Los Angeles County
Metropolitan Transportation
Authority
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Los Angeles, CA

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**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 19, 2025**

SUBJECT: EAST SAN FERNANDO VALLEY SHARED RIGHT-OF-WAY

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the East San Fernando Valley (ESFV) Shared Railroad Right-of-Way (ROW) Study Final Report (Attachment A), the Outreach Summary Report (Attachment B), and the Interim Terminus Parking Analysis (Northern Segment) (Attachment C);

B. AUTHORIZING the Chief Executive Officer to approve the Scenario 2 Metrolink option as the preferred alternative for the East San Fernando Valley Light Rail Transit (ESFV LRT) Project;

C. AUTHORIZING staff to continue planning work on improvements related to Scenario 2, consisting of the following:

1. Rail Crossing safety improvements at six (6) at-grade rail crossings along the 2.5-mile corridor as part of improvements to the Metrolink Antelope Valley Line (AVL);

2. Design and conduct environmental clearance of a new Pacoima Metrolink infill station, including evaluation and selection of either a center-platform (Scenario 2a) or side-platform (Scenario 2b) configuration; and

3. Identify funds to program through a separate Board action for successful completion of the planned work.

ISSUE

The ESFV Shared ROW Study also known as the *Supplemental Analysis of Sylmar/San Fernando to Van Nuys Shared Railroad Right-of-Way Study* is now complete (Attachment A) including community outreach (Attachment B) and an analysis of parking (Attachment C). The study was completed to address the November 2020 Board Motion introduced by Directors Najarian and Kuehl as part of the action taken during approval of the ESFV LRT project (Attachment D).

Staff recommends the Board approve Scenario 2 in which the new terminus for the ESFV LRT project will be at the intersection of Van Nuys Boulevard and San Fernando Road, authorize the development of an early works package to address safety concerns within the shared railroad corridor, and authorize staff to develop a new Pacoima Metrolink station and mobility hub that can provide both local and regional connections between the ESFV LRT project, the Metrolink Antelope Valley Line (AVL), the Mission City Bicycle Trail, and other transit services in the area.

BACKGROUND

In December 2020, the Metro Board certified the Final Environmental Impact Report (FEIR) <https://boardagendas.metro.net/board-report/2020-0024/> for the 9.2-mile ESFV LRT Project, formerly named the East San Fernando Valley Transit Corridor Project, with an initial operating segment (IOS) of the southern 6.7 miles along Van Nuys Boulevard between the Metro G Line and the intersection of Van Nuys Boulevard and San Fernando Road; the IOS is now in construction. At the time of FEIR certification, the Southern California Regional Rail Authority (SCRRA or Metrolink) and the City of San Fernando raised concerns about the addition of future light rail service in the northernmost 2.5-mile segment of the alignment, which would operate in a right of way (ROW) shared with Metrolink and freight services. Along this ROW, currently there is one track which is planned to be expanded to two tracks with the development of the Brighton to Roxford Double Track (B2R) Project. (See Attachment E for a map of the ESFV LRT project area and Shared ROW).

The B2R project was not included in the ESFV LRT environmental analysis at the time due to its undetermined schedule and funding; the ESFV LRT Final EIS/EIR thus analyzed a three-track alignment (one existing plus two new LRT tracks) in the shared ROW. By the conclusion of the environmental study, however, interest in the double-tracking project had grown with funding secured for some segments of the B2R Project.

The City of San Fernando also expressed concerns about the increased frequency of train operations (six-minute bi-directional headways for LRT service and 30-minute bi-directional headways of Metrolink's planned implementation of the Southern California Optimized Rail Expansion (SCORE) program) and impacts to the community related to traffic, noise, safety, and property acquisitions. In response to these concerns, the Board approved Motion 10.01 (Attachment D) introduced by Directors Najarian and Kuehl … in November 2020, directing staff to:

> *…[R]eassess what steps should be taken to mitigate the City's safety concerns before any further work outside of the light rail line is proposed that will impact the City of San Fernando…The Plan should include an analysis of data and a path forward for all parties, including Metrolink, with mitigative options, which may or may not include grade separations.*

At the March 2022 Metro Board meeting, the Board authorized work to evaluate scenarios and mitigations <https://boardagendas.metro.net/board-report/2021-0800/> that could address the city's and Metrolink's concerns. In November 2022, staff presented the phase 1 findings <https://boardagendas.metro.net/board-report/2022-0647/> of the authorized study, which included data collection, preliminary grade crossing analysis, and evaluation of right of way (ROW) impacts. This first phase of study suggested that some level of grade separation would be necessary for the

four-track scenario at the six intersections. The study also found that additional property acquisitions beyond the currently available right of way likely would be necessary, and that the addition of a fourth track would require relocation of the Mission City Bike Trail (in the City of San Fernando) outside of the existing right of way.

In December 2022, the Metro Board authorized further analysis and refinements <https://boardagendas.metro.net/board-report/2022-0647/> to the scenario definitions in a second phase of study to explore options for providing high quality transit connectivity and service to the Sylmar/San Fernando Metrolink station area in a safe and equitable way. As the second phase of study commenced, some stakeholders expressed concern about parking loss along the northern end of Van Nuys Boulevard specific to businesses in the area. In response, staff incorporated a parking analysis as part of the ESFV Shared ROW Study.

DISCUSSION

The ESFV Shared ROW Study is now complete with additional grade crossing analysis, refined scenario definitions, and performance evaluations of the four build scenarios in terms of traffic, safety, parking, ridership, cost and to ensure the fare and transfers are affordable and fair.

Grade Separation Analysis:

The study confirmed that adding two tracks for future operation of new LRT service through the Shared ROW - coupled with planned regional rail service frequencies - would create significant traffic and safety impacts. These findings identified the need for LRT grade separations at the following locations:

1. Paxton Street/118 Freeway
2. Hubbard, Maclay and Van Nuys intersections
3. Two additional elevated grade separations (at Brand Ave. and Jessie/Wolfskill St.) would be needed should the Maclay Avenue intersection be elevated, due to the short distances between these intersections.

Scenarios Studied

Given the need for LRT grade separations, the study developed and refined study scenarios (Attachment F) as follows:

- **Scenario 1a - Full-Build LRT with Partial Grade Separation**: The LRT tracks would be grade-separated only at the Paxton Street crossing and remain at-grade at the remaining five crossings. The freight/Metrolink tracks would remain at-grade at all six crossings.
- **Scenario 1b - Full-Build LRT with Full Grade Separation:** The LRT tracks would be grade-separated at all six crossings. The freight/Metrolink tracks would remain at-grade at all six crossings.
- **Scenario 2a - ESFV IOS Island Platform Metrolink Station:** A new center platform infill Metrolink station would be constructed at the intersection of Van Nuys Boulevard and San Fernando Road within the Shared ROW, connecting the future ESFV LRT service.

- **Scenario 2b - ESFV IOS Side Platforms Metrolink Station:** A new side platform infill Metrolink station would be constructed at the intersection of Van Nuys Boulevard and San Fernando Road within the Shared ROW, connecting the future ESFV LRT service. This scenario would preserve room in the rail ROW for potential future use.
- **No-Build Scenario**: In addition to Scenarios 1 and 2, a no-build scenario was developed, to include the termination of the LRT IOS at the intersection of Van Nuys Boulevard/San Fernando Road with no Metrolink infill station and with only one (currently existing AVL) regional rail track.

Performance of Scenarios

Staff evaluated each of the scenarios' performance in terms of traffic impacts, safety, parking, ROW impacts, ridership and user benefits, and estimated costs. All scenarios assumed the following infrastructure and operating characteristics in Table 1:

Table 1: Scenario Characteristics

Scenario Characteristics	Scenario 1a	Scenario 1b	Scenario 2a	Scenario 2b	No Build
Number of Standard Gauge Rail Tracks	2	2	2	2	1
Number of LRT Tracks	2	2	0	0	0
New Infill Station	0	0	1	1	0
New LRT Stations	3	3	0	0	0
Trains per Hour	25	25	5	5	N/A

Right of Way Impacts

Scenarios 1a and 1b would create additional ROW impacts that were not identified in the ESFV LRT Final EIR/EIS. At that time, it was expected that only 3 tracks would be required to accommodate LRT (2 tracks LRT + 1 track Metrolink) and that the 3 tracks could be operated at-grade. Since that time, Metrolink's commitment to the SCORE Program will require 2 tracks instead of just 1 track for Metrolink, resulting in the need for a total of 4 tracks in Scenario 1 (2 LRT + 2 Metrolink).

Also, in San Fernando the ROW narrows from 100 feet to 80 feet, and aerial grade separation of the light rail tracks was determined to be necessary to mitigate traffic impacts. Grade separation would require structural support beams and construction staging that would extend beyond the available ROW. The most significant ROW impacts under Scenarios 1a and 1b are located in the City of San Fernando, mainly between Jessie/Wolfskill Street and Maclay Avenue, where significant impacts to adjacent properties and buildings would occur.

Scenarios 2a and 2b would operate with just two tracks for the enhanced Metrolink service and would not require grade separations. Some partial acquisitions at existing railroad crossings would be needed for relocated new gate arms and signal equipment. However, these partial acquisitions would not lead to displacements of homes or businesses.

Table 2: Right-of-Way Impacts

Scenario	Impacted Number of Parcels		Main Impacted Areas
	Full Acquisition	Partial Acquisition	
No-Build Scenario	0	0	No change from ESFVTC EIS/EIR
Scenario 1a	3	15	East of the shared ROW corridor between Jessie/Wolfskill S.t and Maclay Ave.; Hubbard Crossing and Station Area.
Scenario 1b	6	10	East of the shared ROW corridor between Jessie/Wolfskill St. and Maclay Ave.; Hubbard Crossing and Station Area.
Scenario 2a	0	6	Corner parcels at crossings to accommodate new gate arms/signal equipment.
Scenario 2b	0	13	Corner parcels at crossings to accommodate new gate arms/signal equipment; East of the Shared ROW corridor between Van Nuys Blvd. and Pierce St.

Ridership & Transit User Benefits

The study finds that the Full-Build LRT Scenarios (1a and 1b) would mainly benefit travel within the 2.5-mile study area, especially the areas along the alignment of the ESFV LRT, with the introduction of three new LRT transit stations at Paxton, Maclay and Hubbard. Scenarios 2a and 2b, however, would provide similar ridership growth but that growth would support enhanced service to a much larger area extending along the Antelope Valley Corridor including Santa Clarita, Burbank and Glendale. The proposed new Pacoima Infill Metrolink Station would provide an opportunity to develop a new transfer facility serving the regional Antelope Valley Line (AVL) and the local ESFV LRT service, as well as a potential mobility hub with enhanced and supportive land use development in the area, and integration of other transportation modes such as local and regional bus connectivity.

Ridership projections for the AVL and LRT boardings for each of the scenarios are presented below.

Table 3: Ridership Daily Boardings Projections

Scenario	Daily Boardings		
	Metrolink AVL	ESFV LRT	Total
No-Build Scenario	22,644	27,474	50,118
Scenarios 1a and 1b	31,293	31,632	62,925
Scenarios 2a and 2b	31,118	27,158	58,276

In Scenarios 1a and 1b, the average boardings on the three new light rail stations at Paxton, Maclay and Hubbard were forecasted to be approximately 1,600 at each station, compared to the average forecasted boardings on the 11 Van Nuys Boulevard stations of approximately 2,400 boardings per station. These lower ridership forecasts for the proposed light rail stations along the shared ROW route, are primarily due to the lower densities along San Fernando Road as compared to Van Nuys Boulevard.

For Scenario 2a and 2b with the new Pacoima Metrolink Infill Station the increase in AVL boardings is due to the enhanced AVL service frequency of 30 minutes in peak and off-peak periods. In Scenarios 2a and 2b, the forecasted ridership on the entire ESFV LRT line does not show significant changes from the No-Build condition. Although the Metrolink Infill Station would connect the ESFV LRT with the Metrolink AVL, the frequency enhancement would also make the AVL more competitive against the ESFV LRT for some travel markets (e.g. between East San Fernando and Downtown Los Angeles).

Transfers and Fare Equity

For Scenarios 2a and 2b that incorporate a Pacoima Metrolink transfer station between LRT and Metrolink service, staff identified fare reciprocity between the two services as well as transfer wait times as potential equity concerns for transit users completing their trip from LRT to Metrolink. Current fare transfer policy allows a Metrolink ticket holder to complete a trip on Metro without paying an additional fare. However, no such policy currently exists for transfers from Metro to Metrolink. Should Alternative 2 be selected as the Preferred Alternative, Metro and Metrolink would further evaluate fare policies for transfers from Metro to Metrolink to address these equity concerns for local riders in the Shared ROW Corridor.

Cost Estimates

Because the scenarios are in early (<5%) design, cost estimates are provided in ranges, reflecting wide variation of future design development. The following cost estimates for each scenario are provided in 2023 dollars, and do not include escalation.

Table 4: Cost Estimates in 2023 Dollars

AACE Class 5 Estimate Cost Ranges (2023$, millions)	No-Build Scenario	Scenario 1: Full-Build LRT		Scenario 2: ESFV IOS Metrolink Station at Van Nuys Blvd/San Fernando Rd	
	Single Metrolink track without new infill Metrolink station	1a: Partial Grade Separation	1b: Full Grade Separation	2a: Island Platform	2b: Side Platforms
Low Range	$0	$432	$561	$71	$92
High Range	$0	$926	$1,202	$153	$196

Notes: Scenario 2 estimates: Costs to modify the existing Metrolink track impacted by the future platform addition and any additional right-of-way costs (if required) were not included at the time this estimate was prepared.

Parking Analysis

Interim Terminus Parking

In conducting the Shared ROW Study, concerns were heard about the loss of parking along Van Nuys Boulevard and the anticipated impacts to residents and business owners when the ESFV LRT project is completed. As part of the ESFV Shared ROW Study, an analysis was conducted to identify existing parking conditions, parking spaces lost as a result of construction of the ESFV LRT project, and parking demand projected when the LRT first opens to Pacoima once the Van Nuys/San Fernando Station is complete and operating as an interim terminus station. The East San Fernando Valley Interim Terminus Parking Analysis study is included in Attachment C.

The study found that there are over 300 on-street parking spaces and more than 500 private off-street parking spaces that could be better utilized and made available through standard parking demand management practices, parking time limits in commercial areas, and permit parking in residential areas.

Overall parking utilization in the Pacoima area was 52-54 percent. When assessing peak times, the study found that on-street parking was highly utilized at 80-90 percent, however, off-street parking only reached 40 percent occupancy during peak periods. As a result, even at peak times, there was parking availability near the planned infill station.

To better manage parking demand, the study proposed a series of tools, including the development of a mobility hub at the Pacoima interim terminus station, the protection of business and residential parking with time-limited parking for commercial and residential side streets, increasing access for transit riders to underutilized private off-street parking facilities available to the public, and incentivizing transit for businesses and employees. Should Metro pursue increasing access to the identified private underutilized lots, negotiation with the private entities who own and operate the existing lots will be necessary.

Pacoima Station Mobility Hub

In an effort to connect the proposed Metrolink Infill Station in Pacoima with the LRT and help mitigate parking demand around the terminus station, the Parking Analysis proposed developing a mobility hub. A mobility hub is a place where people can connect with multiple modes of transportation, including but not limited to LRT, regional rail, active transportation, and micromobility. A mobility hub is designed to improve customer experience by ensuring that transfers are easy and reliable. A mobility hub can also provide ancillary services like retail and open public space to the communities it serves.

The proposed conceptual design presented to the community prioritizes safe and reliable transfers to and from the Pacoima infill Metrolink station to the LRT station. As such, the design includes wayfinding elements, shade, pedestrian scale lighting, and street safety improvements. As part of street safety elements, the mobility hub design emphasized intersection treatments at San Fernando

Road and Van Nuys Boulevard that prioritized pedestrian safety and access to both regional rail and the LRT. Adjacent to the station, the conceptual design added potential micromobility elements like bikeshare, bike lockers, and scooter parking that could further enhance access to active transportation and leverage the existing Mission City Trail (class 1 bicycle and pedestrian path). Last, the design includes a new restroom, a community space, and potential commercial retail.

Community Outreach: ESFV Shared ROW Study

Metro developed a comprehensive, equitable outreach program to provide many opportunities for the community to engage in this Study. Given that the study area falls within Equity Focus Communities (EFC) in the City of San Fernando and communities of Pacoima and Sylmar, it was important to create a range of formats that were as inviting as possible for local community members. Overall, Metro held 13 stakeholder briefings, four pop-up events, three community meetings and two ESFV LRT community meetings, reaching nearly 900 people, resulting in a more informed community regarding the ESFV Shared ROW Study, the ESFV LRT and parking impacts. Please see Attachment B for a complete list of the community engagement activities, dates and attendance.

Bi-Lingual Outreach

A sizable portion of the community members along this corridor primarily speak Spanish with notable concentrations in key areas such as the City of San Fernando, where 78 percent of residents identify Spanish as their primary language, Pacoima at 76 percent, and Sylmar at 46 percent. As such, the outreach team implemented an English/Spanish bilingual program, which included presentations delivered in Spanish to two roundtables convened by community-based organizations and ensured that Spanish-speaking staff was present at all community meetings and activities.

Metro staff partnered with the City of San Fernando and Los Angeles County Department of Public and Social Services to promote and host the innovative *Conversations and Resources* (or *'Conversaciones y Recursos'*) at Recreation Park in the City of San Fernando. Metro shared information about the Study, gathered public feedback and provided over 200 boxes of fresh produce to local families. This collaboration allowed Metro to build community trust, address food insecurity, and connect residents with critical resources like Metro LIFE and CalFresh in an accessible, community-centered way. In addition, Metro held stakeholder briefings, participated in pop-up community events, attended ESFV LRT construction update meetings and hosted two community meetings focused on the Shared ROW Study.

Community Outreach: Parking Analysis

Metro hosted two community meetings focused on parking to share the results of the Interim Terminus Parking Analysis, as well as the results of a separate parking analysis of the southern segment of the ESFV Corridor from Pacoima to Sherman Oaks. A virtual meeting was held on August 21, 2025, attended by 52 people, and an in-person meeting was held on August 26, 2025, at Arleta First Assembly of God, which was attended by 40 people. Metro's parking consultant Walker Consultants presented the studies' methodology, findings and potential parking management tools at both meetings and responded to a wide range of comments and questions from the public.

Community Outreach: Summary of Feedback

As described in the Outreach Report, community stakeholders understood the tradeoffs of the four scenarios studied in the Shared ROW Study and expressed their preference for reduced traffic congestion, safer pedestrian crossings and overall support for Scenario 2 and a new Pacoima Metrolink Station and mobility hub. Both the City of San Fernando and the San Fernando Valley Council of Governments provided Metro with formal letters also expressing support for Scenario 2, as well as other desired mobility improvements along the Shared ROW.

During the public engagement for the Shared ROW Study, community members focused on a desire for strong transit connectivity and amenities at a future mobility hub such as seating, shade and real-time transit arrival information. Consistent with the findings of the Interim Terminus Parking Analysis, which found there was sufficient parking along the ROW, parking was not a concern highlighted by the community, although key stakeholders requested improvements to the Sylmar/San Fernando Metrolink Station park-and-ride facility, which is owned by the City of Los Angeles.

At the two community meetings focused on parking, residents of Panorama City and businesses in Pacoima expressed concerns about parking constraints in their neighborhoods that were validated by the parking study conducted for the southern segment of the ESFV Corridor. Ongoing community engagement will continue with residents and businesses along the alignment as heavy construction on the ESFV LRT advances, and Countywide Planning will continue to provide technical support to Program Management and local jurisdictions on the potential implementation of appropriate parking management tools identified by Metro's parking consultant.

DETERMINATION OF SAFETY IMPACT

Traffic and Safety at Railroad Crossings

In response to the City of San Fernando's concerns about pedestrian safety at railroad crossings due to current conditions and train frequencies anticipated to increase in the future, the study evaluated traffic and safety improvements that would be warranted for each of the four study scenarios.

The study identified that the number of trains during peak hours would increase significantly to 25 trains per hour in both directions under Scenarios 1a and 1b, and the average delay per vehicle at most controlling intersections is projected to double or even triple. Ten out of the 12 controlling intersections would operate at level of service (LOS) F during one or both peak hours. The analysis found that train pre-emption and gate down time would result in an unacceptable impact on traffic flows along the cross streets of Hubbard Avenue, Maclay Avenue, Paxton Street, and Van Nuys Boulevard.

Current Efforts for Traffic and Safety at Railroad Crossings

The four build scenarios all serve in part to mitigate pedestrian hazards and traffic impacts in future build scenarios, but some actions to improve safety already are underway and may be advanced sooner. For example, in June 2024, the Metro Board authorized on-call services to support regional rail planning efforts, including evaluation of portions of the Antelope Valley Line, its connectivity to the

future ESFV LRT project, capital and state of good repair improvements, station evaluations, grade crossing and active transportation improvements. Additionally, pedestrian gates are now the safety standard at railroad crossings when making improvements to the regional rail system, and Metro will continue to work with Metrolink to explore the enhancement of quad and pedestrian gates for existing grade crossings, and funding sources for such improvements. This work may begin in advance of improvements to the Shared ROW and regardless of scenario.

FINANCIAL IMPACT

Board approval of Recommendations A and B will not have an immediate and direct financial impact at this time. Board approval of Recommendation C has multi-year financial impacts requiring funds to be to be programmed for design and environmental clearance of the infill station and the mobility hub study. Staff will return to the Board for this authorization once the appropriate costs and funding sources have been identified.

For safety improvements at the six at-grade crossings in the shared ROW the work may advance in coordination with the AVL improvements and/or other projects in the corridor, and will include 30% preliminary engineering, environmental review, and identification of a funding plan for construction. Staff will return to the Board for contracting authorization as necessary for future stages of work.

EQUITY PLATFORM

The study area includes the City of Los Angeles neighborhoods of Pacoima and Sylmar, and the City of San Fernando, which were identified as Equity Focus Communities (EFCs) in prior analyses. Equity assessments, including examining the potential benefits to residents living within a half mile from the proposed LRT and/or Metrolink stations were conducted as part of this Phase 2 Study. Census tract data for the year 2020 was used in correlation with Metro's 2022 EFC Map. The six grade crossings are all located in census tracts in the categories of "Very High Need" and "High Need" in Metro's 2022 Equity Need Index (MENI). This Study's purpose was to analyze area concerns from the City of San Fernando and Metrolink in response to proposed new transit service along a Shared ROW corridor that could provide new mobility options but also traffic and safety impacts due to frequent train service.

Scenarios 1a and 1b include 14 stations along the ESFV LRT. These scenarios would propose three additional LRT stations (Paxton, Maclay, and Sylmar/San Fernando) would serve 205,657 people who live in 33 EFC census tracts that are within a 0.5-mile of the proposed stations. Scenarios 2a and 2b and the No-Build scenario include the southern segment (IOS) of the ESFV LRT line and would include 11 LRT stations. Scenario 2a and 2b would serve 172,568 people living in 31 EFC census tracts within a 0.5-mile from the stations.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality

by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through planning, operational and customer experience activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

Metro conducted a preliminary analysis to show that the net effect of this multi-modal item is to decrease VMT. As part of the ESFV Shared ROW Study, Scenario 1 would mainly benefit travel within the East San Fernando Valley, especially the areas along the alignment of the ESFV LRT Project whereas Scenario 2 would mainly benefit regional travel. The Metrolink infill station at the Van Nuys Boulevard/San Fernando Road intersection would provide a direct transfer between the Metrolink service and the Metro ESFV LRT service, which saves travel time for transit riders, thus reducing VMT and GHG emissions.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This study supports the following strategic plan goals identified in Vision 2028:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.
- Goal 3: Enhance communities and lives through mobility and access to opportunity

ALTERNATIVES CONSIDERED

The Board could elect not to approve the recommended action. Staff does not recommend deferring a decision because without Board approval to proceed, Metro would continue a long-awaited decision on the ESFV LRT project as well as continuing to keep the Brighton to Roxford Double Track project on pause. Failure to adopt a path forward will prolong community concerns over both projects' next steps.

Staff also does not recommend the advancement of Scenario 1 because the new LRT service coupled with planned increased frequencies of Metrolink service within the shared ROW would require grade separation of LRT to mitigate traffic and safety impacts. Scenario 1 would therefore have more property impacts, including both partial and full property takes, and the advancement of LRT infrastructure (uncertain funding and construction) would require prolonged and uncertain time when compared to the constructability and deliverability of other high-quality multimodal facilities and services.

The board could elect to advance Scenario 1 instead of Scenario 2.
Staff does not recommend Scenario 1 because introducing new LRT service in the Shared ROW,

coupled with planned increased Metrolink service would result in train frequencies warranting LRT grade separation to mitigate traffic and safety impacts. Scenario 1 also would result in property impacts, including both partial and full property acquisitions. Delivering grade separated (aerial and trenched) LRT infrastructure presents significant funding constraints given current fiscal uncertainties, and a prolonged delivery schedule - especially when compared to the early action, constructability and deliverability of high-quality multimodal facilities and services as proposed in Scenario 2.

NEXT STEPS

With approval of the ESFV Shared ROW Study recommendations, work in this area will focus on regional rail improvements to the Antelope Valley Line and advancement of the Brighton to Roxford Double Track (B2R) project <https://boardagendas.metro.net/board-report/2018-0262/> as previously approved by the Board. This will include advanced design and environmental documents that will include safety improvements at the 6 at-grade railroad crossings within the project area. This work will also include track redesign for the revised ultimate AVL corridor conditions based on the ESFV Shared ROW Study findings.

Metro will initiate the planning, preliminary development and environmental clearance of a new Pacoima Metrolink Infill Station, including evaluation and selection of either a center-platform (Scenario 2a) or side-platform (Scenario 2b) configuration. Work will include ongoing coordination with the ESFV LRT Corridor Project and other early works projects; development and vetting of conceptual designs for the station; additional engineering and design work to advance the project to 30% design; completion of CEQA review; extensive public outreach and elected office engagement; coordination with Metrolink and host railroads; and coordination with complementary, parallel multi-modal planning efforts.

The multi-modal planning work will take place in parallel with the Pacoima Metrolink Infill Station and will build off the ESFV Shared ROW Study, ESFV Shared ROW Study Outreach Summary Report, East San Fernando Valley Interim Terminus Parking Analysis and will include planning for a mobility hub; first/last mile infrastructure and services; enhanced pedestrian access and safety investments; and extensive public and stakeholder engagement.

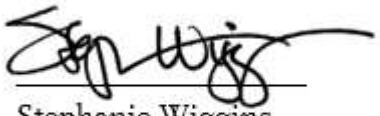
ATTACHMENTS

Attachment A - Final Report Supplemental Analysis of Sylmar/San Fernando to Van Nuys Shared Railroad Right-of-Way (ROW) Study
Attachment B - Outreach Summary Report
Attachment C - East San Fernando Valley Interim Terminus Parking Analysis
Attachment D - Board Motion 10.01
Attachment E - ESFVTC Project Area
Attachment F - ESFV Shared ROW Study Scenarios Refinement Overview

Prepared by: Brandy Alvarez, Manager Transportation Planning, (213) 547-4324
Karen Swift, Deputy Executive Officer, Community Relations, (213) 922-1348
Allison Yoh, Senior Executive Officer (Interim), (213) 922-4812
David Mieger, Senior Executive Officer, (213) 922-3040

Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322
Marisa Perez, Deputy Chief Community Relations Officer, (213) 922-3808
Mat Antonelli, Deputy Chief Program Management Officer, (213) 893-7114

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie Wiggins
Chief Executive Officer

Los Angeles County
Metropolitan Transportation Authority

East San Fernando Valley Shared Right-of-Way Study

Final Report

March 2025

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1 INTRODUCTION

1.1 PROJECT BACKGROUND AND OVERVIEW

The Supplemental Analysis for the Sylmar/San Fernando to Van Nuys Boulevard Shared Railroad Right-of-Way study (Shared ROW Study or this Study) examines the impacts of the northern segment of the East San Fernando Valley Transit Corridor Project (ESFVTC Project) in a shared ROW corridor between Metro and the Metrolink Antelope Valley Line (AVL) ROW in the San Fernando Valley. The shared ROW corridor extends northwest from the intersection of Van Nuys Boulevard and San Fernando Road, 2.5-miles to the Sylmar/San Fernando Metrolink Station. The corridor passes through the neighborhoods of Pacoima and Sylmar in the City of Los Angeles, as well as the City of San Fernando.

Metro owns the ROW along the shared ROW corridor which currently features a single track for the Metrolink AVL and Union Pacific Railroad (UPRR). There has been renewed interest in adding a second Metrolink track for shared commuter/freight service along this corridor as part of the Brighton to Roxford double-track project. The Brighton to Roxford project was environmentally cleared under a California Environmental Quality Act (CEQA) exemption in May 2020. The Final Environmental Impact Report (FEIR) of the ESFVTC Project was certified by the Metro Board in December 2020. The Locally Preferred Alternative (LPA) of the ESFVTC Project included two Light Rail Transit (LRT) tracks and a single track for Metrolink/freight trains along the shared corridor (see the “Northern Segment” in Figure 1-1).

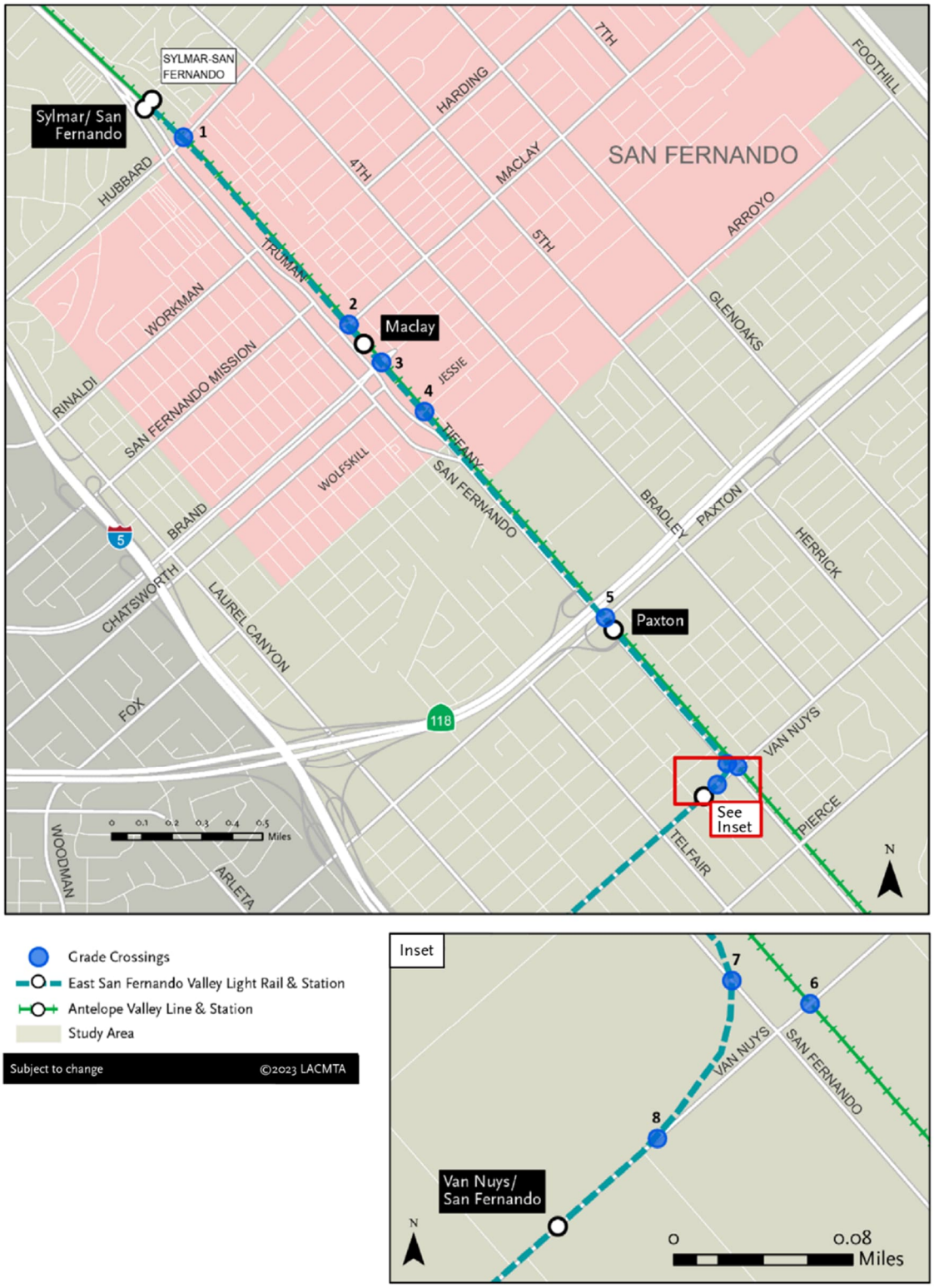
The Southern California Regional Rail Authority (SCRRA)/Metrolink and the City of San Fernando provided comments on the ESFVTC FEIS/FEIR expressing concerns about the unique safety and traffic-related challenges posed by a three track at-grade configuration at the six grade crossings with a potential fourth track when the Brighton to Roxford double-tracking is constructed. In March 2021, the Metro Board instructed staff to move forward with the southern segment of the ESFV LRT as the Initial Operating Segment (IOS) and to separately study the shared ROW portion of the LRT alignment to address comments and concerns from stakeholders. The scope of this Study includes defining and analyzing three Scenarios and recommending a preferred Scenario.

As part of this supplemental study, the six existing grade crossings are shown as crossing numbers 1 through 6 in Figure 1-2. Crossing numbers 7 and 8 comprise part of the ESFVTC Project, fronting the segment where the LRT could turn from Van Nuys Boulevard onto San Fernando Road.

For simplicity in this final report, the railroad ROW/San Fernando Road/Truman Street corridors will be described as running in a north-south direction and cross streets in the east-west direction.

