

East San Fernando Valley Light Rail Transit First/Last Mile Plan

Executive Summary



Executive Summary

The First/Last Mile (FLM) Plan (Plan) for the East San Fernando Valley Light Rail Transit (ESFVLRT) analyzed FLM connections for the rail project's 14 stations by executing Metro's FLM planning methodology. This Plan responds to FLM policy directives (Board Motion 14.1 and 14.2, May and June 2016, respectively). For each station, the Plan identifies pedestrian-focused and wheel-mode-focused (bicycle, scooter, skateboard, etc.) projects that improve access to the station along specified routes called the Pathway. The pedestrian projects are located within the 1/2-mile radius of the station and wheel projects are within the 3-mile radius of the station. The Plan was developed over approximately a year and a half from Fall 2018 to Spring 2020. The Pathway maps and project lists for each station are the core products of FLM planning, noting that the staff recommendation accompanying this Plan identifies selected priority projects to advance to design and environmental review stages.

The impetus for this Plan is the ESFVLRT, for which the locally preferred alternative (LPA) was selected by the Metro Board of Directors in June 2018. The 14 at-grade ESFVLRT stations are located in the City of Los Angeles and City of San Fernando including:

- > Sylmar / San Fernando Metrolink Station
- > Maclay Station
- > Paxton Station
- > Van Nuys / San Fernando Station
- > Laurel Canyon Station
- > Arleta Station
- > Woodman Station
- > Nordhoff Station
- > Roscoe Station
- > Van Nuys / Metrolink Station
- > Sherman Way Station
- > Vanowen Station
- > Victory Station
- > Van Nuys / Metro Orange Line Station

The purpose of completing the FLM Plan during the conceptual engineering phase of the ESFVLRT corridor project was to ensure coordination with the station designs and allow for incorporation into the preliminary engineering phase of the project.

The ESFVLRT necessitates changes to Van Nuys Blvd and San Fernando Road to accommodate the light rail transit. There are ramifications of these changes for the pedestrian and wheel mode conditions along the corridor. This Plan identifies FLM improvements to create the best possible walking and wheel conditions to access the stations given the constraints of the width of Van Nuys Blvd and the multi-modal vision for the corridor that includes light rail transit. At the time this Plan was completed, coordination with the local jurisdictions was underway to discuss trade offs in the public right of way.

The ESFVLRT was previously named the East San Fernando Valley Transit Corridor (ESFVTC); both naming conventions are used in the Plan.

Key findings

Several key findings emerged through the development of the Plan. For more details on each of these findings, refer to the supporting documents.

The observations collected during walk audits documented both strengths and barriers in the ½ mile radius around each station. From this data, a few key findings emerged that span the corridor. Other findings are described in more detail in the Walk Audit Results Memo.

> Key strengths

- Some streets in residential areas had sidewalks with shade from street trees
- In multiple locations along the corridor there were some well-marked crosswalks
- Presence of multiple community amenities such as a trolley stop, murals, and a pedestrian plaza

> Key barriers

- Lack of shade for people walking and waiting for the bus
- In places sidewalks are too narrow or missing on some streets
- Vehicle speeds contribute to feeling unsafe while walking or riding a bicycle or other wheeled device
- Freeway underpasses and on- and off- ramps are challenging to navigate as a pedestrian or cyclist

As described throughout the Plan, community input and participation are critical to identifying appropriate locations for FLM projects that have community support. Through a multi-faceted approach to community engagement and participation, the community provided numerous comments that have informed the recommendations in the Plan, including:

- > The highest priority pedestrian improvements are street trees, pedestrian lighting and bus stop improvements
- > The most important wheel facility types were off street and separated bicycle/wheel-mode lanes
- > There is the opportunity to improve walking and biking connections to the future ESFV LRT stations

There are multiple opportunities to build on the strengths in the neighborhoods along the ESFV LRT corridor as well as address the walking and wheel-mode barriers identified through the FLM Plan. Notably, the City of Los Angeles and the City of San Fernando have on-going efforts to address areas for improvement; just a few examples include the City of LA Great Streets program and the City of San Fernando Safe Routes to School Project. Another project of note in the area is the Green Together 2018 Transformative Climate Communities Grant awarded to the community in Pacoima which focuses on a multi-faceted, multi-sector approach to achieve environmental, health, and economic benefits.

First/Last Mile Process

The FLM methodology is well documented in the First Last Mile Strategic Plan (2014) and completed FLM plans (<https://www.metro.net/projects/first-last/>). A brief summary of the steps and timeline specific to the East San Fernando Valley (ESFV) FLM Plan is presented in Figure 1.

Existing Conditions and Relevant Plans	Fall 2018
Walk Audits	Winter 2019
Draft Pathway Network	Winter / Spring 2019
Community Engagement Workshops	Summer 2019
Finalize Station Area Plans	Fall / Winter 2019
Prioritize Projects for Future Phases	Early 2020

Figure 1: First/last mile methodology and timeline for East San Fernando Valley

Throughout the steps above, the team coordinated with staff and elected offices from both the City of Los Angeles and City of San Fernando (See Local Jurisdiction Coordination Summary for further detail). Another important aspect of developing the plan included working with two community-based organizations: Pacoima Beautiful and Safe Moves. As part of the project team, both organizations advised on the approach and format for reaching the community and utilized their unique skillset and position in the community to engage with community members about the FLM Plan.

What’s in the Plan

The Plan is composed of the following memos and documents described below. The first two documents present the results of the planning work: 1) *Pathway Maps with Projects, Prioritization Matrices, and Costs* and 2) *Three-Mile Wheel Projects Network Memo*. Process documentation follows that memorializes the FLM steps and process from Fig. 1.

FLM Planning Products

- Pathway Maps with Projects, Prioritization Matrices, and Costs**

This document is the culmination of the FLM planning effort. The maps in this document display the Pathway Network (key corridors to focus pedestrian and wheeled connections to the stations) and project ideas along the Pathway Network for every station. Pedestrian and wheel projects are presented separately. Following the maps are a series of matrices showing the prioritized order for all the pedestrian and wheel projects by station. Finally, the document includes rough-order-of-magnitude cost estimates of every project totaled by station.
- Three-Mile Wheel Projects Network Memo**

This memo expands the ½-mile radius to 3 miles for wheel projects. It documents existing wheel facilities and wheel facilities planned by local jurisdictions. Through the FLM methodology, additional facilities are identified to complete the wheel network

within 3 miles of the stations. Maps and rough-order-of-magnitude costs of the wheel network are provided as well.

Process Documentation

- **Prioritization Methodology Memo**
FLM Plans cast a wide net for walking and wheel improvements. To aid in next steps and decision making, the team developed a way to prioritize the FLM projects. The methodology to prioritize pedestrian projects includes four weighted criteria: safety, comfort, community input, and connectivity. Similarly, the methodology to order the wheel projects included three weighted criteria: safety and comfort, community input, and connectivity. These approaches utilized data collected through the FLM process. The results of prioritizing FLM projects can be found in the Prioritization Matrices.
- **Local Jurisdiction Coordination Summary**
FLM improvements are typically located on city-controlled local streets. As such, a critical component of an FLM plan is coordination with and review by local jurisdictions. The ESFV corridor encompasses two jurisdictions: City of Los Angeles and City of San Fernando. This memo summarizes the points of contact and coordination with city staff and elected officials.
- **Community Outreach Memo**
Due to the detailed and granular nature of FLM projects, it is important that the community is engaged in developing the FLM Plan. To do this, the project team included two community-based organizations (CBO) located in the San Fernando Valley that focus on walking and biking improvements and have ties to the community: Pacoima Beautiful and Safe Moves. Both CBOs informed the approach to reaching out to the community, as documented in the Community Outreach Memo. Multiple engagement techniques were used to solicit feedback on FLM project types and locations.
- **Walk Audit Results Memo**
Another critical component early in the FLM methodology is in-the-field walk audits to collect data on the current walking and biking conditions around the future stations. This memo summarizes the approach to this step and presents the results of the community walk audits and the walk audits led by the technical team.
- **Existing Conditions / Review of Plans and Projects Memo**
The last memo included research on existing conditions data and related local plans and projects. This memo summarizes any relevant plans and documents the GIS maps that comprise the existing conditions data including population and employment; pedestrian and motor vehicle collisions; bicycle and motor vehicle collisions; posted roadway speeds; and tree canopy coverage.

Attachments

1. *Pathway Maps with Projects, Prioritization Matrices, and Costs*
2. *Three-Mile Wheel Projects Network Memo*
3. *Prioritization Methodology Memo*
4. *Local Jurisdiction Coordination Summary*
5. *Community Outreach Memo*
6. *Walk Audit Results Memo*
7. *Existing Conditions / Review of Plans and Projects Memo*

FLM Planning Products

- > Pathway Maps with Projects, Prioritization Matrices, and Costs*
- > Three-Mile Wheel Projects Network Memo*

Pathway Maps with Projects, Prioritization Matrices & Costs

East San Fernando Valley Transit Corridor

First/Last Mile Planning



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I. Introduction

I. Introduction

A. Submittal Components

This submittal defines all First/Last Mile (FLM) improvements recommended during the East San Fernando Valley Transit Corridor Project (ESFVTC) First/Last Mile Planning efforts that fall within one-half mile of each station. All recommended pedestrian and wheel projects were vetted through a community engagement process, scored to determine their level of priority, and reviewed by staff from the City of Los Angeles or City of San Fernando, and LA County Metro. The Los Angeles City Council Offices for District 6 and District 7 also provided input. The ESFVTC “First/Last Mile Toolkit” summarizes the most typical types of pedestrian and wheel projects and follows this Introduction.

1. **Pathway Maps with Projects**

The first set of final pathway maps depict the proposed “Projects for Pedestrians”. The second set of final pathway maps depict the proposed “Projects for Wheels” within a half-mile radius of a station. For wheel projects beyond the half-mile and up to three-miles from a station see ESFVTC First/Last Mile Planning “Three-Mile Wheel Projects Network Memo”. All maps show existing and proposed stations with their entrances, primary and secondary pathways, street names and community features. The “Projects for Pedestrians” are organized under the headers of Safety, Comfort and Opportunity Site. The “Projects for Wheels” are organized by Off-Street Path (Class I), Protected Lanes (Class IV), Striped Lanes (Class II) and Bike-Friendly Streets (Class III). All projects within a station area are numbered to reflect the order of priority based on a scoring system described in the ESFVTC First/Last Mile “Prioritization Methodology Memo”.

2. **Prioritization Matrices**

The first set of prioritization matrices list all “Projects for Pedestrians” by station. Projects were organized by street name and noted as a primary or secondary pathway. The individual project elements were organized akin to a streetscape improvement project. For example, if there is adequate funding to improve a primary pathway, most or all of the numbered items under that primary pathway header should be considered. The second set of prioritization matrices list all “Projects for Wheels” by station in order of priority. The matrices reveal how scores were derived based on safety, comfort, community input, and connectivity.

3. Cost Estimates

Following the Metro Estimating format, rough order magnitude (ROM) costs were developed for each of the proposed pedestrian and wheel projects and are summarized by each station area. The costs use the latest basis for constructing similar projects in the City of Los Angeles as confirmed by Metro. These costs include contingency, construction management, inspection, final design and project management. In addition, each station has a budget allowance for continental crosswalks and trailblazing/wayfinding signage. It is important to note that the estimate reflects 2019 costs, which are subject to inflation and escalation depending on the actual year of construction.

Detailed cost breakdowns for all pedestrian and wheel projects are included as appendices. The projects and their costs are numbered consistently with both Pathway Maps with Projects and Prioritization Matrices, so estimated costs for individual projects can be easily identified.

B. Next Steps

The FLM Guidelines will lay out specific next steps for implementation. What follows is a general description of the necessary steps that would need to occur to implement FLM.

1. Define Implementation Budget

Metro's Board of Directors, possibly in conjunction with the City of Los Angeles and City San Fernando, will need to provide guidance on the implementation budget for all 14 stations in order for project selection to proceed.

2. Select & Develop FLM Projects for Implementation

Once the ESFVTC First/Last Mile implementation budget is defined, specific pedestrian projects at each of the 14 stations can be selected for advancement to 30% design. For wheel projects whose extents are not limited to the half-mile station area, a strategy must be defined for selecting projects that will meet Metro's desired objective (see "Three-Mile Wheel Projects Network Memo"). During the 30% design phase, projects will be developed, detailed, materials specified, and costs re-estimated. Ultimately, each of the selected projects will likely be taken to 90-100% level design documentation, and subject to a procurement process depending on what entity/entities are responsible for bidding, building and/or maintaining the improvements. Each opportunity site represents a unique intervention to improve shortcomings in the pathway network. If selected for implementation, these sites will require advanced discussions with the City and/or private operator/owner to gauge their interest and willingness to work with Metro to provide safe and comfortable access to the station. Ultimately, projects selected for implementation may not follow the scored numerical order per se, as there may be localized priorities, or other circumstances.

3. Track New Opportunities for Funding Additional FLM Projects

The ESFVTC FLM Planning effort identified a total of 238 pedestrian projects and 96 wheel projects; which average 17 pedestrian and 7 wheel projects per station. If the ESFVTC First/Last Mile implementation budget does not allow all projects to be realized, having a mechanism to track new funding opportunities will allow the Pathway Maps with Project Ideas and Matrices to serve as a "master plan" for improving FLM access within the station areas over time. Perhaps Metro in partnership with the City and interested community-based organizations can continue to refer to these documents when considering new funding sources in the hopes of realizing the full complement of FLM access improvements over time.




First/Last Mile Toolkit




Projects for Pedestrians *Proyectos para peatones*




 **Street Lights**
Iluminación de las calles




 **Pedestrian Lights**
Iluminación en zonas peatonales




 **Accessible Sidewalks**
Aceras accesibles




 **Access Ramps**
Rampas accesibles



 **Crosswalk**
Cruces peatonales




 **Signalized Crossing**
Señalización en cruces peatonales




 **Curb Extensions**
Extensiones de la acera




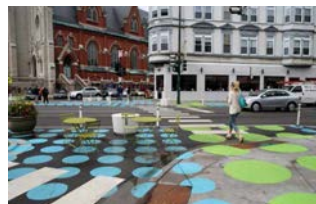
 **Residential Traffic Calming**
Tráfico calmado en zonas residenciales




 **Shade Trees**
Árboles que provean sombra




 **Bus Stop Improvements**
Paradas de autobús mejoradas





 **Opportunity Site**
Zona de oportunidad


Projects for Wheels *Proyectos enfocados a las bicicletas y los scooters*





 **Off-Street Path**
Carriles fuera de la calle


	Potential
<i>Potencial</i>	
	Existing
<i>Existente</i>	





 **Protected Lanes**
Carriles protegidos


	Potential
<i>Potencial</i>	
	Existing
<i>Existente</i>	





 **Striped Lanes**
Carriles de rayas

	Potential
<i>Potencial</i>	
	Existing
<i>Existente</i>	



 **Bike-Friendly Local Street**
Calles aptas para bicicletas

	Potential
<i>Potencial</i>	
	Existing
<i>Existente</i>	

II. Pathway Maps with Projects for Pedestrians



Sylmar/San Fernando Station



Pathway Map with Projects for Pedestrians



Note: For Projects in shaded area see adjacent stations.

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Metrolink Station
- Metrolink Tracks
- See Safe and Active Streets Plan (2017)
- Accessible Sidewalk
- Residential Traffic Calming
- Street Trees
- Street Lights
- Pedestrian Lights

Projects for Pedestrians

Numbers follow Projects for Pedestrians Prioritization Matrix

SAFETY

Accessible Sidewalk

6 San Fernando Rd

ADA Access Ramps

15 1st St

17 Astoria St

28 Bleeker St

Curb Extensions

9 Hubbard Ave

11 Hubbard St

16 San Fernando Rd

Residential Traffic Calming

18 Astoria St

22 Orange Grove Ave

23 Orange Grove Ave

26 Bradley Ave/4th St

Signalized Crossing

1 San Fernando Rd

3 San Fernando Rd

Street Lights

5 San Fernando Rd

13 San Fernando Rd

20 Astoria St

25 Bradley Ave

COMFORT

Bus Stop Improvements

10 Hubbard Ave

Street Trees

2 San Fernando Rd

7 Hubbard St/
N Hubbard Ave

14 San Fernando Rd/
Frank Modugno Dr/1st St

19 Astoria St

21 Orange Grove Ave

24 Bradley Ave

27 Bleeker St

Pedestrian Lights

4 San Fernando Rd

8 Hubbard St

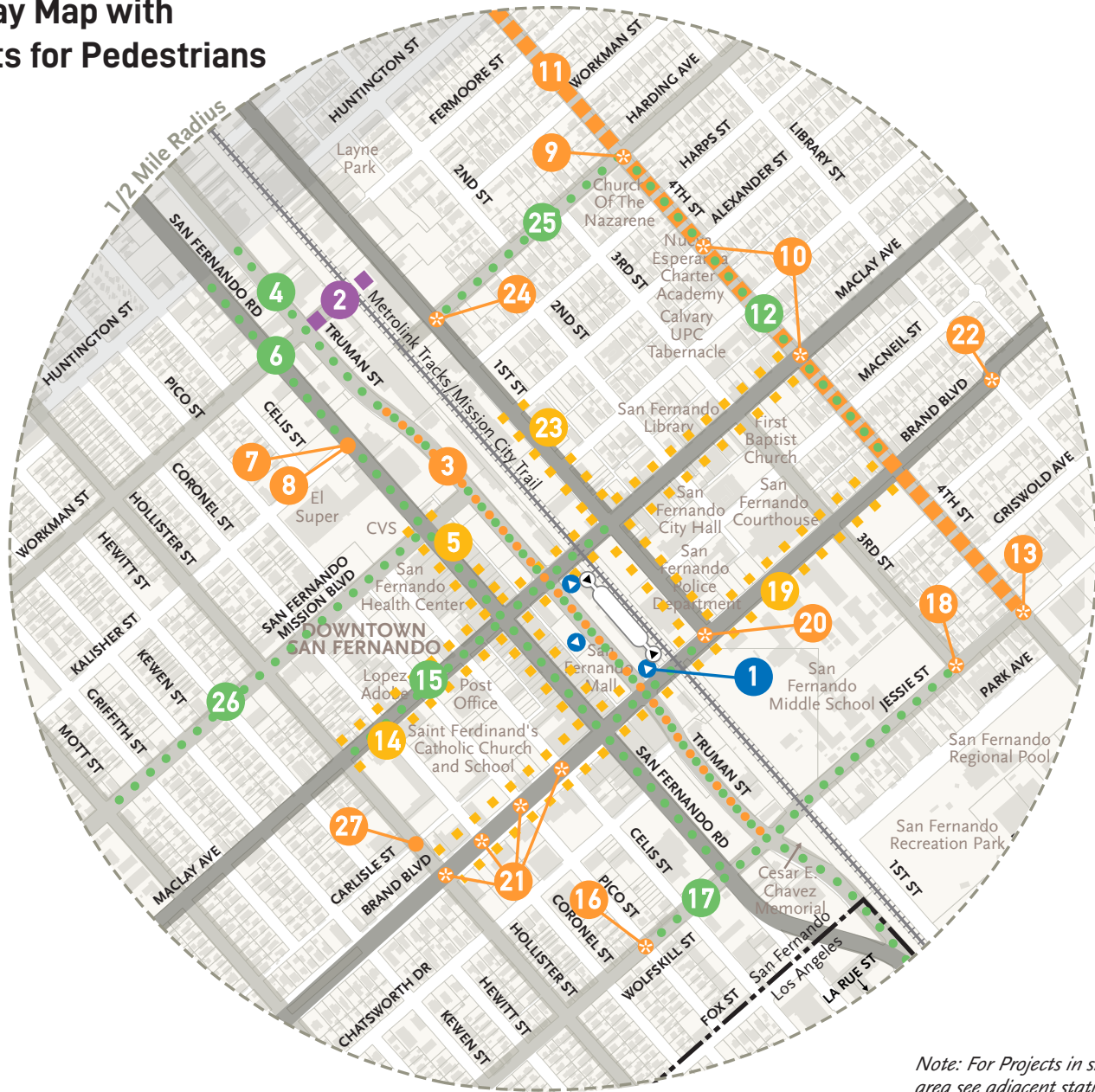
12 Frank Modugno Dr/
1st St



Maclay Station



Pathway Map with Projects for Pedestrians



Note: For Projects in shaded area see adjacent stations.

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Metrolink Tracks
- See Safe and Active Streets Plan (2017)
- Accessible Sidewalk
- Residential Traffic Calming
- Street Trees
- Pedestrian Lights
- Opportunity Site

Projects for Pedestrians

Numbers follow Projects for Pedestrians Prioritization Matrix

SAFETY

Accessible Sidewalk

3 Truman St

ADA Access Ramps

8 San Fernando Rd

27 Hollister St

Curb Extensions

10 4th St

18 Jessie St

20 Brand Blvd

21 Brand Blvd

22 Brand Blvd

24 1st St

Residential Traffic Calming

9 4th St

11 4th St

13 4th St

16 Wolfskill St

Signalized Crossing

7 San Fernando Rd

COMFORT

Bus Stop Improvements

1 Truman St

Street Trees

4 Truman St

6 San Fernando Rd

12 4th St

15 Maclay Ave

17 Wolfskill St/Jessie St

25 Harding Ave

26 San Fernando Mission Rd

Pedestrian Lights

5 San Fernando Rd

14 Maclay Ave

19 Brand Blvd

23 1st St

OPPORTUNITY SITE

Accessible Pathway

2 Truman St





Paxton Station



Pathway Map with Projects for Pedestrians



Note: For Projects in shaded area see adjacent stations.

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Metrolink Tracks
- Residential Traffic Calming
- Street Trees
- Street Lights
- Pedestrian Lights
- Opportunity Site

Projects for Pedestrians

Numbers follow Projects for Pedestrians Prioritization Matrix

SAFETY

ADA Access Ramps

- 14 Desmond St

Curb Extensions

- 6 San Fernando Rd
- 7 San Fernando Rd

Residential Traffic Calming

- 11 Telfair Ave

Signalized Crossing

- 4 San Fernando Rd
- 5 San Fernando Rd

Street Lights

- 12 Telfair Ave

COMFORT

Bus Stop Improvements

- 2 San Fernando Rd

Street Trees

- 1 San Fernando Rd
- 8 Paxton St

Pedestrian Lights

- 3 San Fernando Rd
- 9 Paxton St
- 10 Telfair Ave
- 15 Bradley Ave

OPPORTUNITY SITE

Accessible Pathway

- 13 Plaza Pacoima Pathway

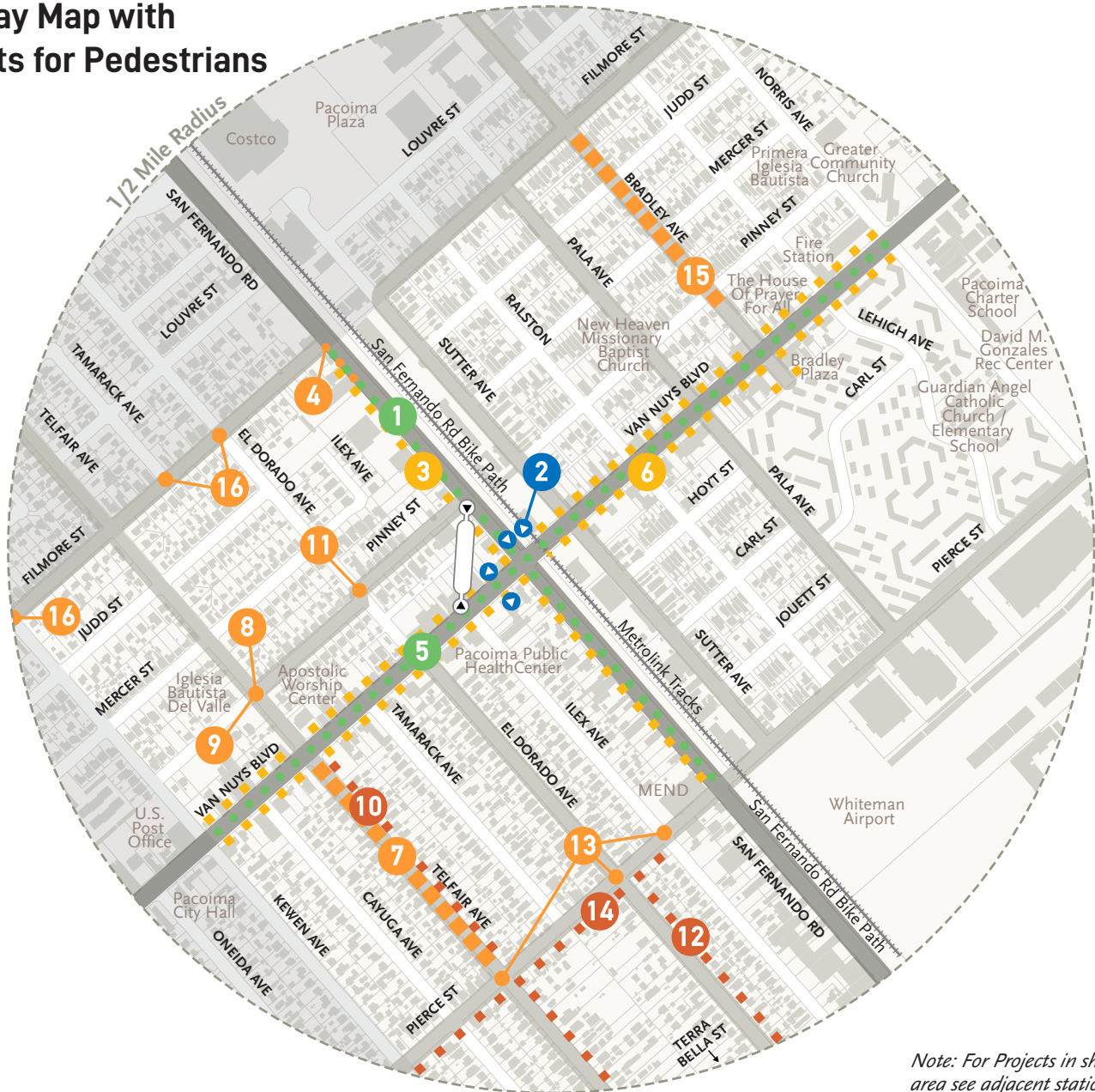
Projects in station area to be coordinated with Green Together: NE Valley TCC Grant (2018) and City of LA BOE (Telfair Avenue Multi-modal bridge over Pacoima Wash(XXX9)).



Van Nuys/San Fernando Station



Pathway Map with Projects for Pedestrians



Note: For Projects in shaded area see adjacent stations.

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Metrolink Tracks
- Accessible Sidewalk
- Residential Traffic Calming
- Street Trees
- Street Lights
- Pedestrian Lights

Projects for Pedestrians

Numbers follow Projects for Pedestrians Prioritization Matrix

SAFETY

Accessible Sidewalk

- 4 Telfair Ave

ADA Access Ramps

- 9 Telfair Ave
- 13 Pierce St
- 16 Filmore St

Continental Crosswalk

- 8 Telfair Ave
- 11 El Dorado St

Residential Traffic Calming

- 7 Telfair Ave
- 15 Bradley Ave

Street Lights

- 10 Telfair Ave
- 12 El Dorado Ave
- 14 Pierce St

COMFORT

Bus Stop Improvements

- 2 San Fernando Rd

Street Trees

- 1 San Fernando Rd
- 5 Van Nuys Blvd

Pedestrian Lights

- 3 San Fernando Rd
- 6 Van Nuys Blvd

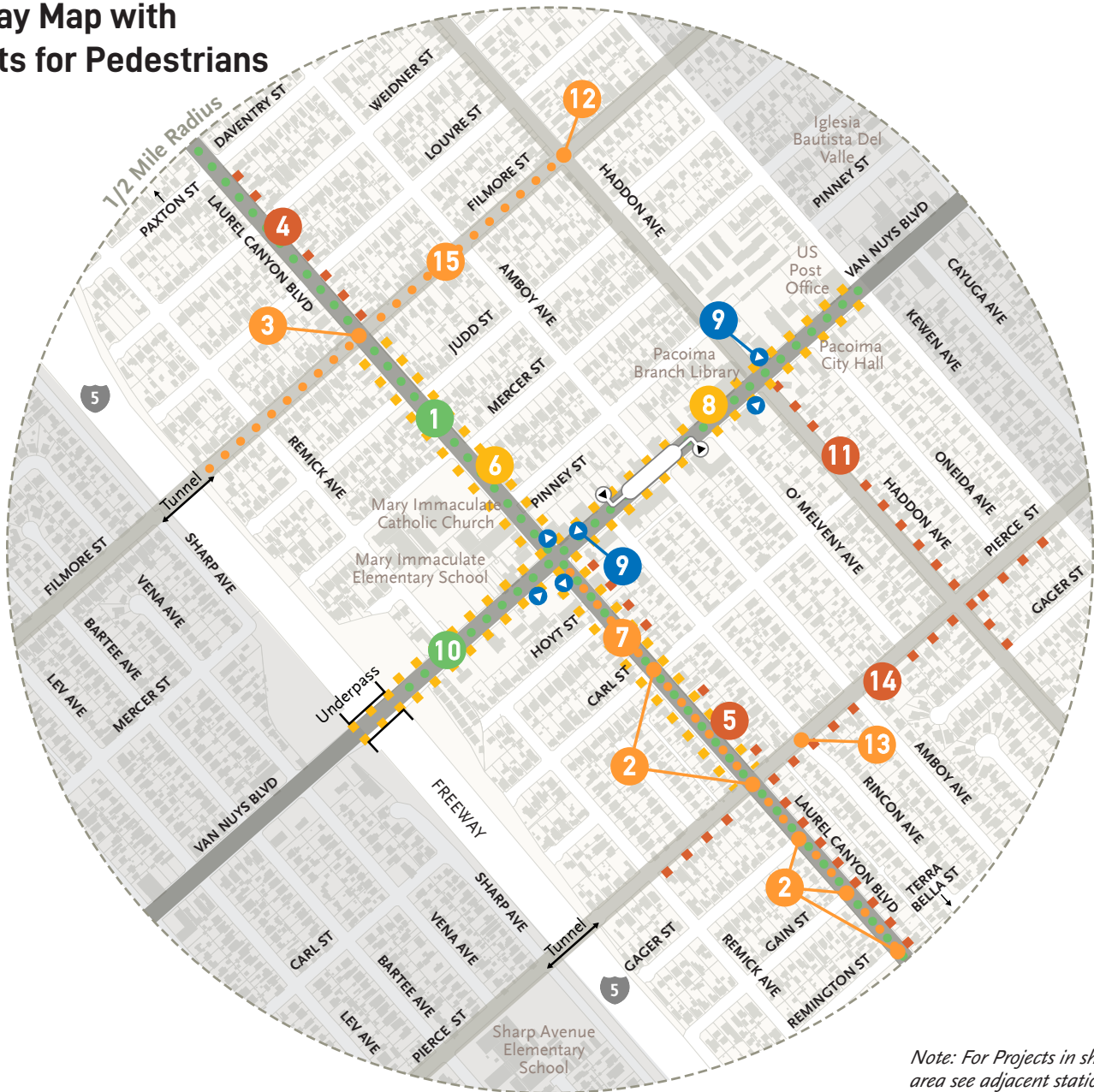
Projects in station area to be coordinated with Green Together: NE Valley TCC Grant (2018). As noted in Section 2.2.8 of the East San Fernando Valley Transit Corridor FEIS/FEIR, the existing bike lanes on Van Nuys Boulevard will be removed as a part of that project.



Laurel Canyon Station



Pathway Map with Projects for Pedestrians



Note: For Projects in shaded area see adjacent stations.

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Accessible Sidewalk
- Street Trees
- Street Lights
- Pedestrian Lights

Projects for Pedestrians

Numbers follow Projects for Pedestrians Prioritization Matrix

SAFETY

Accessible Sidewalk

- 7 Laurel Canyon Blvd
- 15 Filmore St

ADA Access Ramps

- 2 Laurel Canyon Blvd
- 3 Laurel Canyon Blvd
- 12 Haddon Ave
- 13 Pierce Ave

Street Lights

- 4 Laurel Canyon Blvd
- 5 Laurel Canyon Blvd
- 11 Haddon Ave
- 14 Pierce St

COMFORT

Bus Stop Improvements

- 9 Van Nuys Blvd

Street Trees

- 1 Laurel Canyon Blvd
- 10 Van Nuys Blvd

Pedestrian Lights

- 6 Laurel Canyon Blvd
- 8 Van Nuys Blvd

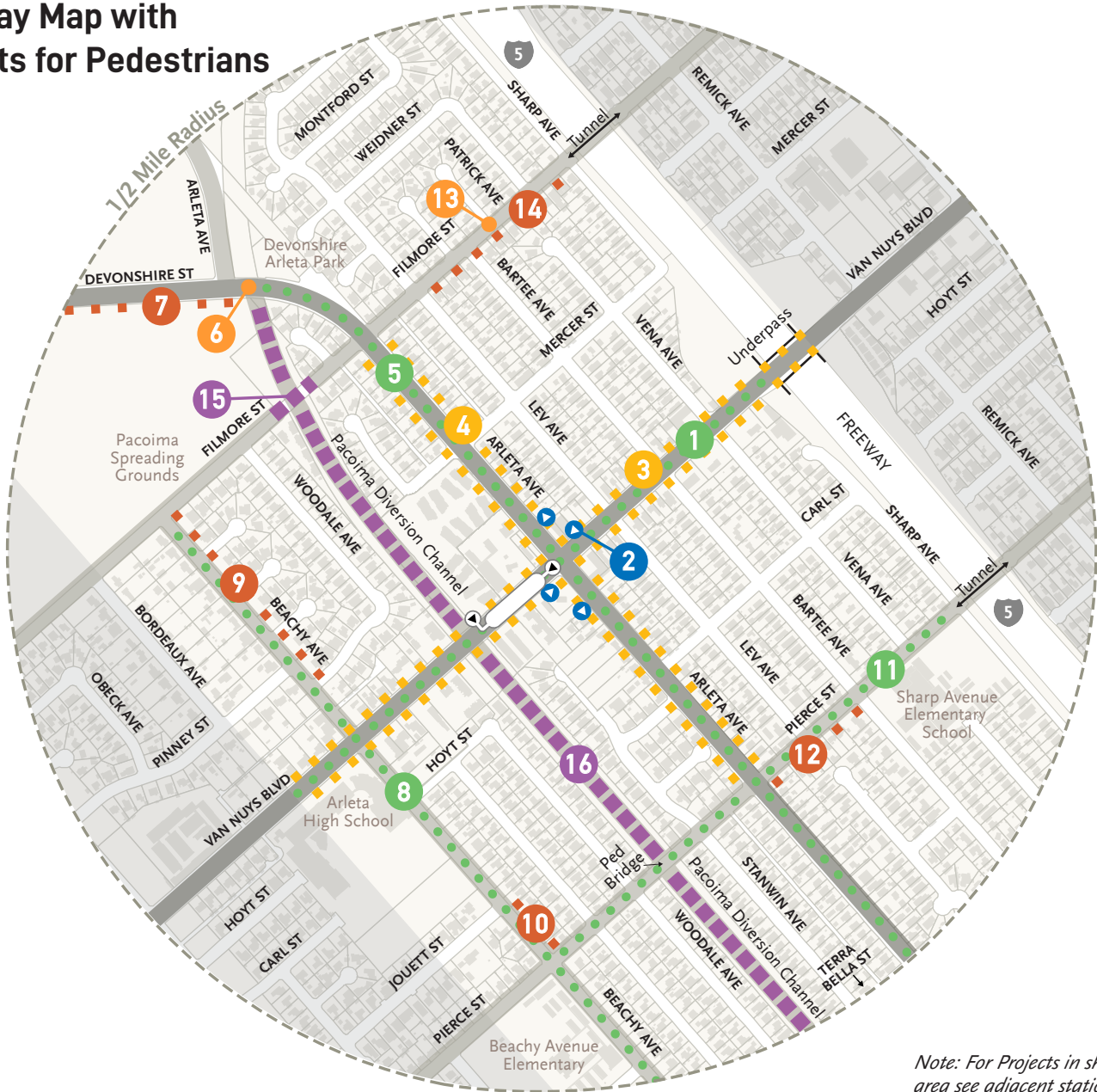
Projects in station area to be coordinated with Green Together: NE Valley TCC Grant (2018). As noted in Section 2.2.8 of the East San Fernando Valley Transit Corridor FEIS/FEIR, the existing bike lanes on Van Nuys Boulevard will be removed as a part of that project.



Arleta Station



Pathway Map with Projects for Pedestrians



Note: For Projects in shaded area see adjacent stations.

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Accessible Sidewalk
- Street Trees
- Street Lights
- Pedestrian Lights
- Opportunity Site

Projects for Pedestrians

Numbers follow Projects for Pedestrians Prioritization Matrix

SAFETY

- Accessible Sidewalk**
- 6 Arleta Ave/Devonshire St
- ADA Access Ramps**
- 13 Filmore St
- Street Lights**
- 7 Devonshire St
- 9 Beachy Ave
- 10 Beachy Ave
- 12 Pierce St
- 14 Filmore St

COMFORT

- Bus Stop Improvements**
- 2 Van Nuys Blvd
- Street Trees**
- 1 Van Nuys Blvd
- 5 Arleta Ave
- 8 Beachy Ave
- 11 Pierce St
- Pedestrian Lights**
- 3 Van Nuys Blvd
- 4 Arleta Ave

OPPORTUNITY SITE

- Pedestrian Bridge**
- 15 Filmore St
- Mixed-use Path**
- 16 Pacoima Diversion Channel

As noted in Section 2.2.8 of the East San Fernando Valley Transit Corridor FEIS/FEIR, the existing bike lanes on Van Nuys Boulevard will be removed as a part of that project.



Woodman Station



Pathway Map with Projects for Pedestrians



Note: For Projects in shaded area see adjacent stations.

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Residential Traffic Calming
- Street Trees
- Street Lights
- Pedestrian Lights
- Opportunity Site

Projects for Pedestrians

Numbers follow Projects for Pedestrians Prioritization Matrix

SAFETY

ADA Access Ramps

- 4 Van Nuys Blvd
- 11 Woodman Ave
- 14 Plummer St
- 22 Filmore St

Curb Extensions

- 10 Woodman Ave

Residential Traffic Calming

- 12 Plummer St
- 19 Lassen St

Signalized Crossing

- 13 Plummer St

Street Lights

- 9 Woodman Ave
- 17 Canterbury Ave
- 21 Pierce St

COMFORT

Bus Stop Improvements

- 2 Van Nuys Blvd

Street Trees

- 1 Van Nuys Blvd
- 6 Woodman Ave
- 16 Canterbury Ave
- 18 W Lassen St
- 20 Vesper Ave

Pedestrian Lights

- 3 Van Nuys Blvd
- 7 Woodman Ave

OPPORTUNITY SITE

Pedestrian Plaza

- 5 Van Nuys Blvd

T-Intersection

- 8 Woodman Ave

Mixed-use Path

- 15 Canterbury Ave

Projects in station area to be coordinated with City of LA BOE (Mid Valley IGMPC Park Public Works Improvement (K335)). As noted in Section 2.2.8 of the East San Fernando Valley Transit Corridor FEIS/FEIR, the existing bike lanes on Van Nuys Boulevard will be removed as a part of that project.



Nordhoff Station



Pathway Map with Projects for Pedestrians



Note: For Projects in shaded area see adjacent stations.

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Accessible Sidewalk
- Residential Traffic Calming
- Street Trees
- Street Lights
- Pedestrian Lights

Projects for Pedestrians

Numbers follow Projects for Pedestrians Prioritization Matrix

SAFETY

Accessible Sidewalk

16 Cedros Ave

ADA Access Ramps

14 Rayen St

Curb Extensions

12 Terra Bella St

Residential Traffic Calming

8 Terra Bella St

Signalized Crossing

5 Nordhoff St

Street Lights

7 Nordhoff St
 9 Terra Bella St
 17 Cedros Ave

COMFORT

Bus Stop Improvements

1 Van Nuys Blvd

Street Trees

2 Van Nuys Blvd
 4 Nordhoff St
 10 Terra Bella St
 13 Rayen St
 15 Parthenia St
 18 Wakefield Ave
 19 Tupper St

Pedestrian Lights

3 Van Nuys Blvd
 6 Nordhoff St
 11 Terra Bella St

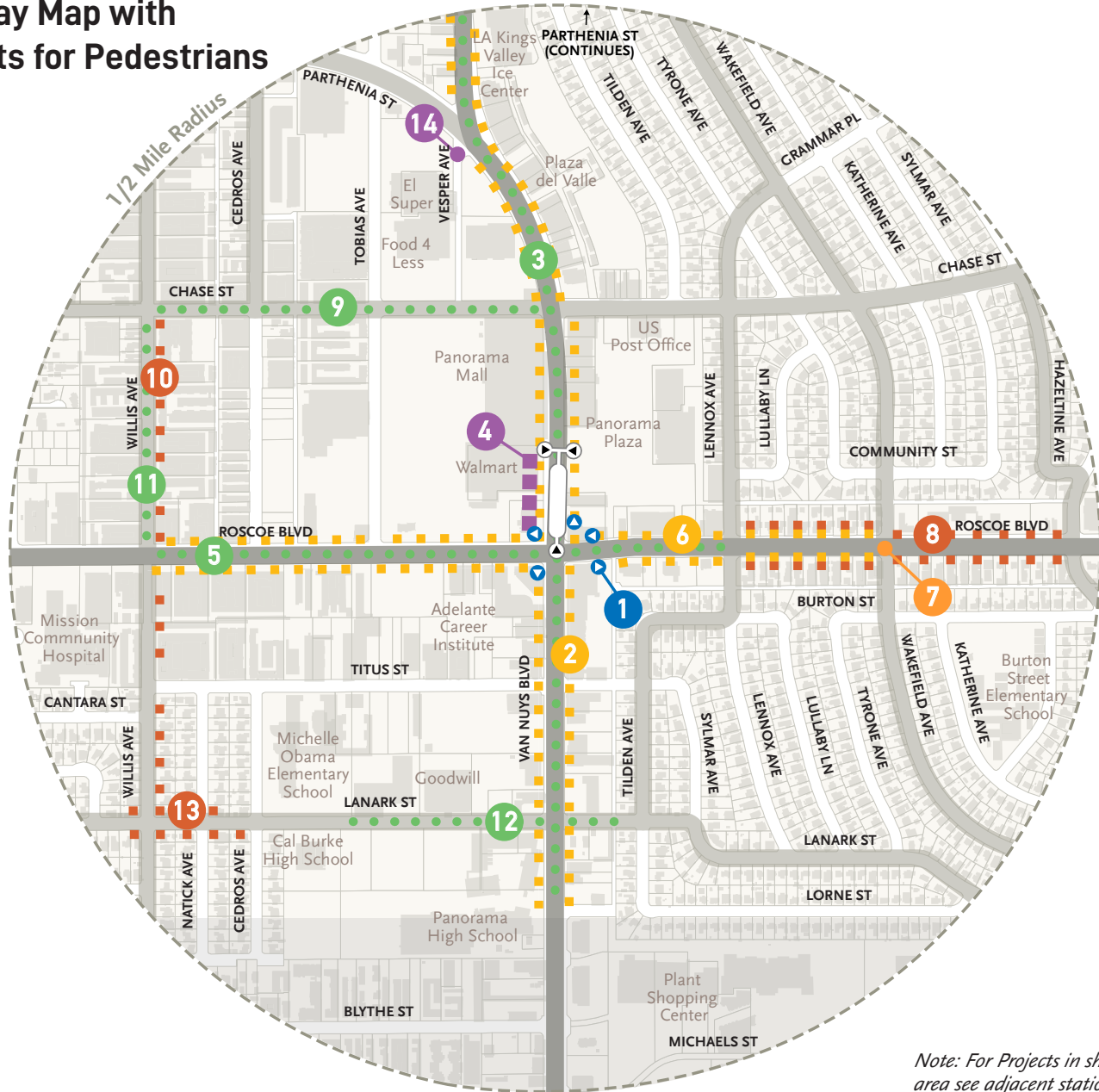
Projects in station area to be coordinated with the City of LA BOE (HSIP Cycle 6, Project 4 - RRF #45-51 Traffic Signal Modifications at 7 (M876)). As noted in Section 2.2.8 of the East San Fernando Valley Transit Corridor FEIS/FEIR, the existing bike lanes on Van Nuys Boulevard will be removed as a part of that project.



Roscoe Station



Pathway Map with Projects for Pedestrians



Note: For Projects in shaded area see adjacent stations.

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Street Trees
- Street Lights
- Pedestrian Lights
- Opportunity Site

Projects for Pedestrians

Numbers follow Projects for Pedestrians Prioritization Matrix

SAFETY

Signalized Crossing

- 7 Roscoe Blvd

Street Lights

- 8 Roscoe Blvd
- 10 Willis Ave
- 13 Lanark St

COMFORT

Bus Stop Improvements

- 1 Van Nuys Blvd

Street Trees

- 3 Van Nuys Blvd
- 5 Roscoe Blvd
- 9 Chase St
- 11 Willis Ave
- 12 Lanark St

Pedestrian Lights

- 2 Van Nuys Blvd
- 6 Roscoe Blvd

OPPORTUNITY SITE

Pedestrian Plaza

- 4 Van Nuys Blvd
- 14 Vesper St (to be coordinated with Great Streets)

Projects in station area to be coordinated with the City of LA BOE (Great Streets Van Nuys Blvd near Parthenia Blvd (M1027) and SSRP E28 Roscoe Blvd and Hazeltine Ave (E30)(C984)).



Van Nuys/MetroLink Station



Pathway Map with Projects for Pedestrians



Note: For Projects in shaded area see adjacent stations.

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Amtrak Station
- MetroLink Station
- Amtrak/MetroLink Tracks
- Maintenance and Storage Facility Site
- Accessible Sidewalk
- Street Trees
- Street Lights
- Pedestrian Lights
- Opportunity Site

Projects for Pedestrians

SAFETY

Accessible Sidewalk

10 Covello St

Street Lights

5 Arminta St

9 Covello St

12 Tyrone Ave

COMFORT

Bus Stop Improvements

2 Van Nuys Blvd

Street Trees

1 Van Nuys Blvd

4 Arminta St

6 Raymer St

8 Saticoy St

Pedestrian Lights

3 Van Nuys Blvd

OPPORTUNITY SITE

Maintain Pedestrian Bridge

7 Raymer St

Mixed-use Path

11 Pacoima Wash

Numbers follow Projects for Pedestrians Prioritization Matrix



Sherman Way Station



Pathway Map with Projects for Pedestrians



Note: For Projects in shaded area see adjacent stations.

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Accessible Sidewalk
- Residential Traffic Calming
- Street Trees
- Street Lights
- Pedestrian Lights
- Opportunity Site

Projects for Pedestrians

Numbers follow Projects for Pedestrians Prioritization Matrix

SAFETY

Accessible Sidewalk

- 12 Cedros Ave
- 13 Cedros Ave
- 18 Valerio St
- 19 Wyandotte St

Residential Traffic Calming

- 15 Tyrone Ave

Signalized Crossing

- 5 Van Nuys Blvd

Street Lights

- 6 Van Nuys Blvd
- 9 Sherman Way
- 11 Hart St
- 14 Cedros Ave
- 16 Tyrone Ave
- 17 Valerio St

COMFORT

Bus Stop Improvements

- 2 Van Nuys Blvd

Street Trees

- 1 Van Nuys Blvd
- 8 Sherman Way
- 10 Hart St

Pedestrian Lights

- 3 Van Nuys Blvd
- 7 Sherman Way

OPPORTUNITY SITE

Redesign Intersection

- 4 Van Nuys Blvd

Projects in station area to be coordinated with the City of LA BOE (HSIP Cycle 6, Project 4 - RRFB #45-51 Traffic Signal Modifications at 7 (M876)).



Vanowen Station



Pathway Map with Projects for Pedestrians



Note: For Projects in shaded area see adjacent stations.

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Accessible Sidewalk
- Street Trees
- Street Lights
- Pedestrian Lights

Projects for Pedestrians

SAFETY

Accessible Sidewalk

- 9 Van Nuys Rec Center

Street Lights

- 6 Vanowen St
- 7 Kittridge St
- 8 Cedros Ave
- 10 Desmond Ave

COMFORT

Bus Stop Improvements

- 3 Van Nuys Blvd

Street Trees

- 2 Van Nuys Blvd
- 5 Vanowen St

Pedestrian Lights

- 1 Van Nuys Blvd
- 4 Vanowen St

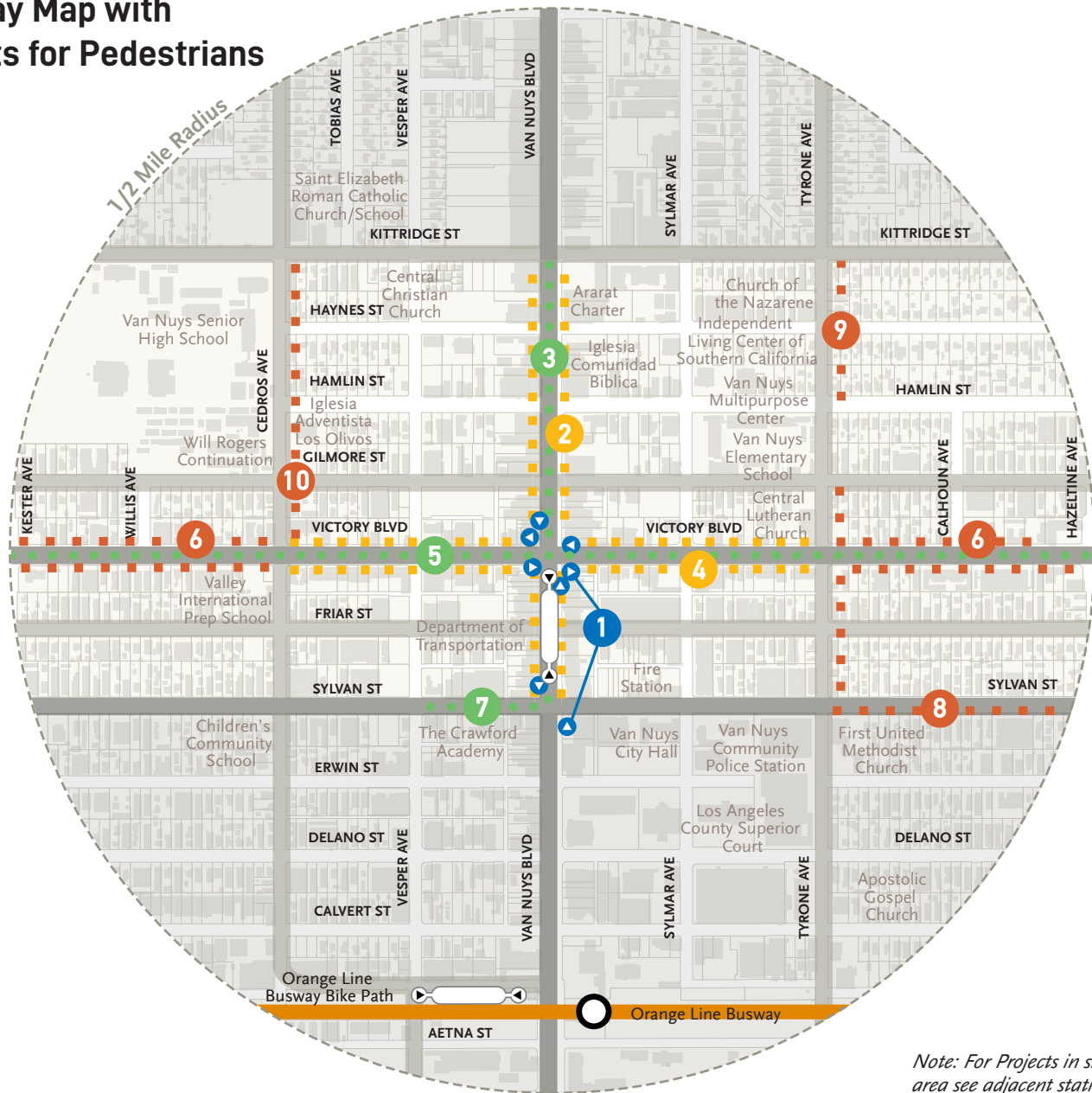
Numbers follow Projects for Pedestrians Prioritization Matrix



Victory Station



Pathway Map with Projects for Pedestrians



Note: For Projects in shaded area see adjacent stations.

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Orange Line Station
- Orange Line Busway
- Street Trees
- Street Lights
- Pedestrian Lights

Projects for Pedestrians

SAFETY

- Street Lights**
- 6 Victory Blvd
 - 8 Sylvan St
 - 9 Tyrone Ave
 - 10 Cedros Ave

COMFORT

- Bus Stop Improvements**
- 1 Van Nuys Blvd
- Street Trees**
- 3 Van Nuys Blvd
 - 5 Victory Blvd
 - 7 Sylvan St
- Pedestrian Lights**
- 2 Van Nuys Blvd
 - 4 Victory Blvd

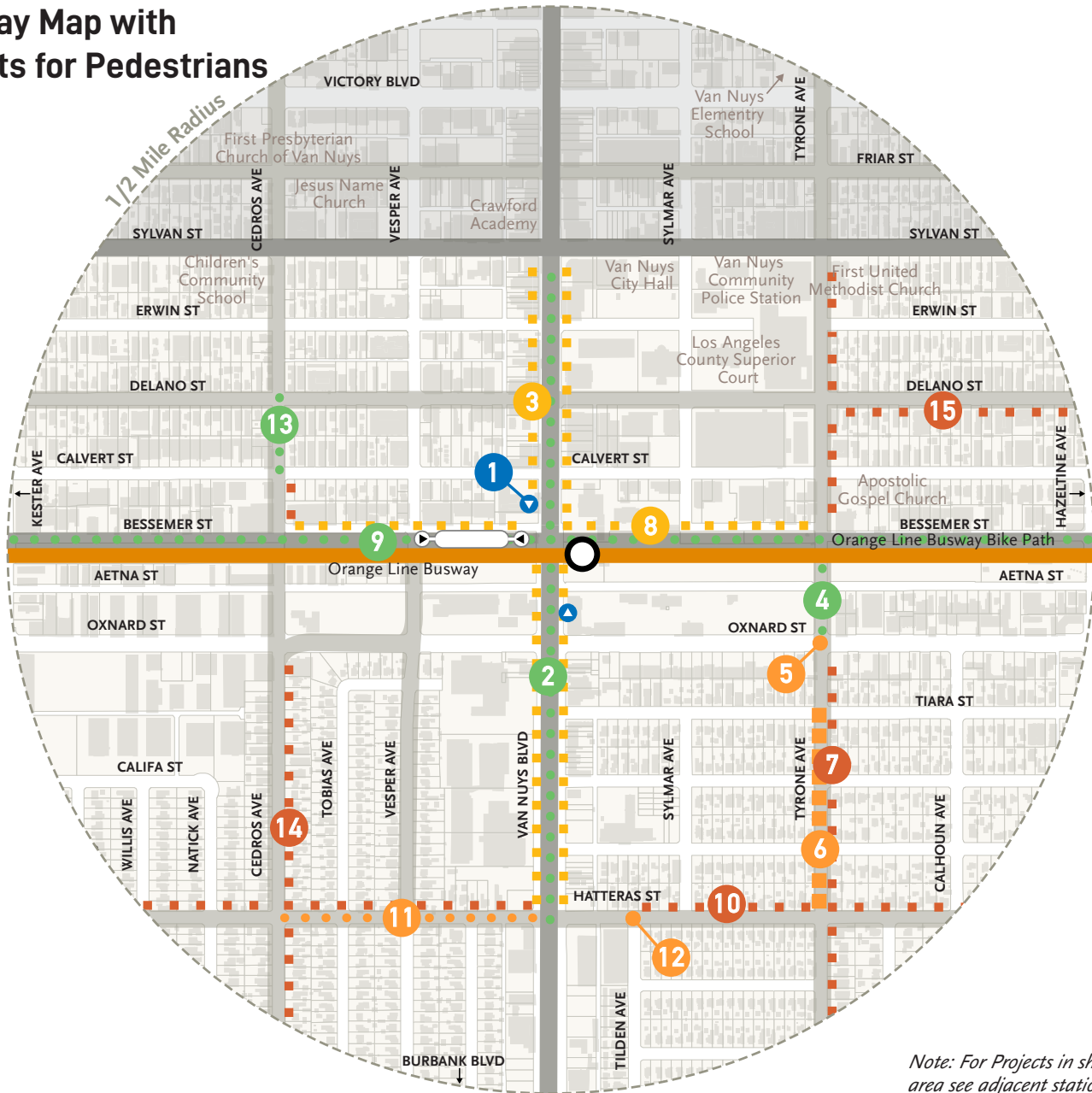
Numbers follow Projects for Pedestrians Prioritization Matrix

Projects in station area need to be coordinated with the City of LA BOE (HSIP Cycle 6, Project 3 - RRFB at 46 locations CW for locations #1-39 (M875)).



Van Nuys/Metro Orange Line Station

Pathway Map with Projects for Pedestrians



Note: For Projects in shaded area see adjacent stations.

