

Memorandum

To	Jim McElroy, SolTrans David Espinoza, City of Vallejo	Page	1 of 2
Subject	Vallejo Transit Center at Curtola Parkway and Lemon Street Parking Demand		
From	Ryan Park		
Date	July 9, 2012		

With the assistance of Stantec Consulting Services, Inc., the City of Vallejo has recently published an Environmental Impact Report for the Vallejo Transit Center at Curtola Parkway and Lemon Street. This new transit facility would replace an existing commuter park-and-ride lot, to be built in three phases to meet projected parking demand through 2030. While an ultimate project has now been defined and its environmental impacts have been evaluated, Solano Transportation Authority and the City have determined that a smaller project may be more appropriate for near-term needs. To this end, the Authority and City have requested a new assessment of parking demand, given that the previous assessment was conducted nearly two years ago.

In addition to the assessment performed in 2010, AECOM conducted surveys of parking demand in 2008 during the conceptual design phase of the project and in 2004 as part of the *I-80 / I-680 / I-780 Major Investment & Corridor Study*. The results of these surveys are presented in the table on the following page, together with projections for future parking demand that were generated at the time each survey was undertaken. To these are added the results of a new survey conducted on June 14, 2012. The years of actual counts and future projections, as reported in previous documents, are staggered chronologically in individual columns of the table to more clearly differentiate them.

“On-site lots” refers to the surface parking lots on either side of Lemon Street at Curtola Parkway; “on-street” refers to overflow parking in the surrounding neighborhood. Parking on a few streets (i.e., Lemon Street, Cypress Avenue, Reis Avenue, and Carlson Street) is partially time-restricted for non-residents and is thus unavailable for all-day commuter parking; however, the majority of on-street parking within a short walking distance of the existing park-and-ride lots is unrestricted and is used as overflow for the lots, which fill to capacity well before the end of the morning commute period.

Because each count found that the lots fill to capacity on a typical weekday, the amount of on-street parking used by commuters becomes the differentiator for determining the growth in demand, as the amount of parking spaces within the lots has not changed from year to year. In past years, on-street parking was calculated based on a paper survey distributed to park-and-ride users (2008), and a one-time count of surrounding streets at the conclusion of the morning commute period (2010). The recent 2012 effort is the most robust, subtracting counts taken before the lots filled (at approximately 5:30 to 6:00 a.m.) from counts taken as commute activity at the park-and-ride concluded after 8:30 a.m. This assures that the vehicles of neighborhood residents and unassociated with park-and-ride activity are excluded.

The results find a steady increase in demand of 15 over each four-year period (600 in 2004, 615 in 2008, and 630 in 2012), which equates to a growth of about 0.625 percent each year. Of course, this does not reflect the unmet demand of commuters who are “turned away” for lack of parking. In 2008, ten percent of surveyed users indicated that they used to park, but now arrive by some other means (generally, by being dropped off) because of inadequate parking. For this reason, a figure of “unconstrained” demand has been calculated to more closely approximate the true demand for parking.

Based on the new 2012 counts, preliminary 2017 near-term (five years out) parking demand is projected at about 750 spaces. This figure is based on Solano County model results for 2030; new model results for a forecast year of 2035 will be used to adjust this projection when they become available. In any case, this projection reflects overall county-to-county travel demand and should be understood as the high end of demand, at nearly nine percent growth over the five-year period. In contrast, extrapolation of the growth determined from the counts (0.625 percent annually) would find only three percent growth over the corresponding period. Nonetheless, the model-based projection offers a conservative forecast that more closely captures the demand unconstrained by the capacity of the existing lots and users’ willingness to park on and walk from nearby neighborhood streets.

Vallejo Transit Center at Curtola Parkway and Lemon Street Parking Demand

VALLEJO TRANSIT CENTER AT CURTOLA PARKWAY AND LEMON STREET PARKING DEMAND – Weekday a.m. / p.m. Peak Hour**I-80 / I-680 / I-780 Major Investment & Corridor Study (2004)**

Demand	2004	2025
On-site lots	500	
On-street	100	
Total	600	1,158

Vallejo Transit Center at Curtola Parkway and Lemon Street – Conceptual Design (2008)

Demand	2008	2030
On-site lots	485	
On-street	130 ¹	
Total (“Constrained”)²	615	917
Unconstrained³	700	1,100

Notes: ¹ Calculated proportionally based on survey results; vehicles parked on-street were not counted. ² Reflecting then-current conditions, with greater demand than supply.

³ “Constrained” demand plus an additional ten percent, reflecting users that would park if there was greater supply; rounded up to 700 and 1,100, respectively.

Vallejo Transit Center at Curtola Parkway and Lemon Street – Traffic Impact Analysis Technical Study (2011, 2012)

Demand	2010	2015	2035
On-site lots	485		
On-street	224 ¹		
Total (“Constrained”)²	709	772	1,025
Unconstrained³	780	850	1,128

Notes: ¹ “Parked cars assumed to be commuters” counted at the end of the a.m. commute period on 9/28/10. ² Reflecting then-current conditions, with greater demand than supply.

³ “Constrained” demand plus an additional ten percent; not rounded.

2012 Count

Demand	2012	2017 (preliminary)
On-site lots	485	
On-street	145 ¹	
Total (“Constrained”)	630	684
Unconstrained²	693	753

Notes: ¹ Difference between “before and after counts” on 6/14/12. ² “Constrained” demand plus an additional ten percent; not rounded.