Figure 1-1: ESFVTC Northern and Southern Segments

Figure 1-2: Grade Crossing Locations



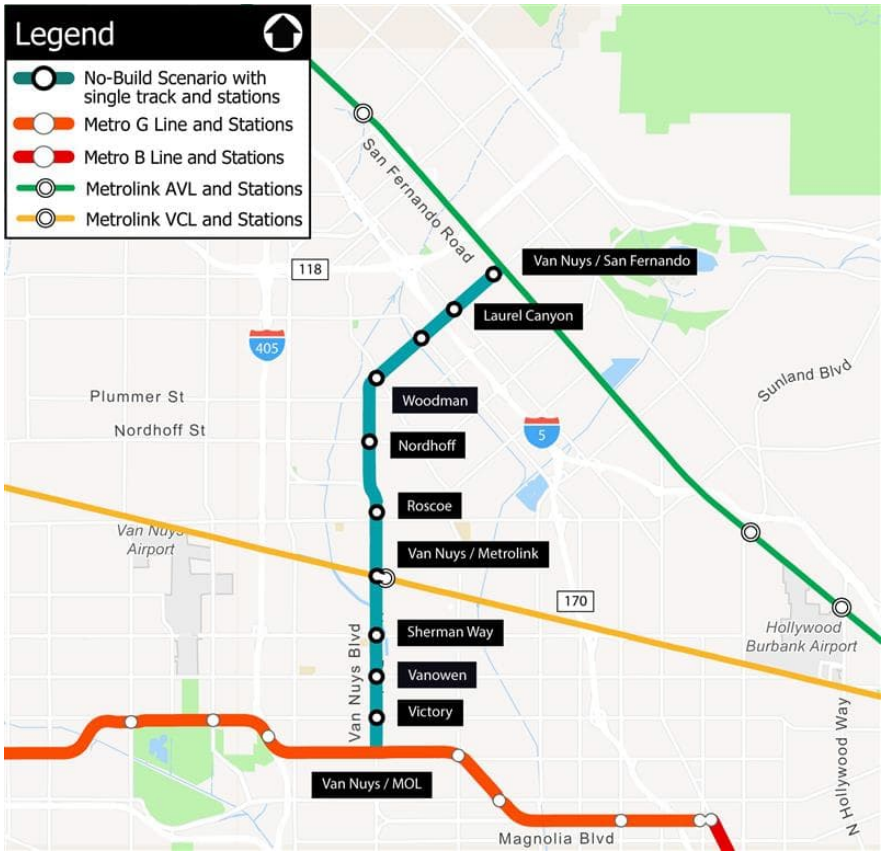
Source: Mott MacDonald, 2024

1.2 STUDY SCENARIOS

The main purpose of this Study is to evaluate the following scenarios and recommend the preferred scenario:

No-Build Scenario: In this scenario, the ESFVTC Project would terminate at the intersection of Van Nuys Boulevard and San Fernando Road, with no extension to the Metrolink Sylmar/San Fernando Station. As a result, there would be no rail connection or ESFV LRT tracks along the shared ROW from Van Nuys Boulevard to the Metrolink Sylmar/San Fernando Station. The No-Build Scenario also assumes existing conditions along the shared corridor with the single track. Additionally, there would be no new Metrolink infill station at the intersection of Van Nuys Boulevard and San Fernando Road (see Figure 1-3).

Figure 1-3: No-Build Scenario



Source: Mott MacDonald, 2024

Scenario 1 Full-Build LRT: A quadruple (4) track from Van Nuys Boulevard to the Metrolink Sylmar/San Fernando Station within the shared ROW comprised of two ESFV LRT tracks and two AVL/UPRR tracks (see Figure 1-4). It is anticipated that the Metrolink double-tracking project would proceed, resulting in the two aforementioned mainline AVL/UPRR tracks along the shared corridor. Three new LRT stations Paxton, Maclay, and Metrolink Sylmar/San Fernando Station would be added. The existing Metrolink Sylmar/San Fernando Station would

be reconfigured to connect to the new LRT station and accommodate the Metrolink double-tracking project.

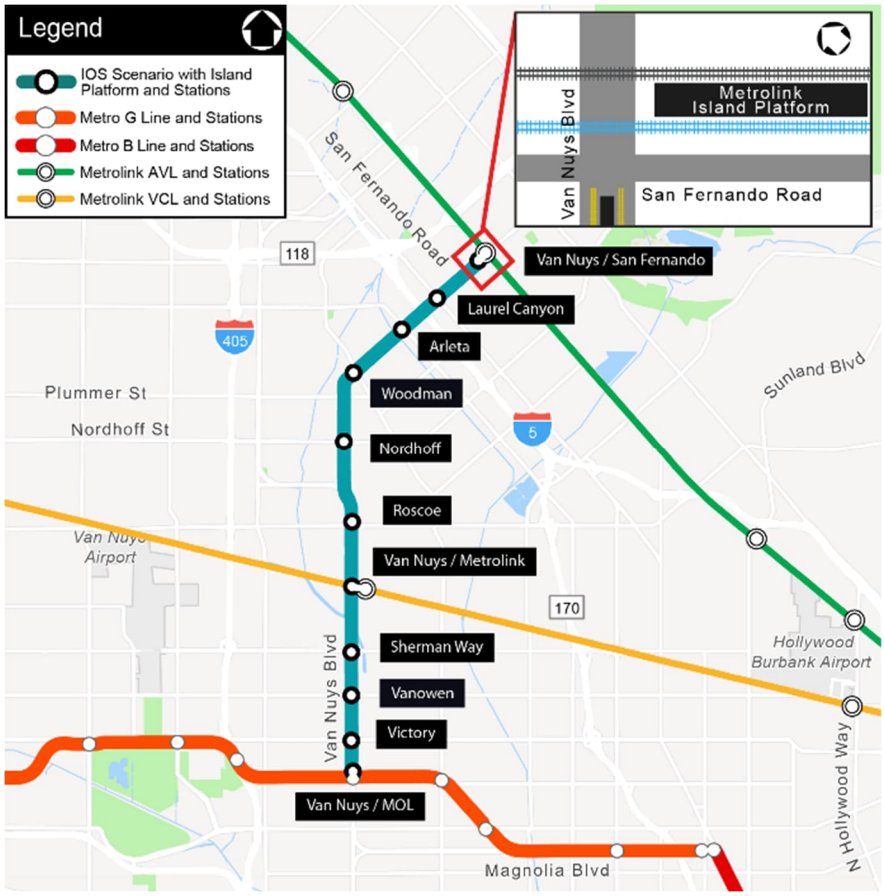
Figure 1-4: Scenario 1 Full-Build LRT

Source: Mott MacDonald, 2024

Grade crossing and safety analyses were conducted for Scenario 1 Full-Build LRT along the study corridor using the Metro Grade Crossing and Safety Policy for Light Rail Transit (Metro Policy). Based on the results of the analyses, the Full-Build LRT scenario was further developed into a Partial Grade Separation option (1a) and a Full Grade Separation option (1b), representing two different grade configurations of the two LRT tracks. Please see Section 3: Scenario Refinement and Conceptual Design for more details.

Scenario 2a ESFV IOS Metrolink Station, Island Platform: A new Metrolink station at the Van Nuys Boulevard/San Fernando Road intersection would be constructed, assuming completion of SCRRA double track between Van Nuys Boulevard and Metrolink Sylmar/San Fernando Station to support increased train frequencies on the Metrolink AVL. The new infill Metrolink station will feature an island platform. The design of the second track will minimize impacts on the existing single track (see Figure 1-5). Turnback tracks would be added at the Metrolink Sylmar/San Fernando Station to provide operational flexibility for the Metrolink AVL.

Figure 1-5: Scenario 2a ESFV IOS Metrolink Station, Island Platform



Source: Mott MacDonald, 2024

Scenario 2b ESFV IOS Metrolink Station, Side Platforms: A new Metrolink station at the Van Nuys Boulevard/San Fernando Road intersection would be constructed, assuming completion of SCRRA double track between Van Nuys Boulevard and Metrolink Sylmar/San Fernando Station to support increased train frequencies on the Metrolink AVL. The new infill Metrolink station will feature two side platforms. The existing track will be adjusted in the design to accommodate a second track and leave room for potential future use (see Figure 1-6). Turnback tracks would be added at the Metrolink Sylmar/San Fernando Station to provide operational flexibility for the Metrolink AVL.

Figure 1-6: Scenario 2b ESFV IOS Metrolink Station, Side Platforms

Source: Mott MacDonald, 2024

Table 1-1 summarizes the main operational characteristics of the study scenarios. Note that all scenarios assume “year 2040” as the horizon year to be consistent with the environmental clearance phase of the ESFVTC project. In all scenarios, the Metrolink AVL would operate with a 30-minute headway in both directions throughout the day as defined under the SCORE program. The ESFV LRT would operate with a 6-minute headway in both directions during the peak period (6-9 AM and 3-7 PM). The headway would be 12 minutes in both directions during the off-peak period (4-6 AM, 9 AM to 3 PM, 7 PM to 1 AM). Under the Full-Build LRT scenarios, there would be a total of 25 trains including one UPRR/freight train, four AVL Metrolink trains, and 20 LRT trains passing through the shared ROW corridor in both directions per hour. In the No-Build and ESFV IOS scenarios, there would be four AVL trains but no LRT trains running through the shared ROW corridor.

Table 1-1: Study Scenario Characteristics Summary

Scenario	AVL Infill Station at Van Nuys/San Fernando	ESFV LRT	Number of tracks	Headway in Minutes (Peak Period/Off-Peak Period)	
				AVL	ESFV LRT
No-Build	No	Southern Segment	1	23/90* 77	6/12
1a	No	Southern Segment + Northern Segment	4	30/30	6/12
1b	No	Southern Segment + Northern Segment	4	30/30	6/12
2a	Yes	Southern Segment	2	30/30	6/12
2b	Yes	Southern Segment	2	30/30	6/12

*The No-Build Scenario assumes 23-minute headways in the peak period direction, 90-minute headways in the peak period reverse direction, and 77-minute headways in the off-peak periods. This frequency definition was used for all the study scenarios under the environmental clearance phase of the ESFVTC project.

2 GRADE CROSSING ANALYSIS

Grade crossing analysis was conducted for the Full-Build LRT Scenario to help determine the need for grade separations at each crossing in the Shared ROW corridor. The Metro grade crossing analysis criteria are defined in the *Metro Grade Crossing Safety Policy (Metro Policy)*. The Metro policy has been applied to several existing Metro LRT lines including the environmental clearance phase of the ESFVTC project. It includes three sequential phases:

- Milestone 1 – Initial Screening
- Milestone 2 – Detailed Analysis
- Milestone 3 – Verification

2.1 MILESTONE 1 ANALYSIS

Milestone 1 Analysis is a preliminary assessment based upon roadway volumes and train frequencies leading to an initial categorization of roadway crossings into three groups: At-Grade Should be Feasible, Possible At-Grade Operation, and Grade Separation Usually Required. Table 2-1 summarizes the Milestone 1 Analysis using the highest determination (between AM and PM peak hours) for the Full-Build LRT Scenario. Five of the eight crossings fall in categories where grade separation might be needed. The Paxton Street crossing falls in the category of Grade Separation Usually Required.

Table 2-1: Milestone 1 Preliminary Results Using Highest Determination

No	Grade Crossing Location	Preliminary Results
1	Hubbard Avenue	Possible At-Grade Operation
2	Maclay Avenue	Possible At-Grade Operation
3	Brand Boulevard	At-Grade Operation Feasible
4	Jessie/Wolfskill Street	Possible At-Grade Operation
5	Paxton Street	Grade Separation Usually Required
6	Van Nuys Boulevard	At-Grade Operation Feasible
7	San Fernando Road (LRT)	Possible At-Grade Operation
8	Van Nuys Boulevard (LRT)	Possible At-Grade Operation

Note: Determinations represent the higher determination made between AM and PM peak hours.

2.2 MILESTONE 2 AND 3 ANALYSES

The most critical component of Milestone 2 of the Metro Policy that applies to this Study is a detailed operational check of roadway traffic in conjunction with an assessment of potential impacts on rail operations due to priority control. The traffic operations check determines whether operational factors would result in unacceptable traffic impacts due to the at-grade crossings.

The ESFV LRT line will run under cab signal control, which is similar to the existing control provided for Metrolink and UPRR, supplemented by automatic train protection (ATP) and automatic train stop (ATS) systems. Metro's rail operations group confirmed that the ESFV LRT line would require pre-emption of traffic signals within the influence zone, which is the same as Metrolink and UPRR. Therefore, train operations would be sufficient for all study scenarios.

Milestone 3 of the Metro Policy includes refining projected traffic volumes and validating traffic and rail operations using simulation modeling. The traffic analysis for this study was conducted using PTV's VISSIM software (Version 2022, Service Pack 11), a micro-simulation tool that is capable of capturing the gate-down activities at the crossings in calculating delays and queuing of the vehicular movements. Three measurements were used in evaluating the traffic operational conditions at the grade crossings and the nearby signalized intersections:

- **Intersection Level-of-Servces (LOS):** LOS values are a qualitative letter-grade-based rating measured in seconds per vehicle. LOS values range from a LOS value of A, for free-flow or excellent conditions to a LOS value of F, for roadways or intersections that are overloaded or operating above capacity. For intersections, the LOS is based upon the amount of control delay, measured in seconds per vehicle, a motor vehicle experiences due to traffic congestion and conflicts while traversing through an intersection.
- **Gate Spillback Queues**: a gate spillback queue is the queue of vehicles stopped at the grade crossing building along the cross street towards the adjacent intersection (see Figure 2-1).

Figure 2-1: Gate Spillback Queue at the Hubbard Avenue Crossing toward First Street (Looking West)

- **Influence Zone Queues:** the influence zone queue is the vehicular queue that builds from an adjacent downstream signalized intersection along the cross street towards the grade crossing (see Figure 2-2).

Figure 2-2: Influence Zone Queue at the Intersection of Hubbard Avenue and Truman Street

The analysis results shown in Table 2-2 lead to the conclusion that the pre-emption and gate down time would result in an unacceptable impact on progressive traffic flows along the cross streets of Hubbard Avenue, Maclay Avenue, Paxton Street, and Van Nuys Boulevard. Although the crossings at Paxton Street and Van Nuys Boulevard have sufficient Clear Storage Distance (CSD) for the 95th percentile influence zone queuing length, the excessive gate down times during the peak hours cause long gate spillback queues. The vehicles approaching the downstream intersections would often be blocked by the gates and traffic stagnation would lead to fewer vehicles being able to queue up at the downstream intersections.

The far-right column in Table 2-2 compares the vehicle traffic volume demands that intend to approach the downstream intersections and the traffic volumes that would be able to progress on the loaded cross streets. The percentage of loaded volumes to the demand volumes ranges from 42 percent at the two intersections on Van Nuys Boulevard to 85 percent at the two intersections on Wolfskill/Jessie Street. Overall, the traffic volumes that would be able to progress through the cross street are even less than 70 percent of the observed traffic volumes under the existing conditions.

Table 2-2: Traffic Operations Check, Future (2040) Scenario 1 Full-Build LRT

Crossing	Controlling Intersections LOS Values	Sufficient CSD* for 95th Percentile Influence Zone Queuing Length?	Sufficient Upstream Signal Spacing for 95th Percentile Gate Spillback Queuing Length?	Percentage of Loaded Volumes to Demand Volumes
Hubbard Avenue	F	No	No	46%
Maclay Avenue	F	No	No	47%
Brand Boulevard	D to F**	Yes	No	79%
Wolfskill /Jessie Street	D to F***	Yes	No	85%
Paxton Street	F	Yes	No	44%
Van Nuys Boulevard	F	Yes	No	42%

Note*: CSD = Clear Storage Distance
Note**: the intersection of Brand Boulevard and First Street would operate at LOS D during AM peak hour and LOS E during the PM peak hour; the intersection of Brand Boulevard and Truman Street would operate at LOS E during AM peak hour and LOS F during the PM peak hour
Note***: the intersection of Jessie/Wolfskill Street and First Street would operate at LOS E during the AM peak hour and LOS F during the PM peak hour; the intersection of Jessie/Wolfskill Street and Truman Street would operate at LOS D during the AM and PM peak hours

Although the Brand Boulevard crossing and Wolfskill/Jessie Street crossing are estimated to perform relatively better than the other four crossings, the need for grade separation at these two crossings is highly tied to the determination of the Maclay Avenue crossing and the proximity among these three crossings. An alternative option would be to close the crossings at Brand Boulevard and Wolfskill/Jessie Street. However, the additional volumes caused by the forced detour would further deteriorate the traffic operational conditions on Paxton Street and Maclay Avenue. Therefore, it is concluded that it is not feasible to close the Wolfskill/Jessie Street crossing.

3 SCENARIO REFINEMENT AND CONCEPTUAL DESIGN

3.1 SCENARIO FULL-BUILD LRT REFINEMENT

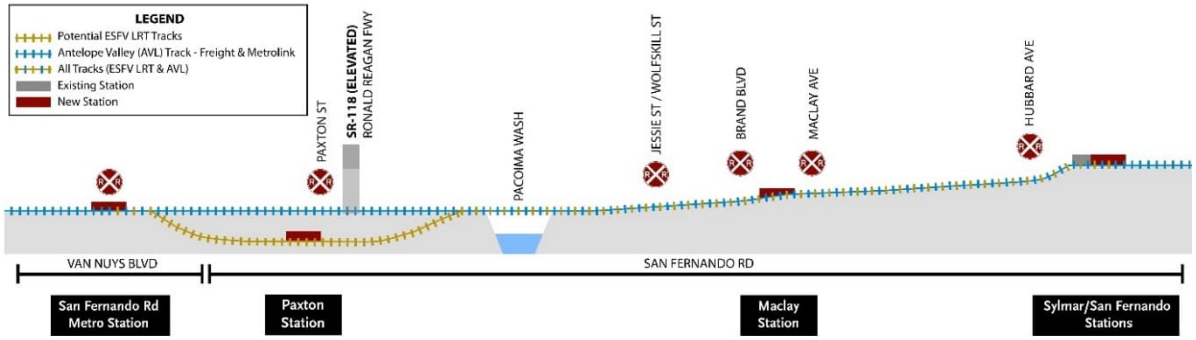
Under the Full-Build LRT Scenario, the two sets of ESFV LRT tracks would be located on the western side of the two sets of AVL/UPRR tracks (see Figure 3-1). Three new LRT stations would be added as planned under the environmental phase: Paxton, Maclay, and the Metrolink Sylmar/San Fernando Stations.

Figure 3-1: Schematic Alignment of Scenario 1 Full-Build LRT

Based on the grade crossing analysis results, two variations for the Full-Build LRT Scenario were proposed for further engineering feasibility analysis and performance assessment creating the refinement of Scenario 1a and Scenario 1b:

- **1a. Full-Build LRT, Partial Grade Separation:** the LRT tracks would only be grade-separated at the Paxton Street crossing and remain at-grade at the remaining five crossings. The AVL/UPRR tracks would remain at-grade at all six crossings (see Figure 3-2). The Paxton Street crossing is the only one that is determined to be "Grade Separation Usually Required" under the Metro Policy Milestone 1 Analysis. It is also estimated to have one of the worst traffic operational conditions under the Milestone 2 and 3 Analyses.

Figure 3-2: Schematic Vertical Profile of Scenario 1a



- **1b. Full-Build LRT, Full Grade Separation:** the LRT tracks would be grade-separated at all six crossings. The AVL/UPRR tracks would remain at grade at all six crossings (see Figure 3-3). Milestones 2 and 3 analyses indicated that the traffic operations would be at an unacceptable level (LOS E or F) at all six crossings. The Brand Boulevard and Jessie/Wolfskill Street crossings would be slightly better than the remaining four crossings. However, due to both these two crossings' proximity to the Maclay Avenue crossing, they were deemed to be grade-separated as well.

Figure 3-3: Schematic Vertical Profile of Scenario 1b

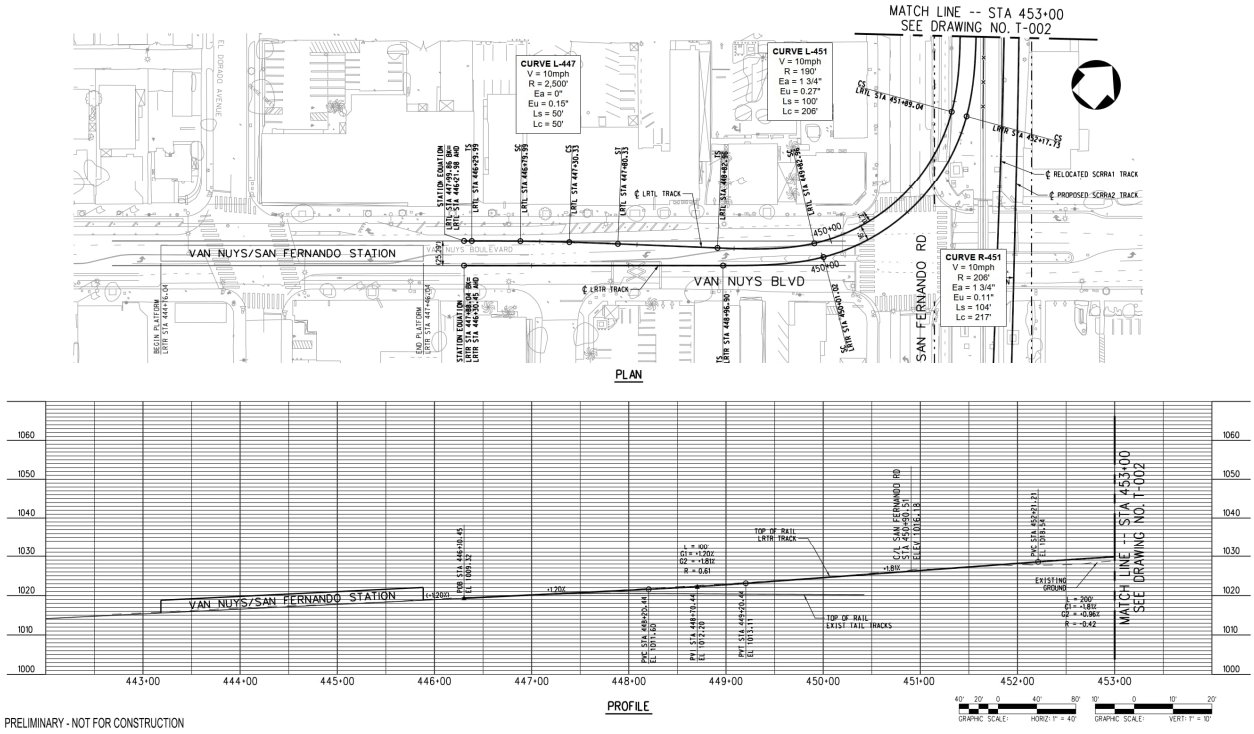
3.2 CONCEPTUAL DESIGN

3.2.1 SCENARIO 1A FULL-BUILD LRT PARTIAL GRADE SEPARATION

The LRT alignment extends the ESFV LRT southern segment alignment, currently under construction, from the proposed Van Nuys/San Fernando Station to the Sylmar/San Fernando Metrolink Station just north of Hubbard Avenue within the shared ROW corridor, with only the crossing at Paxton Street being grade separated (LRT underpass). The concept will include new LRT Stations at Paxton Street (underpass), Maclay Avenue, and a terminal station at Sylmar/San Fernando to connect through a pedestrian underpass with the existing Metrolink Station platform, which would be modified to meet SCRRA's station standards.

The proposed tail tracks that are to be constructed for the ESFV LRT on Van Nuys Boulevard currently under construction would be removed, and then the alignment would continue through the Van Nuys Boulevard/San Fernando Road intersection on a 10 mph curve into the shared ROW corridor as to limit property takes (see Figure 3-4). To provide operational flexibility, a pocket track would be added between Filmore Street and Weidner Street.

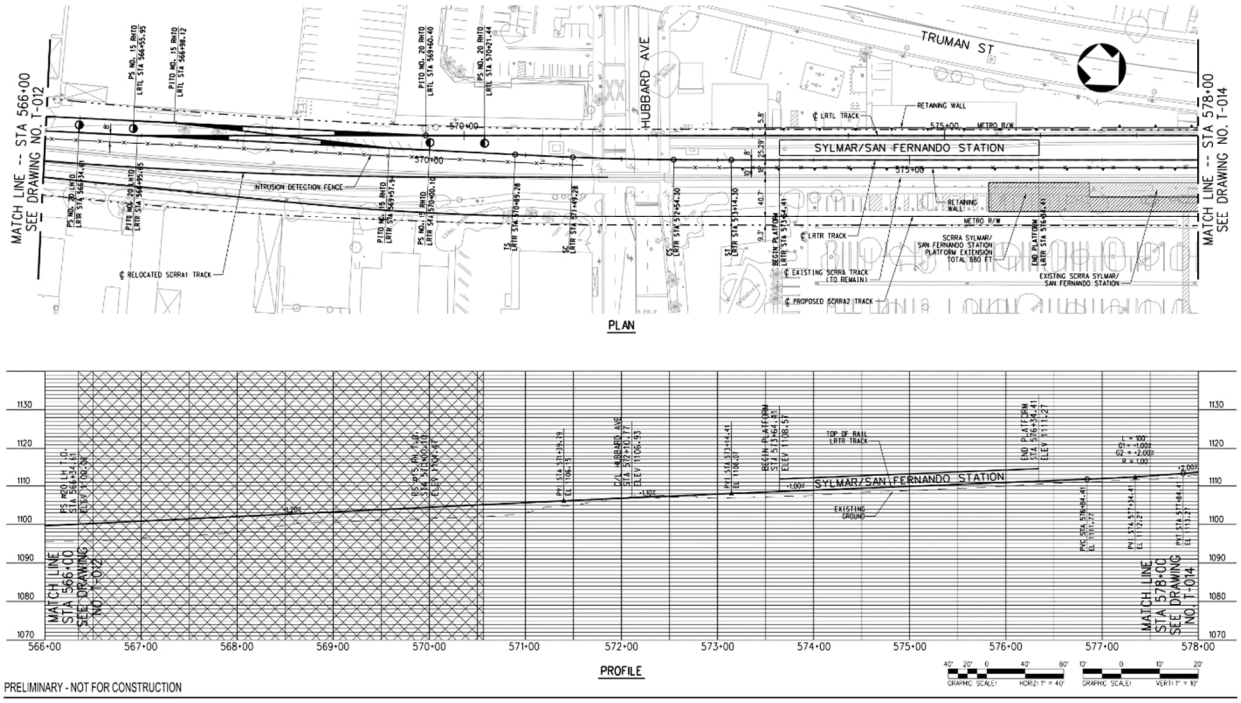
Figure 3-4: Scenario 1a LRT Tracks at Van Nuys Boulevard/San Fernando Road



The AVL/UPRR tracks would remain at grade throughout the shared ROW corridor. In order to fit the LRT tracks within the shared ROW corridor, the existing Metrolink mainline must be relocated to the eastern side of the corridor. The new second AVL/UPRR mainline track would parallel the existing mainline track on the east side. The realignment begins south of Van Nuys Boulevard and continues north of the Sylmar/San Fernando Station. In some places, additional ROW is required to fit the second mainline track.

The second Metrolink mainline track is proposed to widen out at Hubbard Avenue to allow for a center platform (see Figure 3-5). The pedestrian underpass at the LRT station would connect the LRT station with the Sylmar/San Fernando Metrolink station, and the adjacent parking lot to the east. The existing Metrolink station platform is 425 feet long and 15 feet wide, which is not the SCRRA standard size. The station platform would be extended to be a full-length platform by SCRRA standard (680 feet long).

Figure 3-5: Scenario 1a: Sylmar/San Fernando LRT and Metrolink Stations

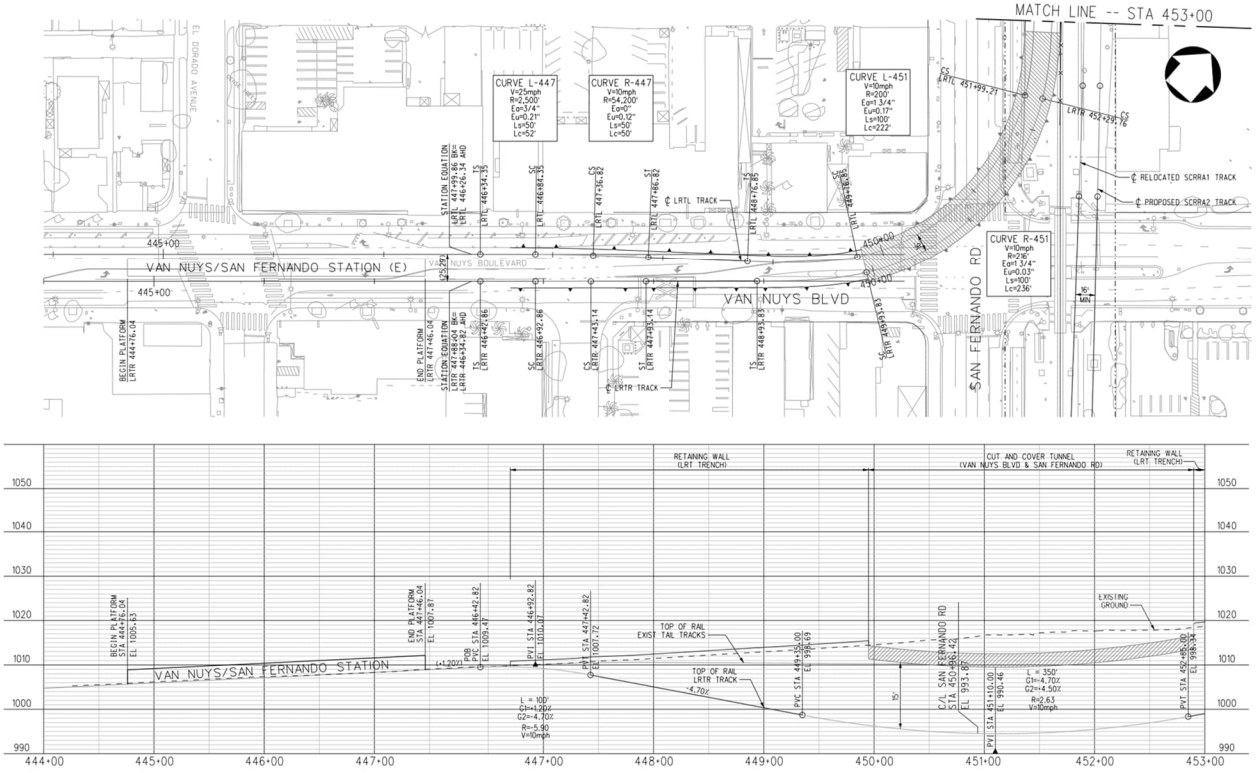


3.2.2 SCENARIO 1B FULL-BUILD LRT FULL GRADE SEPARATION

The LRT alignment extends the ESFV LRT southern segment alignment, currently under construction, from the proposed Van Nuys/San Fernando Station to the Sylmar/San Fernando Metrolink Station just north of Hubbard Avenue within the shared ROW corridor, with the crossing at Van Nuys Boulevard and Paxton Street being in a cut-and-cover tunnel (LRT underpass). The LRT tracks would be elevated at the crossings at Jessie/Wolfskill Street, Brand Boulevard, Maclay Avenue, and Hubbard Avenue. The concept includes three new LRT stations at Paxton Street (underpass), Maclay Avenue (elevated), and a terminal station (elevated) at Sylmar/San Fernando to connect through a pedestrian underpass or overpass with the existing Metrolink Station, which would be expanded to meet the SCRRA station standards.

The currently proposed tail tracks to be constructed for the ESFVTC project would be removed allowing for the alignments continuation in a cut-and-cover tunnel under the Van Nuys Boulevard/San Fernando Road intersection on a 10 mph curve into the shared ROW corridor so as not to require any property takes (see Figure 3-6). To provide operational flexibility, a pocket track would be added between Filmore Street and Weidner Street.

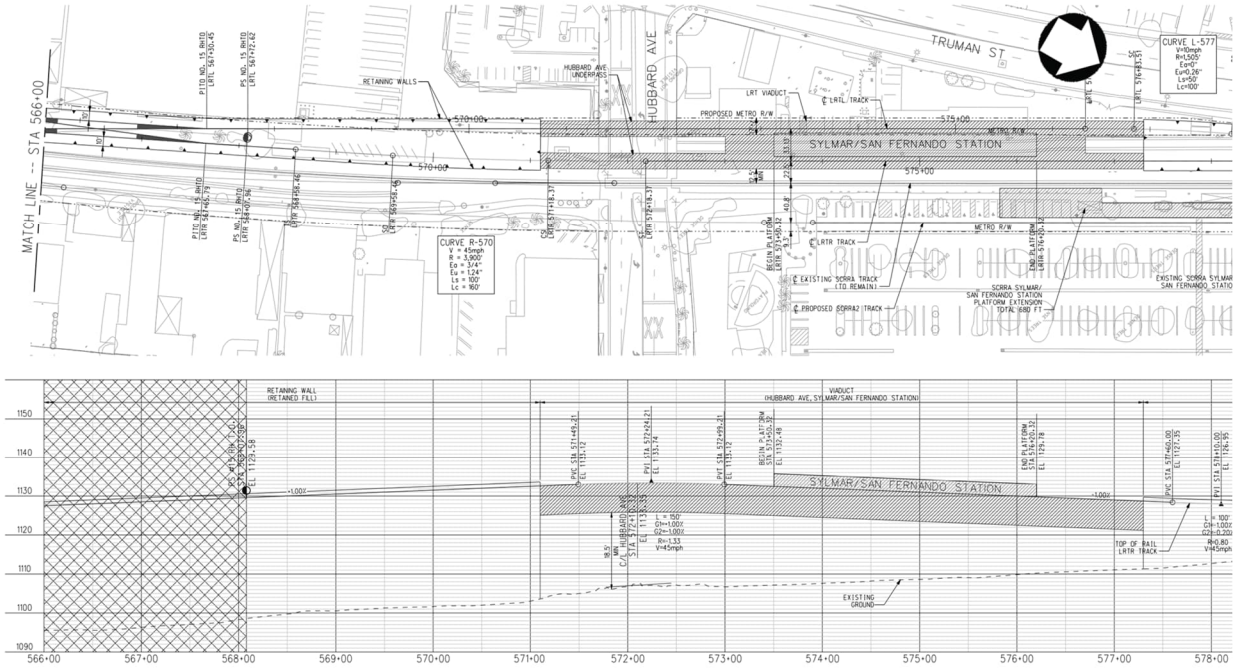
Figure 3-6: Scenario 1b LRT Tracks at Van Nuys Boulevard/San Fernando Road



The extended LRT racks in Scenario 1b would have multiple track curves through the crossings to minimize property takes and to maneuver the Metrolink tracks through the corridor for stations, bridges, and the pocket track. The design of these curves has been carefully considered so track alignments meet SCRRA Design Criteria for the design speeds and to ensure there is no superelevation on the relocated Metrolink mainline track(s). Reducing or eliminating the superelevation through the crossing provides for level-grade crossing profiles.