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Orange Line Station
- Orange Line Busway
- Accessible Sidewalk
- Residential Traffic Calming
- Street Trees
- Street Lights
- Pedestrian Lights

Projects for Pedestrians

Numbers follow Projects for Pedestrians Prioritization Matrix

SAFETY

Accessible Sidewalk

11 Hatteras St

ADA Access Ramps

12 Hatteras St

Residential Traffic Calming

6 Tyrone Ave

Signalized Crossing

5 Tyrone Ave

Street Lights

7 Tyrone Ave

10 Hatteras St

14 Pierce St

15 Delano St

COMFORT

Bus Stop Improvements

1 Van Nuys Blvd

Street Trees

2 Van Nuys Blvd

4 Tyrone Ave

9 Bessemer St

13 Cedros Ave












Pedestrian Lights

3 Van Nuys Blvd













8 Bessemer St

III. Projects for Pedestrians Prioritization Matrices






East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix

SYLMAR/SAN FERNANDO STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on San Fernando Rd (Primary/Secondary)													
1		Signalized crossing	San Fernando Rd	Truman St and Bleeker St	5					7			80
2		Street trees	San Fernando Rd	Oro Grande St to Huntington St				12		6			
3		Signalized crossing	San Fernando Rd	Huntington St and S Lazard St	5					5			
4		Pedestrian lights	San Fernando Rd	Hubbard St to Huntington St				5		3			
5		Street lights	San Fernando Rd	Bleeker St to Hubbard St	5					3			
6		Accessible sidewalks	San Fernando Rd	Segment south of Bleeker St	5					2			
						3	23		17		25	15	
Projects on Hubbard St/N Hubbard Ave (Primary)													
7		Street trees	Hubbard St/N Hubbard Ave	Laurel Canyon Blvd to 5th St				12		6			67
8		Pedestrian lights	Hubbard St/N Hubbard Ave	Jackman Ave to 4th St				5		5			
9		Curb extensions	N Hubbard Ave	1st St and 2nd St	5					3			
10		Bus stop improvements	N Hubbard Ave	1st St, Truman St and Frank Modugno Dr				8		3			
11		Curb extensions	N Hubbard Ave	4th St	5					0			
						1	11		25		16	15	














East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix

SYLMAR/SAN FERNANDO STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on San Fernando/Frank Modugno Dr/1st St (Primary)													
12		Pedestrian lights	Frank Modugno Dr/1st St	Sayer to Orange Grove Ave				5		4			59
13		Street lights	San Fernando Rd	Segment north west of Sayer St and Segment north west of Astoria St	5					3			
14		Street trees	San Fernando Rd/ Frank Modugno Dr/1st St	Oro Grande St to Huntington St		1	16	12	17	2	11	15	
15		ADA access ramps	1st St	Huntington St	5					2			
16		Curb extensions	San Fernando Rd	Astoria St	5					0			
Projects on Astoria St (Secondary)													
17		ADA access ramps	Astoria St	El Dorado Ave	5					2			30
18		Residential traffic calming	Astoria St	San Fernando Rd to Bradley Ave	5					1			
19		Street trees	Astoria St	Bleeker St to Bradley Ave		0	15	12	12	0	3	0	
20		Street lights	Astoria St	San Fernando Rd to Bradley Ave	5					0			
Projects on Orange Grove Ave (Secondary)													
21		Street trees	Orange Grove Ave	1st St to 4th St				12		2			26
22		Residential traffic calming	Orange Grove Ave	2nd St	5	0	10		12	1	4	0	
23		Residential traffic calming	Orange Grove Ave	4th St	5					1			













East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix

SYLMAR/SAN FERNANDO STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on Bradley Ave/4th St (Secondary)													
24		Street trees	Bradley Ave	Astoria St to Aztec St				12		0			22
25		Street lights	Bradley Ave	Astoria St to Hubbard St	5	0	10		12	0	0	0	
26		Residential traffic calming	Bradley Ave/4th St	Astoria St to Huntington St	5					0			
Projects on Bleeker St (Secondary)													
27		Street trees	Bleeker St	Astoria St to San Fernando Rd		0	5	12	12	2	2	0	19
28		ADA access ramps	Bleeker St	Buckeye Ave	5					0			



East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix

MACLAY STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on Truman St (Secondary)													
1		Bus stop improvements	Truman St	Maclay Ave and Brand Blvd				8		10			56
2		Opportunity site (accessible pathway)*	Truman St	Truman St to 1st St		1	6		20	5	25	5	
3		Accessible Sidewalk	Truman St	Kalisher St to Jessie St	5					3			
4		Street trees	Truman St	Huntington St to La Rue St				12		2			
Projects on San Fernando Rd (Primary)													
5		Pedestrian lights	San Fernando Rd	San Fernando Mission Blvd to Brand Blvd		1	11	5	17	3	11	15	54
6		Street trees	San Fernando Rd	Huntington St to Wolfskill St				12		3			
7		Signalized crossing	San Fernando Rd	Kalisher St	5					2			
8		ADA access ramps	San Fernando Rd	Kalisher St	5					1			
Projects on 4th St (Secondary)													
9		Residential traffic calming	4th St	Harding Ave	5	0	20		12	3	9	5	46
10		Curb extension	4th St	Alexander St and Maclay Ave	5					2			
11		Residential traffic calming	4th St	Huntington St to Jessie St	5					1			
12		Street trees	4th St	Harding Ave to Brand Blvd				12		1			
13		Residential traffic calming	4th St	Jessie St	5					0			














East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix

MACLAY STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on Maclay Ave (Primary)													
14		Pedestrian lights	Maclay Ave	Hollister St to 4th St		3	3	5	17	6	8	15	43
15		Street trees	Maclay Ave	Hollister St to San Fernando Rd				12		0			
Projects on Wolfskill St/Jessie St (Secondary)													
16		Residential traffic calming	Jessie St	Pico St	5	1	11		12	4	10	5	38
17		Street trees	Wolfskill St/ Jessie St	Pico St to 3rd St				12		3			
18		Curb extension	Wolfskill St	3rd St	5					1			
Projects on Brand Blvd (Primary)													
19		Pedestrian lights	Brand Blvd	Hollister St to 4th St		1	16	5	5	6	14	15	35
20		Curb extension	Brand Blvd	1st St	5					3			
21		Curb extension	Brand Blvd	Hollister St, Coronel St, Pico St and Celis St	5					2			
22		Curb extension	Brand Blvd	Library St	5					0			
Projects on 1st St (Primary)													
23		Pedestrian lights	1st St	Alexander St to Brand Blvd		0	5	5	5	2	3	15	28
24		Curb extension	1st St	Harding Ave	5					0			
Projects on Harding Ave (Secondary)													
25		Street trees	Harding Ave	1st St to 4th St		0	0	12	12	1	1	0	13



East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix

MACLAY STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on San Fernando Mission Blvd (Secondary)													
26		Street trees	San Fernando Mission Rd	Mott St to San Fernando Rd		1	1	12	12	0	0	0	13
Projects on Hollister St (Secondary)													
27		ADA access ramps	Hollister St	Carlisle St	5	0	5		0	2	3	0	8

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix

PAXTON STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on San Fernando Rd (Primary)													
1		Street trees	San Fernando Rd	Pacoima Wash to Filmore St				12		25			86
2		Bus stop improvements	San Fernando Rd	Paxton St				8		20			
3		Pedestrian lights	San Fernando Rd	Desmond St to Filmore St				5		18			
4		Signalized crossing	San Fernando Rd	Filmore St	5	1	21		25	16	25	15	
5		Signalized crossing	San Fernando Rd	Desmond St	5					10			
6		Curb extensions	San Fernando Rd	118 Freeway access ramp	5					4			
7		Curb extensions	San Fernando Rd	118 Freeway access ramp	5					1			
Projects on Paxton St (Primary)													
8		Street trees	Paxton St	Kewen Ave to San Fernando Rd		1	1	12	17	14	6	15	39
9		Pedestrian lights	Paxton St	Telfair Ave to Bradley Ave				5		9			
Projects on Telfair Ave (Secondary)													
10		Pedestrian lights	Telfair Ave	118 Freeway underpass				5		6			18
11		Residential traffic calming	Telfair Ave	Weidner St to Filmore St	5	0	10		5	4	3	0	
12		Street lights	Telfair Ave	Desmond St to 118 Freeway	5					2			
Projects at Plaza Pacoima													
13		Opportunity site (accessible pathway)*	Plaza Pacoima pathway	Shortcut via Costco parking lot from Sutter Ave/Filmore St to Paxton St		0	0		0	31	8	5	13
Projects on Desmond St (Secondary)													













East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix

PAXTON STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
14		ADA access ramps	Desmond St	Telfair Ave, El Dorado Ave and Ilex Ave	5	0	5		0	10	3	0	8
Projects on Bradley Ave (Secondary)													
15		Pedestrian lights	Bradley Ave	118 Freeway underpass		1	1	5	5	4	1	0	7





*Project #13 Opportunity Site (Accessible Pathway at Plaza Pacoima): Stakeholders requested a shorter, more direct pathway to the Paxton Station for residents north of San Fernando Rd and south of Louvre St who would otherwise be required to walk/wheel south to Van Nuys Blvd, and then double-back north along the Mission City Trail. An accessible painted pathway could be created across Plaza Pacoima’s parking lot between Louvre St and Paxton St and enhanced with pedestrian lighting. An agreement with Plaza Pacoima’s Operator on the pathways location and hours of operation would be necessary, and may be extant via City of LA development approvals.

Note: Projects in station area to be coordinated with Green Together: NE Valley TCC Grant and City of LA BOE (Telfair Avenue Multi-modal bridge over Pacoima Wash (XXX9)).

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix













VAN NUYS/SAN FERNANDO STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on San Fernando Rd (Primary)													
1		Street trees	San Fernando Rd	Filmore St to Pierce St				12		23			66
2		Bus stop improvements	San Fernando Rd	Van Nuys Blvd				8		23			
3		Pedestrian lights	San Fernando Rd	Filmore St to Pierce St				5		16			
4		Accessible sidewalks	San Fernando Rd	Segment south of Filmore St	5					8			
						1	6		25		25	10	
Projects on Van Nuys Blvd (Primary)													
5		Street trees	Van Nuys Blvd	Kewen Ave to Norris Ave				12		25			47
6		Pedestrian lights	Van Nuys Blvd	Kewen Ave to Norris Ave				5		18			
						5	5		17		15	10	
Projects on Telfair Ave (Secondary)													
7		Residential traffic calming	Telfair Ave	Van Nuys Blvd to Pierce St	5					8			29
8		Continental crosswalk	Telfair Ave	Pinney St	5					5			
9		ADA access ramps	Telfair Ave	Pinney St	5					5			
10		Street lights	Telfair Ave	Van Nuys Blvd to Terra Bella St	5					5			
						1	21		0		8	0	
Projects on El Dorado St (Secondary)													
11		Continental crosswalk	El Dorado St	Pinney St	5					14			16
12		Street lights	El Dorado St	Pierce St to Terra Bella St	5					2			
						0	10		0		6	0	

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix




VAN NUYS/SAN FERNANDO STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on Pierce St (Secondary)													
13		ADA access ramps	Pierce St	Telfair Ave, El Dorado Ave and Ilex Ave	5	1	11		0	8	3	0	14
14		Street lights	Pierce St	Kewen Ave to Ilex Ave	5								
Projects on Bradley Ave (Secondary)													
15		Residential traffic calming	Bradley Ave	Filmore St to Pinney St	5	1	6		0	3	1	0	7
Projects on Filmore St (Secondary)													
16		ADA access ramps	Filmore St	Kewen Ave, Tamarack Ave and El Dorado Ave	5	0	5		0	4	1	0	6

Note: Projects in station area to be coordinated with Green Together: NE Valley TCC Grant. As noted in Section 2.2.8 of the East San Fernando Valley Transit Corridor FEIS/FEIR, the existing bike lanes on Van Nuys Boulevard will be removed as a part of that project.

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix













LAUREL CANYON STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on Laurel Canyon Blvd (Primary)													
1		Street trees	Laurel Canyon Blvd	Paxton St to Terra Bella St				12		21			67
2		ADA access ramps	Laurel Canyon Blvd	Carl St, Pierce St, Gager St, Gain St, Remington St	5					15			
3		ADA access ramps	Laurel Canyon Blvd	Filmore St	5					11			
4		Street lights	Laurel Canyon Blvd	Davenport St to Filmore St	5	1	26		17	8	14	10	
5		Street lights	Laurel Canyon Blvd	Van Nuys Blvd to Terra Bella St	5					0			
6		Pedestrian lights	Laurel Canyon Blvd	Filmore St to Pierce St				5		0			
7		Accessible sidewalk	Laurel Canyon Blvd	Van Nuys Blvd to Remington St	5					0			
Projects on Van Nuys Blvd (Primary)													
8		Pedestrian lights	Van Nuys Blvd	I-5 Freeway underpass to Kewen Ave				5		33			61
9		Bus stop improvements	Van Nuys Blvd	Laurel Canyon Blvd and Haddon Ave		1	1	8	25	33	25	10	
10		Street trees	Van Nuys Blvd	I-5 Freeway underpass to Kewen Ave				12		30			
Projects on Haddon Ave (Secondary)													
11		Street lights	Haddon Ave	Van Nuys Blvd to Gager St	5				0	8			14
12		ADA access ramps	Haddon Ave	Filmore St	5	1	11			4	3	0	

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix





LAUREL CANYON STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on Pierce St (Secondary)													
13		ADA access ramps	Pierce St	Rincon Ave	5	0	10		0	6	3	0	13
14		Street lights	Pierce St	Remick Ave to Kewen Ave	5					4			
Projects on Filmore St (Secondary)													
15		Accessible sidewalk	Filmore St	I-5 Freeway tunnel to Haddon Ave	5	0	5		0	15	4	0	9

Note: Projects in station area to be coordinated with Green Together: NE Valley TCC Grant. As noted in Section 2.2.8 of the East San Fernando Valley Transit Corridor FEIS/FEIR, the existing bike lanes on Van Nuys Boulevard will be removed as a part of that project.

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix

ARLETA STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on Van Nuys Blvd (Primary)													
1		Street trees	Van Nuys Blvd	Bordeaux Ave to I-5 Freeway underpass				12		28			63
2		Bus stop improvements	Van Nuys Blvd	Arleta Ave		3	3	8	25	24	25	10	
3		Pedestrian lights	Van Nuys Blvd	Bordeaux Ave to I-5 Freeway underpass				5		17			
Projects on Arleta Ave/Devonshire St (Primary)													
4		Pedestrian lights	Arleta Ave	Filmore St to Pierce St				5		18			55
5		Street trees	Arleta Ave	Pacoima Diversion Channel to Terra Bella St		1	11	12	17	16	17	10	
6		Accessible sidewalk	Devonshire St	Devonshire St over Pacoima Diversion Channel (east side)	5					9			
7		Street lights	Devonshire St	Arleta Ave northeast to 1/2 mi radius	5					5			
Projects on Beachy Ave (Secondary)													
8		Street trees	Beachy Ave	Filmore St to Terra Bella St				12		8			28
9		Street lights	Beachy Ave	Filmore St to Wooddale Ave	5	0	10		12	4	6	0	
10		Street lights	Beachy Ave	Jouett St to Pierce St	5					4			
Projects on Pierce St (Secondary)													
11		Street trees	Pierce St	Beachy to Sharp Ave				12		8			22
12		Street lights	Pierce St	Arleta Ave to Bartee Ave	5	1	6		12	3	4	0	

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix












ARLETA STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on Filmore St (Secondary)													
13		ADA access ramps	Filmore St	Patrick Ave	5					8			16
14		Street lights	Filmore St	Lev Ave to Sharp Ave	5	0	10		0	4	6	0	
15		Opportunity site (ped bridge)*	Filmore St	Over Pacoima Diversion Channel						4			
Projects on Pacoima Diversion Channel													
16		Opportunity site (mixed-use pathway)**	Pacoima Diversion Channel	See Projects for Wheels for extents		0	0		0	8	3	0	3

*Project #15 Opportunity Site (Pedestrian Bridge at Filmore St): Stakeholders requested a walk/wheel connection over the Pacoima Diversion Channel at Fillmore Street. This project would also be a key access point when the mixed-use path (a path that shared by pedestrians and wheels) on Pacoima Diversion Channel is implemented (see below).











**Project #16 Opportunity Site (Mixed-Use Path at Pacoima Diversion Channel): Stakeholders identified the Pacoima Diversion Channel as an important opportunity to create a mixed-use path to improve walk/wheel access to the Arleta Station. This path would be an alternative to Beachy Ave and Arleta Ave with the opportunity to continue north to Bleeker St (near Sylmar/San Fernando Station) and south to the Tujunga Wash.

Note: As noted in Section 2.2.8 of the East San Fernando Valley Transit Corridor FEIS/FEIR, the existing bike lanes on Van Nuys Boulevard will be removed as a part of the project.


East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix

WOODMAN STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on Van Nuys Blvd (Primary)													
1		Street trees	Van Nuys Blvd	Bordeaux Ave to Gledhill St				12		27			70
2		Bus stop improvements	Van Nuys Blvd	Woodman Ave				8		22			
3		Pedestrian lights	Van Nuys Blvd	Bordeaux Ave to Gledhill St		5	10	5	25	15	25	10	
4		ADA access ramps	Van Nuys Blvd	Plummer St	5					11			
5		Opportunity site (Pedestrian Plaza)*	Van Nuys Blvd	Vesper Ave						8			
Projects on Woodman Ave (Primary)													
6		Street trees	Woodman Ave	Filmore St to Plummer St				12		15			54
7		Pedestrian lights	Woodman Ave	Filmore St to Plummer St				5		10			
8		Opportunity Site (T-intersection)**	Woodman Ave	Vesper Ave		1	16		17	7	11	10	
9		Street lights	Woodman Ave	Carl St to south of Plummer St	5					3			
10		Curb extensions	Woodman Ave	Plummer St	5					0			
11		ADA access ramps	Woodman Ave	Filmore St	5					0			

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix

WOODMAN STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on Plummer St (Secondary)													
12		Residential traffic calming	Plummer St	Natick Ave to Woodman Ave	5					12			22
13		Signalized crossing	Plummer St	Cedros Ave	5	1	16		0	4	6	0	
14		ADA access ramps	Plummer St	Cedros Ave	5					3			
Projects on Canterbury Ave (Secondary)													
15		Opportunity site (mixed-use path)***	Canterbury Ave	See Projects for Wheels for extents						4			21
16		Street trees	Canterbury Ave	Filmore St to Remington St		1	6	12	12	3	3	0	
17		Street lights	Canterbury Ave	Van Nuys Blvd to Remington St	5					2			
Projects on W Lassen St (Secondary)													
18		Street trees	W Lassen St	Willis Ave to Woodman Ave				12		4			19
19		Residential traffic calming	W Lassen St	Willis Ave to Woodman Ave	5	0	5		12	2	2	0	
Projects on Vesper Ave (Secondary)													
20		Street trees	Vesper Ave	Woodman Ave to Van Nuys Blvd		0	0	12	12	17	5	0	17
Projects on Pierce St (Secondary)													
21		Street lights	Pierce St	Woodman Ave to Canterbury Ave	5	0	5		0	1	0	0	5

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix

WOODMAN STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on Filmore St (Secondary)													
22		ADA access ramps	Filmore St	Bordeaux Ave	5	0	5		0	0	0	0	5













***Project #5 Opportunity site (Pedestrian Plaza at Van Nuys Blvd):** The FLM technical team identified the unused portion of roadway (reconfigured as part of the ESFVTC Project) where Vesper Ave joins Van Nuys Blvd west of Woodman Station as an opportunity to create a “People St” (LADOT Livable Streets Program). Rather than go unused, this valuable right-of-way could be transformed into a pedestrian plaza. Creating an active, well-designed space for community use would complement the station and contribute to improving the walkability of Vesper Ave.

****Project #8 Opportunity Site (T-Intersection at Woodman Ave):** The FLM technical team identified the pedestrian crossing of Vesper Ave at Woodman Ave as one of the riskiest in the station area due to its unprotected design, crossing distance and observed vehicular speeds. Transforming this wide crossing into a T-intersection with a shorter controlled crossing would improve pedestrian and wheel safety along Woodman Ave, a primary pathway to the station. Vesper Ave between Woodman Ave and Van Nuys Blvd may benefit by adding residential traffic calming.








*****Project #15 Opportunity Site (Mixed-Use Path at Canterbury Ave):** Canterbury Ave has previously been identified by the community as an opportunity for a mixed-use path along the west edge of the public utility corridor. A low-cost alternative would be a mixed use path shared by pedestrian and wheel users that would average 12-15’ in width with some variation by block. A more costly alternative would be a two-way Class I Bicycle Path, constructed to City of Los Angeles standards, that is, either 1) 12’ of total width for a shared or mixed-use path, or 2) 17’ of total width for separate pedestrian and wheel paths. Ideally, a 5’ wide parkway to buffer the path from the street and accommodate shade trees increases the total width needed to 17’ or 22’ respectively. The 17’ wide shared path plus parkway option would require moving the fence and using an additional 5-12’ of the LADWP ROW between Filmore and Terra Bella depending on specific block conditions.

Note: Projects in station area to be coordinated with the City of LA BOE (Mid Valley IGMPC Park Public Works Improvement (K335)).
As noted in Section 2.2.8 of the East San Fernando Valley Transit Corridor FEIS/FEIR, the existing bike lanes on Van Nuys Boulevard will be removed as a part of that project.

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix












NORDHOFF STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on Van Nuys Blvd (Primary)													
1		Bus stop improvements	Van Nuys Blvd	Nordhoff St and Tupper St				8		26			65
2		Street trees	Van Nuys Blvd	Gledhill St to Parthenia St		5	5	12	25	19	25	10	
3		Pedestrian lights	Van Nuys Blvd	Gledhill St to Parthenia St				5		18			
Projects on Nordhoff St (Primary)													
4		Street trees	Nordhoff St	Kester Ave to Woodman Ave				12		15			54
5		Signalized crossing	Nordhoff St	Wakefield Ave	5	3	13		17	11	14	10	
6		Pedestrian lights	Nordhoff St	Cedros Ave to Wakefield Ave				5		8			
7		Street lights	Nordhoff St	Hazeltine Ave to Woodman Ave	5					2			
Projects on Terra Bella St (Secondary)													
8		Residential traffic calming	Terra Bella St	Nordhoff St to Woodman Ave	5					11			43
9		Street lights	Terra Bella St	Nordhoff St to Wakefield Ave	5					8			
10		Street Trees	Terra Bella St	Nordhoff St to Woodman Ave		1	16	12	17	5	10	0	
11		Pedestrian lights	Terra Bella St	Nordhoff St to Woodman Ave				5		1			
12		Curb extension	Terra Bella St	Tupper St	5					1			

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix




NORDHOFF STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on Rayen St (Secondary)													
13		Street trees	Rayen St	Kester Ave to Van Nuys Blvd		3	8	12	12	10	8	0	28
14		ADA access ramps	Rayen St	Tobias Ave and Van Nuys Blvd	5								
Projects on Parthenia St (Secondary)													
15		Street trees	Parthenia St	Van Nuys Blvd to Wakefield Ave		1	1	12	12	6	2	0	15
Projects on Cedros Ave (Secondary)													
16		Accessible sidewalk	Cedros Ave	Gledhill St to Vincennes St	5	1	11		0	6	3	0	14
17		Street lights	Cedros Ave	Gledhill St to Tupper St	5								
Projects on Wakefield Ave (Secondary)													
18		Street trees	Wakefield Ave	Nordhoff St to Parthenia St		0	0	12	12	6	2	0	14
Projects on Tupper St (Secondary)													
19		Street trees	Tupper St	Kester Ave to Terra Bella St		1	1	12	12	2	1	0	14

Note: Projects in station area need to be coordinated with City of LA BOE (HSIP Cycle 6, Project 4 - RRFB #45-51 Traffic Signal Modifications at 7 (M876)).
As noted in Section 2.2.8 of the East San Fernando Valley Transit Corridor FEIS/FEIR, the existing bike lanes on Van Nuys Boulevard will be removed as a part of that project.

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix

ROSCOE STATION - Projects for Pedestrians														
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)	
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS	
Projects on Van Nuys Blvd (Primary)														
1		Bus stop improvements	Van Nuys Blvd	Roscoe Blvd				8		24			70	
2		Pedestrian lights	Van Nuys Blvd	Parthenia St to Lorne St				5		18				
3		Street trees	Van Nuys Blvd	Parthenia St to Lorne St		5	5	12		13		25		15
4		Opportunity site (pedestrian plaza)*	Van Nuys Blvd	Walmart parking lot						11				
Projects on Roscoe Blvd (Primary)														
5		Street trees	Roscoe Blvd	Willis Ave to Lennox Ave				12		23			68	
6		Pedestrian lights	Roscoe Blvd	Willis Ave to Wakefield Ave				5		15				
7		Signalized crossing	Roscoe Blvd	Wakefield Ave	5					15		21		15
8		Street lights	Roscoe Blvd	Lennox Ave to Hazeltine Ave	5					3				
Projects on Chase St (Secondary)														
9		Street trees	Chase St	Willis Ave to Van Nuys Blvd		5	5	12	12	5	2	5	24	
Projects on Willis Ave (Secondary)														
10		Street lights	Willis Ave	Chase St to Lanark St	5					4			21	
11		Street trees	Willis Ave	Chase St to Roscoe Blvd		1	6	12	12	3	3	0		

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix












ROSCOE STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on Lanark St (Secondary)													
12		Street trees	Lanark St	Segment east of Cedros Ave to Tilden Ave		1	1	12	12	10	6	0	19
13		Street lights	Lanark St	Willis Ave to Cedros Ave						7			
Projects on Parthenia St (Secondary)													
14		Opportunity site (pedestrian plaza)**	Parthenia St	Vesper St		3	3		0	2	1	0	4

*Project #4 Opportunity Site (Van Nuys Blvd): Given the ridership and transfer activity anticipated at Roscoe Station the technical team identified the existing development setback at Van Nuys Blvd/Roscoe Blvd (northwest corner) as an opportunity to work with the Panorama Mall Operator on a sidewalk easement and frontage improvements to make walking and bike access in this segment safer and more comfortable. Ideally, shade trees can be re-introduced if the existing ficus trees are removed to accommodate the ESFVTC Project.


**Project #14 Opportunity Site (Pedestrian Plaza at Van Nuys Blvd/Vesper St/Parthenia St): This opportunity is located at the junction of three streets by capturing any unused ROW resulting from the reconfiguration of the intersection to accommodate the ESFVTC Project. FLM designs should be coordinated with LA City's Great Streets proposed improvements to improve walk and wheel access, especially for people accessing Roscoe Station from the west on Parthenia.

Note: Projects in station area to be coordinated with City of LA BOE (Great Streets Van Nuys Blvd near Parthenia Blvd (M1027) and SSRP E28 Roscoe Blvd and Hazeltine Ave (E30) (C984)).

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix

VAN NUYS/METROLINK STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on Van Nuys Blvd (Primary)													
1		Street trees	Van Nuys Blvd	Lorne St to Cohasset St				12		27			70
2		Bus stop improvements	Van Nuys Blvd	Keswick St and Saticoy St		5	5	8	25	26	25	15	
3		Pedestrian lights	Van Nuys Blvd	Lorne St to Cohasset St				5		25			
Projects on Arminta St (Secondary)													
4		Street trees	Arminta St	Willis Ave to Van Nuys Blvd				12		7			26
5		Street lights	Arminta St	Willis Ave to Van Nuys Blvd	5		5		12	6	4	5	
Projects on Raymer St (Secondary)													
6		Street trees	Raymer St	Ped Bridge to Keswick St				12		11			23
7		Opportunity site (maintain pedestrian bridge)*	Raymer St	Ped Bridge		0	0		12	9	6	5	
Projects on Saticoy St (Secondary)													
8		Street trees	Saticoy St	Kester Ave to Van Nuys Blvd		1	1	12	12	15	5	0	18
Projects on Covello St (Secondary)													
9		Street lights	Covello St	Van Nuys Blvd to Tyrone Ave	5					11			16
10		Accessible sidewalk	Covello St	Van Nuys Blvd to Hazeltine Ave	5		10		0	9	6	0	
Projects on Pacoima Wash													
11		Opportunity site (mixed-use path)**	Pacoima Wash	See Projects for Wheels for extents		0	0		0	21	7	5	12












East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix

VAN NUYS/METROLINK STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on Tyrone Ave (Secondary)													
12		Street lights	Tyrone Ave	Covello St to Cohasset St	5	0	5		0	4	1	0	6









*Project #7 Opportunity Site (Maintain Pedestrian Bridge at Raymer St): The existing pedestrian bridge over the Metrolink tracks is poorly maintained making it a deterrent for residents' use. The bridge is part of a north-south alternative pathway to Van Nuys Blvd so could be used by residents to reach the station. This project consists of maintenance-related improvements to make the bridge and access ramps more viable for everyday use. The project would need to be coordinated with Metrolink or its current owner.

**Project #11 Opportunity Site (Mixed-use Path on Pacoima Wash): The community has previously identified the opportunity to use the Pacoima Wash for increased community connections and recreational path. A mixed-use path in this location would provide alternative access to the Van Nuys/Metrolink Station from neighborhoods west of Van Nuys Blvd, and those further north if a mixed-use path continued across the Metrolink tracks in a safe/controlled manner.

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix

SHERMAN WAY STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on Van Nuys Blvd (Primary)													
1		Street trees	Van Nuys Blvd	Pacoima Wash to Hart St				12		11			75
2		Bus stop improvements	Van Nuys Blvd	Sherman Way				8		7			
3		Pedestrian lights	Van Nuys Blvd	Pacoima Wash to Hart St				5		5			
4		Opportunity site (redesign intersection)*	Van Nuys Blvd	Gault St and Sherman Cir						4			
5		Signalized crossing	Van Nuys Blvd	Gault St	5					3			
6		Street lights	Van Nuys Blvd	Valerio St to Wyandotte St	5					1			
Projects on Sherman Way (Primary)													
7		Pedestrian lights	Sherman Way	Cedros Ave to Tyrone Ave				5		4			43
8		Street trees	Sherman Way	Kester Ave to Hazeltine Ave		5	10	12	17	3	6	10	
9		Street lights	Sherman Way	Kester Ave to Cedros Ave	5					1			
Projects on Hart St (Secondary)													
10		Street trees	Hart St	Cedros Ave to Van Nuys Blvd and Tyrone Ave to Hazeltine Ave				12		7			24
11		Street lights	Hart St	Willis Ave to Van Nuys Blvd	5					1			











East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix

SHERMAN WAY STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on Cedros Ave (Secondary)													
12		Accessible sidewalk	Cedros Ave	Gault St to Hart St	5	0	15		0	4	6	0	21
13		Accessible sidewalk	Cedros Ave	Valerio St to Wyandotte St	5			2					
14		Street lights	Cedros Ave	Gault St to Hart St	5			1					
Projects on Tyrone Ave (Secondary)													
15		Residential traffic calming	Tyrone Ave	Sherman Way to Hart St	5	1	11		0	1	2	0	13
16		Street lights	Tyrone Ave	Valerio St to Sherman Way	5			1					
Projects on Valerio St (Secondary)													
17		Street lights	Valerio St	Cedros Ave to Hazeltine Ave	5	1	11		0	3	2	0	13
18		Accessible sidewalk	Valerio St	Tyrone Ave to Hazeltine Ave	5			0					
Projects on Wyandotte St (Secondary)													
19		Accessible sidewalk	Wyandotte St	Segment east of Cedros Ave	5	0	5		0	2	2	0	7











*Project #4 Opportunity Site (Redesign Intersection at Van Nuys Blvd & Gault St/Sherman Circle): Sherman Way Station has an entrance at Gault Street/Sherman Circle where the sidewalks are narrow. This project proposes to redesign this intersection to capture more sidewalk space adjacent to the south station entrance and crosswalk. Ideally, a small plaza could be created here to complement the station and make walk and wheel access for residents west of Van Nuys Blvd more comfortable.

Note: Projects in station area need to be coordinated with City of LA BOE (HSIP Cycle 6, Project 4 - RRFB #45-51 Traffic Signal Modifications at 7 (M876)).

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix













VANOWEN STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on Van Nuys Blvd (Primary)													
1		Pedestrian lights	Van Nuys Blvd	Hart St to Kittridge St				5		8			65
2		Street trees	Van Nuys Blvd	Hart St to Kittridge St		5	5	12	25	8	25	10	
3		Bus stop improvements	Van Nuys Blvd	Vanowen St				8		4			
Projects on Vanowen St (Primary)													
4		Pedestrian lights	Vanowen St	Cedros Ave to Tyrone Ave				5		7			52
5		Street trees	Vanowen St	Kester Ave to Hazeltine Ave		5	10	12	17	4	15	10	
6		Street lights	Vanowen St	Kester Ave to Hazeltine Ave	5					1			
Projects on Kittridge St (Secondary)													
7		Street lights	Kittridge St	Kester Ave to Hazeltine Ave	5	0	5		0	5	6	0	11
Projects on Cedros Ave (Secondary)													
8		Street lights	Cedros Ave	Hart St to Kittridge St	5	1	6		0	4	5	0	11
Projects at Van Nuys Rec Center													
9		Accessible sidewalk	Van Nuys Rec Center	Lennox Ave to Tyrone Ave	5	0	5		0	5	6	0	11
Projects on Tyrone Ave (Secondary)													
10		Street lights	Tyrone Ave	Vanowen St to Kittridge St	5	0	5		0	3	4	0	9

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix




VICTORY STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on Van Nuys Blvd (Primary)													
1		Bus stop improvements	Van Nuys Blvd	Victory Blvd and Sylvan St				8		6			70
2		Pedestrian lights	Van Nuys Blvd	Kittridge St to Sylvan St		5	5	5	25	5	25	15	
3		Street trees	Van Nuys Blvd	Kittridge St to Sylvan St				12		4			
Projects on Victory Blvd (Primary)													
4		Pedestrian lights	Victory Blvd	Cedros Ave to Tyrone Ave				5		8			55
5		Street trees	Victory Blvd	Kester Ave to Hazeltine Ave		3	8	12	17	3	20	10	
6		Street lights	Victory Blvd	Kester Ave to Cedros Ave and Tyrone Ave to Hazeltine Ave	5					1			
Projects on Sylvan St (Secondary)													
7		Street trees	Sylvan St	Vesper Ave to Van Nuys Blvd				12		2			28
8		Street lights	Sylvan St	Tyrone to Hazeltine Ave	5	1	6		12	1	5	5	
Projects on Tyrone Ave (Secondary)													
9		Street lights	Tyrone Ave	Kittridge St to Hamlin St, Gilmore St to Sylvan St	5	0	5		0	2	3	5	13
Projects on Cedros Ave (Secondary)													
10		Street lights	Cedros Ave	Kittridge St to Victory Blvd	5	1	6		0	3	5	0	11

Note: Projects in station area to be coordinated with the City of LA BOE (HSIP Cycle 6, Project 3 - RRFB at 46 locations CW for locations #1-39 (M875)).

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix

VAN NUYS/MOL STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on Van Nuys Blvd (Primary)													
1		Bus stop improvements	Van Nuys Blvd	Besemer St and Aetna St				8		10			65
2		Street trees	Van Nuys Blvd	Sylvan St to Hatteras St		0	0	12	25	9	25	15	
3		Pedestrian lights	Van Nuys Blvd	Sylvan St to Hatteras St				5		8			
Projects on Tyrone Ave (Secondary)													
4		Street trees	Tyrone Ave	Besemer St to Oxnard St				12		5			38
5		Signalized crossing	Tyrone Ave	Oxnard St	5				12	3	11	0	
6		Residential traffic calming	Tyrone Ave	Tiara St to Hatteras St	5					2			
7		Street lights	Tyrone Ave	Sylvan St to Burbank Blvd	5					2			
Projects on Bessemer St (Primary)													
8		Pedestrian lights	Bessemer St	Cedros Ave to Tyrone Ave		0	0	5	17	8	11	10	38
9		Street trees	Bessemer St	Kester Ave to Hazeltine Ave				12		4			
Projects on Hatteras St (Secondary)													
10		Street lights	Hatteras St	Kester Ave to Hazeltine Ave	5				0	2			26
11		Accessible sidewalks	Hatteras St	Cedros Ave to Van Nuys Blvd	5	0	15			2	6	5	
12		ADA access ramps	Hatteras St	Tilden Ave	5					2			

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix

VAN NUYS/MOL STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points	Points	POINTS
Projects on Cedros Ave (Secondary)													
13		Street trees	Cedros Ave	Delano St to Calvert St		0	5	12	12	5	6	0	23
14		Street lights	Cedros Ave	Calvert St to Burbank Blvd	5								
Projects on Delano St (Secondary)													
15		Street lights	Delano St	Tyrone Ave to Hazeltine Ave	5	0	5		0	0	0	0	5

IV. Pathway Maps with Projects for Wheels



Sylmar/San Fernando Station



Pathway Map with Projects for Wheels



Note: Unnumbered projects are listed in adjacent station area.

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Metrolink Station
- Metrolink Tracks
- Existing Off-Street Path
- Proposed Project for Wheels (Dashed)

Projects for Wheels

OFF-STREET PATH

- 7 East Canyon Channel

PROTECTED LANES

- 1 San Fernando Rd

STRIPED LANES

- 2 San Fernando Rd
- 3 Hubbard St/Ave

BIKE-FRIENDLY ST.

- 4 Hollister Ave/Cornel St/ Lazard St
- 5 Orange Grove Ave
- 6 San Fernando Rd NE/ Frank Modugno Dr/1st St
- 8 Bradley Ave/4th St
- 9 Bleeker St/Youngdale Ave
- 10 Astoria St
- 11 Astoria St

Numbers follow Projects for Wheels Prioritization Matrix










Maclay Station



Pathway Map with Projects for Wheels



Legend

-  Proposed Metro Station + Entrance
-  Primary Pathway
-  Secondary Pathway
-  MetroLink Tracks
-  Existing Off-Street Path
-  Proposed Project for Wheels (Dashed)
- 

Projects for Wheels

Numbers follow Projects for Wheels Prioritization Matrix

PROTECTED LANES

- 1 San Fernando Rd/Wolfskill

STRIPED LANES

- 2 Brand Blvd
- 5 Maclay Ave
- 11 San Fernando Mission Blvd

BIKE-FRIENDLY ST.

- 3 San Fernando Rd
- 4 Maclay Ave
- 6 Jesse St
- 7 1st St
- 8 Harding Ave
- 9 3rd St
- 10 Wolfskill St
- 12 Brand Blvd
- 13 4th St
- 14 Hollister St
- 15 Workman St



Paxton Station



Pathway Map with Projects for Wheels



Note: Unnumbered projects are listed in adjacent station area.

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Metrolink Tracks
- Existing Off-Street Path
- Proposed Project for Wheels (Dashed)

Projects for Wheels

- | | | |
|-----------------|---------------|-------------------|
| OFF-STREET PATH | STRIPED LANES | BIKE-FRIENDLY ST. |
| 2 Pacoima Wash | 4 Paxton Ave | 1 Telfair Ave |
| | | 3 Bradley Ave |
| | | 5 Desmond St |

Numbers follow Projects for Wheels Prioritization Matrix

Projects in station area to be coordinated with Green Together: NE Valley TCC Grant (2018) and City of LA BOE (Telfair Avenue Multi-modal bridge over Pacoima Wash(XXX9)).



Van Nuys/San Fernando Station



Pathway Map with Projects for Wheels



Note: Unnumbered projects are listed in adjacent station area.

Numbers follow Projects for Wheels Prioritization Matrix

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Metrolink Tracks
- Existing Off-Street Path
- Existing Striped Lanes
- Proposed Project for Wheels (Dashed)

Projects for Wheels

PROTECTED LANES

- 1 Van Nuys Blvd

BIKE-FRIENDLY ST.

- 2 Pierce St
- 3 Pala Ave
- 4 Filmore St
- 5 Telfair Ave
- 6 Pinney St
- 7 Filmore St

Projects in station area to be coordinated with Green Together: NE Valley TCC Grant (2018). As noted in Section 2.2.8 of the East San Fernando Valley Transit Corridor FEIS/FEIR, the existing bike lanes on Van Nuys Boulevard southwest of San Fernando Road will be removed as a part of that project.



Laurel Canyon Station



Pathway Map with Projects for Wheels



Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Proposed Project for Wheels (Dashed)

Projects for Wheels

- STRIPED LANES**
 - 4 Laurel Canyon Blvd
- BIKE-FRIENDLY ST.**
 - 1 Pierce St
 - 2 Haddon Ave
 - 3 Filmore St

Numbers follow Projects for Wheels Prioritization Matrix

Projects in station area to be coordinated with Green Together: NE Valley TCC Grant (2018). As noted in Section 2.2.8 of the East San Fernando Valley Transit Corridor FEIS/FEIR, the existing bike lanes on Van Nuys Boulevard will be removed as a part of that project.



Arleta Station



Pathway Map with Projects for Wheels



Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Existing Off-Street Path
- Proposed Project for Wheels (Dashed)

Projects for Wheels

OFF-STREET PATH

- 2 Pacoima Diversion Channel

PROTECTED LANES

- 1 Arleta Ave/ Devonshire St
- 3 Arleta Ave

BIKE-FRIENDLY ST.

- 4 Beachy Ave
- 5 Pierce St
- 6 Filmore St

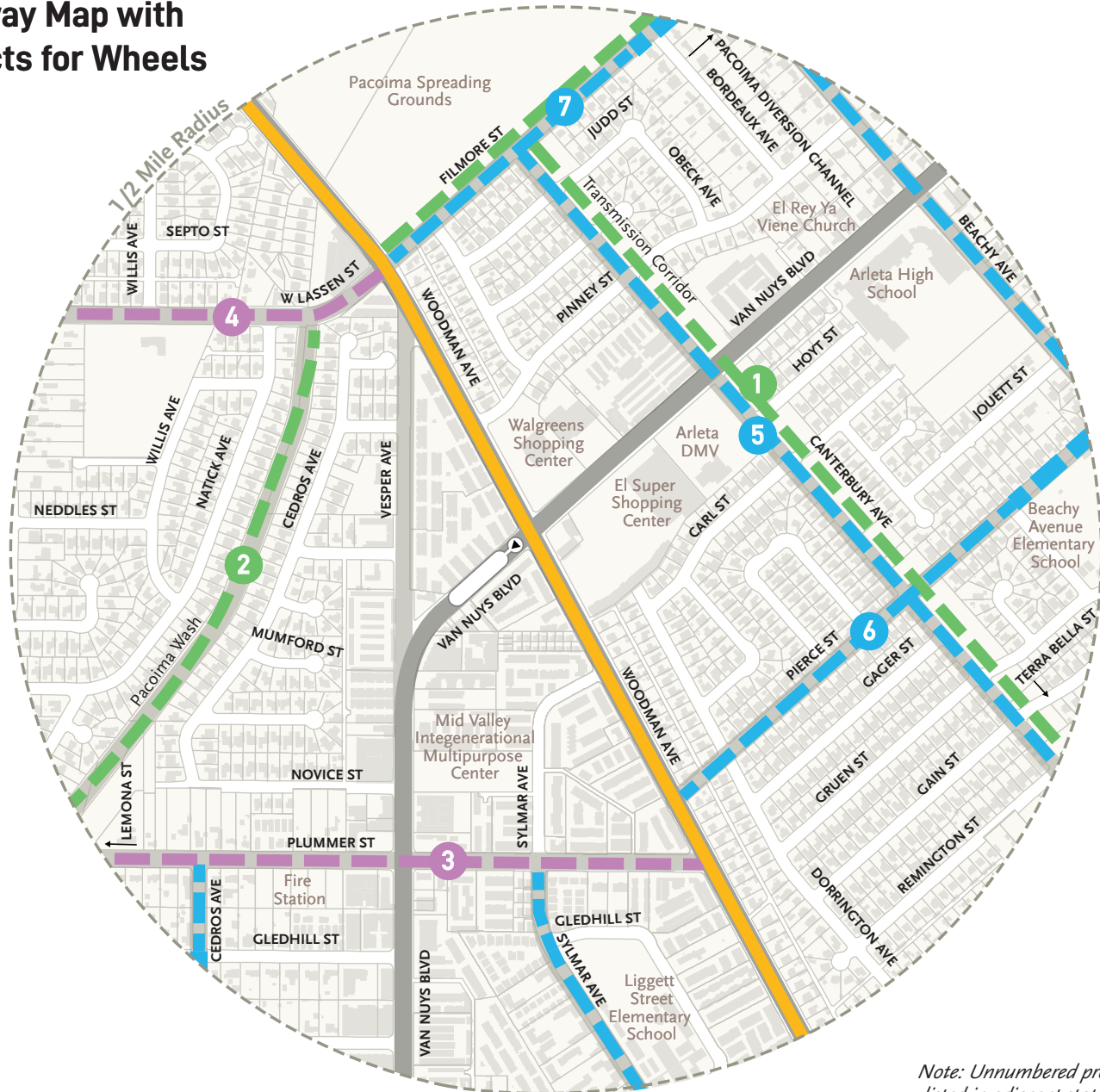
Numbers follow Projects for Wheels Prioritization Matrix



Woodman Station



Pathway Map with Projects for Wheels



Note: Unnumbered projects are listed in adjacent station areas.

Numbers follow Projects for Wheels Prioritization Matrix

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway

Existing Striped Lanes

Proposed Project for Wheels (Dashed)

Projects for Wheels

OFF-STREET PATH

- 1 Canterbury Ave DWP ROW edge
- 2 Pacoima Wash

PROTECTED LANES

- 3 Plummer St
- 4 Lassen St

BIKE-FRIENDLY ST.

- 5 Canterbury Ave
- 6 Pierce St
- 7 Filmore St

Projects in station area to be coordinated with City of LA BOE (Mid Valley IGMPC Park Public Works Improvement (K335)). As noted in Section 2.2.8 of the East San Fernando Valley Transit Corridor FEIS/FEIR, the existing bike lanes on Van Nuys Boulevard will be removed as a part of that project.



Nordhoff Station



Pathway Map with Projects for Wheels



Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Existing Striped Lanes
- Proposed Project for Wheels (Dashed)

Projects for Wheels

OFF-STREET PATH

- 1 Pacoima Wash

STRIPED LANES

- 2 Terra Bella St
- 3 Nordhoff St: Sylmar Ave to Moonbeam Ave

BIKE-FRIENDLY ST.

- 4 Noble Ave/Tupper St
- 5 Wakefield Ave
- 6 Cedros St
- 7 Rayen St
- 8 Sylmar Ave
- 9 Parthenia St

Numbers follow Projects for Wheels Prioritization Matrix

Projects in station area to be coordinated with the City of LA BOE (HSIP Cycle 6, Project 4 - RRFB #45-51 Traffic Signal Modifications at 7 (M876)). As noted in Section 2.2.8 of the East San Fernando Valley Transit Corridor FEIS/FEIR, the existing bike lanes on Van Nuys Boulevard will be removed as a part of that project.



Roscoe Station



Pathway Map with Projects for Wheels



Note: Unnumbered projects are listed in adjacent station area.

Numbers follow Projects for Wheels Prioritization Matrix

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Existing Striped Lanes
- Proposed Project for Wheels (Dashed)

Projects for Wheels

PROTECTED LANES

- 1 Roscoe Blvd
- 4 Parthenia St

STRIPED LANES

- 5 Chase St

BIKE-FRIENDLY ST.

- 2 Wakefield Ave/Lennox Ave/Burton St/Tilden Ave
- 3 Lanark St
- 5 Chase St
- 6 Hazeltine Ave
- 7 Willis Ave

Projects in station area to be coordinated with the City of LA BOE (Great Streets Van Nuys Blvd near Parthenia Blvd (M1027) and SSRP E28 Roscoe Blvd and Hazeltine Ave (E30)(C9&4)).



Van Nuys/Metrolink Station



Pathway Map with Projects for Wheels



Note: Unnumbered projects are listed in adjacent station area.

Numbers follow Projects for Wheels Prioritization Matrix

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Amtrak Station
- Metrolink Station
- Maintenance and Storage Facility Site
- Maintenance and Storage Facility Site
- Proposed Project for Wheels (Dashed)

Projects for Wheels

OFF-STREET PATH

- 1 Pacoima Wash
- 2 Covello St

BIKE-FRIENDLY ST.

- 3 Tyrone Ave
- 4 Keswick St/Raymer St
- 5 Cedros Ave/Covello St
- 6 Willis Ave/Arminta St



Sherman Way Station



Pathway Map with Projects for Wheels



Note: Unnumbered projects are listed in adjacent station areas.

Numbers follow Projects for Wheels Prioritization Matrix

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Proposed Project for Wheels (Dashed)

Projects for Wheels

PROTECTED LANES

- 1 Sherman Way

BIKE-FRIENDLY ST.

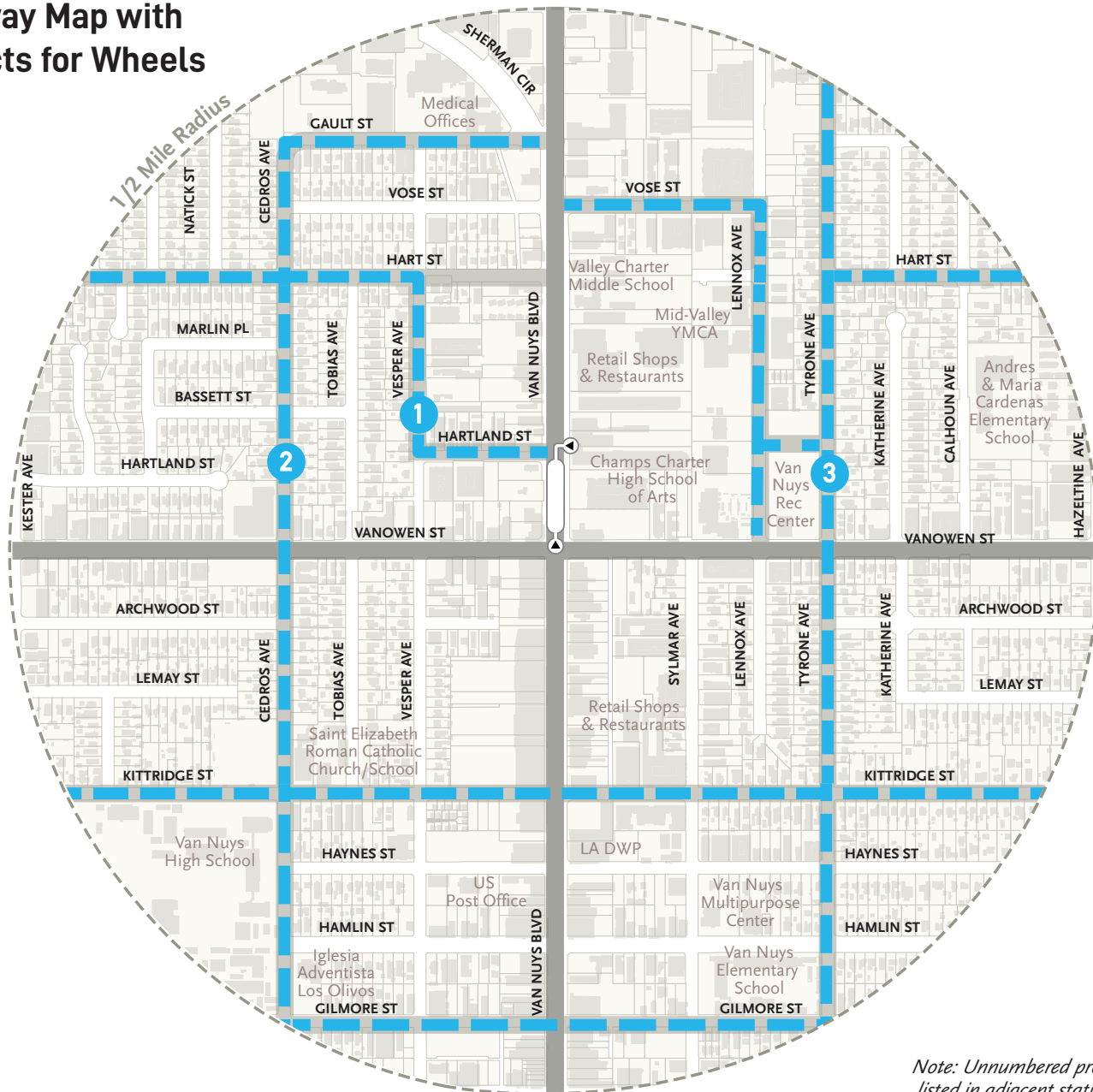
- 2 Tyrone Ave
- 3 Hart St/Cedros Ave/
Gault St
- 4 Vose St/Lennox Ave/
path though Rec Center/
(Tyrone Ave)/Hart St
- 5 Cedros Ave
- 6 Wyandotte St



Vanowen Station



Pathway Map with Projects for Wheels



Note: Unnumbered projects are listed in adjacent station areas.

Numbers follow Projects for Wheels Prioritization Matrix

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Proposed Project for Wheels (Dashed)

Projects for Wheels

BIKE-FRIENDLY ST.

- 1** Hart St/Vesper Ave/Hartland St
- 2** Cedros Ave
- 3** Tyrone Ave



Victory Station






Pathway Map with Projects for Wheels



Note: Unnumbered projects are listed in adjacent station area.

Numbers follow Projects for Wheels Prioritization Matrix

Legend

-  Proposed Metro Station + Entrance
-  Primary Pathway
-  Secondary Pathway
-  Orange Line Station
-  Orange Line Busway
-  Existing Off-Street Path
-  Existing Striped Lanes
-  Proposed Project for Wheels (Dashed)

Projects for Wheels

BIKE-FRIENDLY ST.

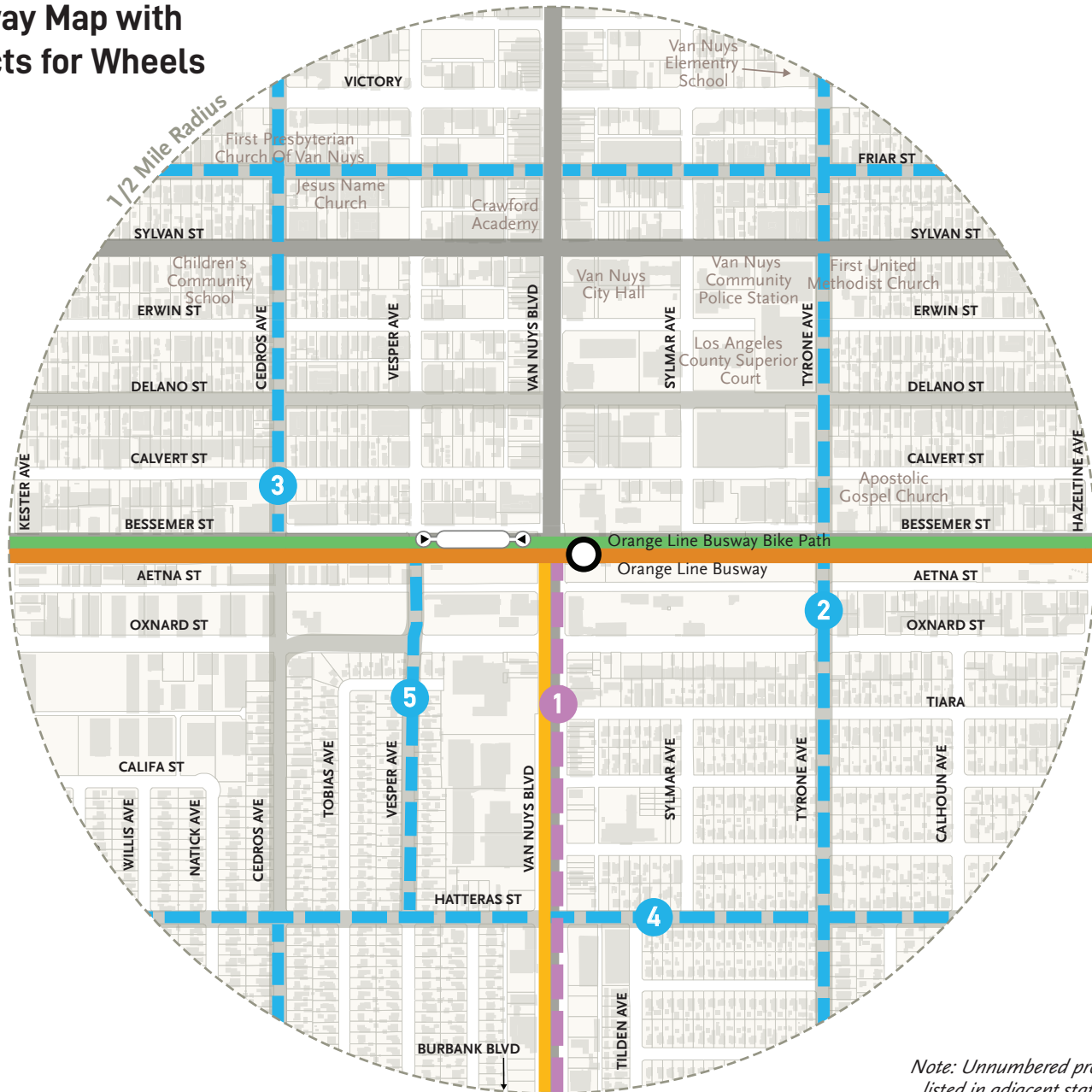
-  Friar St
-  Cedros St
-  Tyrone St
-  Gilmore St
-  Kittridge St



Van Nuys/Metro Orange Line Station



Pathway Map with Projects for Wheels



Note: Unnumbered projects are listed in adjacent station area.

Numbers follow Projects for Wheels Prioritization Matrix

Legend

- Proposed Metro Station + Entrance
- Primary Pathway
- Secondary Pathway
- Orange Line Station
- Orange Line Busway
- Existing Off-Street Path
- Existing Striped Lanes
- Proposed Project for Wheels (Dashed)

Projects for Wheels

PROTECTED LANES












- 1 Van Nuys Blvd

BIKE-FRIENDLY ST.

- 2 Tyrone Ave
- 3 Cedros Ave
- 4 Hatteras St
- 5 Vesper Ave/(Hatteras St)/Cedros Ave














V. Projects for Wheels Prioritization Matrices

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Wheels Prioritization Matrix



SYLMAR/SAN FERNANDO STATION - Projects for Wheels														
#	Project Icon	Project Type	Location	Cross Street/ Limits	Safety and Comfort (60 points max)						Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					SWITRS (5 points max)	NACTO Guidance (25 points max)	Controlled Crossings (10 points max)	Connects to Station (10 points max)	Connects to Network (10 points max)	Points	Votes	Points	Points	POINTS
1		Protected lanes (Class IV)	San Fernando Rd	Hubbard Ave to Workman St	3	25	10	5	10	53	12	25	15	93
2		Striped lanes (Class II)	San Fernando Rd	Bleeker St to Hubbard Ave	3	15	10	5	10	43	12	25	15	83
3		Striped lanes (Class II)	Hubbard St/Ave	Laurel Canyon Blvd to Glenoaks Blvd	3	10	10	10	10	43	11	23	15	81
4		Bike-friendly street (Class III)	Hollister Ave/ Coronel St/ Lazard St	Workman St to San Fernando Rd	3	20	10	5	10	48	6	13	15	76
5		Bike-friendly street (Class III)	Orange Grove Ave	1st St to 5th St	0	25	10	5	10	50	5	10	15	75
6		Bike-friendly street (Class III)	San Fernando Rd/ Frank Modugno Dr/1st St	Polk St to Orange Grove Ave	3	20	10	10	10	53	3	6	15	74
7		Off-street path (Class I)	East Canyon Channel	Rincon Ave to Bleeker St	0	25	10	5	10	50	10	21	0	71
8		Bike-friendly street (Class III)	Bradley Ave/ 4th St	Hubbard Ave to Harding Ave	3	10	10	5	10	38	5	10	5	53
9		Bike-friendly street	Bleeker St/ Youngdale Ave	Astoria St to San Fernando Rd	0	20	10	5	10	45	1	2	5	52
10		Bike-friendly street (Class III)	Astoria St	Youngdale Ave to San Fernando Rd	3	10	10	5	10	38	3	6	5	49
11		Bike-friendly street (Class III)	Astoria St	San Fernando Rd to Bradley Ave	0	10	10	5	10	35	1	2	5	42

Note: In order for Wheel Projects to be used, secure parking for wheels must be provided at every station.

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Wheels Prioritization Matrix






MACLAY STATION - Projects for Wheels														
#	Project Icon	Project Type	Location	Cross Street/ Limits	Safety and Comfort (60 points max)						Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					SWITRS (5 points max)	NACTO Guidance (25 points max)	Controlled Crossings (10 points max)	Connects to Station (10 points max)	Connects to Network (10 points max)	Points	Votes	Points	Points	POINTS
1		Protected lanes (Class IV)	San Fernando Rd/ Wolfskill St	Workman St to SF Mission Blvd; Kittridge St to Mission City Trail	3	25	10	5	10	53	10	23	15	91
2		Striped lanes (Class II)	Brand Blvd	O'Melveny Ave to 4th St	3	15	10	10	10	48	11	25	15	88
3		Bike-friendly street (Class III)	San Fernando Rd	SF Mission Blvd to Kittridge St	3	20	10	5	10	48	10	23	15	86
4		Bike-friendly street (Class III)	Maclay Ave	Amboy Ave to 4th St	3	20	10	10	10	53	1	2	15	70
5		Striped lanes (Class II)	Maclay Ave	4th St to 8th St	0	15	10	10	10	45	4	9	15	69
6		Bike-friendly street (Class III)	Jessie St	Mission City Trail to 4th St	3	20	10	5	10	48	2	5	15	68
7		Bike-friendly street (Class III)	1st St	Brand Blvd to Harding St	3	20	10	10	10	53	0	0	15	68
8		Bike-friendly street (Class III)	Harding Ave	1st St to 5th St	0	25	10	5	10	50	1	2	15	67
9		Bike-friendly street (Class III)	3rd St	Maclay Ave to Jessie St	0	20	10	5	10	45	2	5	15	65
10		Bike-friendly street (Class III)	Wolfskill St	O'Melveny Ave to Mission City Trail	3	20	10	5	10	48	1	2	15	65
11		Striped lanes (Class II)	San Fernando Mission Blvd	Laurel Canyon Blvd to Truman St	0	15	10	5	10	40	4	9	15	64
12		Bike-friendly street (Class III)	Brand Blvd	4th St to 8th St	0	10	10	10	10	40	1	2	15	57
13		Bike-friendly street (Class III)	4th St	Harding Ave to Pacoima Wash	0	10	10	5	10	35	2	5	15	55

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Wheels Prioritization Matrix

MACLAY STATION - Projects for Wheels														
#	Project Icon	Project Type	Location	Cross Street/ Limits	Safety and Comfort (60 points max)					Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)	
					SWITRS (5 points max)	NACTO Guidance (25 points max)	Controlled Crossings (10 points max)	Connects to Station (10 points max)	Connects to Network (10 points max)	Points	Votes	Points	Points	POINTS
14		Bike-friendly street (Class III)	Hollister St	Workman St to Fox St	3	20	10	5	10	48	1	2	5	55
15		Bike-friendly street (Class III)	Workman St	Amboy Ave to Truman St	3	10	10	5	10	38	1	2	5	45








Note: In order for Wheel Projects to be used, secure parking for wheels must be provided at every station.

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Wheels Prioritization Matrix

PAXTON STATION - Projects for Wheels														
#	Project Icon	Project Type	Location	Cross Street/ Limits	Safety and Comfort (60 points max)					Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)	
					SWITRS (5 points max)	NACTO Guidance (25 points max)	Controlled Crossings (10 points max)	Connects to Station (10 points max)	Connects to Network (10 points max)	Points	Votes	Points	Points	POINTS
1		Bike-friendly street (Class III)	Telfair Ave	Pacoima Wash to Filmore St	3	20	10	5	10	48	16	21	15	84
2		Off-street path (Class I)	Pacoima Wash	Telfair Ave to Bradley Ave/4th St	0	25	10	5	10	50	19	25	5	80
3		Bike-friendly street (Class III)	Bradley Ave	Pacoima Wash to Filmore St	3	20	10	5	10	48	8	11	15	74
4		Striped lanes (Class II)	Paxton St	Laurel Canyon Blvd to Glenoaks Blvd	3	0	10	10	10	33	17	22	15	70
5		Bike-friendly street (Class III)	Desmond St	Telfair Ave to San Fernando Rd	0	20	10	5	10	45	6	8	15	68

Notes: In order for Wheel Projects to be used, secure parking for wheels must be provided at every station.
Projects in station area to be coordinated with Green Together: NE Valley TCC Grant and City of LA BOE (Telfair Avenue Multi-modal bridge over Pacoima Wash (XXX9)).

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Wheels Prioritization Matrix





VAN NUYS/SAN FERNANDO STATION - Projects for Wheels														
#	Project Icon	Project Type	Location	Cross Street/ Limits	Safety and Comfort (60 points max)					Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)	
					SWITRS (5 points max)	NACTO Guidance (25 points max)	Controlled Crossings (10 points max)	Connects to Station (10 points max)	Connects to Network (10 points max)	Points	Votes	Points	Points	POINTS
1		Protected lanes (Class IV)	Van Nuys Blvd	San Fernando Rd to Glenoaks Blvd	5	25	10	10	10	60	11	25	15	100
2		Bike-friendly street (Class III)	Pierce St	Haddon Ave to Herrick Ave	3	20	10	5	10	48	6	14	15	77
3		Bike-friendly street (Class III)	Pala Ave	Pierce St to Filmore St	3	20	10	5	10	48	4	9	15	72
4		Bike-friendly street (Class III)	Filmore St	Haddon Ave to San Fernando Rd	0	20	10	5	10	45	4	9	15	69
5		Bike-friendly street (Class III)	Telfair Ave	Terra Bella St to Filmore St	0	20	10	5	10	45	4	9	15	69
6		Bike-friendly street (Class III)	Pinney St	Telfair Ave to station	0	20	10	5	10	45	4	9	15	69
7		Bike-friendly street (Class III)	Filmore St	Pala Ave to Herrick Ave	0	20	10	5	10	45	0	0	15	60

Notes: In order for Wheel Projects to be used, secure parking for wheels must be provided at every station.

