parking demand. Although it is anticipated that long term, parking demand will be accommodated, Metro may implement a parking fee, consistent with the Supportive Transit Parking Program Master Plan, to further control demand. Additional Metro parking model runs were completed in support of this study to forecast parking demand using a \$3 parking fee, presented in Table 2. The models forecast a surplus of 200 parking spaces throughout the corridor, and a surplus of 800 parking spaces when limited to the five stations with transit parking. Compared to Table 1 the results indicate that overall parking demand throughout the corridor decreases by approximately 210 spaces with implementation of a parking fee. When limited to the five stations with transit parking, demand decreases by approximately 800 spaces with implementation of a parking fee. Though Table 2 indicates a deficit of approximately 60 spaces at the Bellflower Station, patrons are anticipated to use adjacent stations that have surplus parking to address demand, or find other ways to make the trip, as discussed in Section 3.1.

Table 2. Metro Model Peak-Period Transit Parking Demand

WSAB Station	Parking Supply	Metro Model Parking Demand ¹ (\$3 parking) (All Stations)	Parking Surplus	Metro Model Parking Demand (\$3 parking) ¹ (Constrained Locations)	Parking Surplus
Slauson/A Line Station	0	0	0	0	0
Pacific/Randolph Station	0	200	-200	0	0
Florence/Salt Lake Station	0	270	-270	0	0
Firestone Station	600	310	290	320	280
Gardendale Station	0	110	-110	0	0
I-105/C Line Station	340 ²	210	130	200	140
Paramount/Rosecrans Station	490	150	340	150	340
Bellflower Station	260	320	-60	320	-60
Pioneer Station	1,100	1,020	80	1,000	100
Total ³	2,800	2,590	200	1,990	800

Source: Metro 2023

Notes:

¹ Station parking and projected parking demand are rounded to nearest tenth.

² Parking supply assumes TPSS site 07E is located within the parking lot. If TPSS 07 is selected instead, parking supply would increase to approximately 360 spaces.

³ Numbers may not equal due to rounding (to nearest 10).

3.3 Transit Site Fieldwork

Fieldwork was conducted on August 18, 2022, to explore potential sites that could be used for parking near the four stations that did not have parking facilities in the Draft EIS/EIR:

- Slauson/A Line Station (Los Angeles, Unincorporated LA County)
- Pacific/Randolph Station (Huntington Park)
- Florence/Salt Lake Station (Huntington Park, Cudahy)
- Gardendale Station (Downey)

Potential sites were identified within walking distance of each station (0.25 mile) based on accessibility to the station, land availability, and consideration of parcels already impacted by the Project. The identified sites range in size from 0.9 acre to 5.9 acres and considered a standard parking space size of 160 square feet. The field observations identified the existing uses on the site, surrounding uses, accessibility to the site, and potential constraints. Land uses and parcel information were also gathered using geographic information system data. The results of the fieldwork are summarized in the sections that follow.

3.3.1 Slauson/A Line Station

Three sites were identified and evaluated within the surrounding industrial and warehouse/manufacturing areas of the Slauson/A Line Station, as shown in Figure 1.

Figure 1. Slauson/A Line Station Potential Transit Parking Locations



Source: TAHA 2022

Site 1 consists of 23 industrial and residential parcels, and Site 2 consists of 9 industrial and manufacturing parcels. Site 3 consists of 13 industrial and commercial parcels, including a gas station, restaurant, and a dialysis center, which may be considered a community asset related to healthcare. The industrial/warehouse manufacturing companies at each site are operational, and no vacant parcels were observed. Additionally, hazardous materials may be present at each site and pedestrian access from the potential sites to the station may be limited.

3.3.2 Pacific/Randolph Station

Two sites were identified and evaluated surrounding the Pacific/Randolph Station, as shown in Figure 2.

Site 1 is currently a commercial shopping center with one vacant building at the corner of the parcel. Site 2 consists of four commercial and parking parcels that are currently occupied by tenants. The use of these parcels for transit parking may impact businesses that serve the surrounding community.

