

Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The Authority is composed of the following public agencies:

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City of Bell Gardens

City of Cudahy

City of Downey

City of Glendale

City of Huntington Park

City of Maywood

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Ex-Officio

William Rawlings
City Manager Representative

AGENDA REPORT

TO: Members of Eco-Rapid Transit Board of Directors

FROM: Michael Kodama, Executive Director

DATE: December 11, 2019

SUBJECT: **UPDATE AND/OR ACTION REGARDING ECO-RAPID TRANSIT AND PARKING MANAGEMENT**

Public comments on items on the agenda will be taken at the time the item is called and are limited to 3 minutes per speaker

ISSUE

For nine years, Eco-Rapid Transit staff and nationally recognized parking experts worked in the corridor to develop sound parking concepts and included them in written reports and presentations in collaboration with Metro. Eco-Rapid support of strategic parking concepts must include local participation and the TOD Strategic Implementation Plan. Eco-Rapid Transit staff was the primary author and wrote the parking section in the Metro WSAB Technical Refinement Study and prepared Metro parking management guidelines. This body of work should be used on this project and be included in the environmental document.

This latest effort by Metro does not seem to include the concepts outlined and developed together just a few years ago. There is concerned that the regional parking plan was developed in a vacuum and that there is no active participation in the process of developing the environmental document's parking plan. Planning development without a collaborative planning effort as used in effective TODs and parking planning throughout the rest of the country is necessary to an effective parking plan.

BACKGROUND

At the November meeting there were a number of issues that the Board expressed to MTA Project Manager Meghna Khanna. Ms. Khanna began with a short presentation regarding the current status of the West Santa Ana Branch (WSAB) Project. The update did not indicate any change in the schedule which contemplates the Draft EIS/EIR Release in December 2020 and the MTA Board selecting the Locally Preferred Alternative in April 2021. Project groundbreaking could occur in early 2022 and revenue service commencing in 2028.

Ms. Khanna mentioned the following regarding the WSAB: current project funding shortfalls; plans to build five new park and ride surface lots; efforts to accelerate WSAB and the other three "pillar" projects of the 28 by 28 plan; and lastly the crucial issue of negotiating for the shared use of 10-miles of the 19-mile ROW that is owned by and carries the freight of the Union Pacific and the Pacific Harbor Line Railways.



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Board Members had additional concerns regarding the transit station parking. The current parking plan appears to be based upon utilization of Metro Green Line parking demand that exceeds supply; those WSAB stations that are not slated to have transit station parking will be negatively impact, in particular the proposed Downey, South Gate and Huntington Park stations.

The Board passed a Motion that a letter be sent to Metro to get these concerns formally addressed. A draft letter is attached.

RECOMMENDATION

It is recommended that the Board:

1. Discuss information presented and review and approve the draft letter; and/or
2. Receive and file the item



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Attachment "A"

Mr. James de la Loza, Chief Planning Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Los Angeles, CA 90012

Dear Mr. de la Loza:

Re: Parking Issues with the Development of the West Santa Ana Branch/Eco-Rapid Transit Light Rail Corridor Project

The environmental review of the West Santa Ana Branch/Eco-Rapid Transit Corridor Project (WSAB/Eco-Rapid) will include two Initial Operating Segments (IOS); IOS-1 which has the line terminating at the proposed Metro Green Line/WSAB/Eco-Rapid station and IOS-2 which terminates at the Slauson Metro A Line Station. There are potential community and public impacts that are associated with either of these segments. The Eco-Rapid Transit Joint Powers Authority (Eco-Rapid JPA) Board of Directors is particularly concerned about local impacts from IOS-1. The Metro Green Line Station will be located within a largely residential neighborhood; what are the potential impacts of IOS-1 as a temporary terminus? What are the potential impacts of parking on other stations associated with IOS-1?

Our WSAB/Eco-Rapid JPA communities are for the most part densely populated and lack access to a high quality transit network. The last new rail line opening for this subregion was in 1995. In the intervening years, the area has experienced significant growth in population and employment. We anticipate that there will be profound land use changes and are preparing to guide these changes and accommodate economic development and growth. Most of the land use efforts have been developed in partnership with Metro and we appreciate and hope to continue this effort.

One of the areas of considerable concern is station area parking, we have concerns how parking needs are determined at each station for the entire alignment as well as what will be the impact of IOS-1, if built on the parking needs as an interim terminus. IOS-1 is of special concern as it terminates in an area where there is great demand on residential and commercial properties. For parking to be effective, it must be a comprehensive on-street and off-street system that adheres to meeting local and regional objectives and guiding principles.

We are additionally concerned about the integration of parking into the various land use plans and proposals that are developing along the alignment. Work done by Eco-Rapid JPA Staff was incorporated into the WSAB Metro Technical Refinement Study and should be included and expanded upon within the environmental document.

We request that the corridors parking principles be considered in the development of station area parking plans. These principles include:



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- Consider parking a valuable community asset
- Make parking accessible to all users through multiple modes
- Parking systems should also support businesses and residents to maximize investment
- Prioritize residential parking for residents
- Balance local and commuter parking

We need to ensure that parking plans do not hurt economic development, ignore community impacts, create neighborhood parking spillover, or disregard the needs of local businesses and residents.

We ask that there be an evaluation of parking issues at each station location that examines; parking challenges, parking needs, and determining the priority parker for the station area. There needs to be analysis that considers balancing parking needs of the local community and for commuters and integrates commuter, and transit-oriented development parking through a cohesive policy.

We believe a comprehensive station-by-station parking plan constructed with the assistance of each city or group of cities adjacent to the station area is necessary for the success of this line. We look forward to working with you on this matter.

Sincerely,

Karina Macias, Chair
Eco-Rapid Transit

cc: Eco-Rapid Transit JPA Board of Directors