Projects in station area to be coordinated with Green Together: NE Valley TCC Grant.







As noted in Section 2.2.8 of the East San Fernando Valley Transit Corridor FEIS/FEIR, the existing bike lanes on Van Nuys Boulevard southwest of San Fernando Rd. will be removed as a part of that project.

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Wheels Prioritization Matrix

LAUREL CANYON STATION - Projects for Wheels														
#	Project Icon	Project Type	Location	Cross Street/ Limits	Safety and Comfort (60 points max)					Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)	
					SWITRS (5 points max)	NACTO Guidance (25 points max)	Controlled Crossings (10 points max)	Connects to Station (10 points max)	Connects to Network (10 points max)	Points	Votes	Points	Points	POINTS
1		Bike-friendly street (Class III)	Pierce St	I-5 to Haddon Ave	3	20	10	5	10	48	26	17	15	80
2		Bike-friendly street (Class III)	Haddon Ave	Paxton St to Terra Bella St	3	25	10	5	10	53	18	12	15	80
3		Bike-friendly street (Class III)	Filmore St	I-5 to Haddon Ave	3	20	10	5	10	48	15	10	15	73
4		Striped lanes (Class II)	Laurel Canyon Blvd	Paxton St to Terra Bella St	3	0	10	5	10	28	38	25	15	68

Notes: In order for Wheel Projects to be used, secure parking for wheels must be provided at every station.
 Projects in station area to be coordinated with Green Together: NE Valley TCC Grant.
 As noted in Section 2.2.8 of the East San Fernando Valley Transit Corridor FEIS/FEIR, the existing bike lanes on Van Nuys Boulevard will be removed as a part of that project.








East San Fernando Valley Transit Corridor – FLM Planning
Projects for Wheels Prioritization Matrix

ARLETA STATION - Projects for Wheels														
#	Project Icon	Project Type	Location	Cross Street/ Limits	Safety and Comfort (60 points max)						Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					SWITRS (5 points max)	NACTO Guidance (25 points max)	Controlled Crossings (10 points max)	Connects to Station (10 points max)	Connects to Network (10 points max)	Points	Votes	Points	Points	POINTS
1		Protected lanes (Class IV)	Arleta Ave/ Devonshire St	Arleta Ave to Terra Bella St	3	25	10	10	10	58	34	23	15	96
2		Off-street path (Class I)	Pacoima Diversion Channel	Devonshire St to Terra Bella St	0	25	10	10	10	55	37	25	15	95
3		Protected lanes (Class IV)	Arleta Ave	Paxton Ave to Devonshire St	3	25	10	10	10	58	30	20	15	93
4		Bike-friendly street (Class III)	Beachy Ave	Filmore St to Terra Bella St	3	20	10	5	10	48	21	14	15	77
5		Bike-friendly street (Class III)	Pierce St	Beachy Ave to I-5	3	20	10	5	10	48	17	11	15	74
6		Bike-friendly street (Class III)	Filmore St	Pacoima Diversion Channel to I-5	0	20	10	5	10	45	12	8	15	68

Notes: In order for Wheel Projects to be used, secure parking for wheels must be provided at every station.

As noted in Section 2.2.8 of the East San Fernando Valley Transit Corridor FEIS/FEIR, the existing bike lanes on Van Nuys Boulevard will be removed as a part of that project.

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Wheels Prioritization Matrix










WOODMAN STATION - Projects for Wheels														
#	Project Icon	Project Type	Location	Cross Street/ Limits	Safety and Comfort (60 points max)						Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					SWITRS (5 points max)	NACTO Guidance (25 points max)	Controlled Crossings (10 points max)	Connects to Station (10 points max)	Connects to Network (10 points max)	Points	Votes	Points	Points	POINTS
1		Off-street path (Class I)	Canterbury DWP ROW edge	Filmore St to Terra Bella St	0	25	10	5	10	50	22	25	15	90
2		Off-street path (Class I)	Pacoima Wash	Lassen St to Plummer St	0	25	10	5	10	50	21	24	15	89
3		Protected lanes (Class IV)	Plummer St	Lemona St to Woodman Ave	3	25	10	5	10	53	20	23	5	81
4		Protected lanes (Class IV)	Lassen St	Lemona St to Woodman Ave	5	25	10	5	10	55	11	13	5	73
5		Bike-friendly street (Class III)	Canterbury Ave	Filmore St to Terra Bella St	0	20	10	5	10	45	11	13	15	73
6		Bike-friendly street (Class III)	Pierce St	Woodman Ave to Beachy Ave	3	20	10	5	10	48	8	9	15	72
7		Bike-friendly street (Class III)	Filmore St	Woodman Ave to Pacoima Diversion Channel	5	20	10	5	10	50	5	6	15	71

Notes: In order for Wheel Projects to be used, secure parking for wheels must be provided at every station.

Projects in station area to be coordinated with the City of LA BOE (Mid Valley IGMPC Park Public Works Improvement (K335)).








As noted in Section 2.2.8 of the East San Fernando Valley Transit Corridor FEIS/FEIR, the existing bike lanes on Van Nuys Boulevard will be removed as a part of that project.

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Wheels Prioritization Matrix

NORDHOFF STATION - Projects for Wheels														
#	Project Icon	Project Type	Location	Cross Street/ Limits	Safety and Comfort (60 points max)					Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)	
					SWITRS (5 points max)	NACTO Guidance (25 points max)	Controlled Crossings (10 points max)	Connects to Station (10 points max)	Connects to Network (10 points max)	Points	Votes	Points	Points	POINTS
1		Off-street path (Class I)	Pacoima Wash	Plummer St to Parthenia St	0	25	10	5	10	50	28	25	5	80
2		Striped lanes (Class II)	Terra Bella St	Nordhoff St to Woodman Ave	3	15	10	5	10	43	20	18	15	76
3		Striped lanes (Class II)	Nordhoff St	Sylmar Ave to Moonbeam Ave	3	10	10	5	10	38	25	22	15	75
4		Bike-friendly street (Class III)	Noble Ave/ Tupper St	Nordhoff St to Terra Bella St	3	20	10	5	10	48	13	12	15	75
5		Bike-friendly street (Class III)	Wakefield Ave	Tupper St to Parthenia St	3	25	10	5	10	53	8	7	15	75
6		Bike-friendly street (Class III)	Cedros St	Plummer St to Chase St	3	20	10	5	10	48	11	10	15	73
7		Bike-friendly street (Class III)	Rayen St	Pacoima Wash to Van Nuys Blvd	3	20	10	5	10	48	9	8	15	71
8		Bike-friendly street (Class III)	Sylmar Ave	Plummer St to Tupper St	0	20	10	5	10	45	3	3	5	53
9		Bike-friendly street (Class III)	Parthenia St	Van Nuys Blvd to Woodman Ave	3	10	10	5	10	38	10	9	5	52







Notes: In order for Wheel Projects to be used, secure parking for wheels must be provided at every station.
 Projects in station area need to be coordinated with City of LA BOE (HSIP Cycle 6, Project 4 - RRFB #45-51 Traffic Signal Modifications at 7 (M876)).
 As noted in Section 2.2.8 of the East San Fernando Valley Transit Corridor FEIS/FEIR, the existing bike lanes on Van Nuys Boulevard will be removed as a part of that project.

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Wheels Prioritization Matrix

ROSCOE STATION - Projects for Wheels														
#	Project Icon	Project Type	Location	Cross Street/ Limits	Safety and Comfort (60 points max)					Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)	
					SWITRS (5 points max)	NACTO Guidance (25 points max)	Controlled Crossings (10 points max)	Connects to Station (10 points max)	Connects to Network (10 points max)	Points	Votes	Points	Points	POINTS
1		Protected lanes (Class IV)	Roscoe Blvd	Van Nuys Blvd to Woodman Ave	5	25	10	10	10	60	28	25	15	100
2		Bike-friendly street (Class III)	Wakefield Ave/ Lennox Ave/ Burton St/Tilden Ave	Parthenia St to Lanark St	3	20	10	5	10	48	21	19	15	82
3		Bike-friendly street (Class III)	Lanark St	Pacoima Wash to Hazeltine Ave	5	10	10	5	10	40	25	22	15	77
4		Protected lanes (Class IV)	Parthenia St	Pacoima Wash to Van Nuys Blvd	3	25	10	5	10	53	20	18	5	76
5		Bike-friendly street (Class III)	Chase St	Pacoima Wash to Van Nuys Blvd	5	10	10	5	10	40	18	16	15	71
6		Bike-friendly street (Class III)	Hazeltine Ave	Lanark St to Parthenia St	3	20	10	5	10	48	9	8	5	61
7		Bike-friendly street (Class III)	Willis Ave	Chase St to Lanark St	3	10	10	5	10	38	13	12	5	55







Notes: In order for Wheel Projects to be used, secure parking for wheels must be provided at every station.
Projects in station area to be coordinated with City of LA BOE (Great Streets Van Nuys Blvd near Parthenia Blvd (M1027) and SSRP E28 Roscoe Blvd and Hazeltine Ave (E30) (C984))

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Wheels Prioritization Matrix

VAN NUYS/METROLINK STATION - Projects for Wheels														
#	Project Icon	Project Type	Location	Cross Street/ Limits	Safety and Comfort (60 points max)					Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)	
					SWITRS (5 points max)	NACTO Guidance (25 points max)	Controlled Crossings (10 points max)	Connects to Station (10 points max)	Connects to Network (10 points max)	Points	Votes	Points	Points	POINTS
1		Off-street path (Class I)	Pacoima Wash	Raymer St to Van Nuys Blvd	0	25	10	5	10	50	40	25	5	80
2		Off-street path (Class I)	Covello St	Van Nuys Blvd to Tyrone Ave	0	25	10	5	10	50	31	19	5	74
3		Bike-friendly street (Class III)	Tyrone Ave	Covello St to Valerio St	0	20	10	5	10	45	14	9	15	69
4		Bike-friendly street (Class III)	Keswick St/ Raymer St	Kester Ave to Van Nuys Blvd	0	10	10	10	10	40	9	6	15	61
5		Bike-friendly street (Class III)	Cedros Ave/ Covello St.	Pacoima Wash to Valerio St	0	20	10	5	10	45	4	3	5	53
6		Bike-friendly street (Class III)	Willis Ave/ Arminta St	Lanark St to Van Nuys Blvd	0	10	10	5	10	35	11	7	5	47




Note: In order for Wheel Projects to be used, secure parking for wheels must be provided at every station.

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Wheels Prioritization Matrix

SHERMAN WAY STATION - Projects for Wheels														
#	Project Icon	Project Type	Location	Cross Street/ Limits	Safety and Comfort (60 points max)						Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					SWITRS (5 points max)	NACTO Guidance (25 points max)	Controlled Crossings (10 points max)	Connects to Station (10 points max)	Connects to Network (10 points max)	Points	Votes	Points	Points	POINTS
1		Protected lanes (Class IV)	Sherman Way	Kester Ave to Hazeltine Ave	5	25	10	10	10	60	15	25	15	100
2		Bike-friendly street (Class III)	Tyrone Ave	Valerio St to Hart St	3	20	10	5	10	48	8	13	15	76
3		Bike-friendly street (Class III)	Hart St/ Cedros Ave/Gault St	Kester Ave to Van Nuys Blvd	0	20	10	10	10	50	5	8	15	73
4		Bike-friendly street (Class III)	Vose St/Lennox Ave/ Rec Center path/(Tyrone Ave)/Hart St	Van Nuys Blvd to Hazeltine Ave	3	20	10	5	10	48	5	8	15	71
5		Bike-friendly street (Class III)	Cedros Ave	Valerio St to Wyandotte St	0	25	10	5	10	50	2	3	15	68
6		Bike-friendly street (Class III)	Wyandotte St	Kester Ave to Van Nuys Blvd	0	20	10	5	10	45	2	3	15	63






Notes: In order for Wheel Projects to be used, secure parking for wheels must be provided at every station.
Projects in station area need to be coordinated with City of LA BOE (HSIP Cycle 6, Project 4 - RRFB #45-51 Traffic Signal Modifications at 7 (M876)).

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Wheels Prioritization Matrix

VANOWEN STATION - Projects for Wheels														
#	Project Icon	Project Type	Location	Cross Street/ Limits	Safety and Comfort (60 points max)					Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)	
					SWITRS (5 points max)	NACTO Guidance (25 points max)	Controlled Crossings (10 points max)	Connects to Station (10 points max)	Connects to Network (10 points max)	Points	Votes	Points	Points	POINTS
1		Bike-friendly street (Class III)	Hart St/Vesper Ave/Hartland St	Kester Ave to Van Nuys Blvd	3	25	10	10	10	58	7	25	15	98
2		Bike-friendly street (Class III)	Cedros Ave	Hart St to Kittridge St	3	25	10	5	10	53	7	25	15	93
3		Bike-friendly street (Class III)	Tyrone Ave	Hart St to Kittridge St	3	25	10	5	10	53	7	25	15	93






Note: In order for Wheel Projects to be used, secure parking for wheels must be provided at every station.

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Wheels Prioritization Matrix

VICTORY STATION - Projects for Wheels														
#	Project Icon	Project Type	Location	Cross Street/ Limits	Safety and Comfort (60 points max)						Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					SWITRS (5 points max)	NACTO Guidance (25 points max)	Controlled Crossings (10 points max)	Connects to Station (10 points max)	Connects to Network (10 points max)	Points	Votes	Points	Points	POINTS
1		Bike-friendly street (Class III)	Friar St	Kester Ave to Hazeltine Ave	5	20	10	10	10	55	5	18	15	88
2		Bike-friendly street (Class III)	Cedros St	Kittridge St to Erwin St	3	25	10	5	10	53	5	18	15	86
3		Bike-friendly street (Class III)	Tyrone St	Kittridge St to Erwin St	3	20	10	5	10	48	4	14	15	77
4		Bike-friendly street (Class III)	Gilmore St	Kester Ave to Hazeltine Ave	3	20	10	5	10	48	3	11	15	74
5		Bike-friendly street (Class III)	Kittridge St	Kester Ave to Hazeltine Ave	5	10	10	5	10	40	7	25	5	70

Notes: In order for Wheel Projects to be used, secure parking for wheels must be provided at every station.
Projects in station area to be coordinated with the City of LA BOE (HSIP Cycle 6, Project 3 - RRFB at 46 locations CW for locations #1-39 (M875)).

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Wheels Prioritization Matrix

VAN NUYS METRO ORANGE LINE STATION - Projects for Wheels														
#	Project Icon	Project Type	Location	Cross Street/ Limits	Safety and Comfort (60 points max)					Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)	
					SWITRS (5 points max)	NACTO Guidance (25 points max)	Controlled Crossings (10 points max)	Connects to Station (10 points max)	Connects to Network (10 points max)	Points	Votes	Points	Points	POINTS
1		Protected lanes (Class IV)	Van Nuys Blvd	Metro Orange Line to Burbank Blvd	5	25	10	10	10	60	10	25	10	95
2		Bike-friendly street (Class III)	Tyrone Ave	Erwin St to Burbank Blvd	3	20	10	5	10	48	7	18	15	81
3		Bike-friendly street (Class III)	Cedros Ave	Erwin St to Metro Orange Line	3	20	10	5	10	48	4	10	15	73
4		Bike-friendly street (Class III)	Hatteras St	Kester Ave to Hazeltine Ave	3	20	10	5	10	48	3	8	15	71
5		Bike-friendly street (Class III)	Vesper Ave/ (Hatteras St)/ Cedros Ave	Metro Orange Line to Burbank Blvd	0	20	10	10	10	50	2	5	15	70

Note: In order for Wheel Projects to be used, secure parking for wheels must be provided at every station.

VI. Projects for Pedestrians and Wheels Cost Estimate



METRO ESTIMATING

Rough Order of Magnitude (ROM) Cost Estimate

Project: Metro Van Nuys Corridor Rapidway
 Location: Sylmar -San Fernando Station

Prepared By: KOA Corporation
 Date: 12/17/2019

Total Project Budget Cost (Sample)

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
FTA SCC 10-50 CONSTRUCTION COSTS					
Projects for Pedestrians	1.0	Ls	\$	11,518,558	\$8,955,638
Projects for Wheels	1.0	Ls	\$	5,073,940	\$5,073,940
Metro Factor			\$	5%	\$701,479
Construction Sub-Total					\$14,731,057
FTA SCC 80 SOFT COSTS					
EIR/EIS Planning	14,731,057		\$	0.0%	\$0
Artwork	14,731,057		\$	0.0%	\$0
Preliminary Engineering	14,731,057		\$	4.8%	\$704,000
Final Design Services	14,731,057		\$	13.0%	\$1,916,000
Project Management for Design and Construction	14,731,057		\$	10.0%	\$1,474,000
Construction Administration and Management	14,731,057		\$	4.8%	\$705,000
Professional Liability & Other Non-Construction Insurance	14,731,057		\$	0.003%	\$1,000
Legal, Permits, Review Fees by other Agencies, Cities and etc.	14,731,057		\$	3.7%	\$548,000
Surveys, Testing, Investigation and Inspection	14,731,057		\$	0.2%	\$23,000
Startup	14,731,057		\$	1.6%	\$241,000
Project Cost Sub-Total					\$5,612,000
					\$20,343,057
FTA SCC 90 PROJECT CONTINGENCY					
Unallocated	20,343,057		\$	10%	\$2,035,000
Project Cost					\$22,378,057
ESCALATION					
2026 Cost	22,378,057		\$	14.75%	\$3,302,000
Sub-Total					\$25,680,057
FTA SCC 60 ROW					
FTA SCC 70 VEHICLES					
FIRST/LAST MILE PROGRAM					
RECOMMENDED TOTAL PROJECT BUDGET COST					\$26,000,000

- NOTES:**
- 1 - Depending on your project submittal stage, some of these soft costs may have been spent up to date
 - 2 - Excluding costs for EIR/EIS Planning & Artwork
 - 3 - Includes _-years escalation from 2022 to 2026, compounded at 3.5%



METRO ESTIMATING

Rough Order of Magnitude (ROM) Cost Estimate

Project: Metro Van Nuys Corridor Rapidway
 Location: Maclay Station

Prepared By: KOA Corporation
 Date: 12/17/2019

Total Project Budget Cost (Sample)

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
FTA SCC 10-50 CONSTRUCTION COSTS					
Projects for Pedestrians	1.0	Ls	\$	7,583,510	\$7,583,510
Projects for Wheels	1.0	Ls	\$	3,162,110	\$3,162,110
Metro Factor				5%	\$537,281
Construction Sub-Total					\$11,282,901
FTA SCC 80 SOFT COSTS					
EIR/EIS Planning	11,282,901		\$	0.0%	\$0
Artwork	11,282,901		\$	0.0%	\$0
Preliminary Engineering	11,282,901		\$	4.8%	\$539,000
Final Design Services	11,282,901		\$	13.0%	\$1,467,000
Project Management for Design and Construction	11,282,901		\$	10.0%	\$1,129,000
Construction Administration and Management	11,282,901		\$	4.8%	\$540,000
Professional Liability & Other Non-Construction Insurance	11,282,901		\$	0.003%	\$1,000
Legal, Permits, Review Fees by other Agencies, Cities and etc.	11,282,901		\$	3.7%	\$420,000
Surveys, Testing, Investigation and Inspection	11,282,901		\$	0.2%	\$17,000
Startup	11,282,901		\$	1.6%	\$184,000
Project Cost Sub-Total					38% \$4,297,000
Project Cost					\$15,579,901
FTA SCC 90 PROJECT CONTINGENCY					
Unallocated	15,579,901		\$	10%	\$1,558,000
Project Cost					\$17,137,901
ESCALATION					
2026 Cost	17,137,901		\$	14.75%	\$2,529,000
Sub-Total					1.0 RM \$20 Parametric \$ Comp \$19,666,901
FTA SCC 60 ROW					
FTA SCC 70 VEHICLES					
FIRST/LAST MILE PROGRAM					
RECOMMENDED TOTAL PROJECT BUDGET COST					\$20,000,000

- NOTES:**
- 1 - Depending on your project submittal stage, some of these soft costs may have been spent up to date
 - 2 - Excluding costs for EIR/EIS Planning & Artwork
 - 3 - Includes _-years escalation from 2022 to 2026, compounded at 3.5%



METRO ESTIMATING

Rough Order of Magnitude (ROM) Cost Estimate

Project: Metro Van Nuys Corridor Rapidway
 Location: Paxton Station

Prepared By: KOA Corporation
 Date: 12/17/2019

Total Project Budget Cost (Sample)

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
FTA SCC 10-50 CONSTRUCTION COSTS					
Projects for Pedestrians	1.0	Ls	\$	3,193,743	\$3,193,743
Projects for Wheels	1.0	Ls	\$	1,166,460	\$1,166,460
Metro Factor	\$4,360,203		\$	5%	\$218,010
Construction Sub-Total					\$4,578,213
FTA SCC 80 SOFT COSTS					
EIR/EIS Planning	4,578,213		\$	0.0%	\$0
Artwork	4,578,213		\$	0.0%	\$0
Preliminary Engineering	4,578,213		\$	4.8%	\$219,000
Final Design Services	4,578,213		\$	13.0%	\$596,000
Project Management for Design and Construction	4,578,213		\$	10.0%	\$458,000
Construction Administration and Management	4,578,213		\$	4.8%	\$219,000
Professional Liability & Other Non-Construction Insurance	4,578,213		\$	0.003%	\$1,000
Legal, Permits, Review Fees by other Agencies, Cities and etc.	4,578,213		\$	3.7%	\$171,000
Surveys, Testing, Investigation and Inspection	4,578,213		\$	0.2%	\$7,000
Startup	4,578,213		\$	1.6%	\$75,000
Project Cost Sub-Total					\$1,746,000
					38%
FTA SCC 90 PROJECT CONTINGENCY					\$6,324,213
Unallocated	6,324,213		\$	10%	\$633,000
Project Cost					\$6,957,213
ESCALATION					
2026 Cost	6,957,213		\$	14.75%	\$1,027,000
Sub-Total					\$7,984,213
					\$8 Parametric \$ Comp
FTA SCC 60 ROW					\$0
FTA SCC 70 VEHICLES					\$0
FIRST/LAST MILE PROGRAM					\$0
RECOMMENDED TOTAL PROJECT BUDGET COST					\$8,000,000

- NOTES:**
- 1 - Depending on your project submittal stage, some of these soft costs may have been spent up to date
 - 2 - Excluding costs for EIR/EIS Planning & Artwork
 - 3 - Includes _-years escalation from 2022 to 2026, compounded at 3.5%



METRO ESTIMATING

Rough Order of Magnitude (ROM) Cost Estimate

Project: Metro Van Nuys Corridor Rapidway
 Location: Van Nuys - San Fernando Station

Prepared By: KOA Corporation
 Date: 12/17/2019

Total Project Budget Cost (Sample)

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
FTA SCC 10-50 CONSTRUCTION COSTS					
Projects for Pedestrians	1.0	Ls	\$	2,538,197	\$2,538,197
Projects for Wheels	1.0	Ls	\$	3,224,260	\$3,224,260
Metro Factor	\$5,762,457		\$	5%	\$288,123
Construction Sub-Total					\$6,050,580
FTA SCC 80 SOFT COSTS					
EIR/EIS Planning	6,050,580		\$	0.0%	\$0
Artwork	6,050,580		\$	0.0%	\$0
Preliminary Engineering	6,050,580		\$	4.8%	\$289,000
Final Design Services	6,050,580		\$	13.0%	\$787,000
Project Management for Design and Construction	6,050,580		\$	10.0%	\$606,000
Construction Administration and Management	6,050,580		\$	4.8%	\$290,000
Professional Liability & Other Non-Construction Insurance	6,050,580		\$	0.003%	\$1,000
Legal, Permits, Review Fees by other Agencies, Cities and etc.	6,050,580		\$	3.7%	\$226,000
Surveys, Testing, Investigation and Inspection	6,050,580		\$	0.2%	\$10,000
Startup	6,050,580		\$	1.6%	\$99,000
Project Cost Sub-Total					\$2,308,000
					38%
					\$8,358,580
FTA SCC 90 PROJECT CONTINGENCY					
Unallocated	8,358,580		\$	10%	\$836,000
Project Cost					\$9,194,580
ESCALATION					
2026 Cost	9,194,580		\$	14.75%	\$1,357,000
Sub-Total					\$10,551,580
					\$11 Parametric \$ Comp
					\$0
					\$0
					\$0
RECOMMENDED TOTAL PROJECT BUDGET COST					\$11,000,000

- NOTES:**
- 1 - Depending on your project submittal stage, some of these soft costs may have been spent up to date
 - 2 - Excluding costs for EIR/EIS Planning & Artwork
 - 3 - Includes _-years escalation from 2022 to 2026, compounded at 3.5%



METRO ESTIMATING

Rough Order of Magnitude (ROM) Cost Estimate

Project: Metro Van Nuys Corridor Rapidway
 Location: Laurel Canyon Station

Prepared By: KOA Corporation
 Date: 12/17/2019

Total Project Budget Cost (Sample)

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
FTA SCC 10-50 CONSTRUCTION COSTS					
Projects for Pedestrians	1.0	Ls	\$	5,193,151	\$5,193,151
Projects for Wheels	1.0	Ls	\$	1,543,760	\$1,543,760
Metro Factor	\$6,736,911		\$	5%	\$336,846
Construction Sub-Total					\$7,073,757
FTA SCC 80 SOFT COSTS					
EIR/EIS Planning	7,073,757		\$	0.0%	\$0
Artwork	7,073,757		\$	0.0%	\$0
Preliminary Engineering	7,073,757		\$	4.8%	\$338,000
Final Design Services	7,073,757		\$	13.0%	\$920,000
Project Management for Design and Construction	7,073,757		\$	10.0%	\$708,000
Construction Administration and Management	7,073,757		\$	4.8%	\$339,000
Professional Liability & Other Non-Construction Insurance	7,073,757		\$	0.003%	\$1,000
Legal, Permits, Review Fees by other Agencies, Cities and etc.	7,073,757		\$	3.7%	\$264,000
Surveys, Testing, Investigation and Inspection	7,073,757		\$	0.2%	\$11,000
Startup	7,073,757		\$	1.6%	\$116,000
Project Cost Sub-Total					\$2,697,000
					38%
					\$9,770,757
FTA SCC 90 PROJECT CONTINGENCY					
Unallocated	9,770,757		\$	10%	\$978,000
Project Cost					\$10,748,757
ESCALATION					
2026 Cost	10,748,757		\$	14.75%	\$1,586,000
Sub-Total					\$12,334,757
FTA SCC 60 ROW					
	0		\$	26.23%	\$0
FTA SCC 70 VEHICLES					
	0		\$	26.23%	\$0
FIRST/LAST MILE PROGRAM					
	0		\$	26.23%	\$0
RECOMMENDED TOTAL PROJECT BUDGET COST					\$12,000,000

- NOTES:
- 1 - Depending on your project submittal stage, some of these soft costs may have been spent up to date
 - 2 - Excluding costs for EIR/EIS Planning & Artwork
 - 3 - Includes _-years escalation from 2022 to 2026, compounded at 3.5%



METRO ESTIMATING

Rough Order of Magnitude (ROM) Cost Estimate

Project: Metro Van Nuys Corridor Rapidway
 Location: Arleta Station

Prepared By: KOA Corporation
 Date: 12/17/2019

Total Project Budget Cost (Sample)

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
FTA SCC 10-50 CONSTRUCTION COSTS					
Projects for Pedestrians	1.0	Ls	\$	3,521,054	\$3,521,054
Projects for Wheels	1.0	Ls	\$	9,766,880	\$9,766,880
Metro Factor	\$13,287,934		\$	5%	\$664,397
Construction Sub-Total					\$13,952,331
FTA SCC 80 SOFT COSTS					
EIR/EIS Planning	13,952,331		\$	0.0%	\$0
Artwork	13,952,331		\$	0.0%	\$0
Preliminary Engineering	13,952,331		\$	4.8%	\$667,000
Final Design Services	13,952,331		\$	13.0%	\$1,814,000
Project Management for Design and Construction	13,952,331		\$	10.0%	\$1,396,000
Construction Administration and Management	13,952,331		\$	4.8%	\$667,000
Professional Liability & Other Non-Construction Insurance	13,952,331		\$	0.003%	\$1,000
Legal, Permits, Review Fees by other Agencies, Cities and etc.	13,952,331		\$	3.7%	\$520,000
Surveys, Testing, Investigation and Inspection	13,952,331		\$	0.2%	\$21,000
Startup	13,952,331		\$	1.6%	\$228,000
Project Cost Sub-Total					\$5,314,000
					38%
FTA SCC 90 PROJECT CONTINGENCY					\$19,266,331
Unallocated	19,266,331		\$	10%	\$1,927,000
Project Cost					\$21,193,331
ESCALATION					
2026 Cost	21,193,331		\$	14.75%	\$3,127,000
Sub-Total					\$24,320,331
					\$24 Parametric \$ Comp
FTA SCC 60 ROW					\$0
FTA SCC 70 VEHICLES					\$0
FIRST/LAST MILE PROGRAM					\$0
RECOMMENDED TOTAL PROJECT BUDGET COST					\$24,000,000

- NOTES:**
- 1 - Depending on your project submittal stage, some of these soft costs may have been spent up to date
 - 2 - Excluding costs for EIR/EIS Planning & Artwork
 - 3 - Includes _-years escalation from 2022 to 2026, compounded at 3.5%



METRO ESTIMATING

Rough Order of Magnitude (ROM) Cost Estimate

Project: Metro Van Nuys Corridor Rapidway
 Location: Woodman Station

Prepared By: KOA Corporation
 Date: 12/17/2019

Total Project Budget Cost (Sample)

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
FTA SCC 10-50 CONSTRUCTION COSTS					
Projects for Pedestrians	1.0	Ls	\$ 8,164,824		\$8,164,824
Projects for Wheels	1.0	Ls	\$ 22,395,220		\$22,395,220
Metro Factor	\$30,560,044		\$ 5%	\$1,528,002	
Construction Sub-Total					\$32,088,046
FTA SCC 80 SOFT COSTS					
EIR/EIS Planning	32,088,046		\$ 0.0%	\$0	
Artwork	32,088,046		\$ 0.0%	\$0	
Preliminary Engineering	32,088,046		\$ 4.8%	\$1,533,000	
Final Design Services	32,088,046		\$ 13.0%	\$4,172,000	
Project Management for Design and Construction	32,088,046		\$ 10.0%	\$3,209,000	
Construction Administration and Management	32,088,046		\$ 4.8%	\$1,534,000	
Professional Liability & Other Non-Construction Insurance	32,088,046		\$ 0.003%	\$1,000	
Legal, Permits, Review Fees by other Agencies, Cities and etc.	32,088,046		\$ 3.7%	\$1,194,000	
Surveys, Testing, Investigation and Inspection	32,088,046		\$ 0.2%	\$49,000	
Startup	32,088,046		\$ 1.6%	\$524,000	
Project Cost Sub-Total					\$44,304,046
FTA SCC 90 PROJECT CONTINGENCY					
Unallocated	44,304,046		\$ 10%	\$4,431,000	
Project Cost					\$48,735,046
ESCALATION					
2026 Cost	48,735,046		\$ 14.75%	\$7,190,000	
Sub-Total					\$55,925,046
FTA SCC 60 ROW					
FTA SCC 70 VEHICLES					
FIRST/LAST MILE PROGRAM					
RECOMMENDED TOTAL PROJECT BUDGET COST					\$56,000,000

- NOTES:**
- 1 - Depending on your project submittal stage, some of these soft costs may have been spent up to date
 - 2 - Excluding costs for EIR/EIS Planning & Artwork
 - 3 - Includes _-years escalation from 2022 to 2026, compounded at 3.5%



METRO ESTIMATING

Rough Order of Magnitude (ROM) Cost Estimate

Project: Metro Van Nuys Corridor Rapidway
 Location: Nordhoff Station

Prepared By: KOA Corporation
 Date: 12/17/2019

Total Project Budget Cost (Sample)

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
FTA SCC 10-50 CONSTRUCTION COSTS					
Projects for Pedestrians	1.0	Ls	\$ 5,293,636		\$5,353,296
Projects for Wheels	1.0	Ls	\$ 4,374,300		\$4,374,300
Metro Factor	\$9,727,596		5%	\$486,380	
Construction Sub-Total					\$10,213,976
FTA SCC 80 SOFT COSTS					
EIR/EIS Planning	10,213,976		\$ 0.0%	\$0	
Artwork	10,213,976		\$ 0.0%	\$0	
Preliminary Engineering	10,213,976		\$ 4.8%	\$488,000	
Final Design Services	10,213,976		\$ 13.0%	\$1,328,000	
Project Management for Design and Construction	10,213,976		\$ 10.0%	\$1,022,000	
Construction Administration and Management	10,213,976		\$ 4.8%	\$489,000	
Professional Liability & Other Non-Construction Insurance	10,213,976		\$ 0.003%	\$1,000	
Legal, Permits, Review Fees by other Agencies, Cities and etc.	10,213,976		\$ 3.7%	\$380,000	
Surveys, Testing, Investigation and Inspection	10,213,976		\$ 0.2%	\$16,000	
Startup	10,213,976		\$ 1.6%	\$167,000	
Project Cost Sub-Total					\$3,891,000
					\$14,104,976
FTA SCC 90 PROJECT CONTINGENCY					
Unallocated	14,104,976		\$ 10%	\$1,411,000	
Project Cost					\$15,515,976
ESCALATION					
2026 Cost	15,515,976		\$ 14.75%	\$2,289,000	
Sub-Total					\$17,804,976
FTA SCC 60 ROW					
FTA SCC 70 VEHICLES					
FIRST/LAST MILE PROGRAM					
RECOMMENDED TOTAL PROJECT BUDGET COST					\$18,000,000

- NOTES:**
- 1 - Depending on your project submittal stage, some of these soft costs may have been spent up to date
 - 2 - Excluding costs for EIR/EIS Planning & Artwork
 - 3 - Includes _-years escalation from 2022 to 2026, compounded at 3.5%



METRO ESTIMATING

Rough Order of Magnitude (ROM) Cost Estimate

Project: Metro Van Nuys Corridor Rapidway
 Location: Roscoe Station

Prepared By: KOA Corporation
 Date: 12/17/2019

Total Project Budget Cost (Sample)

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
FTA SCC 10-50 CONSTRUCTION COSTS					
Projects for Pedestrians	1.0	Ls	\$	3,345,012	\$3,345,012
Projects for Wheels	1.0	Ls	\$	8,897,060	\$8,897,060
Metro Factor				5%	\$612,104
Construction Sub-Total					\$12,854,176
FTA SCC 80 SOFT COSTS					
EIR/EIS Planning	12,854,176		\$	0.0%	\$0
Artwork	12,854,176		\$	0.0%	\$0
Preliminary Engineering	12,854,176		\$	4.8%	\$614,000
Final Design Services	12,854,176		\$	13.0%	\$1,672,000
Project Management for Design and Construction	12,854,176		\$	10.0%	\$1,286,000
Construction Administration and Management	12,854,176		\$	4.8%	\$615,000
Professional Liability & Other Non-Construction Insurance	12,854,176		\$	0.003%	\$1,000
Legal, Permits, Review Fees by other Agencies, Cities and etc.	12,854,176		\$	3.7%	\$479,000
Surveys, Testing, Investigation and Inspection	12,854,176		\$	0.2%	\$20,000
Startup	12,854,176		\$	1.6%	\$210,000
Project Cost Sub-Total					\$4,897,000
					38%
FTA SCC 90 PROJECT CONTINGENCY					\$17,751,176
Unallocated	17,751,176		\$	10%	\$1,776,000
Project Cost					\$19,527,176
ESCALATION					
2026 Cost	19,527,176		\$	14.75%	\$2,881,000
Sub-Total					\$22,408,176
					\$22 Parametric \$ Comp
FTA SCC 60 ROW	0		\$	26.23%	\$0
FTA SCC 70 VEHICLES	0		\$	26.23%	\$0
FIRST/LAST MILE PROGRAM	0		\$	26.23%	\$0
RECOMMENDED TOTAL PROJECT BUDGET COST					\$22,000,000

- NOTES:**
- 1 - Depending on your project submittal stage, some of these soft costs may have been spent up to date
 - 2 - Excluding costs for EIR/EIS Planning & Artwork
 - 3 - Includes _-years escalation from 2022 to 2026, compounded at 3.5%



METRO ESTIMATING

Rough Order of Magnitude (ROM) Cost Estimate

Project: Metro Van Nuys Corridor Rapidway
 Location: Van Nuys Metrolink Station

Prepared By: KOA Corporation
 Date: 12/17/2019

Total Project Budget Cost (Sample)

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT	
			Unit Cost	Amount	Amount	
FTA SCC 10-50 CONSTRUCTION COSTS						
Projects for Pedestrians	1.0	Ls	\$	2,625,516	\$2,625,516	
Projects for Wheels	1.0	Ls	\$	1,092,830	\$1,092,830	
Metro Factor				5%	\$185,917	
Construction Sub-Total					\$3,904,263	
FTA SCC 80 SOFT COSTS						
EIR/EIS Planning	3,904,263		\$	0.0%	\$0	
Artwork	3,904,263		\$	0.0%	\$0	
Preliminary Engineering	3,904,263		\$	4.8%	\$187,000	
Final Design Services	3,904,263		\$	13.0%	\$508,000	
Project Management for Design and Construction	3,904,263		\$	10.0%	\$391,000	
Construction Administration and Management	3,904,263		\$	4.8%	\$187,000	
Professional Liability & Other Non-Construction Insurance	3,904,263		\$	0.003%	\$1,000	
Legal, Permits, Review Fees by other Agencies, Cities and etc.	3,904,263		\$	3.7%	\$146,000	
Surveys, Testing, Investigation and Inspection	3,904,263		\$	0.2%	\$6,000	
Startup	3,904,263		\$	1.6%	\$64,000	
Project Cost Sub-Total					38%	
					\$1,490,000	
					\$5,394,263	
FTA SCC 90 PROJECT CONTINGENCY						
Unallocated	5,394,263		\$	10%	\$540,000	
Project Cost					\$5,934,263	
ESCALATION						
2026 Cost	5,934,263		\$	14.75%	\$876,000	
Sub-Total		1.0	RM	\$7 Parametric \$ Comp		\$6,810,263
FTA SCC 60 ROW	0		\$	26.23%	\$0	\$0
FTA SCC 70 VEHICLES	0		\$	26.23%	\$0	\$0
FIRST/LAST MILE PROGRAM	0		\$	26.23%	\$0	\$0
RECOMMENDED TOTAL PROJECT BUDGET COST					\$7,000,000	

- NOTES:**
- 1 - Depending on your project submittal stage, some of these soft costs may have been spent up to date
 - 2 - Excluding costs for EIR/EIS Planning & Artwork
 - 3 - Includes _-years escalation from 2022 to 2026, compounded at 3.5%



METRO ESTIMATING

Rough Order of Magnitude (ROM) Cost Estimate

Project: Metro Van Nuys Corridor Rapidway
 Location: Sherman Way Station

Prepared By: KOA Corporation
 Date: 12/17/2019

Total Project Budget Cost (Sample)

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
FTA SCC 10-50 CONSTRUCTION COSTS					
Projects for Pedestrians	1.0	Ls	\$	5,761,126	\$5,761,126
Projects for Wheels	1.0	Ls	\$	10,497,500	\$10,497,500
Metro Factor	\$16,258,626		\$	5%	\$812,931
Construction Sub-Total					\$17,071,557
FTA SCC 80 SOFT COSTS					
EIR/EIS Planning	17,071,557		\$	0.0%	\$0
Artwork	17,071,557		\$	0.0%	\$0
Preliminary Engineering	17,071,557		\$	4.8%	\$816,000
Final Design Services	17,071,557		\$	13.0%	\$2,220,000
Project Management for Design and Construction	17,071,557		\$	10.0%	\$1,708,000
Construction Administration and Management	17,071,557		\$	4.8%	\$817,000
Professional Liability & Other Non-Construction Insurance	17,071,557		\$	0.003%	\$1,000
Legal, Permits, Review Fees by other Agencies, Cities and etc.	17,071,557		\$	3.7%	\$636,000
Surveys, Testing, Investigation and Inspection	17,071,557		\$	0.2%	\$26,000
Startup	17,071,557		\$	1.6%	\$279,000
Project Cost Sub-Total					\$6,503,000
Project Cost					\$25,932,557
FTA SCC 90 PROJECT CONTINGENCY					
Unallocated	23,574,557		\$	10%	\$2,358,000
Project Cost					\$25,932,557
ESCALATION					
2026 Cost	25,932,557		\$	14.75%	\$3,826,000
Sub-Total					\$29,758,557
FTA SCC 60 ROW					
FTA SCC 70 VEHICLES					
FIRST/LAST MILE PROGRAM					
RECOMMENDED TOTAL PROJECT BUDGET COST					\$30,000,000

- NOTES:**
- 1 - Depending on your project submittal stage, some of these soft costs may have been spent up to date
 - 2 - Excluding costs for EIR/EIS Planning & Artwork
 - 3 - Includes _-years escalation from 2022 to 2026, compounded at 3.5%



METRO ESTIMATING

Rough Order of Magnitude (ROM) Cost Estimate

Project: Metro Van Nuys Corridor Rapidway
 Location: Vanowen Station

Prepared By: KOA Corporation
 Date: 12/17/2019

Total Project Budget Cost (Sample)

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
FTA SCC 10-50 CONSTRUCTION COSTS					
Projects for Pedestrians	1.0	Ls	\$ 2,994,268		\$3,274,268
Projects for Wheels	1.0	Ls	\$ 49,760		\$49,760
Metro Factor	\$3,324,028		5%	\$166,201	
Construction Sub-Total					\$3,490,229
FTA SCC 80 SOFT COSTS					
EIR/EIS Planning	3,490,229		\$ 0.0%	\$0	
Artwork	3,490,229		\$ 0.0%	\$0	
Preliminary Engineering	3,490,229		\$ 4.8%	\$167,000	
Final Design Services	3,490,229		\$ 13.0%	\$454,000	
Project Management for Design and Construction	3,490,229		\$ 10.0%	\$350,000	
Construction Administration and Management	3,490,229		\$ 4.8%	\$167,000	
Professional Liability & Other Non-Construction Insurance	3,490,229		\$ 0.003%	\$1,000	
Legal, Permits, Review Fees by other Agencies, Cities and etc.	3,490,229		\$ 3.7%	\$130,000	
Surveys, Testing, Investigation and Inspection	3,490,229		\$ 0.2%	\$6,000	
Startup	3,490,229		\$ 1.6%	\$57,000	
Project Cost Sub-Total					\$1,332,000
					\$4,822,229
FTA SCC 90 PROJECT CONTINGENCY					
Unallocated	4,822,229		\$ 10%	\$483,000	
Project Cost					\$5,305,229
ESCALATION					
2026 Cost	5,305,229		\$ 14.75%	\$783,000	
Sub-Total					\$6,088,229
FTA SCC 60 ROW					
					\$0
FTA SCC 70 VEHICLES					
					\$0
FIRST/LAST MILE PROGRAM					
					\$0
RECOMMENDED TOTAL PROJECT BUDGET COST					\$6,000,000

- NOTES:**
- 1 - Depending on your project submittal stage, some of these soft costs may have been spent up to date
 - 2 - Excluding costs for EIR/EIS Planning & Artwork
 - 3 - Includes _-years escalation from 2022 to 2026, compounded at 3.5%



METRO ESTIMATING

Rough Order of Magnitude (ROM) Cost Estimate

Project: Metro Van Nuys Corridor Rapidway
 Location: Victory Station

Prepared By: KOA Corporation
 Date: 12/17/2019

Total Project Budget Cost (Sample)

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
FTA SCC 10-50 CONSTRUCTION COSTS					
Projects for Pedestrians	1.0	Ls	\$	2,607,530	\$2,607,530
Projects for Wheels	1.0	Ls	\$	1,236,130	\$1,236,130
Metro Factor	\$3,843,660		\$	5%	\$192,183
Construction Sub-Total					\$4,035,843
FTA SCC 80 SOFT COSTS					
EIR/EIS Planning	4,035,843		\$	0.0%	\$0
Artwork	4,035,843		\$	0.0%	\$0
Preliminary Engineering	4,035,843		\$	4.8%	\$193,000
Final Design Services	4,035,843		\$	13.0%	\$525,000
Project Management for Design and Construction	4,035,843		\$	10.0%	\$404,000
Construction Administration and Management	4,035,843		\$	4.8%	\$193,000
Professional Liability & Other Non-Construction Insurance	4,035,843		\$	0.003%	\$1,000
Legal, Permits, Review Fees by other Agencies, Cities and etc.	4,035,843		\$	3.7%	\$151,000
Surveys, Testing, Investigation and Inspection	4,035,843		\$	0.2%	\$7,000
Startup	4,035,843		\$	1.6%	\$66,000
Project Cost Sub-Total					\$1,540,000
					38%
FTA SCC 90 PROJECT CONTINGENCY					\$5,575,843
Unallocated	5,575,843		\$	10%	\$558,000
Project Cost					\$6,133,843
ESCALATION					
2026 Cost	6,133,843		\$	14.75%	\$905,000
Sub-Total					\$7,038,843
					1.0 RM
					\$7 Parametric \$ Comp
FTA SCC 60 ROW					\$0
FTA SCC 70 VEHICLES					\$0
FIRST/LAST MILE PROGRAM					\$0
RECOMMENDED TOTAL PROJECT BUDGET COST					\$7,000,000

- NOTES:**
- 1 - Depending on your project submittal stage, some of these soft costs may have been spent up to date
 - 2 - Excluding costs for EIR/EIS Planning & Artwork
 - 3 - Includes _-years escalation from 2022 to 2026, compounded at 3.5%



METRO ESTIMATING

Rough Order of Magnitude (ROM) Cost Estimate

Project: Metro Van Nuys Corridor Rapidway
 Location: Van Nuys - Metro Orange Line Station

Prepared By: KOA Corporation
 Date: 12/17/2019

Total Project Budget Cost (Sample)

ITEM DESCRIPTION	QTY	UNIT	AMOUNT		TOTAL AMOUNT
			Unit Cost	Amount	Amount
FTA SCC 10-50 CONSTRUCTION COSTS					
Projects for Pedestrians	1.0	Ls	\$	3,600,716	\$3,600,716
Projects for Wheels	1.0	Ls	\$	5,515,120	\$5,515,120
Metro Factor				5%	\$455,792
Construction Sub-Total					\$9,571,628
FTA SCC 80 SOFT COSTS					
EIR/EIS Planning	9,571,628		\$	0.0%	\$0
Artwork	9,571,628		\$	0.0%	\$0
Preliminary Engineering	9,571,628		\$	4.8%	\$458,000
Final Design Services	9,571,628		\$	13.0%	\$1,245,000
Project Management for Design and Construction	9,571,628		\$	10.0%	\$958,000
Construction Administration and Management	9,571,628		\$	4.8%	\$458,000
Professional Liability & Other Non-Construction Insurance	9,571,628		\$	0.003%	\$1,000
Legal, Permits, Review Fees by other Agencies, Cities and etc.	9,571,628		\$	3.7%	\$357,000
Surveys, Testing, Investigation and Inspection	9,571,628		\$	0.2%	\$15,000
Startup	9,571,628		\$	1.6%	\$157,000
Project Cost Sub-Total					38%
					\$3,649,000
					\$13,220,628
FTA SCC 90 PROJECT CONTINGENCY					
Unallocated	13,220,628		\$	10%	\$1,323,000
Project Cost					\$14,543,628
ESCALATION					
2026 Cost	14,543,628		\$	14.75%	\$2,146,000
Sub-Total					1.0 RM
					\$17 Parametric \$ Comp
					\$16,689,628
FTA SCC 60 ROW	0		\$	26.23%	\$0
FTA SCC 70 VEHICLES	0		\$	26.23%	\$0
FIRST/LAST MILE PROGRAM	0		\$	26.23%	\$0
RECOMMENDED TOTAL PROJECT BUDGET COST					\$17,000,000

- NOTES:**
- 1 - Depending on your project submittal stage, some of these soft costs may have been spent up to date
 - 2 - Excluding costs for EIR/EIS Planning & Artwork
 - 3 - Includes _-years escalation from 2022 to 2026, compounded at 3.5%

Appendix A - Projects for Pedestrians Cost Breakdown

East San Fernando Valley Transit Corridor – FLM Planning

Appendix A – Projects for Pedestrians Cost Breakdown

Pedestrian Lighting Cost /Mile					Assumptions
Item	Quantity	Units	Cost	Total	
Pedestrian Lighting	45	EA	\$ 4,000	\$ 180,000	1. Pedestrian lighting spacing at 120'. 2. Cost includes pedestrian lighting on both sides of street based on length of the proposed segment.
SL Pull Boxes	45	EA	\$ 600	\$ 27,000	
1.5" Conduit	6000	LF	\$ 25	\$ 150,000	
Wires & Cables	6000	LF	\$ 1	\$ 6,000	
10 % Damages/Repair	1	LS	\$ 36,300	\$ 36,300	
Total				\$ 399,300	

SL/Roadway Lighting Cost/Mile					
Item	Quantity	Units	Cost	Total	
Street Light & Foundation	45	EA	\$ 5,000	\$ 225,000	1. Street lighting spacing at 120'. 2. Cost includes street lighting on both sides of street based on length of the proposed segment.
SL Pull Boxes	45	EA	\$ 600	\$ 27,000	
1.5" Conduit	6000	LF	\$ 25	\$ 150,000	
Wires & Cables	6000	LF	\$ 2	\$ 12,000	
10 % Damages/Repair	1	LS	\$ 41,400	\$ 41,400	
Total				\$ 455,400	

Street Trees Cost/Mile					
Item	Quantity	Units	Cost	Total	
Tree	170	LS	\$ 500	\$ 85,000	1. Street tree spacing at 30'. 2. Cost includes street trees on both sides of street based on length of the proposed segment.
Tree Well	170	LS	\$ 100	\$ 17,000	
Water Maintenance	1	LS	\$ 55,000	\$ 55,000	
Total				\$ 157,000	

Curb Extensions (Per Corner)					
Item	Quantity	Units	Cost	Total	
Catch Basin	2	EA	\$ 10,000	\$ 20,000	1. Includes demolition and construction of curb extension.
Signing & Striping	1	EA	\$ 5,000	\$ 5,000	
Curb Extension	1	EA	\$ 70,000	\$ 70,000	
Total				\$ 95,000	

Curb Extension at Signalized Intersection (Per Corner)					
Item	Quantity	Units	Cost	Total	
Full Curb Extension	1	EA	\$ 70,000	\$ 70,000	1. Includes demolition and construction of curb extension. 2. Signal work includes new signal poles, foundations, equipment, pull boxes, and conduit.
Signal Mod	1	EA	\$ 100,000	\$ 100,000	
Catch Basin	2	EA	\$ 10,000	\$ 20,000	
Signing & Striping	1	EA	\$ 5,000	\$ 5,000	
Total				\$ 195,000	

Reconfiguration of Mid-Size Intersection				
Item	Quantity	Units	Cost	Total
Reconfiguration of Intersection	1	LS	\$ 1,500,000	\$ 1,500,000
Total				\$ 1,500,000

East San Fernando Valley Transit Corridor – FLM Planning

Appendix A – Projects for Pedestrians Cost Breakdown

Reconfiguration of Major Intersection

Item	Quantity	Units	Cost	Total
Reconfiguration of Intersection	1	LS	\$ 2,000,000	\$ 2,000,000
Total				\$ 2,000,000

Pedestrian Bridge

Item	Quantity	Units	Cost	Total
Pedestrian Bridge	1	EA	\$ 600,000	\$ 600,000
Total				\$ 600,000

Bus Improvements

Item	Quantity	Units	Cost	Total
Bus Pad	1	EA	\$ 20,000	\$ 20,000
Bus Shelter	1	EA	\$ 10,000	\$ 10,000
Bench	1	EA	\$ 2,300	\$ 2,300
Trash Can	1	EA	\$ 800	\$ 800
Sign & Sign Post	1	EA	\$ 500	\$ 500
Total				\$ 33,600

1. Includes demolition and construction of bus pad. Bus pad size per LABOE standards at 90'x12'x8"

Pedestrian Activated Beacon

Item	Quantity	Units	Cost	Total
Pedestrian Activated Flashing Beacon	1	EA	\$ 30,000	\$ 30,000
Total				\$ 30,000

1. Rectangular Rapid Flashing Beacon or In-Roadway Warning Light system.

Hawk Signal

Item	Quantity	Units	Cost	Total
Hawk Signal	1	EA	\$ 200,000	\$ 200,000
Total				\$ 200,000

ADA Ramps

Item	Quantity	Units	Cost	Total
ADA Ramps	1	EA	\$ 6,000	\$ 6,000
Total				\$ 6,000

1. Includes demolition and construction of new curb ramp. Cost covers standard curb ramps per APWA, Caltrans, or LABOE. Cost also covers any custom curb ramps that may be needed.

Fire Hydrant Relocation

Item	Quantity	Units	Cost	Total
Fire Hydrant Relocation	1	EA	\$ 10,000	\$ 10,000
Total				\$ 10,000

1. Includes demolition and construction of new fire hydrant and service lateral.

Sidewalk Repair

Item	Quantity	Units	Cost	Total
1 SF	1	SF	\$ 50	\$ 50
Total				\$ 50

1. Includes demolition and construction of 4" thick PCC over 3" CMB.
2. 10' sidewalk width.

East San Fernando Valley Transit Corridor – FLM Planning
Appendix A – Projects for Pedestrians Cost Breakdown

Speed Humps

Item	Quantity	Units	Cost	Total
AC speed hump	5	TON	\$ 125	\$ 625
Demo	36	CY	\$ 100	\$ 3,600
8" AC Pavement	24	TON	\$ 125	\$ 3,000
CMB	28	CY	\$ 35	\$ 980
Pvnt Mkg	56	SF	\$ 3	\$ 168
Sign	4	EA	\$ 300	\$ 1,200
Post	2	EA	\$ 200	\$ 400
Total				\$ 9,973

1. Includes demo and construction of existing pavement section withing speed hump footprint.

Traffic Circle Residential

Item	Quantity	Units	Cost	Total
Traffic Circle Residential	1	EA	\$ 80,000	\$ 80,000
Total				\$ 80,000

1. Includes demolition and construction of traffic circle.

Crosswalks

Item	Quantity	Units	Cost	Total
Residential	70	EA	\$ 3,000	\$ 210,000
Arterial	10	EA	\$ 7,000	\$ 70,000
Total				\$ 280,000

1. KOA determined the cost at two sample stations and developed an average cost per intersection in residential neighborhoods and arterial streets.