Figure 2. Pacific/Randolph Station Potential Transit Parking Location



Source: TAHA 2022

3.3.3 Florence/Salt Lake Station

One site was identified and evaluated near the Florence/Salt Lake Station, as shown in Figure 3.

The site consists of seven industrial and commercial parcels that are currently in use or occupied by tenants. A water well is located adjacent to the property, and hazardous materials may be present on-site.

Figure 3. Florence/Salt Lake Potential Transit Parking Location



Source: TAHA 2022

3.3.4 Gardendale Station

One site was identified and evaluated near the Gardendale Station, as shown in Figure 4.

The site consists of four industrial and commercial parcels. The industrial/warehouse manufacturing companies at this location are operational, and no vacant parcels were observed. Hazardous materials may be present, and pedestrian access may be limited.

Figure 4. Gardendale Station Potential Transit Parking Location



Source: TAHA 2022

4 CONCLUSION

Given the sufficient capacity of the parking supply throughout the corridor to accommodate forecasted parking demand and the additional acquisitions that would be required for new potential parking sites, the provision of more parking beyond what is proposed in the Draft EIS/EIR is not recommended.

Parking demand modeling was updated to include an additional model run of forecasted parking demand for all nine stations along the LPA to determine corridor-wide demand. This updated parking modeling forecasts a surplus of 50 parking spaces throughout the corridor. Metro could implement a \$3 daily parking fee to further control demand, consistent with Metro’s adopted parking Master Plan. Additional model runs were also completed using a \$3 daily fee at each parking facility to demonstrate how demand shifts with implementation of a parking fee. As shown in Table 1 and Table 2, the results indicate that with implementation of a parking fee, corridor-wide parking demand decreases by approximately 210 spaces, and demand limited to the five stations with transit parking decreases by approximately 800 spaces. In this model, parking supply would exceed parking demand, resulting in a surplus of parking spaces at four of the stations that provide parking facilities as part of the Project (i.e., Firestone Station, I-105/C Line Station, Paramount/Rosecrans Station, and Pioneer Station). The Bellflower Station would have a deficit of approximately 60 spaces to accommodate demand. To address unmet parking demand at the Bellflower Station, patrons are anticipated to use adjacent stations that have sufficient parking (i.e., Paramount/Rosecrans Station or Pioneer Station). The surplus of parking spaces indicates

that parking supply along the corridor is sufficient to meet demand without relying on available on-street parking.

Mitigation Measure TRA-19, Parking Monitoring and Community Outreach, requires monitoring parking usage within 0.5 mile of each of the nine proposed transit stations after opening to determine if the LPA increases parking demand. Mitigation Measure TRA-19 includes the following:

- Within the one-half-mile area surrounding each WSAB station, an assessment would be conducted to monitor on-street and off-street parking activity resulting from project operation. The assessment would compare parking availability prior to the opening of service to the availability of parking six months following the opening of service. Surveys would be conducted at each station area to identify where WSAB parking demand is at least 20 percent greater than the demand before opening of service (i.e., the new transit service has increased parking demand by 20 percent or more).
- Metro will work with the appropriate local jurisdiction, business owners, and affected communities for that station area to assess the need for an appropriate on-and off-street parking management program, considering the nearby community's and each proposed station's parking needs.
- Specific parking management strategies could include restriping, modifying parking restrictions, and adjusting the time limits for on-street parking. For off-street parking, signing and enforcement services could be included.
- Another element would be implementing or enhancing a residential permit parking program for the affected neighborhoods. Metro would coordinate with and support jurisdictions in outreach meetings within the affected communities to gauge the interest of residents in participating in a residential permit parking program (prior to the opening of the new light rail service), regardless of whether parking shortages have been identified.
- Metro may implement a parking fee at the transit parking facilities, consistent with the Supportive Transit Parking Program Master Plan.

Metro will work with the appropriate jurisdiction as applicable based on the outcomes of the monitoring.