The LRT tracks would terminate at the Sylmar/San Fernando LRT station, which is located just north of Hubbard Avenue, with the tracks shifted further west when compared with Scenario 1a. This is due to the existing Metrolink track remains in place and spacing requirements. Space is required for the retaining wall between the LRT and Metrolink tracks, as well as a wider platform to allow for pedestrian circulation between the ground and elevated station (see Figure 3-7). The platform is located to allow for a pedestrian ramp to an overpass or underpass to connect with the Sylmar/San Fernando Metrolink Station. The configuration of the pedestrian connection will be slightly different from Scenario 1a, as the tracks and station platform will be elevated due to the grade separation at Hubbard Avenue. The AVL tracks would remain at grade throughout the shared ROW corridor.

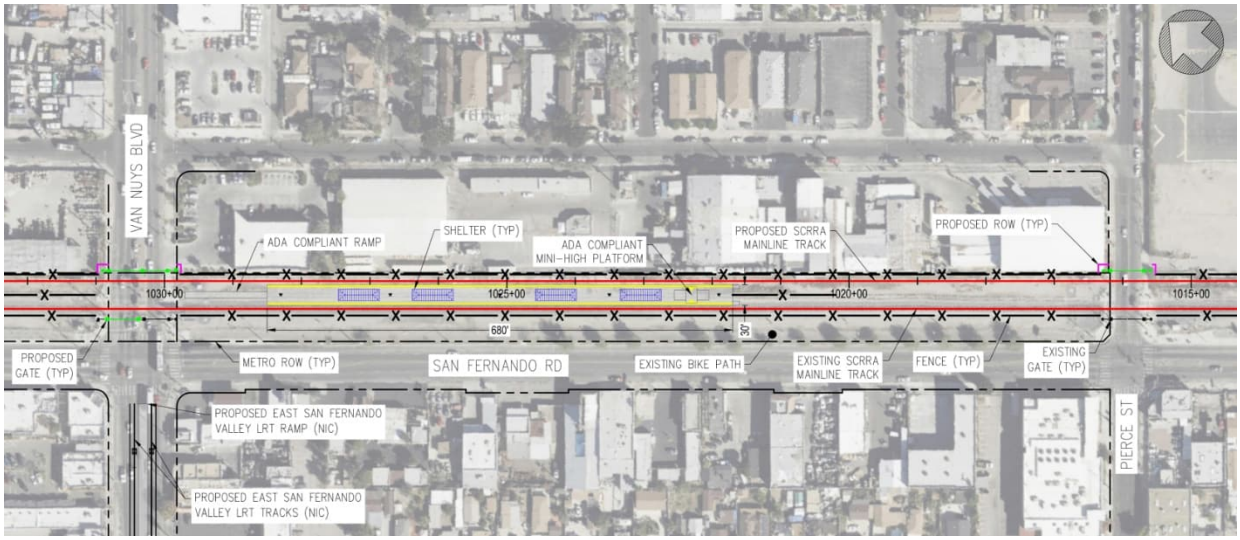
Figure 3-7: Scenario 1b Sylmar/San Fernando LRTand Metrolink Stations



3.2.3 SCENARIO 2A ESFV IOS METROLINK STATION, ISLAND PLATFORM

The infill Metrolink station would be placed in the southeast quadrant of the intersection of Van Nuys Boulevard and San Fernando Road, providing a connection to the southern segment of the ESFV LRT on Van Nuys Boulevard. As shown in Figure 3-8, this station would be a center platform station. The station would be placed east of the existing mainline track. The second mainline track would be placed east of the proposed infill Metrolink station. There is enough space in the corridor to fit the station and both mainline tracks within the existing ROW.

Figure 3-8: Scenario 2a ESFV IOS Metrolink Station, Island Platform Configuration



The existing AVL/UPRR track would remain untouched for most of the shared ROW corridor. The second AVL/UPRR track would be located east of the existing track throughout most of the corridor, except for north of the Sylmar/San Fernando Station, where the new track would be west of the existing track. At the Sylmar/San Fernando Station, the existing platform is approximately 425 feet long and 15 feet wide. This platform would be expanded to be 680 feet long and 16 feet wide, all within existing ROW. A new side platform would be added on the west side of the corridor, serving the proposed second mainline track.

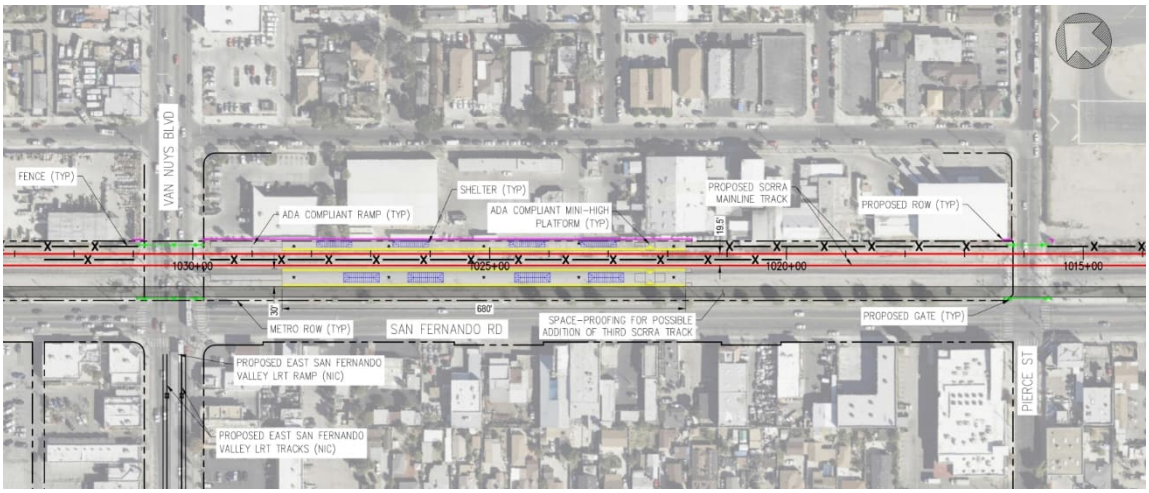
As shown in Figure 3-9, north of the Sylmar/San Fernando Station, number 14 turnouts would be utilized to begin a turnback track. In this area, the eastern mainline track would be the existing track, and the proposed second mainline track would be west of the existing track. The turnback tracks would be on the far west side of the corridor, west of the proposed track.

Figure 3-9: Scenario 2a Turnback Tracks at Sylmar/San Fernando Metrolink and LRT Stations

3.2.4 SCENARIO 2B ESFV IOS METROLINK STATION, SIDE PLATFORMS

An infill Metrolink station would be placed in the southeast quadrant of the intersection of Van Nuys Boulevard/San Fernando Road, providing a connection to the southern segment of ESFV LRT on Van Nuys Boulevard. As shown in Figure 3-10, this station would contain side platforms. There would be space allotted on the west side of the corridor for potential future use. The proposed design reserves space for the proposed western side platform so it could be expanded from a typical 16-foot side platform to a 30-foot island platform if a future use were to be identified. The proposed design for Scenario 2b would require the acquisition of approximately three (3) feet of additional ROW east of the shared ROW corridor between Van Nuys Boulevard and Pierce Street. Further coordination with SCRRA/Metrolink in the conceptual engineering phase would be required in order to analyze in greater detail if ROW takes can be avoided through an SCRRA design deviation.

Figure 3-10: Scenario 2b ESFV IOS Metrolink Station, Side Platforms Configuration



The existing Sylmar/San Fernando Metrolink platform would be widened to function as a center platform with mainline tracks on either side. The existing platform would be expanded to be 680 feet long and 25 feet wide, allowing the proposed features to stay within the station area and not intrude on parking spaces east of the station area. Additionally, there would be sufficient space west of the existing tracks for any potential future use in the station area.

Immediately north of the Sylmar/San Fernando Station, both sets of mainline tracks would shift westward to avoid an open channel on the west side of the corridor, north of the station (see Figure 3-11). After the shift is complete, number 14 turnouts would be utilized to begin a turnback track. The turnback tracks would be on the far west side of the corridor, west of the proposed tracks. The turnback track on the west side of the corridor would be in the space provided for potential future use.

Figure 3-11: Scenario 2b Turnback Tracks at Sylmar/San Fernando Metrolink and LRT Stations

4 TRANSPORTATION BENEFITS/SYSTEMS PERFORMANCE ANALYSIS

The proposed study scenarios were evaluated for transportation benefits in terms of travel time savings, ridership, and the quality of multi-modal connectivity. The No-Build Scenario is included in the analyses for comparison purposes.

For the travel time estimation of the representative origin-destination (O-D) pairs and ridership forecasting, Scenarios 1a and 1b were not treated differently due to their similarities in operational characteristics and will be categorized as the Full-Build LRT Scenario. Similarly, Scenarios 2a and 2b will be categorized as the ESFV IOS Metrolink Station Scenario for the same reason.

4.1 TRAVEL TIME OF REPRESENTATIVE ORIGIN-DESTINATION PAIRS

The representative origin-destination (O-D) pairs analysis provides insight into potential travel patterns, time savings, and route choice for transit riders going to and traveling from ESFV under each proposed Scenario. The origins and destinations in the selected O-D pairs are activity centers located in or around neighborhoods with high employment or population density. They are also on the route that could potentially benefit from the infill station at the Van Nuys Boulevard/San Fernando Road intersection on the AVL or the implementation of the northern segment of the ESFV LRT.

The No-Build Scenario would perform the worst for most travelers, due to the missing rail service gap along the San Fernando Road Shared ROW corridor, less frequency of the Metrolink AVL, and the lack of a transfer point between Metrolink AVL and Metro ESFV LRT.

The Full-Build LRT Scenarios (both 1a and 1b) would mainly benefit travel within the East San Fernando Valley, especially the areas along the alignment of the ESFV LRT Project.

The O-D travel time analysis concludes that the ESFV IOS Metrolink Station Scenarios (2a and 2b) would mainly benefit regional travel in the following directions:

- Between Central LA and the Van Nuys Boulevard Corridor, where the southern segment of the ESFV LRT would be built
- Between Northern Los Angeles County and West San Fernando Valley
- Between Northern Los Angeles County and South San Fernando Valley
- Between Northern Los Angeles County and Van Nuys Boulevard Corridor

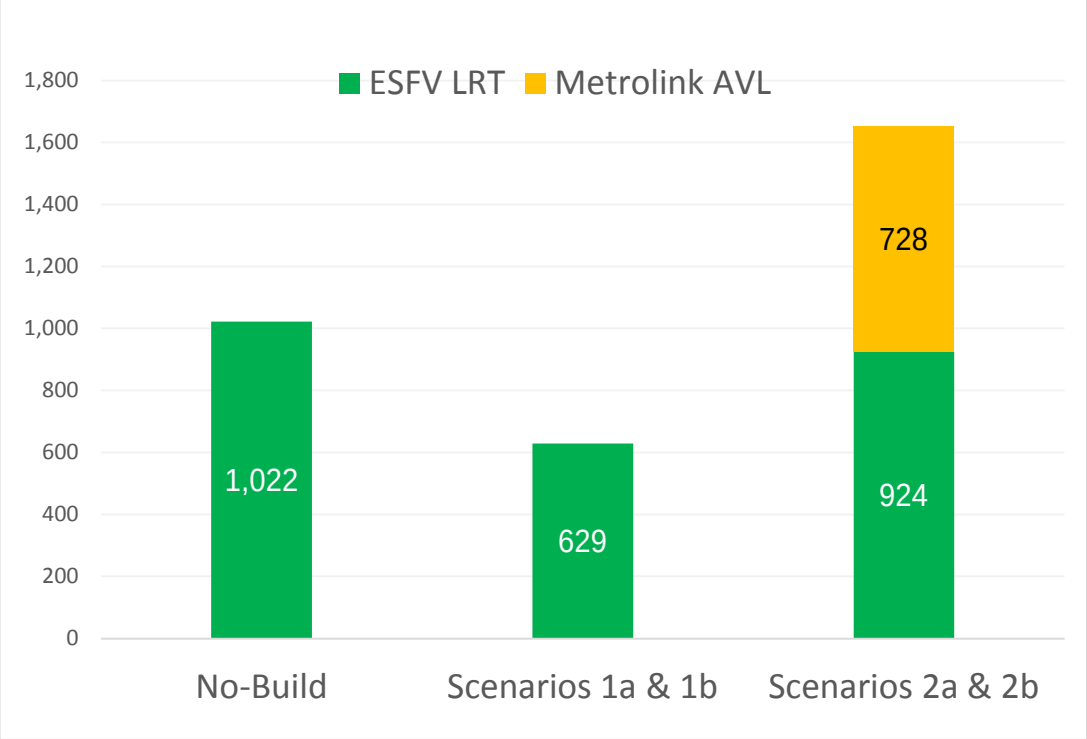
The Metrolink infill station at the Van Nuys Boulevard/San Fernando Road intersection would provide an easy transfer between the Metrolink service and the Metro ESFV LRT service, which saves travel time for transit riders.

4.2 RIDERSHIP FORECASTING

Under the ESFV IOS Metrolink Station Scenarios (2a and 2b), the Metrolink infill station along the AVL at the southeast corner at the intersection of Van Nuys Boulevard and San Fernando

Road is forecasted to generate daily boardings of approximately 730 on a typical weekday. The daily ridership at the Van Nuys/San Fernando ESFV LRT Station is forecasted to be around 920, an increase of about 300 from the Full-Build LRT Scenario and 180 more than the No-Build Scenario (see Chart 4-1).

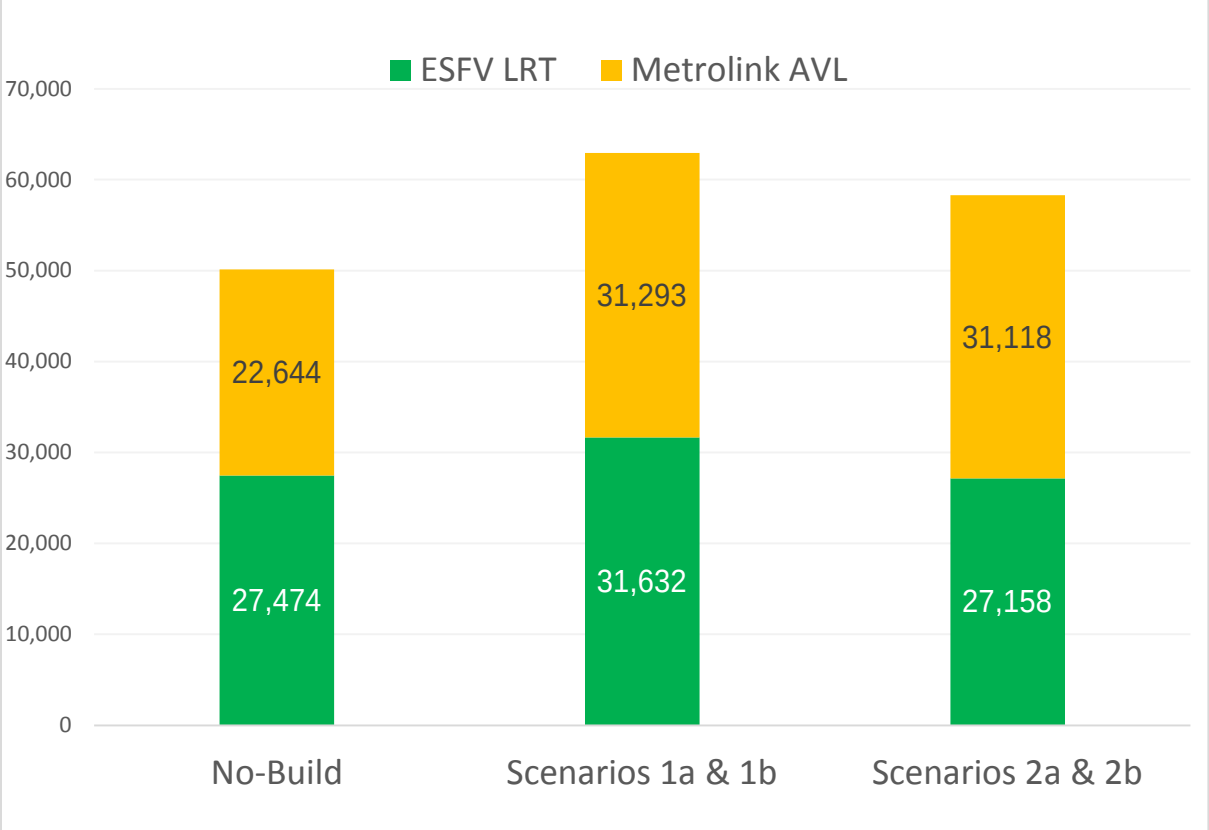
Chart 4-1: Estimated Future (2040) Typical Weekday Daily Ridership at Van Nuys/San Fernando



Under Scenarios 1a and 1b, the daily boarding on the ESFV LRT line is forecasted to be approximately 31,600, which is 4,150 more than the No-Build Scenario. However, the average boardings on the three stations in the northern segment would be approximately 1,600, which is much lower than the average boardings on the 11 stations in the southern segment, which is forecasted to be approximately 2,400. The forecasted ridership on the entire Metrolink AVL would increase to nearly 31,300 from approximately 22,600 in No-Build. This is mainly because of the enhanced service frequency of the AVL in the peak and off-peak periods.

The forecasted ridership on the entire ESFV LRT Line does not change much from No-Build to Scenarios 2a and 2b (see Chart 4-2). Although the infill Metrolink Station would connect the light rail line with AVL, the frequency enhancement would also make AVL more competitive against the ESFV LRT for some travel markets (e.g. between East San Fernando and Downtown Los Angeles). Therefore, the ridership on the ESFV LRT would not necessarily increase from No-Build to Scenarios 2a and 2b. The daily ridership for the entire AVL is estimated to be approximately 31,100 under Scenarios 2a and 2b.

Chart 4-2: Estimated Future (2040) Typical Weekday Daily Ridership on ESFV LRT and AVL



As summarized in Table 4-1, there would be a total of nearly 1,915,000 transit trips in the entire transit system in Southern California on a typical weekday in the No-Build Scenario. The total transit trips would increase to approximately 1,924,600 under Scenarios 1a and 1b, which would be about 9,600 new transit trips compared with the No-Build Scenario. Scenarios 2a and 2b would have approximately 6,500 new transit trips compared with the No-Build Scenario. These new transit trips would be shifted from driving or non-vehicular modes with enhanced transit services brought by the AVL and the ESFV LRT improvements.

Table 4-1: Systemwide Transit Trips Summary

Scenario	Total Transit Trips	New Transit Trips (compared with No-Build)
No-Build	1,914,986	-
Scenarios 1a and 1b	1,924,626	9,640
Scenarios 2a and 2b	1,921,507	6,521

4.3 QUALITY OF MULTI-MODAL CONNECTIVITY

The quality of multi-modal connectivity was evaluated by assessing each scenario's level of connectivity with transit services, the frequency of those services, and the type of services whether they provide regional or local connections. The quality of transfer conditions and impacts to surrounding existing bicycle lanes and facilities was also considered. A summary of this analysis is shown in Table 4-2.

Table 4-2: Transit & Multimodal Connectivity Summary

Criteria	No-Build	Scenario 1: Full-Build LRT		Scenario 2: ESV IOS Metrolink Station	
		1a: Partial Grade Separation	1b: Full Grade Separation	2a: With Island Platform	2b: With Side Platform
# of Connecting Services	18	23	23	19	19
Bus Connection Frequency (min) (peak/off-peak)	15 38	15 35	15 35	15 35	15 35
Impact to existing bike path along the Shared ROW	None	Impacted	Impacted	Impacted	Impacted
Quality of Transfer Conditions	No elevation changes	Fewer elevation changes	More elevation changes	No elevation changes	No elevation changes
Regional Connectivity (Metrolink connections)	VCL	VCL, AVL	VCL, AVL	VCL, AVL	VCL, AVL

Note: 1= top number=peak period, bottom number =off-peak period.

The No-Build Scenario would provide no transfer between the ESFV LRT and the Metrolink AVL. Under the Full-Build LRT Scenarios 1a and 1b, riders would be able to transfer between the ESFV LRT and the Metrolink AVL at the Sylmar/San Fernando Station. Scenario 1a would result in fewer elevation changes at the Maclay Station for passengers to access, however, there would be wider at-grade crossings with four tracks (two LRT and two AVL/UPRR) at the Maclay Avenue and Brand Boulevard crossings. In contrast, under Scenario 1b, passengers would need to go upstairs to access the Maclay Station while the at-grade crossings would be narrower with two AVL/UPRR tracks at the Maclay Avenue and Brand Boulevard crossings.

In the ESFV IOS scenarios (2a and 2b), a transfer could be made between the ESFV LRT and the Metrolink AVL at the Van Nuys Boulevard/San Fernando Road intersection. The total transfer walk time would be between two to four minutes, depending on whether the pedestrianwill encounter a green or red light at the intersection. Under Scenario 2a ESFV IOS Metrolink Station, Island Platform, riders would need to walk across one railroad track to access the location of the Metrolink infill station but would not be required to cross any LRT tracks (see Figure 4-1).

Under Scenario 2b ESFV IOS Metrolink Station, Side Platforms, riders would need to cross two railroad tracks if traveling northbound and zero railroad tracks if traveling southbound to reach the Metrolink station platform. Clear wayfinding would be needed to support riders in choosing the correct platform. This scenario would not require transit riders to cross any LRT tracks at the Van Nuys Boulevard/San Fernando Road intersection.

Figure 4-1: ESFV LRT Station at Van Nuys Blvd./San Fernando Rd. Intersection, Scenario 2a

Source: Mott MacDonald, 2024

5 IMPACT ANALYSIS

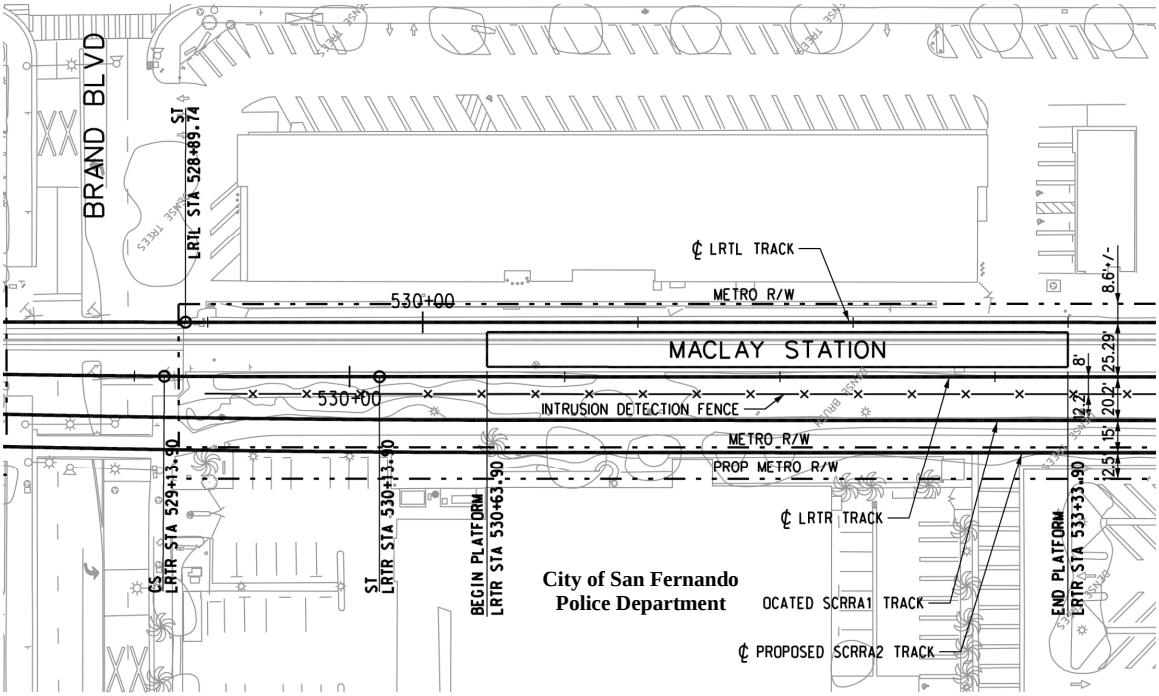
Five types of impacts were assessed for the Full-Build LRT and ESFV IOS Metrolink Station scenarios: right-of-way (ROW), utility, existing bicycle network, traffic, and parking.

5.1 RIGHT-OF-WAY (ROW) IMPACTS

The ROW impacts under Scenarios 1a and 1b would be mainly between Jessie/Wolfskill Street and Maclay Avenue, the narrowest portion of the shared ROW corridor. There would also be some ROW impacts on the parcels near the Hubbard Avenue crossing and the existing Sylmar/San Fernando Metrolink Station.

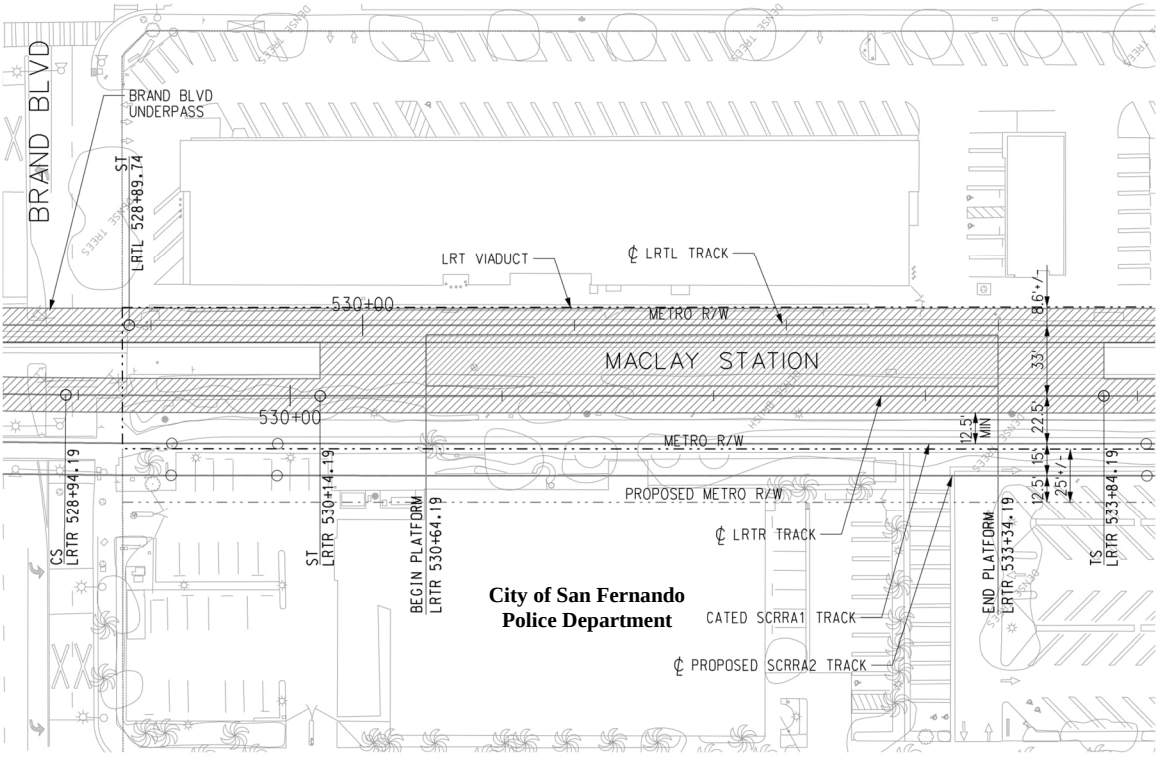
Specific to Scenario 1a, the second AVL/UPRR track would not impact the San Fernando Police Department as it would be 16.5 feet away from the west side of the police station. As shown in Figure 5-1, a partial easement would be required as the new ROW line would impact the parcel but not the building.

Figure 5-1: Permanent Right-of-Way (ROW) Impact at the City of San Fernando Police Department, Scenario 1a



Under Scenario 1b, the new ROW line would impact both the parcel and the building (see Figure 5-2). Therefore, it is assumed that a permanent full easement will be required, and the police station will need to be relocated.

Figure 5-2: Permanent Right-of-Way (ROW) Impact at the City of San Fernando Police Department, Scenario 1b



The shared railroad ROW corridor would be able to accommodate two AVL/UPRR tracks under Scenarios 2a and 2b, without any Metro or Metrolink design criteria deviations/exceptions. However, some partial ROW take would be required for the relocated and new gate arms and signal equipment. Specific to Scenario 2b partial ROW takes would occur between Van Nuys Boulevard and Pierce Street to accommodate the new track and the two side platforms of the proposed infill station unless Metrolink design criteria deviations/exceptions are granted.

The permanent ROW impacts for the four Scenarios are summarized in Table 5-1. Scenario 1a would have the most partial parcel takes whereas Scenario 1b would have the most full parcel takes. Scenario 2a would have the least permanent ROW impacts among all the build scenarios.

Table 5-1: Permanent Right-of-Way (ROW) Impacts Summary

Scenario	Impacted Number of Parcels		Main Impacted Areas
	Full Take	Partial Take	
No-Build Scenario	0	0	None.
Scenario 1a	3	15	East of the shared ROW corridor between Jessie/Wolfskill St and Maclay Ave; Hubbard Crossing and Station Area.
Scenario 1b	6	10	East of the shared ROW corridor between Jessie/Wolfskill St and Maclay Ave; Hubbard Crossing and Station Area;
Scenario 2a	0	6	Corner parcels at crossings to accommodate new gate arms/signal equipment.
Scenario 2b	0	13	Corner parcels at crossings to accommodate new gate arms/signal equipment; East of the Shared ROW corridor between Van Nuys Boulevard and Pierce Street

5.2 UTILITY IMPACTS

In all the study scenarios, most of the existing wet and dry facilities may be protected including pipe encasement for the sanitary sewer lines with a few facilities needing further depth confirmation. In Scenarios 1a and 1b, most of the oil pipelines ranging from 8-36 inches in diameter will need to be relocated by their owner either prior to construction or during construction. This is a major and costly utility impact. In addition to the oil pipelines, under Scenario 1b, various telecommunication facilities would need to be removed and relocated.

5.3 IMPACTS ON THE EXISTING BICYCLE NETWORK

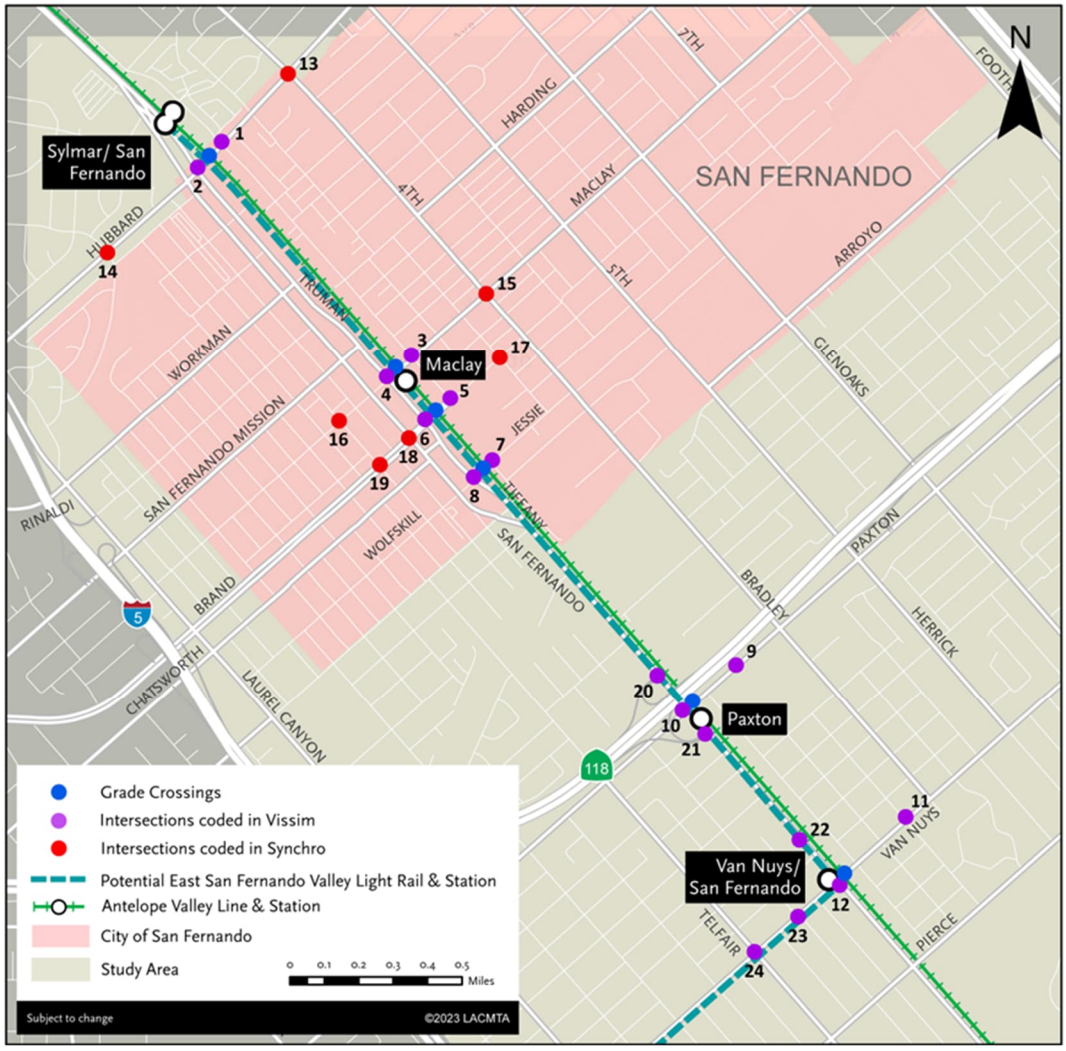
Scenarios 1a and 1b would have the greatest impact to existing bicycle networks in which the relocation of most of the Mission City Trail and the San Fernando Road Bike Path around the Hubbard Station would be needed.