New Traffic Signals

Item	Quantity	Units	Cost	Total
Major-Major Intersection	1	EA	\$ 500,000	\$ 500,000
Major-Minor Intersection	1	EA	\$ 300,000	\$ 300,000

East San Fernando Valley Transit Corridor – FLM Planning Projects for Pedestrians

SYLMAR / SAN FERNANDO STATION - Projects for Pedestrians				Pedestrian Lighting	Street Lighting	Suffill Lighting	Street Trees	Curb Extensions - Unsignalized Intersections	Curb Extension - Signalized Intersections	Reconfiguration of the Roadway / Mid - Size	Reconfiguration of the Roadway / Major	Bus Improvements	Pedestrian Activated Beacon	ADA Ramp	Sidewalk Repair	Speed Humps	Single Wayfinding & Trail Blazing	Traffic Circle/ Residential	Crosswalk/ Local	Crosswalk/ Arterial	Traffic Signal Major/ Major	Traffic Signal Major/ Minor	Subtotal			
#	Project Type	Location	Cross Street/Limits	Description	Community Priority/ Count	Assumptions/Comments	\$ 399,800	\$ 455,400	\$ 6,000	\$ 157,000	\$ 95,000	\$ 195,000	\$ 1,000,000	\$ 2,000,000	\$ 33,600	\$ 96,000	\$ 6,000	\$ 0	\$ 9,975	\$ 25,000	\$ 80,000	\$ 3,000	\$ 7,000	\$ 500,000	\$ 300,000	Total
Projects on San Fernando Rd (Primary/Secondary)																										
1	Signalized crossing	San Fernando Rd	At Truman St and Bleeker St	Intersection reconfiguration	7																					\$2,000,000
2	Street trees	San Fernando Rd	From Oro Grande St to Huntington St	Infill shade trees	4			\$273,180																		\$273,180
3	Signalized crossing	San Fernando Rd	At Huntington St and S Lazard St	*Huntington St project is not included in Projects for Wheelchairs. Lazard St project is included in Projects for Wheelchairs. See Safe and Active Streets Plan 2017.	5	Cost for San Fernando Rd & Huntington St only																				\$500,000
4	Pedestrian lights	San Fernando Rd	Hubbard St to Huntington St	Illuminate roadway			\$183,678																			\$183,678
5	Street lights	San Fernando Rd	Bleeker St to Hubbard St	Illuminate roadway	3			\$154,836																		\$154,836
6	Accessible sidewalks	San Fernando Rd	Segment south of Bleeker St		2	Assume a 10' wide sidewalk and repair includes 300' north of Bleeker.									\$640,000											\$640,000
Subtotal																										
Projects on Hubbard St / N Hubbard Ave (Primary)																										
7	Street trees	Hubbard St/ N Hubbard Ave	From Laurel Canyon Blvd to Herrick St / 5th St	Infill shade trees	6			\$389,360																		\$389,360
8	Pedestrian lights	Hubbard St/ N Hubbard Ave	From Jackson Ave to 4th St	Add lighting 1/4 mile from station	5		\$479,160																			\$479,160
9	Curb extensions	Hubbard St/ N Hubbard Ave	At First St, 2nd St	Reduce curb cut to slow down vehicles *See Safe and Active Streets Plan 2017	3	Two curb extensions at Hubbard St & First St; Three curb extensions at Hubbard St & 2nd St per Safe and Active Streets Plan			\$975,000																	\$975,000
10	Bus stop improvements	Hubbard St/ N Hubbard Ave	Truman St and First St and Modugno Dr	4 total	3							\$134,400														\$134,400
11	Curb extensions	Hubbard St/ N Hubbard Ave	4th St	Reduce curb cut to slow down vehicles *See Safe and Active Streets Plan 2017	3	Three curb extensions at Hubbard St & 4th St per Safe and Active Streets Plan			\$585,000																	\$585,000
Subtotal																										
Projects on San Fernando/Frank Modugno Dr/First St (Primary)																										
12	Pedestrian lights	Frank Modugno Dr/ First St	From Sayre to Orange Grove	Add lighting 1/4 mile from station	4		\$391,314																			\$391,314
13	Street lights	San Fernando Rd	Segment NW of Sayre St and segment NW of Astoria	Illuminate roadway	3			\$227,700																		\$227,700
14	Street trees	San Fernando Rd/ Modugno Dr/First St	From Oro Grande St to Huntington St	Infill shade trees	7			\$273,180																		\$273,180
15	ADA access ramps	First St	Huntington St	2 Total	1									\$12,000												\$12,000
16	Curb extensions	San Fernando Rd	Astoria St	Reduce curb cut to slow down vehicles	0	Assuming Curb extensions are along San Fernando Road			\$190,000																	\$190,000
Subtotal																										
Projects on Astoria St (Secondary)																										
17	ADA access ramps	Astoria St	At El Dorado Ave	1 total across Astoria St	2									\$6,000												\$6,000
18	Residential traffic calming	Astoria St	From San Fernando Rd to Bradley Ave		1	Assume 4 Speed Humps										\$39,892										\$39,892
19	Street trees	Astoria St	From Bleeker St to Bradley Ave	Infill shade trees	0			\$147,580																		\$147,580
20	Street lights	Astoria St	San Fernando Rd to Bradley Ave	Illuminate roadway	0		\$245,916																			\$245,916
Subtotal																										
Projects on Orange Grove Ave (Secondary)																										
21	Street trees	Orange Grove Ave	From First St to 4th St	Infill shade trees	2			\$72,220																		\$72,220
22	Residential traffic calming	Orange Grove Ave	2nd St	*See Safe and Active Streets Plan 2017	1	Cost for Traffic Circle													\$80,000							\$80,000
23	Residential traffic calming	Orange Grove Ave	4th St	*Not included in Projects for Wheelchairs. Speed humps not permitted on arterial streets, consider curb extensions or traffic circles	1	Cost for Traffic Circle													\$80,000							\$80,000
Subtotal																										
Projects on Bradley Ave/4th St (Secondary)																										
24	Street trees	Bradley Ave	From Aztec St to Astoria	Infill shade trees	0			\$144,440																		\$144,440
25	Street lights	Bradley Ave	Astoria St to Hubbard St	Illuminate roadway	0		\$241,362																			\$241,362
26	Residential traffic calming	Bradley Ave	From Astoria St to Huntington St	*See Projects for Wheelchairs	0																					\$0
Subtotal																										
Projects on Bleeker St (Secondary)																										
27	Street trees	Bleeker St	Astoria St to Hubbard St	Infill shade trees	2			\$166,420																		\$166,420
28	ADA access ramps	Bleeker St	At Buckeye Ave	1 total	0									\$18,000												\$18,000
Subtotal																										
Allowances																										
	Continental crosswalks	Within 1/2 mile radius			0														\$210,000	\$70,000						\$280,000
	Wayfinding & Trailblazing	Within 1/2 mile radius			0												\$25,000									\$25,000
Subtotal																										
IMPROVEMENTS SUBTOTAL																										
																										\$8,955,638

East San Fernando Valley Transit Corridor – FLM Planning Projects for Pedestrians

MACLAY STATION - Projects for Pedestrians				Pedestrian Lighting	Street Lighting	Soft Lighting	Street Trees	Curb Extensions - Unsignalized Intersections	Curb Extension - Signalized Intersections	Reconfiguration of the Roadway - Mid - Size	Reconfiguration of the Roadway - Major	Bus Improvements	Pedestrian Activated Beacon	ADA Ramp	Fire Hydrant Relocation	Sidewalk Repair	Speed Humps	Signage Wayfinding & Trail Blazing	Traffic Circle/Residential	Crosswalks/Local	Crosswalks/Arterial	Traffic Signal Major/Minor	Traffic Signal Major/Minor	Subtotal					
#	Project Type	Location	Cross Street/Limits	Description	Community Priority/Count	Assumptions/Comments	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$					
							399,300	455,400	6,000	157,000	95,000	195,000	1,500,000	2,000,000	33,600	30,000	6,000	10,000	50	9,973	25,000	80,000	3,000	7,000	500,000	300,000	Total		
Projects on Truman St (Secondary)																													
1	Bus stop improvements	Truman St	At Maclay Ave and Brand Blvd	3 total	10																						\$100,800		
2	Opportunity site	Truman St	Truman St to 1st St	*Add pedestrian connection to Mission City Trail across Memorial Trunks from Truman St. Crossing TBD needs coordination with grade-crossing	5																						\$40,000		
3	Accessible sidewalks	Truman St	Kalisher St to Jessie St			Widen SW, narrow driveway assuming 10' sidewalk on one side of street																					\$1,411,500		
4	Street trees	Truman St	From Huntington St to La Rue St	infill shade trees	2					\$282,460																	\$282,460		
Subtotal																													
Projects on San Fernando Rd (Primary)																													
5	Pedestrian lights	San Fernando Rd	From San Fernando Mission Blvd to Brand Blvd	Add lighting 1/4 mile from station	3		\$191,664																					\$191,664	
6	Street trees	San Fernando Rd	From Huntington St to Wolfkill St	infill shade trees	3					\$232,360																		\$232,360	
7	Signalized crossing	San Fernando Rd	At Kalisher St	Pedestrian activated signal. *Not included in Projects for Wheels	2	Pedestrian Flashing Beacon								\$30,000														\$30,000	
8	ADA access ramps	San Fernando Rd	At Kalisher St	1 total	1																							\$6,000	
Subtotal																													
Projects on 4th St (Secondary)																													
9	Residential traffic calming	4th St	At Harding Ave	*See Safe and Active Streets Plan 2017	3	Cost for Traffic Circle																						\$80,000	
10	Curb extension	4th St	At Maclay Ave and Alexander St	*See Safe and Active Streets Plan 2017	2				\$475,000	\$385,000																		\$1,060,000	
11	Residential traffic calming	4th St	From Huntington St to Jessie St	*See Projects for Wheels	1																							\$0	
12	Street trees	4th St	From Harding Ave to Brand Blvd	infill shade trees	1					\$119,320																		\$119,320	
13	Residential traffic calming	4th St	At Jessie St	*See Safe and Active Streets Plan 2017	0	Cost for Traffic Circle per Safe and Active Streets Plan																						\$80,000	
Subtotal																													
Projects on Maclay Ave (Primary)																													
14	Pedestrian lights	Maclay Ave	From Hollister St to 4th St	Add lighting 1/4 mile from station	6		\$455,202																					\$455,202	
15	Street trees	Maclay Ave	From Hollister St to San Fernando Rd		6					\$56,520																			\$56,520
Subtotal																													
Projects on Wolfkill St/Jessie St (Secondary)																													
16	Residential traffic calming	Jessie St	At Pico St	*See Projects for Wheels, add mixed-use path	4																							\$0	
17	Street trees	Wolfkill St/Jessie St	From Pico St to 3rd St	infill shade trees	3					\$116,180																			\$116,180
18	Curb extension	Wolfkill St	At 3rd St	*See Safe and Active Streets Plan 2017	1	Two curb extensions per Safe and Active Streets Plan				\$190,000																		\$190,000	
Subtotal																													
Projects on Brand Blvd (Primary)																													
19	Pedestrian lights	Brand Blvd	From Hollister St to 4th St	Add lighting 1/4 mile from station	6		\$455,202																					\$455,202	
20	Curb extension	Brand Blvd	At 1st	*See Safe and Active Streets Plan 2017	3	Assume one curb extension								\$95,000														\$95,000	
21	Curb extension	Brand Blvd	At Hollister St, Coronel St, Pico St, Cels St	*See Safe and Active Streets Plan 2017	2	Two curb extensions at each location and traffic signal equipment				\$190,000	\$1,170,000																	\$1,360,000	
22	Curb extension	Brand Blvd	At Library St	*See Safe and Active Streets Plan 2017	0	Three curb extensions per Safe & Active Streets Plan				\$285,000																		\$285,000	
Subtotal																													
Projects on First St (Primary)																													
23	Pedestrian lights	First St	From Alexander St to Brand Blvd	Add lighting 1/4 mile from station	2		\$215,622																					\$215,622	
24	Curb extension	First St	At Harding Ave	*See Safe and Active Streets Plan 2017	0	1. Intersection/Assuming 2 curb extensions					\$190,000																		\$190,000
Subtotal																													
Projects on Harding Ave (Secondary)																													
25	Street trees	Harding Ave	From 1st St to 4th St	infill shade trees	1					\$69,080																			\$69,080
Subtotal																													
Projects on San Fernando Rd/ Mission Blvd (Secondary)																													
26	Street trees	San Fernando Road (Mission Blvd)	Mott St to San Fernando Rd	infill shade trees	2					\$122,460																			\$122,460
Subtotal																													
Projects on Hollister St (Secondary)																													
27	ADA access ramps	Hollister St	At Carlisle St	1 total	2	Assume relocation of Fire Hydrant																						\$14,000	
Subtotal																													
Allowances																													
	Crosswalks	Within 1/2 mile radius																										\$280,000	
	Wayfinding & Trailblazing	Within 1/2 mile radius																										\$25,000	
Subtotal																													
IMPROVEMENTS SUBTOTAL																													
																											\$7,583,510		

East San Fernando Valley Transit Corridor – FLM Planning Projects for Pedestrians

VAN NUYS/SAN FERNANDO STATION - Projects for Pedestrians				Pedestrian Lighting	Street Lighting	Soffit Lighting	Street Trees	Traffic Signal Equipment/Corner	Curb Extensions - Unsignalized Intersections	Curb Extensions - Signalized Intersections	Reconfiguration of the Roadway Mid size	Reconfiguration of the Roadway Major	Bus Improvements	Pedestrian Activated Beacon	ADA Ramp	Fire Hydrant Relocation	Sidewalk Repair	Speed Humps	Signage Wayfinding & Trail Blazing	Traffic Circle /Residential	Crosswalks/ Local	Crosswalks/ Arterial	Traffic Signal Major / Major	Traffic Signal Major / Minor	Major / 300,000	Subtotal	
#	Project Type	Location	Cross Street/Limits	Description	Assumptions/Comments	Mile	Mile	EA	Mile	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	Total	
Projects for Pedestrians on San Fernando Rd (Primary)																											
1	Street trees	San Fernando Rd	From Filmore St to Pierce St	Infill shade trees					\$ 166,420																	\$ 166,420	
2	Bus stop improvements	San Fernando Rd	Van Nuys Blvd	4 total										\$ 134,400												\$ 134,400	
3	Pedestrian lights	San Fernando Rd	Filmore St to Pierce St	Add lighting 1/4 mile from station		\$ 211,629																				\$ 211,629	
4	Accessible sidewalk	San Fernando Rd	Segment south of Filmore St														\$ 97,500									\$ 97,500	
Subtotal																											
Projects for Pedestrians on Van Nuys Blvd (Primary)																											
5	Street trees	Van Nuys Blvd	From Norris Ave to Kewen Ave	Infill shade trees					\$ 260,620																	\$ 260,620	
6	Pedestrian lights	Van Nuys Blvd	Kewen to Norris	Add lighting 3/8 mile from station		\$ 662,838																				\$ 662,838	
Subtotal																											
Projects for Pedestrians on Telfair Ave (Secondary)																											
7	Residential traffic calming	Telfair Ave	Van Nuys Ave to Pierce St	*See Projects for Wheels																						\$0	
8	Continental crosswalk	Telfair Ave	Pinney St																			\$ 7,000				\$ 7,000	
9	ADA access ramps	Telfair Ave	Pinney St	1 total	Relocation of Man Hole within Ramp										\$ 12,000											\$ 12,000	
10	Street lights	Telfair Ave	From Van Nuys Blvd to Terra Bella St	Illuminate roadway			\$ 241,362																			\$ 241,362	
Subtotal																											
Projects for Pedestrians on El Dorado St (Secondary)																											
11	Continental crosswalk	El Dorado St	Pinney St																			\$ 6,000				\$ 6,000	
12	Street lights	El Dorado St	From Pierce St to Terra Bella St	Illuminate roadway			\$ 236,808																			\$ 236,808	
Subtotal																											
Projects for Pedestrians on Pierce St (Secondary)																											
13	ADA access ramps	Pierce St	Telfair Ave, El Dorado Ave & Ilex Ave	3 total	Assuming 5 ADA ramps and no Street Trees										\$ 30,000											\$ 30,000	
14	Street lights	Pierce St	Kewen Ave to Ilex Ave	Add lighting 1/4 mile from station			\$ 136,620																			\$ 136,620	
Subtotal																											
Projects for Pedestrians on Bradley Ave (Secondary)																											
15	Residential traffic calming	Bradley Ave	From Filmore St to Pinney St	*See Projects for Wheels																						\$0	
Subtotal																											
Projects for Pedestrians on Filmore St (Secondary)																											
16	ADA access ramps	Filmore St	Kewen Ave, Tamarack Ave & El Dorado Ave	3 total	Assuming 5 ADA ramps										\$ 30,000											\$ 30,000	
Subtotal																											
Allowances																											
	Crosswalks	Within 1/2 mile radius																				\$ 210,000	\$ 70,000			\$ 280,000	
	Wayfinding & Trailblazing	Within 1/2 mile radius																	\$ 25,000							\$ 25,000	
Subtotal																											
IMPROVEMENTS SUBTOTAL																											
																											\$ 2,538,197

East San Fernando Valley Transit Corridor – FLM Planning Projects for Pedestrians

LAUREL CANYON STATION - Project for Pedestrians				Pedestrian Lighting	Street Lighting	Soffit Lighting	Street Trees	Traffic Signal Equipment/Corner	Curb Extensions - Unsignalized Intersections	Curb Extensions - Signalized Intersections	Reconfiguration of the Roadway Mid Size	Reconfiguration of the Roadway Major	Bus Improvements	Pedestrian Activated Beacon	ADA Ramps	Fire Hydrant Relocation	Sidewalk Repair	Speed Humps	Singage Wayfinding & Trail Blazing	Traffic Signal/Residential	Crosswalks / Local	Crosswalks / Arterial	Traffic Signal Major / Major	Traffic Signal Major / Minor	Subtotal		
#	Project Type	Location	Cross Street/Limits	Description	Assumptions/Comments	\$ 399,300	\$ 455,400	\$ 6,000	\$ 157,000	\$ 70,000	\$ 70,000	\$ 195,000	\$ 1,500,000	\$ 2,000,000	\$ 33,600	\$ 30,000	\$ 6,000	\$ 15,000	\$ 50	\$ 9,973	\$ 25,000	\$ 100,000	\$ 3,000	\$ 7,000	\$ 400,000	\$ 300,000	
Projects on Laurel Canyon Blvd (Primary)																											
1	Street trees	Laurel Canyon Blvd	Paxton St to Terra Bella St	Infill shade trees																							Total
																											\$ 339,120
2	ADA access ramps	Laurel Canyon Blvd	Carl St, Peirce St, Gager St, Gain St, Remington St	11 total	Includes the cost of traffic signal equipment for two corners																						\$ 206,000
3	ADA access ramps	Laurel Canyon Blvd	Filmore St	4 total	Includes the cost of traffic signal equipment for all corners																						\$ 304,000
4	Street lights	Laurel Canyon Blvd	Daventry St to Filmore St	illuminate roadway	Cost includes segments shown on map		\$ 86,526																				\$ 86,526
5	Street lights	Laurel Canyon Blvd	Van Nuys Blvd to Terra Bella St	illuminate roadway	Cost includes segments shown on map		\$ 241,362																				\$ 241,362
6	Pedestrian lights	Laurel Canyon Blvd	Filmore St to Pierce St	Add lighting 1/4 mile from station		\$ 219,615																					\$ 219,615
7	Accessible Sidewalk	Laurel Canyon Blvd	Van Nuys Blvd to Remington St	Provide accessible sidewalk on one side of the street														\$ 1,231,500									\$ 1,231,500
Subtotal																											\$ 2,628,123
Projects on Van Nuys Blvd (Primary)																											
8	Pedestrian lights	Van Nuys Blvd	I5 freeway underpass to Kewen Ave	Add lighting 1/4 mile from station		\$ 479,160																					\$ 479,160
9	Bus stop improvements	Van Nuys Blvd	Laurel Canyon and Haddon Ave	6 total										\$ 201,600													\$ 201,600
10	Street trees	Van Nuys Blvd	From I-5 to Kewen Ave.	Infill shade trees					\$ 175,840																		\$ 175,840
Subtotal																											\$ 856,600
Projects on Haddon Ave (Secondary)																											
11	Street lights	Haddon Ave	From Van Nuys Blvd to Gager St	illuminate roadway			\$ 150,282																				\$ 150,282
12	ADA access ramps	Haddon Ave	Filmore St	1 total											\$ 6,000												\$ 6,000
Subtotal																											\$ 156,282
Projects on Pierce St (Secondary)																											
13	ADA access ramps	Pierce St	Rincon Ave	4 total											\$ 24,000												\$ 24,000
14	Street lights	Pierce St	From Remick Ave to Kewen Ave	illuminate roadway			\$ 223,146																				\$ 223,146
Subtotal																											\$ 247,146
Projects on Filmore St (Secondary)																											
15	Accessible sidewalk	Filmore St	From I-5 Freeway tunnel to Haddon Ave	Provide accessible sidewalk on one side of the street	Assume 10' Sidewalk													\$ 1,000,000									\$ 1,000,000
Subtotal																											\$ 1,000,000
Allowances																											
	Crosswalks	Within 1/2 mile radius																				\$ 210,000	\$ 70,000				\$ 280,000
	Wayfinding & Trailblazing	Within 1/2 mile radius																	\$ 25,000								\$ 25,000
Subtotal																											\$ 305,000
IMPROVEMENTS SUBTOTAL																										\$5,193,151	

East San Fernando Valley Transit Corridor – FLM Planning Projects for Pedestrians

ARLETA STATION - Projects for Pedestrians				Pedestrian Lighting	Street Lighting	Soffit Lighting	Street Trees	Traffic Signal Equipment/Corner	Curb Extensions - Unsignalized Intersections	Curb Extensions - Signalized Intersections	Reconfiguration of the Roadway Mid Size	Reconfiguration of the Roadway Major	Bus Improvements	Pedestrian Bridge	Bridge Sidewalk Widening	Pedestrian Activated Beacon	ADA Ramps	Fire Hydrant Relocation	Sidewalk Repair	Speed Humps	Signage Wayfinding & Trail Blazing	Traffic Signal/Residential	Crosswalks / Local	Crosswalks / Arterial	Traffic Signal Major / Major	Traffic Signal Major / Minor	Subtotal																											
#	Type	Location	Cross Street/Limits	Description	Assumptions/Comments	\$ 399,300	\$ 455,400	\$ 6,000	\$ 157,000	\$ 70,000	\$ 70,000	\$ 195,000	\$ 1,500,000	\$ 2,000,000	\$ 33,600	\$ 600,000	170	\$ 30,000	\$ 6,000	\$ 15,000	50	\$ 9,973	\$ 25,000	\$ 100,000	\$ 3,000	\$ 7,000	\$ 400,000	\$ 300,000	Total																									
Projects on Van Nuys Blvd (Primary)																																																						
1	Street trees	Van Nuys Blvd	From Bordeaux Ave to I-5 Fwy	Infill shade trees					\$ 172,700																				\$172,700																									
2	Bus stop improvements	Van Nuys Blvd	Arleta Ave	4 total										\$ 134,400															\$134,400																									
3	Pedestrian lights	Van Nuys Blvd	From Bordeaux Ave to I-5 Freeway	Add lighting 1/4 mile from station		\$ 439,230																						\$439,230																										
Subtotal																												\$746,330																										
Projects on Arleta Ave/Devonshire St (Primary)																																																						
4	Pedestrian lights	Arleta Ave	From Filmore St to Pierce St	Add lighting 1/4 mile from station		\$ 439,230																							\$439,230																									
5	Street trees	Arleta Ave	Pacoima Diversion Channel to Terra Bella St	Infill shade trees				\$ 298,300																					\$298,300																									
6	Accessible sidewalk	Devonshire St	Devonshire St over Pacoima Diversion Channel	Add accessible path adjacent to Devonshire Arleta Park	Assuming widening / addition of sidewalk occurs along bridge										\$ 212,500														\$212,500																									
7	Street lights	Devonshire St	Arleta Ave NE to 1/2 mile radius	Illuminate roadway		\$ 236,808																						\$236,808																										
Subtotal																												\$1,186,838																										
Projects on Beachy Ave (Secondary)																																																						
8	Street trees	Beachy Ave	From Filmore St to Terra Bella St	Infill shade trees				\$ 251,200																					\$251,200																									
9	Street lights	Beachy Ave	From Filmore St to Woodale Ave	Illuminate roadway		\$ 91,080																							\$91,080																									
10	Street Lights	Beachy Ave	From Jouett St to Pierce St	Illuminate roadway		\$ 36,432																							\$36,432																									
Subtotal																												\$378,712																										
Projects on Pierce St (Secondary)																																																						
11	Street trees	Pierce St	From Beachy to Sharper Ave	Infill shade trees				\$ 157,000																					\$157,000																									
12	Street lights	Pierce St	From Arleta Ave to Barteo Ave	Illuminate roadway		\$ 59,202																							\$59,202																									
Subtotal																												\$216,202																										
Projects on Filmore St (Secondary)																																																						
13	ADA access ramps	Filmore St	Patrick Ave	1 total across Filmore St													\$ 6,000												\$6,000																									
14	Street lights	Filmore St	From Lev Ave to I-5 Freeway	Illuminate roadway		\$ 81,972																							\$81,972																									
15	Opportunity site	Filmore St	Over Pacoima Diversion Canal	Add pedestrian bridge										\$ 600,000															\$600,000																									
Subtotal																												\$687,972																										
Projects on Pacoima Diversion Canal																																																						
16	Opportunity site	East Canyon Channel		Add mixed use path *See Projects for Wheels/Mobility 2035 Plan																									\$0																									
Subtotal																												\$0																										
Allowances																																																						
	Crosswalks	Within 1/2 mile radius																					\$ 210,000	\$ 70,000				\$280,000																										
	Wayfinding & Trailblazing	Within 1/2 mile radius																				\$ 25,000						\$25,000																										
Subtotal																												\$305,000																										
IMPROVEMENTS SUBTOTAL																																																						\$3,521,054

East San Fernando Valley Transit Corridor – FLM Planning Projects for Pedestrians

WOODMAN STATION - Projects for Pedestrians				Pedestrian Lighting	Street Lighting	Soffit Lighting	Street Trees	Traffic Signal Equipment/Corner	Curb Extensions - Unsignalized Intersections	Curb Extensions - Signalized Intersections	Reconfiguration of the Roadway Mid size	Reconfiguration of the Roadway Major	Bus Improvements	Pedestrian Bridge	Bridge Sidewalk Widening	Pedestrian Activated Beacon	ADA Ramps	Fire Hydrant Relocation	Sidewalk Repair	Speed Humps	Signage Wayfinding & Trailblazing	Traffic Signal/Residential	Crosswalks / Local	Crosswalks / Arterial	Traffic Signal Major / Major	Traffic Signal Major / Minor	Subtotal		
#	Project Type	Location	Cross Street/Limits	Description	Assumptions/Comments	\$ 399,300	\$ 455,400	\$ 6,000	\$ 157,000	\$ 70,000	\$ 70,000	\$ 195,000	\$ 1,500,000	\$ 2,000,000	\$ 33,600	\$ 600,000	\$ 170	\$ 30,000	\$ 6,000	\$ 15,000	\$ -	\$ 9,973	\$ 25,000	\$ 100,000	\$ 3,000	\$ 7,000	\$ 400,000	\$ 300,000	Total
Projects on Van Nuys Blvd (Primary)																													
1	Street trees	Van Nuys Blvd	From Bordeaux Avenue to Gledhill St	Infill shade trees				\$ 260,620																				\$260,620	
2	Bus stop improvements	Van Nuys Blvd	Woodman Ave	3 Total										\$ 100,800														\$100,800	
3	Pedestrian lights	Van Nuys Blvd	From Bordeaux Ave to Gledhill St	Add lighting 1/4 mile from station		\$ 662,838																						\$662,838	
4	ADA access ramps	Van Nuys Blvd	Plummer St	1 total													\$ 6,000											\$6,000	
5	Opportunity site	Van Nuys Blvd	Vesper Ave	Coordinate design/cost of new open space plaza, intersection reconfiguration						\$ 2,000,000																		\$2,000,000	
Subtotal																													
Projects on Woodman Ave (Primary)																													
6	Street trees	Woodman Ave	From Filmore St to Plummer St	Infill shade trees				\$ 188,400																				\$188,400	
7	Pedestrian lights	Woodman Ave	From Filmore St to Plummer St	Add lighting 1/4 mile from station		\$ 479,160																						\$479,160	
8	Opportunity site	Woodman Ave	Vesper Ave	Coordinate design/cost of intersection reconfiguration, residential traffic calming on Vesper Ave						\$ 1,500,000																		\$1,500,000	
9	Street lights	Woodman Ave	From Carl St to South of Plummer St	Illuminate roadway			\$ 163,944																					\$163,944	
10	Curb extensions	Woodman Ave	Plummer St	2 total	Assuming two curb extensions and traffic signal equipment					\$ 390,000																		\$390,000	
11	ADA access ramps	Woodman Ave	Filmore St	1 total													\$ 6,000											\$6,000	
Subtotal																													
Projects on Plummer St (Secondary)																													
12	Residential traffic calming	Plummer St	From Woodman Ave to Cedros Ave	Speed humps not feasible due to high traffic counts, consider curb extensions or traffic circles at 4 intersections					\$ 280,000	\$ 780,000																		\$1,060,000	
13	Signalized crossing	Plummer St	At Cedros Ave	*See Projects for Wheels																								\$0	
14	ADA access ramps	Plummer St	At Cedros Ave	*See Projects for Wheels																								\$0	
Subtotal																													
Projects on Canterbury Ave (Secondary)																													
15	Opportunity site	Canterbury Ave	From Filmore St to Remington St	*See Projects for Wheels; add mixed-use path																								\$0	
16	Street trees	Canterbury Ave	From Filmore St to Remington St	Infill shade trees				\$ 238,640																				\$238,640	
17	Street lights	Canterbury Ave	From Van Nuys Blvd to Remington St	Illuminate roadway		\$ 209,484																						\$209,484	
Subtotal																													
Projects on W Lassen St (Secondary)																													
18	Street trees	W Lassen St	From Woodman Ave to Willis Ave	Infill shade trees				\$ 72,220																				\$72,220	
19	Residential traffic calming	W Lassen St	From Woodman Ave to Willis Ave	*Not included in Projects for Wheels; Speed humps not permitted on arterial streets, consider curb extensions or traffic circles at 4 intersections	Only three intersections from Woodman Ave to Willis Ave. Cost includes two curb extensions for Woodman Ave, Natick Ave , and Willis Ave.				\$ 280,000																			\$280,000	
Subtotal																													
Projects on Vesper Ave (Secondary)																													
20	Street trees	Vesper Ave	From Woodman Ave to Van Nuys Blvd	Infill shade trees				\$ 106,760																				\$106,760	
Subtotal																													
Projects on Pierce St (Secondary)																													
21	Street lights	Pierce St	From Woodman Ave to Canterbury Ave	Illuminate roadway		\$ 122,958																						\$122,958	
Subtotal																													
Projects on Filmore St (Secondary)																													
22	ADA access ramps	Filmore St	At Bordeaux Ave	2 total													\$ 12,000											\$12,000	
Subtotal																													
Allowances																													
	Crosswalks	Within 1/2 mile radius																					\$ 210,000	\$ 70,000				\$280,000	
	Wayfinding & Trailblazing	Within 1/2 mile radius																\$ 25,000										\$25,000	
Subtotal																													
IMPROVEMENTS SUBTOTAL																													
																											\$8,164,824		

East San Fernando Valley Transit Corridor – FLM Planning Projects for Pedestrians

NORDHOFF STATION - Projects for Pedestrians				Pedestrian Lighting	Street Lighting	Soft Lighting	Street Trees	Traffic Signal Equipment/Corner	Curb Extensions - Unsignalized Intersections	Curb Extensions - Signalized Intersections	Reconfiguration of the Roadway Mid size	Reconfiguration of the Roadway Major	Bus Improvements	Pedestrian Bridge	Bridge Sidewalk Widening	Pedestrian Activated Beacon	ADA Ramps	Fire Hydrant Relocation	Sidewalk Repair	Speed Humps	Signage Wayfinding & Trail Blazing	Traffic Signal/Residential	Crosswalks / Local	Crosswalks / Arterial	Traffic Signal Major / Major	Traffic Signal Major / Minor	Subtotal																									
#	Project Type	Location	Cross Street/Limits	Description	Assumptions/Comments	\$ 399,300	\$ 455,400	\$ 6,000	\$ 157,000	\$ 70,000	\$ 70,000	\$ 195,000	\$ 1,500,000	\$ 2,000,000	\$ 33,600	\$ 600,000	170	\$ 30,000	\$ 6,000	\$ 15,000	50	\$ 9,973	\$ 25,000	\$ 100,000	\$ 3,000	\$ 7,000	\$ 400,000	\$ 300,000	Total																							
Projects on Van Nuys Blvd (Primary)																																																				
1	Bus stop improvements	Van Nuys Blvd	Nordhoff and Tupper St	6 total																								\$201,600																								
2	Street trees	Van Nuys Blvd	From Clehill St to Parthenia St	Infill shade trees			\$ 298,300																					\$298,300																								
3	Pedestrian lights	Van Nuys Blvd	From Clehill St to Parthenia St	Add lighting 1/4 mile from station		\$ 758,670																						\$758,670																								
Subtotal																												\$1,258,570																								
Projects on Nordhoff St (Primary)																																																				
4	Street trees	Nordhoff St	From Kester Ave to Woodman Ave	Infill shade trees			\$ 282,600																						\$282,600																							
5	Signalized crossing	Nordhoff St	At Wakefield Ave	*See Projects for Wheels																									\$0																							
6	Pedestrian lights	Nordhoff St	From Cedros Ave to Wakefield Ave	Add lighting 1/4 mile from station		\$ 247,566																							\$247,566																							
7	Street lights	Nordhoff St	Hazeltine Ave to Woodman Ave	Illuminate roadway			\$ 191,268																						\$191,268																							
Subtotal																												\$721,434																								
Projects on Terra Bella St (Secondary)																																																				
8	Residential traffic calming	Terra Bella St	From Nordhoff St to Woodman Ave	*Not included in Projects for Wheels	Tightening of the intersection						\$ 1,500,000																		\$1,500,000																							
9	Street lights	Terra Bella St	From Nordhoff St to Wakefield Ave	Illuminate roadway			\$ 100,188																						\$100,188																							
10	Street trees	Terra Bella St	From Nordhoff St to Woodman Ave	Infill shade trees			\$ 145,728																						\$145,728																							
11	Pedestrian lights	Terra Bella St	From Nordhoff St to Woodman Ave	Add lighting 1/4 mile from station		\$ 255,552																							\$255,552																							
12	Curb extension	Terra Bella St	At Tupper St		Tightening of the intersection at north west & south west corners				\$ 140,000																				\$140,000																							
Subtotal																												\$2,141,468																								
Projects on Rayen St (Secondary)																																																				
13	Street trees	Rayen St	From Van Nuys Blvd to Kester Ave	Infill shade trees			\$ 122,460																						\$122,460																							
14	ADA access ramps	Rayen St	At Tobias Ave and Van Nuys Blvd	4 total	Includes relocation of fire hydrant and traffic signal equipment.												\$ 24,000	\$ 15,000											\$39,000																							
Subtotal																												\$161,460																								
Projects on Parthenia St (Secondary)																																																				
15	Street trees	Parthenia St	From Van Nuys Blvd to Wakefield Ave	Infill shade trees			\$ 59,660																						\$59,660																							
Subtotal																												\$59,660																								
Projects on Cedros Ave (Secondary)																																																				
16	Accessible sidewalk	Cedros Ave	From Clehill St to Vincennes St																\$ 300,000										\$300,000																							
17	Street lights	Cedros Ave	From Tupper St to Clehill St	Illuminate roadway			\$ 72,864																						\$72,864																							
Subtotal																												\$372,864																								
Projects on Wakefield Ave (Secondary)																																																				
18	Street trees	Wakefield Ave	From Nordhoff St to Parthenia St	Infill shade trees			\$ 138,160																						\$138,160																							
Subtotal																													\$138,160																							
Projects on Tupper St (Secondary)																																																				
19	Street trees	Tupper St	From Kester Ave to Terra Bella St	Infill shade trees			\$ 194,680																						\$194,680																							
Subtotal																												\$194,680																								
Allowances																																																				
	Crosswalks	Within 1/2 mile radius																					\$ 210,000	\$ 70,000				\$280,000																								
	Wayfinding & Trailblazing	Within 1/2 mile radius																				\$ 25,000						\$25,000																								
Subtotal																												\$305,000																								
IMPROVEMENTS SUBTOTAL																																																				\$5,353,296

East San Fernando Valley Transit Corridor – FLM Planning Projects for Pedestrians

ROSCOE STATION - Projects for Pedestrians					Pedestrian Lighting	Street Lighting	Soft Lighting	Street Trees	Traffic Signal Equipment/Corner	Curb Extensions - Unsignalized Intersections	Curb Extensions - Signalized Intersections	Reconfiguration of the Roadway Mid Size	Reconfiguration of the Roadway Major	Bus Improvements	Pedestrian Bridge	Bridge Sidewalk Widening	Pedestrian Activated Beacon	ADA Ramps	Fire Hydrant Relocation	Sidewalk Repair	Landscape	Speed Humps	Signage Wayfinding & Trail Blazing	Traffic Signal/Residential Local	Crosswalks / Arterial	Crosswalks / Arterial	Traffic Signal Major / Major	Traffic Signal Major / Minor	Subtotal		
#	Project Type	Location	Cross Street/Limits	Description	Assumptions/Comments	\$ 399,300	\$ 455,400	\$ 6,000	\$ 157,000	\$ 70,000	\$ 70,000	\$ 195,000	\$ 1,500,000	\$ 2,000,000	\$ 33,600	\$ 600,000	\$ 170	\$ 30,000	\$ 6,000	\$ 15,000	\$ 50	\$ 20	\$ 9,973	\$ 25,000	\$ 100,000	\$ 3,000	\$ 7,000	\$ 400,000	\$ 300,000	Total	
Projects on Van Nuys Blvd (Primary)																															
1	Bus stop improvements	Van Nuys Blvd	Roscoe Blvd	\$ total																										\$ 168,000	
2	Pedestrian lights	Van Nuys Blvd	From Parthenia to Lorne St	Add lighting 1/4 mile from station		\$ 590,964																								\$ 590,964	
3	Street trees	Van Nuys Blvd	From Parthenia to Lorne St	Infill shade trees				\$ 232,360																						\$ 232,360	
4	Opportunity site	Van Nuys Blvd	Walmart parking lot	Obtain easement for sidewalk improvements/widening																\$ 65,750	\$ 26,300									\$ 92,050	
Subtotal																														\$ 1,083,374	
Projects on Roscoe Blvd (Primary)																															
5	Street trees	Roscoe Blvd	From Willis Ave to Lennox Avenue	Infill shade trees				\$ 163,280																						\$ 163,280	
6	Pedestrian lights	Roscoe Blvd	From Willis Ave to Wakefield	Add lighting 3/8 mile from station		\$ 535,062																								\$ 535,062	
7	Signalized crossing	Roscoe Blvd	At Wakefield Ave	*Not in Projects for Wheels																										\$ 400,000	
8	Street lights	Roscoe Blvd	From Lennox Ave to Hazeltine Ave	Illuminate roadway			\$ 273,240																							\$ 273,240	
Subtotal																														\$ 1,371,582	
Projects on Chase St (Secondary)																															
9	Street trees	Chase St	From Willis Ave to Van Nuys Blvd	Infill shade trees				\$ 113,040																						\$ 113,040	
Subtotal																															\$ 113,040
Projects on Willis Ave (Secondary)																															
10	Street lights	Willis Ave	From Lanark St to Chase St	Illuminate roadway			\$ 209,484																							\$ 209,484	
11	Street trees	Willis Ave	From Roscoe Blvd to Chase St	Infill shade trees				\$ 72,220																						\$ 72,220	
Subtotal																															\$ 281,704
Projects on Lanark St																															
12	Street trees	Lanark St	Segment east of Cedros Ave to Tilden Ave	Infill shade trees				\$ 62,800																						\$ 62,800	
13	Street lights	Lanark St	From Cedros Ave to Willis Ave	Illuminate roadway			\$ 127,512																							\$ 127,512	
Subtotal																															\$ 190,312
Projects on Parthenia St																															
14	Opportunity site	Parthenia St	At Vesper St	Intersection/median reconfiguration project; Costing TBD Coordinate with City of LA Great Streets Program																										\$ 0	
Subtotal																															\$ 0
Allowances																															
	Crosswalks	Within 1/2 mile radius																								\$ 210,000	\$ 70,000			\$ 280,000	
	Wayfinding & Trailblazing	Within 1/2 mile radius																					\$ 25,000							\$ 25,000	
Subtotal																															\$ 305,000
IMPROVEMENTS SUBTOTAL																															\$ 3,345,012

East San Fernando Valley Transit Corridor – FLM Planning Projects for Pedestrians

VAN NUYS METROLINK STATION - Projects for Pedestrians				Pedestrian Lighting	Street Lighting	Soft Lighting	Street Trees	Traffic Signal Equipment/Corner	Curb Extensions - Unsignalized Intersections	Curb Extensions - Signalized Intersections	Reconfiguration of the Roadway - Mid Size	Reconfiguration of the Roadway - Major	Bus Improvements	Pedestrian Bridge	Bridge Sidewalk Widening	Pedestrian Activated Beacon	ADA Ramps	Fire Hydrant Relocation	Sidewalk Repair	Speed Humps	Singage Wayfinding & Trail Blazing	Traffic Signal/Residential	Crosswalks / Local	Crosswalks / Arterial	Traffic Signal Major / Major	Traffic Signal Major / Minor	Subtotal
#	Project Type	Location	Cross Street/Limits	Description	Assumptions/Comments	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	Total
Projects on Van Nuys Blvd (Primary)																											
1	Street trees	Van Nuys Blvd	From Cohasset St to Lorne St	Infill shade trees																							\$226,080
2	Bus stop improvements	Van Nuys Blvd	At Keswick St and Saticoy St	4 total																							\$134,400
3	Pedestrian lights	Van Nuys Blvd	From Cohasset St to Lorne St	Add lighting 1/4 mile from station		\$ 574,992																					\$574,992
Subtotal																											
Projects on Arminta St (Secondary)																											
4	Street trees	Arminta St	From Willis Ave to Van Nuys Blvd	Infill shade trees																							\$113,040
5	Street lights	Arminta St	From Willis Ave to Van Nuys Blvd	Illuminate roadway			\$ 163,944																				\$163,944
Subtotal																											
Projects on Raymer St (Secondary)																											
6	Street trees	Raymer St	Ped Bridge to Keswick St	Infill shade trees																							\$147,580
7	Opportunity site	Raymer St	Ped Bridge	Safety enhancements	Pedestrian Activated Beacon ,crosswalks, two curb ramps.													\$ 30,000	\$ 12,000					\$ 3,000			\$45,000
Subtotal																											
Projects on Saticoy St (Secondary)																											
8	Street trees	Saticoy St	From Van Nuys Blvd to Kester Ave	Infill shade trees																							\$153,860
Subtotal																											
Projects on Covello St																											
9	Street lights	Covello St	From Van Nuys Blvd to Tyrone Ave	Illuminate roadway			\$ 109,296																				\$109,296
10	Accessible path	Covello St	From Van Nuys Blvd to Hazeltine Ave	Enhance sidewalk/pedestrian environment	Cost assumed a 5ft sidewalk.														\$ 625,000								\$625,000
Subtotal																											
Projects on Pacoima Wash																											
11	Opportunity site	Pacoima Wash	From Van Nuys Blvd to Raymer St	*See projects for wheels; add mixed use path																							\$0
Subtotal																											
Projects on Tyrone Ave (Secondary)																											
12	Street lights	Tyrone Ave	From Covello St to Cohasset St	Illuminate roadway			\$ 27,324																				\$27,324
Subtotal																											
Allowances																											
	Crosswalks	Within 1/2 mile radius																									\$280,000
	Wayfinding & Trailblazing	Within 1/2 mile radius																									\$25,000
Subtotal																											
IMPROVEMENTS SUBTOTAL																											
\$2,625,516																											

East San Fernando Valley Transit Corridor – FLM Planning Projects for Pedestrians

SHERMAN WAY STATION - Projects for Pedestrians					Pedestrian Lighting	Street Lighting	Softlighting	Street Trees	Traffic Signal Equipment/Corner	Curb Extensions - Unsignalized Intersections	Curb Extensions - Large Signalized Intersections	Reconfiguration of the Roadway Small Size	Reconfiguration of the Roadway Mid Size	Reconfiguration of the Roadway Major	Pedestrian Bridge Improvements	Pedestrian Bridge	Bridge Sidewalk Widening	Pedestrian Activated Beacon	ADA Ramps	Fire Hydrant Relocation	Sidewalk Repair	Speed Humps	Signage Wayfinding & Trail Blazing	Traffic Signal/Residential	Crosswalks / Local	Crosswalks / Arterial	Traffic Signal Major / Major	Traffic Signal Major /Minor	Subtotal																														
#	Project Type	Location	Cross Street/Limits	Description	Assumptions/Comments	\$ 399,300	\$ 455,400	\$ 6,000	\$ 157,000	\$ 70,000	\$ 70,000	\$ 195,000	\$ 500,000	\$ 1,500,000	\$ 2,000,000	\$ 33,600	\$ 600,000	\$ 170	\$ 30,000	\$ 6,000	\$ 15,000	\$ 50	\$ 9,973	\$ 25,000	\$ 100,000	\$ 3,000	\$ 7,000	\$ 400,000	\$ 300,000	Total																													
Projects on Van Nuys Blvd (Primary)																																																											
1	Street trees	Van Nuys Blvd	Pacoima Wash to Hart St	Infill shade trees				\$ 659,400																						\$659,400																													
2	Bus stop improvements	Van Nuys Blvd	Sherman Way	4 Total											\$ 134,400															\$134,400																													
3	Pedestrian lights	Van Nuys Blvd	From Pacoima Wash to Hart St	Add lighting 1/4 mile from station		\$ 471,174																								\$471,174																													
4	Opportunity site	Van Nuys Blvd	At Gault St and Sherman Cir	*Costing TBD reconfigure station access/shorten street crossing							\$ 500,000																			\$500,000																													
5	Signalized crossing	Van Nuys Blvd	Gault St	*See Projects for Wheels; Note: Signal may not be possible																								\$ 400,000		\$400,000																													
6	Street lights	Van Nuys Blvd	From Valerio St to Wyandote St				\$ 50,094																							\$50,094																													
Subtotal																														\$2,215,068																													
Projects on Sherman Way (Primary)																																																											
7	Pedestrian lights	Sherman Way	From Cedros Ave to Tyrone Ave	Add lighting 1/4 mile from station		\$ 399,300																								\$399,300																													
8	Street trees	Sherman Way	From Kester Ave to Hazeltine Ave	Infill shade trees				\$ 307,720																						\$307,720																													
9	Street lights	Sherman Way	From Kester Ave to Cedros Ave	Illuminate roadway			\$ 118,404																							\$118,404																													
Subtotal																														\$825,424																													
Projects on Hart St (Secondary)																																																											
10	Street trees	Hart St	From Cedros Ave to Van Nuys Blvd, and From Tyrone Ave to Hazeltine Ave	Infill shade trees				\$ 144,440																						\$144,440																													
11	Street lights	Hart St	From Willis Ave to Van Nuys Blvd	Illuminate roadway (combined with street lights project on Cedros Ave)			\$ 168,498																							\$168,498																													
Subtotal																														\$312,938																													
Projects on Cedros Ave (Secondary)																																																											
12	Accessible sidewalk	Cedros Ave	From Gault St to Hart St	Add accessible path on one side of the street	Shown on Map from Gault St to Hart St																									\$ 325,000																													
13	Accessible sidewalk	Cedros Ave	From Valerio St to Wyandote St	Add accessible path on one side of the street	Same as above from Gault St to Valerio St																									\$ 325,000																													
14	Street lights	Cedros Ave	From Gault St to Hart St	Illuminate roadway			\$ 109,296																							\$109,296																													
Subtotal																														\$759,296																													
Projects on Tyrone Ave (Secondary)																																																											
15	Residential traffic calming	Tyrone Ave	From Sherman Way to Hart St	*See Projects for Wheels																										\$0																													
16	Street lights	Tyrone Ave	From Sherman Way to Valerio St	Illuminate roadway			\$ 104,742																							\$104,742																													
Subtotal																														\$104,742																													
Projects on Valerio St (Secondary)																																																											
17	Street lights	Valerio St	From Cedros Ave to Hazeltine Ave	Illuminate roadway			\$ 350,658																							\$350,658																													
18	Accessible sidewalk	Valerio St	From Tyrone Ave to Hazeltine Ave	Add accessible path on one side of the street																										\$ 628,000																													
Subtotal																														\$978,658																													
Projects on Wyandote St (Secondary)																																																											
19	Accessible sidewalk	Wyandote St	Segment east of Cedros Ave	Add accessible path on one side of the street	Assume 10' sidewalk																									\$ 260,000																													
Subtotal																														\$260,000																													
Allowances																																																											
	Crosswalks	Within 1/2 mile radius																												\$280,000																													
	Wayfinding & Trailblazing	Within 1/2 mile radius																												\$25,000																													
Subtotal																														\$305,000																													
IMPROVEMENTS SUBTOTAL																																																											\$5,761,126

East San Fernando Valley Transit Corridor – FLM Planning Projects for Pedestrians

VANOWEN STATION - Projects for Pedestrians				Pedestrian Lighting	Street Lighting	Soffit Lighting	Street Trees	Traffic Signal Equipment/Corner	Curb Extensions - Unsignalized Intersections	Curb Extensions - Signalized Intersections	Reconfiguration of the Roadway Mid Size	Reconfiguration of the Roadway Major	Bus Improvements	Pedestrian Bridge	Bridge Sidewalk Widening	Pedestrian Activated Beacon	ADA Ramps	Fire Hydrant Relocation	Sidewalk Repair	Speed Humps	Singage Wayfinding & Trail Blazing	Traffic Signal/Residential	Crosswalks / Local	Crosswalks / Arterial	Traffic Signal Major / Major	Traffic Signal Major / Minor	Subtotal					
#	Project Type	Location	Cross Street/Limits	Description	Assumptions/Comments	\$	399,300 \$	455,400 \$	6,000 \$	157,000 \$	70,000 \$	70,000 \$	195,000 \$	1,500,000 \$	2,000,000 \$	33,600 \$	600,000 \$	170 \$	30,000 \$	6,000 \$	15,000 \$	50 \$	9,973 \$	25,000 \$	100,000 \$	3,000 \$	7,000 \$	400,000 \$	300,000	Total		
Projects on Van Nuys Blvd (Primary)																																
1	Pedestrian lights	Van Nuys Blvd	From Kittridge St to Hart St	Add lighting 1/4 mile from station		\$ 375,342																									\$375,342	
2	Street trees	Van Nuys Blvd	From Kittridge St to Hart St	Infill shade trees					\$ 73,790																						\$73,790	
3	Bus stop improvements	Van Nuys Blvd	Vanowen St	5 total											\$ 168,000																\$168,000	
Subtotal																															\$617,132	
Projects on Vanowen St (Primary)																																
4	Pedestrian lights	Vanowen St	From Cedros Ave to Tyrone Ave	Add lighting 1/4 mile from station		\$ 391,314																									\$391,314	
5	Street trees	Vanowen St	From Kester Ave to Hazeltine Ave	Infill shade trees					\$ 307,720																						\$307,720	
6	Street lights	Vanowen St	From Kester Ave to Hazeltine Ave	Illuminate roadway			\$ 892,584																								\$892,584	
Subtotal																															\$1,591,618	
Projects on Kittridge St (Secondary)																																
7	Street lights	Kittridge St	From Kester Ave to Hazeltine Ave	Illuminate roadway			\$ 446,292																								\$446,292	
Subtotal																																\$446,292
Projects on Cedros Ave (Secondary)																																
8	Street lights	Cedros Ave	From Kittridge St to Hart St	Illuminate roadway			\$ 214,038																								\$214,038	
Subtotal																																\$214,038
Projects at Van Nuys Rec Center																																
9	Accessible sidewalk	Van Nuys Rec Center	From Tyrone Ave to Lennox Ave	Coordinate with Rec Center to maintain access through existing pathway/cut through path																												\$0
Subtotal																																\$0
Projects on Tyrone Ave (Secondary)																																
10	Street lights	Tyrone Ave	From Vanowen St to Kittridge St	Illuminate roadway			\$ 100,188																									\$100,188
Subtotal																																\$100,188
Allowances																																
	Crosswalks	Within 1/2 mile radius																														\$280,000
	Wayfinding & Trailblazing	Within 1/2 mile radius																														\$25,000
Subtotal																																\$305,000
IMPROVEMENTS SUBTOTAL																																\$3,274,268

East San Fernando Valley Transit Corridor – FLM Planning Projects for Pedestrians

VICTORY STATION - Projects for Pedestrians				Pedestrian Lighting	Street Lighting	Soffit Lighting	Street Trees	Traffic Signal Equipment/Corner	Curb Extensions - Unsignalized Intersections	Curb Extensions - Signalized Intersections	Reconfiguration of the Roadway Mid Size	Reconfiguration of the Roadway Major	Bus Improvements	Pedestrian Bridge	Bridge Sidewalk Widening	Pedestrian Activated Beacon	ADA Ramps	Fire Hydrant Relocation	Sidewalk Repair	Speed Humps	Signage Wayfinding & Trailblazing	Traffic Signal/Residential	Crosswalks / Local	Crosswalks / Arterial	Traffic Signal Major / Major	Traffic Signal Major / Minor	Subtotal		
#	Project Type	Location	Cross Street/Limits	Description	Assumptions/Comments	\$ 399,300	\$ 455,400	\$ 6,000	\$ 157,000	\$ 70,000	\$ 70,000	\$ 195,000	\$ 1,500,000	\$ 2,000,000	\$ 33,600	\$ 600,000	170	\$ 30,000	\$ 6,000	\$ 15,000	50	9,973	\$ 25,000	\$ 100,000	\$ 3,000	\$ 7,000	\$ 400,000	\$ 300,000	Total
Projects on Van Nuys Blvd (Primary)																													
1	Bus stop improvements	Van Nuys Blvd	At Victory Blvd and Sylvan St	8 total																								\$268,800	
2	Pedestrian lights	Van Nuys Blvd	From Sylvan St to Kittridge St	Add lighting 1/4 mile from station		\$ 343,398																						\$343,398	
3	Street trees	Van Nuys Blvd	From Sylvan St to Kittridge St	Infill shade trees				\$ 135,020																				\$135,020	
Subtotal																												\$747,218	
Projects on Victory Blvd (Primary)																													
4	Pedestrian lights	Victory Blvd	From Cedros Ave to Tyrone Ave	Add lighting 1/4 mile from station		\$ 399,300																						\$399,300	
5	Street trees	Victory Blvd	From Kester Ave to Hazeltine Ave	Infill shade trees				\$ 307,720																				\$307,720	
6	Street lights	Victory Blvd	From Kester Ave to Cedros Ave From Tyrone Ave to Hazeltine Ave	Illuminate roadway		\$ 428,076																						\$428,076	
Subtotal																												\$1,135,096	
Projects on Sylvan St (Secondary)																													
7	Street trees	Sylvan St	From Vesper Ave to Van Nuys Blvd	Infill shade trees				\$ 37,680																				\$37,680	
8	Street lights	Sylvan St	Tyrone Ave to Hazeltine Ave		Assuming street lights only one side of street	\$ 113,850																						\$113,850	
Subtotal																												\$151,530	
Projects on Tyrone Ave (Secondary)																													
9	Street lights	Tyrone Ave	From Kittridge to Hamlin St Gilmore St to Sylvan St	Illuminate roadway		\$ 150,282																						\$150,282	
Subtotal																												\$150,282	
Projects on Cedros Ave (Secondary)																													
10	Street lights	Cedros Ave	From Kittridge St to Victory Blvd	Illuminate roadway		\$ 118,404																						\$118,404	
Subtotal																												\$118,404	
Allowances																													
	Crosswalks	Within 1/2 mile radius																										\$280,000	
	Wayfinding & Trailblazing	Within 1/2 mile radius																										\$25,000	
Subtotal																												\$305,000	
IMPROVEMENTS SUBTOTAL																												\$2,607,530	

East San Fernando Valley Transit Corridor – FLM Planning Projects for Pedestrians

VAN NUYS MOL STATION - Projects for Pedestrians				Pedestrian Lighting	Street Lighting	Soffit Lighting	Street Trees	Traffic Signal Equipment/Corner	Curb Extensions - Unsignalized Intersections	Curb Extensions - Signalized Intersections	Reconfiguration of the Roadway Mid Size	Reconfiguration of the Roadway Major	Bus Improvements	Pedestrian Bridge	Bridge Sidewalk Widening	Pedestrian Activated Beacon	ADA Ramps	Fire Hydrant Relocation	Sidewalk Repair	Speed Humps	Singage Wayfinding & Trail Blazing	Traffic Signal/Residential	Crosswalks / Local	Crosswalks / Arterial	Traffic Signal Major / Major	Traffic Signal Major / Minor	Subtotal																									
#	Project Type	Location	Cross Street/Limits	Description	Assumptions/Comments	\$ 399,300	\$ 455,400	\$ 6,000	\$ 157,000	\$ 70,000	\$ 70,000	\$ 195,000	\$ 1,500,000	\$ 2,000,000	\$ 33,600	\$ 600,000	\$ 170	\$ 30,000	\$ 6,000	\$ 15,000	\$ 50	\$ 9,973	\$ 25,000	\$ 100,000	\$ 3,000	\$ 7,000	\$ 400,000	\$ 300,000	Total																							
Projects on Van Nuys Blvd (Primary)																																																				
1	Bus stop improvements	Van Nuys Blvd	Bessmer St to Aetna St	2 total																								\$67,200																								
2	Street trees	Van Nuys Blvd	From Hatteras St to Sylvan St	Infill shade trees				\$ 210,380																				\$210,380																								
3	Pedestrian lights	Van Nuys Blvd	From Hatteras St to Sylvan St	Add lighting 1/4 mile from station		\$ 535,062																						\$535,062																								
Subtotal																												\$812,642																								
Projects on Tyrone Ave																																																				
4	Street trees	Tyrone Ave	From Onard St to Bessemer St	Infill shade trees				\$ 31,400																				\$31,400																								
5	Signalized crossing	Tyrone Ave	At Onard St	*See Projects for Wheels																								\$0																								
6	Residential traffic calming	Tyrone Ave	From Hatteras St to Tiara St	*See Projects for Wheels																								\$0																								
7	Street lights	Tyrone Ave	From Sylvan St to Burbank Blvd	Illuminate roadway		\$ 387,090																						\$387,090																								
Subtotal																												\$418,490																								
Projects on Bessemer St (Primary)																																																				
8	Pedestrian lights	Bessemer St	From Cedros Ave to Tyrone Ave	Add lighting 1/4 mile from station		\$ 199,650																						\$199,650																								
9	Street trees	Bessemer St	From Kester Ave to Hazeltine Ave	Infill shade trees				\$ 314,000																				\$314,000																								
Subtotal																												\$513,650																								
Projects on Hatteras St (Secondary)																																																				
10	Street lights	Hatteras St	From Kester Ave to Hazeltine Ave	Illuminate roadway			\$ 455,400																					\$455,400																								
11	Accessible sidewalks	Hatteras St	From Cedros Ave to Van Nuys Blvd	Cost includes one side of sidewalk																\$ 650,000								\$650,000																								
12	ADA access ramps	Hatteras St	At Tilden Ave	1 total																								\$6,000																								
Subtotal																												\$1,111,400																								
Projects on Cedros Ave																																																				
13	Street trees	Cedros Ave	From Delano St to Calvert St	Infill shade trees				\$ 25,120																				\$25,120																								
14	Street lights	Cedros Ave	From Calvert St to Burbank Blvd	Illuminate roadway		\$ 300,564																						\$300,564																								
Subtotal																												\$325,684																								
Projects on Delano St (Secondary)																																																				
15	Street lights	Delano St	From Tyrone Ave to Hazeltine Ave	Illuminate roadway		\$ 113,850																						\$113,850																								
Subtotal																												\$113,850																								
Allowances																																																				
	Crosswalks	Within 1/2 mile radius																										\$280,000																								
	Wayfinding & Trailblazing	Within 1/2 mile radius																										\$25,000																								
Subtotal																												\$305,000																								
IMPROVEMENTS SUBTOTAL																																																				\$3,600,716

Appendix B - Projects for Wheels Cost Breakdown

WHEEL PROJECTS SUMMARY TABLE

Projects for Wheels Unit Costs and Assumptions

Base project cost/mile by facility type:

I	\$1,200,000	<i>Typically 15' wide path with solar lighting on existing paved channel access road that is at same elevation as roadways - one side only. Example projects: Pacoima Wash 5th - 8th City of San Fernando (unbuilt-see plans); Tujunga Wash Burbank-Sherman Way but 1 side only (built by LACFCD).</i>
IV	\$500,000	<i>Restripe entire street to provide wheel lane adjacent to curb projected by parking and a 3' wide striped buffer with bollards on existing paved roadway. Example projects: Reseda Blvd, Venice Blvd, Los Angeles Street, Figueroa Street (City of Los Angeles).</i>
II	\$200,000	<i>Restripe entire street with lane reconfiguration on existing paved roadway per typical City of LA projects.</i>
III	\$15,000	<i>Signs plus added elements listed below.</i>

Typical added elements:

\$200,000	<i>HAWK</i>
\$2,000	<i>2 added stop signs & limit lines</i>
\$2,500	<i>Speed hump</i>
\$5,000	<i>Bike loops on Class III at arterials - 1 each way</i>
\$200,000	<i>Added bike phase at existing signalized intersection</i>
\$25,000	<i>Concrete floating bus stop</i>
\$0	<i>Bus-bike mix zone at bus stop (included in base project cost)</i>
\$100,000	<i>Midblock ped-activated signal</i>

Speed hump average spacing (ft):

600

Sylmar/San Fernando Station - Projects for Wheels																			
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed					ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Add'l Site-Specific Cost	Direct ROM Cost
		On Plans	Poten-tial				HAWK collector/arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase								
Projects Within 1/2 Mile of Station																			
1	San Fernando Rd. (SF)	IV		San Fernando Mission - Hubbard	0.57						3	8,780	58	20-10-10-20	5-3-20-20-5-3 or 6-3-18-11-11-3-6	Class IV eliminates 2 lanes or parking.	Yes		\$885,000
	alternative:		II												7-6-11-10-11-6-7	Or Class II eliminates 1 lane.			
2	San Fernando Rd. (LA)		II	Hubbard - Bleeker	0.20							8,366	-10,851	58	18-11-11-18	7-6-11-10-11-6-7	Class II provides transition to City of SF Class IV lanes; eliminates 1 lane.	Yes	\$40,000
	alternative:		IV													Same striping options as Project 1 Class IV.			
3	Hubbard St./Av.		II	Laurel Canyon - Glenoaks	1.50							20,535	-24,913	60	18-12-12-18	8-6-11-11-11-6-8 or 8-11-11-11-11-8 (no pkg/buffered lanes)	Class II lane eliminates 1 lane or parking; current traffic counts are needed as they may be too high for lane reduction.	*	\$300,000
4	Hollister Av.-Lazard St.		III	Workman - San Fernando	0.42				1									Yes	\$211,300
5	Orange Grove Av.		III	1st - 5th	0.50	3				1		1,370						Yes	\$11,000
6	1st St.-Frank Modugno Dr.- San Fernando Rd. NE		III	Orange Grove - Polk	1.00							2533	-3,632					Yes	\$25,000
7	East Canyon Channel		I	Rincon - Bleeker	0.78				1								Shift from east to west side at Hubbard.	**	\$1,136,000
8	Bradley Av.- 4th St.		III	Hubbard - Astoria	0.55					5	1	5,152						Yes	\$25,350
			III	Hubbard - Harding	0.46					4		4,390						Yes	\$17,020
9	Bleeker St.-Youngdale Av.		III	San Fernando - Astoria	0.53	2			1	1								Yes	\$215,450
10	Astoria St.		III	Youngdale - San Fernando	0.32	4				0	1							Yes	\$9,800
11	Astoria St.		III	San Fernando - Bradley	0.30					3								Yes	\$11,100
PROJECTS WITHIN 1/2 MILE OF STATION					7.13														\$2,887,020
Projects Between 1/2 and 3 Miles of Station																			
12	Polk St.		II	Glen Oaks - Eldridge	1.50							12,000	-14,000	60	18-12-12-18	8-6-11-10-11-6-8	Class II eliminates 1 lane.	Yes	\$300,000
13	Glenoaks Bl.		II	Hubbard - Foothill	2.36							5,000	-16,000	60	18-12-12-18	8-6-11-10-11-6-8	Class II eliminates 1 lane.	Yes	\$472,000
14	Hubbard St.		II	Glenoaks - Eldridge	1.50							23,000	-27,000	60-82	18-12-12-18	8-6-11-10-11-6-8	Freeway access; traffic volume high for lane reduction.	*	\$300,000
15	Expanded Bicycle-Friendly Street Network:																	Yes	
	Bradley Av.		III	Astoria - Polk	0.27					2	1								\$14,990
	Astoria St.		III	Bradley - Eldridge	2.00					18	2								\$84,000
	Herrick Av.		III	Hubbard - Foothill	2.60			1		23	4								\$316,200
	Dronfield Av.		III	Hubbard - Foothill	1.80			1		16	1								\$271,600
	Telfair Av.-Oro Grande St.- 5th St.		III	Roxford - Astoria	1.46					13		2,141							\$54,020
			III	Harding - Hubbard	0.50					4		2,830							\$18,500
	7th St.		III	Harding - Hubbard	0.54					5	1	1,930							\$24,980
	8th St.		III	Harding - Hubbard	0.56					5	1	1,170							\$25,720
	Orange Grove Av.		III	5th - 8th	0.75			1		7	1	1,370							\$232,750
	Gladstone Av.		III	Polk - Maclay	1.68					15	2								\$72,160
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					17.52														\$2,186,920
ALL PROJECTS WITHIN 3 MILES OF STATION					24.65														\$5,073,940

* Yes, provided that traffic volume can be accommodated with the lane reduction.
** Optional

Maclay Station - Projects for Wheels																			
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed					ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Add'l Site-Specific Cost	Direct ROM Cost
		On Plans	Poten-tial				HAWK collector/arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase								
Projects Within 1/2 Mile of Station																			
1	San Fernando Rd./ Wolfskill St.	IV		Kittridge - Wolfskill	0.13							6,140		20-10-10-20	5-3-20-20-5-3 or	Class IV eliminates 2 lanes or parking. Class II SE of Truman adj. to left-turn lane; links Mission City Trail to San Fernando Rd.	Yes		\$65,000
		IV		San Fernando - Mission City Trail	0.09														\$45,000
2	Brand Bl.	II		O'Melvany - Truman	0.55							14,000	35-35	22-13--13-22	7-5-11-12--12-11-5-7		Yes		\$110,000
		III		Truman - Mission City Trail	0.04											Sidewalk riding for Class III or eliminate 1 lane each way for Class II (not costed).			\$600
		II		Mission City Trail - 4th	0.26							10,100	58	18-11-11-18	7-6-11-10-11-6-7	Class II eliminates 1 lane.			\$52,000
3	San Fernando Rd.	III		SF Mission - Kittridge	0.30							4,890	58	20-12-26			Yes		\$4,500
4	Maclay Av.	III		Amboy - Truman	0.60			5	4				40-54				Yes		\$42,200
		II		Truman - 1st	0.08								60	14-10-11-11-14	5-10-10-10-10-10-5			\$16,000	
		III		1st - 4th	0.24								60	16-12-12-10		Alt: eliminate center turn lane and add Class II lanes (not costed).			\$3,600
5	Maclay Av.	II		4th - 8th	1.00							13,100	60	19-11-11-19	8-6-11-10-11-6-8		Yes		\$200,000
6	Jessie St.	III		Mission City trail - 4th	0.26			2									Yes		\$9,620
7	1st St.	III		Brand - Harding	0.40		1	4	2			3,400		20-12-26			Yes		\$224,800
8	Harding Av.	III		1st - 5th	0.50			4				1,300					Yes		\$18,500
9	3rd St.	III		Jessie - Maclay	0.31			3	1								Yes		\$16,470
10	Wolfskill St.	III		O'Melvany - San Fernando	0.49			4	2								Yes		\$28,130
11	San Fernando Mission Bl.	II		Laurel Canyon - Truman	0.63							10,700	60	19-11-11-19	8-6-11-10-11-6-8	Class II eliminates 1 lane.	Yes		\$126,000
12	Brand Bl./Macneil St.	III		4th - 8th	1.03			9	1			5,180					Yes		\$43,110
13	4th St.	III		Pacoima Wash - Harding	0.80			7	2			4,390	-5,940				Yes		\$39,600
14	Hollister St.	III		Fox - Workman	0.74			7	2								Yes		\$37,380
15	Workman St.	III		Amboy - Truman	0.54		2	5	3			5,340					Yes		\$38,980
PROJECTS WITHIN 1/2 MILE OF STATION					8.99														\$1,121,490
Projects Between 1/2 and 3 Miles of Station																			
16	Pacoima Wash	I		5th - 8th			1									0.8 mi. Funded (2017 ATP), so cost is not included.	Yes		\$324,000
				4th/Bradley - 5th	0.27														
17	Fox St.	II	IV	Chatsworth - Laurel Cyn.	0.73				4			7,000	64	17-9-11-9-17	6-3-18-10-18-3-6		Yes		\$1,165,000
18	Glenoaks Bl.	II		Arroyo - Hubbard	1.30							?	60	18-12-12-18	8-6-11-10-11-6-8	Class II eliminates 1 lane.	*		\$260,000
19	Expanded Bicycle-Friendly Street Network:																		
	Harding Av.	III		5th - Gladstone	1.25			11	2										\$56,250
	5th St.	III		Arroyo - Harding	0.77			7	1			2,830	-3,640						\$33,490
	7th St.			Pacoima Wash - Harding	0.54			5	1			1,930							\$24,980
	8th St.	III		Pacoima Wash - Harding	0.44			4	1			1,170							\$21,280
	Vaughn		III	San Fernando - Foothill	1.56			14	1										\$62,720
	Rinaldi	II	III	Laurel Canyon - Amboy	0.20			2	1				36						\$12,400
	Mott St.	III		Fox - Workman	0.82			7	2										\$40,340
	Fox St./O'Melvany		III	Laurel Canyon - Wolfskill	0.31			3											\$11,470
	Arleta Av.		III	Fox - Brand	0.37			3	3										\$28,690
	Maclay Av.	III		8th - Gladstone								15,000	60			0.5 mi. Volumes too high for safe Class III.	No		
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					8.56														\$2,040,620
ALL PROJECTS WITHIN 3 MILES OF STATION					17.55														\$3,162,110

* Yes, provided that traffic volume can be accommodated with the lane reduction.

