

Travel Characteristics of Proposed Transit Center in Vista Canyon TOD in Santa Clarita, CA

Proposed Project: 750-space Metrolink rail station (would replace temporary station located on Via Princessa) and bus transfer facility

Daily VMT Savings Due to New Metrolink Rail Station (Background / Non-Vista Canyon Resident/Employee)		
<i>Logic: New Metrolink Station will attract new riders (due to more available parking and proximity to SR 14) that were previously driving to/from the south on SR 14 toward northern LA County destinations such as Burbank and Glendale</i>		
Quantity	Data	Source / Notes
New Station Daily Trip Generation	1,430 trip ends (50% in / 50% out)	Pg. 4.3-39 of Vista Canyon TOD DEIR
Existing Station Daily Trip Generation	960 trip ends (50% in 50% out)	
Increase in Daily Trips	235 inbound trips (boarding train to travel SB parallel to SR 14) and 235 outbound trips (alighting train and heading home).	
Trip Lengths	Average Trip Length is 20 miles for inbound trips No difference in trip length for outbound trips	Estimated Home-Based-Work trip length for Vista Canyon residents (calculated as part of project VMT estimate)
Daily Trips to VMT Conversion	20 mi x 2-way x 235 =9,400	"2 way" necessary to add because of both SB and NB train travel
VMT Saving	9,400	

Daily VMT Savings Due to New Metrolink Rail Station & Bus Transfer Station (Vista Canyon Residents/Patrons/Employees)		
<i>Logic: New Metrolink Station and Bus Transfer Station will enable external travel to/from the Vista Canyon TOD by train or bus, thereby eliminating private vehicle trips.</i>		
Quantity	Data	Source / Notes
Metrolink Daily Trips Made by Vista Canyon Residents/Patrons/Employees	1,970 (50% in / 50% out)	Table 4.3-7 of Vista Canyon TOD DEIR
Bus Trips Made by Vista Canyon Residents/Patrons/Employees	350 (50% in / 50% out)	
Trip Lengths	Average Metrolink trip length is 20 miles Average Bus Trip length is 10 miles	Calculated as part of project VMT estimate. Bus trip length reflects mix of local bus routing and Commuter Express bus use.
Daily Trips to VMT Conversion	1,970 x 20 mi = 39,400 VMT 350 x 10 mi = 3,500 VMT	
VMT Saving	42,900	

Metrolink Boardings/Alightings (non-Vista Canyon):

- Via Princessa station calculated to have 800 combined boardings/alightings per day
- EIR assumed Vista Canyon station would have 50% increase in ridership due to convenience (proximity to SR 14 and additional parking). This suggests 1,200 boardings/alightings at Vista Canyon Station.

Metrolink Boardings/Alightings (Vista Canyon residents/employees/patrons):

- 1,580 combined boardings/alightings (per Trip Generation calculations)

Express Bus Transfer Boardings/Alightings (non-Vista Canyon):

- 125 combined boardings/alightings (per Trip Generation calculations)

Express Bus Transfer Boardings/Alightings (Vista Canyon residents/employees/patrons):

- 280 combined boardings/alightings (per calculations in Fair Share memo to Caltrans)

Conclusions:

1. The new Metrolink and bus transfer station would enable the Santa Clarita Valley to reduce its VMT by 52,000 miles each day. The majority of the VMT savings would be experienced by residents, patrons, and employees in the Vista Canyon TOD. However, existing residents of Santa Clarita, Palmdale, and unincorporated Los Angeles County would also experience benefits by having a more convenient Metrolink station, both in terms of its proximity to SR 14 and more plentiful parking supply.
2. The new Metrolink and bus transfer station would yield VMT savings even during the initial phases of Vista Canyon TOD development. Phase I of the project would develop about 60 percent of the planned residential units and less than five percent of the planned non-residential. Under this scenario, the new Metrolink and bus transfer station would yield a 19,300 VMT savings each day.

Other Notes:

1. A discussion about internal trip capture is not relevant here because it is not affected by the presence/absence of Metrolink.
2. Adding office space in the Vista Canyon TOD also reduces region-wide VMT. However, the VMT reduction is not associated with the Metrolink station, and therefore not cited above.