Scenario 2a would have some impacts to the San Fernando Road Bike Path at Sylmar Metrolink Station for localized improvements while Scenario 2b would impact the San Fernando Road Bike Path around the Hubbard Station and the new infill Metrolink Station, as well as some stretches of the Mission City Trail.

5.4 TRAFFIC IMPACTS

A total of 24 study intersections along the study corridor are included in the traffic operational analysis. The locations of these intersections are shown in Figure 5-3.

Figure 5-3: Study Intersections for Traffic Operational Analysis



Source: Mott MacDonald, 2024

The level of service (LOS) values for the study intersections under the study scenarios are summarized in Table 5-2.

Table 5-2: Future Year 2040 Peak Hour Intersection LOS Summary

#	Intersection	No-Build		Scenario 1a		Scenario 1b		Scenario 2a		Scenario 2b	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1	Hubbard Ave & First St/Frank Modugno Dr	**E**	**E**	**F**	**F**	**E**	**E**	**E**	**E**	**E**	**E**
2	Hubbard Ave & Truman St	D	**E**	**F**	**F**	D	**E**	D	**E**	D	**E**
3	Maclay Ave & First St	**E**	C	**F**	**F**	**E**	C	**E**	C	**E**	C
4	Maclay Ave & Truman St	D	**E**	**F**	**F**	D	**E**	D	**E**	D	**E**
5	Brand Blvd & First St	B	B	D	**E**	B	B	B	B	B	B
6	Brand Blvd & Truman St	D	D	**F**	**F**	D	D	D	D	D	D
7	Jessie/Wolfskill St. & First St	**F**	**F**	**E**	**F**	**F**	**F**	**F**	**F**	**F**	**F**
8	Wolfskill St & Truman St	B	B	D	D	B	B	B	B	B	B
9	Paxton St & Plaza Pacoima Dr	D	**E**	**E**	**F**	D	**E**	D	**E**	D	**E**
10	Paxton St & San Fernando Rd	**E**	**E**	**F**	**F**	**F**	**F**	**E**	**E**	**E**	**E**
11	Van Nuys Blvd & Pala Ave	**F**	**F**	**F**	**F**	**F**	**F**	**F**	**F**	**F**	**F**
12	Van Nuys Blvd & San Fernando Rd	**E**	**E**	**F**	**F**	**E**	**E**	**E**	**E**	**E**	**E**
13	Hubbard Ave & Fourth St	B	B	B	B	B	B	B	B	B	B
14	Hubbard Ave & Envoy St/Jackson Ave	B	A	B	A	B	A	B	A	B	A
15	Maclay Ave & Fourth St	C	D	C	B	C	D	C	D	C	D
16	Maclay Ave & Pico St	B	B	B	B	B	B	B	B	B	B
17	Brand Ave & Third St	B	B	B	B	B	B	B	B	B	B
18	Brand Ave & San Fernando Rd	A	B	A	B	A	B	A	B	A	B
19	Brand Ave & Pico St	B	B	B	B	B	B	B	B	B	B
20	San Fernando Rd & SR-118 WB on-off Ramp	D	D	**E**	D	D	D	D	D	D	D
21	San Fernando Rd & SR-118 EB on-off Ramp	B	D	**F**	**F**	B	D	B	D	B	D
22	San Fernando Rd & Pinney St	D	**F**	**F**	**F**	D	**F**	D	**F**	D	**F**
23A	Van Nuys Blvd & El Dorado St - North	A	A	A	A	A	A	A	A	A	A
23B	Van Nuys Blvd & El Dorado St - South	**F**	**F**	**F**	**F**	**F**	**F**	**F**	**F**	**F**	**F**
24A	Van Nuys Blvd & Telfair Ave - North	A	A	A	A	A	A	A	A	A	A
24B	Van Nuys Blvd & Telfair Ave - South	F	F	**F**	**F**	**F**	**F**	**F**	**F**	**F**	**F**

Under Scenario 1a, the number of trains through the six at-grade crossings would increase to 25 in both directions during the AM and PM peak hours, including 20 LRT trains, four AVL trains, and one freight train. The intensive gate-down activities would cause significant disruption to the traffic flows at the crossing and other nearby streets. Half (12) of the 24 study intersections are projected to operate at a LOS value of F during both peak hours. Two intersections would operate at LOS values of F during either the AM or PM peak hour and an additional two intersections would operate at LOS value E during either the AM or PM peak hour.

Scenario 2a and 2b would have seven intersections operating at LOS values of E during one or both peak hours. Five intersections are estimated to operate at a LOS value of F during either the AM or PM peak hour. The traffic operations at the six crossings and the nearby intersections would only be disrupted by the AVL trains running through the shared ROW corridor.

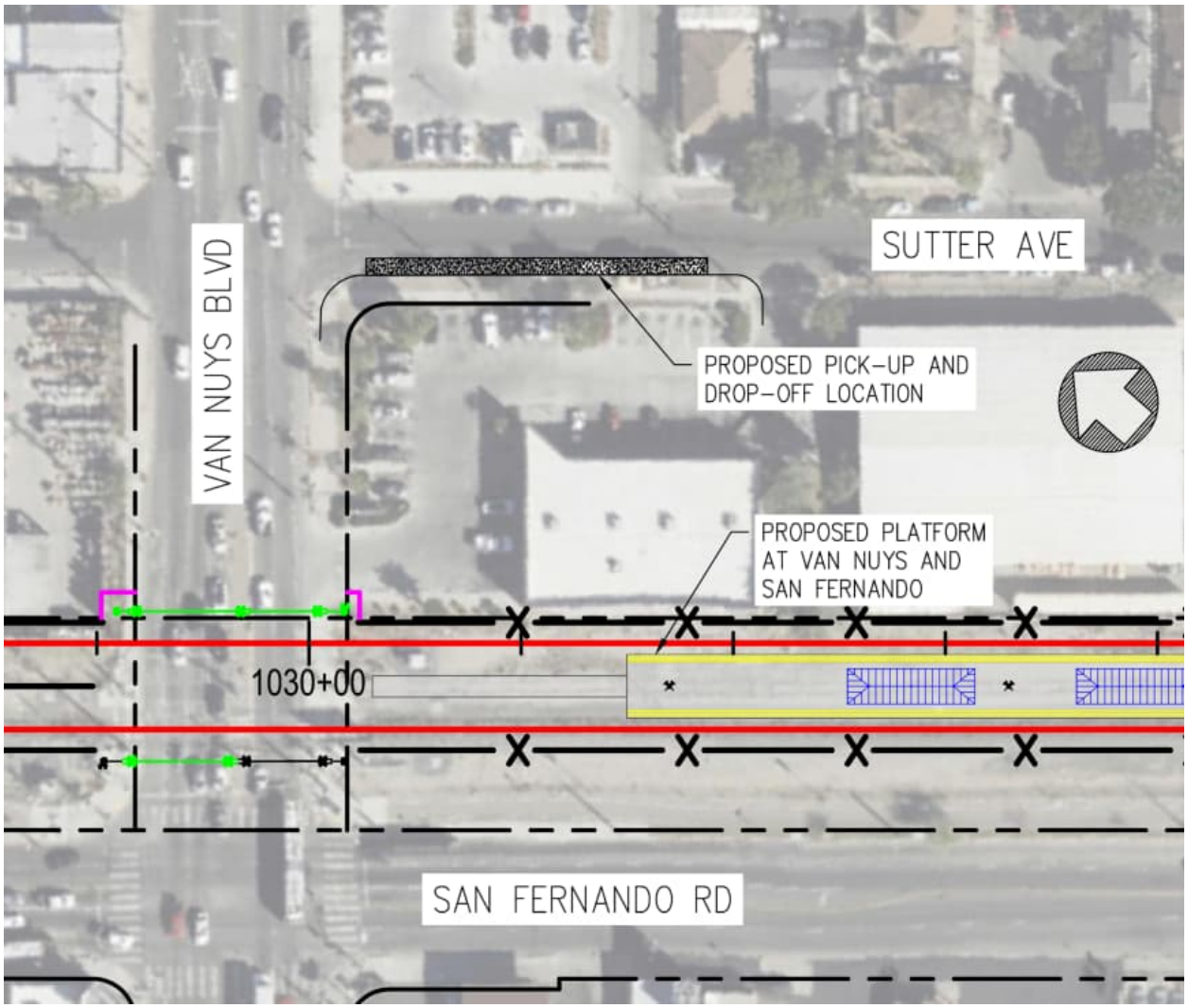
Under Scenario 1b Full-Build LRT Full Grade Separation Option, the traffic operational conditions for most study intersections would be similar to those under the ESFV IOS scenarios. This is because all the crossings would be grade-separated and the traffic operations would only be disrupted by the gate down activities when the four AVL trains and the one freight train approach the crossings during the peak hour, but not by the ESFV LRT trains. The lane geometry for intersection #10 - Paxton Street & San Fernando Road would be different. The northbound approach would have four lanes under the ESFV IOS scenarios and three lanes under Scenario 1b. In this case, this intersection would more likely operate at LOS F during the peak hours (as under Scenario 1a) instead of LOS E (as under the ESFV IOS scenarios).

5.5 PARKING IMPACTS

The No-Build Scenario would not have any parking impacts. Scenarios 1a and Scenario 1b would not impact any on-street parking along the study corridor. However, the Sylmar/San Fernando Metrolink Station adjacent to the new LRT station would require relocating nearly 20 accessible parking spaces. The total number of available parking spaces at the parking lot might be reduced after restriping the parking lot. Scenario 2a would not require the removal of accessible parking spaces at the Sylmar/San Fernando Metrolink Station. This differs from Scenario 2b which would require relocation of nearly 20 accessible parking spaces in the parking lot.

Under Scenarios 2a and 2b, up to eight on-street parking spaces on Sutter Street may be lost to provide a pickup and drop-off area for the new Metrolink infill station that would be added at the southeast corner of Van Nuys/San Fernando (see Figure 5-4). The No-Build Scenario, Scenarios 1a, and Scenario 1b would not have the Metrolink infill Station and therefore would not incur any parking impacts on Sutter Street.

Figure 5-4: Proposed Passenger Pick-Up and Drop-Off for Scenarios 2a and 2b



6 COST ESTIMATES

Planning-level capital cost estimates and Operations and Maintenance (O&M) costs were developed for all the study scenarios.

6.1 CAPITAL COST

The capital cost estimating methodology complies with the Federal Transit Administration (FTA) Standard Cost Categories (SCC) for major capital projects. This cost estimate was developed in a spreadsheet format that presents construction cost items and unit quantities which were sorted according to individual line items based on FTA SCC categories. To estimate project capital cost quantities, a breakdown of the 5% conceptual design elements was performed.

The cost estimate was developed using multiple resources, derived from historical bid data, price books, supplier quotes, completed projects, and information obtained from similar projects along the West Coast. In some cases, pricing was compared to other LA Metro projects. Unit prices used for this estimate are in current year dollars (Q4 2023) when the estimate was initially prepared. In addition to this, the estimator's professional judgment was used to allow for the specific type, location, size, and complexity. Unit prices were applied to the unit quantities identified for each cost item to produce an overall unit price for each element.

At this level of design, the level of confidence for cost estimate is an American Association of Cost Engineers (AACE) Class 5. The AACE guidance for the low range of a Class 5 estimate is -20% to -50%. The high range of a Class 5 estimate is recommended to be +30% to +100%. +50% was chosen for this estimate. Estimator opinion was used to create a static upper and lower limit. The 30% lower limit was chosen for the rare case of contingency being over-applied. On the high side, 50% was chosen because the confidence is there that the cost shouldn't double but based on material and labor trends cost could be 50% higher than the current estimate.

Contingencies have been applied to the cost estimates. After a discussion with Metro's capital cost estimation group, it was determined that the percentage values of hard construction cost used in this estimate are:

- 40 percent on FTA SCC categories 10 through 50 and 80
- 50 percent for FTA SCC categories 60
- 16 percent for FTA SCC categories 70
- 33 percent for professional service
- 10 percent for unallocated contingency

Table 6-1 summarizes the capital cost estimate ranges in 2023 dollars without escalation. The capital cost of Scenario 1a, Full-Build LRT Partial Grade Separation is estimated to be approximately $432 million to $926 million in 2023 dollars. Scenario 1b, Full-Build LRT Full Grade Separation is estimated to have the highest capital cost among all the proposed transit options at $561 million to $1.20 billion in 2023 dollars.

The capital cost for Scenario 2a, ESFV IOS Island Platform Metrolink Station is estimated to be approximately $71 to $153 million in 2023 dollars. The capital cost of Scenario 2b, ESFV IOS with Side Platforms Metrolink Station is estimated to be about 28.3 percent higher than that of Scenario 2a at $92 to $196 million. Whereas the No-Build scenario would incur zero capital costs because there would not be any capital improvements.

Table 6-1: Capital Cost Estimate Summary ($ millions) in 2023 Dollars

AACE Class 5 Estimate Cost Ranges	No-Build Scenario	Scenario 1: Full-Build LRT		Scenario 2: ESFV IOS Metrolink Station at Van Nuys Blvd/San Fernando Rd	
	Single Metrolink track without new infill Metrolink station	1a: Partial Grade Separation	1b: Full Grade Separation	2a: Island Platform	2b: Side Platforms
Low Range (AACE: -20% to -50%) assumed -30%	$0	$432	$561	$71	$92
Class 5, 100% - Estimate of Probable Cost	$0	$618	$801	$102	$131
High Range (AACE: +30% to +100%) assumed +50%	$0	$926	$1,202	$153	$196

This cost estimate is validated in 2023 dollars, but total project costs have been presented in the base year and escalated to the proposed year of expenditure, 2038, the estimated midpoint of the construction. The actual anticipated start date has yet to be decided. To estimate the capital cost in the future year 2038, Engineering News-Record (ENR) Construction Cost Index (CCI) data nationwide average from 2013 to 2023 was compiled. The average rate (2013 to 2023) is 3.41 percent so it was decided to use 3.5 percent as a round number.

Table 6-2 summarizes the capital cost estimate ranges escalated to 2038 dollars. The highest cost for a scenario alternative belongs to Scenario 1b with a high range cost estimated to exceed $2 billion in 2038 dollars. This is significantly different from Scenario 2a in which high-cost range is estimated to be $256 million in 2038 dollars.

Table 6-2: Escalated Capital Cost Estimate Summary ($ millions) in 2038 Dollars

AACE Class 5 Estimate Cost Ranges	No-Build Scenario	Scenario 1: Full-Build LRT		Scenario 2: ESFV IOS Metrolink Station at Van Nuys Blvd/San Fernando Rd	
	Single track without new infill Metrolink station	1a: Partial Grade Separation	1b: Full Grade Separation	2a: Island Platform	2b: Side Platforms
Low Range (AACE: -20% to -50%) assumed -30%	$0	$724	$940	$120	$154
Class 5, 100% - Estimate of Probable Cost	$0	$1,035	$1,343	$171	$219
High Range (AACE: +30% to +100%) assumed +50%	$0	$1,552	$2,014	$256	$329

Table 6-3 summarizes the cost-effectiveness of all the build scenarios. Cost-effectiveness measures the incremental capital cost per new project trip compared with the No-Build scenario. Scenario 2a is estimated to have the best cost-effectiveness: the capital cost for each projected trip would be approximately $26.2 thousand in 2038 dollars. Scenario 1b would have the worst cost-effectiveness with $139.3 thousand per project trip.

Table 6-3: Cost-effectiveness (2038 dollars, millions)

Scenario	Incremental Capital Cost* Range in 2038 US Dollars (millions)	New Transit Trips**	Incremental Capital Cost per New Transit Trip (thousands)
1a: Full-Build LRT Partial Grade Separation	$1,034.5	9,640	$107
1b: Full-Build LRT Full Grade Separation	$1,342.5	9,640	$139
2a: ESFV IOS Metrolink Station, Island Platform	$170.9	6,521	$26
2b: ESFV IOS Metrolink Station, Side Platforms	$219.3	6,521	$34

Note*: The capital cost of each build scenario minus the capital cost of the No-Build Scenario, which is zero in this case
Note**: The number of transit trips in each build scenario minus the number of transit trips in the No-Build Scenario

6.2 OPERATIONS AND MAINTENANCE (O&M) COST

Data on Operations and Maintenance (O&M) costs for Metro LRT and Metrolink services were collected to develop a typical unit cost for each type of service. The primary data source for O&M costs is the National Transit Database (NTD), which collects information on the financial, operating, and asset conditions of transit systems.

To develop the O&M cost estimates, either the operating cost per vehicle revenue hour or cost per revenue mile could be used. Vehicle operations costs are typically linked with costs per revenue hour since vehicle maintenance is approximately proportional to how many hours vehicles are running. Vehicle maintenance costs are often linked with costs per revenue mile since vehicle maintenance is approximately proportional to how many miles the vehicles operate. For this study, costs were calculated using the unit cost per vehicle revenue hour to focus on the changes in operational parameters between each scenario.

The LRT service is based on operations for 21 hours per day, with seven of those hours operating peak period service headways (6 minutes) and 14 hours operating off-peak service headways (12 minutes) on weekdays. Peak period LRT trains would be comprised of 3-car sets and off-peak period LRT trains would be comprised of 2-car sets. The LRT weekend and holiday service is assumed to operate for 21 hours with 12 minutes headway throughout the day. Each LRT train would be composed of 2-car sets.

The No-Build Scenario assumes similar to the existing Metrolink AVL service on the single-tracked corridor. Future Metrolink AVL service is based on SCORE operations with 30-minute bidirectional service providing 36 round trips per weekday and current levels of weekend service with 12 round trips. Each train is comprised of one locomotive plus three coach cars for all trips.

For each scenario, it was assumed that of the 365 days per year, 255 of those days are weekdays and 110 days are weekend days or holidays.

A summary of the estimated O&M costs in 2022 dollars is shown in Table 6-4. The No-Build Scenario is estimated to have the lowest O&M Cost at approximately 73.9 million in 2022 dollars. Scenarios 1a and 1b are the costliest scenarios to operate due to providing the highest number of trains and thus the highest total annual revenue hours of service. The annual O&M cost is estimated to be approximately $90.5 million in 2022 dollars. The annual O&M cost for Scenarios 2a and 2b is estimated to be approximately $81.6 million in 2022 dollars.

Table 6-4: Annual O&M Cost Estimates by Scenario (2022 dollars, millions)

Scenario	LRT	Metrolink	Total
No-Build Scenario	$66.5	$7.4	$73.9
Scenario 1a	$77.1	$13.4	$90.5
Scenario 1b	$77.1	$13.4	$90.5
Scenario 2a	$66.5	$15.1	$81.6
Scenario 2b	$66.5	$15.1	$81.6

The costs developed in this study originate from 2022 unit costs and are initially presented in 2022 US dollars. Similar to the capital cost estimating methodology, an annual escalation rate of 3.5 percent was used to determine operating costs for 2040, the year of planned operations. The future year defined for the ESFVTC project under the environmental clearance phase was 2040. This annual growth rate was applied with compounding for 18 years to escalate costs from 2022 to 2040 dollars.

A summary of the O&M costs broken down by study scenario in 2040 dollars is shown in Table 6-5. The annual O&M cost for the No-Build Scenario is estimated to be approximately $137.3 million in 2040 dollars. The annual O&M cost for Scenarios 1a and 1b is estimated to be approximately $168.2 million in 2040 dollars. The annual O&M cost for Scenarios 2a and 2b are estimated to be approximately $151.6 million in 2040 dollars.

Table 6-5: Annual O&M Cost Estimates by Scenario (2040 dollars, millions)

Scenario	LRT	Metrolink	Total
No-Build Scenario	$123.5	$13.8	$137.3
Scenario 1a	$143.3	$24.9	$168.2
Scenario 1b	$143.3	$24.9	$168.2
Scenario 2a	$123.5	$28.1	$151.6
Scenario 2b	$123.5	$28.1	$151.6

7 ALTERNATIVE EVALUATION

The study scenarios were evaluated for transportation system benefits, operational compatibility, multi-modal connectivity, cost to build and operate, as well as impacts on ROW, utility, traffic, and parking.

7.1 EVALUATION CRITERIA AND PERFORMANCE MEASURES

Each scenario will be quantitatively and qualitatively evaluated against 19 criteria within the categories on a points system, with the more favorable scenarios receiving the most points. The following subsections describe how each scenario will be evaluated against the eight categories. The 19 criteria are shown in Table 7-1.

Table 7-1: Evaluation Criteria

No.	Category	Criteria	Score Range
1	Integration of Operations	Does the scenario preclude future freight or regional rail expansion?	0-1
2	Transit and Multimodal Connectivity	How many transit services does this scenario connect with?	0-2
3		What are the median peak and off-peak frequencies of connecting transit services?	Not Scored
4		Does the scenario impact the existing bike network?	0-2
5		What is the quality of the transfer conditions at the LRT/AVL stations based on the safety and comfort aspects of the surrounding walking environment and bicycle amenities?	0-2
6		Does the scenario enhance regional connectivity?	0-1
7	Safety	How many at-grade railway tracks do pedestrians need to walk across?	0-2
8		Is there an adequate storage length for gate spillback queuing?	0-1
9		Is there an adequate storage length for influence zone queuing?	0-1
10	Travel Time Savings and Ridership	Which scenario has the lowest median travel time of the representative O-D pairs?	0-2
11		Which scenario has the highest typical weekday ESFV LRT ridership for 2040?	0-2
12		Which scenario has the highest per ESFV LRT station ridership forecasted for 2040?	0-2
13		Which scenario has the highest typical weekday AVL ridership for 2040?	0-2
14		Which scenario has the highest systemwide total linked trips in Southern California?	0-2
15		Which scenario has the highest user benefits in hours on a typical weekday?	0-2
16	Capital and O&M Costs	Which scenario has the lowest capital cost estimate?	0-4

No.	Category	Criteria	Score Range
17		Which scenario has the lowest O&M cost estimate?	0-2
18	ROW Impacts	Which scenario has the least ROW impacts?	0-4
19	Traffic and Parking Considerations	In 2040, what will be the peak hour traffic operational conditions at key intersections in the study corridor?	0-2
20		Does the scenario impact the existing parking supply?	0-2
21	Equity Considerations	How many people living in EFC[1] tracts would benefit from a new LRT station within a 1/2-mile radius?	0-1

Note: [1]EFC = Equity Focus Communities

7.2 EVALUATION RESULTS

Based on the analysis, the top-performing scenario has been identified as Scenario 2a ESFV IOS Metrolink Station with an island platform. Scenario 2a provided competitive connectivity and ridership benefits when compared to the other scenarios, with lower estimated costs and impacts to ROW and future traffic volumes. The No-Build scenario would have no proposed changes to existing traffic patterns or ROW, but provided the least potential benefits to transit riders. Both Scenarios 1a and 1b received the lowest scores among all scenarios. While an extended ESFV LRT to Sylmar could reach more transit riders, the forecasted benefits in ridership and new transit trips added are comparable to other lower-cost scenarios.

The scoring calculated from the previous sections' criteria is summarized in Table 7-2.

[1] Equity Focused Community

Table 7-2: Summary of Scenario Scoring by Category

Category	No-Build	Scenario 1: Full-Build LRT		Scenario 2: ESFV IOS	
		1a: Partial Grade Separation	1b: Full Grade Separation	2a: Island Platform Metrolink Station	2b: Side Platforms Metrolink Station
1. Integration of Operations	1	0	0	1	1
2. Transit and Multimodal Connectivity	4	3	3	4	4
3. Safety	3	0	3	2	2
4. Travel time Savings and Ridership	2	10	10	8	8
5. Capital and O&M Costs	6	1	0	4	3
6. Right-of-Way (ROW) Impacts	4	1	0	3	2
8. Traffic and Parking Considerations	4	0	1	3	2
9. Equity Considerations	0	1	1	0	0
Results	24	16	18	25	22

Notes: Category 7: Stakeholder preferences were not included in this table. The input provided by the City of San Fernando and SCRAA/Metrolink will not be scored as part of this analysis but is documented for further consideration.

8 INSTITUTIONAL STAKEHOLDER ENGAGEMENT

Stakeholders play a crucial role in this study as they provide diverse perspectives on the community, inform decision-makers, and gather future community support for the implementation of the preferred alternative. As this study is an extension of the ESFVTC Project, currently under construction, the stakeholders and communities were already involved in the previous planning study, conceptual engineering, and environmental clearance process. Therefore, Metro was fortunate to be working with stakeholders who are well-informed and have desires on how they would like to influence a future extension or connection to the ESFVTC Project.

The 2.5 miles of the shared ROW corridor directly links with three key stakeholders that were included in this study. This includes the City of Los Angeles (neighborhoods of Pacoima and Sylmar), the City of San Fernando, and Southern California Regional Rail Authority (SCRRA) which operates the Metrolink regional rail service. The following meetings and touchpoints were conducted to encourage interaction and input from these stakeholders:

- Southern California Regional Rail Authority (Metrolink)
  - April 2022 – Study kick-off meeting
  - August 2022 – Shared the Metro Milestone 1 analysis results
  - March 2023 – Refined the study scenarios for Milestone 2
  - February 2024 – Scenario refinement and results of grade crossing analysis
- City of San Fernando
  - May 2022 – Study kick-off and seek inputs on data collection and grade crossing analysis methodologies
  - July 2022 – Presented study overview to the City Council
  - September 2022 – Presented design plans to City staff
  - January 2023 – Presented the Metro Grade Crossing Analysis Milestone 1 and Metrolink Grade Crossing Analysis Step 1; sought input for circulation plan study intersections
  - February 2024 – Scenario refinement and results grade crossing analysis
- City of Los Angeles
  - February 2023 – Presented the Metro Grade Crossing Analysis Milestone 1 and Metrolink Grade Crossing Analysis Step 1; sought input for circulation plan study intersections
  - August 2023 – Presented study overview to Council District 7

Inputs from these stakeholder meetings allowed for refinements to various outputs of the study. Examples of these refinements included expanding the location and number of traffic counts, refinement of scenarios studied to meet the existing status with the ESFVTC project, and inclusion of two LRT grade separation alternative scenarios.

9 MAJOR FINDINGS

9.1 SUMMARY OF MAJOR FINDINGS OF THE STUDY SCENARIOS

The major findings of studying the four proposed scenarios are summarized as follows:

- All the study scenarios except for the No-Build scenario assume the completion of the SCRRA double track between Van Nuys Boulevard and Metrolink Sylmar/San Fernando Station. The double tracking would support the safe operation of the AVL to improve to 30 minutes in both directions throughout the day. The design of the second track will minimize impacts on the existing single track. An infill Metrolink Station would be built near the intersection of Van Nuys Boulevard and San Fernando Road under Scenarios 2a and 2b.
- In Scenario 1a, the Full-Build LRT – Partial Grade Separation, the Paxton Street crossing is where the LRT tracks need to be grade separated. Therefore, a partial grade separation option with an underpass at the Paxton Street crossing is defined.
- In Scenario 1b, the Full-Build LRT – Full Grade Separation, the LRT tracks would be grade separated at all six grade crossings. The two AVL/UPRR tracks would remain at grade in both options.
- Scenario 1a would have the worst traffic operational conditions due to the frequent gate down activities by as many as 25 LRT, AVL, and freight trains during peak hours.
- Scenario 1b would have better and similar traffic operational conditions as Scenarios 2a and 2b because there would be only up to five AVL and freight trains per hour running through the shared ROW corridor. Both Scenario 1a and 1b would be significantly more expensive to build than Scenario 2a and Scenario 2b. The capital cost range for the two IOS scenarios would be between $120 to $329 million in 2038 dollars and the cost range for the two Full-Build LRT scenarios would be between $724 million to $2 billion to construct. Whereas the No-Build Scenario is not expected to incur any capital costs.
- Scenarios 1a and 1b would add approximately 4,800 boardings to the ESFV LRT on a typical weekday. However, the estimated average daily boardings on the three new stations in the San Fernando Road shared ROW corridor would be 1,600, which is much lower than the estimated 2,400 average daily boardings on the 11 stations along Van Nuys Boulevard.
- The average capital cost in 2038 dollars to generate each new transit trip going to or from San Fernando Valley is estimated to be $107 to $139 thousand for Scenarios 1a and 1b, $26.2 thousand for Scenario 2a, and $33.6 thousand for Scenario 2b.
- Scenarios 1a and 1b would have significantly more ROW impacts than Scenario 2a and 2b, mainly east of the shared ROW corridor between Jessie/Wolfskill St and Maclay Ave, which is the narrowest stretch of the shared ROW corridor. Furthermore, Scenario 1b would most likely have a full take of the parcel currently occupied by the City of San Fernando Police Department.
- In Scenarios 1a and 1b, most of the oil pipeline ranging from 8” to 36” in diameter will need to be relocated by its owner either prior to construction or during construction. This is a major and costly utility impact.

- Scenarios 1a and 1b would have a greater impact to existing bike infrastructure networks where the realignment or relocation of most of the Mission City Trail would be needed.
- Scenario 2b would have similar benefits as Scenario 2a in terms of providing a transfer between AVL and ESFV LRT and saving travel time for long-distance riders going to and from East San Fernando Valley. However, the capital cost and ROW impacts of Scenario 2b would be much more than Scenario 2a.

March – July 2025

Outreach Summary Report

Prepared by

Metro

arellano associates

Table of Contents

Appendices

I. Overview

In December 2020, the Metro Board approved the Final Environmental Impact Statement (FEIS) and Final Environmental Impact Report (FEIR) for the East San Fernando Valley Light Rail Transit (ESFV LRT) project. This milestone advanced construction on the southern 6.7-mile stretch along Van Nuys Boulevard, while highlighting the need for further evaluation of the northern 2.5-mile segment that runs along the Antelope Valley Line (AVL) shared right-of-way (ROW). Concerns raised by the City of San Fernando, the Southern California Regional Rail Authority (Metrolink), and other key stakeholders prompted Metro to launch additional studies. These studies focus on issues related to safety, traffic, noise, and operational impacts within the shared ROW. The analysis is particularly important given upcoming projects like the Brighton to Roxford Double-Track and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, both of which are expected to increase train frequency and activity in the corridor.

The East San Fernando Valley Shared ROW Study (Study) is evaluating rail transit alternatives that provide additional service to the communities of Pacoima and Sylmar and the City of San Fernando along the 2.5-mile route. The alternatives (scenarios) under consideration include:

> **Light Rail Extension:** extending light rail service along the existing Metrolink railroad ROW with three (3) stations at Paxton, Maclay and Sylmar/San Fernando.

> **New Pacoima Metrolink Station:** adding a new Metrolink rail station at Van Nuys/San Fernando Rd, including a Mobility Hub. This hub is a convenient location where different types of transportation— like buses, trains, bikes, and ride-shares—come together to make it easier and more comfortable for people to get where they need to go. It would facilitate transfers for riders to connect from Metro's ESFV LRT to Metrolink.

The study also considers a range of mitigation strategies—such as grade separations—to address identified safety and operational issues.

II. Outreach Approach

The outreach team, in coordination with Metro, developed an equitable outreach program to provide many opportunities for the community to engage in this Study. Given that the Study area falls under Equity Focus Communities (EFC) in the City of San Fernando and communities of Pacoima and Sylmar, it was important to create a range of formats where the community felt comfortable to participate. The team implemented an outreach approach that included traditional tools to engage the community, grassroots methods, and digital tools to reach the communities in this Study. A sizable portion of the community members along this corridor primarily speak Spanish with notable concentrations in key areas such as the City of San Fernando, where 78% of residents identify Spanish as their primary language, Pacoima at 76%, and Sylmar at 46%. As such, the outreach team implemented an English/Spanish bilingual program and ensured all project information was in Spanish and that Spanish speaking staff was available at all community activities. Additionally, a Spanish simultaneous interpreter was available at the community meetings.

The goal was to attain maximum public participation by optimizing access to engagement through the removal of barriers and the support of strategic local community partners. The outreach team and Metro received support in publicly sharing project information from local community groups, like Pacoima Beautiful and Metro's East San Fernando Valley Light Rail Transit (LRT) Community Leadership Council (CLC) which was formed to promote, foster, and advance community-based dialogue and opportunities arising from the project.

To maximize public participation and reduce barriers to engagement, the outreach team implemented a robust notification campaign, including flyers, door-to-door outreach, eblasts, Nextdoor posts, and earned media and a comprehensive, culturally responsive strategy in partnership with trusted local organizations. Stakeholder briefings and presentations were held to inform and involve key community leaders, while a series of bilingual "Conversaciones y Recursos" sessions and community meetings created safe, welcoming spaces for dialogue. Pop-up events at high-traffic locations further extended outreach, offering informal opportunities for residents to learn about the project. Surveys were distributed both digitally and in person to gather community input.

To amplify the local voices, community engagement opportunities were supported by groups like Pacoima Beautiful, El Nido Family Centers and Metro's East San Fernando Valley Light Rail Transit Community Leadership Council, which helped foster grassroots dialogue. Additionally, partnerships with the Los Angeles County Department of Public Social Services and Food Access Los Angeles enabled the distribution of boxes of fresh produce alongside project information, addressing both immediate food insecurity needs and long-term planning.

Below are some highlights of the engagement conducted for the ESFV ROW Study in Spring and Summer 2025, resulting in over 800 stakeholder engagements.

- Thirteen (13) stakeholder briefings and presentations, including two Spanish-only engagement
- Four (4) pop-ups at local community events
- Three (3) community meetings: an outdoor open house, one (1) virtual session and one (1) in-person
- One (1) presentation at the ESFV Light Rail Community Leadership Council meeting
- Electronic and print notification
- Survey campaign – electronic and print

Metro staff are reviewing all public feedback collected during the community engagement efforts. This input will inform staff's recommendations to the Board, which is expected to take action in Fall/Winter 2025 regarding the next steps in the corridor planning process.

III. Briefings and Presentations

Metro conducted a total of thirteen (13) briefings and presentations tailored for local representatives and key stakeholders throughout the corridor. These sessions were strategically scheduled both prior to and during the community engagement period to ensure ongoing communication and transparency. Each session offered a platform for Metro's team to present up-to-date Study information, explain project goals, and outline anticipated impacts on local communities. Stakeholders were also encouraged to share input on the project and engagement process. Feedback collected during these briefings directly informed the outreach approach, ensuring that the methods and materials used for broader public engagement were responsive, culturally appropriate, and aligned with community expectations.