Paxton Station - Projects for Wheels																					
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed						ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Add'l Site-Specific Cost	Direct ROM Cost	
		On Plans	Poten-tial				HAWK collector/ arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop									Mix zone at bus stop
Projects Within 1/2 Mile of Station																					
1	Telfair Av.	III		Filmore - Pacoima Wash	0.65			6	1			2,203									
		III		Pacoima Wash - Fox	0.22			1												Bridge over Pacoima Wash is funded BOE project, so cost is not included. May be funded per City of LA.	
2	Pacoima Wash	I		Telfair - San Fernando	0.27		1													Yes	
3	Bradley Av.	III		Filmore - Pacoima Wash	0.77			7	1			2,783								\$33,490	
4	Paxton St.	II		Arleta - Foothill**	2.80							14,000	-21165	62	13-10-11-10-18	6-11-11-11-11-5-7			Class II eliminate 1 lane.	*	\$560,000
	alternative:		IV											19-12-12-19	8-6-11-12-11-6-8 5-3-18-10-18-3-5			Alternate: Class IV lanes with ped/bike signal phases are preferable, but eliminates 1 or 2 lanes (not costed).			
5	Desmond St.	III		Telfair - San Fernando	0.26			2	1											Yes	\$14,620
PROJECTS WITHIN 1/2 MILE OF STATION					4.97																\$1,166,460
Projects Between 1/2 and 3 Miles of Station																					
Refer to Maclay and Van Nuys/San Fernando Stations.																					
ALL PROJECTS WITHIN 3 MILES OF STATION					4.97																\$1,166,460

* Yes, provided that traffic volume can be accommodated with the lane reduction.

** Project includes the segment of Paxton St. shown in the Mobility 2035 Plan as Class II lanes. However, Laurel Canyon to Glenoaks (1.55 mile) could be considered.

Van Nuys/San Fernando Station - Projects for Wheels																				
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed						ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Add'l Site-Specific Cost	Direct ROM Cost
		On Plans	Poten-tial				HAWK collector/arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop								
Projects Within 1/2 Mile of Station																				
1	Van Nuys Bl.	IV		San Fernando - Glenoaks	0.78					4	9	24,000	-28,000	74	7-5-10-10-10-10-5-7	6-3-18-10-10-18-3-6	Could be asymmetrical like existing Class IV on Van Nuys or no center turn lane.	Yes		\$1,415,000
2	Pierce St.	III		Haddon - San Fernando San Fernando - Herrick	0.51			4	1			4,195					0.53 mi. Funded LADOT/BOE project, so cost is not included.	Yes		\$23,870
3	Pala Av.		III	Pierce - Filmore	0.54							2,672						Yes		\$8,100
4	Filmore St.		III	Haddon - San Fernando	0.50		1	4	1			2,607						Yes		\$223,500
5	Telfair Av.		III	Terra Bella - Filmore	0.82			7	2			2,203	-3930					Yes		\$40,340
6	Pinney St.		III	Telfair - station	0.23			2	0									Yes		\$8,510
7	Filmore St.		III	Pala - Herrick	0.25			2	0									Yes		\$9,250
PROJECTS WITHIN 1/2 MILE OF STATION					3.63														\$1,728,570	
Projects Between 1/2 and 3 Miles of Station																				
8	Van Nuys Bl.	IV		Glenoaks - Foothill	0.75					3	6	11,000	-25,000	80	8-5-11-11-10-11-11-5-3	6-3-20-11-11-18-3-6	Could be asymmetrical like existing Class IV on Van Nuys or no center turn lane.	Yes		\$1,125,000
9	Terra Bella St.		II	Haddon - San Fernando	0.50							7,743	-8,800	52-54	21-10-21	8-5-2-11-11-2-85-8	Eliminates center turn lane; 2-3' buffer.	Yes		\$100,000
10	San Fernando Rd.		I	Brandford - Lankershim													1.34 mi. Funded DOT/BOE project including bridge over Tujung Wash, so cost is not included.	Yes		
11	Expanded Bicycle-Friendly Street Network:																			
	Filmore St.		III	Herrick - Foothill	1.00			9	1											\$42,000
	Pierce St.		III	Herrick - Foothill				0	1			4,700					1.0 mi. Funded LADOT/BOE project, so cost is not included.			
	Telfair Av.		III	Montague - Terra Bella	0.82			7	1											\$35,340
	Herrick Av.		III	Pierce - Arroyo				0	2			4,768					1.36 mi. Funded LADOT/BOE project, so cost is not included.			
	Dronfield Av.		III	Terra Bella - Arroyo	1.64			14	2											\$70,680
	Montague St.		III	I-5 - San Fernando	0.96			8	1											\$40,520
	Montague St.		III	San Fernando - Glenoaks	0.75			7	1											\$32,750
	Terra Bella St.		III	Dronfield - Terra Vista Way	1.20			11	1											\$49,400
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					7.62														\$1,495,690	
ALL PROJECTS WITHIN 3 MILES OF STATION					11.25														\$3,224,260	

Laurel Canyon Station - Projects for Wheels																				
#	Location	Class		Length (Miles)	Existing Speed Humps	Proposed							ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Add'l Site-Specific Cost	Direct ROM Cost
		On Plans	Poten-tial			Project Limits	HAWK collector/ arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop								
Projects Within 1/2 Mile of Station																				
1	Pierce St.	III		I-5 - Haddon	0.44			4	1				4,195					Yes	\$21,280	
2	Haddon Av.		III	Terra Bella - Paxton	1.10	5		5	3				1,354					Yes	\$43,200	
3	Filmore St.		III	I-5 - Haddon	0.44			4	1				2,600					Yes	\$21,280	
4	Laurel Canyon Bl.		II	Terra Bella - Carl	0.41								24,000	62-64	20-10-10-10-12	6-10-10-10-10-6	Existing pkg 1 side only; potential no pkg. 370 LF: Existing no parking; room to widen 10' to 64' curb-to-curb in 80' ROW; add curb & gutter and 10' wide AC. Additional cost \$150,000 per KOA. Potential striping: same as existing south of Peoria (substandard) or eliminate parking on one side for Class IV lanes or wide Class II lanes. Existing no parking; ROW 80'; room to widen to 64' curb-to-curb, but C&G/sidewalks recently installed, so assume sidewalk riding.	Yes		\$82,000
				Carl - Hoyt	0.07								54	12-10-10-10-12	6-11-10-10-10-11-6			\$150,000	\$164,000	
				Hoyt - Mercer	0.2								74	20-10-10-10-24	7-5-10-10-10-10-5-7 5-3-18-10-10-10-3-5				\$40,000	
				Mercer - Daverty	0.34								54	12-10-10-10-12	7-11-10-10-10-11-7				\$68,000	
				Daverty - Paxton	0.07							31,000	80	24-10-10-10-26	8-6-11-10-10-10-11-6-8			\$14,000		
PROJECTS WITHIN 1/2 MILE OF STATION					3.07														\$453,760	
Projects Between 1/2 and 3 Miles of Station																				
5	Laurel Canyon Bl.		II	Peoria - Terra Bella	2.46								28,000	76-80	23-10-10-10-23	7-5-11-10-10-10-11-5-7	Except 74' curb-to-curb for 450' and a few short unimproved segments. Similar to segments within 1/2 mile of station.	Yes	\$492,000	
				Paxton - Rinaldi	1.39									64-80						\$278,000
6	Terra Bella St.		II	Woodman - Laurel Canyon	1.35								15,600	-22,700	60-62	18-10-10-10-12	8-6-11-10-11-6-8	Yes	\$270,000	
				Laurel Canyon - Haddon	0.25								8,800	-22,700	56-58	23-10-23	7-5-11-10-11-5-7		\$50,000	
7	Osborne St.		II	Woodman - San Fernando									32,000	60	12-10-10-10-18		2.2 mi. Volumes high for lane reduction; Terra Bella is a better choice.	No		
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					5.45															\$1,090,000
ALL PROJECTS WITHIN 3 MILES OF STATION					8.52														\$1,543,760	

Arleta Station - Projects for Wheels																						
#	Location	Class		Length (Miles)	Existing Speed Humps	Proposed							ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Add'l Site-Specific Cost	Direct ROM Cost		
		On Plans	Poten-tial			Project Limits	HAWK collector/ arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop									Mix zone at bus stop	
Projects Within 1/2 Mile of Station																						
1	Arleta Av.		IV	Terra Bella - Van Nuys	0.55							1	3	10,000	-16,500	64	17-10-10-10-17	6-3-18-10-18-3-6	Class IV eliminates 2 lanes.	Yes		\$475,000
				Van Nuys - Mercer	0.14							1		15,500	-16,500	80	24-11-10-11-24			Yes		\$270,000
				Mercer - Fillmore	0.13							1		15,500		74	19-11-10-11-23	6-3-18-10-10-18-3-6	Could be asymmetrical like existing Class IV on Van Nuys.	Yes		\$265,000
	Devonshire St.			Filmore - Arleta	0.14							1	2	14,400			24-11-10-11-24			Yes		\$270,000
2	Pacoima Diversion Channel	I		Terra Bella - Devonshire	0.94														0.11 mi. Fillmore - Devonshire segment is part of planned LACFCD Pacoima Spreading Grounds improvements.	Yes		\$1,128,000
3	Arleta Av.		IV	Devonshire - Paxton	0.17											68	17-10-10-10-17	6-4-19-10-19-4-6		Yes		\$85,000
4	Beachy Av.		III	Terra Bella - Filmore	0.55	2			3	2				2,536						Yes		\$25,350
5	Pierce St.		III	Beachy - I-5	0.50				4	1				4,195						Yes		\$23,500
6	Filmore St.		III	Pacoima Diversion Canal - I-5	0.32				3	1				2,536					Cost of bridge over Pacoima Diversion Channel is in Pedestrian Projects.	Yes		\$216,840
	or Filmore St.		I	Woodman - Pacoima Diversion Channel	0.56														Multi-use path proposed by community members along edge of Pacoima Spreading Grounds. Would require grading and fence relocation to provide a minimum 17' wide path plus parkway. Could be incorporated into LACFCD Pacoima Spreading Grounds improvements. Cost at 2.5x Class I.	*	\$1,008,000	\$1,680,000
PROJECTS WITHIN 1/2 MILE OF STATION					4.00																\$4,438,690	
Projects Between 1/2 and 3 Miles of Station																						
7	Pacoima Diversion Canal	I		Tujunga Wash - Terra Bella	1.73															Yes		\$2,076,000
8	Arleta Av.		IV	Paxton - Fox	0.67											62-64	17-9-11-9-17	5-3-18-10-18-3-5	Class IV eliminates 2 lane.	Yes		\$535,000
			IV	Osborne - Terra Bella	0.55								3			64	17-9-11-9-17	6-3-18-10-18-3-6	Class IV eliminates 2 lane.			\$475,000
9	Arleta Av.		II	Tujunga Wash - Osborne	1.00											60	20-10-10-20	7.5-6-11-11-11-6-7.5	Class II eliminates 1 lane.	Yes		\$1,200,000
10	Chatsworth St.	III	IV	Arleta - Woodley	2.00									10,000	17,000	62	20-11-11-20	5-3-18-10-18-3-5		*		\$1,000,000
	Sepulveda Bl.	II	IV	See Woodman																		
	Devonshire St.		IV	See Woodman																		
	Terra Bella St.		II	See Laurel Canyon																		
11	Expanded Bicycle-Friendly Street Network:																			Yes		
	Montague	III		Beachy - I-5	0.50				4	0												\$18,500
	Arleta		III	Fox - Brand	0.37				3	2												\$23,690
	Lemona		III	See Woodman																		
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					6.82																\$5,328,190	
ALL PROJECTS WITHIN 3 MILES OF STATION					10.82																\$9,766,880	

* Optional

Woodman Station - Projects for Wheels																					
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed						ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Add'l Site-Specific Cost	Direct ROM Cost	
		On Plans	Poten-tial				HAWK collector/ arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop									Mix zone at bus stop
Projects Within 1/2 Mile of Station																					
1	Caterbury DWP ROW edge	I		Terra Bella - Filmore	0.82												Alternative to Project 5. Costed at 2x Class 1 since it would require moving the fence and paving the path.	*	\$984,000	\$1,968,000	
2	Pacoima Wash	I		Plummer - Lassen	0.57		2			2								Yes		\$1,094,000	
3	Plummer St.	III	IV	Woodman - Lemona	0.77						5	7	12,000	-20,000	64	17-10-10-10-17	6-3-18-10-18-3-6	Volumes too high for a safe Class III; Class IV eliminates 2 lanes.	Yes		\$1,385,000
4	Lassen St.		IV	Woodman - Lemona	0.50						2		12,000	-16,000	64	17-10-10-10-17	6-3-18-10-18-3-6	Class IV eliminates 2 lanes.	Yes		\$650,000
5	Canterbury Av.		III	Terra Bella - Filmore	0.82	3			4	2			2,933					Alternative to Project 1.			\$32,840
6	Pierce St.		III	Woodman - Beachy	0.54	4	1		1	1			4,195								\$214,980
7	Filmore St.		III	Pacoima Diversion Canal - Woodman	0.56				5	1			2,607								\$25,720
PROJECTS WITHIN 1/2 MILE OF STATION					4.58																\$5,370,540
Projects Between 1/2 and 3 Miles of Station																					
8	Caterbury DWP ROW edge	I		Tujunga Wash - Terra Bella	1.70													Costed at 2x Class 1 since it would require moving the fence and paving the path in some locations.	*	\$2,040,000	\$4,080,000
9	Plummer St.	III	IV	Lemona - Balboa	2.50						9		12,000	-20,000	64	17-10-10-10-17	6-3-18-10-18-3-6	Volumes too high for a safe Class III; Class IV eliminates 2 lanes.	Yes		\$3,050,000
10	Lassen St.		IV	Lemona - Balboa	2.50						5	16	12,000	-16,000	64	17-10-10-10-17	6-3-18-10-18-3-6	Class IV eliminates 2 lanes.	Yes		\$2,250,000
11	Sepulveda Bl.		IV	Raymer - Rayen Rayen - Nordhoff Nordhoff - Brand Brand - Rinaldi	1.15 0.25						14	8	32,000		88-90 42/42+	19-10-10-10-10-19 21-11-12-40-12-11-19	6-3-18-11-12-11-18-3-6 6-4-20-12-40-12-20-4-6	Class IV eliminates 2 lanes - all segments.	Yes		\$3,575,000 \$125,000
12	Devonshire St.		IV	Woodman - Balboa	2.75						9		19,000	-20,000	74	7-5-10-10-10-10-5-7	6-3-19-10-10-10-19-3-6 6-3-18-10-10-18-3-6	Nordhoff - Rinaldi (3.0 mi) is funded DOT project (2017), so cost is not included. Existing Class II; Class IV eliminates 1 lane.	Yes		\$3,175,000
13	Expanded Bicycle-Friendly Street Network:																		Yes		
	Montague St.	III		See Nordhoff																	
	Lemona St.	III		Chatsworth - Tupper	1.94		3		17	5			1,830								\$696,780
	Canterbury Av.		III	Tujunga Wash - Terra Bella	1.70				15	2			2,933								\$72,900
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					14.49																\$17,024,680
ALL PROJECTS WITHIN 3 MILES OF STATION					19.07																\$22,395,220

* Optional since Canterbury Av. Bicycle-Friendly Street improvements would provide similar wheel access to ESFVTC station.

Nordhoff Station - Projects for Wheels																				
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed						ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Add'l Site-Specific Cost	Direct ROM Cost
		On Plans	Poten-tial				HAWK collector/ arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop								
Projects Within 1/2 Mile of Station																				
1	Pacoima Wash	I		Parthenia - Plummer	1.00		3												Yes	\$1,800,000
2	Terra Bella St.	II		Nordhoff - Woodman	0.47							8,500	-16,000	60-62	18-10-10-10-12	8-6-11-10-11-6-8	Class II eliminates 2 lane.	Yes	\$94,000	
3	Nordhoff St.	II		Moonbeam - Sylmar	0.12												Add curb @ gutter, 13' of AC pavement for 680' on north side and 565' on south side and new 10' wide PCC sidewalk. Additional cost \$950,000 per KOA.	Yes	\$950,000	\$974,000
4	Tupper St.-Noble Av.		III	Terra Bella - Nordhoff	1.19	1		10	3			1,557	-3,765					Yes	\$259,030	
5	Wakefield Av.		III	Parthenia - Tupper	0.70	1		6	1			2,003						Yes	\$230,900	
6	Cedros St.		III	Chase - Plummer	1.25	2		11	3			2,381						Yes	\$461,250	
7	Rayen St.		III	Van Nuys - Pacoima Wash	0.50			4	0			3,699						Yes	\$18,500	
8	Sylmar Av.		III	Tupper - Plummer	0.29			3	1									Yes	\$15,730	
9	Parthenia St.		III	Van Nuys - Woodman	0.82			7	2			4,372	-5,216					Yes	\$40,340	
PROJECTS WITHIN 1/2 MILE OF STATION					6.34															\$3,893,750
Projects Between 1/2 and 3 Miles of Station																				
10	Plummer St. Nordhoff St.		IV	See Woodman 405 - Balboa	1.70							44,761	-54,110				Volumes near 405 appear too high for lane reduction.	*	\$340,000	
11	Sepulveda Bl. Expanded Bicycle-Friendly Street Network:			See Woodman														Yes		
	Rayen St.		III	Pacoima Wash - 405	0.76				1											\$16,400
				405 - Balboa	1.70			15	3											\$77,900
	Montague St.		III	Woodman - 1-5	1.25			11	0			3,300								\$46,250
	Lemona Av.		III	See Woodman																
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					5.41															\$480,550
ALL PROJECTS WITHIN 3 MILES OF STATION					11.75															\$4,374,300

* Yes, provided that traffic volume can be accommodated with the lane reduction.

Roscoe Station - Projects for Wheels																						
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed						ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Add'l Site-Specific Cost	Direct ROM Cost		
		On Plans	Poten-tial				HAWK collector/ arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop									Mix zone at bus stop	
Projects Within 1/2 Mile of Station																						
1	Roscoe Blvd.	IV		Woodman - Van Nuys	0.91								9	42,350	-44,645	72-74	11-10-10-10-10-11	?	Volumes, including truck volumes, high for lane reduction.	*		\$680,000
2	Tilden Av.-Burton St.-Lennox Av.-Walkfield Av.		III	Lanark - Tupper	1.60		2	1	14	3				2,081						Yes		\$476,200
3	Lanark St.		III	Hazeltine - Pacoima Wash	1.16				10	1				1,165	-7,888					Yes		\$47,920
4	Parthenia St.		IV	Van Nuys - Pacoima Wash	0.54									26,000		32--32	21-11-m/lt-11-21	7-4-21-m/lt-21-4-7	Terminates at Van Nuys; wheel south on Cedros or Vesper to Chase and through mall parking lot or sidewalk ride 600' on Van Nuys to access station. Volumes high for lane reduction.	*		\$270,000
5	Chase St.		III	Pacoima Wash - Tobias	0.46				4	3				5,232	preWalmart					Yes		\$32,020
			III	Tobias - Van Nuys	0.16																	\$32,000
6	Hazeltine Av.		III	Parthenia - Lanark	1.02				9	2				2,924	3,699					Yes		\$47,740
7	Willis Av.		III	Lanark - Chase	0.25				2	1				7,072						Yes		\$14,250
PROJECTS WITHIN 1/2 MILE OF STATION					6.10												\$1,600,130					
Projects Between 1/2 and 3 Miles of Station																						
8	Pacoima Wash		I	Lanark - Parthenia	0.71														Needed to connect Pacoima Wash segments in Woodman, Nordhoff, Van Nuys Metrolink Station areas.	Yes		\$852,000
9	Parthenia St.		IV	Pacoima Wash - Burnet	0.24					1				26,000		32--32	21-11-m/lt-11-21	7-4-21-m/lt-21-4-7	Volumes high for lane reduction.	*		\$320,000
				Burnet - Balboa	2.23					10				28,000	-33,000	64	17-10-10-10-17	6-3-18-10-18-3-6	Volumes high for lane reduction.	*		\$3,115,000
				Sepulveda Bl. See Woodman																		
10	Roscoe Bl.		IV	Arleta- Woodman	1.57					5	11			42,000	-55,000	74-80	12-10-10-10-10-12	?	Volumes, including truck volumes, high for lane reduction.	*		\$2,060,000
				Laurel Cyn. - Arleta	0.50					2	7			33,000	-34,000	76-82	20-11-13-11-21	?				\$825,000
11	Expanded Bicycle-Friendly Street Network:																			Yes		
	Chase St.		III	Pacoima Wash - I-405	0.74				7	1				6,000								\$32,380
	Chase St.		III	Canterbury - Snowden	0.42				4	0												\$15,540
	Lanark St.		III	Pacoima Wash - Sepulveda	0.42				4	1									Lanark needs bridge over Pacoima Wash. Bridge, which is included at \$500,000 additional cost.		\$500,000	\$520,540
	Lanark-Cantara-Nagle		III	Hazeltine - Coldwater Cyn.	1.75				15	1									Bridge over Tujung Wash on Ranchito-Strathern is optional/not included in cost.			
OR	Ranchito-Strathern		III	Lanark - Coldwater Cyn.	1.31				12	1												\$53,470
	Montague St.		III	See Nordhoff																		
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					9.89												\$7,793,930					
ALL PROJECTS WITHIN 3 MILES OF STATION					15.99												\$9,394,060					

* Yes, provided that traffic volume can be accommodated with the lane reduction.

Van Nuys/MetroLink Station - Projects for Wheels																						
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed							ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Add'l Site-Specific Cost	Direct ROM Cost	
		On Plans	Poten-tial				HAWK collector/arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop	Mix zone at bus stop									
Projects Within 1/2 Mile of Station																						
1	Pacoima Wash	I		Van Nuys - Raymer	0.74														Gap between Raymer & Lanark (crossing MetroLink Tracks); travel Raymer-ped/ wheel bridge-Willis-Lanark (.72 mi. v. .33 mi. if there were a bridge over MetroLink tracks along Pacoima Wash - bridge not included).	Yes		\$888,000
2	Covello St.		IV	Tyrone - Van Nuys	0.25							3600	38	18-10-10	12-12-14			Currently no parking/stopping any time. Potential shared-use path/Class IV design.	Yes		\$125,000	
3	Tyrone Av.		III	Valerio - Covello	0.10			1				2,668								Yes		\$3,700
4	Keswick St.-Raymer St.	III		Van Nuys - Kester	0.65			6												Yes		\$24,050
5	Cedros Av.-Covello St.		III	Valerio - Pacoima Wash	0.22			2												Yes		\$8,140
6	Willis Av. - Arminta St.	III		MetroLink bridge - Lanark	0.35			3				7,072								Yes		\$12,950
			III	Van Nuys - Willis	0.37			3												Yes		\$13,690
PROJECTS WITHIN 1/2 MILE OF STATION					2.68																	\$1,075,530
Projects Between 1/2 and 3 Miles of Station																						
	<i>Sepulveda Bl.</i>			<i>See Woodman</i>																		
	MetroLink ROW	I		Laurel Canyon - Balboa															Limited access to adjacent neighborhoods and industrial areas.	No		
7	Expanded Bicycle-Friendly Street Network:																			Yes		
	Raymer		III	Kester - Sepulveda	0.45																	\$6,750
	Kester	III		Saticoy - Raymer	0.37			1														\$10,550
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					0.82																	\$17,300
ALL PROJECTS WITHIN 3 MILES OF STATION					3.50																	\$1,092,830

Sherman Way Station - Projects for Wheels																				
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed						ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Add'l Site-Specific Cost	Direct ROM Cost
		On Plans	Poten-tial				HAWK collector/arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop								
Projects Within 1/2 Mile of Station																				
1	Sherman Way	IV		Hazeltine - Kester**	1.00						4	8	42,164	80	19-10-10-10-10-10-11	5-3-7-10-10-10-10-7-3-5	Potential striping per Mobility 2035. Class IV eliminates 2 lanes.	*	\$1,500,000	
2	Tyrone Av.		III	Hart - Valerio	0.50	3			1	1				94	19-10-11-14-11-10-19	5-3-7-10-10-14-10-10-7-3-5		Yes	\$16,000	
3	Gault St.-Cedros Av.-Hart St.		III	Van Nuys - Kester	0.62				5	1			2,119					Yes	\$27,940	
4	Hart St.-Lennox Av.-Vose St.		III	Hazeltine - Van Nuys	0.61			1	5									Yes	\$24,570	
5	Cedros Av.		III	Wyandotte - Valerio	0.13				1	1			708					Yes	\$9,810	
6	Wyandotte St. Valerio St.		III	Van Nuys - Kester	0.50			1	4	1								Yes	\$223,500	
			III	Hazeltine - Kester						4			6,000 -12,000				Volumes too high for a safe Class III.	No		
PROJECTS WITHIN 1/2 MILE OF STATION					3.36														\$1,801,820	
Projects Between 1/2 and 3 Miles of Station																				
7	Sherman Way	IV		Laurel Canyon - Hazeltine	2.50						10	20	42,164 -57,000	80	19-10-10-10-10-10-11	5-3-7-10-10-10-10-7-3-5	Potential striping per Mobility 2035.	*	\$3,750,000	
				Kester - Balboa	2.50						4	18		94	19-10-11-14-11-10-19	5-3-7-10-10-14-10-10-7-3-5		*	\$2,500,000	
	Sepulveda Blvd.	II	IV	Ventura - Raymer								36	31,000 -43,000	88	18-11-10-10-10-11-18	6-3-18-11-10-11-18-3-6	Potential transit alignment.	tbd		
8	Woodman Av.	II		Sherman Way - Roscoe	1.45								28,000 -38,000	80	18-10-10-10-10-10-12	?	Would complete gap in Woodman as alternate to Van Nuys. Alternative: could use frontage road (8-10-10) as Class III Saticoy - Cantara (0.7 mi).	Yes	\$290,000	
													(74)							
9	Hazeltine Av.	III	II	Magnolia - Burbank	0.50								28,530	54-62	23sb-11nb-20 nb +	7-6-11-10-11-6-7	Volumes too high for a safe Class III; Class II lanes would eliminate parking on one side for short segments where curb-to-curb width is less than 56'; prepare striping plan to calculate parking loss.	*	\$100,000	
			III	Burbank - Valerio	2.25								10,563 -19,450	48-66	typ. 20-10-20	8-6-11-10-11-6-8		*	\$450,000	
10	Kester Av.	III	II	Ventura - Saticoy	3.87								21,000 -24,000	52-66	18-11-11-12 to 21-11-11-21	7b-11-10-11-6b-7p 7-6-11-10-11-6-7 typ.	Volumes too high for a safe Class III; over road diet threshold, need current counts; Class II eliminates 1 lane and/or parking.	*	\$774,000	
																			\$0	
11	Expanded Bicycle-Friendly Street Network:																	Yes		
	Vose St.		III	Kester - Orion	0.75			1	7										\$227,750	
	Wyandotte St.		III	Kester - Orion	0.75			1	7	1									\$232,750	
	Hart St.-Varna Av.		III	Hazeltine - Vanowen	1.09				10	1									\$45,330	
	Orion Av.		III	Wyandotte - Lemona	0.63				6	1			700						\$28,310	
	Ranchito Av.		III	Erwin - Valerio	1.50				13	3			2,200						\$70,500	
	Belair Av.		III	Huston - Strathern	3.92				34	8									\$185,040	
	Gloria Av.		III	Sherman Way - Strathern	1.00				9	1									\$42,000	
	Valerio St.		III	Woodman - Hazeltine									6,000 -12,000				Volumes too high for a safe Class III.	No		
				Kester - Sepulveda																
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					22.71														\$8,695,680	
ALL PROJECTS WITHIN 3 MILES OF STATION					26.07														\$10,497,500	

* Yes, provided that traffic volume can be accommodated with the lane reduction.

** Given lane reduction/reconfiguration, Class IV lanes will likely need to be provided for a longer segment than 1 mile - perhaps east of Sepulveda.

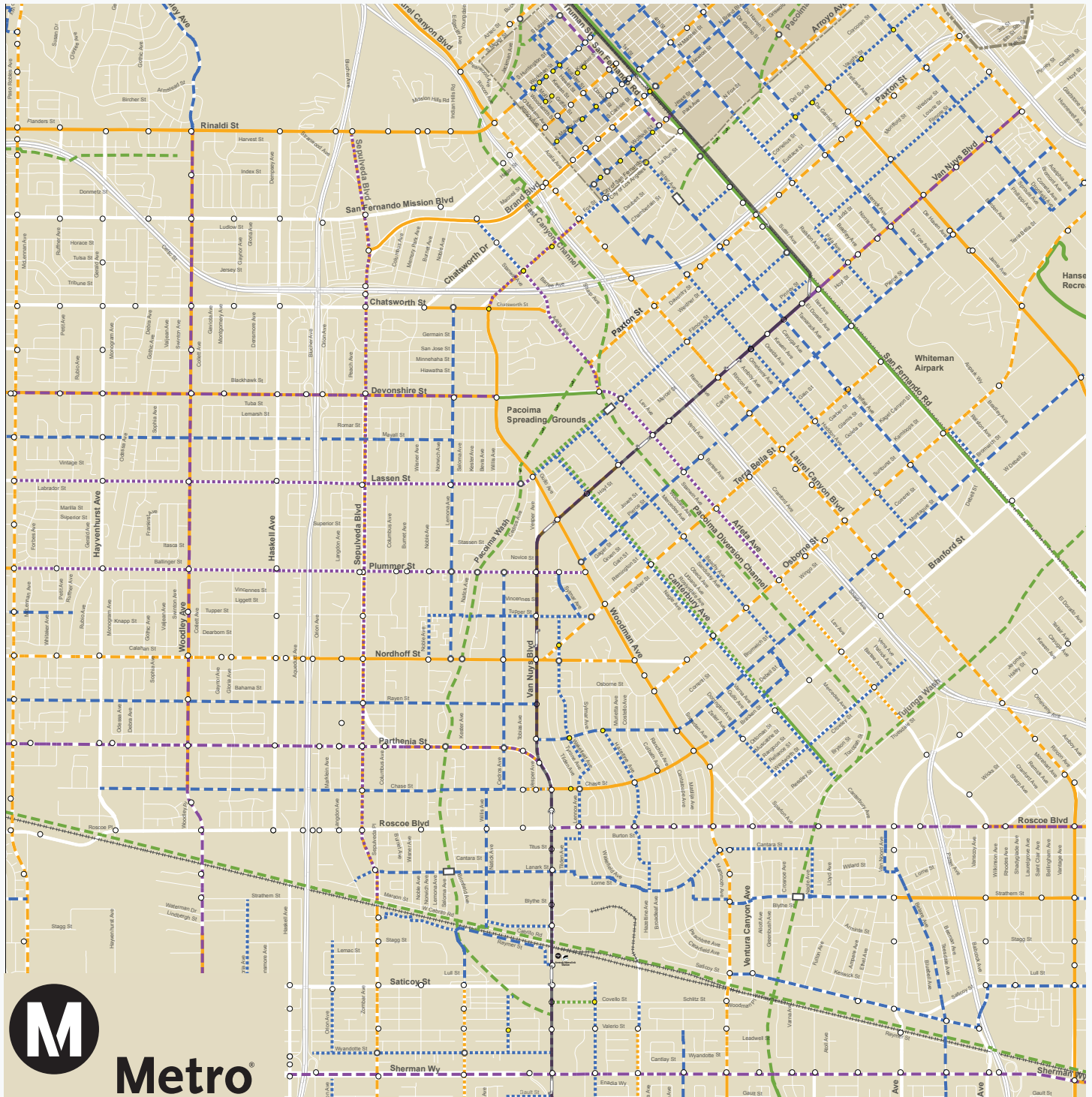
Vanowen Station - Projects for Wheels																						
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed							ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Add'l Site-Specific Cost	Direct ROM Cost	
		On Plans	Poten-tial				HAWK collector/ arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop	Mix zone at bus stop									
Projects Within 1/2 Mile of Station																						
1	Hartland St.-Vesper Av.-Hart St.	III		Van Nuys - Cedros	0.40				4												Yes	\$14,800
2	Cedros Av.	III		Kittridge - Hart	0.48				4	1											Yes	\$22,760
3	Tyrone Av.	III		Kittridge - Hart	0.48	6			0	1											Yes	\$12,200
PROJECTS WITHIN 1/2 MILE OF STATION					1.36																	\$49,760
Projects Between 1/2 and 3 Miles of Station																						
	Hazeltine Av.			See Sherman Way																		
	Kester Av.			See Sherman Way																		
	Expanded Bicycle-Friendly Street Network: See Sherman Way																					
ALL PROJECTS WITHIN 3 MILES OF STATION					1.36																	\$49,760

Victory Station - Projects for Wheels																						
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed							ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Add'l Site-Specific Cost	Direct ROM Cost	
		On Plans	Poten-tial				HAWK collector/arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop	Mix zone at bus stop									
Projects Within 1/2 Mile of Station																						
1	Friar St.		III	Hazeltine - Kester	1.00		2		9	3									3,902	Yes		\$452,000
2	Cedros Av.		III	Erwin - Kittridge	0.50				4	1										Yes		\$23,500
3	Tyrone Av.		III	Erwin - Kittridge	0.50				4	1										Yes		\$23,500
4	Gilmore St.		III	Hazeltine - Kester	1.00		2	2	7	2									2,663	Yes		\$442,000
5	Kittridge St.		III	Hazeltine - Kester	1.00		6	1	4	3									7,791	Yes		\$240,000
TOTAL COST OF PROJECTS WITHIN 1/2 MILE OF STATION					4.00																\$1,181,000	
Projects Between 1/2 and 3 Miles of Station																						
	Hazeltine Av.			See Sherman Way																		
	Kester Av.			See Sherman Way																		
6	Expanded Bicycle-Friendly Street Network:																		Yes			
	Kittridge St.		III	Matilija - Hazeltine	0.37				3													\$13,690
				Kester - Sepulveda	0.50				4													\$18,500
	Gilmore St. (or Hamlin St.)		III	Ranchito - Hazeltine	0.25				2										5,000 or			\$9,250
	Friar St.		III	Kester - Columbus	0.37				3										900			\$13,690
	Ranchito Av.		III	See Sherman Way																		
	Belaire Av.		III	See Sherman Way																		
	Erwin St.			See Van Nuys/Metro Orange Line																		
	Ethel Av.			See Van Nuys/Metro Orange Line																		
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					1.49																\$55,130	
ALL PROJECTS WITHIN 3 MILES OF STATION					5.49																\$1,236,130	

Three-Mile Wheel Projects Network Memo

East San Fernando Valley Transit Corridor

First/Last Mile Planning



Acknowledgements

Patricia Smith, ASLA, AICP

Cityworks Design

KOA

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I. Introduction

The East San Fernando Valley Transit Corridor (ESFVTC) First/Last Mile (FLM) planning process focused on providing safe and inviting pedestrian and wheel access to 14 proposed light rail transit (LRT) stations. This memo documents potential wheel projects within three miles of proposed stations that would, as a network, provide access to the stations.

"Wheels" are synonymous with "rolling" as used in the *First Last Mile Strategic Plan* and as described in its *Appendix: Taxonomy of Mobility Devices*. Devices listed include, but are not limited to, human powered bicycles, roller skates, roller blades, kick scooters, and innovations, and electric golf carts, bicycles, scooters, skateboards, gyroscopic devices, mobility scooters, and innovations (collectively referred to as Neighborhood Electric Vehicles or NEVs).

E-scooters and e-bikes are not allowed on sidewalks in any jurisdiction in California. Sidewalk riding of non-motorized bicycles and other wheels is allowed throughout the City of Los Angeles, provided it is done safely. It is also allowed in the City of San Fernando, except in the central business district (defined as San Fernando Road, Truman Street, San Fernando Mission Boulevard, Maclay Avenue northeast of Coronel Street, and the area bounded by Truman Street, Kalisher Street, Coronel Street and Chatsworth Drive) or where posted with signs prohibiting it.

The *First Last Mile Strategic Plan* defines the First Last Mile for wheels as a 15-minute or up to three-mile ride. The ESFVTC FLM planning process identified a three-mile wheel network centered on the LRT alignment and extending three-miles in all directions for a total six-mile wide corridor.

The four types of wheel facilities identified for the ESFVTC three-mile network are synonymous with bikeway classifications defined by Caltrans and used by both the City of Los Angeles and the City of San Fernando in their adopted active transportation plans. All facilities are intended to prioritize safe and comfortable wheel travel for people of all ages and abilities. The four facility types are:

- > **Class I paths**, also known as shared-use paths, are facilities with exclusive right-of-way for wheels and pedestrians, away from the roadway and with cross flows by motor traffic minimized. Some systems provide separate pedestrian facilities.
- > **Class IV protected lanes**, also called cycle tracks or separated lanes, are located on roadways but are physically separated from motor vehicle traffic by vertical elements, such as grade separation, flexible posts or inflexible barriers, and ideally by on-street parking as well. Protected lanes can provide one-way or two-way travel. Protected lanes are typically implemented on arterial streets.
- > **Class II lanes** are located on roadways and are defined by pavement striping and signage to delineate a portion of a roadway for wheel travel. Lanes are one-way facilities, typically striped adjacent to motor traffic travelling in the same direction. Contraflow bike lanes can be provided on one-way streets for bicyclists traveling in the opposite direction. Striped lanes are best suited to streets with one motor vehicle lane in each direction and lower traffic speeds and volumes.
- > **Class III Wheel-Friendly Streets** designate preferred routes for wheels on local or collector streets not served by dedicated wheel lanes. Because wheels share the roadway with motor vehicles, Wheel-Friendly Streets are sited on streets without large truck or transit vehicles

and where traffic volumes and speeds are already low or can be reduced through traffic calming measures, such as speed humps and stop signs. Class III bike routes are not appropriate for roadways with multiple lanes or higher motor traffic speeds or volumes.



Class I path, Toronto, ON (Photo: P. Smith)



Class IV protected lane, Reseda, CA (Photo: P. Smith)



Class II striped lane, Los Angeles, CA (Photo: P. Smith)



Class III Wheel-Friendly Street, Portland, OR (miabirk.com)

The wheel network described in this memo is based on the active transportation networks adopted by local jurisdictions, in this case, the City of Los Angeles and the City of San Fernando. The network includes existing facilities, facilities shown on adopted local plans, and other potential facilities identified through the FLM planning process that would improve access to the ESFVTC stations. Potential facilities will need to be evaluated by local jurisdictions. All facilities require additional analysis and design prior to implementation.

All figures and tables are 11 x17 and are included at the end of this memo.

II. Existing Wheel Facilities

The existing wheel facilities within three miles of future ESFVTC stations fall into four categories: A. facilities that connect directly to ESFVTC stations; B. facilities that connect surrounding neighborhoods to the above facilities; C. facilities that almost connect to ESFVTC stations; and D. facilities with gaps. The facilities are described below and shown graphically in Figure 1 (page 13). Figure 1 also shows the neighborhoods that are connected to ESFVTC stations by those facilities. The color of the connected neighborhoods corresponds to the facility type (class) that provides the majority of its access. Because these facilities are currently discontinuous, they do not constitute a network.

Most of the existing facilities are Class II lanes. There are several designated Class III routes on arterial streets, which are not included in Figure 1 since they do not incorporate safe access as defined by NACTO in its *Contextual Guidance for Selecting All Ages & Abilities Bikeways*. Class IV protected lanes on Van Nuys Boulevard between San Fernando Road and the I-5 Freeway and Class II striped lanes between Beachy Avenue and Parthenia Street will be removed to accommodate the ESFVTC LRT and are, therefore, not included.

A. Facilities that Connect Directly to ESFVTC Stations

Seven existing wheel facilities are located on streets that are primary or secondary pathways to eight future ESFVTC stations and connect directly to those stations:

- > Class I paths along San Fernando Road to the four northern stations (Sylmar/San Fernando, Maclay, Paxton and Van Nuys/San Fernando)
- > Class II lanes on Van Nuys Boulevard northeast of San Fernando Road to the Van Nuys/San Fernando Station
- > Class II lanes on Woodman Avenue north of Roscoe Boulevard to the Woodman Station
- > Class II lanes on Nordhoff Avenue east of the I-405 to the Nordhoff Station
- > Class II lanes on Chase Street east of Van Nuys Boulevard to the Roscoe Station
- > Class I path along the Metro Orange Line to the Van Nuys/Metro Orange Line Station
- > Class II lanes on Van Nuys Boulevard between the Orange Line and Chandler Boulevard to the Van Nuys/Metro Orange line Station.

B. Facilities that Connect Surrounding Neighborhoods to the Above Facilities

Six existing wheel facilities connect surrounding neighborhoods to the wheel facilities listed in A. above:

- > Class III route on Astoria Street to the San Fernando Road path
- > Class II lanes on Polk Street-Bradley Avenue-Bledsoe Street to the San Fernando Road path
- > Class II lanes on Glenoaks Boulevard southeast of Arroyo Avenue to Van Nuys Boulevard lanes
- > Class II lanes on Devonshire Street and Woodley Avenue Street to Woodman Avenue

- > Class II lanes on Woodman Avenue between Sherman Way and Burbank Boulevard to the Orange Line path
- > Class II lanes on Chandler Boulevard Street to Van Nuys Boulevard and the Orange Line path.

C. Facilities that Almost Connect to ESFVTC Stations

Two existing wheel facilities are located on primary pathways and come close but end a few blocks short of an ESFVTC station:

- > Class II lanes on Brand Boulevard end at O'Melveny Avenue, approximately one-half mile from the Maclay Station
- > Class II lanes on Devonshire Street end at Arleta Avenue, less than one-half mile from the Arleta Station.

D. Facilities with Gaps

Eight existing Class II facilities connect to ESFVTC stations or to facilities that connect to ESFVTC stations but have gaps, thereby reducing connectivity:

- > Polk Street from Sunrise Ridge Road to San Fernando Road
- > Foothill Boulevard from just north of Tyler Street to Polk Street
- > Nordhoff Street from Sylmar Avenue to Moonbeam Avenue
- > Woodman Avenue between Roscoe Boulevard and Sherman Way
- > Laurel Canyon Boulevard between Hamlin Street and Oxnard Street
- > Woodley Avenue between Chase Street and Stagg Street
- > Burbank Boulevard between Van Nuys Boulevard and Hazeltine Avenue
- > Van Nuys Boulevard between Chandler Boulevard and Riverside Drive.

III. Wheel Network on Local Plans

Figure 2 (page 14) shows the wheel network adopted by the City of Los Angeles in its *Mobility 2035 Plan* and by the City of San Fernando in its *Safe and Active Streets Plan*. It also shows neighborhoods that are connected to ESFVTC stations by that network. The color of the connected neighborhoods corresponds to the facility type (class) that provides the majority of its access. Key observations regarding the access this network would provide to ESFVTC stations include the following:

- > ESFVTC station locations had not been identified when local plans were developed. As a result, the network shown on local plans, while ambitious, does not always provide access to stations.
- > About two-thirds of the six-mile wide corridor would have access to ESFVTC stations on wheel facilities if the network shown on local plans were constructed.
- > Many, but not all, facilities shown on plans are needed to access ESFVTC stations.

- > In a few locations, local plans show Class II lanes being upgraded to Class IV protected lanes, in particular, on Van Nuys Boulevard north of San Fernando Road and south of the Metro Orange Line and on Devonshire Street from Woodman Avenue to Balboa Boulevard.
- > Segments of some facilities shown on local plans may not be physically feasible or may have traffic volumes that exceed the conventional threshold for lane reduction. These facilities will require additional evaluation.

IV. Complete Wheel Network

Figure 3 (page 15) shows the complete three-mile wheel network that includes 1) existing facilities, 2) facilities on local plans, and 3) other potential facilities identified through this FLM plan that would complete gaps in the network, as well as neighborhoods that are connected to ESFVTC stations by that network. The color of the connected neighborhoods corresponds to the facility type (class) that provides the majority of its access. Figure 4 (pages 16 through 18) shows the complete wheel network on three pages so that individual wheel facilities are more legible.

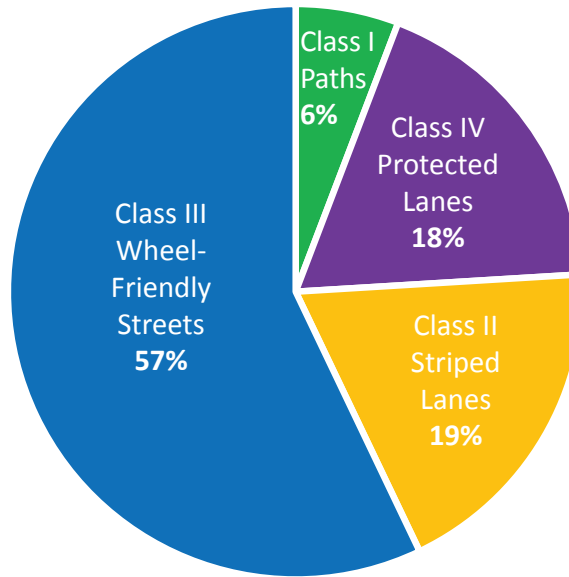
Key observations regarding the access this network would provide include the following:

- > Most of the six-mile wide corridor would have access to ESFVTC stations if the potential network shown in Figure 3 were constructed.
- > Class I, IV and II facilities typically provide longer distance access.
- > Class III Wheel-Friendly Streets provide access:
 - 1) from surrounding neighborhoods to the long-distance facilities;
 - 2) in some cases, from the long-distance facilities to the stations; and
 - 3) from the neighborhoods close to the stations (within approximately one mile).
- > The majority of additional potential facilities identified in this FLM plan are Class III Wheel-Friendly Streets on collector and local streets. Potential additional facilities that would require lane reductions on arterial streets, that is, Class II striped lanes or Class IV protected lanes, have been suggested only for street segments on which traffic volumes do not exceed the conventional threshold for lane reductions. As noted in the introduction, potential facilities identified through the FLM process will need to be evaluated by local jurisdictions.
- > The potential complete network of new facilities that would serve the ESFVTC stations, excluding facilities that are already funded, includes a total of 174 miles of new facilities at a total rough order of magnitude (ROM) direct construction cost of \$78.6 million. (Direct construction costs do not include soft costs such as surveys, testing, design, engineering, project management, construction administration and management, permits, inspections, insurance and escalation).
- > Miles and costs by facility type are shown in the table and pie charts on the next page.
- > Over half the network (99 of 174 miles) consists of Wheel-Friendly Streets on collector and local streets (shown in blue in the pie charts) that can be implemented for 15% of the total network cost.

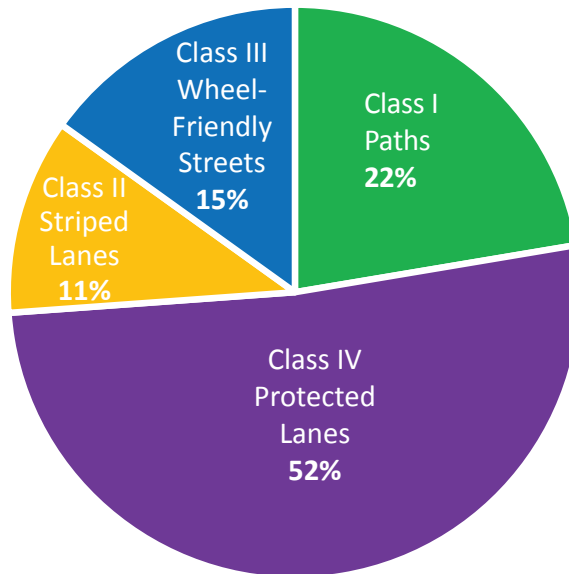
Miles and ROM Direct Construction Costs* by Facility Type:

Facility Type	Miles	ROM Direct Construction Cost
Class I Path	10	\$17.6 million
Class IV Protected Lanes	32	\$40.4 million
Class II Striped Lanes	33	\$ 8.7 million
Class III Wheel-Friendly Streets	99	\$11.9 million

Miles By Facility Type:



ROM Direct Construction Cost* by Facility Type:



* Direct construction costs do not include soft costs such as surveys, testing, design, engineering, project management, construction administration and management, permits, inspections, insurance and escalation.

V. Implementation of Wheel Network

The Projects by Station Area tables (Tables 1 through 14 on pages 19 through 32) list wheel projects within one-half mile and between one-half and three miles of each of the 14 ESFVTC stations. Projects in the half-mile station area are listed in order of priority as defined in the Prioritization Methodology Memo dated October 1, 2019. Wheel projects could be implemented in order of priority. However, since the prioritization methodology was only applied to the half-mile station areas (a 15-minute walk/three minute ride to the station), it does not include the entire 15-minute ride area for wheels, which serves a significantly larger ridership base since a three-mile radius area is 36 times larger than a half-mile radius area.

Multiple implementation approaches were considered and are described below to aid decision making. If deployed, these approaches present opportunities that would serve people within a 15-minute ride time to the stations. It is anticipated that these approaches may vary from station to station and could be applied in combination. While not an exhaustive list, these approaches are presented to guide next steps.

A. Connect to the Locally Proposed Wheel Network

In this approach, implementation would focus on facilities that connect future stations to the networks that are proposed on local plans. Key elements include:

- > Class III Wheel-Friendly Streets
- > Class IV protected lanes on Arleta Avenue from Fox Street to Osborne Street and Class II lanes from Osborne Street to the Tujunga Wash (or a Class I path on the Pacoima Diversion Channel for the segment between Devonshire Street and the Tujunga Wash) and a Wheel-Friendly Street from Brand Boulevard to Fox Street
- > Class II lanes on Kester Avenue from Raymer Street to the Metro Orange Line.

B. Complete Gaps Along Existing Facilities

As noted in Section II, there are existing facilities that do not quite reach a station or have gaps that prevent them from connecting to surrounding neighborhoods. This approach would complete those gaps, including:

- > Polk Street from Sunrise Ridge Road to San Fernando Road and from Foothill Boulevard to Glenoaks Boulevard
- > Foothill Boulevard from just north of Tyler Street to Polk Street
- > Brand Boulevard from 4th Street to Amboy Avenue
- > Arleta Avenue from Devonshire Street to Van Nuys Boulevard
- > Nordhoff Street between Sylmar and Moonbeam Avenues and between the I-405 and Balboa Boulevard
- > Woodman Avenue between Roscoe Boulevard and Sherman Way
- > Laurel Canyon Boulevard between Hamlin Street and Oxnard Street.
- > Woodley Avenue between Chase Street and Stagg Street

- > Burbank Boulevard between Van Nuys Boulevard and Hazeltine Avenue
- > Van Nuys Boulevard between Chandler Boulevard and Riverside Drive.

C. Upgrade Existing Facilities

Upgrading existing Class II lanes that connect directly to ESFVTC station to Class IV protected lanes would improve direct access to stations. Opportunities include:

- > Van Nuys Boulevard from San Fernando Road to Foothill Boulevard
- > Van Nuys Boulevard from the Metro Orange Line to Chandler Boulevard
- > Devonshire Street from Woodman Avenue to Balboa Boulevard.

D. Connect to Activity Centers

The focus of this approach is to link ESFVTC stations to institutions and other activity centers with potentially high transit ridership, such as universities and colleges, government centers, and major employment centers to ESFVTC stations. The Van Nuys Civic Center is one block from the Metro Orange Line Station and the San Fernando Civic Center is less than a block from the Maclay Station. The existing Orange Line Class I path connects Los Angeles Valley College to the Metro Orange Line Station.

Wheel facilities that would provide access to other activity centers include:

- > Hubbard Street Class II lanes, which would connect to Los Angeles Mission College to the Sylmar/San Fernando Station.

E. Connect Everyone Within One Mile

Connecting ESFVTC stations to the majority of people (to both jobs and housing) within one mile would require:

- > Wheel-Friendly Streets within one mile of all stations
- > Class II lanes on Polk Street, Hubbard Street, N. Maclay Avenue, Brand Boulevard, and Terra Bella Street and/or Paxton Street.
- > Class IV lanes on Arleta Avenue and Sherman Way.

F. Provide an Alternative to Van Nuys Boulevard

San Fernando Road to Parthenia Street. Potential facilities located parallel to and within one-half mile of Van Nuys Boulevard and San Fernando Road and Parthenia Street that, as a network, could provide access in place of the existing lanes include:

- > Class II lanes on Terra Bella Street from San Fernando Road to Tupper Street and/or Paxton Street from San Fernando Road to Arleta Avenue
- > Wheel-Friendly Streets on Filmore Street and Pierce Street between San Fernando Road and Woodman Avenue

- > A Class I path along the Pacoima Wash from Lassen Street to Parthenia Street with a short segment of Class IV two-way cycle track on Lassen Street to connect to Filmore Street
- > A Wheel-Friendly Street on Tupper Street from the Pacoima Wash to Terra Bella Street
- > Wheel-Friendly Streets on Cedros Avenue and Wakefield Avenue from Tupper Street to Parthenia Street
- > All other Wheel-Friendly Streets between the parallel streets to provide access from the parallel facilities to Van Nuys Boulevard.

Parthenia Street to the Metro Orange Line. Between Parthenia Street and the Metro Orange Line, the City of Los Angeles *Mobility 2035 Plan* shows Class IV lanes on Van Nuys Boulevard. Potential facilities located parallel to and within one-half mile that, as a network, could provide access in place of the planned lanes include:

- > A Class I path along the Pacoima Wash from Parthenia Street to Van Nuys Boulevard with a bridge over the Metrolink and Union Pacific railroad tracks
- > Wheel-Friendly Streets on Cedros and Willis Avenues from Parthenia Street to Lanark Street
- > Wheel-Friendly Streets on Wakefield-Lennox-Burton-Tilden Streets from Parthenia Street to Lanark Street
- > A Wheel-Friendly Street on Lanark Street from the Pacoima Wash to Tilden Street
- > A Wheel-Friendly Street on Kester Avenue from Raymer Street to Saticoy Street
- > Class II lanes on Kester Avenue from Saticoy Street to the Metro Orange Line
- > A Class I or IV facility on Covello Street from Van Nuys Boulevard (at the Pacoima Wash) to Tyrone Avenue
- > A Wheel-Friendly Street on Tyrone Avenue from Covello Street to the Metro Orange Line
- > All other Wheel-Friendly Streets between the parallel streets to provide access from the parallel facilities to Van Nuys Boulevard.

For both of the potential above networks to provide access in place of Van Nuys Boulevard lanes, the Class I path and II lanes would provide longer distance access, while the Wheel-Friendly Streets would provide local access and access from the Class I path and Class II lanes to Van Nuys Boulevard, which is the “Main Street” of the East San Fernando Valley.

VI. Wheel Projects by Station

In addition to maps depicting the three-mile wheel network (Figures 4), Tables 1 through 14 (pages 19 through 32) describe details such as location, extent, rough order of magnitude (ROM) direct construction costs*, and other specifics about individual projects. These tables should be referenced in conjunction with the maps. The tables include the following information for potential wheel projects that would provide access to that station. The tables do not list existing facilities.

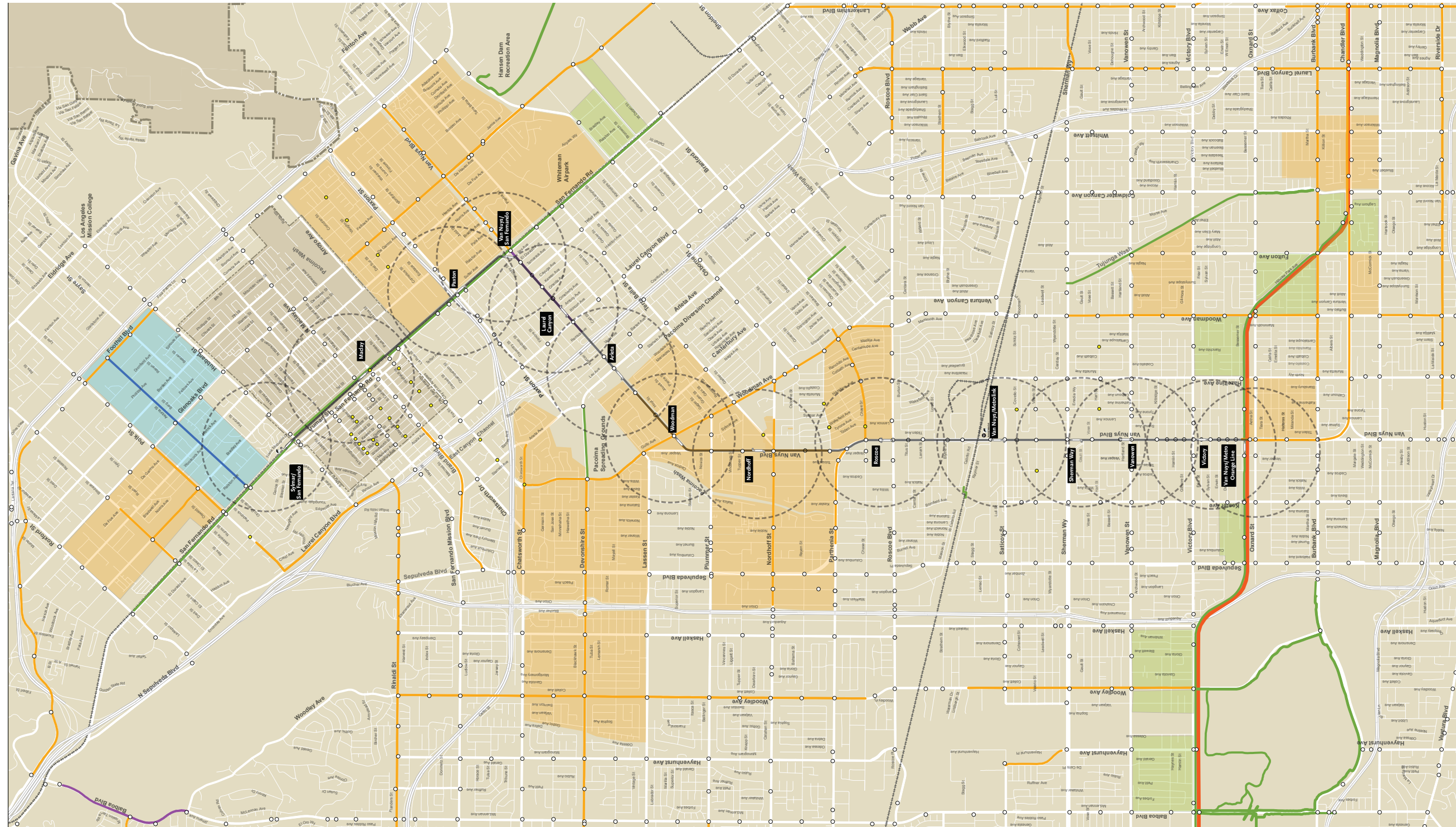
Column	Content
1	Project Number (#): for projects within one-half mile, the number corresponds to the project's priority; projects located from one-half to three miles are listed by type
2	Location: street on which project is located
3-4	Facility Class: Class I, IV, II or II and whether it is on local plans or has been proposed as a potential facility to complete the network
5	Project Limits: cross streets
6	Length of project in miles
7	Quantity of existing speed humps on segment (collector and local streets only)
8-14	Quantity of specific design elements proposed for the project (see unit costs below for a detailed list of design elements)
15	Average Daily Traffic (ADT) if available from local jurisdictions
16	Curb-to-curb roadway width in feet (shown for arterial streets only)
17	Current lane striping in feet (shown for arterial streets only) – note that 5-6' represents a wheel lane, 3-4' a buffer, 7-8' a parking lane, 18-22' a curb lane consisting of parking and a motor vehicle travel lane, and 9-13' a motor vehicle travel lane
18	Potential lane striping to accommodate wheel project (shown for arterial streets only) – with the same widths as above
20	Notes
21	Does the project provide access to the station and is it feasible?
22	Rough order of magnitude (ROM) direct construction cost* for each project

* Direct construction costs do not include soft costs such as surveys, testing, design, engineering, project management, construction administration and management, permits, inspections, insurance and escalation.

Rough order of magnitude (ROM) direct construction costs* of potential improvement projects were developed using a combination of per-mile cost for each facility type and additional costs for specific design elements, which vary by location and were quantified for each potential project.

Base ROM Direct Construction Costs*	
Class 1 Path - 15' wide, asphalt paving and solar lighting on an existing paved channel access road that is at the same elevation as roadways	\$1,200,000/mile
Class IV Protected Lanes - 3' wide painted buffer with bollards per recent City of LA projects and parking as buffer where feasible on an existing roadway	\$500,000/mile
Class II Striped Lanes - restripe existing roadway	\$200,000/mile
Class III Wheel-Friendly Street – includes pavement markings and signages; see below for additional measures	\$15,000/mile
Additional ROM Direct Construction Cost* Elements	
HAWK at the intersection of a collector or local street with an arterial street to accommodate safe Class III Wheel-Friendly Street crossing of the arterial street	\$200,000
2 stops signs and limit lines on a Class III Wheel-Friendly Street	\$2,000
Speed hump on Class III Wheel-Friendly Street	\$2,500
Bike Loops on a Class III Wheel-Friendly Street at its intersection with a signalized arterial street (2 directions)	\$5,000
Bike phase at existing signalized intersection (2 directions) on a Class IV facility, including right-turn controls	\$200,000
Floating bus stop (similar to Los Angeles Street in DTLA)	\$25,000

* Direct construction costs do not include soft costs such as surveys, testing, design, engineering, project management, construction administration and management, permits, inspections, insurance and escalation.



- Areas With Access to Nearby Station**
Color corresponds to majority facility type
- Class I Off-Street Path
 - Class II Striped Lanes
 - Class III Wheel-Friendly Street

- Existing Wheel Facilities**
- Class I Off-Street Path
 - Class IV Protected Lanes
 - Class II Striped Lanes
 - Class III Wheel-Friendly Street

- Base Map Elements**
- ESFVTC Alignment
 - Metrolink Routes
 - Proposed Station
 - 1/2-Mile Station Area
 - Orange Line
 - Traffic Signal
 - 4-Way Stop

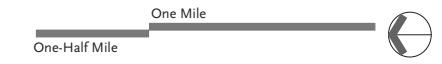
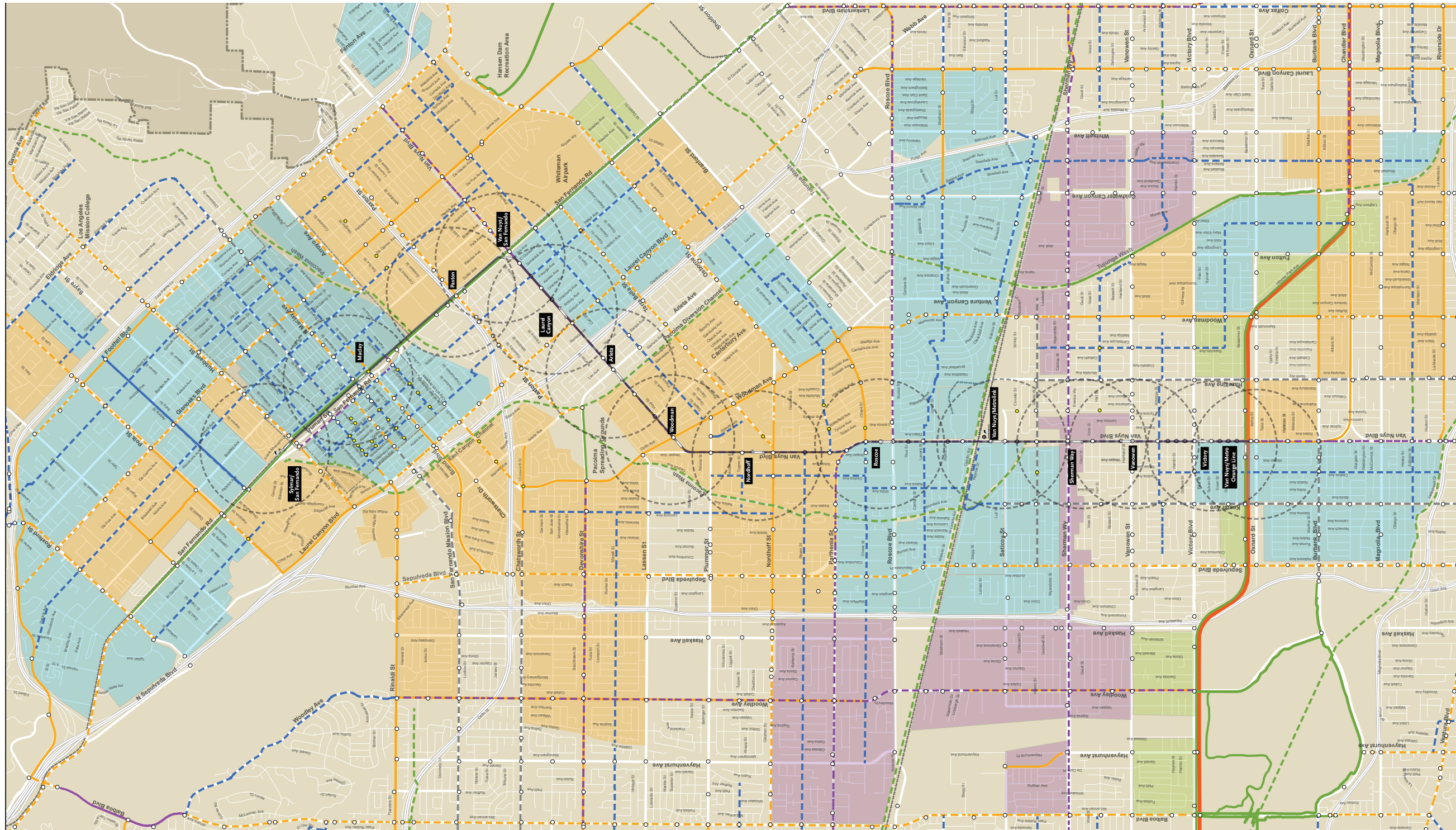


Figure 1: Existing Wheel Facilities and Neighborhoods Served Source: Patricia Smith, ASLA, AICP



Areas With Access to Nearby Station
Color corresponds to majority facility type

- Class I Off-Street Path
- Class IV Protected Lanes
- Class II Striped Lanes
- Class III Wheel-Friendly Street

Existing Wheel Facilities

- Class I Off-Street Path
- Class IV Protected Lanes
- Class II Striped Lanes
- Class III Wheel-Friendly Street

Wheel Facilities On Local Plans

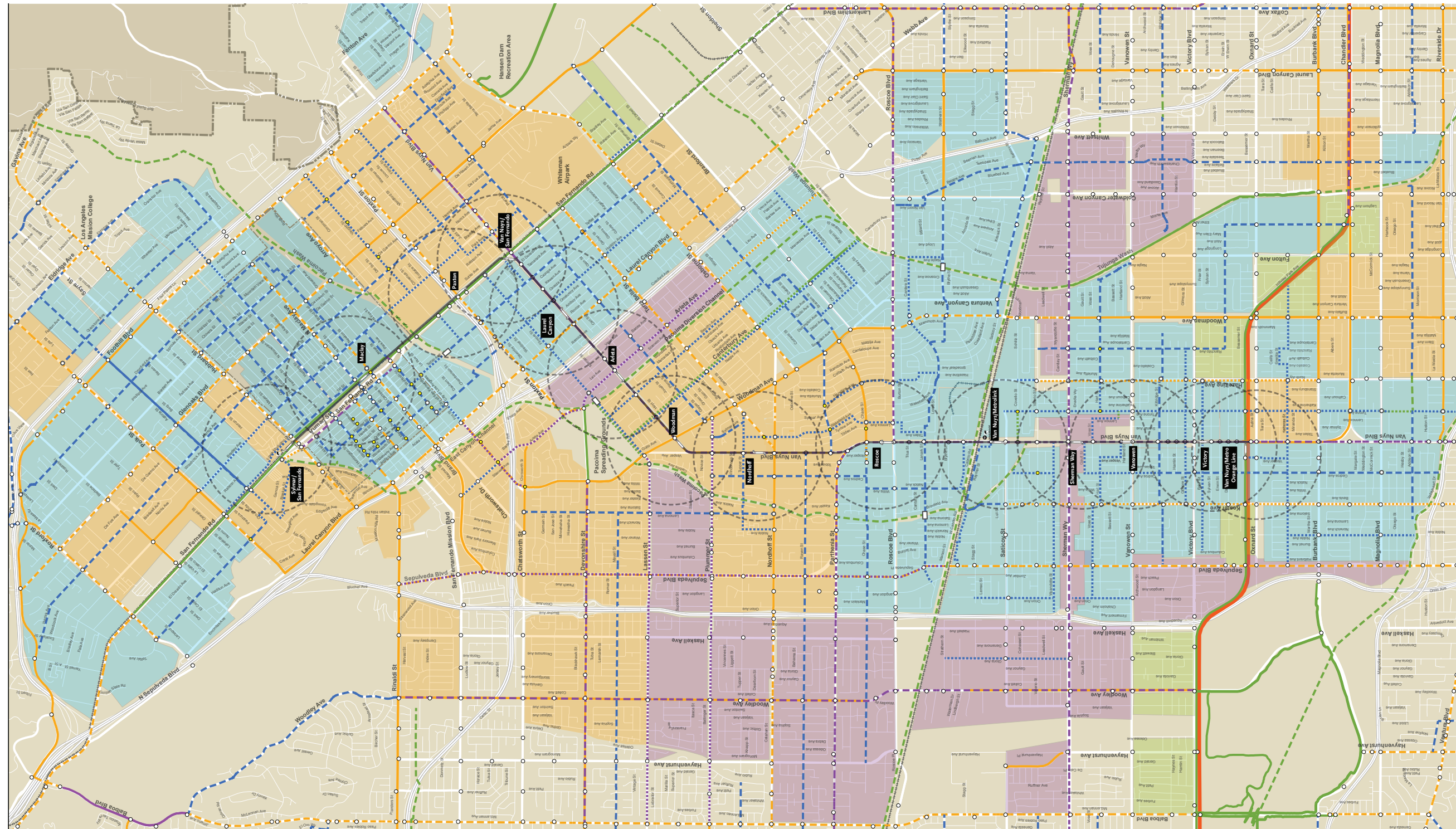
- Class I Off-Street Path
- Class IV Protected Lanes
- Class II Striped Lanes
- Class III Wheel-Friendly Street
- Class III on Arterial

Base Map Elements

- ESFVTC Alignment
- Metrolink Routes
- Proposed Station
- 1/2-Mile Station Area
- Orange Line
- Traffic Signal
- 4-Way Stop



Figure 2: Wheel Network on Local Plans and Neighborhoods Served Source: Patricia Smith, ASLA, AICP



- Areas With Access to Nearby Station**
Color corresponds to majority facility type
- Class I Off-Street Path
 - Class IV Protected Lanes
 - Class II Striped Lanes
 - Class III Wheel-Friendly Street

- Existing Wheel Facilities**
- Class I Off-Street Path
 - Class IV Protected Lanes
 - Class II Striped Lanes
 - Class III Wheel-Friendly Street

- Wheel Facilities On Local Plans**
- Class I Off-Street Path
 - Class IV Protected Lanes
 - Class II Striped Lanes
 - Class III Wheel-Friendly Street
 - Class III on Arterial

- Other Potential Wheel Facilities**
- Class I Off-Street Path
 - Class IV Protected Lanes
 - Class II Striped Lanes
 - Class III Wheel-Friendly Street
 - Controlled Crossing
 - River Crossing

- Base Map Elements**
- ESFVTC Alignment
 - Metrolink Routes
 - Proposed Station
 - 1/2-Mile Station Area
 - Orange Line
 - Traffic Signal
 - 4-Way Stop



Figure 3: Complete Wheel Network and Neighborhoods Served Source: Patricia Smith, ASLA, AICP

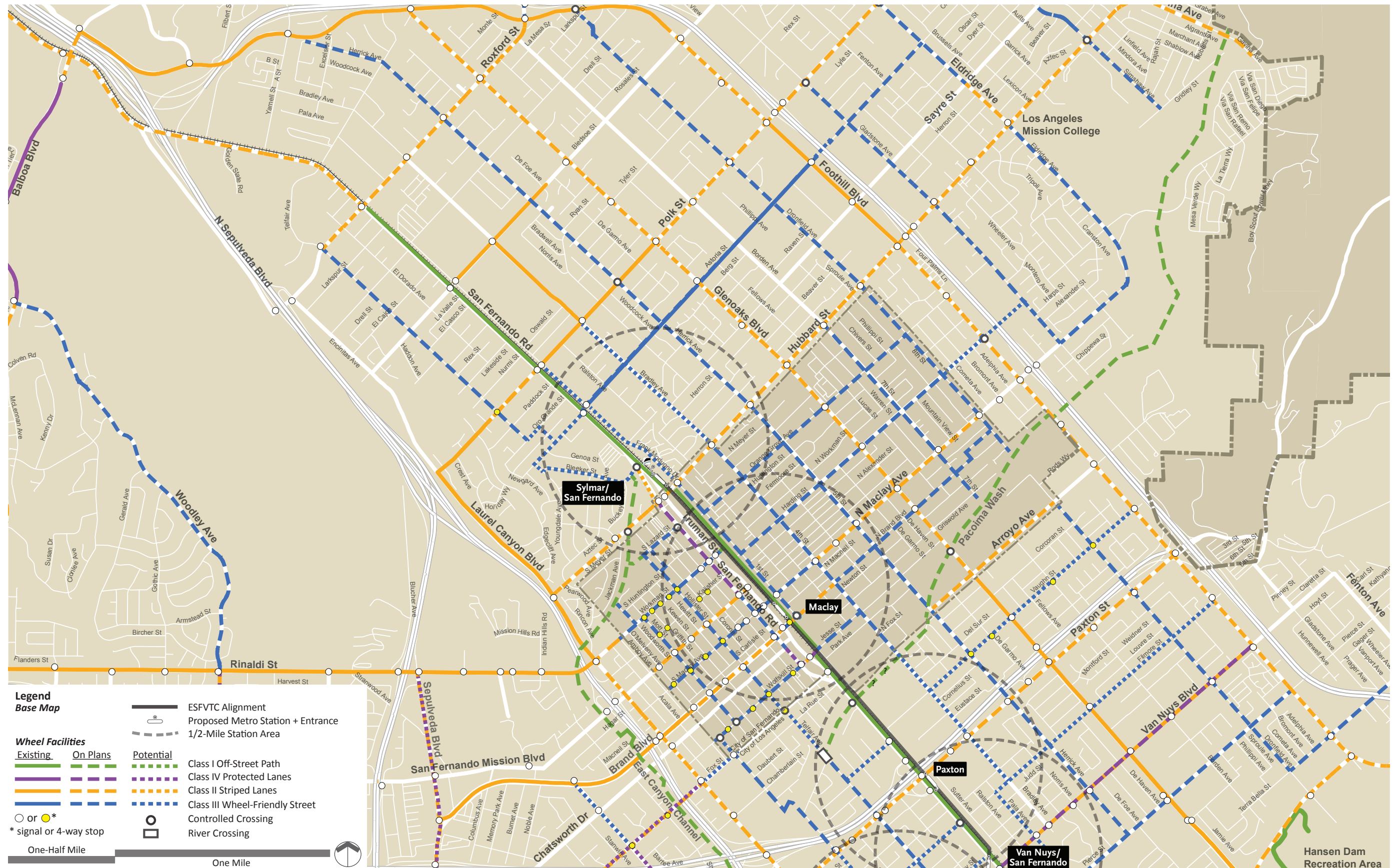


Figure 4a: Complete Wheel Network - North Source: Patricia Smith, ASLA, AICP

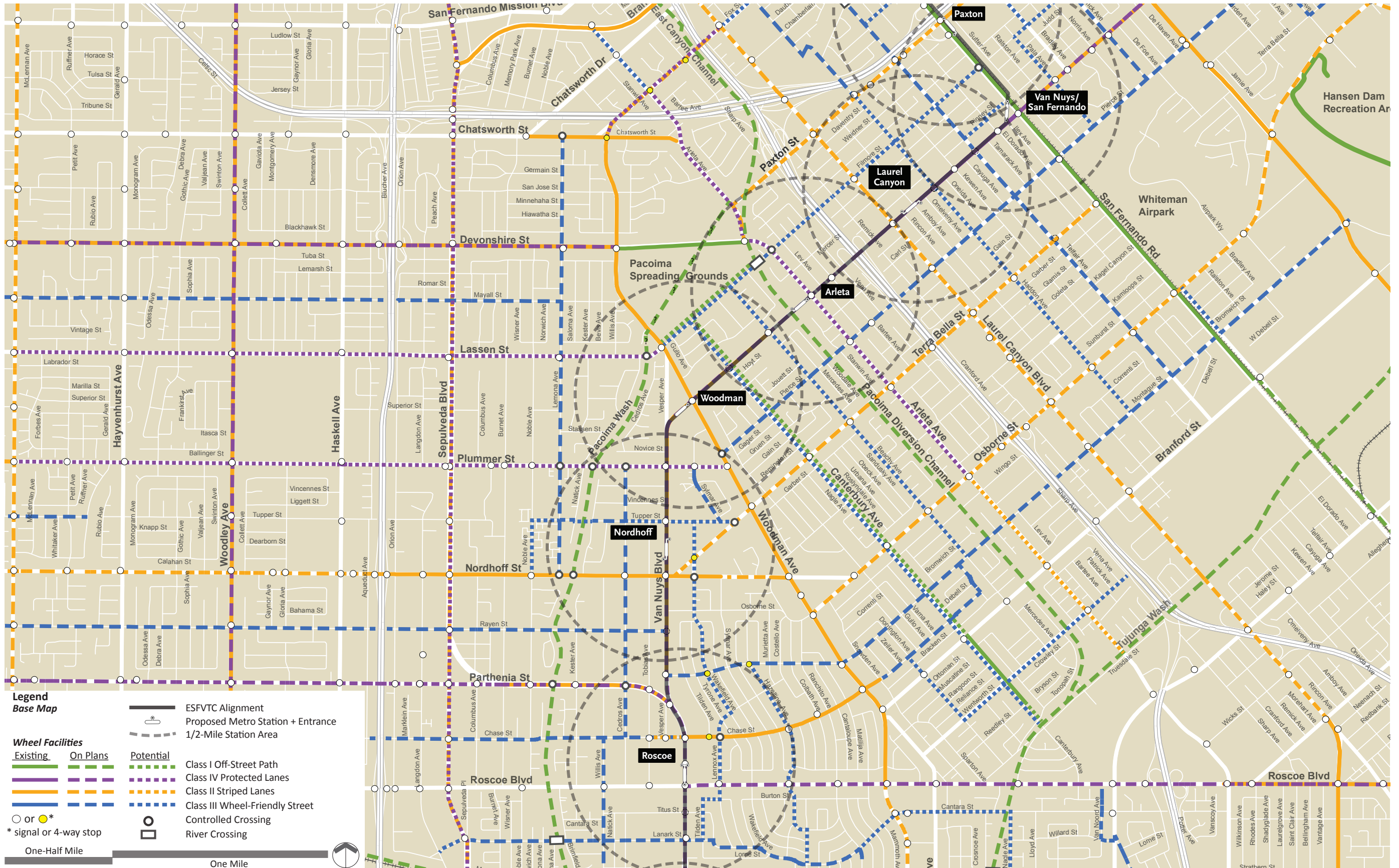


Figure 4b: Complete Wheel Network - Middle Source: Patricia Smith, ASLA, AICP

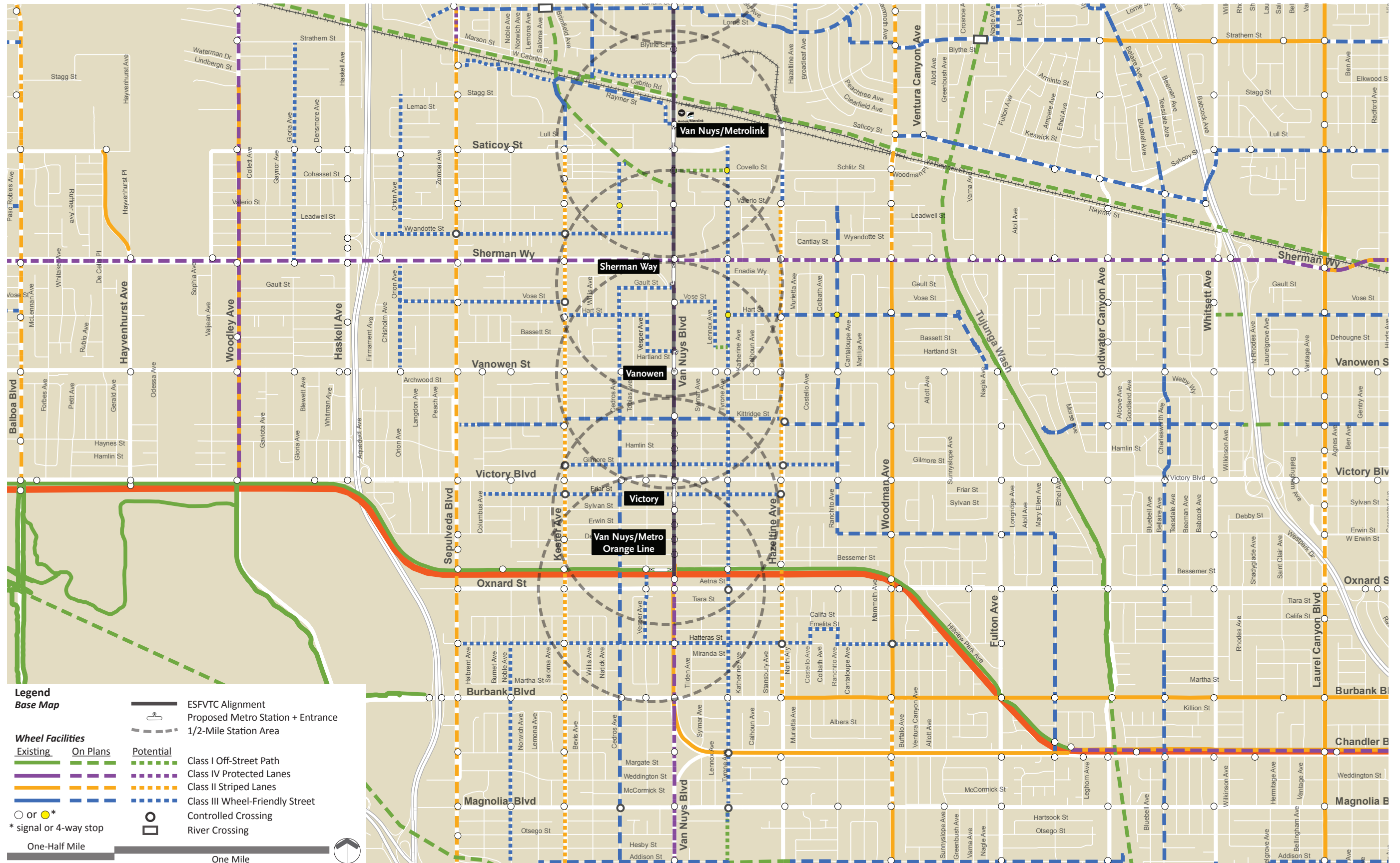


Figure 4c: Complete Wheel Network - South Source: Patricia Smith, ASLA, AICP

Sylmar/San Fernando Station - Projects for Wheels																			
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed						ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Direct ROM Cost
		On Plans	Poten-tial				HAWK collector/ arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop							
Projects Within 1/2 Mile of Station																			
1	San Fernando Rd. (SF)	IV		San Fernando Mission - Hubbard	0.57						3	8,780	58	20-10-10-20	5-3-20-20-5-3 or 6-3-18-11-11-3-6	Class IV eliminates 2 lanes or parking.	Yes	\$885,000	
	alternative:		II												7-6-11-10-11-6-7	Or Class II eliminates 1 lane.			
2	San Fernando Rd. (LA)		II	Hubbard - Bleeker	0.20							8,366 -10,851	58	18-11-11-18	7-6-11-10-11-6-7	Class II provides transition to City of SF Class IV lanes; eliminates 1 lane.	Yes	\$40,000	
	alternative:		IV													Same striping options as Project 1 Class IV.			
3	Hubbard St./Av.	II		Laurel Canyon - Glenoaks	1.50							20,535 -24,913	60	18-12-12-18	8-6-11-11-11-6-8 or 8-11-11-11-11-8 (no pkg/buffered lanes)	Class II lane eliminates 1 lane or parking; current traffic counts are needed as they may be too high for lane reduction.	*	\$300,000	
4	Hollister Av.-Lazard St.	III		Workman - San Fernando	0.42		1			1							Yes	\$211,300	
5	Orange Grove Av.	III		1st - 5th	0.50	3		1				1,370					Yes	\$11,000	
6	1st St.-Frank Modugno Dr.- San Fernando Rd. NE	III	III	Orange Grove - Polk	1.00					2		2533 -3,632					Yes	\$25,000	
7	East Canyon Channel	I		Rincon - Bleeker	0.78		1									Shift from east to west side at Hubbard.	**	\$1,136,000	
8	Bradley Av.- 4th St.		III	Hubbard - Astoria	0.55			5	1			5,152					Yes	\$25,350	
			III	Hubbard - Harding	0.46			4				4,390					Yes	\$17,020	
9	Bleeker St.-Youngdale Av.		III	San Fernando - Astoria	0.53	2	1	1	1								Yes	\$215,450	
10	Astoria St.		III	Youngdale - San Fernando	0.32	4		0	1								Yes	\$9,800	
11	Astoria St.		III	San Fernando - Bradley	0.30			3									Yes	\$11,100	
PROJECTS WITHIN 1/2 MILE OF STATION					7.13													\$2,887,020	
Projects Between 1/2 and 3 Miles of Station																			
12	Polk St.	II		Glen Oaks - Eldridge	1.50							12,000 -14,000	60	18-12-12-18	8-6-11-10-11-6-8	Class II eliminates 1 lane.	Yes	\$300,000	
13	Glenoaks Bl.	II		Hubbard - Foothill	2.36							5,000 -16,000	60	18-12-12-18	8-6-11-10-11-6-8	Class II eliminates 1 lane.	Yes	\$472,000	
14	Hubbard St.	II		Glenoaks - Eldridge	1.50							23,000 -27,000	60-82	18-12-12-18	8-6-11-10-11-6-8	Freeway access; traffic volume high for lane reduction.	*	\$300,000	
15	Expanded Bicycle-Friendly Street Network:																		
	Bradley Av.		III	Astoria - Polk	0.27			2	1								Yes	\$14,990	
	Astoria St.		III	Bradley - Eldridge	2.00			18	2									\$84,000	
	Herrick Av.		III	Hubbard - Foothill	2.60		1	23	4									\$316,200	
	Dronfield Av.		III	Hubbard - Foothill	1.80		1	16	1									\$271,600	
	Telfair Av.-Oro Grande St.- 5th St.		III	Roxford - Astoria	1.46			13				2,141						\$54,020	
	7th St.		III	Harding - Hubbard	0.50			4				2,830						\$18,500	
	8th St.		III	Harding - Hubbard	0.54			5	1			1,930						\$24,980	
	Orange Grove Av.		III	Harding - Hubbard	0.56			5	1			1,170						\$25,720	
	Gladstone Av.		III	5th - 8th	0.75		1	7	1			1,370						\$232,750	
			III	Polk - Maclay	1.68			15	2									\$72,160	
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					17.52													\$2,186,920	
ALL PROJECTS WITHIN 3 MILES OF STATION					24.65													\$5,073,940	

* Yes, provided that traffic volume can be accommodated with the lane reduction.

** Optional

Table 1: Sylmar/San Fernando Station - Projects for Wheels Source: Patricia Smith, ASLA, AICP

Maclay Station - Projects for Wheels																		
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed					ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Direct ROM Cost
		On Plans	Poten- tial				HAWK collector/ arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase							
Projects Within 1/2 Mile of Station																		
1	San Fernando Rd./ Wolfskill St.	IV		Kittridge - Wolfskill	0.13							6,140		20-10-10-20	5-3-20-20-5-3 or	Class IV eliminates 2 lanes or parking. Class II SE of Truman adj. to left-turn lane; links Mission City Trail to San Fernando Rd.	Yes	\$65,000
		IV		San Fernando - Mission City Trail	0.09													\$45,000
2	Brand Bl.	II		O'Melvany - Truman	0.55							14,000	35-35	22-13--13-22	7-5-11-12--12-11-5-7		Yes	\$110,000
		III		Truman - Mission City Trail	0.04											Sidewalk riding for Class III or eliminate 1 lane each way for Class II (not costed).		\$600
		II		Mission City Trail - 4th	0.26						10,100	58	58	18-11-11-18	7-6-11-10-11-6-7	Class II eliminates 1 lane.		\$52,000
3	San Fernando Rd.	III		SF Mission - Kittridge	0.30						4,890	58	58	20-12-26			Yes	\$4,500
4	Maclay Av.	III		Amboy - Truman	0.60			5	4			40-54	60	14-10-11-11-14	5-10-10-10-10-5		Yes	\$42,200
		II		Truman - 1st	0.08							60	60	16-12-12-10		Alt: eliminate center turn lane and add Class II lanes (not costed).		\$16,000
		III		1st - 4th	0.24							60	60					\$3,600
5	Maclay Av.	II		4th - 8th	1.00						13,100	60	60	19-11-11-19	8-6-11-10-11-6-8		Yes	\$200,000
6	Jessie St.	III		Mission City trail - 4th	0.26			2									Yes	\$9,620
7	1st St.	III		Brand - Harding	0.40	1		4	2		3,400			20-12-26			Yes	\$224,800
8	Harding Av.	III		1st - 5th	0.50			4			1,300						Yes	\$18,500
9	3rd St.	III		Jessie - Maclay	0.31			3	1								Yes	\$16,470
10	Wolfskill St.	III		O'Melvany - San Fernando	0.49			4	2								Yes	\$28,130
11	San Fernando Mission Bl.	II		Laurel Canyon - Truman	0.63						10,700	60	60	19-11-11-19	8-6-11-10-11-6-8	Class II eliminates 1 lane.	Yes	\$126,000
12	Brand Bl./Macneil St.	III		4th - 8th	1.03			9	1		5,180						Yes	\$43,110
13	4th St.	III		Pacoima Wash - Harding	0.80			7	2		4,390	-5,940					Yes	\$39,600
14	Hollister St.	III		Fox - Workman	0.74			7	2								Yes	\$37,380
15	Workman St.	III		Amboy - Truman	0.54			2	5	3	5,340						Yes	\$38,980
PROJECTS WITHIN 1/2 MILE OF STATION					8.99													\$1,121,490
Projects Between 1/2 and 3 Miles of Station																		
16	Pacoima Wash	I		5th - 8th				1								0.8 mi. Funded (2017 ATP), so cost is not included.	Yes	\$324,000
				4th/Bradley - 5th	0.27													
17	Fox St.	II	IV	Chatsworth - Laurel Cyn.	0.73					4	7,000	64	64	17-9-11-9-17	6-3-18-10-18-3-6		Yes	\$1,165,000
18	Glenoaks Bl.	II		Arroyo - Hubbard	1.30						?	60	60	18-12-12-18	8-6-11-10-11-6-8	Class II eliminates 1 lane.	*	\$260,000
19	Expanded Bicycle-Friendly Street Network:																	
	Harding Av.	III		5th - Gladstone	1.25			11	2									\$56,250
	5th St.	III		Arroyo - Harding	0.77			7	1		2,830	-3,640						\$33,490
	7th St.			Pacoima Wash - Harding	0.54			5	1		1,930							\$24,980
	8th St.	III		Pacoima Wash - Harding	0.44			4	1		1,170							\$21,280
	Vaughn		III	San Fernando - Foothill	1.56			14	1									\$62,720
	Rinaldi	II	III	Laurel Canyon - Amboy	0.20			2	1			36						\$12,400
	Mott St.	III		Fox - Workman	0.82			7	2									\$40,340
	Fox St./O'Melvany		III	Laurel Canyon - Wolfskill	0.31			3										\$11,470
	Arleta Av.		III	Fox - Brand	0.37			3	3									\$28,690
	Maclay Av.	III		8th - Gladstone							15,000	60	60			0.5 mi. Volumes too high for safe Class III.	No	
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					8.56													\$2,040,620
ALL PROJECTS WITHIN 3 MILES OF STATION					17.55													\$3,162,110

* Yes, provided that traffic volume can be accommodated with the lane reduction.

Table 2: Maclay Station - Projects for Wheels Source: Patricia Smith, ASLA, AICP

Paxton Station - Projects for Wheels																				
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed						ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Direct ROM Cost	
		On Plans	Poten-tial				HAWK collector/ arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop								Mix zone at bus stop
Projects Within 1/2 Mile of Station																				
1	Telfair Av.	III		Filmore - Pacoima Wash	0.65				6	1			2,203						\$29,050	
			III	Pacoima Wash - Fox	0.22			1											Yes	\$5,300
2	Pacoima Wash	I		Telfair - San Fernando	0.27		1												Yes	\$524,000
3	Bradley Av.		III	Filmore - Pacoima Wash	0.77				7	1			2,783							\$33,490
4	Paxton St.		II	Arleta - Foothill**	2.80								14,000 -21165	62	13-10-11-10-18	6-11-11-11-11-5-7			*	\$560,000
	alternative:		IV												19-12-12-19	8-6-11-12-11-6-8 5-3-18-10-18-3-5				Alternate: Class IV lanes with ped/bike signal phases are preferable, but eliminates 1 or 2 lanes (not costed).
5	Desmond St.		III	Telfair - San Fernando	0.26				2	1									Yes	\$14,620
PROJECTS WITHIN 1/2 MILE OF STATION					4.97														\$1,166,460	
Projects Between 1/2 and 3 Miles of Station																				
Refer to Maclay and Van Nuys/San Fernando Stations.																				
ALL PROJECTS WITHIN 3 MILES OF STATION					4.97														\$1,166,460	

* Yes, provided that traffic volume can be accommodated with the lane reduction.

** Project includes the segment of Paxton St. shown in the Mobility 2035 Plan as Class II lanes. However, Laurel Canyon to Glenoaks (1.55 mile) could be considered.

Table 3: Paxton Station - Projects for Wheels Source: Patricia Smith, ASLA, AICP

Van Nuys/San Fernando Station - Projects for Wheels																			
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed						ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Direct ROM Cost
		On Plans	Poten-tial				HAWK collector/ arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop							
Projects Within 1/2 Mile of Station																			
1	Van Nuys Bl.	IV		San Fernando - Glenoaks	0.78					4	9	24,000 -28,000	74	7-5-10-10-10-10-5-7	6-3-18-10-10-18-3-6	Could be asymmetrical like existing Class IV on Van Nuys or no center turn lane.	Yes	\$1,415,000	
2	Pierce St.	III		Haddon - San Fernando San Fernando - Herrick	0.51					4	1	4,195				0.53 mi. Funded LADOT/BOE project, so cost is not included.	Yes	\$23,870	
3	Pala Av.		III	Pierce - Filmore	0.54							2,672					Yes	\$8,100	
4	Filmore St.		III	Haddon - San Fernando	0.50		1			4	1	2,607					Yes	\$223,500	
5	Telfair Av.		III	Terra Bella - Filmore	0.82					7	2	2,203 -3930					Yes	\$40,340	
6	Pinney St.		III	Telfair - station	0.23					2	0						Yes	\$8,510	
7	Filmore St.		III	Pala - Herrick	0.25					2	0						Yes	\$9,250	
PROJECTS WITHIN 1/2 MILE OF STATION					3.63														\$1,728,570
Projects Between 1/2 and 3 Miles of Station																			
8	Van Nuys Bl.	IV		Glenoaks - Foothill	0.75					3	6	11,000 -25,000	80	8-5-11-11-10-11-11-5-3	6-3-20-11-11-18-3-6	Could be asymmetrical like existing Class IV on Van Nuys or no center turn lane.	Yes	\$1,125,000	
9	Terra Bella St.		II	Haddon - San Fernando	0.50							7,743 -8,800	52-54	21-10-21	8-5-2-11-11-2-85-8	Eliminates center turn lane; 2-3' buffer.	Yes	\$100,000	
10	San Fernando Rd.		I	Brandford - Lankershim												1.34 mi. Funded DOT/BOE project including bridge over Tujung Wash, so cost is not included.	Yes		
11	Expanded Bicycle-Friendly Street Network:																Yes		
	Filmore St.		III	Herrick - Foothill	1.00					9	1							\$42,000	
	Pierce St.		III	Herrick - Foothill						0	1	4,700				1.0 mi. Funded LADOT/BOE project, so cost is not included.			
	Telfair Av.		III	Montague - Terra Bella	0.82					7	1							\$35,340	
	Herrick Av.		III	Pierce - Arroyo						0	2	4,768				1.36 mi. Funded LADOT/BOE project, so cost is not included.			
	Dronfield Av.		III	Terra Bella - Arroyo	1.64					14	2							\$70,680	
	Montague St.		III	I-5 - San Fernando	0.96					8	1							\$40,520	
	Montague St.		III	San Fernando - Glenoaks	0.75					7	1							\$32,750	
	Terra Bella St.		III	Dronfield - Terra Vista Way	1.20					11	1							\$49,400	
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					7.62														\$1,495,690
ALL PROJECTS WITHIN 3 MILES OF STATION					11.25														\$3,224,260

Table 4: Van Nuys/San Fernando Station - Projects for Wheels Source: Patricia Smith, ASLA, AICP

Laurel Canyon Station - Projects for Wheels																							
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed						ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Direct ROM Cost				
		On Plans	Poten-tial				HAWK collector/ arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop								Mix zone at bus stop			
Projects Within 1/2 Mile of Station																							
1	Pierce St.	III		I-5 - Haddon	0.44				4	1			4,195					Yes	\$21,280				
2	Haddon Av.		III	Terra Bella - Paxton	1.10	5			5	3			1,354					Yes	\$43,200				
3	Filmore St.		III	I-5 - Haddon	0.44				4	1			2,600					Yes	\$21,280				
4	Laurel Canyon Bl.	II		Terra Bella - Carl	0.41								24,000	62-64	20-10-10-10-12	6-10-10-10-10-6	Existing pkg 1 side only; potential no pkg. 370 LF: Existing no parking; room to widen 10' to 64' curb-to-curb in 80' ROW; add curb & gutter and 10' wide AC. Additional cost \$150,000 per KOA.	Yes	\$82,000				
				Carl - Hoyt	0.07											6-11-10-10-10-11-6							
				Hoyt - Mercer	0.2											74				20-10-10-10-24	7-5-10-10-10-10-10-5-7 5-3-18-10-10-10-10-3-5	Potential striping: same as existing south of Peoria (substandard) or eliminate parking on one side for Class IV lanes or wide Class II lanes.	\$40,000
				Mercer - Daverty	0.34											54				12-10-10-10-12	7-11-10-10-10-11-7	Existing no parking; ROW 80'; room to widen to 64' curb-to-curb, but C&G/sidewalks recently installed, so assume sidewalk riding.	\$68,000
				Daverty - Paxton	0.07							31,000	80	24-10-10-10-26	8-6-11-10-10-10-11-6-8			\$14,000					
PROJECTS WITHIN 1/2 MILE OF STATION					3.07														\$453,760				
Projects Between 1/2 and 3 Miles of Station																							
5	Laurel Canyon Bl.	II		Peoria - Terra Bella	2.46								28,000	76-80	23-10-10-10-23	7-5-11-10-10-10-11-5-7	Except 74' curb-to-curb for 450' and a few short unimproved segments. Similar to segments within 1/2 mile of station.	Yes	\$492,000				
				Paxton - Rinaldi	1.39										64-80								
6	Terra Bella St.	II		Woodman - Laurel Canyon	1.35								15,600	-22,700	60-62	18-10-10-10-12	8-6-11-10-11-6-8	Yes	\$270,000				
				Laurel Canyon - Haddon	0.25											8,800	-22,700			56-58	23-10-23	7-5-11-10-11-5-7	\$50,000
7	Osborne St.	II		Woodman - San Fernando									32,000	60	12-10-10-10-18		2.2 mi. Volumes high for lane reduction; Terra Bella is a better choice.	No					
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					5.45														\$1,090,000				
ALL PROJECTS WITHIN 3 MILES OF STATION					8.52														\$1,543,760				

Table 5: Laurel Canyon Station - Projects for Wheels Source: Patricia Smith, ASLA, AICP

Arleta Station - Projects for Wheels																					
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed						ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Direct ROM Cost		
		On Plans	Poten-tial				HAWK collector/ arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop								Mix zone at bus stop	
Projects Within 1/2 Mile of Station																					
1	Arleta Av.		IV	Terra Bella - Van Nuys	0.55						1		3	10,000 -16,500	64	17-10-10-10-17	6-3-18-10-18-3-6	Class IV eliminates 2 lanes.	Yes	\$475,000	
				Van Nuys - Mercer	0.14						1			15,500 -16,500	80	24-11-10-11-24			Yes	\$270,000	
				Mercer - Fillmore	0.13						1			15,500	74	19-11-10-11-23	6-3-18-10-10-18-3-6	Could be asymmetrical like existing Class IV on Van Nuys.	Yes	\$265,000	
	Devonshire St.			Filmore - Arleta	0.14						1		2	14,400	80	24-11-10-11-24			Yes	\$270,000	
2	Pacoima Diversion Channel	I		Terra Bella - Devonshire	0.94													0.11 mi. Fillmore - Devonshire segment is part of planned LACFCD Pacoima Spreading Grounds improvements.	Yes	\$1,128,000	
3	Arleta Av.		IV	Devonshire - Paxton	0.17										68	17-10-10-10-17	6-4-19-10-19-4-6		Yes	\$85,000	
4	Beachy Av.		III	Terra Bella - Filmore	0.55	2			3	2				2,536					Yes	\$25,350	
5	Pierce St.	III		Beachy - I-5	0.50				4	1				4,195					Yes	\$23,500	
6	Filmore St.		III	Pacoima Diversion Canal - I-5	0.32		1		3	1				2,536				Cost of bridge over Pacoima Diversion Channel is in Pedestrian Projects.	Yes	\$216,840	
	or Filmore St.		I	Woodman - Pacoima Diversion Channel	0.56													Multi-use path proposed by community members along edge of Pacoima Spreading Grounds. Would require grading and fence relocation to provide a minimum 17' wide path plus parkway. Could be incorporated into LACFCD Pacoima Spreading Grounds improvements. Cost at 2.5x Class I.	*	\$1,680,000	
PROJECTS WITHIN 1/2 MILE OF STATION					4.00														\$4,438,690		
Projects Between 1/2 and 3 Miles of Station																					
7	Pacoima Diversion Canal	I		Tujunga Wash - Terra Bella	1.73														Yes	\$2,076,000	
8	Arleta Av.		IV	Paxton - Fox	0.67						1				62-64	17-9-11-9-17	5-3-18-10-18-3-5	Class IV eliminates 2 lane.	Yes	\$535,000	
			IV	Osborne - Terra Bella	0.55						1		3		64	17-9-11-9-17	6-3-18-10-18-3-6	Class IV eliminates 2 lane.		\$475,000	
9	Arleta Av.		II	Tujunga Wash - Osborne	1.00						5				60	20-10-10-20	7.5-6-11-11-11-6-7.5	Class II eliminates 1 lane.	Yes	\$1,200,000	
10	Chatsworth St.	III	IV	Arleta - Woodley	2.00									10,000 17,000	62	20-11-11-20	5-3-18-10-18-3-5		*	\$1,000,000	
	Sepulveda Bl.		II	See Woodman																	
	Devonshire St.		IV	See Woodman																	
	Terra Bella St.		II	See Laurel Canyon																	
11	Expanded Bicycle-Friendly Street Network:																		Yes		
	Montague	III		Beachy - I-5	0.50				4	0											\$18,500
	Arleta		III	Fox - Brand	0.37				3	2											\$23,690
	Lemona	III		See Woodman																	
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					6.82														\$5,328,190		
ALL PROJECTS WITHIN 3 MILES OF STATION					10.82														\$9,766,880		

* Optional

Table 6: Arleta Station - Projects for Wheels Source: Patricia Smith, ASLA, AICP

Woodman Station - Projects for Wheels																			
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed						ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Direct ROM Cost
		On Plans	Poten-tial				HAWK collector/ arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop							
Projects Within 1/2 Mile of Station																			
1	Caterbury DWP ROW edge		I	Terra Bella - Filmore	0.82												Alternative to Project 5. Costed at 2x Class 1 since it would require moving the fence and paving the path.	*	\$1,968,000
2	Pacoima Wash	I		Plummer - Lassen	0.57		2			2								Yes	\$1,094,000
3	Plummer St.	III	IV	Woodman - Lemona	0.77						5	7	12,000 -20,000	64	17-10-10-10-17	6-3-18-10-18-3-6	Volumes too high for a safe Class III; Class IV eliminates 2 lanes.	Yes	\$1,385,000
4	Lassen St.		IV	Woodman - Lemona	0.50						2		12,000 -16,000	64	17-10-10-10-17	6-3-18-10-18-3-6	Class IV eliminates 2 lanes.	Yes	\$650,000
5	Canterbury Av.		III	Terra Bella - Filmore	0.82	3				4	2		2,933				Alternative to Project 1.		\$32,840
6	Pierce St.		III	Woodman - Beachy	0.54	4	1			1	1		4,195						\$214,980
7	Filmore St.		III	Pacoima Diversion Canal - Woodman	0.56					5	1		2,607						\$25,720
PROJECTS WITHIN 1/2 MILE OF STATION					4.58														\$5,370,540
Projects Between 1/2 and 3 Miles of Station																			
8	Caterbury DWP ROW edge		I	Tujunga Wash - Terra Bella	1.70												Costed at 2x Class 1 since it would require moving the fence and paving the path in some locations.	*	\$4,080,000
9	Plummer St.	III	IV	Lemona - Balboa	2.50						9		12,000 -20,000	64	17-10-10-10-17	6-3-18-10-18-3-6	Volumes too high for a safe Class III; Class IV eliminates 2 lanes.	Yes	\$3,050,000
10	Lassen St.		IV	Lemona - Balboa	2.50						5	16	12,000 -16,000	64	17-10-10-10-17	6-3-18-10-18-3-6	Class IV eliminates 2 lanes.	Yes	\$2,250,000
11	Sepulveda Bl.		IV	Raymer - Rayen	1.15						14	8	32,000	88-90	19-10-10-10-10-19	6-3-18-11-12-11-18-3-6	Class IV eliminates 2 lanes - all segments.	Yes	\$3,575,000
				Rayen - Nordhoff	0.25									42/42+	21-11-12-40-12-11-19	6-4-20-12-40-12-20-4-6			\$125,000
				Nordoff - Brand										42/42+	21-11-12-40-12-11-19	6-4-20-12-40-12-20-4-6	Nordhoff - Rinaldi (3.0 mi) is funded DOT project (2017), so cost is not included.		
				Brand - Rinaldi										86-96	18-10-10-10-10-18	6-3-19-10-10-10-19-3-6			
12	Devonshire St.		IV	Woodman - Balboa	2.75						9		19,000 -20,000	74	7-5-10-10-10-10-5-7	6-3-18-10-10-18-3-6	Existing Class II; Class IV eliminates 1 lane.	Yes	\$3,175,000
13	Expanded Bicycle-Friendly Street Network:																	Yes	
	Montague St.	III		See Nordhoff															
	Lemona St.	III		Chatsworth - Tupper	1.94		3			17	5		1,830						\$696,780
	Canterbury Av.		III	Tujunga Wash - Terra Bella	1.70					15	2		2,933						\$72,900
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					14.49														\$17,024,680
ALL PROJECTS WITHIN 3 MILES OF STATION					19.07														\$22,395,220

* Optional since Canterbury Av. Bicycle-Friendly Street improvements would provide similar wheel access to ESFVTC station.

Table 7: Woodman Station - Projects for Wheels Source: Patricia Smith, ASLA, AICP

Nordhoff Station - Projects for Wheels																		
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed					ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Direct ROM Cost
		On Plans	Poten-tial				HAWK collector/ arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase							
Projects Within 1/2 Mile of Station																		
1	Pacoima Wash	I		Parthenia - Plummer	1.00		3										Yes	\$1,800,000
2	Terra Bella St.	II		Nordhoff - Woodman	0.47						8,500	-16,000	60-62	18-10-10-10-12	8-6-11-10-11-6-8	Class II eliminates 2 lane.	Yes	\$94,000
3	Nordhoff St.	II		Moonbeam - Sylmar	0.12											Add curb & gutter, 13' of AC pavement for 680' on north side and 565' on south side and new 10' wide PCC sidewalk. Additional cost \$950,000 per KOA.	Yes	\$974,000
4	Tupper St.-Noble Av.		III	Terra Bella - Nordhoff	1.19		1	10	3		1,557	-3,765					Yes	\$259,030
5	Wakefield Av.		III	Parthenia - Tupper	0.70		1	6	1		2,003						Yes	\$230,900
6	Cedros St.		III	Chase - Plummer	1.25		2	11	3		2,381						Yes	\$461,250
7	Rayen St.		III	Van Nuys - Pacoima Wash	0.50			4	0		3,699						Yes	\$18,500
8	Sylmar Av.		III	Tupper - Plummer	0.29			3	1								Yes	\$15,730
9	Parthenia St.		III	Van Nuys - Woodman	0.82			7	2		4,372	-5,216					Yes	\$40,340
PROJECTS WITHIN 1/2 MILE OF STATION					6.34													\$3,893,750
Projects Between 1/2 and 3 Miles of Station																		
10	Plummer St.		IV	See Woodman														
	Nordhoff St.		II	405 - Balboa	1.70						44,761	-54,110				Volumes near 405 appear too high for lane reduction.	*	\$340,000
	Sepulveda Bl.			See Woodman														
11	Expanded Bicycle-Friendly Street Network:																	
	Rayen St.		III	Pacoima Wash - 405	0.76				1								Yes	\$16,400
				405 - Balboa	1.70			15	3									\$77,900
	Montague St.		III	Woodman - 1-5	1.25			11	0		3,300							\$46,250
	Lemona Av.		III	See Woodman														
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					5.41													\$480,550
ALL PROJECTS WITHIN 3 MILES OF STATION					11.75													\$4,374,300

* Yes, provided that traffic volume can be accommodated with the lane reduction.

Table 8: Nordhoff Station - Projects for Wheels Source: Patricia Smith, ASLA, AICP

Roscoe Station - Projects for Wheels																					
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed						ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Direct ROM Cost		
		On Plans	Poten- tial				HAWK collector/ arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop								Mix zone at bus stop	
Projects Within 1/2 Mile of Station																					
1	Roscoe Blvd.	IV		Woodman - Van Nuys	0.91								9	42,350 -44,645	72-74	11-10-10-10-10-11	?	Volumes, including truck volumes, high for lane reduction.	*	\$680,000	
2	Tilden Av.-Burton St.- Lennox Av.-Walkfield Av.		III	Lanark - Tupper	1.60		2	1	14	3				2,081					Yes	\$476,200	
3	Lanark St.		III	Hazeltine - Pacoima Wash	1.16				10	1				1,165 -7,888					Yes	\$47,920	
4	Parthenia St.		IV	Van Nuys - Pacoima Wash	0.54									26,000	32-- 32	21-11-m/lt-11-21	7-4-21-m/lt-21-4-7	Terminates at Van Nuys; wheel south on Cedros or Vesper to Chase and through mall parking lot or sidewalk ride 600' on Van Nuys to access station. Volumes high for lane reduction.	*	\$270,000	
5	Chase St.		III	Pacoima Wash - Tobias	0.46				4	3				5,232 preWalmart					Yes	\$32,020	
			III	Tobias - Van Nuys	0.16															\$32,000	
6	Hazeltine Av.		III	Parthenia - Lanark	1.02				9	2				2,924 3,699					Yes	\$47,740	
7	Willis Av.		III	Lanark - Chase	0.25				2	1				7,072					Yes	\$14,250	
PROJECTS WITHIN 1/2 MILE OF STATION					6.10														\$1,600,130		
Projects Between 1/2 and 3 Miles of Station																					
8	Pacoima Wash		I	Lanark - Parthenia	0.71														Needed to connect Pacoima Wash segments in Woodman, Nordhoff, Van Nuys Metrolink Station areas.	Yes	\$852,000
9	Parthenia St.		IV	Pacoima Wash - Burnet	0.24					1				26,000	32--32	21-11-m/lt-11-21	7-4-21-m/lt-21-4-7	Volumes high for lane reduction.	*	\$320,000	
				Burnet - Balboa	2.23					10				28,000 -33,000	64	17-10-10-10-17	6-3-18-10-18-3-6	Volumes high for lane reduction.	*	\$3,115,000	
				Sepulveda Bl. See Woodman																	
10	Roscoe Bl.		IV	Arleta- Woodman	1.57					5	11			42,000 -55,000	74-80	12-10-10-10-10-10-	?	Volumes, including truck volumes, high for lane reduction.	*	\$2,060,000	
				Laurel Cyn. - Arleta	0.50					2	7			33,000 -34,000	76-82	20-11-13-11-21	?			\$825,000	
11	Expanded Bicycle-Friendly Street Network:																		Yes		
	Chase St.		III	Pacoima Wash - I-405	0.74				7	1				6,000						\$32,380	
	Chase St.		III	Canterbury - Snowden	0.42				4	0										\$15,540	
	Lanark St.		III	Pacoima Wash - Sepulveda	0.42				4	1										\$520,540	
				Lanark-Cantara-Nagle															Lanark needs bridge over Pacoima Wash. Bridge, which is included at \$500,000 additional cost.		
			III	Hazeltine - Coldwater Cyn.	1.75				15	1									Bridge over Tujung Wash on Ranchito-Strathern is optional/not included in cost.		
OR	Ranchito-Strathern		III	Lanark - Coldwater Cyn.	1.31				12	1										\$53,470	
	Montague St.		III	See Nordhoff																	
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					9.89														\$7,793,930		
ALL PROJECTS WITHIN 3 MILES OF STATION					15.99														\$9,394,060		

* Yes, provided that traffic volume can be accommodated with the lane reduction.

Table 9: Roscoe Station - Projects for Wheels Source: Patricia Smith, ASLA, AICP

Van Nuys/MetroLink Station - Projects for Wheels																			
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed						ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Direct ROM Cost
		On Plans	Poten-tial				HAWK collector/ arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop							
Projects Within 1/2 Mile of Station																			
1	Pacoima Wash	I		Van Nuys - Raymer	0.74												Gap between Raymer & Lanark (crossing MetroLink Tracks); travel Raymer-ped/ wheel bridge-Willis-Lanark (.72 mi. v. .33 mi. if there were a bridge over MetroLink tracks along Pacoima Wash - bridge not included). Currently no parking/stopping any time. Potential shared-use path/Class IV design.	Yes	\$888,000
2	Covello St.		IV	Tyrone - Van Nuys	0.25							3600	38	18-10-10	12-12-14			Yes	\$125,000
3	Tyrone Av.		III	Valerio - Covello	0.10			1				2,668						Yes	\$3,700
4	Keswick St.-Raymer St.	III		Van Nuys - Kester	0.65			6										Yes	\$24,050
5	Cedros Av.-Covello St.		III	Valerio - Pacoima Wash	0.22			2										Yes	\$8,140
6	Willis Av. - Arminta St.	III		MetroLink bridge - Lanark	0.35			3				7,072						Yes	\$12,950
			III	Van Nuys - Willis	0.37			3										Yes	\$13,690
PROJECTS WITHIN 1/2 MILE OF STATION					2.68														\$1,075,530
Projects Between 1/2 and 3 Miles of Station																			
	Sepulveda Bl. MetroLink ROW	I		See Woodman Laurel Canyon - Balboa													Limited access to adjacent neighborhoods and industrial areas.	No	
7	Expanded Bicycle-Friendly Street Network:																	Yes	
	Raymer		III	Kester - Sepulveda	0.45														\$6,750
	Kester	III		Saticoy - Raymer	0.37				1										\$10,550
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					0.82														\$17,300
ALL PROJECTS WITHIN 3 MILES OF STATION					3.50														\$1,092,830

Table 10: Van Nuys/MetroLink Station - Projects for Wheels Source: Patricia Smith, ASLA, AICP

Sherman Way Station - Projects for Wheels																			
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed						ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Direct ROM Cost
		On Plans	Poten-tial				HAWK collector/ arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop							
Projects Within 1/2 Mile of Station																			
1	Sherman Way	IV		Hazeltine - Kester**	1.00						4	8	42,164	80	19-10-10-10-10-10-	5-3-7-10-10-10-10-7-3-5	Potential striping per Mobility 2035.	*	\$1,500,000
														94	19-10-11-14-11-10-	5-3-7-10-10-14-10-10-7-3-5	Class IV eliminates 2 lanes.		\$0
2	Tyrone Av.		III	Hart - Valerio	0.50	3			1	1								Yes	\$16,000
3	Gault St.-Cedros Av.-Hart St.		III	Van Nuys - Kester	0.62				5	1			2,119					Yes	\$27,940
4	Hart St.-Lennox Av.-Vose St.		III	Hazeltine - Van Nuys	0.61			1	5									Yes	\$24,570
5	Cedros Av.		III	Wyandotte - Valerio	0.13				1	1			708					Yes	\$9,810
6	Wyandotte St.		III	Van Nuys - Kester	0.50		1		4	1								Yes	\$223,500
	Valerio St.		III	Hazeltine - Kester						4			6,000 -12,000				Volumes too high for a safe Class III.	No	
PROJECTS WITHIN 1/2 MILE OF STATION					3.36														\$1,801,820
Projects Between 1/2 and 3 Miles of Station																			
7	Sherman Way	IV		Laurel Canyon - Hazeltine	2.50						10	20	42,164 -57,000	80	19-10-10-10-10-10-	5-3-7-10-10-10-10-7-3-5	Potential striping per Mobility 2035.	*	\$3,750,000
				Kester - Balboa	2.50						4	18		94	19-10-11-14-11-10-	5-3-7-10-10-14-10-10-7-3-5		*	\$2,500,000
	Sepulveda Blvd.	II	IV	Ventura - Raymer								36		88	18-11-10-10-10-11-	6-3-18-11-10-11-18-3-6	Potential transit alignment.	tbd	
8	Woodman Av.	II		Sherman Way - Roscoe	1.45								28,000 -38,000	80	18-10-10-10-10-12	?	Would complete gap in Woodman as alternate to Van Nuys. Alternative: could use frontage road (8-10-10) as Class III Saticoy - Cantara (0.7 mi).	Yes	\$290,000
														(74)					
9	Hazeltine Av.	III	II	Magnolia - Burbank	0.50								28,530	54-62	23sb-11nb-20 nb +	7-6-11-10-11-6-7	Volumes too high for a safe Class III; Class II lanes would eliminate parking on one side for short segments where curb-to-curb width is less than 56'; prepare striping plan to calculate parking loss.	*	\$100,000
		III	II	Burbank - Valerio	2.25								10,563 -19,450	48-66	typ. 20-10-20	8-6-11-10-11-6-8		*	\$450,000
10	Kester Av.	III	II	Ventura - Saticoy	3.87								21,000 -24,000	52-66	18-11-11-12 to 21-11-11-21	7b-11-10-11-6b-7p 7-6-11-10-11-6-7 typ.	Volumes too high for a safe Class III; over road diet threshold, need current counts; Class II eliminates 1 lane and/or parking.	*	\$774,000
																			\$0
11	Expanded Bicycle-Friendly Street Network:																	Yes	
	Vose St.		III	Kester - Orion	0.75		1		7										\$227,750
	Wyandotte St.		III	Kester - Orion	0.75		1		7	1									\$232,750
	Hart St.-Varna Av.		III	Hazeltine - Vanowen	1.09				10	1									\$45,330
	Orion Av.		III	Wyandotte - Lemona	0.63				6	1			700						\$28,310
	Ranchito Av.		III	Erwin - Valerio	1.50				13	3			2,200						\$70,500
	Belaire Av.		III	Huston - Strathern	3.92				34	8									\$185,040
	Gloria Av.		III	Sherman Way - Strathern	1.00				9	1									\$42,000
	Valerio St.		III	Woodman - Hazeltine									6,000 -12,000				Volumes too high for a safe Class III.	No	
				Kester - Sepulveda															
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					22.71														\$8,695,680
ALL PROJECTS WITHIN 3 MILES OF STATION					26.07														\$10,497,500

* Yes, provided that traffic volume can be accommodated with the lane reduction.

** Given lane reduction/reconfiguration, Class IV lanes will likely need to be provided for a longer segment than 1 mile - perhaps east of Sepulveda.