The briefings and presentations played a pivotal role in cultivating trust and strengthening collaborative relationships between Metro, local organizations, and residents. This established a solid platform for robust community engagement throughout the corridor planning process. Notable examples of this outreach were two dedicated group briefings conducted entirely in Spanish for Pacoima Beautiful and El Nido Family Centers, established grassroots organizations known for their advocacy and service to the Pacoima community and surrounding neighborhoods. The briefing with Pacoima Beautiful centered on Metro's planning and implementation of major projects in the San Fernando Valley, with a focus on the Sepulveda Transit Corridor and the ESFV ROW Study. The briefing was conducted entirely in Spanish to a group of approximately 30 Spanish-speaking Pacoima Beautiful members, represented by Spanish-

speaking residents serving as community advocates who are deeply invested in local transportation and environmental issues. The El Nido briefing was conducted entirely in Spanish for approximately 30 Spanish-speaking stakeholders who advocate for equity in the San Fernando Valley. They learned about the ESFV ROW and had the opportunity to speak with staff on the ESFV LRT project. In both briefings, attendees were invited to ask questions and provide suggestions on how these projects can better address their community's needs. A brief survey—inclusive of the same survey questions featured at all engagement activities—was also issued to gather input on participants' experiences and challenges with accessing transit service, as well as potential improvements that could encourage greater use of these services.

Figure 1: Presentation at Pacoima Beautiful

The following table lists the key stakeholder briefings and presentations conducted as part of the outreach process, including the organizations reached and other corresponding details.

Table 1: Stakeholder Briefings and Presentations

No	Organization	Date
Leading up to the Community Engagement Activities (late April to mid-May 2025)		
1.	Elected Officials Briefings	Wed., 4/30/25
2.	Walking Tour/Van Nuys Bl with ESFV LRT Community Leadership Council	Wed., 4/30/25
3.	Board Staff Briefing	Fri., 5/2/25
4.	San Fernando City Council	Mon., 5/5/25
5.	Valley Industry & Commerce Association (VICA), Transportation Committee	Tue., 5/13/25
6.	Greater San Fernando Valley Chamber of Commerce	Wed., 5/14/25
Conducted During the Community Engagement Activities (mid-May to July 2025)		
7.	United Chambers of Commerce, Government Affairs Committee	Mon., 5/19/25
8.	Pacoima Beautiful	Fri., 5/30/25
9.	San Fernando Valley Council of Governments (SFVCOG), Transportation Committee	Mon., 6/2/25
10.	LA Metro San Fernando Valley Service Council Meeting	Wed., 6/4/25

No	Organization	Date
11.	El Nido Family Centers	Fri., 6/20/25
12.	San Fernando City Council	Mon., 7/7/25
13.	San Fernando Valley Council of Governments (SFVCOG), Board Meeting	Mon., 7/14/25

IV. Community Engagement Activities

Recognizing the importance of meaningful public input, the project team launched a series of nine (9) dedicated engagement activities designed to inform community members about the Study and its various scenarios, while providing ample opportunities for questions and feedback. Given the demographics of the corridor, Spanish-speaking staff attended all community meetings and pop-up events, and Spanish interpretation was provided for the virtual community meeting. These activities featured background on the study, scenarios considered, and key results, along with targeted questions and interactive activities. At each engagement activity, the team encouraged open dialogue, inviting residents to share their insights on how transit in their neighborhoods could be improved. This collaborative approach ensured that community voices played a central role in shaping the future of local transit.

The following table provides a detailed summary of the community engagement activities conducted as part of the outreach program conducted for the ESFV ROW Study from mid-May to June 2025. Details for each type of engagement activity are provided in the following sections.

Table 2: Community Engagement Activities

No	Meeting/Event	Date/Time	Location/Address	Additional Features	Attendance
A. Pop-up Events					
1.	**Event #1 – San Fernando Senior Fair**	Fri., 5/16/25 8:30am – 1pm	San Fernando	> Survey questions	125
2.	**Event #2 – San Fernando Middle School Open House**	Thu., 5/22/25 5 – 7pm	San Fernando	> Survey questions	150
3.	**Event #3 – 20th Annual Celebrating Words Festival**	Sat., 5/31/25 2 – 7pm	Pacoima	> Survey questions	100
4.	**Event #4–Lopez Canyon Green Space & Dog Park Grand Opening**	Fri., 6/7/25 10am – 1pm	Sylmar	> Survey questions	65
Subtotal Participants					440
B. Community Meetings					
1.	**Outdoor Open House '*Conversaciones y Recursos*'** / Conversations and Resources	Fri., 5/30/25 8:30 – 10:30am	San Fernando Recreation Park 208 Park Av San Fernando, CA 91340	> 9 information stations > Survey questions > Food distribution	150

No	Meeting/Event	Date/Time	Location/Address	Additional Features	Attendance
2.	**Community Meeting #1 (Virtual)**	Thu., 6/12/25 6 – 7pm	Zoom Link: bit.ly/ESFVROWMeeting Meeting ID: 837 9327 3049 Call-in: 213 338 8477 *Spanish call-in: 08.650.3123* *Access code: 293-234-253*	> Presentation > Question/Answer (Q&A) session > Survey questions > Spanish interpretation > Spanish call-in option	23
3.	**Community Meeting #2 (in-person)**	Sat., 6/14/25 10 – 11:30am	Alicia Broadous-Duncan Multipurpose Senior Center 1300 Glenoaks Bl Pacoima, CA 91331	> Open House segment > Information stations > Survey questions > Presentation, Q&A	7
				Subtotal Participants	180
C. LRT Construction Meetings					
1.	**ESFV Construction Meeting #1 (Virtual)**	Wed., 6/17/25 6 – 7:30pm	Virtual Meeting	Metro's Community Relations presented	38
2.	**ESFV Construction Meeting #2 (In person)**	Thu., 6/26/25 6 – 7:30pm	Mid Valley Family YMCA 6901 Lennox Av Los Angeles, CA 91405	Metro's Community Relations presented	18
Subtotal Participants					56
TOTAL PARTICIPANTS *(includes Stakeholder Briefings and Presentations)*					**746**

A. Pop-up Events

Approximately 440 local community members were engaged at four pop-up events (see Table 2) within the Study area, including two in San Fernando, one in Pacoima, and one in Sylmar. These events served to enhance project visibility and facilitate informed feedback from local community members. Attendees were provided with a project fact sheet and flyer describing engagement opportunities and were invited to subscribe for project updates. Documentation from the pop-up events including sign-in sheets, photographs, and post-event summaries, can be found in Appendix A.

Figure 2: Pop-up events in San Fernando and Sylmar

B. Outdoor Open House and Community Meetings

On May 30, 2025, Metro organized an innovative 'Conversaciones y Recursos' event at San Fernando Recreation Park, which included an outdoor community open house for the ESFV ROW Study and provided booths for various resource agencies. In partnership with the Los Angeles County Department of Public Social Services and Food Access Los Angeles, Metro facilitated the distribution of 200 boxes of produce, with Food Access Los Angeles contributing an additional 50 boxes, bringing the total to 250 boxes distributed to the community, where food insecurity is a pressing need. The event was attended by approximately 145 participants, about 90% of whom were Spanish-speaking. To foster a sense of belonging and strengthen community connection, a Lotería-inspired Discovery Pass was created to guide participants through each station. The event featured nine information stations representing Metro projects, City of San Fernando departments, and other resource agencies. Metro presented information regarding the ESFV ROW Study, ESFV Light Rail Transit Project, and Sepulveda Transit Corridor. Most of the information stations featured information on the ESFV ROW Study along with pointed survey questions—inclusive of the same questions featured at other engagement activities—to gather input on participants' experiences and challenges with accessing transit service, as well as potential improvements that could encourage greater use of these services.

Figure 3: Information Stations

Figure 4: Community engagement and fresh produce boxes

Key participants:

- Councilmember Patsy Ayala, City of Santa Clarita
- Redacted sign-in sheets that list stakeholders who participated at the meetings are available in Appendix E.

To broaden community participation, the project team held an online meeting on June 12, 2025, that included both a presentation and a Q&A session. The virtual meeting was attended by twenty-three (23) stakeholders who shared their perspectives and raised important questions.

Key participants:

- Office of Metro Board Director/LA County Supervisor L. Horvath – Dylan Sittig, Regional Planning Deputy
- Office of Metro Board Director/City of LA Councilmember Imelda Padilla – Lamont Cobb, Director of Planning & Land Use
- Office of Congresswoman Luz Rivas – Cynthia Becerra, Field Representative

- Neighborhood Legal Services of Los Angeles County (NLSLA) – Yvonne M. Jimenez, President/CEO
- Sylmar Neighborhood Council – Hiral Bhakta
- Van Nuys Neighborhood Council – Kathy Schreiner
- Metrolink – Roderick Diaz, Director of Planning and Development
- Media – KNX News 97.1 FM

An in-person community meeting was conducted in Pacoima on June 14, 2025, to provide Study information. The meeting featured a formal presentation with Q&A as well as an open house with information stations as well as survey boards with the same questions asked at all other engagement activities. There was a lower turnout with seven (7) stakeholders attending the meeting.

C. ESFV Light Rail Transit Construction Update Meetings

The ESFV ROW Study team delivered a presentation and answered questions during the ESFV LRT Construction Update Meetings on June 17 and 26, 2025. These meetings are held to provide updates on construction progress, community outreach, and business mitigation programs. The June 17 meeting was held on Zoom in a webinar format, with 38 participants in attendance. The June 26 meeting occurred in person at the Van Nuys Boys & Girls Club. The first hour featured an open house where attendees could learn about San Fernando projects and community resources, followed by a presentation focused on construction updates and resources.

Survey Activity

Four targeted survey questions were created to gather community input on improving transit in San Fernando, Pacoima, and Sylmar. These questions guided discussions and were displayed on boards for participants to respond using color dot stickers, as well as through an online form promoted via Metro's newsletters and project emails.

Through the engagement efforts and discussions, a total of 1,244 responses were submitted with the following key takeaways:

- When asked for the top 3 priorities for transportation improvements, a total of 357 responses were provided. A reduction in traffic was reported the highest at 28%; followed by 23% prioritizing safer pedestrian crossings and 19% prioritizing an increase in transit service. Overall, this reflects a community that values safety, connectivity and comfort.
- When asked to identify safety concerns, a total of 309 responses were provided with the highest reporting 42% for pedestrian crossings; followed by 18% for bicycle access; 18% for emergency vehicle access. Based on the responses and through verbal dialogue the community expressed a recurring priority for pedestrian safety.
- When asked about features that would make a mobility hub most ideal, 417 responses were received. The highest reported of 31% was to have safe pedestrian crossings; 17% for having comfortable seating and shade; and 17% having real time arrival information.
- When asked the likeliness of using a mobility hub, 161 respondents were submitted with 58% reporting they would very likely use a mobility hub and 18% indicating they would somewhat likely use it. Based on the responses there’s strong support for a mobility hub.

The survey results by engagement activity are available in Appendix B. The following table indicates the questions featured on the survey activity.

Table 3: Survey Questions

No	Question	Options
1.	What are your top 3 priorities for transportation improvements in your neighborhood?	a. Increased transit service b. Reduced traffic congestion c. Safer pedestrian crossings d. Better bicycle infrastructure e. Less noise or vibration from rail f. Improved connections between different types of transit g. Other: _____
2.	What are your main safety concerns near along the San Fernando rail corridor? Select all that apply.	a. Pedestrian crossings b. Bicycle access c. Vehicle congestion d. Train noise e. Emergency vehicle access f. None
3.	What features would make a mobility hub most useful to you? *Select all that apply*	a. Safe pedestrian crossings b. Secure bike storage c. Comfortable seating and shade d. Retail or food options e. Real-time arrival info f. Access to micro-mobility options (e.g., scooters, shared bikes) g. Other
4.	How likely are you to use a mobility hub that includes connections to buses, light rail, bikeways, and pedestrian routes?	a. Very likely b. Somewhat likely c. Not sure d. Unlikely

V. Public Notification

To ensure effective community engagement and timely dissemination of information, the outreach team worked in close collaboration with Metro's Community Relations and Strategy and Programming (S&P) departments. By utilizing Salesforce as a central platform, they were able to track outreach tasks, monitor progress, and streamline communication among all involved parties. This coordinated approach enabled the team to efficiently distribute materials and updates through Metro's various channels, ensuring that important information reached a broad and diverse audience. The combined efforts of these departments not only facilitated comprehensive outreach but also allowed for more targeted and responsive communication with stakeholders, supporting the overarching goals of transparency and inclusivity throughout the engagement process. The complete materials used during the notification process are available in Appendix C.

A. Database (Project Campaign List)

To ensure comprehensive communication regarding the ESFV LRT project, Metro gathered a wide range of stakeholder information from Salesforce for a total of 2,629 contacts. This contact list served as the foundation for distributing project notifications and keeping stakeholders informed throughout the process. Outreach efforts included targeted communications and engagement opportunities, such as pop-up events and digital campaigns, aimed at increasing awareness and participation. As a result of these initiatives, 82 individuals subscribed to receive Study updates, reflecting effective engagement

strategies and growing interest in the Study's progress. The full redacted list of new sign-in sheets are available in Appendix C and are active on Salesforce.

B. Meeting Flyer

The outreach team, in collaboration with Metro's S&P, developed an 8.5"x11" bilingual (English and Spanish) flyer to help support the notification campaign. This flyer provided information about '*Conversaciones y Recursos'* as well as community meetings, including dates, locations, times, and relevant project contact details. Furthermore, the City of San Fernando and the Los Angeles County Department of Public Social Services produced additional flyers to promote the ESFV ROW Study engagement activities.

C. Door-to-door Distribution

Printed Metro-branded flyers were distributed door-to-door by a vendor (The Walking Man) to the following targeted areas along the project corridor:

- City of San Fernando – over 7,500 properties received Metro's flyer and a second flyer developed by the City of San Fernando.
- Over 1,500 properties in the following areas received the Metro-branded flyer.
    - Sylmar/San Fernando Metrolink Station – ¼-mile buffer
    - City of Los Angeles – 500 ft buffer along the project corridor
    - Proposed Pacoima Mobility Hub – ¼ mile buffer
- An additional 500 flyers were distributed through the four (4) pop-up events.

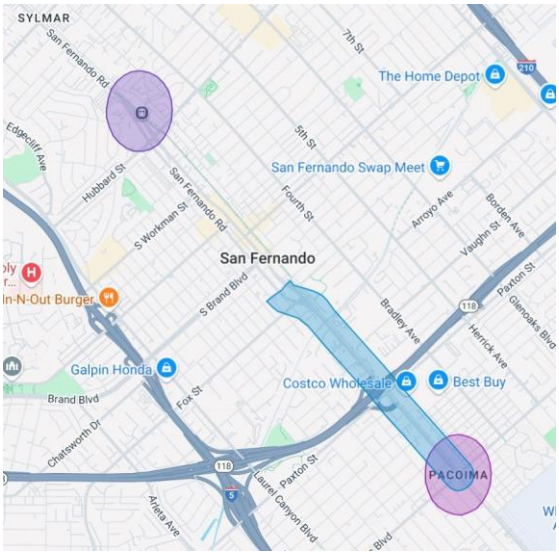


Figure 5: Distribution Map

D. Eblasts

In coordination with Metro's Community Relations, the outreach team prepared content from the meeting flyer to send eblasts through Metro's Salesforce. The eblasts were distributed via direct project campaign list (database contacts), Metro's monthly newsletter and Friday regional newsletters. The eblasts were sent in English and Spanish.

Table 4: Eblast Schedule

No	Date	Sent	Campaign
1.	Community Meeting Announcement	Tue., 5/20/25	Monthly newsletter
2.	Community Meeting Announcement	Thu., 5/22/25	Project campaign list
3.	Community Meeting Reminder #1	Wed., 5/28/25	Project campaign list
4.	Community Meeting Reminder #1	Fri., 6/6/25	Friday Regional newsletter
5.	Community Meeting Reminder #2	Wed., 6/11/25	Project campaign list
6.	Community Meeting Reminder #3	Fri., 6/13/25	Friday Regional newsletter

E. Nextdoor

Using Salesforce, AA coordinated to have Nextdoor posts to promote the *Conversaciones y Recursos* event and community meetings. A total of three (3) posts were made on May 28, June 6 and June 11, 2025.

F. Earned Media

The project received media coverage regarding the '*Conversaciones y Recursos'* event and community meetings through social media and The San Fernando Valley Sun. The following table provides an overview of the earned media. Copies of each of these articles is available in Appendix C.

Table 5: Earned Media

No.	Source	Type	Title	Date
1.	The San Fernando Valley Sun	Article	Metro Wants Community Input on the East San Fernando Valley Light Rail Northern Segment	Wed., 5/14/25
2.	L.A. County Department of Public Social Services	Facebook post & newsletter		Tue., 5/20/25
3.	Sylmar Neighborhood Council	Newsletter	Join us on May 30, June 12 and June 14 to discuss how we can improve transit in your area.	Tue., 5/27/25
4.	The San Fernando Valley Sun	Article	Residents Learn More About Metro Projects Impacting the Northeast Valley	Wed., 6/4/25

VI. Community Meeting Materials

Several meeting materials were produced by the outreach team, in coordination with Metro Community Relations and S&P, to facilitate the meeting and comments from stakeholders. All meeting materials produced for this meeting series are available in Appendix D.

The materials listed below were created and distributed during these activities:

Table 6: Materials

Materials	Featured information	Meeting/Event
1. Collateral		
Fact sheet	> Provided short information on the Study's background, current goal. > Featured information on the alternatives (scenarios) > Map > Contact	> Briefings/presentations > All pop-up events (4) > *'Conversaciones y Recursos'* > Community meetings
2. 'Conversaciones y Recursos' Stations		
Station 1: ESFV Light Rail Construction	> Information on construction project, work notices and sign-ups	> *'Conversaciones y Recursos'*
Station 2: ESFV ROW Overview		
Station 3: Scenario Comparison		

Materials	Featured information	Meeting/Event
Station 4: Pacoima Mobility Hub Concept	> Provided information on the Study's background, current goal. > Featured information on the alternatives (scenarios)	
Station 5: Metro in the Valley and Sepulveda Transit Corridor	> Information on projects in the Valley	
Station 6: City of San Fernando – Recreation and Community Services Dept. and Business & Community Resource Ctr.	> Information on city resources	
Station 7: Food Access Los Angeles	> Information on county resources	
Station 8: Metro LIFE Program	> Information on Metro's current fares, discounts	
Station 9: DPSS Sign-ups	> Information on county resources	
Food distribution	> Provided boxed food as attendees left the event	
3. Display Boards		
ESFV Shared Right-of-Way (ROW) – Overview	> Featured information on the Study, alternatives (scenarios)	> All pop-up events (4) > *'Conversaciones y Recursos'* > *Virtual* Community meeting
Scenarios Studied		
Scenario 1: Full-Build Light Rail Transit		
Scenario 2: ESFV Light Rail to San Fernando Rd with New Metrolink Station		
Study Scenario Characteristics & Assumptions		
Potential New Pacoima Metrolink Station & Mobility Hub		
Scenario 2: Connection to ESFV LRT Station		
Safety Mitigation Measures		
4. Activity Board (as shown above)		
Four (4) questions	> An opportunity to understand community members' safety concerns and transportation priorities	> Briefings/presentations > All pop-up events (4) > *'Conversaciones y Recursos'* > Community meetings
5. Presentation		
English and Spanish presentation	> Slides with Study information, graphics to display alternatives (scenarios)	> *'Conversaciones y Recursos'* > Community meetings
6. Comment cards		

Materials	Featured information	Meeting/Event
English and Spanish comment cards	> Comment card with mail-in option for community members to provide additional comments or questions	> *'Conversaciones y Recursos'* > Community meetings > All pop-up events (4)

VII. Summary of Public Comments

As mentioned earlier, the stakeholder briefings and presentations, *'Conversaciones y Recursos'*, two (2) community meetings and four (4) pop-up events resulted in a total of 746 participants. Through the engagement, the community indicated the pros and cons of both scenarios. The community is receptive to having the full build out of the light rail transit in their area, however there are concerns over safety and impacts especially during construction. A majority of the community also expressed knowledge of LRT due to the construction of the southern segment. With both scenarios, the key takeaway from the engagement is the community wants to see improvements in their neighborhood as they currently face too much traffic and safety issues for both pedestrians and vehicles.

The table below summarizes the comment themes received at each of the meetings. Comments and questions were submitted via comment cards or during the Q&A session of the virtual community meeting. Redacted versions of the comment cards can be found in Appendix E.

Table 7: Summary of Public Comments

Meeting	Topics
Scenario 1	> **Amenities** • Recommendation to build community gardens using surplus land along the ROW > **Funding** • Concerns over scenario being too expensive > **Impacts** • Concerns during construction and safety > **Local infrastructure improvements** • Recommendation to install a series of pedestrian bridges along San Fernando Rd, at Lazard St, Workman St, Fox St and Vaughn St to connect the community separated by the Metrolink tracks > **New stations** • Interest and desire for Metro LRT stations along SF Rd • Desire to use new LRT stations over a personal vehicle > **Property acquisitions** • Concerns over potential property acquisitions, especially businesses, church on corner of San Fernando and Van Nuys > **Safety and homelessness** • Concerns over crime on the Metro system > **Traffic** • Concerns over the project creating more traffic on local roads
Scenario 2	> **Less Impacts** • Belief that negative impacts will be less compared to Scenario 1 > **Mobility Hub** • Desire for Mobility Hub and its amenities

Meeting	Topics
	• Interest in local street infrastructure improvements • What connectors, if any, would be available to bring residents who live between San Fernando and Glenoaks/Foothill to the mobility hub? • How would existing bike paths be integrated into the social hub? • Where would the bike lanes go, especially if lanes are being relocated? > **New Infill Metrolink Station** • Desire for a new station • Interest in traveling to Santa Clarita, Palmdale, and DTLA • Recommendation to build a grade-separated Metrolink station at Van Nuys Bl/San Fernando Rd • Greater disruption and feels unsafe
Other	> Metro to focus on addressing current safety issues on buses before introducing additional projects that bring in new concerns > **LRT/ROW Study Alignment** • Recommendation to reroute LRT along Van Nuys Bl more north from San Fernando Rd to Foothill Bl • Recommendation to build a grade-separated Metro station at Van Nuys Bl/San Fernando Rd

VIII. Next Steps

Metro will conduct a comprehensive review of the feedback collected through various engagement channels, including briefings, public presentations, community meetings, pop-up events, and survey participation. All insights and perspectives shared by residents, stakeholders, and community organizations will play a pivotal role in shaping the next phase of planning. This community input will be meticulously analyzed and used to guide staff recommendations, which are scheduled to be presented to the Metro Board of Directors in Fall/Winter 2025. The upcoming Board decision, informed by these recommendations, will determine the subsequent steps for planning and developing the corridor, ensuring that the voices of the community are central to the future direction of the Project.

WALKER CONSULTANTS

AVS CONSULTING

Metro®

EAST SAN FERNANDO VALLEY
INTERIM TERMINUS PARKING ANALYSIS

NOVEMBER 2024

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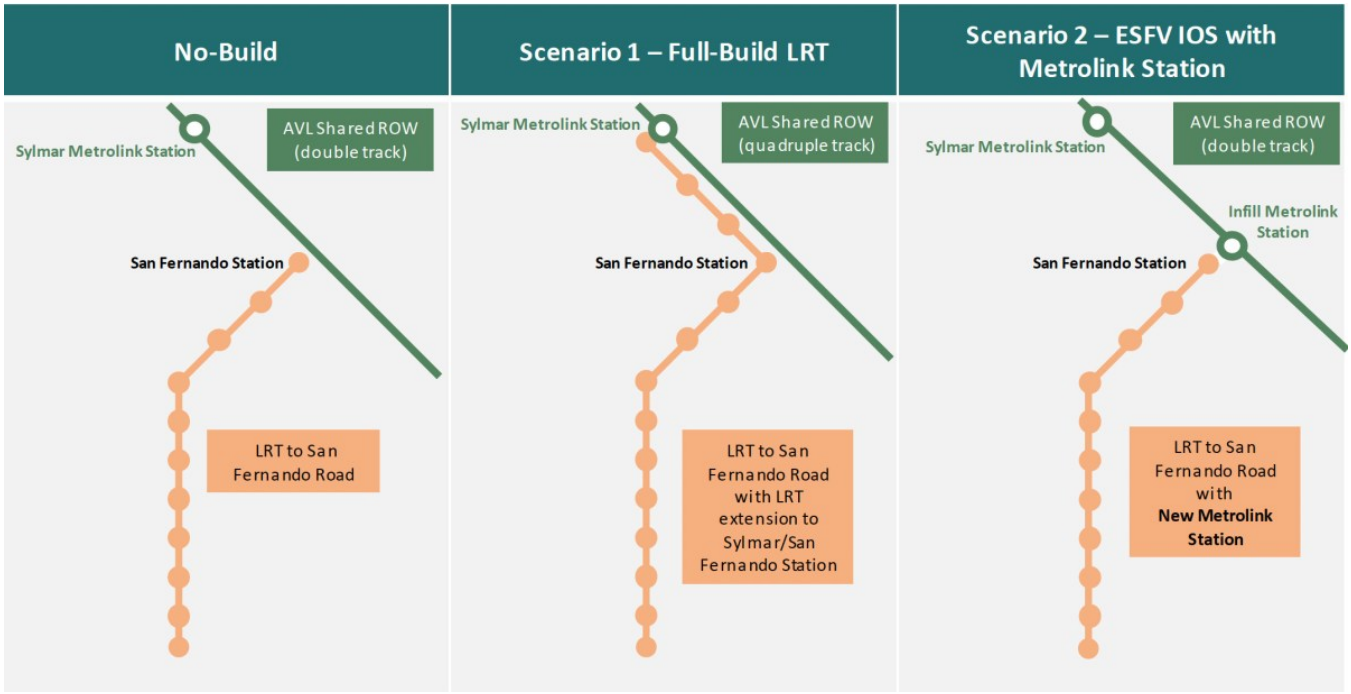
FIGURES AND TABLES

01 Executive Summary

EXECUTIVE SUMMARY

The Los Angeles County Metropolitan Transportation Authority (Metro) East San Fernando Valley Light Rail Transit (ESFV LRT) Project comprises two segments. The southern segment stretches 6.7 miles between Van Nuys and Pacoima and is scheduled to begin construction in 2024. The northern segment stretches 2.5 miles from Pacoima to Sylmar, terminating at the Sylmar Metrolink Station, and is still in the planning and design phase. After completion of the southern segment, but before completion of the northern segment, the Van Nuys/San Fernando Station would be the temporary terminus Station for the line. In addition, Metro is studying potential alternatives, including constructing an infill Metrolink Station at Van Nuys/San Fernando to provide a connection between Metrolink and Metro in place of the northern segment, creating a transfer point at the Station.



Source: LA Metro

Metro has engaged the Walker team to analyze the projected parking needs at the San Fernando Station for the No-Build Scenario and the ESFV IOS with Metrolink Station Scenario (Scenario 2) and to provide parking management recommendations that support local businesses and the surrounding community.

This analysis includes the following components:

- A review of the existing parking landscape near the planned San Fernando Station, including public and private parking inventory and occupancy and on-street parking rules and restrictions.
- An assessment of projected commuter parking demand associated with boardings onto the ESFV LRT at the San Fernando Station with and without the infill Metrolink Station.
- Recommendations on parking management strategies around the interim terminus Station.

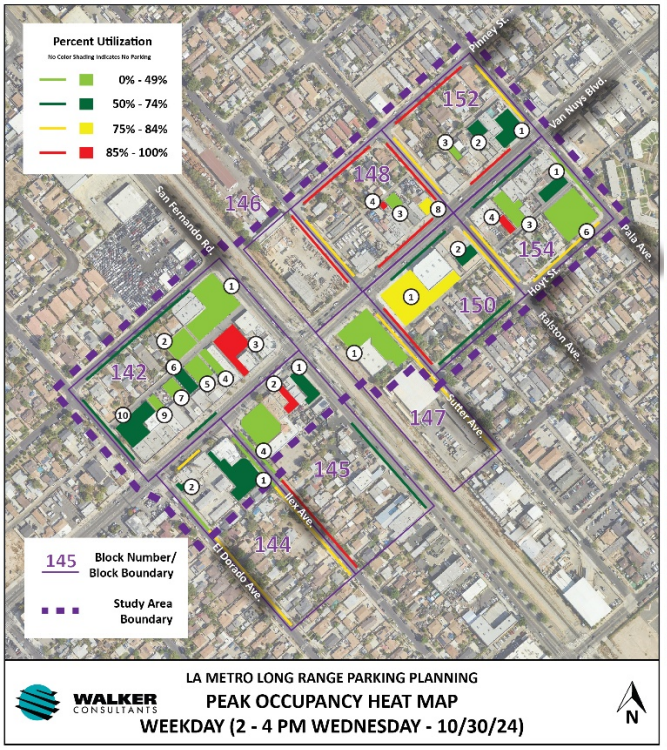
The Importance Of Managing Parking & Access

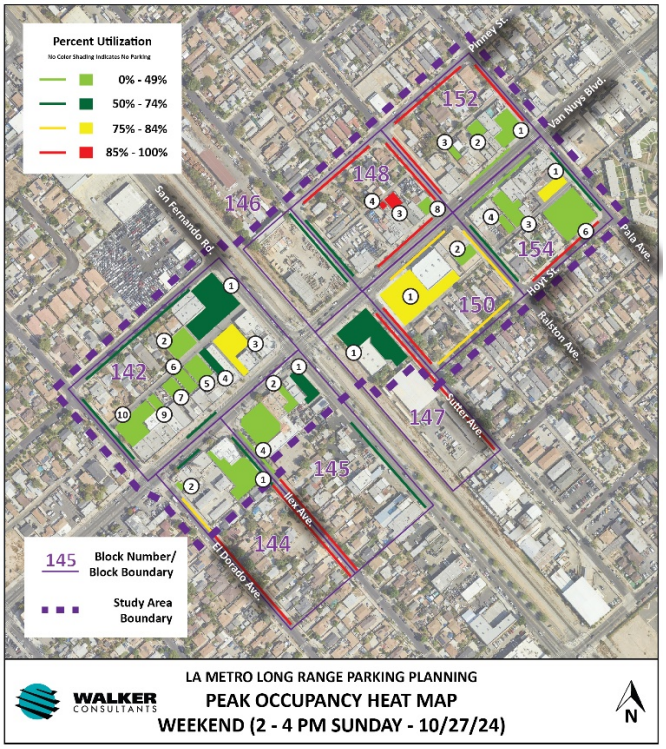
Metro wants to be part of the community as a mobility partner to ensure people and goods can move safely and efficiently throughout Los Angeles County and to assist cities with managing parking resources and access for the community. Active parking management can:

- Help distribute parking more effectively across parking resources.
- Promote equity for all users of an area's parking resources.
- Reduce vehicle congestion and excessive vehicle circulation.
- Improve the experience for all travel options by ensuring appropriate accommodation for each travel choice.
- Advance goals for reducing the use of single-occupancy vehicles in favor of other transportation choices (called transportation demand management, or TDM)

Existing Conditions

There are 310 on-street parking spaces and 523 private off-street parking spaces in the analysis area around the interim terminus Station. At peak times on the seven days (7) of data collection, the area's parking was utilized 50-55 percent overall. On-street parking was more highly utilized (80-90 percent occupancy during peak periods) than private off-street parking (approximately 40 percent occupied during peak periods). **There were hundreds of available parking spaces near the planned Station at peak times.**





Transit Parking Demand Projections

Utilizing Metro's Parking Demand Model, adjusted for post-COVID parking demand patterns seen at other Metro Stations, and stabilized opening year ridership projection, the following transit rider parking demand is projected at the interim terminus Station:

The analysis started with forecast year 2040 daily boardings projections at the Station, provided by Metro, and made adjustments to account for the following:

- Reduced forecast year 2040 boardings to 'stabilized opening year' boardings based on a comparison of projected boardings to actual boardings at the most recently completed Metro facilities (Gold Line 2A Extension and K-Line).
- Adjusted the projected percentage of daily boardings that occur before 10 a.m. to reflect actual Metro boarding data across the system.
- Adjusted the Parking Demand Model output to reflect post-COVID parking demand patterns at other terminus stations such as Norwalk and APU/Citrus.

San Fernando Station Station Typology	Without Infill Metrolink Terminus - Urban	With Infill Metrolink Tranfer
Daily Boardings (2040)[1]	774	774
Opening Year Daily Boardings	464	464
Opening Year Open to 10AM Boardings[1]	232	232
Parking Price	$3/day	$3/day
Unadjusted Model Output (Parking Demand)	98	33
Model Adjustment Factor (post-COVID)	0.5	0.5
Adjusted Transit Rider Parking Demand	49	17

Notes: 1: Source = Metro

Parking Management Recommendations

The Walker team recommends implementing parking management strategies to manage parking demand around the Station area and ensure adequate parking for residents, businesses, and transit patrons. However, the team does not recommend constructing new parking facilities for transit patrons.

- Recommendation 1: Create a mobility hub at the interim terminus Station.
- Recommendation 2: Consider 2-hour time-limited parking on side streets adjacent to Van Nuys Boulevard.
- Recommendation 3: Consider 4-hour time-limited parking adjacent to residential properties within a 1/3-mile radius of the interim terminus Station.
- Recommendation 4: Secure agreement(s) with underutilized private parking lots to provide public and/or transit rider parking.
- Recommendation 5: Work with Metro marketing to further promote transit and provide a customer experience ride to businesses/employees within 1/3 mile of the Station.

The Metro parking demand model projects a need for 49 parking spaces at San Fernando as a terminus Station and 17 spaces as a midpoint/transfer Station with the construction of a Metrolink Infill Station without parking management around the Station area. There are hundreds of vacant spaces near the Station on any given day. Parking management, such as time restrictions on on-street spaces, can protect business and resident parking. Agreements could be made for transit patrons to utilize underutilized off-street facilities. The construction of additional parking in the station area specifically for transit parking is not recommended.