Table 11: Sherman Way Station - Projects for Wheels Source: Patricia Smith, ASLA, AICP

Vanowen Station - Projects for Wheels																				
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed						ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Direct ROM Cost	
		On Plans	Poten-tial				HAWK collector/ arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop								Mix zone at bus stop
Projects Within 1/2 Mile of Station																				
1	Hartland St.-Vesper Av.-Hart St.	III		Van Nuys - Cedros	0.40				4									Yes	\$14,800	
2	Cedros Av.	III		Kittridge - Hart	0.48				4	1						708		Yes	\$22,760	
3	Tyrone Av.	III		Kittridge - Hart	0.48	6			0	1								Yes	\$12,200	
PROJECTS WITHIN 1/2 MILE OF STATION					1.36															\$49,760
Projects Between 1/2 and 3 Miles of Station																				
	Hazeltine Av.			See Sherman Way																
	Kester Av.			See Sherman Way																
	Expanded Bicycle-Friendly Street Network:			See Sherman Way																
ALL PROJECTS WITHIN 3 MILES OF STATION					1.36															\$49,760

Table 12: Vanowen Station - Projects for Wheels Source: Patricia Smith, ASLA, AICP

Victory Station - Projects for Wheels																				
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed						ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Direct ROM Cost	
		On Plans	Poten-tial				HAWK collector/ arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop								Mix zone at bus stop
Projects Within 1/2 Mile of Station																				
1	Friar St.		III	Hazeltine - Kester	1.00		2		9	3								3,902	Yes	\$452,000
2	Cedros Av.		III	Erwin - Kittridge	0.50				4	1									Yes	\$23,500
3	Tyrone Av.		III	Erwin - Kittridge	0.50				4	1									Yes	\$23,500
4	Gilmore St.		III	Hazeltine - Kester	1.00	2	2		7	2								2,663	Yes	\$442,000
5	Kittridge St.		III	Hazeltine - Kester	1.00	6	1		4	3								7,791	Yes	\$240,000
TOTAL COST OF PROJECTS WITHIN 1/2 MILE OF STATION					4.00															\$1,181,000
Projects Between 1/2 and 3 Miles of Station																				
	Hazeltine Av.			See Sherman Way																
	Kester Av.			See Sherman Way																
6	Expanded Bicycle-Friendly Street Network:																		Yes	
	Kittridge St.		III	Matilija - Hazeltine	0.37				3											\$13,690
				Kester - Sepulveda	0.50				4											\$18,500
	Gilmore St. (or Hamlin St.)		III	Ranchito - Hazeltine	0.25				2									5,000 or		\$9,250
	Friar St.		III	Kester - Columbus	0.37				3									900		\$13,690
	Ranchito Av.		III	See Sherman Way																
	Belaire Av.		III	See Sherman Way																
	Erwin St.			See Van Nuys/Metro Orange Line																
	Ethel Av.			See Van Nuys/Metro Orange Line																
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					1.49															\$55,130
ALL PROJECTS WITHIN 3 MILES OF STATION					5.49															\$1,236,130

Table 13: Victory Station - Projects for Wheels Source: Patricia Smith, ASLA, AICP

Van Nuys/Metro Orange Line Station - Projects for Wheels																				
#	Location	Class		Project Limits	Length (Miles)	Existing Speed Humps	Proposed						ADT	Curb-curb (feet)	Current striping looking N or W (feet)	Potential striping looking N or W (feet)	Notes	Feasible/ provides station access?	Direct ROM Cost	
		On Plans	Poten-tial				HAWK collector/ arterial	4-way stop	Speed humps	Bike loops on Class III	Added bike phase	Floating bus stop								Mix zone at bus stop
Projects Within 1/2 Mile of Station																				
1	Van Nuys Bl.	IV		Burbank - Orange Line	0.58						4	4	37,000 -38,000	120	7-5-11-11-11-30-11-11-11-7-	6-4-18-11-11-20-11-11-18-4-6 7-5-20-13-30-13-20-5-7	Reduce median width or eliminate 1 or 2 peak period lanes.	Yes	\$1,190,000	
2	Tyrone Av.		III	Burbank - Erwin	0.80								2,790						\$229,600	
3	Cedros Av.		III	Orange Line - Erwin	0.20														\$207,400	
4	Hatteras St.		III	Hazeltine - Kester	1.00								2,766 -2,910						\$237,000	
5	Vesper Av.-Cedros Av.		III	Burbank - Orange Line	0.55	4							2,857						\$10,350	
PROJECTS WITHIN 1/2 MILE OF STATION					3.13														\$1,874,350	
Projects Between 1/2 and 3 Miles of Station																				
6	Van Nuys Bl.	IV		LA River - Burbank	1.10						5	10	40,000 -47,000	70-74	10-10-10-10-10-10	?	Volumes high to eliminate 2 peak-period travel lanes and parking.	*	\$1,800,000	
7	Woodman Hazeltine Av. Kester Av.	II		Magnolia - Burbank See Sherman Way See Sherman Way	0.50														Yes	\$100,000
8	Burbank Bl.	II		Ventura Cyn - Woodman	0.11												2 blocks (600') south side: widen roadway 4' or eliminate parking.	Yes	\$22,000	
9	Chandler Bl.	IV		Leghorn (Orange Line Bike Path) - Vineland													2.64 mi. Funded LADOT project, so cost is not included.	Yes		
10	Expanded Bicycle-Friendly Street Network:																		Yes	
	Tyrone Av.		III	LA River - Burbank	1.10															\$640,700
	Cedros Av.		III	LA River - Burbank	1.10															\$240,700
	Hatteras St.-Emelita St. Jog		III	Sunnyslope - Hazeltine	0.87															\$232,190
				Kester - Sepulveda	0.50															\$18,500
	Addison St.		III	Alcove - Lemona	2.68								2,500							\$514,160
	Erwin St.		III	Ethel - Ranchito	1.00															\$37,000
	Ethel Av.		III	Orange Line - Erwin	0.96															\$35,520
PROJECTS BETWEEN 1/2 AND 3 MILES OF STATION					9.92															\$3,640,770
ALL PROJECTS WITHIN 3 MILES OF STATION					13.05															\$5,515,120
* Yes, provided that traffic volume can be accommodated with the lane reduction.																				
PROJECTS WITHIN 1/2 MILE OF ALL STATIONS					63.34															\$28,642,870
PROJECTS BETWEEN 1/2 & 3 MILES OF ALL STATIONS					110.70															\$49,849,460
ALL PROJECTS WITHIN 3 MILES OF ALL STATIONS					174.04															\$78,492,330

Table 14: Van Nuys/Metro Orange Line Station - Projects for Wheels Source: Patricia Smith, ASLA, AICP

Process Documentation

- > *Priortization Methodology Memo*
- > *Local Jurisdiction Coordination Summary*
- > *Community Outreach Memo*
- > *Walk Audit Results Memo*
- > *Existing Conditions / Review of Plans and Projects Memo*

Prioritization Methodology Memo

East San Fernando Valley Transit Corridor

First/Last Mile Planning



Metro®

Acknowledgements

Cityworks Design

Patricia Smith, ASLA, AICP

KOA

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I. Introduction

The East San Fernando Valley Transit Corridor (ESFVTC) First/Last Mile Planning process focused on providing safe and inviting pedestrian and wheel access to 14 proposed light rail stations. This memo describes the methodology for identifying and scoring pedestrian and wheel improvements to arrive at a list of prioritized First/Last Mile projects for each station.

II. Projects for Pedestrians Identification and Scoring

A. Projects for Pedestrians Identification

Potential First/Last Mile (FLM) projects for pedestrians within the half-mile station area were identified by the Design Team through a series of community engagement and technical team processes (listed below) from October 2018 to June 2019. The information gathered through these different means directly informed the projects that were identified, scored and prioritized.

> First/Last Mile Walk Audits

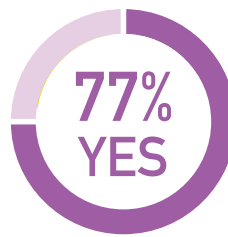
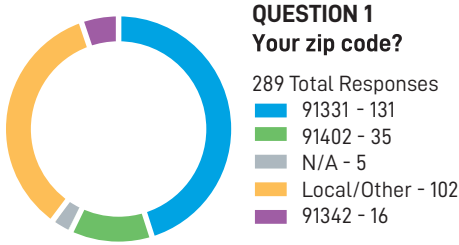
The approach to the FLM Walk Audits was developed with Metro, Planning and Community Relations staff and took into account the unique physical and social context of the corridor. Six stations were audited by the technical Design Team and Metro staff during Fall 2018. During Winter 2019 eight stations were audited by stakeholders and staff from the city (Los Angeles and San Fernando), elected offices, Metro and technical Design Team. For more information on this process and the findings see the ESFVTC Walk Audits Results Memo.

The walk audits uncovered safety and access issues, and allowed auditors to provide project ideas, so many of the potential pedestrian and wheel projects emerged from the walk audits.

> Survey

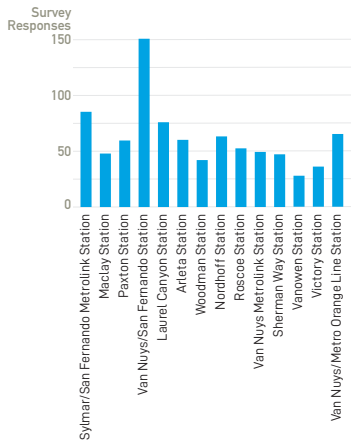
A short written survey was produced in English and Spanish and completed by approximately 285 participants between April 27, 2019 and June 19, 2019 for various pop-up and workshop events. The survey asked participants what ESFVTC station(s) they would use most frequently and what pedestrian improvements were most needed at those locations. The survey indicated that the most desired pedestrian improvements were safe crossings, accessible sidewalks, lighting and shade. The survey results are shown in Figure 1.

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
SURVEY RESULTS SUMMARY INFOGRAPHICS



QUESTION 2
Do you live/work/attend a school within a 1/2 mile of a proposed light rail station?

291 Total Responses
YES - 223
NO - 68

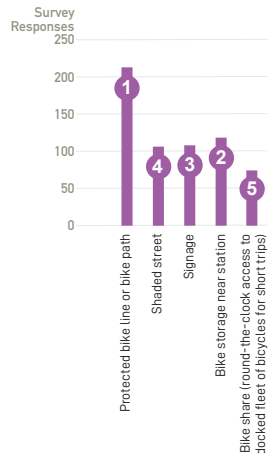


QUESTION 3
Which proposed station would you use most?



QUESTION 4
What would most improve your walk to a proposed Metro station?

Order of priority for projects for pedestrians



QUESTION 5
What would most improve your bike (or scooter/skateboard) ride to a proposed Metro station?

Order of priority for projects for wheels

OTHER SURVEY QUESTIONS

QUESTION 6
Imagine the challenges faced by those who use wheelchairs, walkers, or strollers. What would make it easier for them to walk or roll from their homes/neighborhoods to local light rail stations?

QUESTION 7
Other comments

QUESTION 8
Email updates list

Figure 1: ESFVTC First/Last Mile Survey Results Summary Source: KPA and Cityworks Design

> Community Workshops

Input was gathered by participants during five public events held in June 2019. Participants reviewed presentation boards and added notes and stickers to indicate their top three priority projects. They could also comment on the pathways and add new project ideas. Stickers were tallied following the workshops, and ideas/comments in English and Spanish were transcribed. The community workshop results were summarized for each of the 14 stations in a community prioritization matrix reviewed by the Design Team, Community-Based Organizations (Pacoima Beautiful and Safe Moves) and Metro staff. The communities' highest priority pedestrian projects, consistent across all stations, were street trees, pedestrian lighting and bus stop improvements. For more information on this outreach effort see the ESFVTC Community Engagement Memo.

B. Projects for Pedestrians Scoring

The Design Team reviewed similar project prioritization methods from other Metro FLM planning efforts and endeavored to develop a scoring system suitable to the ESFVTC *and that could be applied to any station across LA County*. Overall scoring of pedestrian projects on a pathway (i.e., street) within the half-mile station area uses a weighted point system. This scoring system is designed to be comprehensive and straightforward enough so other local level entities interested in performing FLM planning (like a CBO or City staff) can also conduct project scoring.

For the purposes of scoring, pedestrian improvements are combined for a single pathway or street to make “a more complete walking environment”. The logic being that if individual improvements are scored one by one, the outcome would likely be small improvements distributed across numerous pathways with no notable effect on the walking environment. By focusing on more comprehensive streetscape improvements, the benefits will likely be notable and enjoyed by more Metro customers on primary pathways leading to the station.

Once applied, the ESFVTC scoring system will convey project priorities for a specific station area, but pedestrian improvements may be implemented in a different order due to variables that aren't yet defined. Variables that could affect the order or extent of a project's implementation include:

- > Coordination with local jurisdictions (e.g., local projects being planned or implemented on the same street, new community priorities)
- > Available funding (e.g. construction, design and maintenance budget parameters)
- > Metro Rail Design Criteria (MRDC) specified pedestrian and wheel improvements within 500' of station entrance
- > Metro Board direction

Four criteria are used for scoring pedestrian projects: The greatest emphasis is placed on “safety”. The second most important criteria are “comfort” and “community input” that are weighted equally. “Connectivity” considers pathway type, access to regional destinations and notable expansion of the station area walk shed (or shortening of pathway distance). Figure 2 shows the relative weight of each criteria.

Projects for Pedestrians Scoring Criteria

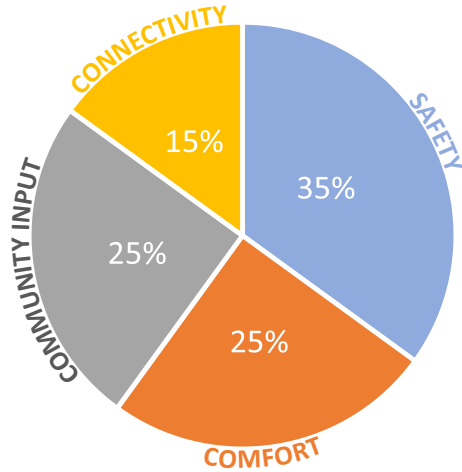


Figure 2: Projects for Pedestrians Scoring Criteria and Weighting Source: Cityworks Design

Projects for Pedestrians - Maximum 100 points

Each set of projects along a pathway is evaluated in the areas of safety, comfort, community input and connectivity. Projects can earn a maximum of 100 points. The weight of categories and specific criteria for scoring are as follows:

1. Safety = 35 points

1.a. Safety Improvement Type

The following pedestrian safety improvements proposed on pathways leading to a station earn up to 30 points as follows:

5 points	Signalized crossing
5 points	Street lights
5 points	Curb extensions
5 points	ADA access ramps
5 points	Accessible sidewalks
5 points	Residential traffic calming

1.b. SWITRS Collision Data

Acknowledging that pedestrian patterns and destinations will change with the opening of the ESFVTC stations, Statewide Integrated Traffic Records System (SWITRS) collision data is given less weight than actual safety improvements proposed on pathways leading to the station. Pedestrian/Motor Vehicle collision totals (2013-2017) that occur on streets on which the project are located are allocated up to 5 points as follows:

5 points	>10 collisions
3 points	6-10 collisions
1 point	1-5 collisions

2. Comfort = 25 points

Pathways that include projects designed to make walking more comfortable to/from the station, or nearest the station and likely used by Metro customers transferring to/from the ESFVTC Line, earn up to 25 points as follows:

12 points	Street trees that provide shade
8 points	Bus stop enhancements
5 points	Pedestrian lighting

3. Community Input = 25 points

The main purpose of the initial survey noted in Section A was to collect input on the types of pedestrian projects to be considered for the community workshops. Since the survey was developed early in the FLM planning process, it did not specifically ask participants to prioritize potential improvements (potential projects were developed later). The survey results did reinforce what was heard at the subsequent community workshops, which was factored into the scoring and prioritization process as follows.

Community members’ input was collected at community workshops through placement of sticker dots on station pathway/projects boards by asking participants to vote for their top 3 most important pedestrian projects at each station. Since projects for pedestrians are grouped by streets, the number of votes of each project on a given street were added together. The street with the highest number of project votes in the station area receives the maximum number of points, which is 25. To allocate points proportionately, each street’s score is calculated by dividing the total number of project votes for each street by the highest number of project votes on a street, then multiplying by 25.

For example, if the street in question has a combined set of project votes totalling 34, and the highest number of project votes for a street in the station area is 86 then the street in question is allocated $34 \div 86 \times 25$ (or 10 points). Given that the street with the highest votes per station area is given the full 25 points and other streets are scored proportionally, the following formula is applied:

$$(A \div B) \times 25 \text{ (total \# points for this category)} = \# \text{ of points}$$

A = Total # of project votes per street

B = Highest # of project votes on a street within the station area

4. Connectivity = 15 points

Connectivity scores recognize the importance of completing the pathway network between the station and regional destinations, and projects that notably expand the walk shed for a station area. Acknowledging that all Metro customers must use a primary pathway, like Van Nuys Boulevard, to reach the station entrance, projects located on a primary pathway receive 10 points. Projects that connect the station to a regional destination (e.g., regional park, college, university, civic center, regional hospital) or projects that expand the station area walk shed (e.g., cut-through path) receive 5 points.

Cut-through paths require the land owners’ express permission, so this type of project is most feasible if an existing public path just needs to be made available to Metro customers (e.g., unlocking a park gate, keeping a public path open longer) to expand the walk shed.

Cut-through paths on private property require mutual agreements with property owners who may have concerns with security or liability.

10 points	Project is on a primary pathway or street
5 points	Project connects station to regional destination, or notably reduces path length and expands walk shed for a station area

C. Sample Priority Matrix

The scoring system described above was tested for the Woodman Station. Included is a sample matrix for Projects for Pedestrians. The matrix includes:

- > Projects organized by Pathway
- > Project Number, Icon & Type
- > Location
- > Cross Street/Limits
- > Safety Points
- > Comfort Points
- > Community Input Points
- > Connectivity Points
- > Total Points

The scoring revealed that pedestrian improvements on the primary pathways (Van Nuys Blvd and Woodman Ave) were a higher priority than those on secondary pathways by a notable margin. The Projects for Pedestrian sample matrices are shown in Figures 3 and 4.

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix

WOODMAN STATION - Projects for Pedestrians												
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)		Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Improvement	Points	Votes	Points		
Projects on Van Nuys Blvd (Primary)												
1		Street trees	Van Nuys Blvd	Bordeaux Ave to Gledhill St			12	27				70
2		Bus stop improvements	Van Nuys Blvd	Woodman Ave			8	22				
3		Pedestrian lights	Van Nuys Blvd	Bordeaux Ave to Gledhill St		5	5	15			10	
4		ADA access ramps	Van Nuys Blvd	Plummer St	5			11				
5		Opportunity site (pedestrian bridge)	Van Nuys Blvd	Vesper Ave				8				
Projects on Woodman Ave (Primary)												
6		Street trees	Woodman Ave	Filmore St to Plummer St			12	15				53
7		Pedestrian lights	Woodman Ave	Filmore St to Plummer St			5	10				
8		Opportunity Site (T-Intersection)	Woodman Ave	Vesper Ave		1		6			10	
9		Street lights	Woodman Ave	Carl St to south of Plummer St	5			3				
10		Curb extensions	Woodman Ave	Plummer St	5			0				
11		ADA access ramps	Woodman Ave	Filmore St	5			0				
Projects on Vesper Ave (Secondary)												
12		Street trees	Vesper Ave	Woodman Ave to Van Nuys Blvd			12	17				22
13		Residential traffic calming	Vesper Ave	Woodman Ave to Van Nuys Blvd	5			1			0	

Figure 3: Sample Priority Matrix (Projects for Pedestrians) – Woodman Station Source: Cityworks Design

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Pedestrians Prioritization Matrix

WOODMAN STATION - Projects for Pedestrians													
#	Project Icon	Project Type	Location	Cross Street/Limits	Safety (35 points max)			Comfort (25 points max)		Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)
					Improvement (30 points max)	SWITRS (5 points max)	Points	Improvement	Points	Votes	Points		
Projects on Plummer St (Secondary)													
14		Residential traffic calming	Plummer St	Natick Ave to Woodman Ave	5					12			
15		ADA access ramps	Plummer St	Cedros Ave	5	1	16	0	6	3	0	22	
16		Signalized crossing	Plummer St	Cedros Ave	5					4			
Projects on Canterbury Ave (Secondary)													
17		Opportunity site (mixed-use path)	Canterbury Ave	Filmore St to Remington St						4			
18		Street trees	Canterbury Ave	Filmore St to Remington St		1	6	12	3	3	0	21	
19		Street lights	Canterbury Ave	Van Nuy's Blvd to Remington St	5					2			
Projects on W Lassen St (Secondary)													
20		Street trees	Lassen St	Willis Ave to Woodman Ave				12		4			
21		Residential traffic calming	Lassen St	Willis Ave to Woodman Ave	5	0	5	12	2	2	0	19	
Projects on Pierce St (Secondary)													
22		Street lights	Pierce St	Woodman Ave to Canterbury Ave	5	0	5	0	0	1	0	5	
Projects on Filmore St (Secondary)													
23		ADA access ramps	Filmore St	Bordeaux Ave	5	0	5	0	0	0	0	5	

Note: Removed residential traffic calming project on Woodman Ave (project type not suitable for primary pathway)

Figure 4: Sample Priority Matrix (Projects for Pedestrians) – Woodman Station Source: Cityworks Design

III. Projects for Wheels Identification and Scoring

A. Project for Wheels Identification

Potential projects for wheels within the half-mile station area and within three miles of the ESFVTC alignment were identified by the Design Team through a four-step process.

1. Map the bicycle network shown on local jurisdictions' adopted active transportation plans, in this case, the City of Los Angeles Mobility 2035 Plan and the City of San Fernando Safe and Active Streets Plan within three miles of the ESFVTC alignment.
2. Identify gaps in the network, that is, geographic areas (both neighborhoods and commercial districts/corridors) within three miles of the ESFVTC alignment that would not have access to the most proximate half-mile station area if the local jurisdictions' proposed networks were fully implemented.
3. Identify additional potential linear facilities that would provide access to those gap areas.
4. Using the input collected during walk audits and recorded on Metro's FLM walk audit app and field survey work by the Design Team, identify potential linear projects within each half-mile station area that would connect the station to the three-mile network and to destinations within the half-mile station area.

Community members provided input through two outreach processes:

> Survey

A short written survey was produced in English and Spanish and completed by approximately 285 participants between April 27, 2019 and June 19, 2019 for various pop-up and workshop events. The survey asked participants what station(s) they would use most frequently. Responding to the question of which five listed elements would improve their wheeled ride to a proposed Metro station, 76% selected protected bike lane/bike path, 40% bike storage near station, 38% signage, 37% shaded streets, and 26% bike share. The survey results are shown in Figure 1.

> Community Workshops

Showing potential linear wheel projects within each half-mile station area, boards were populated with dots to indicate each workshop participant's top three projects and with notes regarding other ideas/comments. Stickers were tallied following the workshops, and ideas/comments in English and Spanish were transcribed. Off-street paths and separated lanes consistently received the highest support, followed by striped lanes and bicycle-friendly local streets.

B. Project Scoring System

The Design Team reviewed similar project prioritization methods from other Metro FLM planning efforts and endeavored to develop a scoring system suitable to the ESFVTC *and that could be applied to any station across LA County*. Overall scoring of wheel projects on a pathway (i.e., street) within the half-mile station area uses a weighted point system. This scoring system is designed to be comprehensive and straightforward enough that other local level entities interested in performing FLM planning (like a CBO or City staff) can also perform project scoring.

Once applied, the ESFVTC scoring system will convey project priorities for a specific station area, but wheeled improvements may be implemented in a different order due to variables that aren't yet defined. Variables that could affect the order or extent of a project's implementation include:

- > Coordination with local jurisdictions (e.g., local projects being planned or implemented on the same street, new community priorities)
- > Available funding (e.g. construction, design and maintenance budget parameters)
- > Metro Rail Design Criteria (MRDC) specified pedestrian and wheel improvements within 500' of station entrance
- > Metro Board direction

Three criteria are used for scoring wheel projects: The greatest emphasis is placed on “safety and comfort” which are *inseparable* when planning for bicycle and wheel access to stations, as explained in the National Association of City Transportation Officials (NACTO) “Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities” (December 2017). The second most important criteria is “community input.” “Connectivity” considers pathway type, access to regional destinations, and notable expansion of the station area wheel shed (or shortening of pathway distance). Figure 5 shows the relative weight of each criteria.

Projects for Wheels Scoring Criteria

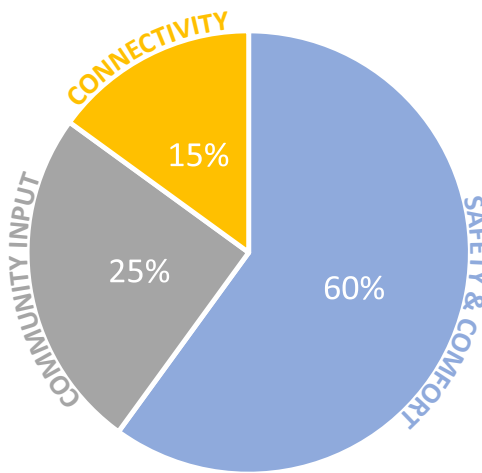


Figure 5: Projects for Wheels Scoring Criteria and Weighting Source: Patricia Smith, ASLA, AICP

Projects for Wheels - Maximum 100 points

Each project is evaluated in terms of safety and comfort, community input, and connectivity. Projects can earn a maximum of 100 points. The weighting of categories and specific criteria for scoring are as follows.

1. Safety and Comfort = 60 points

Safety and comfort are essential to any First/Last Mile strategy and are scored using five criteria:

1.a. SWITRS Collision Data

Recognizing that cycling patterns will change with the opening of the ESFVTC stations, Statewide Integrated Traffic Records System (SWITRS) collision data is given less weight than actual safety improvements proposed as part of a project. Bicycle/Motor Vehicle collisions (2013-2017) on a street segment on which a project is located are allocated up to 5 points as follows:

5 points	>5 collisions
3 points	1-5 collisions

1.b. NACTO Guidelines

The extent to which a project conforms to National Association of City Transportation Officials (NACTO) guidance for safety and comfort could earn up to 25 points as follows:

25 points	Project would meet NACTO Contextual Guidance for All Ages & Abilities Bikeways, that is, Class I; Class IV; Class II on street w/1 lane each way, ≤25 mph and ≤3,000 ADT; Class III on street with ≤20 mph after calming and ≤ 2,000 ADT
20 points	Class III with ≤20 mph after calming and ≤ 5,000 ADT
15 points	Class II on street with 1 lane each way, ≤ 35 MPH and ≤20,000 ADT
10 points	Class III with 1 lane each way, ≤25 mph after calming and ≤8,000 ADT
10 points	Class II on street with 2 lanes each way and ≤35 mph

1.c. Controlled Crossings

Controlled crossings are a vital component to assure bicyclists and other wheeled customers can navigate a safe pathway to their station. If all of a project’s arterial street crossings would be controlled, the project earns 10 points as follows:

10 points	Yes
0 points	No

1.d. Connection to Station

The extent to which a project would connect Metro customers to the station earns up to 10 points as follows:

10 points	To the station (within 50 feet of the station entrance)
5 points	Within one block (500 feet) of the station
5 points	To another wheel facility on the local jurisdiction’s proposed network that would bring Metro customers to within 500 feet of the station entrance

1.e. Connection to Network

The extent to which a project connects to the local jurisdiction’s proposed wheel network earns up to 10 points as follows:

10 points	Yes
0 points	No

2. Community Input = 25 points

Community members’ input was collected at community workshops through placement of sticker dots on station pathway/projects boards by asking participants to vote for their top 3 most important wheel projects at each station.

The number of total dots for a specific project was then divided by number of dots for the project in the same station area receiving the highest number of dots times 25. For example, if the project in question received 10 dots and the highest number of dots received by a project in the same station area was 20, the project in question would be allocated $10 \div 20 \times 25$ or 13 points, while the project receiving the highest number of dots would be allocated the maximum 25 points. Given that the project with the highest votes per station area was given the full 25 points and other projects are scored proportionally, the following formula was applied:

$$(A \div B) \times 25 \text{ (total \# points for this category)} = \# \text{ of points}$$

A = Total # votes per project

B = Highest # of votes given to a project within a station area

3. Connectivity = 15 points

The connectivity score recognizes the importance of 1) primary pathways, which directly connect to stations, and 2) connecting stations to regional destinations or notably expanding the wheel sheds of stations. While all Metro customers must use a primary pathway to access a station, for those on wheels, that may be only the first or last half block of their trip, since it is often difficult to locate wheel facilities on arterial streets carrying high traffic volumes or, in the case of the ESFVTC, a street on which wheel facilities are being eliminated to accommodate light rail. Therefore, projects located on a primary pathway or a parallel secondary pathway within a ¼ mile of a primary pathway receive 10 points. Projects that connect the station to a regional destination, e.g., regional park, college, university, civic center, regional hospital, or projects that expand the station area wheel shed receive 5 points.

Cut-through paths require the land owners’ express permission, so this type of project is most feasible if an existing public path just needs to be made available to Metro customers (e.g., unlocking a park gate, keeping a public path open longer) to expand the wheel shed. Cut-through paths on private property require mutual agreements with property owners who may have concerns with security or liability.

10 points	Project is on a primary pathway or a parallel secondary pathway within a ¼ mile of a primary pathway
5 points	Project connects station to regional destination or notably reduces path length and expands wheel shed for a station area

C. Sample Priorities Matrix

The scoring system described above was tested for the Woodman Station. Included here is a sample matrix for Projects for Wheels. The matrix includes:

- > Projects
- > Project Number, Icon & Type
- > Location
- > Cross Street/Limits
- > Safety and Comfort Points
- > Community Input Points
- > Connectivity Points
- > Total Points

The above-described scoring system prioritizes safety first and comfort second. These two criteria correlate positively with community preferences. As a result, based on the singular test case (Woodman Avenue Station Area), projects for wheels' overall scores are relatively consistent with community preferences. Pathway-type scoring generally reduces all wheel project scores since projects for wheels cannot be accommodated on Van Nuys Boulevard and can rarely be accommodated on the intersecting major arterial street. However, it does not affect relative scores. The Projects for Wheels sample matrix is shown in Figure 6.

East San Fernando Valley Transit Corridor – FLM Planning
Projects for Wheels Prioritization Matrix

WOODMAN STATION - Projects for Wheels*														
#	Project Icon	Project Type	Location	Cross Street/ Limits	Safety and Comfort (60 points max)					Community Input (25 points max)		Connectivity (15 points max)	TOTAL (100 points max)	
					SWITRS (5 points max)	NACTO Guidance (25 points max)	Controlled Crossings (10 points max)	Connects to Station (10 points max)	Connects to Network (10 points max)	Points	Votes			Points
1		Off-street path (Class I)	Canterbury DWP ROW edge	Filmore St to Terra Bella St	0	25	10	5	10	10	22	25	15	90
2		Off-street path (Class I)	Pacoina Wash	Lassen St to Plummer St	0	25	10	5	10	10	21	24	15	89
3		Protected lanes (Class IV)	Plummer St	Lemona St to Woodman Ave	3	25	10	5	10	10	20	23	5	81
4		Protected lanes (Class IV)	Lassen St	Lemona St to Woodman Ave	5	25	10	5	10	10	11	13	5	73
5		Bike-friendly street (Class III)	Canterbury Ave	Filmore St to Terra Bella St	0	20	10	5	10	10	11	13	15	73
6		Bike-friendly street (Class III)	Pierce St	Woodman Ave to Beauty Ave	3	20	10	5	10	10	8	9	15	72
7		Bike-friendly street (Class III)	Filmore St	Woodman Ave to Pacoina Diversion Channel	5	20	10	5	10	10	5	6	15	71

* In order for Wheel Projects to be used, secure parking for wheels must be provided at every station.

Figure 6: Sample Priority Matrix (Projects for Wheels) – Woodman Station Source: Patricia Smith, ASLA, AICP

IV. Next Steps

The Design Team will develop scores for all 14 ESFVTC stations’ pedestrian and wheel projects. Then it is recommended that each station’s final prioritization matrices be reviewed by Metro, Pacoima Beautiful (community-based organization) & Safe Moves (bike safety advocates) and the Cities of Los Angeles & San Fernando. The final 28 matrices will stand as a record of project priorities for meeting Metro’s FLM goals and ESFVTC project objectives, but not necessarily the order of how projects will be implemented or the extent of a projects’ initial phase.

The order for any pedestrian or wheel project’s implementation will require definition of the ESFVTC’s First-Last Mile construction budget (for the entire corridor and individual stations), final design and other soft costs, the construction timeline and procurement method. Discussions with each city should include coordination with other projects to be implemented on primary and secondary pathways. The pedestrian and wheel improvements specified in the MRDC must be defined so any redundancy with pedestrian and wheel projects within 500’ of a station can be eliminated and coordinated with the Preliminary Engineering phase of work.

KOA will produce Rough Order Magnitude (ROM) costs for each pedestrian and wheel project. This information may be added to the sample matrices if desired (in dollars, or simply indicating a project cost as low, medium or high). Or it can be included in the final Implementation List/Matrix once some of the variables that affect the order of implementation are known.

During these next steps, it will be important that Metro’s FLM, Program Management and Consultant Team clearly convey the distinction between “prioritization” and “order of implementation” in order to manage the expectations of local jurisdictions, CBOs and Metro customers who reside in the community and eagerly anticipate the opening of the ESFVTC Project.

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Local Jurisdiction Coordination Summary

First/Last Mile (FLM) improvements are typically located on sidewalks and city streets. These improvement types are important to Metro to facilitate safe and convenient access for transit riders to take transit. However, the sidewalks and city streets are generally under the control of the local jurisdiction. Because of this fact, coordination with local jurisdictions on project types, locations, community engagement, and implementation considerations is part and parcel of the FLM process. The stations for the East San Fernando Valley Light Rail Transit corridor are located in two local jurisdictions: City of Los Angeles and City of San Fernando. Within the City of Los Angeles, the stations span two Council Districts: Council District 6, Councilwoman Nury Martinez and Council District 7, Councilwoman Monica Rodriguez.

FLM projects are intended to comprehensively improve walking and biking connections by addressing safety, accessibility, and comfort. Because of this multi-faceted approach, FLM projects often span multiple departments or bureaus within a city as well as elected officials.

For the City of Los Angeles, the project team met with and requested review from multiple Council Districts, departments, and bureaus including:

- > Council District 6 staff
- > Council District 7 staff
- > Bureau of Engineering (BOE)
- > Bureau of Street Lighting (BSL)
- > Bureau of Street Services (BSS)
- > Department of Transportation (DOT)
- > Department of City Planning (DCP)

The City of San Fernando is a smaller city (geographically and in terms of city staff) than the City of Los Angeles, and therefore the team was able to meet with the City Manager’s Office to achieve the same level of coordination on key project milestones with fewer total meetings.

In addition to the meetings below, city staff and elected officials and staff from both cities attended the walk audits and community engagement event to participate directly in the process and hear community input firsthand.

Coordination with local agencies is intended to develop familiarity with Metro’s FLM policies and activities, to seek alignment if not complete concurrence on Plan recommendations and projects and preface a more formal partnership through latter stages of work. Note that this FLM Plan precedes the completion of FLM Guidelines (anticipated mid-2020), which will further delineate roles and responsibilities between Metro and local agencies.

DATE	MEETING PURPOSE
Mar 20, 2019	Introductory Conference Call with City of LA Staff: LADOT
Apr 2, 2019	Introductory Conference Call with City of LA Staff: BSS
Apr 22, 2019	Introductory Conference Call with City of LA Staff: BOE
Apr 30, 2019	Review Draft FLM Pathways with City of San Fernando Staff

May 3, 2019	Review Draft FLM Pathways with multiple City of LA Departments (BOE, BSL, BSS, DCP, DOT)
May 22, 2019	Coordination with City of LA Great Streets staff on Great Streets projects
May 31, 2019	Briefing Council District 6 Staff on upcoming Community Engagement
Oct 22, 2019	Review FLM Pathways and Project Recommendations with City of LA Departments (BOE, BSL, BSS, DCP, DOT)
Oct 29, 2019	Review FLM Pathways and Project Recommendations with City of San Fernando Staff
Nov 5, 2019	Review FLM Pathways and Project Recommendations with City of Los Angeles Council District 7 Staff
Nov 6, 2019	City of LA-led coordination meeting on ESFVLRT including multiple departments; provided update on FLM and wheel projects
Nov 21, 2019	Review FLM Pathways and Project Recommendations with City of Los Angeles Council District 6 Staff
Jan 23, 2020	City of LA-led coordination meeting on ESFVLRT including multiple departments; agenda item on FLM Selected Projects

Community Outreach Memo

East San Fernando Valley Transit Corridor

First/Last Mile Planning



Acknowledgments

Katherine Padilla & Associates

KOA

INTRODUCTION

On June 28, 2018, the Metro Board of Directors selected light rail as the locally preferred alternative (LPA) for the East San Fernando Valley Transit Corridor (ESFVTC). The line will extend north from the Van Nuys Metro Orange Line station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles. It will include fourteen at-grade stations with stops in Van Nuys, Pacoima, Panorama City and the City of San Fernando (see Project Area Map Appendix A). The estimated travel time from end-to-end is approximately 31 minutes. Construction is scheduled to begin in 2022 and revenue service will start in time for the 2028 Summer Olympic and Paralympic Games.

This memo summarizes community engagement activities specific to and in support of the first/last mile planning effort associated with the ESFVTC. This FLM planning effort included the participation of Metro FLM staff, Metro Community Relations, prime consultant KOA, outreach consultant Katherine Padilla & Associates, FLM consultant City Works Design, and two community-based organizations (CBO) —Safe Moves and Pacoima Beautiful.

The major FLM planning tasks for the ESFV project were as follows:

1. Analyze Existing Conditions
2. Lay out Pathway Network
3. Finalize Pathway Network
4. Complete Final Plan including projects, priorities and individual station packages

A robust community engagement program is a foundational element of the FLM planning process. Starting with the Blue Line First/Last Mile Plan in 2018, Metro's First/Last Mile program established that community input, and especially partnerships with community-based organizations (CBO), are critical to the development of FLM project ideas. This approach aligns with Metro's Equity Platform and the four pillars to: Define and Measure; Listen and Learn; Focus and Deliver; and Train and Grow. FLM plan development requires local and experiential knowledge due to the highly detailed and fine-grained nature of FLM project types and locations; community members and community organizations are uniquely suited to provide this type of detailed expertise.

As more FLM plans have been completed since 2018, the approach to working with CBOs has been refined to ensure the most effective community engagement methods for FLM plans. Metro also endeavors to establish a true partnership between Metro and the CBOs on FLM plan development. In addition to the important input from the community, the value to Metro of partnering with CBOs is to establish or grow relationships with grassroots organizations that represent the neighborhoods Metro serves. Partnering with CBOs elevates the needs of current and potential transit riders and can help alleviate trust or credibility concerns between the community and public agencies.

For the ESFVLRT FLM Plan, Metro and the two CBOs – Pacoima Beautiful and Safe Moves – discussed and agreed to a Project Charter at the outset of the relationship to ensure clarity of shared goals and a commitment to work together through any hurdles that arose on the project (see Appendix B).

Overall, the relationships the Metro project team had built over the years with trusted community leaders, elected officials, non-profits and other organizations were critical to the success of the First/Last Mile Plan outreach strategy.

Role of CBOs

The outreach team contacted more than 40 CBOs, schools, churches, Neighborhood Councils, chambers of commerce and elected officials and city staff members to participate in walk audits along the corridor and help plan for the future stations. The purpose of the walk audit was to use a web-based app to evaluate on-the-ground conditions and identify barriers, opportunities and ideas for accessing future stations to make it a pleasant experience to go to and from the Metro stations. Invitations issued for the walk audit noted that all were welcome to participate, and technical and language support would be provided.

Two community-based organizations, Pacoima Beautiful (PB) and Safe Moves (SM), were part of the project team. Both organizations represent the community and are driven by missions that overlap with goals of first-last mile type of projects. The partnership began with a strategic meeting during which the vision and values of the community, CBOs, and Metro as an agency were discussed with the intention of having a shared understanding among the team. To memorialize the discussion, a project charter was developed which each entity's expectations and served as a communication guide for the team. The Charter appears documented in Appendix B. Subsequently, the CBOs helped plan and conduct community workshops and organize walk audits, which contributed to the significant attendance and indicated a high level of community interest and participation. Because both organizations have long-term presence in the community and are trusted, they engage stakeholders on a broader and more in-depth level than traditional outreach methods alone.

Community Engagement Phase 1

Community engagement began by identifying and developing a list of stakeholders along the corridor that could participate in walk audits along the alignment to help analyze existing conditions and identify opportunities around the future stations. As a result, twenty-two organizations including chambers of commerce, CBOs, schools and a hospital participated in the process. The outreach team contacted each organization by phone and followed up with emails to introduce the concept of FLM and gauge their interest in participating. They included the following stakeholders:

**EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
FIRST/LAST MILE OUTREACH ACTIVITIES**

- > Aetna Improvement District
- > Boys & Girls Club of Pacoima Center for Healthier Communities
- > Child360
- > El Nido Family Source Center
- > El Proyecto del Barrio, Inc. Panorama City
- > El Proyecto del Barrio, Inc. San Fernando
- > El Proyecto del Barrio, Inc. Family Health Clinic-Arleta
- > First 5 LA
- > Greater San Fernando Valley Chamber of Commerce
- > Initiating Change in Your Neighborhood (ICON)
- > LA County Bicycle Coalition
- > MEND - Meet Each Need with Dignity
- > Northeast Valley Coalition (*Northeast Valley Health Neighborhood Coalition*)
- > Northeast Valley Health Corporation (NEVHC)
- > Pacoima Chamber of Commerce
- > Panorama City Chamber of Commerce
- > Panorama City Neighborhood Council
- > Pukuu Cultural Community Services
- > San Fernando Valley Bicycle Club
- > Valley Care Community Consortium
- > Valley Presbyterian Hospital

Schools

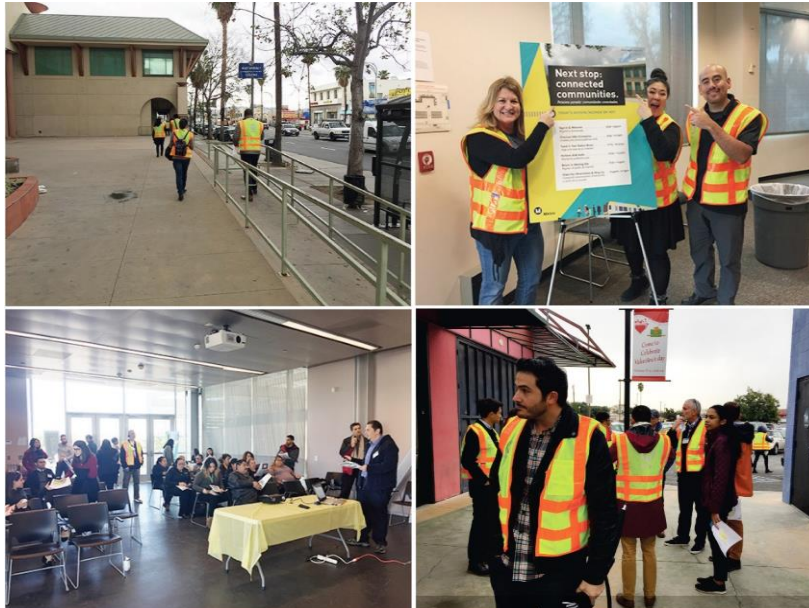
- > Arleta High School
- > Beachy Avenue Elementary School
- > CHAMPS-Charter High School of the Arts - Multimedia and Performing
- > Liggett Street Elementary School
- > Pacoima Charter Elementary School
- > Panorama High School
- > San Fernando High School
- > San Fernando Middle School
- > Sharp Avenue Elementary School
- > Van Nuys Elementary School
- > Van Nuys High School
- > Mary Immaculate Elementary School

Elected Officials

- > Councilmember Nury Martinez, CD 6
- > Councilmember Monica Rodriguez, CD 7
- > City of San Fernando City Council
- > Office of Congressman Tony Cardenas
- > Office of Senator Robert Hertzberg
- > Assemblymember Adrin Nazarian

Walk Audits

Organizations that expressed interest in the walk audits received a tailored invitation which included a bilingual, embedded response tool explaining the requirements and logistics of the event. It also



enabled stakeholders to electronically choose the station they wanted to audit and RSVP their participation.

Four walk audits of 3 hours each along the corridor were completed in February 2019. Each audit was attended by 20-30 participants with support from Metro staff and the consultant team. Stakeholders walked the areas around the planned stations and used a Metro app to record barriers, strengths and ideas for improvements that will make it

safer to walk, bike or roll to the stations. Participants were provided with same-day training on use of the walk-audit applications and it was made known that lack of access to a device or knowledge to document observations would not affect their participation. In cases where participants did not have the technology or familiarity with the application, bi-lingual staff was used to scribe their observations along the walk-audits. At the completion of each audit, the group ended the session by sharing their observations.

The walk audits were conducted on the following dates, times and locations:

SAN FERNANDO STATION: Maclay

DATE: Saturday, February 9, 2019, 9:30 am – 12:30 pm

LOCATION: San Fernando City Hall, 117 Macneil Street

ARLETA/PACOIMA STATIONS: Laurel Canyon and Van Nuys/San Fernando

The presentation and the walk audit training were conducted in Spanish.

DATE: Monday, February 11, 2019, 2 – 5 pm

LOCATION: Pacoima City Hall, Media Room, 13520 Van Nuys Blvd.

PANORAMA CITY STATIONS: Roscoe and Nordhoff

DATE: Wednesday, February 13, 2019, 9:30 am – 12:30 pm

LOCATION: Plaza del Valle, Space 62, 8610 Van Nuys Blvd.

VAN NUYS STATIONS: Oxnard, Vanowen and Sherman Way

DATE: Friday, February 15, 2019, 9:30 am – 12:30 pm

LOCATION: Marvin Braude Building, Room 1B, 6262 Van Nuys Blvd.

Community Engagement Phase 2

During the second phase of community engagement, the team developed a bilingual survey tool (see Appendix C) to be administered primarily at community-wide events but especially at targeted schools



that were familiar with the outreach team from previous contacts. These schools opened their doors to the team for “Coffee with the Principal” events in order to engage staff and parents who are monolingual and generally do not attend community meetings. Within a month, outreach efforts had resulted in approximately 300 surveys being collected from the following events: Earth Day 2019 in Woodley Park, an Environmental Fair at Zev Yaroslavsky Family Support Center, and from schools where 147 surveys were returned in

Spanish. The participating schools were as follows:

- > Arleta High School
- > Pacoima Charter Elementary School
- > Panorama High School
- > San Fernando Middle School
- > Sharp Avenue Elementary School
- > Van Nuys High School

Public Workshops

In June 2019, four public workshops took place in Van Nuys, Pacoima, Panorama City and the City of San Fernando. Eblasts announcing the workshops were sent to approximately 2,000 contacts. Phone calls and follow-up emails were sent to the list of CBOs and neighborhood councils. Flyers were



distributed door-to-door within a half-a-mile radius of the meeting venue in the City of San Fernando. During the workshops, the FLM team presented a draft of local pathways and bike networks leading to the future stations as well as possible improvements for each of the areas. Each information station at the workshops was interactive and stakeholders provided feedback on the pathways by either confirming the routes or proposing new ones. Participants were provided with

colored stickers to apply on draft pathway network maps of proposed project stations. This interactive activity allowed many to share their F/LM priorities and the one-on-one dialog with staff provide a comfortable environment to provide feedback. Two workshops took place at indoor facilities and two in outdoor areas. The outdoor workshops (one of them hosted by Pacoima Beautiful) included a fun bike rodeo conducted by Safe Moves that educated parents and children about bike safety. Participants at all workshops enjoyed raffles (bikes), Metro giveaways and refreshments and ice cream at one of the events. Attendance at the workshops ranged from 40-100 people. During all outreach activities, stakeholders provided contact information that was added to the Project's database for future communication.

Community workshops took place on the following dates and locations:

Saturday, June 8, 2019

Turn On The Sun/Prende El Sol Resource Fair

Approximate Number of Attendees: **100**

Tuesday, June 11, 2019

Las Palmas Park, San Fernando

Approximate Number of Attendees: **40**

Wednesday, June 12, 2019

Van Nuys State Building

Approximate Number of Attendees: **50**

Saturday, June 15, 2019

Plaza del Valle, Panorama City

Approximate Number of Attendees: **75**

In addition to the four workshops, the team attended the following pop-up events:

- **Pacoima Neighborhood Council General Meeting** on June 19, 2019 for members of their community to provide their feedback.
- **Family Day** on June 27, 2019 at Devonwood Park to interact with families in the area, provide information and continue building ties with the community.

APPENDIX A

**EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
FIRST/LAST MILE OUTREACH ACTIVITIES**



APPENDIX B

EAST SAN FERNANDO VALLEY FIRST/LAST MILE PROJECT CHARTER

On Tuesday May 14, 2019, representatives of individual entities from Pacoima Beautiful, Safe Moves, KOA, Katherine Padilla & Associates (KPA), Cityworks Design, and Metro, met to kickoff contractual relationships. The meeting was intended to facilitate introductions between the entities, and to brainstorm ideas for community workshops for the East San Fernando Valley (ESFV) First/Last Mile (FLM) Project.

This project charter documents our vision and values, and will be used to set expectations and guide communication.

Who are we?

Pacoima Beautiful is a grassroots environmental justice organization that provides education, impacts public policy, and supports local arts and culture for all to promote a healthy and sustainable community.

Safe Moves is a non-profit organization dedicated to education children, teens, and parents about traffic safety, and empowering them to practice safe walking, bicycling and driving habits.

KOA is the prime consultant leading the ESFV Transit Corridor project.

Katherine Padilla & Associates is a sub-consultant leading community outreach for the ESFV Transit Corridor planning.

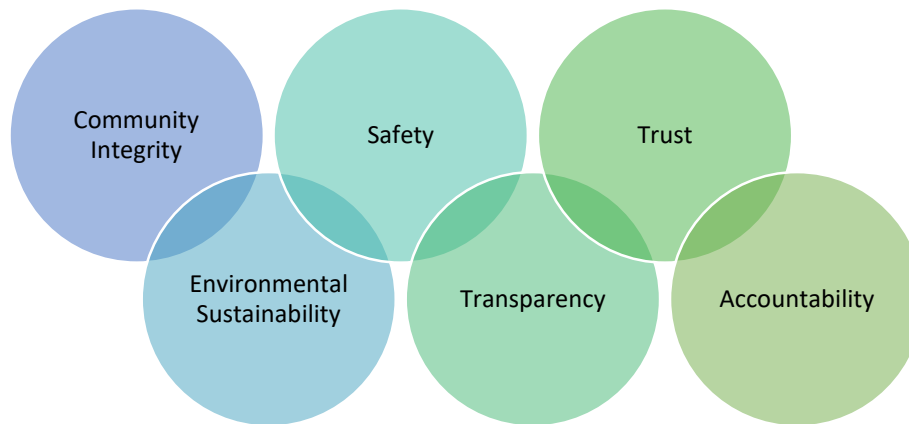
Cityworks Design is a sub-consultant leading technical and design elements of the ESFV FLM planning.

Metro is the transportation agency overseeing all phases of the ESFV Transit Corridor, including first/last mile. Metro staff are committed to Metro's Equity Platform and to honestly engage equity through four pillars: define and measure; listen and learn; focus and deliver; train and grow.

What do we value?

Collectively as a project team, we are committed to first/last mile improvements and the importance of creating safe and pleasant access for transit customers to go to and from future ESFV light-rail stations.

As a team, we share the following values and goals.



Community Integrity

We are committed to acknowledging that infrastructure and design elements shape the community's identity. Therefore, we strive to incorporate community input and perspective to ensure community support to preserve community integrity.

Environmental Sustainability

We are committed to improving quality of life by considering foreseeable impacts to the natural environment. As we make decisions about the FLM project, we will be mindful of the needs of the present without compromising natural resources for the future.

Safety

We are committed to improving safety outcomes of different travel modes through infrastructure and education. We will continue to educate children, parents, residents, elected officials and others on safety as a part of our project outreach, and consider best practices in pedestrian and bicycle design for safe access to future stations.

Transparency and Trust

We are committed to prioritizing open and inclusive dialogue even if "the going gets tough." We will provide accurate and timely disclosure of information and ask for input on large and small decisions to build trust and team relationship.

We are committed to collaborative solutions; however, we recognize that each individual will have different perspectives and backgrounds and we may not always be in agreement. We will respect differences of opinions and not seek to undermine other entities as they pursue their organizational missions.

Accountability

We are committed to fulfilling our responsibilities to each other and to the community in a timely manner. We will follow through on our commitments and when challenges arise, we will work as a team to overcome them.

APPENDIX C



Tell us what's important to you.

1. Your Zip Code _____
2. Do you live/work/attend a school within a ½-mile of a proposed light rail station?
 - Yes
 - No
3. Which proposed station would you use most? (See map on back) *Select all that apply.*
 - Sylmar/San Fernando Metrolink Station
 - Maclay Station
 - Paxton Station
 - Van Nuys/San Fernando Station
 - Laurel Canyon Station
 - Arleta Station
 - Woodman Station
 - Nordhoff Station
 - Roscoe Station
 - Van Nuys Metrolink Station
 - Sherman Way Station
 - Vanowen Station
 - Victory Station
 - Van Nuys Metro Orange Line Station
4. What would most improve your walk to a proposed Metro station? *Select all that apply.*
 - Accessible sidewalks
 - Safe street crossings
 - Street trees/shade
 - Sidewalk lighting
 - Curb extensions
 - Signage/wayfinding
5. What would most improve your bike (or scooter/skateboard) ride to a proposed Metro station? *Select all that apply.*
 - Protected bike lane or bike path
 - Shaded street
 - Signage
 - Bike storage near station
 - Metro Bike Share (round-the-clock access to a docked fleet of bicycles for short trips)
6. Imagine the challenges faced by those who use wheelchairs, walkers or strollers. What would make it easier for them to walk or roll from their homes/neighborhoods to local light rail stations?

7. Other comments

8. Would you like to receive email updates on the ESFV project? If yes, please provide your email below.

Email: _____





Próxima parada: comunidades conectadas.

Díganos que es importante para usted.

1. Su Código Postal: _____
2. ¿Vive/trabaja/asiste a una escuela a menos de media milla de una estación propuesta del tren ligero?
 Sí
 No
3. ¿Cuál de las estaciones propuestas usaría más? (Ver mapa en la parte posterior) *Seleccione todas las que correspondan.*
 Metrolink Sylmar/San Fernando Station
 Maclay Station
 Paxton Station
 Van Nuys/San Fernando Station
 Laurel Canyon Station
 Arleta Station
 Woodman Station
 Nordhoff Station
 Roscoe Station
 Metrolink Van Nuys Station
 Sherman Way Station
 Vanowen Station
 Victory Station
 Metro Orange Line Van Nuys Station
4. ¿Qué podría mejorar su experiencia **caminando** a una estación de Metro propuesta? *Seleccione todas las que correspondan.*
 Aceras accesibles
 Cruces de calles seguros
 Árboles en la calle/sombra
 Iluminación de la acera
 Extensiones de bordillo
 Señalización/sistema de orientación
5. ¿Qué podría mejorar su viaje en bicicleta (o scooter/patineta) a una estación de Metro propuesta? *Seleccione todas las que correspondan.*
 Carril protegido o camino para bicicletas
 Calle con sombra
 Señalización
 Casilleros para bicicletas cerca de la estación
 Metro Bike Share (acceso las 24 horas a una flota de bicicletas para viajes cortos)
6. Imagine los desafíos que enfrentan quienes usan sillas de ruedas, andadores o carreola. ¿Qué les facilitaría caminar o llegar en ruedas desde sus hogares/vecindarios a las estaciones locales del tren ligero?

7. Otros comentarios

8. ¿Le gustaría recibir actualizaciones por correo electrónico sobre el proyecto ESFV? Si es así, por favor proporcione su correo electrónico a continuación.
Correo electrónico:



Walk Audit Results Memo

East San Fernando Valley Transit Corridor

First/Last Mile Planning



Acknowledgments

Cityworks Design

KOA

Katherine Padilla & Associates

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I. Introduction

A. Background

In June 2018, the Metro Board selected light rail as the locally preferred alternative (LPA) for the East San Fernando Valley Transit Corridor (ESFVTC). The median-running light rail transit (LRT) corridor with 14 stations will operate for 6.7 miles in a median-dedicated guideway on Van Nuys Blvd. Along the northern segment of the transit corridor trains would run for 2.5 miles on railroad right-of-way adjacent to San Fernando Rd. The project is primarily located in the City of Los Angeles, with a segment in the City of San Fernando. The final environmental document is scheduled to be completed during 2019, and once certified by the Metro Board, preliminary engineering will commence. Groundbreaking is scheduled to begin in 2022 and revenue operations expected in time for the 2028 Summer Olympic and Paralympic Games.

Two years earlier (2016) the Metro Board of Directors passed Motions clarifying First-Last Mile (FLM) implementation objectives throughout Metro's countywide system. One of the outcomes directed Metro staff to include FLM improvements in the project delivery process for future transit capital projects. FLM planning for all ESFVTC stations began in August 2018 to address walk-bike access needs during preliminary station design, and so FLM projects can be implemented in tandem with the LRT system. The FLM planning was done in collaboration with two community-based organizations, Pacoima Beautiful and Safe Moves.

The ESFVTC First/Last Mile walk audit results summarized in this memo were prepared for the following stations:

- > Sylmar/San Fernando Metrolink Station
- > Maclay Station
- > Paxton Station
- > Van Nuys/San Fernando Station
- > Laurel Canyon Station
- > Arleta Station
- > Woodman Station
- > Nordhoff Station
- > Roscoe Station
- > Van Nuys Metrolink Station
- > Sherman Way Station
- > Vanowen Station
- > Victory Station
- > Van Nuys Metro Orange Line Station

Figure 1 shows the ESFVTC alignment proposed stations and EIR project study area.

East San Fernando Valley Transit Corridor Project Study Area



Figure 1: ESFVTC Project Study Area Source: Metro

B. First/Last Mile Planning

An individual's trip is the entire journey from starting point to final destination. For transit users a bus or train ride often represents most of that trip. Most transit users complete the first and last portion of their trip by walking, bicycling, driving, or using other means (scooter, skateboard, etc.) in order to reach the closest bus stop or rail station. The beginning and end of a transit journey is referred to as the first and last mile of the individual user's trip or "First/Last Mile" (FLM).

Since most of the first/last mile journey falls in the public right-of-way (e.g., city sidewalks, streets or local bike path) it usually involves land controlled by a local jurisdiction. Metro's role in delivering first/last mile improvements is to help local jurisdictions evaluate, identify and prioritize potential first/last mile projects for implementation. A key objective is to help make the transit user's journey safer, more comfortable, and as efficient as possible.

Metro's First/Last Mile planning methodology is defined in several documents and policies including the Active Transportation Strategic Plan and First-Last Mile Strategic Plan. The agency's forthcoming First/Last Mile Guidelines can be integrated into the ESFVTC FLM process when it becomes available. Metro's basis for all FLM planning work is to address access to/from each station emanating out a half-mile for walk access, and three miles for bike access.

1. The major FLM planning tasks for the ESFVTC Project are:
 - > Existing Conditions Analysis – including walk audits
 - > Layout Pathway Network/Identify Potential Projects
 - > Conduct Community Workshops
 - > Prioritize, Estimate Costs and Finalize Station Maps

During the first three tasks, there were community engagement events organized by Metro's outreach consultant Katherine Padilla & Associates (see ESFVTC Community Engagement Summary Memo) and city coordination meetings with San Fernando and Los Angeles.

Figure 2 shows the ESFVTC project alignment with proposed station locations, a half-mile walk access zone (shaded blue) and a three-mile bike access zone (dashed gray).

½ Mile & 3 Mile Walk and Bike Access

East San Fernando Valley Transit Corridor



Figure 2: ESNV Transit Corridor Study Area Source: Cityworks Design (using Metro base map)

II. Walk Audit Process

Station area walk audits are a key component in FLM planning and largely shape the existing conditions analysis. The walk audits combined with “on-the-ground” fieldwork and “in-office” GIS data collection provide a more complete picture of constraints that may impact access to the proposed stations.

The approach to the walk audits was developed by Metro FLM, Planning and Community Relations staff and takes into account the unique physical and social context of the corridor. Six stations were audited by the technical design team and Metro staff during Fall 2018. During Winter 2019 eight stations were audited by community members and staff from the city, elected offices, Metro and technical design team.

A. Walk Audit Application (App)

The walk audits relied on Metro’s web-based phone app (English, plus handout with Spanish translation of app) for collecting on-the-ground data, photos and observations. The app allowed users to record observations as “barriers”, “strengths” and “ideas” while traversing their assigned route. The walk audits also increased community members’ awareness of FLM principles through hands-on experience evaluating walking and biking conditions in their neighborhood.

Prior to the walk audits the ESFVTC FLM team worked with Metro to refine the app for project-specific use. Cityworks Design (CWD) provided Metro with several app refinement requests specific to the ESFVTC to address:

- > Walk audit zones - GIS file defining station walk audit zones covered by the app
- > Pull down menus - streamlined data input for auditors, and allowed data to be organized for easy use by the FLM design team
- > Station survey - refinements to survey wording that users encountered at the end of an audit (applied to technical team walk audits only)

The walk audit app recorded what participants observed are access issues and opportunities at each station.