02 Existing Conditions

EXISTING CONDITIONS

Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) East San Fernando Valley Light Rail Transit (ESFV LRT) Project comprises two segments. The southern segment stretches 6.7 miles between Van Nuys and Pacoima and is scheduled to begin construction in 2024. The northern segment stretches 2.5 miles from Pacoima to Sylmar, terminating at the Sylmar Metrolink Station, and is still in the planning and design phase. After completion of the southern segment, but before completion of the northern segment, the Van Nuys/San Fernando Station would be the temporary terminus Station for the line. In addition, Metro is studying potential alternatives, including constructing an infill Metrolink Station at Van Nuys/San Fernando to provide a connection between Metrolink and Metro in place of the northern segment, creating a transfer point at the Station.

This analysis includes the following components:

- A review of the existing parking landscape near the planned Van Nuys/San Fernando Station, including public and private parking inventory and occupancy and on-street parking rules and restrictions.
- An assessment of projected commuter parking demand associated with boardings onto the ESFV LRT at the Van Nuys/San Fernando Station with and without the infill Metrolink Station.
- Recommendations on parking management strategies around the interim terminus Station.

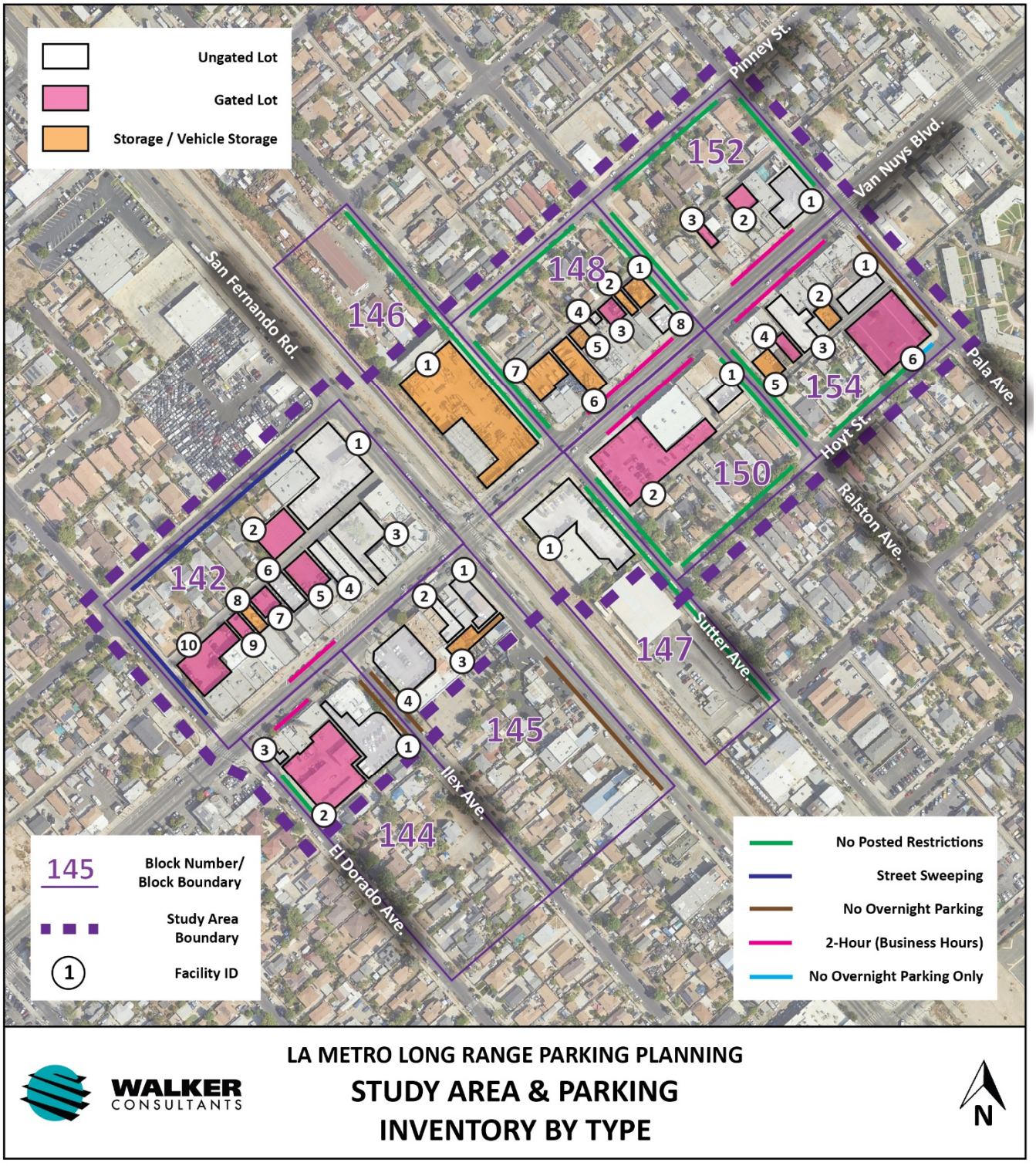
Analysis Area

Figure 1, on the next page, shows the analysis area limits and observed on-street parking restrictions within the analysis area. While Walker has denoted storage/vehicle storage lots within the analysis area, these areas have not been inventoried or counted since they do not function as traditional parking facilities. They are included for informational purposes as they represent potential opportunity sites.

There is no residential parking permit district within the analysis area. Parking on Van Nuys Boulevard is time-limited, with a 2-hour maximum during business hours (8 a.m. to 6 p.m.). Pinney Street and El Dorado Avenue south of San Fernando Road have street sweeping restrictions, and San Fernando Road, Ilex Avenue, and a portion of Pala Avenue have restrictions on overnight parking.

The block numbers used in this analysis start at 142 since it analyzes a subset of the blocks in the East San Fernando Valley Corridor, which is being studied in its entirety as part of a separate analysis.

Figure 1: Analysis Area



Existing Conditions

Walker and AVS staff visited the analysis area in August and October 2024 to confirm the parking inventory and collect parking occupancy counts on a total of seven (7) days; four (4) weekdays, two (2) Saturdays, and one (1) Sunday. Figure 2 summarizes the existing on-street parking inventory, and Figure 3 summarizes the existing off-street parking inventory. The inventory of access-controlled lots was based on a review of aerial photography.

Figure 2: Existing On-Street Parking Inventory

Block Number	Street	From	To	Supply
142	San Fernando Rd.	Pinney	Van Nuys	0
	Van Nuys Blvd.	San Fernando	El Dorado	7
	El Dorado Ave.	Van Nuys	Pinney	11
	Pinney St.	El Dorado	San Fernando	20
144	Ilex Ave.	Van Nuys	10707 Ilex	22
	El Dorado Ave.	10646 El Dorado	Van Nuys	17
	Van Nuys Blvd.	El Dorado	Ilex	6
145	San Fernando Rd.	Van Nuys	10707 San Fernando	3
	Ilex Ave.	10676 Ilex Ave.	Van Nuys	21
	Van Nuys Blvd.	Ilex Ave.	San Fernando	0
146	Sutter Ave.	Mercer	Van Nuys	20
	Van Nuys Blvd.	Sutter	Railroad Tracks	0
147	Sutter Ave.	Van Nuys	Carl St.	25
	Van Nuys Blvd.	Railroad Tracks	Sutter	0
148	Ralston Ave.	Pinney	Van Nuys	8
	Van Nuys Blvd.	Ralston	Sutter	7
	Sutter Ave.	Van Nuys	Pinney	10
	Pinney St.	Sutter	Ralston	12
150	Ralston Ave.	Van Nuys	Hoyt	11
	Hoyt St.	Ralston	Sutter	13
	Sutter Ave.	Hoyt	Van Nuys	10
	Van Nuys Blvd.	Sutter	Ralston	6
152	Ralston Ave.	Van Nuys	Pinney	12
	Pinney St.	Ralston	Pala	10
	Pala Ave.	Pinney	Van Nuys	9
	Van Nuys Blvd.	Pala	Ralston	7
154	Ralston Ave.	Hoyt	Van Nuys	10
	Van Nuys Blvd.	Ralston	Pala	12
	Pala Ave.	Van Nuys	Hoyt	10
	Hoyt St.	Pala	Ralston	11
				310

Figure 3: Existing Off-Street Parking Inventory

Block Number	Facility ID	Facility Type	Facility Description	Total
142	1	Ungated Lot	Iglesia Fuente de Agua Viva	**65**
	2	Gated Lot	Iglesia Fuente de Agua Viva Overflow	**24**
	3	Ungated Lot	MoneyGram, Cash Advance	**11**
	4	Ungated Lot	Tanya's, Willy's Beauty Salon	**12**
	5	Gated Lot	Pacoima Pet Clinic	**18**
	6	Ungated Lot	El Paseo	**14**
	7	Gated Lot	Salcido Tours	**10**
	8	Gated Storage	Paleta's Pacoima	-
	9	Gated Lot	Dental Clinic	**7**
	10	Gated Lot	LA County Neighborhood Legal Services	**31**
144	1	Ungated Lot	Pacoima Public Health Center	**25**
	2	Gated Lot	Private Apartments	**33**
	3	Ungated Lot	Los Pilares	**3**
145	1	Ungated Lot	M&V Auto Electric & Tires	**15**
	2	Ungated Lot	Diaz Mini Market	**5**
	3	Gated Storage	Henry's Auto Body Shop	-
	4	Ungated Lot	PS Discounts	**40**
146	1	Gated Storage	SiteOne Landscape Supply	-
147	1	Ungated Lot	Auto Zone Auto Parts	**38**
148	1	Gated Storage	13201 Van Nuys Blvd.	-
	2	Gated Storage	Martinez Upholstery	-
	3	Gated Lot	Iglesia Vida y Luz	**7**
	4	Ungated Lot	Playa Azul	**2**
	5	Gated Storage	Urizar Dental Clinic	-
	6	Gated Storage	Food Truck Storage Lot 1	-
	7	Gated Storage	Food Truck Storage Lot 2	-
	8	Ungated Lot	Auto Repair	**5**
150	1	Ungated Lot	O'Reilly Auto Parts	**42**
	2	Gated Lot	Jesse's Pet Grooming	**8**
152	1	Ungated Lot	GT Mini Market	**13**
	2	Gated Lot	Stylesville Beauty Lot	**10**
	3	Gated Lot	Joyas de Dios Church	**4**
154	1	Ungated Lot	Omega Supermarkets/El Toro Grande Front	**12**
	2	Gated Storage	13164 Van Nuys Blvd.	-
	3	Ungated Lot	Initiating Change in Neighborhoods Lot	**17**
	4	Gated Lot	Ramirez Bookkeeping	**2**
	5	Gated Storage	Lidia's Beauty Salon	-
	6	Ungated Lot	Omega Supermarkets/ El Toro Grande Rear	**50**
				523

Parking occupancy counts were collected on the following seven (7) days:

- Saturday, August 10, 2024
- Wednesday, August 14, 2024
- Thursday, August 15, 2024
- Saturday, October 26, 2024
- Sunday, October 27, 2024
- Wednesday, October 30, 2024
- Thursday, October 31, 2024.

Over the seven days of data collection, parking demand was consistent, with minor variation in peak parking demand each day, as shown in Figure 4.

Figure 4: Observed Overall Study Area Parking Occupancy

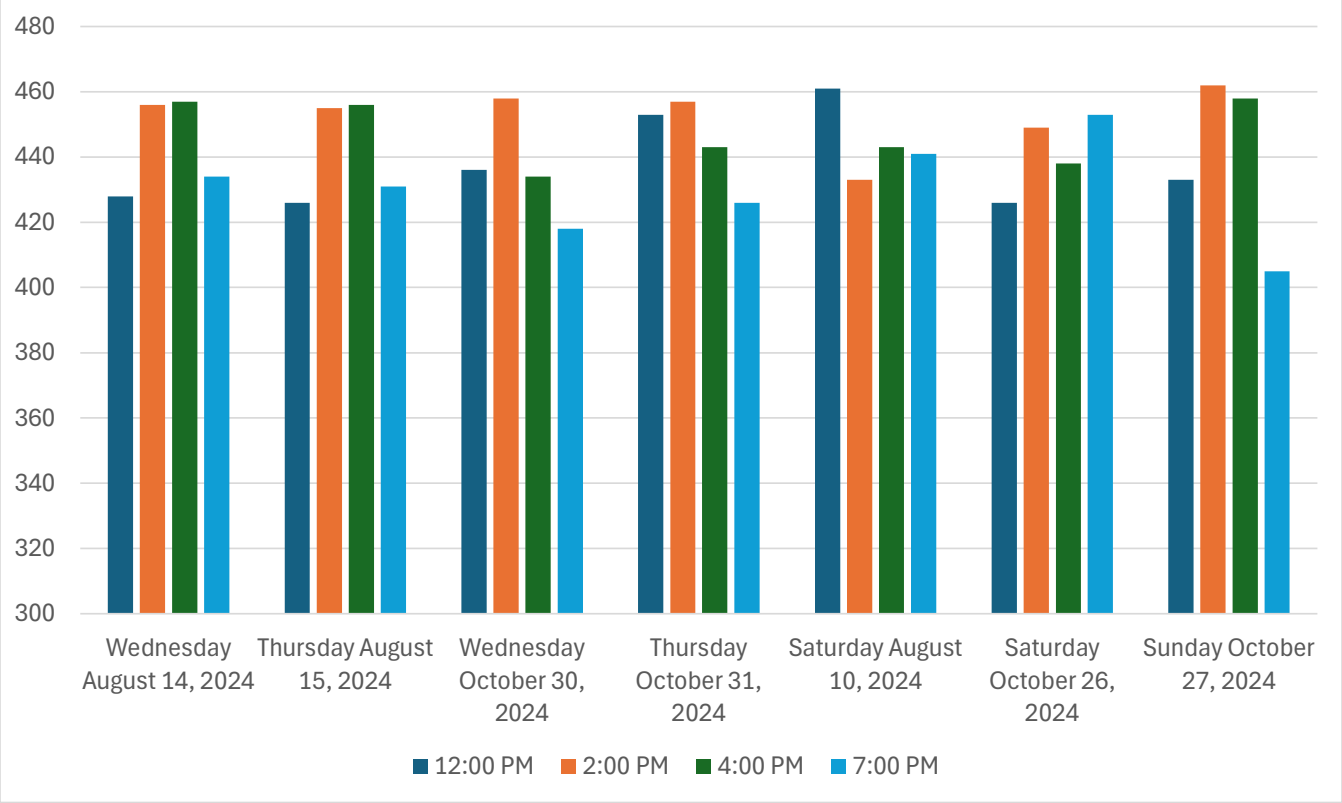


Figure 5 shows the peak parking occupancy observed on Sunday, October 27, 2024, and Wednesday, October 30, 2024. On Sunday, October 27, 2024, peak parking occupancy occurred during the 2:00 p.m. count. The highest observed weekday occupancy was Wednesday, October 30, 2024, at 2:00 p.m.

Detailed parking occupancy tables are provided in the appendix to this report.

Figure 5: Observed Peak Parking Occupancy

Off-Street	Inventory	Sunday 10/27/2024 2:00 PM Peak		Wednesday 10/30/2024 2:00 PM Peak	
		Occupancy	Occupancy %	Occupancy	Occupancy %
Block 142	192	57	30%	65	34%
Block 144	61	17	28%	32	52%
Block 145	60	17	28%	20	33%
Block 146	0	0		0	
Block 147	38	20	53%	16	42%
Block 148	14	9	64%	8	57%
Block 149	50	32	64%	36	72%
Block 150	27	9	33%	15	56%
Block 151	81	28	35%	23	28%
Total	523	189	36%	215	41%
On-Street	**Inventory**	**Saturday 11:00 AM Peak**		**Wednesday 3:00 PM Peak**	
		Occupancy	Occupancy %	Occupancy	Occupancy %
Van Nuys Blvd.	45	31	69%	35	78%
All Other Streets	265	242	91%	208	78%
Total	310	273	88%	243	78%
Grand Total	**833**	**462**	**55%**	**458**	**55%**

Overall, on-street parking was more highly utilized than private off-street parking facilities. Walker made the following observation during data collection:

- Several businesses along Van Nuys Boulevard use the on-street supply to store vehicles during the day. Businesses also parked vehicles on-street in front of their driveways.
- Residential streets were near, at, or beyond capacity during all counts on both days.
- Residential streets featured vehicles double parking on the sidewalk and in driveways encroaching into the street.
- There was some availability on streets fronted wholly or partially by commercial or storage uses.
- Most off-street lots are secured and inaccessible; many are used for storage, auto repair, etc.
- A few streets in the study area have significant RV encampment activity.
- Van Nuys Blvd. appeared to have plenty of available spaces during all times except for the block north of Telfair on Sunday during the Dia de Los Muertos event (even then, a few spaces were open).
- While on-street parking adjacent to residential was full in the evening, residents were not observed parking on or within half a block of Van Nuys.
- Parking demand on Van Nuys and on side streets adjacent to commercial properties decreased in the evening. There was a visible turnover on residential streets between 4-7 p.m., indicating that some employees park on residential streets during the day.
- All ungated commercial and church parking lots had some availability during all observations.
- The east-west residential streets (assuming Van Nuys is north-south) are highly utilized all the time, and some people use their trash bins to save their parking space when they leave.
- The north-south streets like Carl Street, one block away from Van Nuys, are not as full.

- There appeared to be a lot of vehicle storage on the residential streets, indicated by vehicles with thick dust and grime on windows and the windshield, cars with flat tires, vehicles on blocks, and damaged vehicles coated in dust.
- The autobody uses also pull vehicles onto the side streets during the day and bring them back in in late afternoon.
- There was parking enforcement along Van Nuys enforcing both permanent and temporary parking restrictions related to the Dia de Los Muertes event on October 26th.
- The Dia de Los Muertes event did not change parking demand patterns noticeably.
- The data collection team noted that parking time limits on Van Nuys Boulevard are not frequently enforced, and on side streets, at least one vehicular homeless encampment occupied 6-8 spaces.

Figure 6 shows a homeless encampment on Sutter Avenue that has been in place since late 2022.

Figure 6: Homeless Encampment on Sutter Avenue

Figures 7 and 8 graphically show the peak observed parking occupancy on weekends and weekdays.

Figure 7: Parking Occupancy Sunday, October 27, 2024, 2:00 p.m.

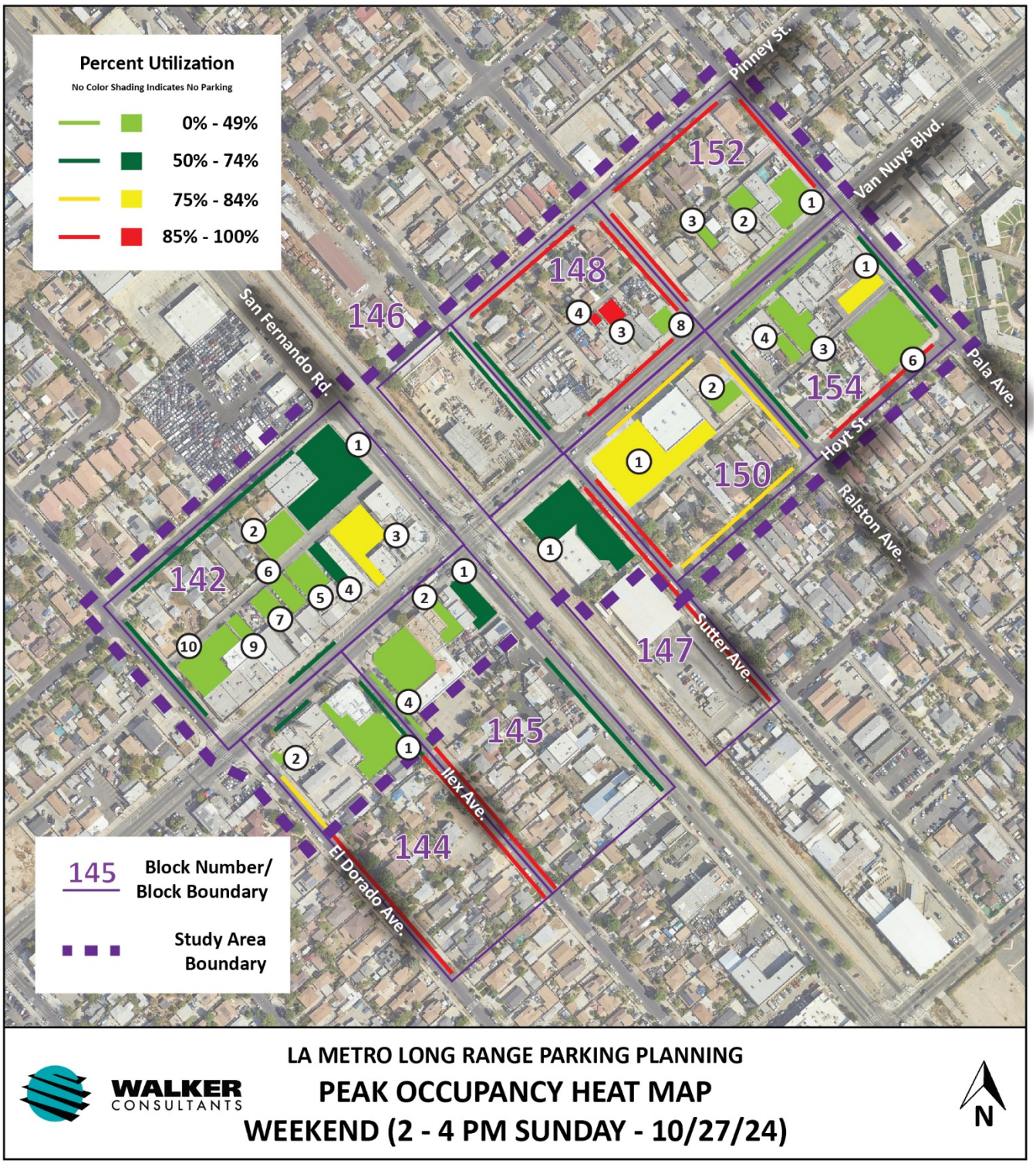
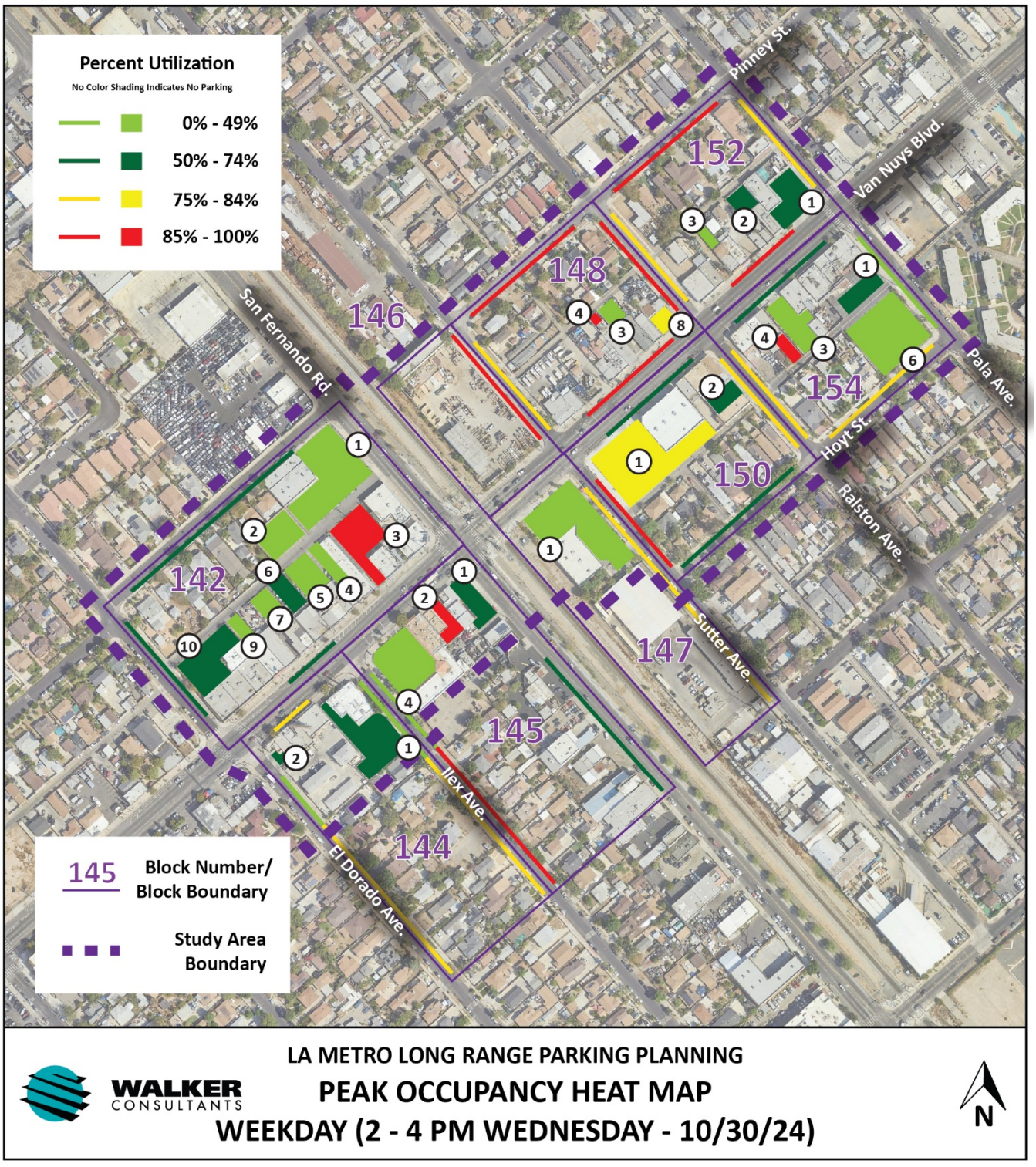


Figure 8: Parking Occupancy Wednesday, October 30, 2024, 2:00 p.m.



03 Interim Terminus Parking Demand

INTERIM TERMINUS PARKING DEMAND

This section utilizes Metro's Parking Demand Model, developed within Metro's Supportive Transit Parking Program (STPP) in 2018 and recent ridership and parking demand information from other Stations in the LA Metro system to provide a projection of transit rider parking demand at the interim terminus Station at Van Nuys Boulevard and San Bernardino Road, without and with the infill Metrolink Station.

Parking Demand Model Adjustments

Since the development of the Parking Demand Model in 2018, the COVID pandemic has introduced a shock to the transit system. While ridership on Metro Rail has not recovered to pre-pandemic levels, parking demand recovery lags even further behind ridership recovery. As a result, parking demand is much lower per rider than when the Parking Demand Model was developed and calibrated. In addition, Metro has completed the K Line, with minimal parking along the route and no parking at the terminus, indicating that transit parking demand and transit parking impacts can be reduced or eliminated with parking management strategies around stations.

To help understand how to adjust the model output to reflect existing realities, Walker looked at four existing Stations: Norwalk, the eastern terminus of the C Line; APU/Citrus, the northern terminus of the A Line; Fairview Heights, the only Station with parking on the K Line; and Westchester, the southern terminus of the K Line.

These stations were selected for comparison for the following reasons:

- Norwalk and APU/Citrus are terminus stations with parking facilities. These stations are in less dense surroundings than the planned San Fernando Station. As an interim terminus, the San Fernando Station could be projected to have parking demand characteristics similar to these stations.
- Fairview Heights is a midpoint station on Metro's newest line, the K-Line. With the infill Metrolink station, the San Fernando station would function more as a midpoint and transfer station, with lower parking demand per rider than as a terminus station. Fairview Heights is the only location on the K-Line with parking and could reasonably be expected to draw riders who wish to park and ride from the stations on either side of it (Downtown Inglewood and Hyde Park).
- Westchester is the current southern terminus of the K-Line. It does not provide parking, but as a terminus, it would typically be expected to draw additional parking demand from outlying areas beyond the extent of the line. Westchester Station's parking demand model output as a terminus has been included to illustrate that with parking management policies in place, it is possible to reduce or even eliminate the need for parking at a station while continuing to serve transit riders.

Figure 9 compares the Parking Demand Model output for these Stations based on current ridership levels to the actual observed parking demand.

Figure 9: Modeled Versus Observed Parking Demand

Station: Norwalk	Average Weekday Ridership		Highest Parking Count	PDM Output	Observed as % of Projected
Month	Open to 10AM	Total			
January 2024	1131	2196	469	862	**54%**
February 2024	1218	2381	496	931	**53%**
March 2024	1319	2625	517	1015	**51%**
April 2024	1149	2242	511	877	**58%**
May 2024	1181	2327	499	905	**55%**
June 2024	1167	2344	463	902	**51%**

Station: Fairview Heights	Average Weekday Ridership		Highest Parking Count	PDM Output	Observed as % of Projected
Month	Open to 10AM	Total			
January 2024	92	185	8	26	**31%**
February 2024	93	184	8	26	**31%**
March 2024	104	208	12	29	**41%**
April 2024	108	225	12	30	**40%**
May 2024	106	214	10	30	**33%**
June 2024	95	210	10	27	**37%**

Station: APU/Citrus	Average Weekday Ridership		Highest Parking Count	PDM Output	Observed as % of Projected
Month	Open to 10AM	Total			
January 2024	827	1677	188	641	**29%**
February 2024	820	1682	184	639	**29%**
March 2024	950	1844	198	724	**27%**
April 2024	863	1718	201	664	**30%**
May 2024	881	1777	195	682	**29%**
June 2024	798	1579	189	613	**31%**

Station: Westchester	Average Weekday Ridership		Highest Parking Count	PDM Output	Observed as % of Projected
Month	Open to 10AM	Total			
January 2024	246	543	No Parking	106	-
February 2024	254	560	No Parking	102	-
March 2024	256	567	No Parking	111	-
April 2024	292	627	No Parking	125	-
May 2024	293	684	No Parking	129	-
June 2024	278	597	No Parking	120	-

Based on this information, the recommended adjustment factor to Parking Demand Output for current conditions is 0.50 (50 percent). This is lower than the adjustment factor implied by looking at the Fairview Heights and APU Citrus data, but slightly higher than the factor implied if looking at Norwalk.

Parking Demand Model Projection Without and With Infill Metrolink

Walker received ridership projections from Metro for the interim terminus Station.

The Parking Demand Model takes projected daily boardings until 10 a.m., the station's typology, and various parking price points ranging from 3-5 dollars to estimate the parking demand.

The Parking Demand Model is a “here and now” model intended to project near-term parking needs. The main inputs in the model determining each typology’s parking demand characteristics are current boardings and current parking demand at existing Metro stations and parking facilities. It does not consider potential changes to the transportation network in the future or changes in commute preferences and behavior. When looking at future stations and alignments, the parking demand model provides a projection of parking demand at new stations, assuming current behaviors have generally stayed the same. Therefore, the appropriate boarding projection input for the model should be a reasonable projection of stabilized boardings at future stations after the ‘honeymoon’ opening period, not projected horizon year boardings.

Metro's daily boardings projections are for 2040. With the Gold Line Extension and other new rail facilities, such as the K-Line, opening day ridership has been a fraction (typically 40-50 percent) of the long-term ridership projection and continues to be so. Thus, it is also appropriate to reduce the boardings projection to reflect stabilized opening year conditions. Based on recent history, the recommended adjustment to boardings is 60 percent. Additionally, boarding projections during route planning have been heavily weighted towards the open to 10 a.m. period, with projections assuming 80 percent of boardings occur within this window. The actual performance of the system in general, and the Gold Line Extension and K-Line in particular, indicate that open to 10 a.m. boardings are approximately half of total daily boardings at outlying stations.

Figure 10 shows the parking demand model output with and without the infill Metrolink station, assuming parking is $3.00/day.

Figure 10: Van Nuys/San Fernando Interim Terminus Parking Demand Projection.

San Fernando Station Station Typology	Without Infill Metrolink Terminus - Urban	With Infill Metrolink Tranfer
Daily Boardings (2040)[1]	774	774
Opening Year Daily Boardings	464	464
Opening Year Open to 10AM Boardings[1]	232	232
Parking Price	$3/day	$3/day
Unadjusted Model Output (Parking Demand)	98	33
Model Adjustment Factor (post-COVID)	0.5	0.5
Adjusted Transit Rider Parking Demand	49	17

Notes: 1: Source = Metro

The team projects that parking management around the Station can reduce potential parking demand and that any observed transit rider parking spillover could be accommodated in underutilized private parking facilities.

As demonstrated in the existing conditions analysis, there are over 400 vacant on- and off-street spaces near the planned San Fernando Station on any given weekday. A portion of these spaces are available on-street; these spaces can be protected for a specific user group (customers of businesses, residents) through parking management. The bulk of available spaces are available in underutilized private off-street parking lots, which could potentially be unlocked for transit rider parking with the execution of a parking agreement.

Parking and transportation demand management could reduce transit rider parking demand at the San Fernando Station. The K-Line terminus in Westchester and the E-Line terminus in Santa Monica do not provide transit rider parking, opting for parking management around the Station area to limit transit parking spillover into adjacent neighborhoods and businesses.

The Walker team recommends implementing parking management strategies to manage parking demand around the station area and ensure adequate parking for residents, businesses, and transit patrons. However, the team does not recommend constructing new parking facilities specifically for transit patrons. The next section of the report details the team's parking management recommendations.

04 Parking Management Recommendations

PARKING MANAGEMENT RECOMMENDATIONS

Walker recommends the following parking and transportation demand management measures be considered for the area around the interim terminus.

Recommendation 1: Create a mobility hub at the interim terminus Station.

Creating a mobility hub at the interim terminus Station will improve first/last-mile connections and encourage transit riders and area employees to utilize alternative means of transportation to the Station area. Mobility hub elements at this location could include a drop-off/pick-up area for kiss-and-ride and transportation network companies, bicycle racks, bicycle lockers, scooter docks/racks, real-time transfer information for the four bus routes currently serving the Van Nuys Boulevard/San Fernando Road intersection, support services such as Station ambassadors, and if space permits, active uses such as retail/kiosks.

Figure 11 shows a sample mobility hub design at Universal Station

Figure 11: Sample Mobility Hub Design

Recommendation 2: Consider 2-hour time-limited parking on side streets adjacent to Van Nuys Boulevard.

Within the analysis area, 13 on-street parking spaces on Van Nuys Boulevard between El Dorado Avenue and San Fernando Road will be eliminated as part of constructing the ESFV LRT Line. These spaces were observed to be highly utilized on Saturday and more modestly used during the weekday observations by patrons of the adjacent businesses. The existing parking on Van Nuys Boulevard is limited to two-hour parking. To ensure that proximate on-street parking is available during the day, Walker recommends that 2-hour parking time limits be implemented on the following side street segments:

- El Dorado Avenue for the first 150 feet north and south of Van Nuys Boulevard
- Ilex Avenue for the first 200 feet south of Van Nuys Boulevard
- Sutter Avenue from Pinney Street to Hoyt Street
- Ralston Avenue from Pinney Street to Hoyt Street
- Pala Avenue from Pinney Street to Hoyt Street

Recommendation 3: Consider 4-hour time-limited parking adjacent to residential properties within a 1/3-mile radius of the interim terminus Station.

A four-hour time limit for adjacent residential properties near the interim terminus Station would prevent transit patrons from parking in front of residences all day while still providing flexibility for residents and residential services (landscaping, in-home care, etc.) to park as needed.

Recommendation 4: Secure agreement(s) with underutilized private parking lots to provide public and/or transit rider parking.

If Metro desires to provide off-street parking for transit riders at the interim terminus, ample underutilized parking already exists that could be unlocked to provide the needed parking. Field staff observed several off-street parking facilities that were lightly utilized throughout the day on weekdays and on Saturday, including the following locations:

- Iglesia Fuente de Agua Viva (Block 142 facility 1) – 65 spaces – observed weekday occupancy of 24 and Saturday occupancy of 35.
- Iglesia Fuente de Agua Viva Overflow (Block 142 facility 2) – 24 spaces – observed weekday occupancy of 0 spaces, Saturday occupancy of 0 spaces.
- Omega Supermarket Rear Lot (Block 154 facility 6) – 50 spaces – observed weekday occupancy of 8 spaces, weekend occupancy of 16 spaces

In particular, the Iglesia Fuente de Agua Viva overflow lot is a standalone facility that is only used by the church on Sundays and special events. It could potentially provide weekday parking.

Recommendation 5: Work with Metro marketing to further promote transit and provide a customer experience ride to businesses/employees within 1/3 mile of the Station.

To encourage the use of transit to work, Metro could actively promote the use of the new line to residents, businesses, and their employees. Marketing should be targeted to residents within 1/3 mile of the station and to

employees of businesses in the station area with the goal of encouraging them to try transit and converting them to paying transit customers.

CONCLUSIONS

The Metro parking demand model projects a need for 49 parking spaces at San Fernando as a terminus Station and 17 spaces as a midpoint/transfer Station with the construction of a Metrolink Infill Station without parking management around the Station area. There are hundreds of vacant spaces near the Station on any given day. Parking management, such as time restrictions on on-street spaces, can protect business and resident parking. As needed, agreements could be made for transit patrons to utilize underutilized off-street facilities. The construction of additional parking in the station area specifically for transit parking is not recommended.

05 Appendices

APPENDIX A – PARKING DATA COLLECTION

					Saturday August 10, 2024					Wednesday August 14, 2024			
Block Number	**Facility ID**	**Facility Type**	**Facility Description**	**Total**	**11:00 AM**	**2:00 PM**	**4:00 PM**	**6:00 PM**	**11:00 AM**	**1:00 PM**	**3:00 PM**	**6:00 PM**
142	1	Ungated Lot	Iglesia Fuente de Agua Viva	**65**	35	24	22	21	7	22	15	21
	2	Gated Lot	Iglesia Fuente de Agua Viva Overflow	**24**	0	0	0	0	0	0	0	0
	3	Ungated Lot	MoneyGram, Cash Advance	**11**	6	8	8	7	5	8	7	8
	4	Ungated Lot	Tanya's, Willy's Beauty Salon	**12**	7	9	9	4	2	5	7	7
	5	Gated Lot	Pacoima Pet Clinic	**18**	2	2	2	2	2	2	1	1
	6	Ungated Lot	El Paseo	**14**	5	5	5	4	9	9	9	6
	7	Gated Lot	Salcido Tours	**10**	6	6	6	6	2	2	2	6
	8	Gated Storage	Paleta's Pacoima	**0**								
	9	Gated Lot	Dental Clinic	**7**	3	3	3	3	3	3	4	0
	10	Gated Lot	LA County Neighborhood Legal Services	**31**	0	0	0	0	26	24	21	2
144	1	Ungated Lot	Pacoima Public Health Center	**25**	3	3	3	3	16	20	19	3
	2	Gated Lot	Private Apartments	**33**	16	12	14	16	12	14	15	16
	3	Ungated Lot	Los Pilares	**3**	3	2	3	1	1	2	1	1
145	1	Ungated Lot	M&V Auto Electric & Tires	**15**	7	9	3	6	6	10	11	12
	2	Ungated Lot	Diaz Mini Market	**5**	2	0	1	1	1	1	1	2
	3	Gated Storage	Henry's Auto Body Shop	**0**								
	4	Ungated Lot	PS Discounts	**40**	20	20	15	11	27	18	18	16
146	1	Gated Storage	SiteOne Landscape Supply	**0**								
147	1	Ungated Lot	Auto Zone Auto Parts	**38**	13	10	13	20	6	11	15	12
148	1	Gated Storage	13201 Van Nyus Blvd.	**0**								
	2	Gated Storage	Martinez Upholestry	**0**								
	3	Gated Lot	Iglesia Vida y Luz	**7**	6	6	6	6	6	6	6	6
	4	Ungated Lot	Playa Azul	**2**	1	1	1	1	0	0	0	0
	5	Gated Storage	Urizar Dental Clinic	**0**								
	6	Gated Storage	Food Truck Storage Lot 1	**0**								
	7	Gated Storage	Food Truck Storage Lot 2	**0**								
	8	Ungated Lot	Auto Repair	**5**	8	8	7	6	6	6	7	6
150	1	Ungated Lot	O'Reilly Auto Parts	**42**	35	37	36	16	22	26	28	18
	2	Gated Lot	Jesse's Pet Grooming	**8**	6	4	5	4	4	5	6	5
152	1	Ungated Lot	GT Mini Market	**13**	8	4	2	2	2	2	3	2
	2	Gated Lot	Stylesville Beauty Lot	**10**	2	2	2	2	1	1	1	2
	3	Gated Lot	Joyas de Dios Church	**4**	0	0	0	0	0	0	0	0
154	1	Ungated Lot	Omega Supermarkets Lot/ El Toro Grande Market Front	**12**	3	8	5	6	3	5	6	6
	2	Gated Storage	13164 Van Nuys Blvd.	**0**								
	3	Ungated Lot	Initiating Change in Neighborhoods Lot	**17**	0	0	0	0	6	6	6	4
	4	Gated Lot	Ramirez Bookkeeping	**2**	0	0	0	0	0	2	2	2
	5	Gated Storage	Lidia's Beauty Salon	**0**								
	6	Ungated Lot	Omega Supermarkets Lot/ El Toro Grande Market Rear	**50**	18	15	13	16	8	6	6	8
				523	**215**	**198**	**184**	**164**	**183**	**216**	**217**	**172**

Block Number	Total	11:00 AM	2:00 PM	4:00 PM	6:00 PM	11:00 AM	1:00 PM	3:00 PM	6:00 PM
142	192	64	57	55	47	56	75	66	51
144	61	22	17	20	20	29	36	35	20
145	60	29	29	19	18	34	29	30	30
146	0	0	0	0	0	0	0	0	0
147	38	13	10	13	20	6	11	15	12
148	14	15	15	14	13	12	12	13	12
150	50	41	41	41	20	26	31	34	23
152	27	10	6	4	4	3	3	4	4
154	81	21	23	18	22	17	19	20	20

Thursday August 15, 2024				Wednesday October 30, 2024			
11:00 AM	1:00 PM	3:00 PM	6:00 PM	12:00 PM	2:00 PM	4:00 PM	7:00 PM
8	22	15	20	11	15	20	18
0	0	0	0	0	0	0	0
6	9	8	9	9	10	11	9
2	6	8	9	3	2	2	0
2	2	1	1	2	3	5	2
9	9	9	6	9	7	6	3
2	2	2	7	2	2	2	9
				0	0	0	0
3	2	4	0	2	3	2	1
24	22	20	3	21	23	12	1
15	15	18	3	17	15	14	4
13	15	14	16	13	15	14	16
1	2	1	1	0	2	1	1
6	9	10	12	7	7	7	7
0	2	1	3	6	5	3	2
				0	0	0	0
30	15	17	15	6	8	15	32
				0	0	0	0
6	10	14	12	15	16	14	9
				0	0	0	0
				0	0	0	0
6	6	6	6	2	2	1	0
0	0	0	0	1	2	2	2
				0	0	0	0
				0	0	0	0
				0	0	0	0
6	6	7	6	4	4	2	1
25	27	29	21	33	32	20	11
5	5	6	5	1	4	3	3
2	2	5	4	6	9	7	3
1	0	0	0	4	5	4	1
0	0	0	0	2	1	2	1
4	4	2	5	4	6	5	6
				0	0	0	0
6	6	8	4	6	5	5	0
0	1	2	2	1	2	2	0
				0	0	0	0
8	5	7	8	7	10	7	9
190	**204**	**214**	**178**	**194**	**215**	**188**	**151**

11:00 AM	1:00 PM	3:00 PM	6:00 PM	12:00 PM	2:00 PM	4:00 PM	7:00 PM
56	74	67	55	59	65	60	43
29	32	33	20	30	32	29	21
36	26	28	30	19	20	25	41
0	0	0	0	0	0	0	0
6	10	14	12	15	16	14	9
12	12	13	12	7	8	5	3
30	32	35	26	34	36	23	14
3	2	5	4	12	15	13	5
18	16	19	19	18	23	19	15

Thursday October 31, 2024				Saturday October 26, 2024				Sunday October 27, 2024			
12:00 PM	2:00 PM	4:00 PM	7:00 PM	12:00 PM	2:00 PM	4:00 PM	7:00 PM	12:00 PM	2:00 PM	4:00 PM	7:00 PM
12	15	21	17	26	24	25	19	39	35	30	22
1	0	1	0	0	2	4	3	1	2	1	3
10	10	11	10	10	10	10	6	11	9	10	5
4	2	2	0	3	5	7	10	3	6	6	5
3	2	4	2	0	0	0	2	1	0	0	1
8	5	5	4	5	4	5	3	4	3	3	2
3	2	2	6	2	2	2	2	2	2	2	2
0	0	0	0	0	0	0	0	0	0	0	0
2	3	1	0	0	0	0	0	0	0	0	0
22	22	10	0	0	0	0	0	0	0	0	0
17	16	16	3	2	2	2	2	1	1	1	1
13	15	14	16	13	15	14	16	13	15	14	16
1	2	0	0	3	2	2	0	2	1	1	0
5	6	6	6	7	8	8	6	6	5	6	6
5	3	6	2	0	1	2	1	3	2	1	1
0	0	0	0	0	0	0	0	0	0	0	0
10	13	16	30	23	12	15	6	6	10	12	11
0	0	0	0	0	0	0	0	0	0	0	0
18	15	10	10	13	14	19	10	16	20	21	13
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
4	1	1	0	2	2	2	1	5	6	3	1
2	2	2	2	1	1	1	1	2	2	1	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
4	3	1	1	3	2	3	1	3	1	2	0
30	32	23	14	27	31	27	13	3	32	15	11
2	2	3	3	1	1	1	0	1	0	0	0
9	7	8	4	9	6	5	5	6	5	4	3
7	5	3	0	6	4	2	2	8	3	2	1
1	2	1	1	3	3	2	1	3	1	1	1
5	7	4	8	2	4	8	3	5	9	7	4
0	0	0	0	0	0	0	0	0	0	0	0
8	6	5	0	0	0	5	7	7	7	7	7
2	2	2	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
11	12	10	10	11	14	11	6	15	12	18	12
219	**212**	**188**	**149**	**172**	**169**	**182**	**126**	**166**	**189**	**168**	**128**

12:00 PM	2:00 PM	4:00 PM	7:00 PM	12:00 PM	2:00 PM	4:00 PM	7:00 PM	12:00 PM	2:00 PM	4:00 PM	7:00 PM
65	61	57	39	46	47	53	45	61	57	52	40
31	33	30	19	18	19	18	18	16	17	16	17
20	22	28	38	30	21	25	13	15	17	19	18
0	0	0	0	0	0	0	0	0	0	0	0
18	15	10	10	13	14	19	10	16	20	21	13
10	6	4	3	6	5	6	3	10	9	6	1
32	34	26	17	28	32	28	13	4	32	15	11
17	14	12	5	18	13	9	8	17	9	7	5
26	27	21	18	13	18	24	16	27	28	32	23

						Saturday August 10, 2024				Wednesday August 14, 2024			
Block Number	**Street**	**From**	**To**	**Supply**	**2013**	**11:00 AM**	**2:00 PM**	**4:00 PM**	**6:00 PM**	**11:00 AM**	**1:00 PM**	**3:00 PM**	**6:00 PM**
142	San Fernando Rd.	Pinney	Van Nuys	0	0	0	0	0	0	0	0	0	0
	Van Nuys Blvd.	San Fernando	El Dorado	7	12	6	3	3	3	6	4	3	3
	El Dorado Ave.	Van Nuys	Pinney	11	11	7	8	6	7	7	8	9	7
	Pinney St.	El Dorado	San Fernando	20	20	14	17	17	18	12	12	12	14
144	Ilex Ave.	Van Nuys	10707 Ilex	22	22	12	10	12	17	22	19	19	22
	El Dorado Ave.	10646 El Dorado	Van Nuys	17	17	10	9	12	14	17	14	14	17
	Van Nuys Blvd.	El Dorado	Ilex	6	6	7	4	6	6	6	5	5	4
145	San Fernando Rd.	Van Nuys	10707 San Fernando	3	3	3	3	5	3	2	2	2	1
	Ilex Ave.	10676 Ilex Ave.	Van Nuys	21	21	14	12	15	17	20	20	20	21
	Van Nuys Blvd.	Ilex Ave.	San Fernando	0	2	0	0	0	0	0	0	0	0
146	Sutter Ave.	Mercer	Van Nuys	20	20	20	19	21	20	19	15	13	15
	Van Nuys Blvd.	Sutter	Railroad Tracks	0	0	0	0	0	0	0	0	0	0
147	Sutter Ave.	Van Nuys	Carl St.	25	25	16	19	21	20	17	16	16	20
	Van Nuys Blvd.	Railroad Tracks	Sutter	0	0	0	0	0	0	0	0	0	0
148	Ralston Ave.	Pinney	Van Nuys	8	8	8	9	10	10	9	9	9	9
	Van Nuys Blvd.	Ralston	Sutter	7	7	7	10	12	13	3	7	5	9
	Sutter Ave.	Van Nuys	Pinney	10	10	7	8	8	8	7	7	7	7
	Pinney St.	Sutter	Ralston	12	12	12	12	14	13	11	11	11	11
150	Ralston Ave.	Van Nuys	Hoyt	11	11	8	9	12	12	8	9	9	10
	Hoyt St.	Ralston	Sutter	13	13	6	11	14	13	7	10	11	14
	Sutter Ave.	Hoyt	Van Nuys	10	10	10	10	10	9	10	10	10	10
	Van Nuys Blvd.	Sutter	Ralston	6	5	5	5	5	9	5	5	5	5
152	Ralston Ave.	Van Nuys	Pinney	12	12	11	10	10	10	11	11	11	11
	Pinney St.	Ralston	Pala	10	10	10	10	8	10	10	10	10	10
	Pala Ave.	Pinney	Van Nuys	9	9	8	8	7	8	7	6	5	7
	Van Nuys Blvd.	Pala	Ralston	7	7	9	3	2	2	6	5	5	4
154	Ralston Ave.	Hoyt	Van Nuys	10	10	7	6	7	11	7	7	7	8
	Van Nuys Blvd.	Ralston	Pala	12	12	11	4	3	5	6	7	7	6
	Pala Ave.	Van Nuys	Hoyt	10	10	7	5	7	7	5	4	6	7
	Hoyt St.	Pala	Ralston	11	11	11	11	12	12	5	7	9	10
				310	316	246	235	259	277	245	240	240	262
			Van Nuys Boulevard	45	51	45	29	31	38	32	33	30	31
			All Other On-Street	265	265	201	206	228	239	213	207	210	231

					Thursday August 15, 2024						Wednesday October 30, 2024		
Block Number	**Street**	**From**	**To**	**Supply**	**11:00 AM**	**1:00 PM**	**3:00 PM**	**6:00 PM**	**12:00 PM**	**2:00 PM**	**4:00 PM**	**7:00 PM**
142	San Fernando Rd.	Pinney	Van Nuys	0	0	0	0	0	0	0	0	0
	Van Nuys Blvd.	San Fernando	El Dorado	7	4	6	2	2	4	6	2	2
	El Dorado Ave.	Van Nuys	Pinney	11	7	10	9	6	2	8	5	7
	Pinney St.	El Dorado	San Fernando	20	11	14	14	14	12	12	13	14
144	Ilex Ave.	Van Nuys	10707 Ilex	22	22	20	21	21	18	15	17	22
	El Dorado Ave.	10646 El Dorado	Van Nuys	17	16	14	16	17	13	12	15	17
	Van Nuys Blvd.	El Dorado	Ilex	6	4	7	3	4	4	5	3	6
145	San Fernando Rd.	Van Nuys	10707 San Fernando	3	1	1	2	1	6	3	3	1
	Ilex Ave.	10676 Ilex Ave.	Van Nuys	21	20	20	20	21	17	15	18	21
	Van Nuys Blvd.	Ilex Ave.	San Fernando	0	0	0	0	0	0	0	0	0
146	Sutter Ave.	Mercer	Van Nuys	20	18	16	15	17	18	18	20	22
	Van Nuys Blvd.	Sutter	Railroad Tracks	0	0	0	0	0	0	0	0	0
147	Sutter Ave.	Van Nuys	Carl St.	25	19	18	19	22	24	23	24	28
	Van Nuys Blvd.	Railroad Tracks	Sutter	0	0	0	0	0	0	0	0	0
148	Ralston Ave.	Pinney	Van Nuys	8	8	8	8	9	8	7	7	8
	Van Nuys Blvd.	Ralston	Sutter	7	2	5	3	10	10	9	9	4
	Sutter Ave.	Van Nuys	Pinney	10	7	6	6	5	7	8	8	7
	Pinney St.	Sutter	Ralston	12	10	10	10	10	11	11	11	12
150	Ralston Ave.	Van Nuys	Hoyt	11	7	9	8	9	10	9	10	10
	Hoyt St.	Ralston	Sutter	13	8	11	12	14	9	9	10	14
	Sutter Ave.	Hoyt	Van Nuys	10	10	10	10	10	7	9	8	9
	Van Nuys Blvd.	Sutter	Ralston	6	5	6	4	4	1	3	3	3
152	Ralston Ave.	Van Nuys	Pinney	12	11	10	10	11	10	11	10	10
	Pinney St.	Ralston	Pala	10	10	10	10	10	9	10	10	10
	Pala Ave.	Pinney	Van Nuys	9	7	5	5	7	7	7	8	9
	Van Nuys Blvd.	Pala	Ralston	7	3	6	4	1	2	5	2	1
154	Ralston Ave.	Hoyt	Van Nuys	10	8	8	9	9	10	8	8	10
	Van Nuys Blvd.	Ralston	Pala	12	8	8	9	6	10	7	5	3
	Pala Ave.	Van Nuys	Hoyt	10	4	5	6	4	5	4	7	6
	Hoyt St.	Pala	Ralston	11	6	8	7	9	8	9	10	11
				310	236	251	242	253	242	243	246	267
			Van Nuys Boulevard	45	26	38	25	27	31	35	24	19
			All Other On-Street	265	210	213	217	226	211	208	222	248

					Thursday October 31, 2024							
Block Number	**Street**	**From**	**To**	**Supply**	**12:00 PM**	**2:00 PM**	**4:00 PM**	**7:00 PM**	**12:00 PM**	**2:00 PM**	**4:00 PM**	**7:00 PM**
142	San Fernando Rd.	Pinney	Van Nuys	0	0	0	0	0	0	0	0	0
	Van Nuys Blvd.	San Fernando	El Dorado	7	4	6	2	2	4	6	2	2
	El Dorado Ave.	Van Nuys	Pinney	11	7	9	9	7	3	2	5	7
	Pinney St.	El Dorado	San Fernando	20	14	11	14	16	13	18	20	17
144	Ilex Ave.	Van Nuys	10707 Ilex	22	17	14	20	22	22	20	22	22
	El Dorado Ave.	10646 El Dorado	Van Nuys	17	14	15	16	17	17	15	17	17
	Van Nuys Blvd.	El Dorado	Ilex	6	6	5	5	4	6	6	6	2
145	San Fernando Rd.	Van Nuys	10707 San Fernando	3	3	2	2	2	3	3	2	3
	Ilex Ave.	10676 Ilex Ave.	Van Nuys	21	16	16	17	20	20	20	21	21
	Van Nuys Blvd.	Ilex Ave.	San Fernando	0	0	0	0	0	0	0	0	0
146	Sutter Ave.	Mercer	Van Nuys	20	17	19	21	22	17	18	21	19
	Van Nuys Blvd.	Sutter	Railroad Tracks	0	0	0	0	0	0	0	0	0
147	Sutter Ave.	Van Nuys	Carl St.	25	23	25	25	27	24	22	28	28
	Van Nuys Blvd.	Railroad Tracks	Sutter	0	0	0	0	0	0	0	0	0
148	Ralston Ave.	Pinney	Van Nuys	8	7	8	8	8	10	10	11	11
	Van Nuys Blvd.	Ralston	Sutter	7	3	7	5	8	7	9	7	3
	Sutter Ave.	Van Nuys	Pinney	10	6	7	7	7	8	8	8	8
	Pinney St.	Sutter	Ralston	12	11	10	11	12	12	12	12	14
150	Ralston Ave.	Van Nuys	Hoyt	11	8	9	9	10	9	8	6	12
	Hoyt St.	Ralston	Sutter	13	7	10	11	13	10	12	13	12
	Sutter Ave.	Hoyt	Van Nuys	10	8	7	8	11	12	9	12	12
	Van Nuys Blvd.	Sutter	Ralston	6	2	4	4	3	4	5	1	1
152	Ralston Ave.	Van Nuys	Pinney	12	11	10	9	11	12	11	11	12
	Pinney St.	Ralston	Pala	10	11	10	9	11	9	10	11	12
	Pala Ave.	Pinney	Van Nuys	9	7	8	7	8	8	8	6	9
	Van Nuys Blvd.	Pala	Ralston	7	5	5	4	4	9	3	1	0
154	Ralston Ave.	Hoyt	Van Nuys	10	7	8	8	9	12	11	9	11
	Van Nuys Blvd.	Ralston	Pala	12	8	7	8	6	12	0	1	1
	Pala Ave.	Van Nuys	Hoyt	10	6	5	7	7	6	10	7	8
	Hoyt St.	Pala	Ralston	11	6	8	9	10	8	13	11	12
				310	234	245	255	277	277	269	271	276
			Van Nuys Boulevard	45	28	34	28	27	42	29	18	9
			All Other On-Street	265	206	211	227	250	235	240	253	267

Sunday October 27, 2024

Block Number	Street	From	To	Supply	12:00 PM	2:00 PM	4:00 PM	7:00 PM
142	San Fernando Rd.	Pinney	Van Nuys	0	0	0	0	0
	Van Nuys Blvd.	San Fernando	El Dorado	7	4	6	2	2
	El Dorado Ave.	Van Nuys	Pinney	11	5	8	6	7
	Pinney St.	El Dorado	San Fernando	20	16	17	17	18
144	Ilex Ave.	Van Nuys	10707 Ilex	22	22	21	22	21
	El Dorado Ave.	10646 El Dorado	Van Nuys	17	16	15	17	17
	Van Nuys Blvd.	El Dorado	Ilex	6	6	4	5	1
145	San Fernando Rd.	Van Nuys	10707 San Fernando	3	2	3	5	2
	Ilex Ave.	10676 Ilex Ave.	Van Nuys	21	20	21	21	21
	Van Nuys Blvd.	Ilex Ave.	San Fernando	0	0	0	0	0
146	Sutter Ave.	Mercer	Van Nuys	20	18	17	19	20
	Van Nuys Blvd.	Sutter	Railroad Tracks	0	0	0	0	0
147	Sutter Ave.	Van Nuys	Carl St.	25	24	24	27	28
	Van Nuys Blvd.	Railroad Tracks	Sutter	0	0	0	0	0
148	Ralston Ave.	Pinney	Van Nuys	8	11	11	10	11
	Van Nuys Blvd.	Ralston	Sutter	7	7	9	10	4
	Sutter Ave.	Van Nuys	Pinney	10	6	7	8	8
	Pinney St.	Sutter	Ralston	12	12	13	14	13
150	Ralston Ave.	Van Nuys	Hoyt	11	8	9	12	12
	Hoyt St.	Ralston	Sutter	13	7	11	14	14
	Sutter Ave.	Hoyt	Van Nuys	10	10	9	12	11
	Van Nuys Blvd.	Sutter	Ralston	6	3	5	4	2
152	Ralston Ave.	Van Nuys	Pinney	12	12	12	11	12
	Pinney St.	Ralston	Pala	10	10	10	9	11
	Pala Ave.	Pinney	Van Nuys	9	8	8	9	10
	Van Nuys Blvd.	Pala	Ralston	7	7	3	4	2
154	Ralston Ave.	Hoyt	Van Nuys	10	7	7	8	11
	Van Nuys Blvd.	Ralston	Pala	12	9	4	3	0
	Pala Ave.	Van Nuys	Hoyt	10	7	7	8	7
	Hoyt St.	Pala	Ralston	11	10	12	13	12
				310	267	273	290	277
			Van Nuys Boulevard	45	36	31	28	11
			All Other On-Street	265	231	242	262	266

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2020-0780, **File Type:** Motion / Motion Response **Agenda Number:** 10.1.

PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 18, 2020

Motion by:

DIRECTORS NAJARIAN AND KUEHL

Related to Item 10: East San Fernando Valley Light Rail Transit Final Environmental Impact Report

The East San Fernando Valley Light Rail project is a great project that will lead to greater connectivity in the entire region. It fits in with Metro's promise to deliver high quality transit options to those who depend on the system. We are eager to move forward with the project and take it from the planning stage into the construction stage.

However, we continue to have some concerns about the portion of track that runs through the City of San Fernando. The last Grade Crossing Safety Study was completed prior to the Metrolink double-tracking through San Fernando. Therefore, an updated traffic study is needed for this segment. These two studies must be completed to reassess what steps should be taken to mitigate the City's safety concerns before any further work outside of the light rail line is proposed that will impact the City of San Fernando.

SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT FINAL ENVIRONMENTAL IMPACT REPORT

RECOMMENDATION

APPROVE Motion by Directors Najarian and Kuehl that the CEO direct staff to develop a plan to complete the necessary studies as expeditiously as possible. The plan should include an analysis of data and a path forward for all parties, including Metrolink, with mitigative options, which may or may not include grade separations, be brought back to the Planning and Programming Committee in February 2021.

East San Fernando Valley Light Rail Transit Project

Project Area

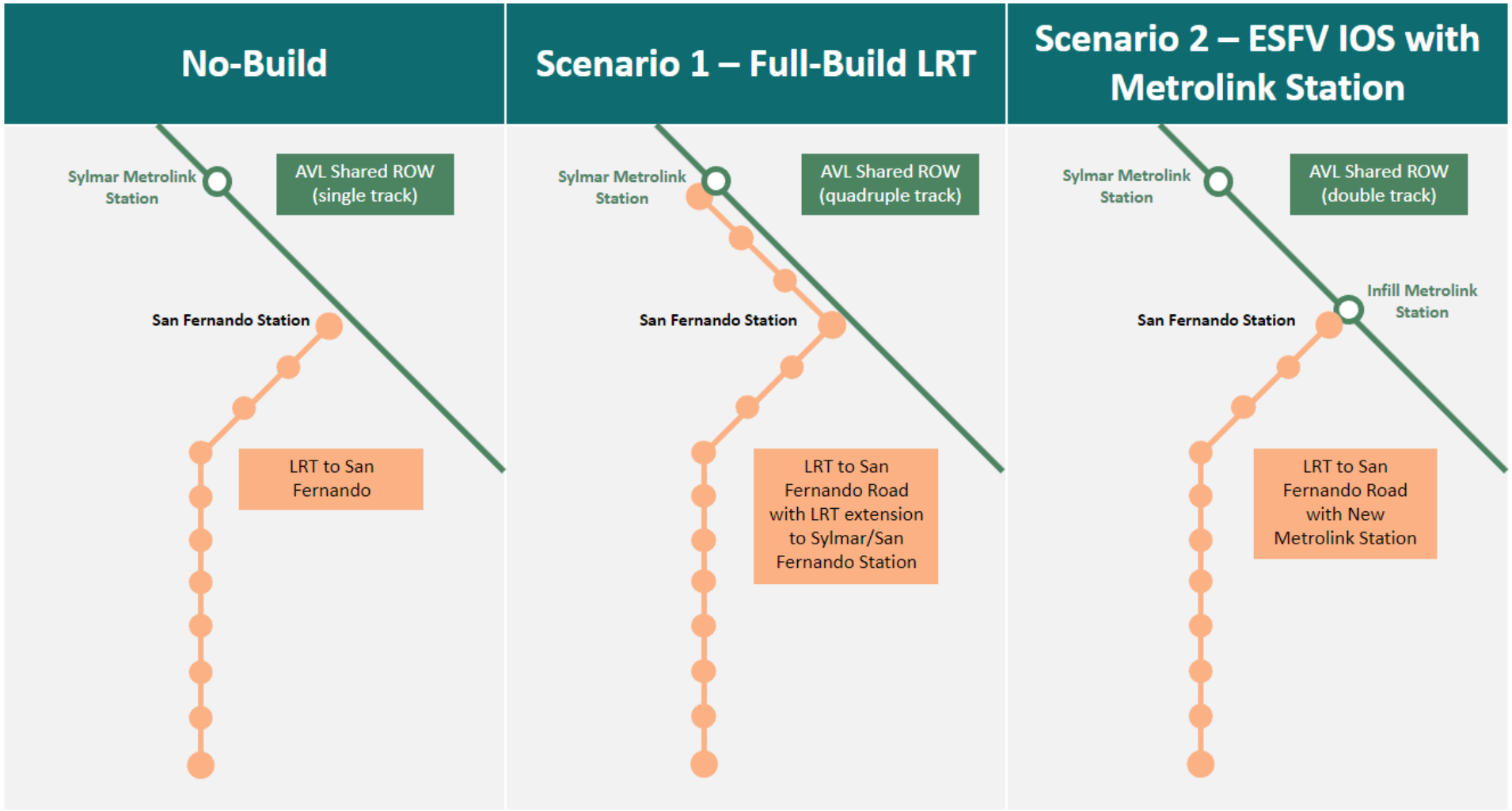
Metro

Proyecto de Transporte de Tren Ligero del Este del Valle de San Fernando

Área del proyecto

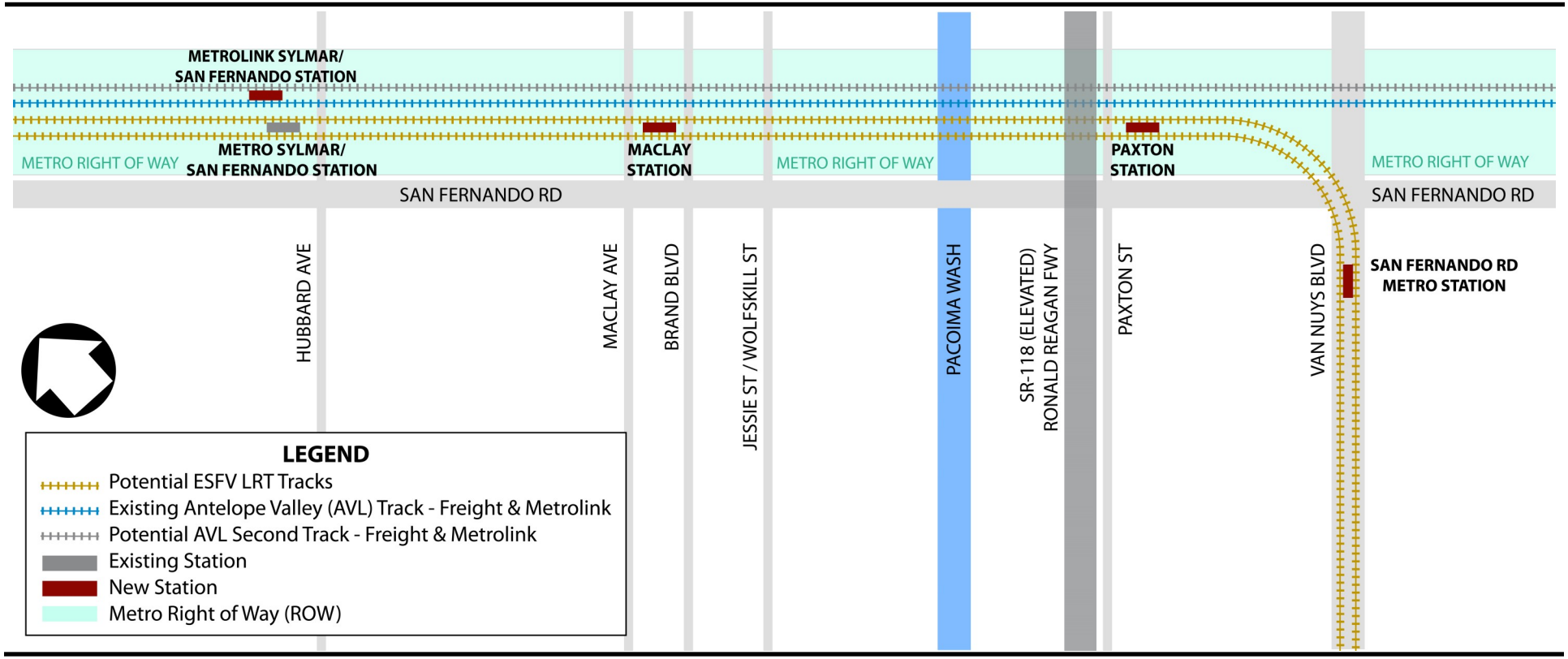
Metro®

ESFV Shared ROW Study Phase 2 Scenario Refinements (Overview)



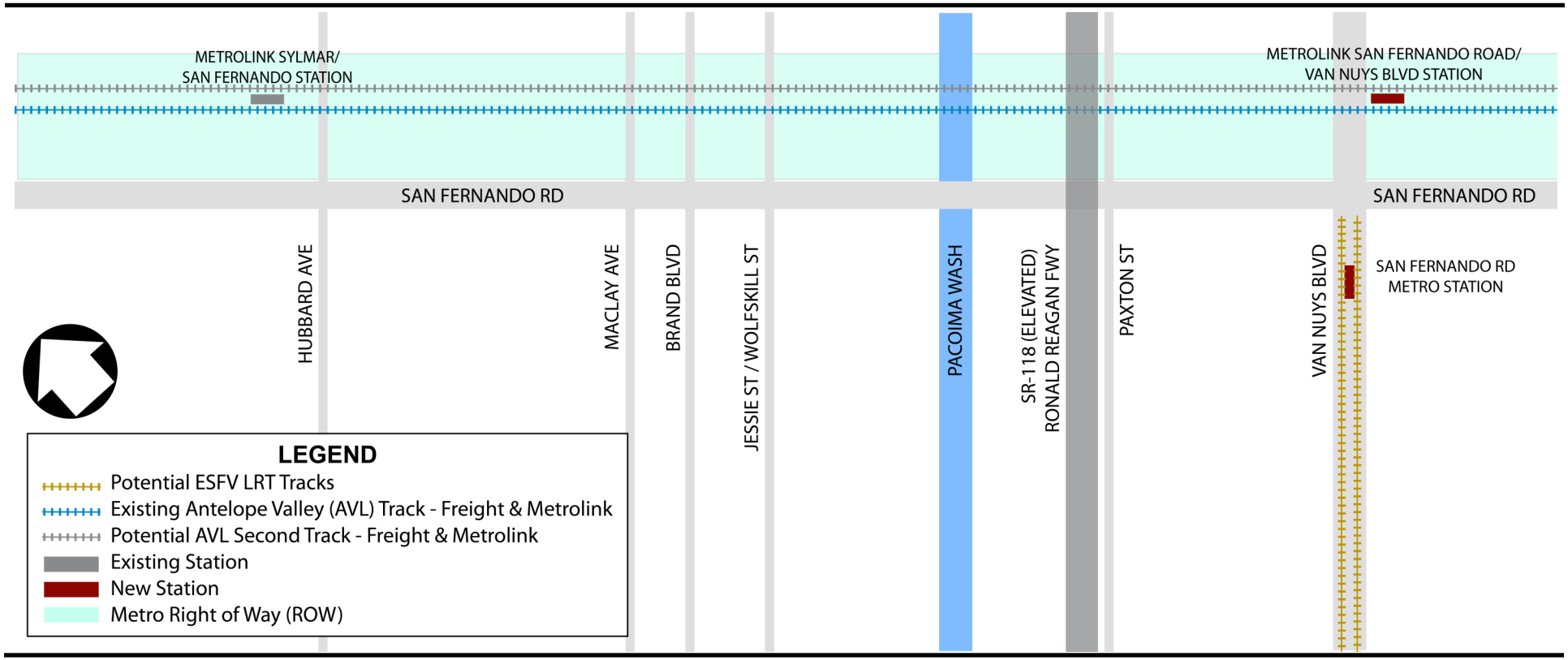
ESFV Shared ROW Study Phase 2 - Horizontal Profile

Scenario 1a and Scenario 1b



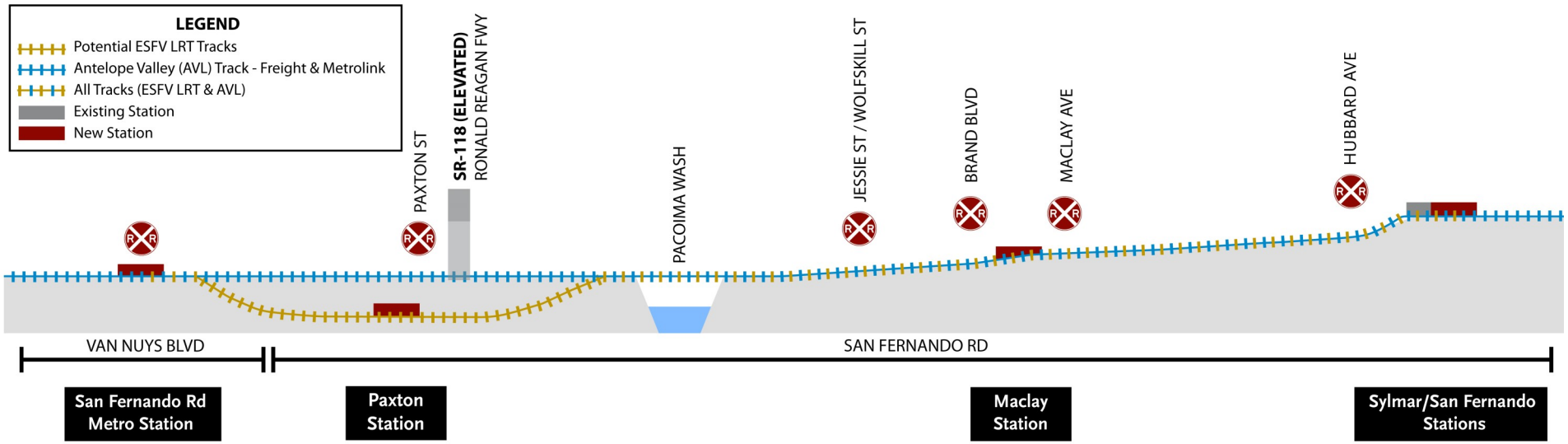
ESFV Shared ROW Study Phase 2 - Horizontal Profile

Scenario 2a and Scenario 2b



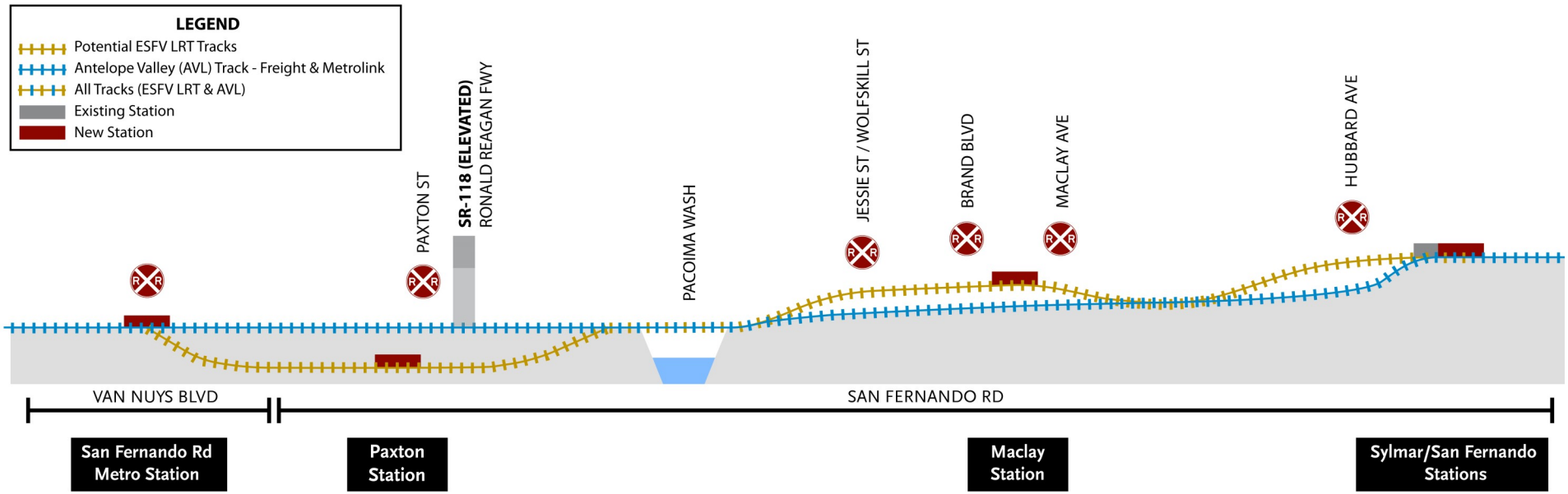
ESFV Shared ROW Study Phase 2—Vertical Profile

Scenario 1A: Full-Build LRT, Partial Grade Separation



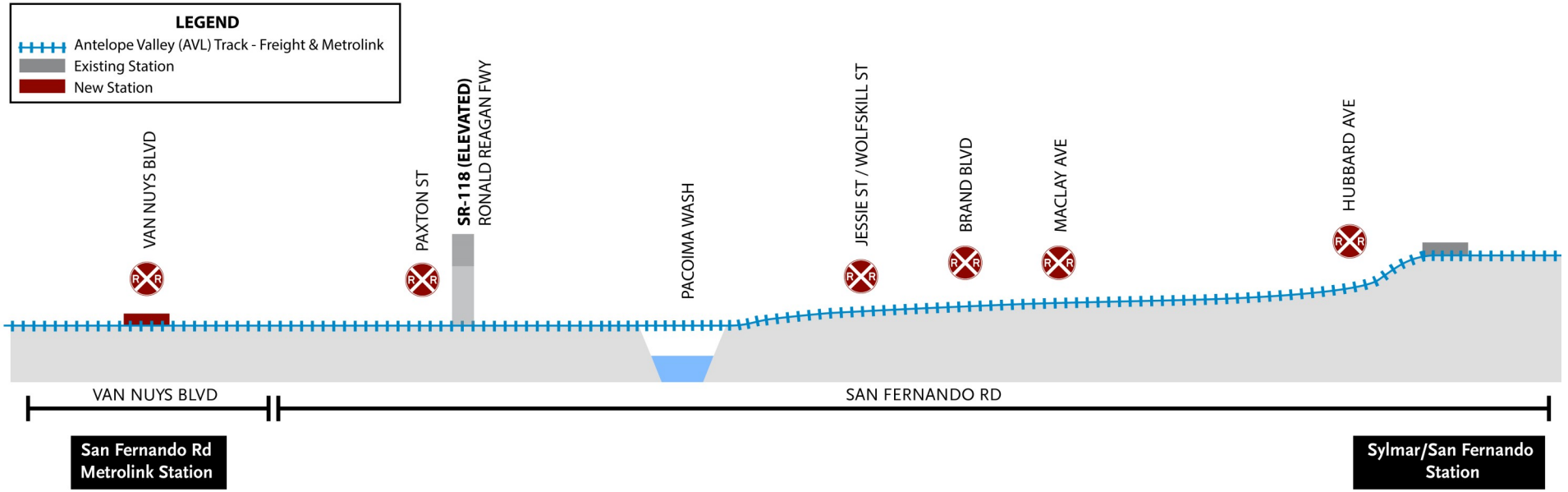
ESFV Shared ROW Study Phase 2—Vertical Profile

Scenario 1B: Full-Build LRT, Full Grade Separation



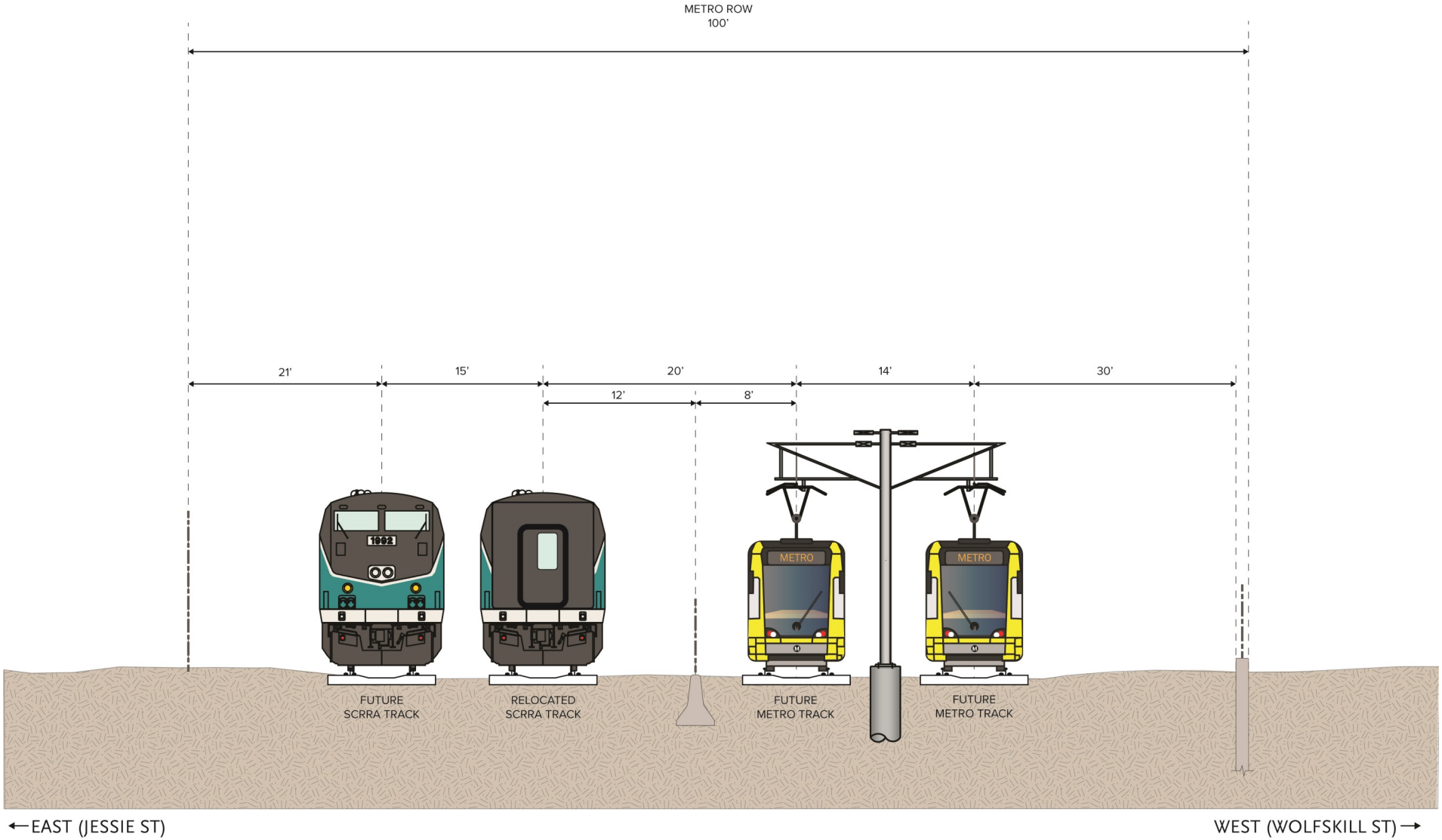
ESFV Shared ROW Study Phase 2—Vertical Profile

Scenarios 2A and 2B



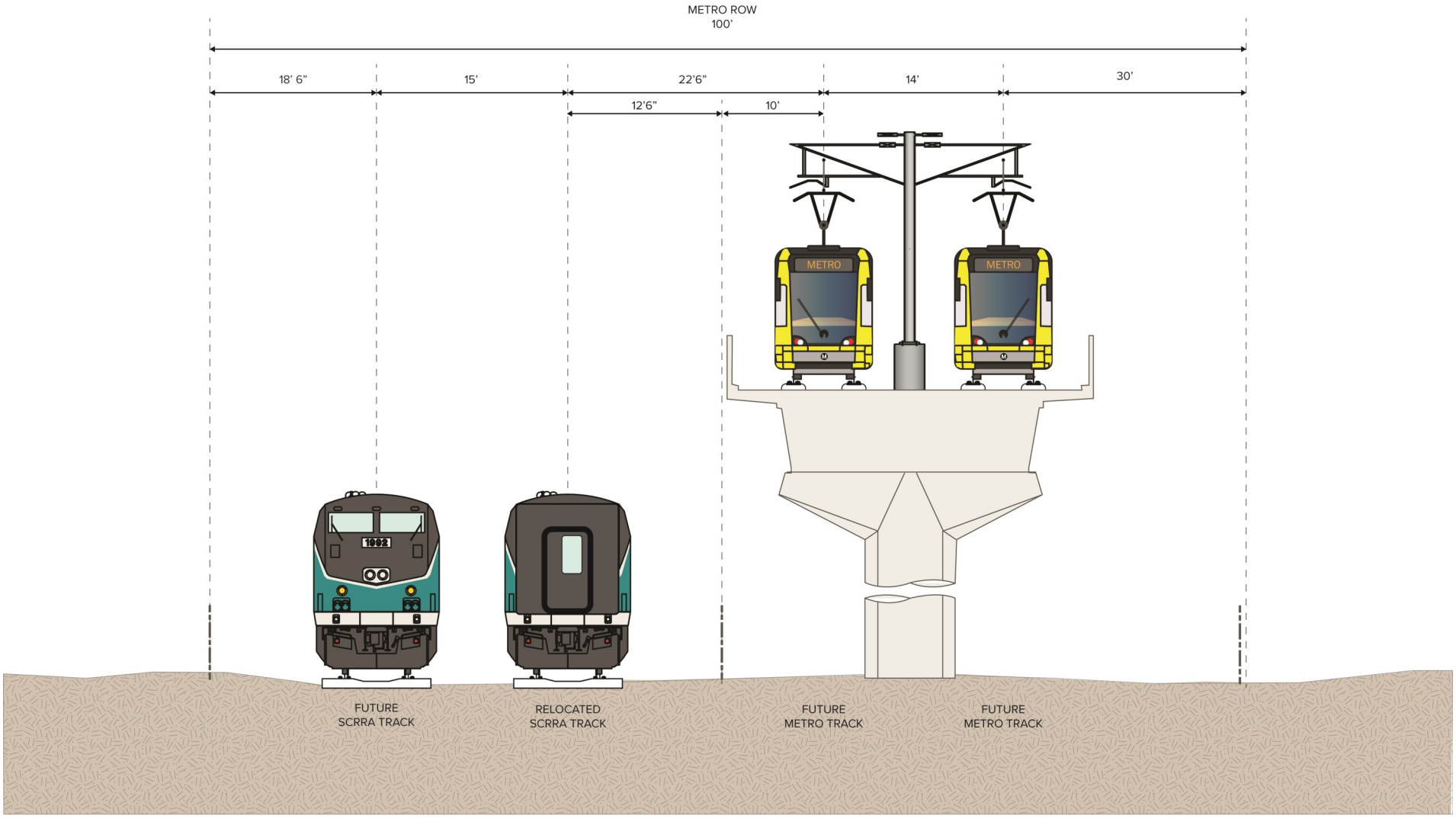
ESFV Shared ROW Study Phase 2 - Cross Section

Scenario 1A: Full-Build LRT, Partial Grade Separation



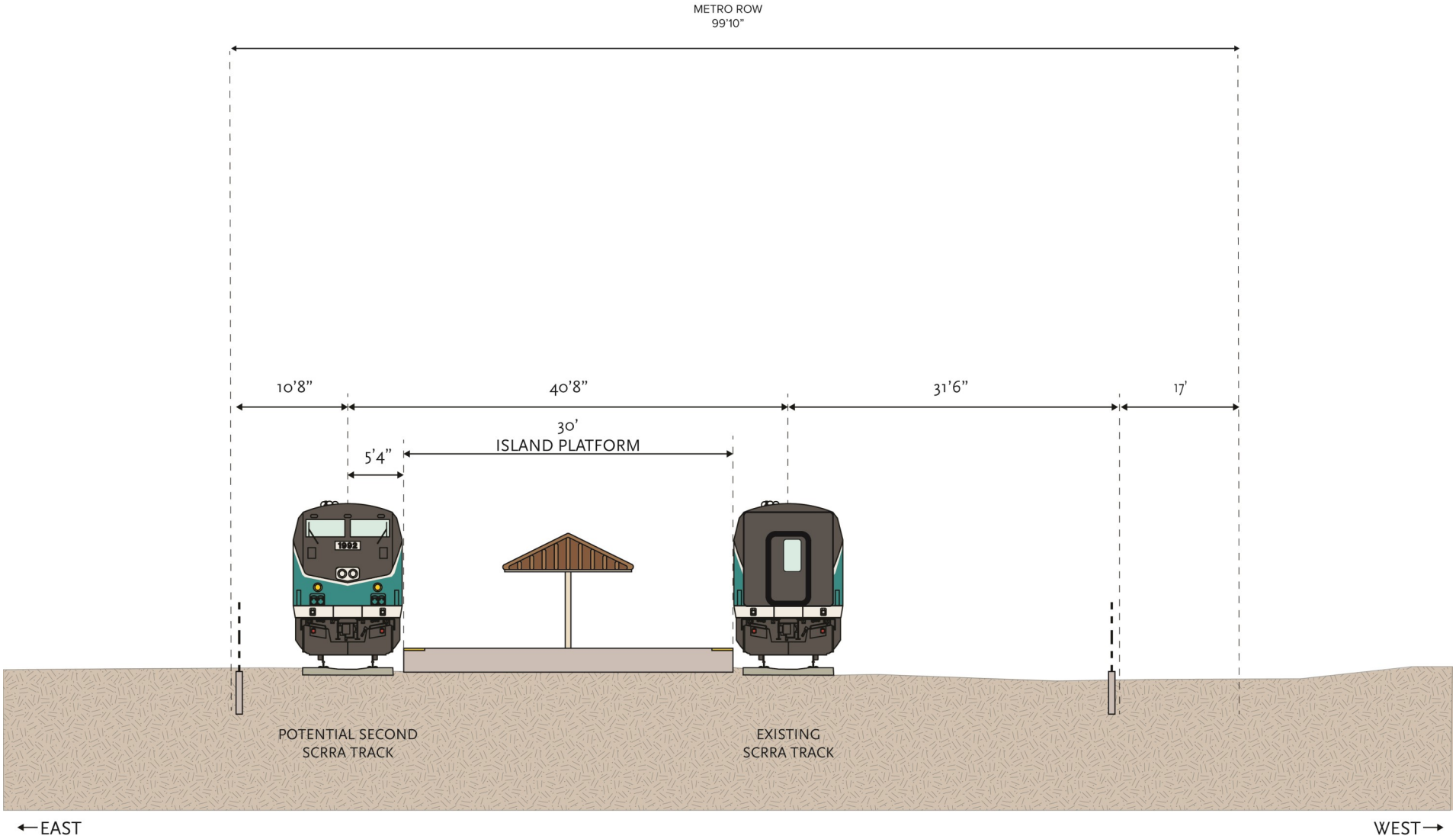
ESFV Shared ROW Study Phase 2 - Cross Section

Scenario 1B: Full-Build LRT, Full Grade Separation



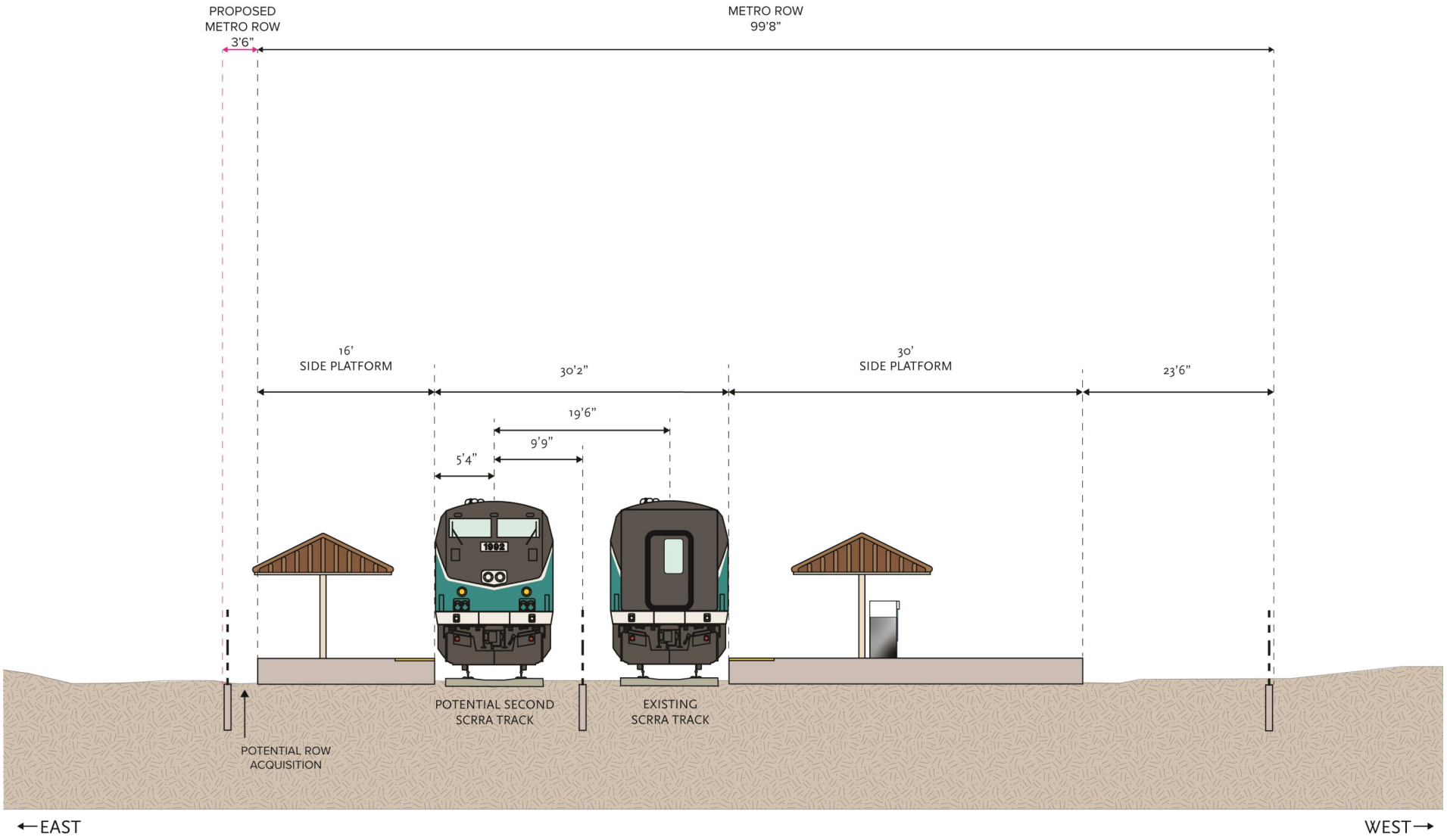
ESFV Shared ROW Study Phase 2 - Cross Section

Scenario 2A: ESFV IOS Metrolink Station Island Platform



ESFV Shared ROW Study Phase 2 - Cross Section

Scenario 2B: ESFV IOS Metrolink Station Side Platforms



East San Fernando Valley Transit Corridor
Shared Right-of-Way Study

PLANNING & PROGRAMMING COMMITTEE
NOVEMBER 19, 2025

Metro

RECOMMENDATION

CONSIDER:

A. **RECEIVING AND FILING** the East San Fernando Valley (ESFV) Shared Railroad Right-of-Way (ROW) Study Final Report (Attachment A), Outreach Summary Report (Attachment B), Interim Terminus Parking Analysis (Northern Segment) (Attachment C);

B. **AUTHORIZING** the Chief Executive Officer to approve the Scenario 2 Metrolink option as the preferred alternative for the East San Fernando Valley Light Rail Transit (ESFV LRT) Project;

C. **AUTHORIZING** staff to continue planning work on improvements related to Scenario 2, consisting of the following:

1. Rail Crossing safety improvements at six (6) at-grade rail crossings along the 2.5-mile corridor as part of improvements to the Metrolink Antelope Valley Line (AVL)
2. Design and conduct environmental clearance of a new Pacoima Metrolink Infill Station, including evaluation and selection of either a center-platform (Scenario 2a) or side-platform (Scenario 2b) configuration
3. Identify funds to program through a separate Board action for successful completion of the planned work

EAST SAN FERNANDO VALLEY (ESFV) TRANSIT CORRIDOR

East San Fernado Valley
LIGHT RAIL TRANSIT PROJECT

East San Fernando Valley
SHARED RIGHT-OF-WAY (ROW) STUDY

Characteristics & Assumptions of the ESFV Shared ROW Study

SCENARIO 1
Full Build of ESFV LRT

LRT*	AVL**	UPRR
20 x hr.	4 x hr.	1 x hr.

25 trains per hour

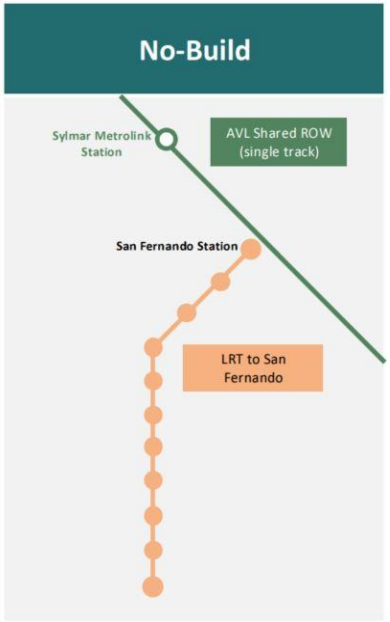
SCENARIO 2
ESFV LRT with New Metrolink Station

LRT*	AVL**	UPRR
0 x hr.	4 x hr.	1 x hr.

5 trains per hour

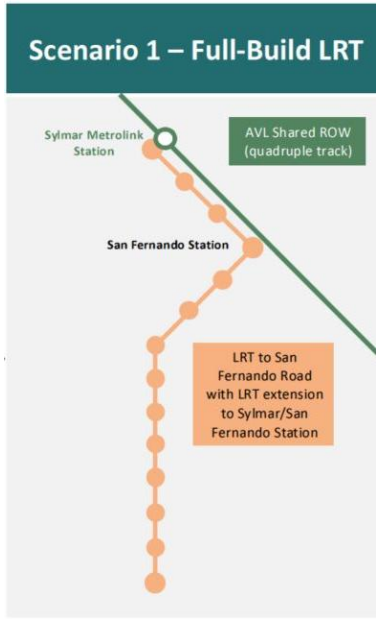
Scenarios Overview

No-Build



Ridership – 50,100
Costs: No Build
(Van Nuys LRT Only)

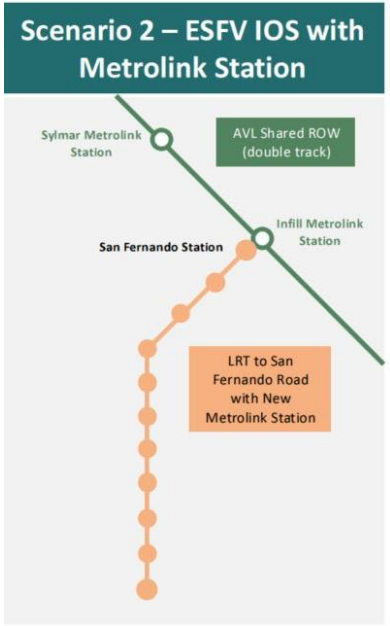
Scenario 1 – Full-Build LRT



Ridership – 62,900
Costs: $1.2 Billion

- LRT Extension
- 3 new Stations
- Narrow ROW in San Fernando requires grade separations and real estate takings

Scenario 2 – ESFV IOS with Metrolink Station



Ridership – 58,300
Costs: $200 Million

- New Pacoima Metrolink Station + Mobility Hub
- Metrolink Safety Improvements

Community Engagement

- Overall, the responses reflect a community that values **safety, connectivity, and comfort**.
- **Traffic congestion** remains a **major frustration**
- **Pedestrian safety is a recurring priority**, suggesting a strong desire for walkable, human-centered infrastructure
- **There's strong support for a mobility hub, with 3 in 4 (78%)** respondents noting that they would **very likely** or **somewhat likely** use the mobility hub
- Metro held 13 stakeholder briefings, four pop-up events, three community meetings and two ESFV LRT community meetings reaching nearly 900 people

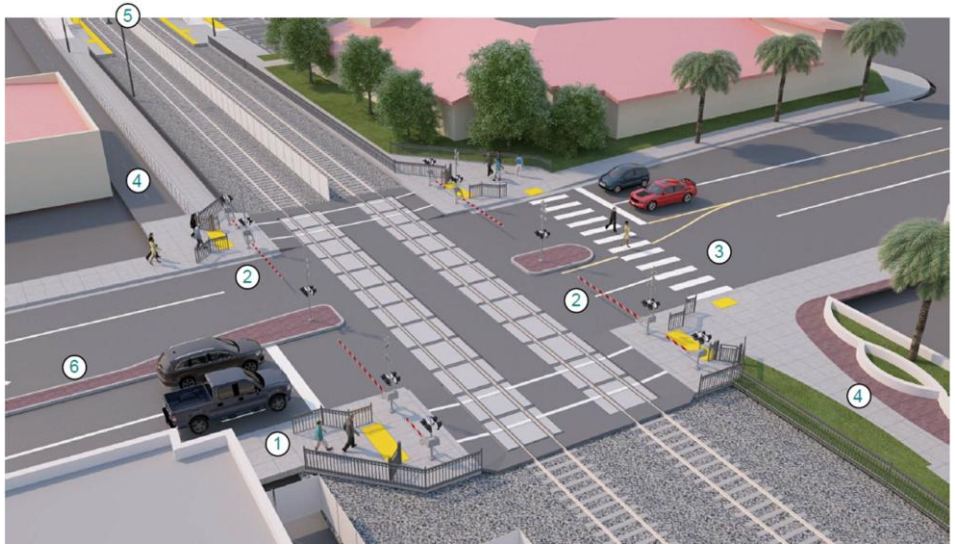
Resource Fair:

Conversaciones y Recursos (Conversations & Resources)

- 150 attendees (approx. 90% Spanish-speaking)
- Over 200 boxes of fresh produce distributed to event participants

Source : Percentage Date from Community Outreach Report (Attachment C)

Next Steps: Early Works & Pacoima Station Design



Railroad Crossing Safety Improvements

1. Pedestrian Safety Improvements
2. Four Quadrant Gate System
3. Crosswalk
4. Bike Path
5. Lighting & Signage
6. Raised Median

Pacoima Station Multimodal Strategic Planning Effort

1. Preliminary development and environmental clearance
2. Conceptual design of Pacoima Station
3. FLM Infrastructure and services
4. Pedestrian enhancements
5. Mobility Hub