B. Technical Walk Audits

Six of the 14 ESFVTC stations were audited by the technical design team and Metro staff on October 23, 24 and 25, 2018 using Metro’s web-based phone app. These stations are:

- > Sylmar/San Fernando Metrolink Station
- > Paxton Station
- > Arleta Station
- > Woodman Station
- > Van Nuys/Metrolink Station
- > Victory Station

Auditors worked in groups of 2-3 people, with one person using their cell phone to record observations along their walk audit route. Each station had 4 suggested walking routes comprised mostly of arterial and collector streets between the proposed station location (or closest major intersection) extending outward one-half mile. The suggested routes connected stations with key destinations, schools and parks wherever possible. The technical walk audits resulted in an average of 120 observations per station across the ½-mile station area. For summaries of each station walk audit see Section III Walk Audit Summaries by Station.



The technical walk audit team near Victory station



Technical team members encountering sidewalk vertical uplift near Woodman Station

Figure 3 depicts the eight stations that were audited at stakeholder events (blue), and the six stations that were audited by the technical team and Metro staff (gray).

East San Fernando Valley Transit Corridor 14 Technical and Stakeholder Walk Audits



Figure 3: Stakeholder Walk Audits (Blue), Technical Walk Audits (Gray) Source: Cityworks Design
 Note: A walk audit result within an area of overlap was assigned to the station it was located closest to

C. Stakeholder Walk Audits

Stakeholder walk audits were organized at eight of the 14 ESFVTC stations to enrich the analysis with insights from local residents, business owners, city or elected staff. The eight stations selected for stakeholder walk audits represented a range of communities and walking environments across the corridor. The stakeholder walk audit events occurred between June 8 and 19, 2019. Invited stakeholders were asked to attend one of four walk audit events being offered for a “hands-on experience” using their own phone. Invitees indicated their preferred day/location and were asked to bring a fully charged cell phone. The walk audit was a 1-hour segment of a 3-hour event that included a presentation (project overview, introduction to FLM planning), walk audit app training, and time for stakeholders to share their observations at the conclusion of the audit. Each event offered 1-3 different station areas that were pre-assigned to participants.

San Fernando Walk Audit (February 9, 2019)

- > Maclay Station

Pacoima Walk Audit (February 11, 2019) - *Conducted in Spanish*

- > Van Nuys/San Fernando Station
- > Laurel Canyon Station

Panorama City Walk Audit (February 13, 2019)

- > Nordhoff Station
- > Roscoe Station

Van Nuys Walk Audit (February 15, 2019)

- > Sherman Way Station
- > Vanowen Station
- > Van Nuys/Metro Orange Line Station

Meeting materials were available in English and Spanish. Spanish-speaking interpreters and project team members were available and often utilized. Given that most attendees at the Pacoima event specified a preference for Spanish, the presentation and app training were delivered in Spanish by Metro staff; English interpretation was available for non-Spanish speakers. All Spanish-speakers were paired with Spanish-speaking staff for all walk audits. Spanish speakers were offered a handout with full translation of app functions.

Auditors worked in groups of 2-3 people, with one person using their cell phone to record observations along the walk audit route. Each station had 4 suggested routes comprised mostly of arterial and collector streets between the proposed station location (or closest major intersection). The suggested routes connected stations with key destinations, schools and parks wherever possible. Given time limitations for each event, the audit routes focused on the quarter-mile area closest to the station. Some audit teams modified or shortened their route.

Stakeholders had varied levels of comfort and ability using the app on their own phone. When an audit team included a Metro or technical design team member, stakeholders almost always preferred the trained team member enter the data on their phone, rather than the stakeholder’s phone.



Walk Audit App Interface



Stakeholder capturing challenging crossing conditions



Sharing participant observations post audit



Applauding community members for their contributions to the walk audit process

The stakeholder walk audits resulted in an average of 115 observations per station focused on a quarter-mile area nearest the station. For summaries of each walk audit see Section III.

STATION	DATA POINTS
Sylmar/San Fernando Metrolink (Technical)	123
Maclay (Stakeholder)	273
Paxton (Technical)	92
Van Nuys/San Fernando (Stakeholder)	43
Laurel Canyon (Stakeholder)	140
Arleta (Technical)	68
Woodman (Technical)	111
Nordhoff (Stakeholder)	98
Roscoe (Stakeholder)	87
Van Nuys/Metrolink (Technical)	123
Sherman Way (Stakeholder)	105
Vanowen (Stakeholder)	81
Victory (Technical)	198
Van Nuys/Metro Orange Line (Stakeholder)	93
Total for 14 Stations	1635

Table 1: Total data points for all stations Source: Cityworks Design

III. Walk Audit Summaries by Station

The following summaries were compiled shortly after each walk audit event. The team collected contextual information prior to the walk audit then summarized the observations recorded through Metro's Walk Audit App for a comprehensive view of each station. The summary includes:

- > Photo depicting proposed station location for context
- > Conditions - Number and type recorded
- > Neighborhood Character, Destinations & Key Issues
- > Walk Audit Route Map
 - Developed in conjunction with pathway network so each audit focused on primary and secondary pathways (unless an auditor elected to modify the route)
 - Technical team walk audits covered the half-mile station area; stakeholder walk audits covered the quarter-mile area nearest the station
- > Walk Audit Data Point Map – Snapshot from Metro's walk audit app of observations recorded by participants
- > Data Point Summaries
 - Observations were summarized from technical team audits and organized by Safety/Comfort/Accessibility categories; observations were summarized from stakeholder audits and organized by Barriers/Strengths/Ideas categories; This difference is due to the technical team's desire to synthesize their observations in categories more closely aligned with potential projects, while retaining stakeholders' observations in the categories they were entered under.
- > Walk Rating Map
 - The technical team "rated" walking conditions to graphically distill data for use in community workshops (so participants could quickly see current conditions)
 - "Good Walk Rating" meant generally ample sidewalks, shade/street trees, vehicular buffers and pedestrians, pedestrian lighting, visible and safe crossings, ADA accessible, well maintained facilities, "eyes on the street" and pedestrian amenities
 - "Fair Walk Rating" meant generally adequate sidewalks but incomplete pedestrian network, some shade/trees, some pedestrian safety buffers, maintenance issues, few "eyes on the street" and pedestrian amenities
 - "Poor Walk Rating" meant generally narrow or missing sidewalks, little to no shade/trees, high vehicular speeds and/or no buffer, unsafe crossings, ADA access issues, unpleasant conditions ill-maintained, no "eyes on the street" or pedestrian amenities
- > Conditions and Observation Photos - Derived from participant photo logged with Metro's walk audit app

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Sylmar/San Fernando Metrolink Station Walk Audit



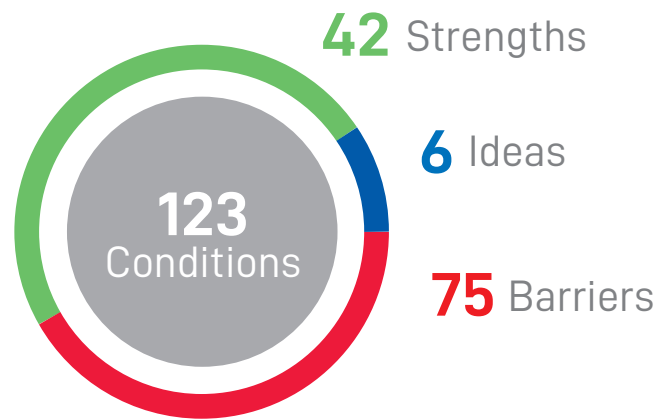
Technical Walk Audit

3 Walk Audit Teams **7** Total Auditors

 Sunny/Morning

Neighborhood Character

- Residential
- Commercial



Destinations

- Sylmar/San Fernando Metrolink Station
- San Fernando Road Bike Path
- Mission City Trail
- Rudy Ortega Sr Park
- Northeast Valley Health Corporation
- Local schools, churches and parks




Key Issues

- High traffic speeds on major streets
- Lack of shade on streets leading to station
- Some missing sidewalks, access ramps and crosswalks

Sylmar/San Fernando Metrolink Station Walk Audit Routes



LEGEND

-  Station Platform
-  Station Entrance
-  Metrolink Station

Sylmar/San Fernando Metrolink Walk Audit Data Points



LEGEND

- Barrier
- Strength
- Idea

Source: Metro walk audit web app database

SAFETY

Most streets feel generally safe and walkable during the day

- **Lighting** - Industrial areas need lighting
- **Maintenance** - Area seems generally clean and maintained
- **Pedestrian safety buffers** - Parked cars buffer pedestrians on San Fernando and Truman
- **Traffic speeds** - Fast cars, except on residential streets
- **Activity** - Minimal eyes on the street



COMFORT

Sidewalks generally feel wide enough, but major streets like Truman and San Fernando lack shade

- **Sense of place** - Only within fine-grained residential streets; bike path is a feature but lacks a pedestrian path & mature shade trees
- **Shade/landscape** - Lacking on main streets leading to station
- **Pedestrian amenities** - Local trolley
- **Deterrents to walking** - High-speed Metrolink trains & cars



ACCESSIBILITY

Station located alongside Metrolink station with access to neighborhoods



- **Sidewalks** - Missing or uneven in some residential areas
- **Crossings** - Uneven and non-existent crossings over the tracks to access the station; street crossings are controlled and well-designated
- **Bike facilities** - Bike path leading up to station but no clear bike parking in parking lot, small block where sidewalk and bike path were combined
- **Clear signage** - Present
- **Parking** - Present at Metrolink station
- **Access ramps** - Dual access ramps present, some driveway ADA issues within an older neighborhood



Sylmar/San Fernando Metrolink Station Walk Rating



LEGEND

-  Station Platform
-  Metrolink Station
-  Good Walk Rating
-  Fair Walk Rating
-  Poor Walk Rating

Note: Extent of walk ratings correspond with area audited

Sylmar/San Fernando Metrolink Station Conditions and Observations



Wide residential streets with large landscaped parkways



San Fernando Trolley stop in neighborhood next to park



Bike path incorporated into the sidewalk



Two clearly marked crosswalks but one missing crosswalk



Unpaved path



Challenging crossing at rail tracks and uneven crossing of street




Stretches of Truman St and San Fernando Rd have no landscaping or shade

Maclay Station Walk Audit



Stakeholder Walk Audit

11 Walk Audit Teams **24** Total Auditors

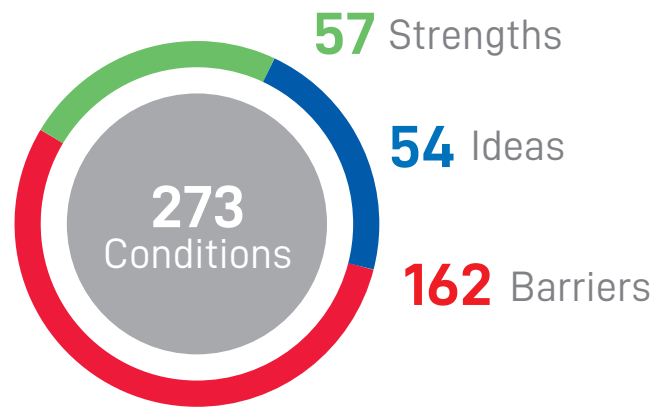
 Sunny/partly cloudy

Neighborhood Character

- Residential
- Civic/Institutional
- Commercial

Destinations

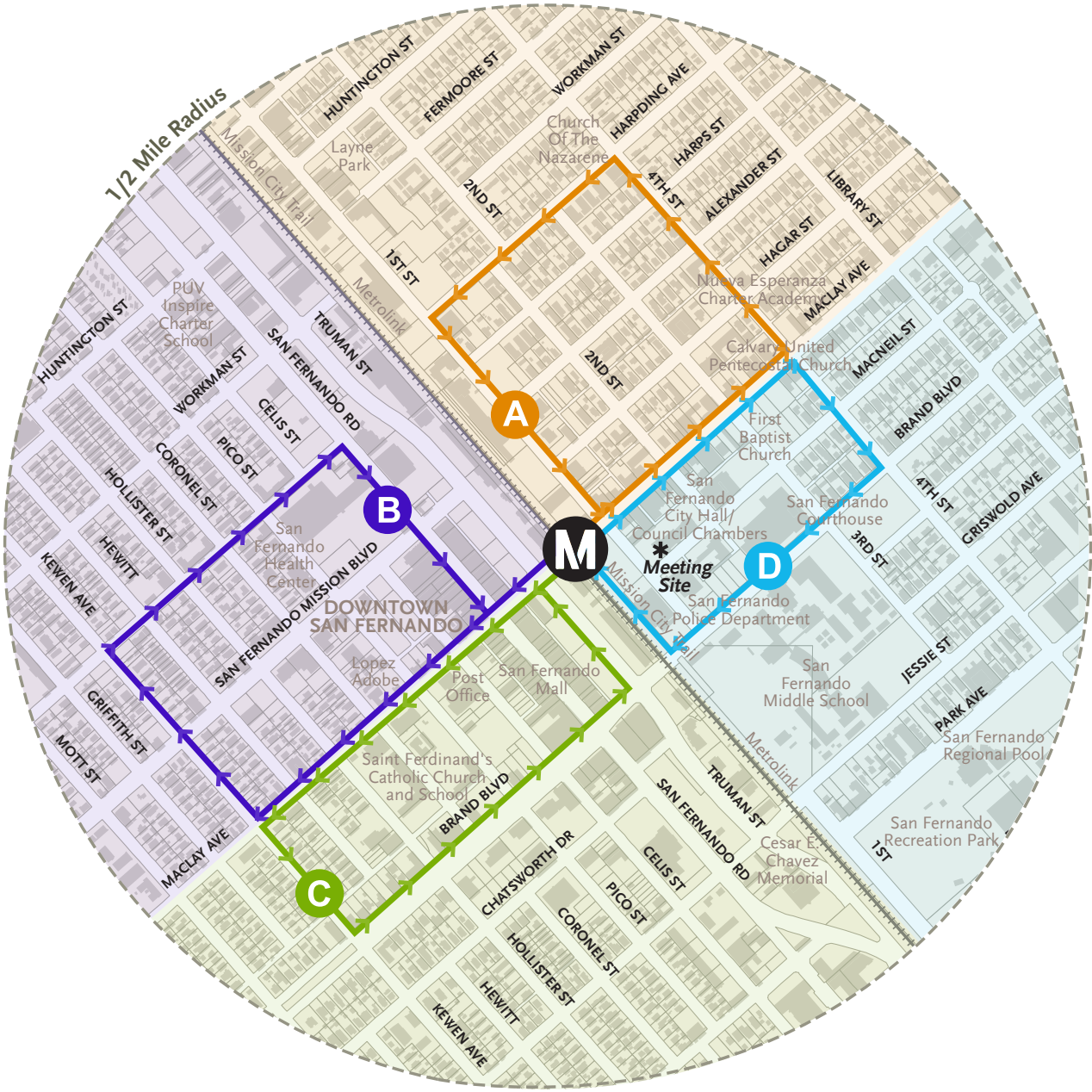
- San Fernando Civic Center
- Downtown San Fernando
- San Fernando Mall
- Lopez Adobe
- Cesar E. Chavez Memorial
- Mission City Trail
- Local churches, schools and parks



Key Issues

- Adequate sidewalk widths on most streets but more shade is needed
- Most challenging areas are closest to station and Metrolink tracks
- Bike access to station is very challenging

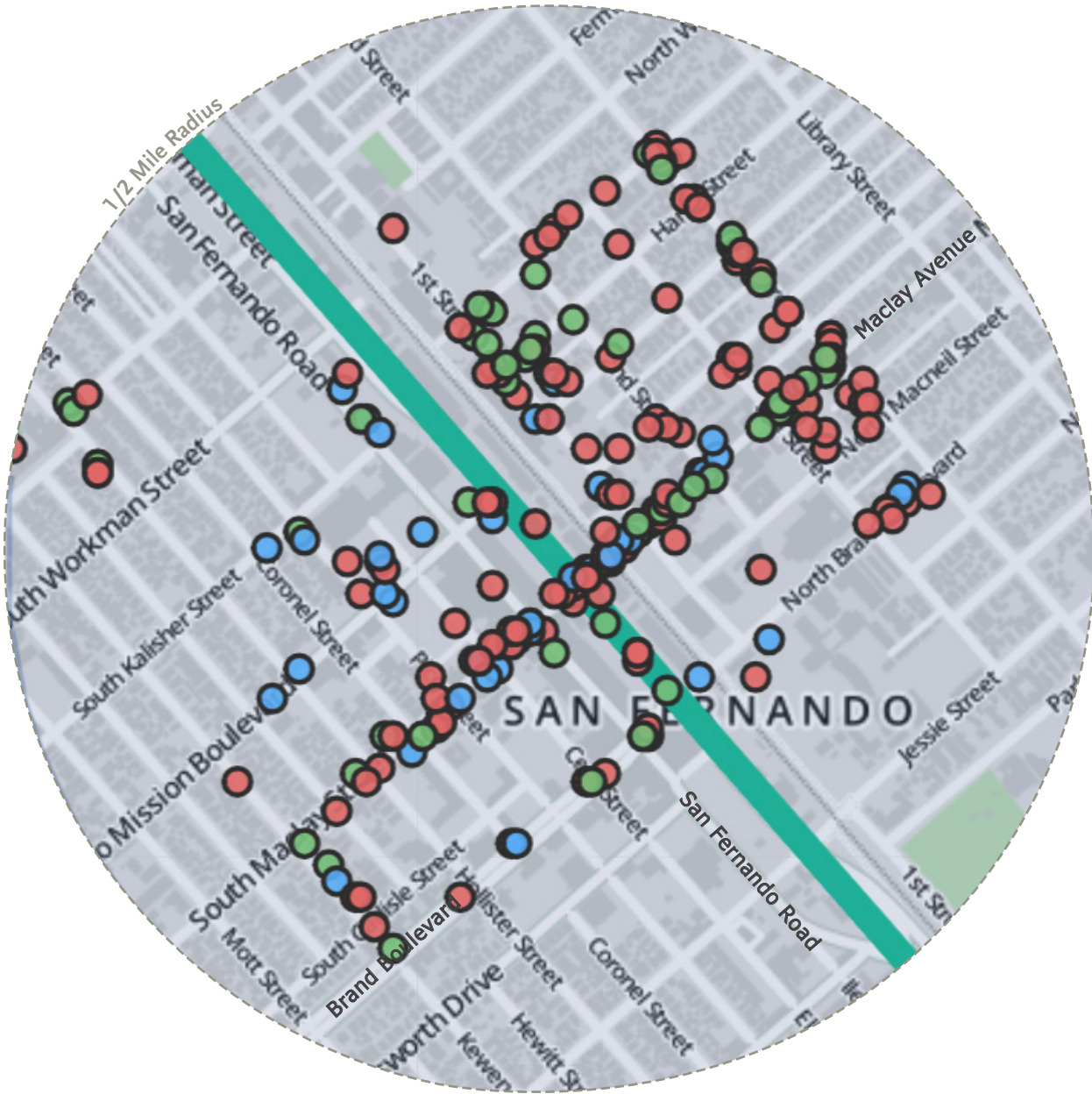
Maclay Station Walk Audit Routes



LEGEND

M Proposed Metro Station

Maclay Station Walk Audit Data Points



LEGEND

- Barrier
- Strength
- Idea

Source: Metro walk audit web app database

STRENGTHS

- San Fernando Rd is walkable in Mall/Downtown
- South side of 1st St has good shade trees
- North side of 1st St has more sidewalks and new access ramps with truncated domes
- Wide, even sidewalk and street trees along south side of 4th St



BARRIERS

- Some sidewalks on Truman St are too narrow for pedestrians and wheelchairs passing comfortably and were used by bicyclists
- The lack of crosswalks and controlled crossings makes crossing in some places feel unsafe
- Several intersections need continental crosswalks
- Some missing ADA access ramps
- Few shade trees, mainly palms in Downtown area
- At 1st St and Brand Blvd, busy intersection & fast traffic near school/city buildings
- Need pedestrian safety improvements

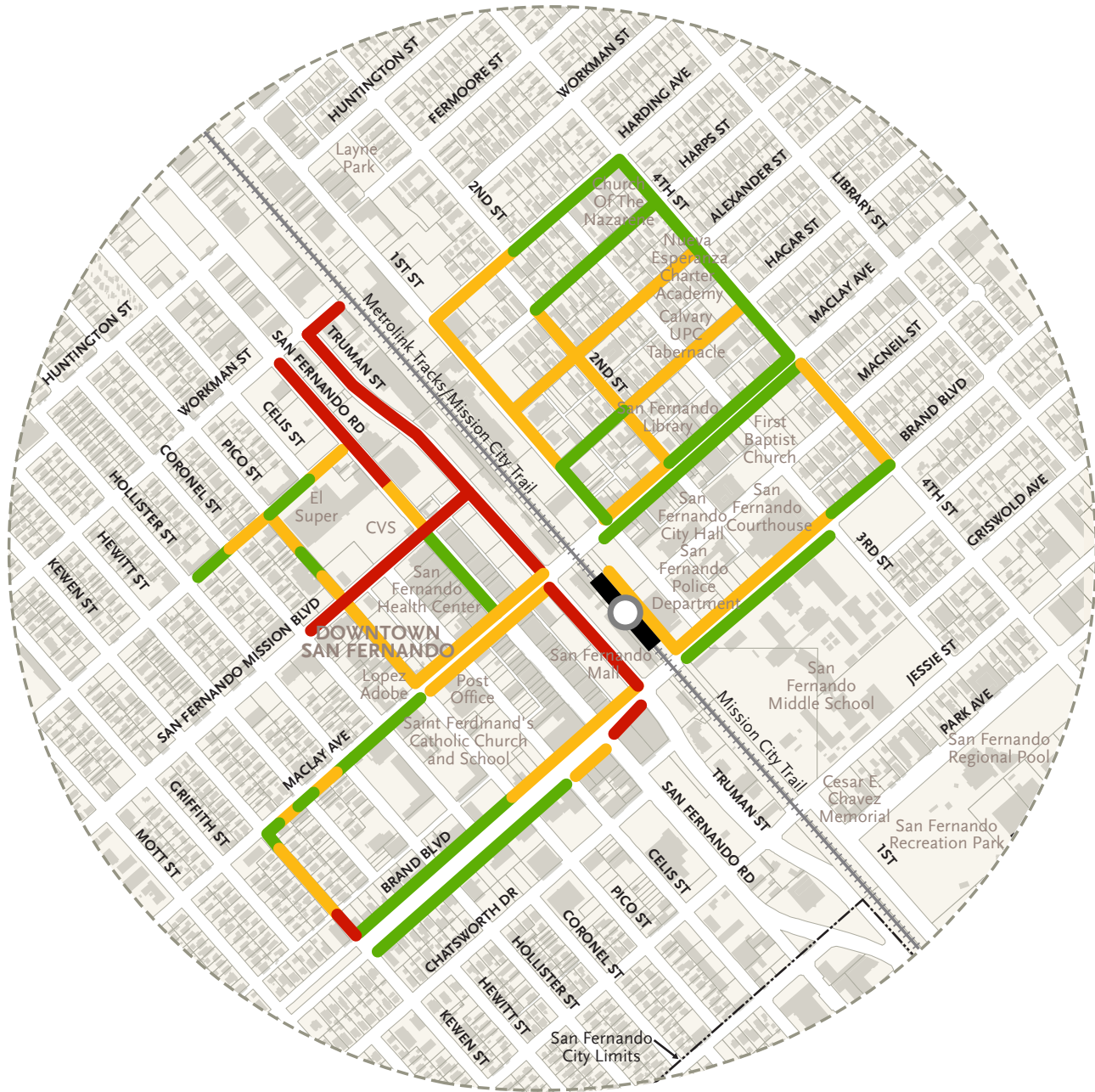


IDEAS

- Close Celis St (San Fernando Mission Blvd to Maclay Ave) and activate with kiosks and people
- Kalisher St and San Fernando Rd intersection needs controlled crossing, access ramps
- Scramble crosswalks at key intersections (like San Fernando Mission Blvd & San Fernando Rd)
- Consider bike facility on 1st St, observed a lot of sidewalk riding



Maclay Station Walk Rating

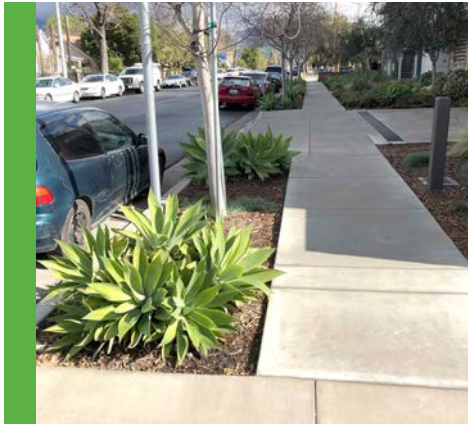


LEGEND

-  Station Platform
-  Good Walk Rating
-  Fair Walk Rating
-  Poor Walk Rating

Note: Extent of walk ratings correspond with area audited

Maclay Station Conditions and Observations



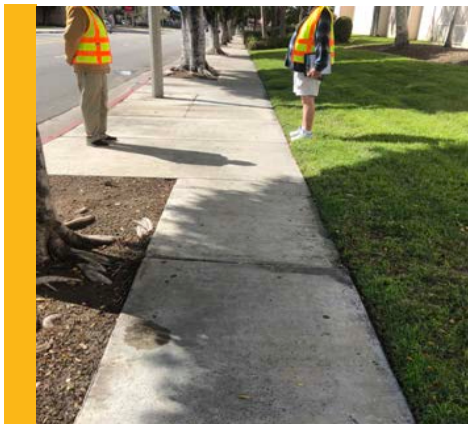
Well-maintained sidewalk with parkway, shade trees and parking buffer



Wide landscaping area near pathway



Clearly marked crosswalks near school



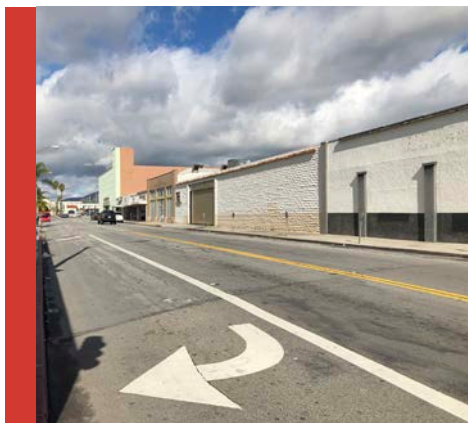
Shaded sidewalks with tree wells but walking path may be too narrow for pedestrians to comfortably pass each other



Drainage issues



Narrow sidewalk and overhanging parked cars



No landscaping or shade trees



Uneven rail crossing is challenging for pedestrians, wheelchairs and bicyclists




Median and lack of signalized crosswalk interrupt bike path at Maclay

Paxton Station Walk Audit



Technical Walk Audit

3 Walk Audit Teams **8** Total Auditors

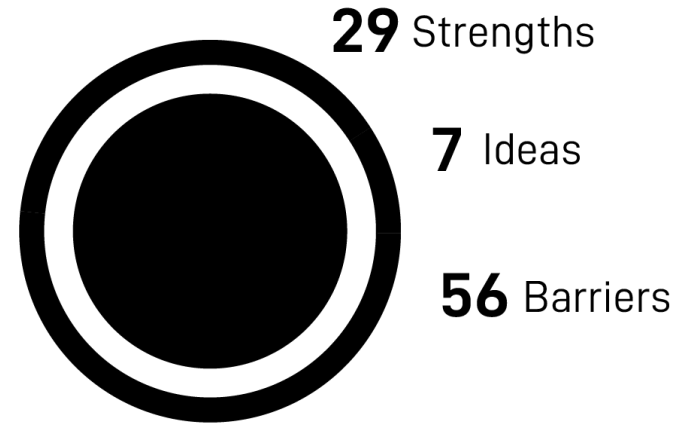
 Sunny/Afternoon

Neighborhood Character

- Residential
- Commercial
- Industrial

Destinations

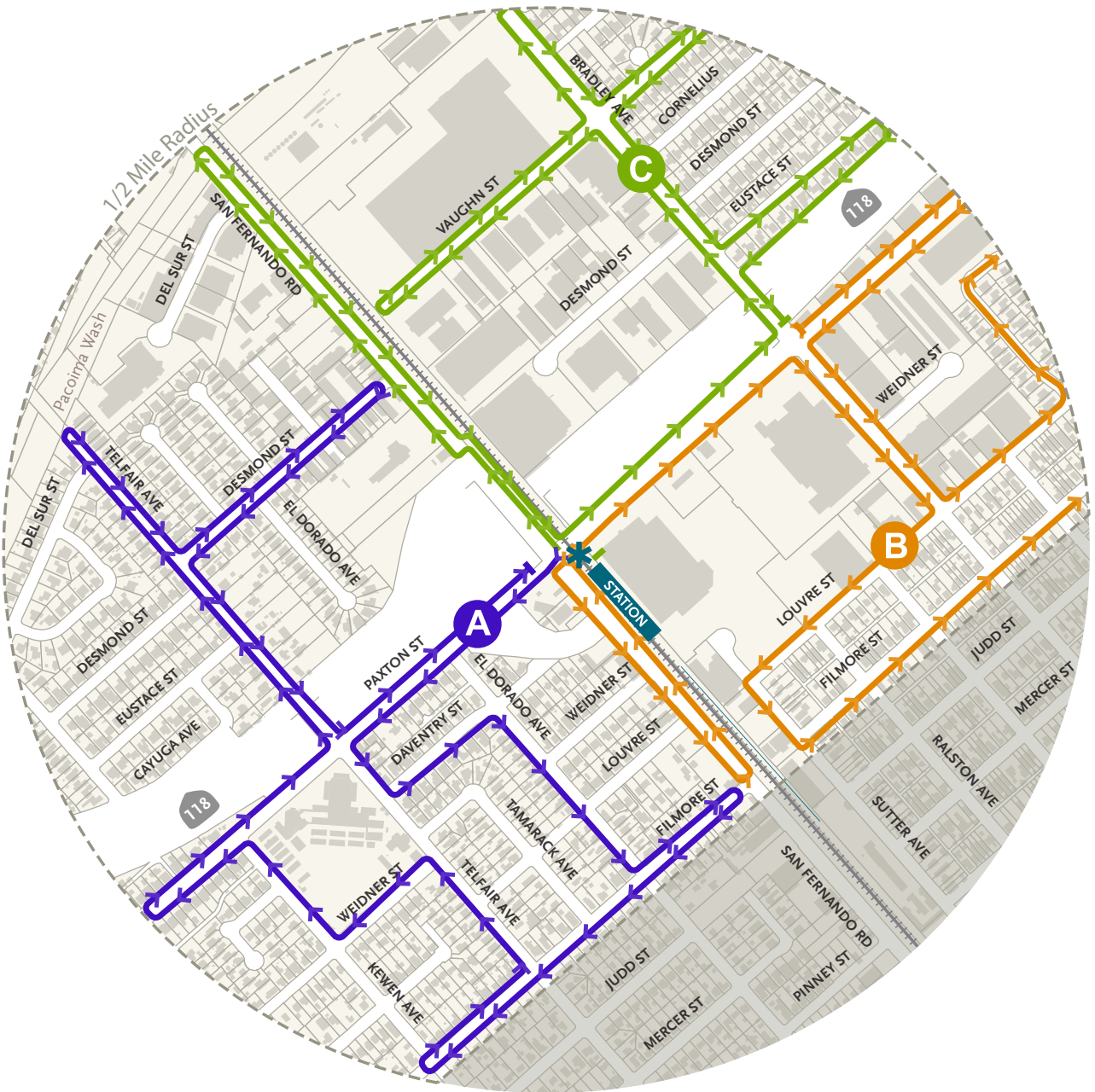
- Costco Wholesale
- Plaza Pacoima
- Local churches and schools



Key Issues

- High traffic volumes and speeds nearest station
- Freeway on/off ramps are challenging for pedestrians/bikes
- Freeway underpasses are dark and Metrolink train speeds are high

Paxton Station Walk Audit Routes



LEGEND

- STATION Station Platform
- * Station Entrance

Note: Shaded areas were audited in adjacent stations

Paxton Station Walk Audit Data Points



LEGEND

- Barrier
- Strength
- Idea

Source: Metro walk audit web app database

SAFETY

The area feels challenging for pedestrians. Many crossings are challenging to cross due to long crossing distances, sheer numbers of vehicles/trucks and turning movements

- **Lighting** - No pedestrian lights, dark freeway underpass
- **Maintenance** - Unmaintained sidewalks, crosswalks markings worn
- **Pedestrian safety buffers** - Narrow parkway for bike path, parkways/parking on residential streets, none along Paxton St
- **Traffic speeds** - Metrolink high speed zone, high traffic speeds, except on residential streets
- **Signage** - No safety signs, wide driveways at Plaza Pacoima (Costco)
- **Activity** - People experiencing homelessness present under freeway (San Fernando Rd, Bradley Ave)



COMFORT

Comfort is lacking due to freeway adjacency and industrial streets but some residential streets exhibit a unique sense of place

- **Sense of place** - On fine-grained residential streets. Bike path is a feature but lacks a pedestrian path & mature shade trees
- **Shade/landscape** - Lacking on most paths leading to station
- **Deterrents to walking** - Trash, dumping, high-speed Metrolink train & cars, barking guard dogs
- **Informal sidewalk activity** - Informal vendors activated areas
- **Freeway underpasses** - Need higher standard of lighting, sidewalk barriers, encampment of people experiencing homelessness on Bradley Ave is unwalkable



ACCESSIBILITY

Access to the Louvre/Fillmore St neighborhood is limited, and is most challenging at the station's primary intersection & paths leading to it; freeway on/off ramps and underpass are barriers

- **Sidewalks** - Some missing, some uplifted, where width is acceptable may not be buffered, Fillmore St offers shade trees
- **Crossings** - Need mid-block & controlled in places, lacks direct access from Louvre St to station area
- **Bike facilities** - Underutilized bike path on ROW, no others
- **Parking** - Consolidated at Plaza Pacoima or curbside
- **Access ramps** - Present at major street corners. Not consistent on residential streets and some driveways have ADA issues (steepness of slope)



Paxton Station Walk Rating



LEGEND

-  Station Platform
-  Good Walk Rating
-  Fair Walk Rating
-  Poor Walk Rating

Note: Extent of walk ratings correspond with area audited

Paxton Station Conditions and Observations



Parkway with trees provide shade and buffer from cars



Clearly marked continental crosswalk at San Fernando Rd and Paxton St



Lack of shade and parkway maintenance



Wide sidewalk and parkway provide buffer, but no landscaping in parkway



Inadequate sidewalk, no buffer from heavy traffic for pedestrians, no shade

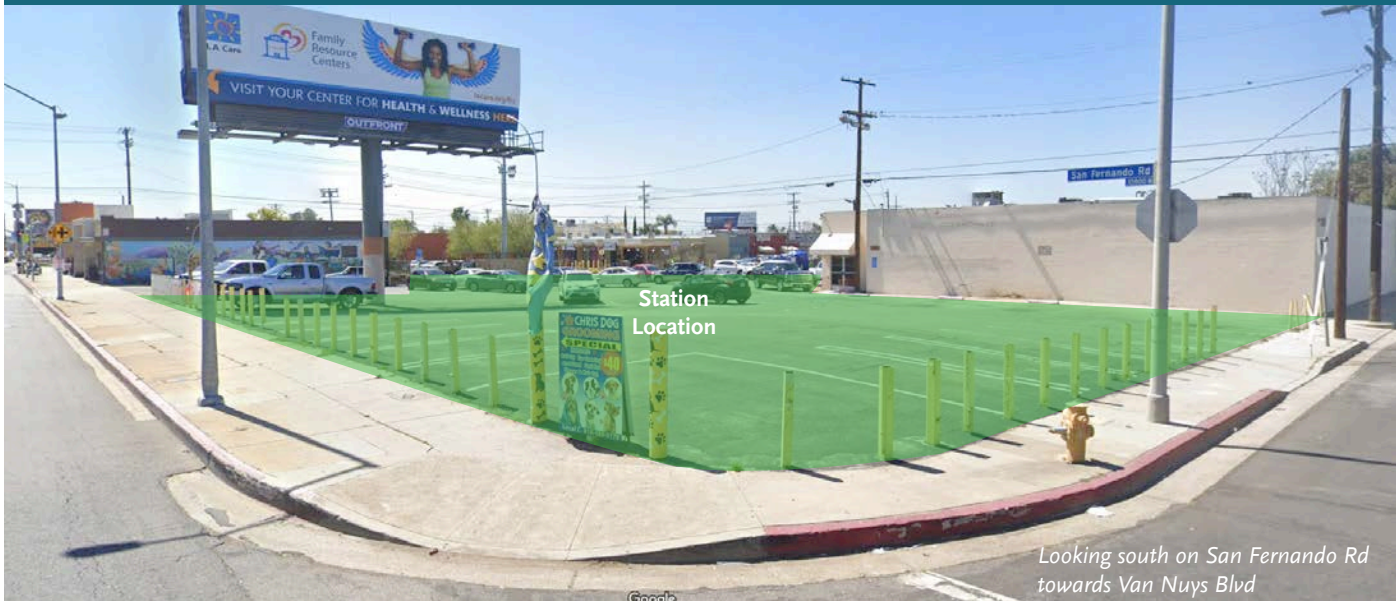


Parkway has no landscaping or shade and residents park their cars on sidewalks



No pedestrian lighting, dark freeway underpass, no eyes on the street

Van Nuys/San Fernando Station Walk Audit



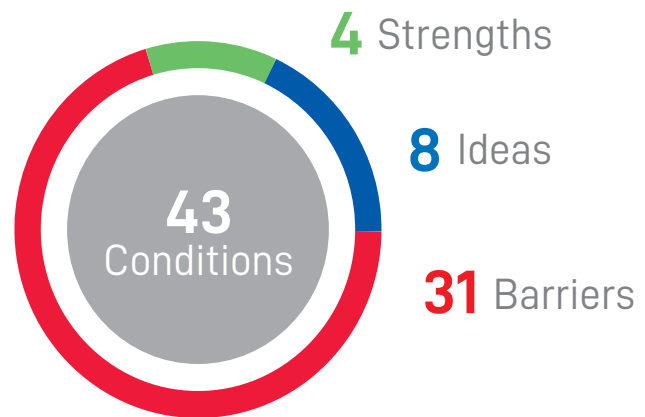
Stakeholder Walk Audit

5 Walk Audit Teams **10** Total Auditors

 Partly Cloudy

Neighborhood Character

- Residential
- Commercial
- Light Industrial



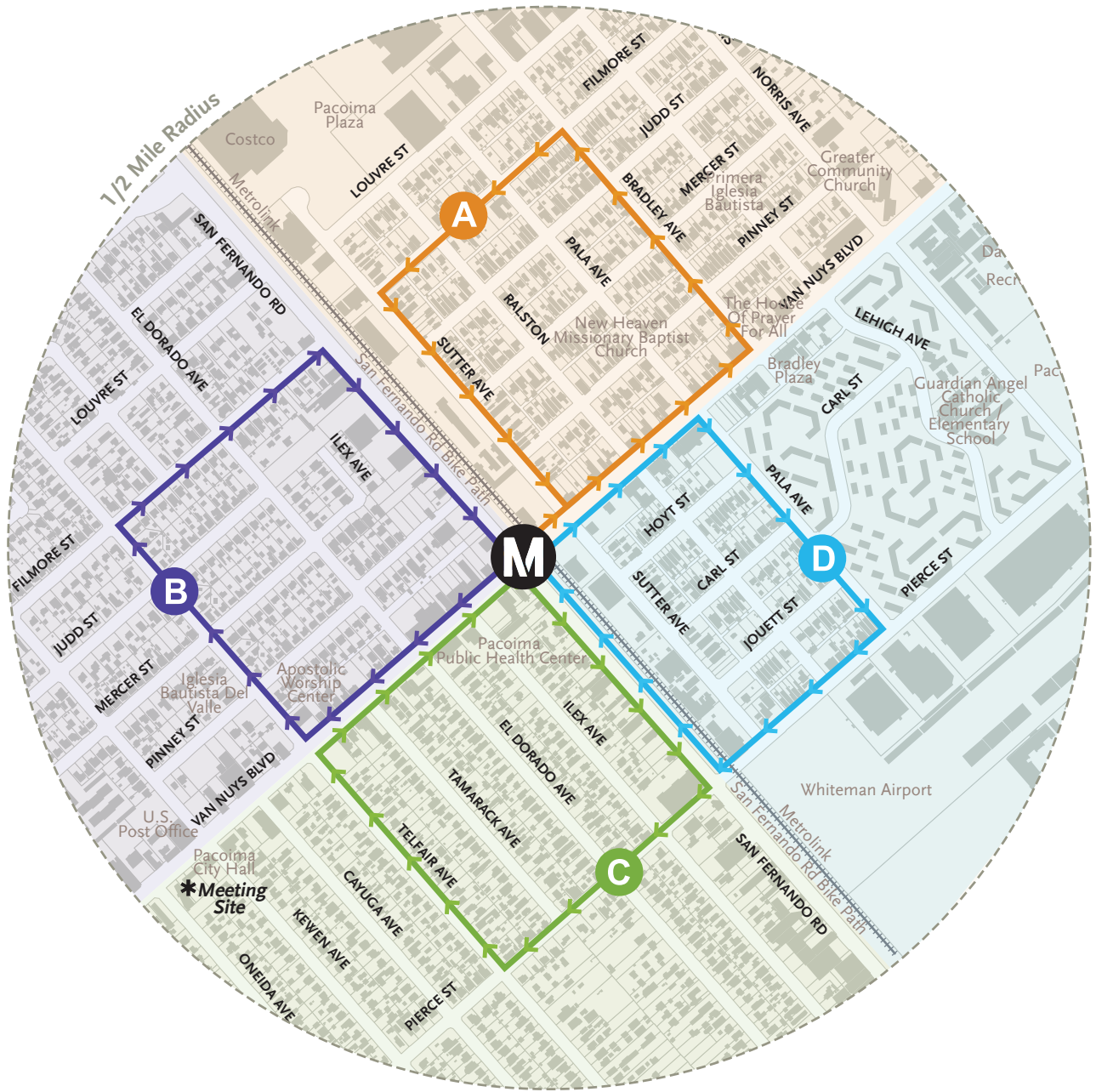
Destinations

- Pacoima Public Health Center
- Pacoima City Hall
- U.S. Post Office
- Whiteman Airport
- Local churches and schools

Key Issues

- High traffic speeds on San Fernando Rd and Van Nuys Blvd
- Bus stop access and environment needs to be improved
- West side of San Fernando Rd is not conducive to walking

Van Nuys/San Fernando Station Walk Audit Routes



LEGEND

M Proposed Metro Station

Van Nuys/San Fernando Station Walk Audit Data Points



LEGEND

- Barrier
- Strength
- Idea

Source: Metro walk audit web app database

STRENGTHS

- The San Fernando Rd bike path trees are small but have potential to provide future shade
- Van Nuys Blvd is relatively comfortable to walk and while street trees are small their potential shade is a plus
- Van Nuys Blvd west of San Fernando Rd has a buffered bike lane today



BARRIERS

- West side of San Fernando Rd needs consistent sidewalks, cars park in the path of pedestrians
- ADA access ramps are mostly incomplete within residential areas
- Most residential streets need shade trees
- Missing/inconsistent sidewalks along both sides of Pierce St



IDEAS

- At San Fernando Rd and Filmore St add a mid-block crossing for bus riders on the east side of San Fernando Rd
- Add signage along San Fernando Rd to let drivers know there's a pedestrian crossing coming up
- Add sidewalks with landscaping/shade trees on the west side of San Fernando Rd



Van Nuys/San Fernando Station Walk Rating



LEGEND

-  Station Platform
-  Good Walk Rating
-  Fair Walk Rating
-  Poor Walk Rating

Note: Extent of walk ratings correspond with area audited

Van Nuys/San Fernando Station Conditions and Observations



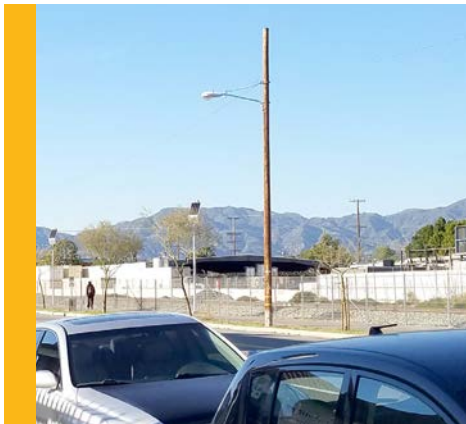
Bradley Ave Plaza (People St) is a neighborhood amenity



Clear accessible continental crosswalks along Van Nuys Blvd



Well-maintained sidewalk with parkway though more shade trees needed



Small trees planted along the San Fernando Rd bike path may provide future shade



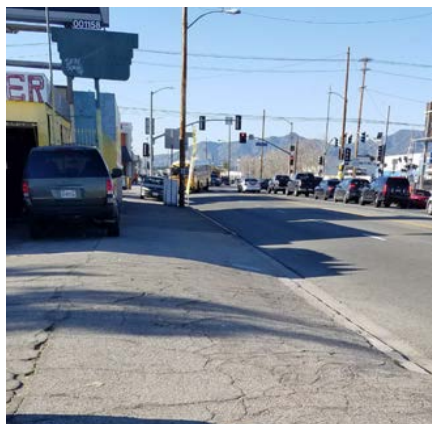
Uneven sidewalk ramps



Drainage issues at intersection make access ramp hard to use



Missing sidewalks make path inaccessible for some people



The west side of San Fernando Rd lacks concrete sidewalk or landscaping and has many driveways



Bus stop on San Fernando Rd offers no amenities

Laurel Canyon Station Walk Audit



Stakeholder Walk Audit

6 Walk Audit Teams **15** Total Auditors

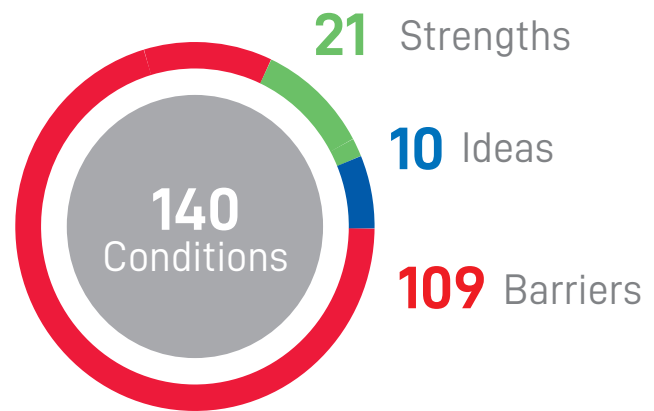
 Partly Cloudy

Neighborhood Character

- Residential
- Commercial
- Civic/Institutional

Destinations

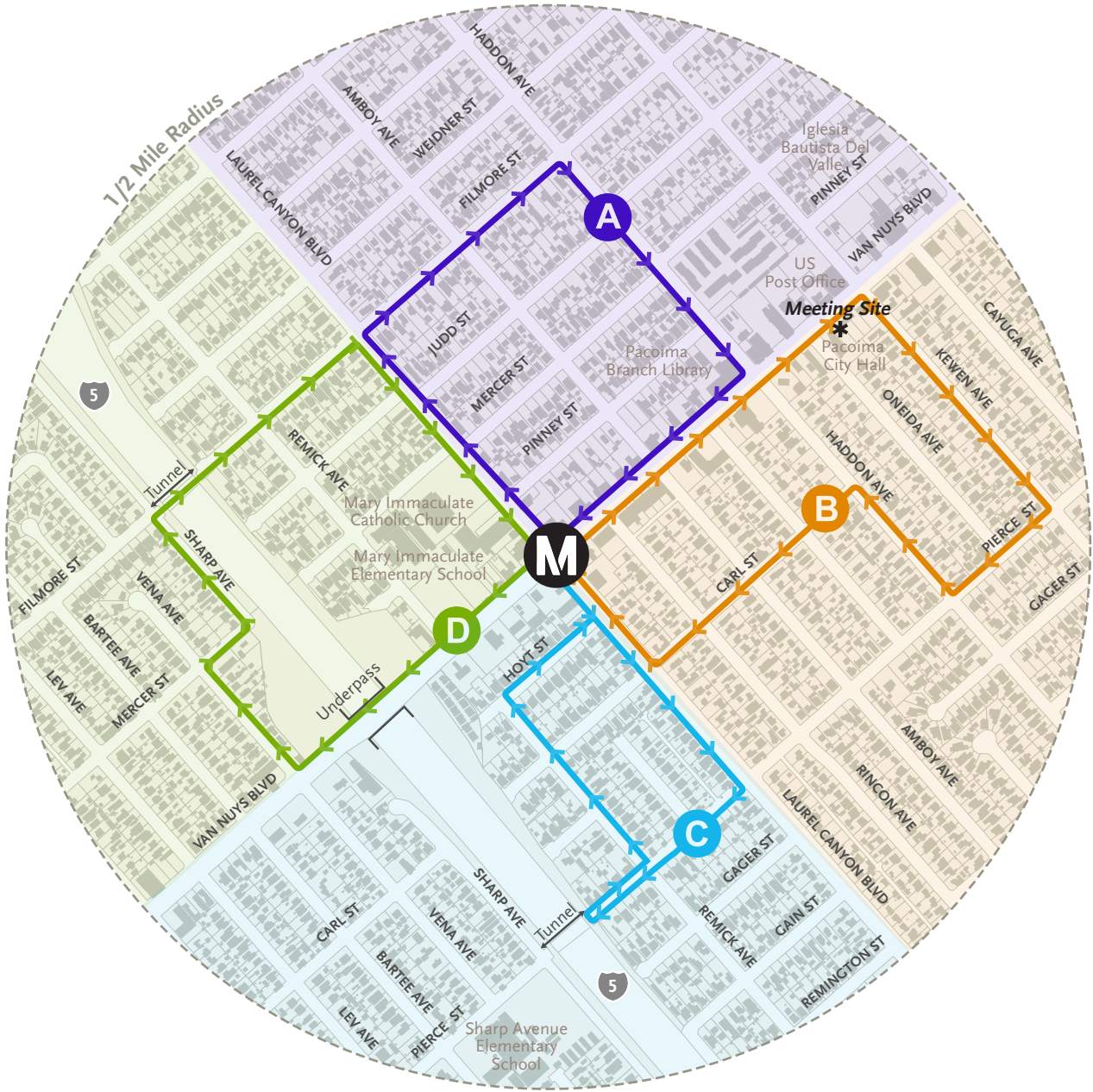
- Pacoima City Hall
- U.S. Post Office
- Pacoima Branch Library
- Local churches and schools



Key Issues

- Tunnels and freeway underpass are not conducive to walking
- Residential streets missing sidewalks and access ramps
- Primary pathways need shade

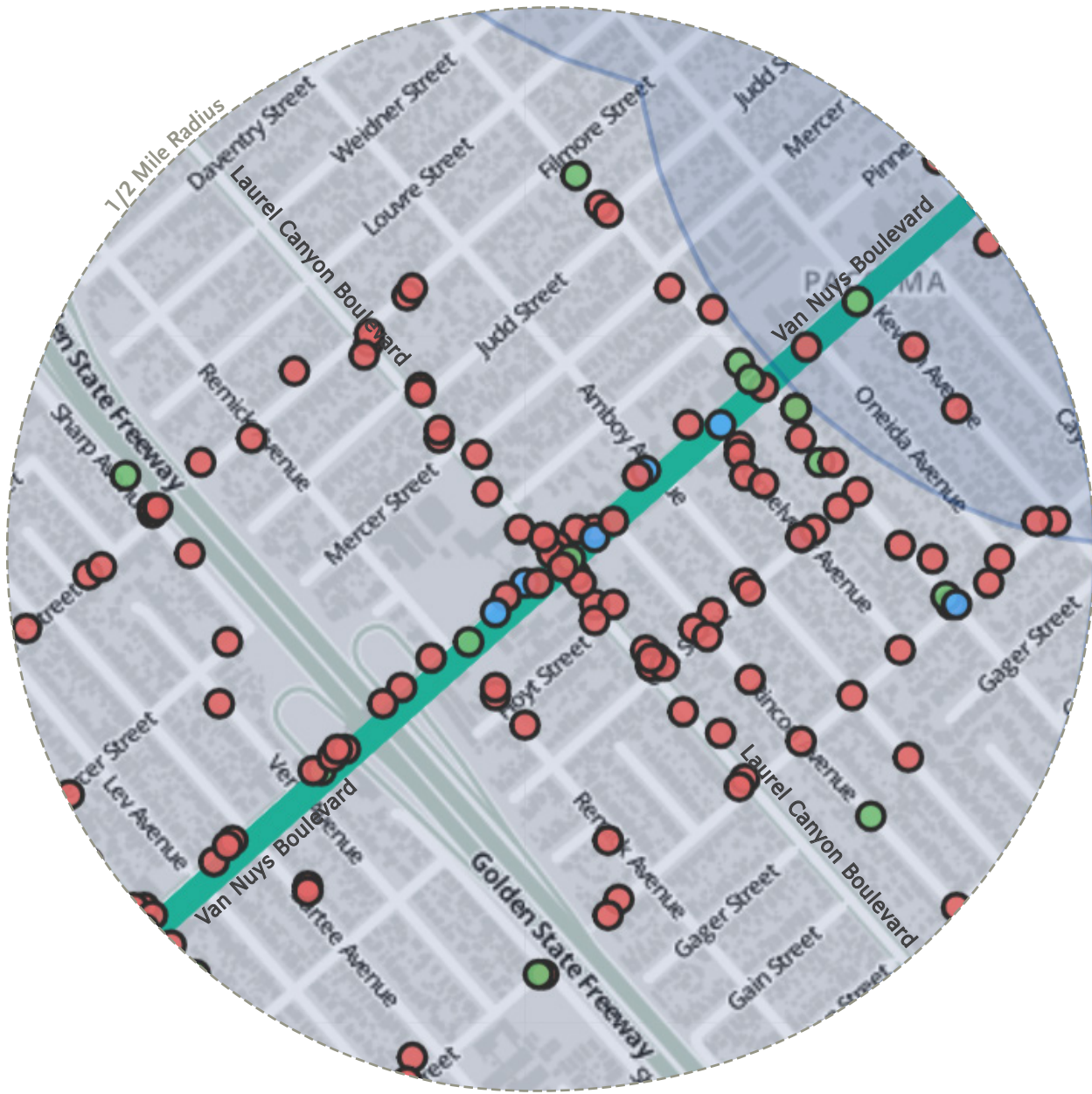
Laurel Canyon Station Walk Audit Routes



LEGEND

M Proposed Metro Station

Laurel Canyon Station Walk Audit Data Points



LEGEND

- Barrier
- Strength
- Idea

Source: Metro walk audit web app database

STRENGTHS

- Buffered bike path on Van Nuys Blvd
- Majority of bus stops on Van Nuys Blvd have shade structures



BARRIERS

- Streets are missing sidewalks southwest of the freeway within residential area
- Van Nuys Blvd and Laurel Canyon Blvd need more landscaping and shade trees
- Far southeast side of Laurel Canyon Blvd and residential streets are missing sidewalks
- No shade provided at bus stops on Laurel Canyon Blvd
- ADA access ramps missing on primary and secondary streets

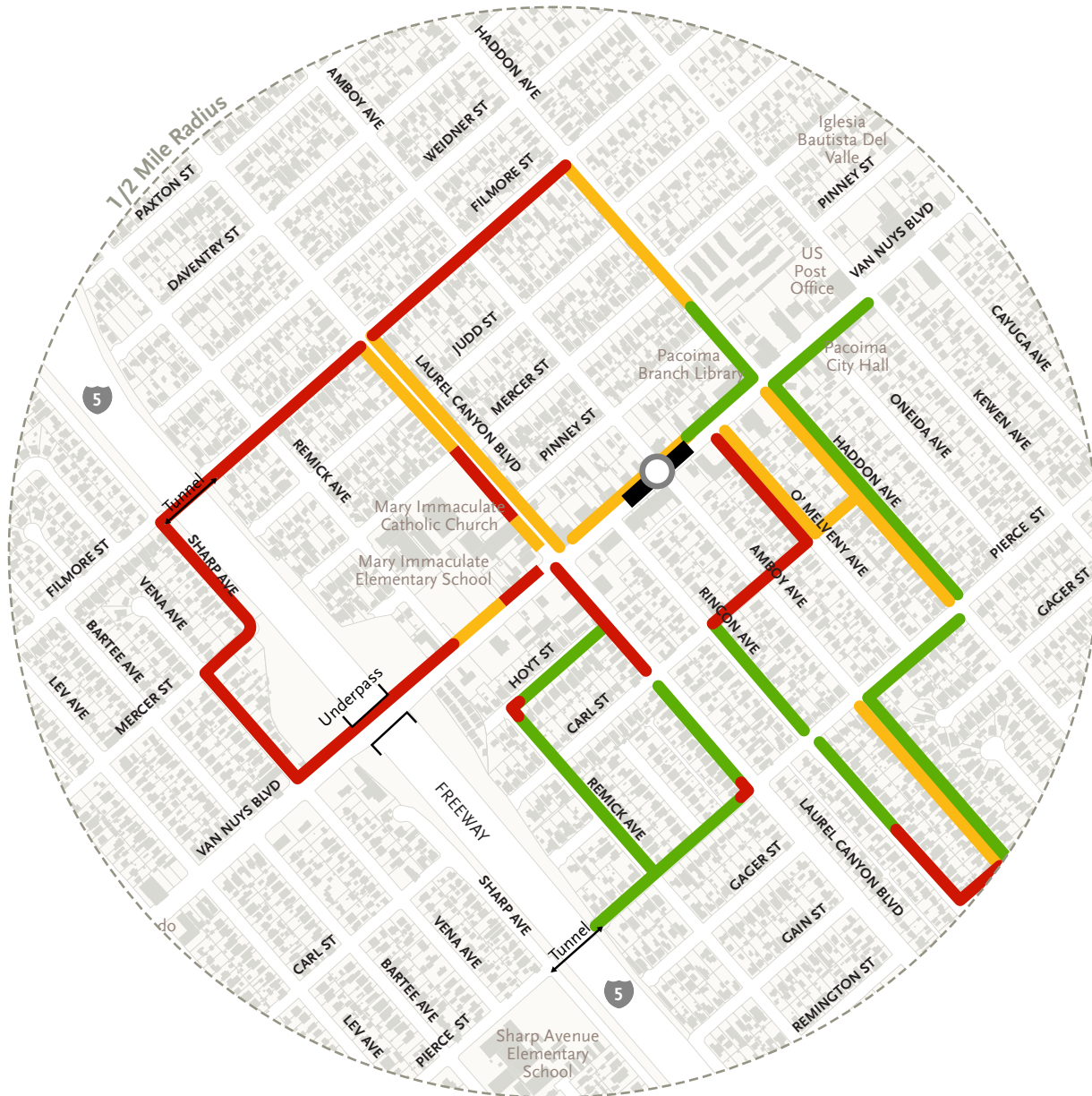


IDEAS

- Add signalized crossing at I-5 Freeway on and off ramps for pedestrian safety
- At Omelveny Ave add a mid-block crosswalk
- Enhance lighting in the pedestrian tunnels under the I-5 Freeway as they currently don't feel safe



Laurel Canyon Station Walk Rating

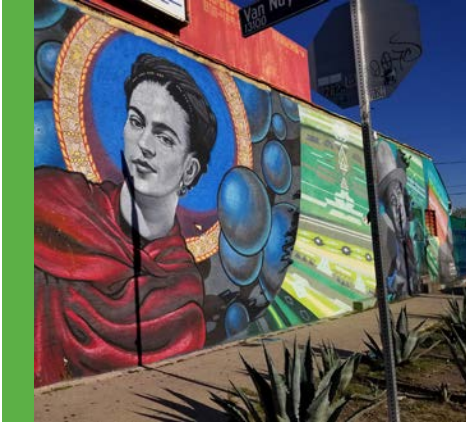


LEGEND

-  Station Platform
-  Good Walk Rating
-  Fair Walk Rating
-  Poor Walk Rating

Note: Extent of walk ratings correspond with area audited

Laurel Canyon Station Conditions and Observations



Local artwork enhances this pathway



Well maintained residential sidewalk and landscaped parkway (although is not consistent in neighborhood)



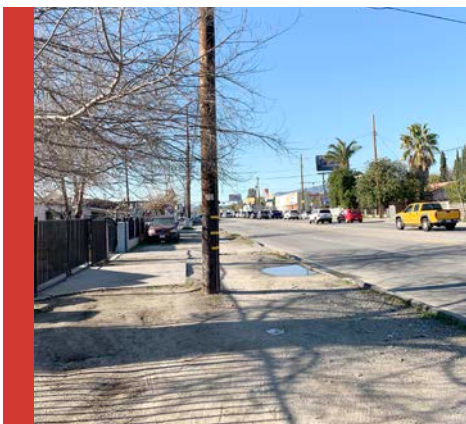
Wide sidewalks along Van Nuys Blvd lack enough shade for pedestrians



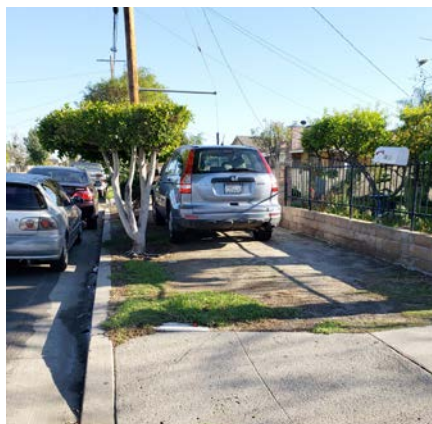
Updated sidewalk at the corner of Haddon Ave and Van Nuys Blvd needs shade trees



Missing ADA access ramps and drainage issue reduces accessibility



Inconsistently paved pathway

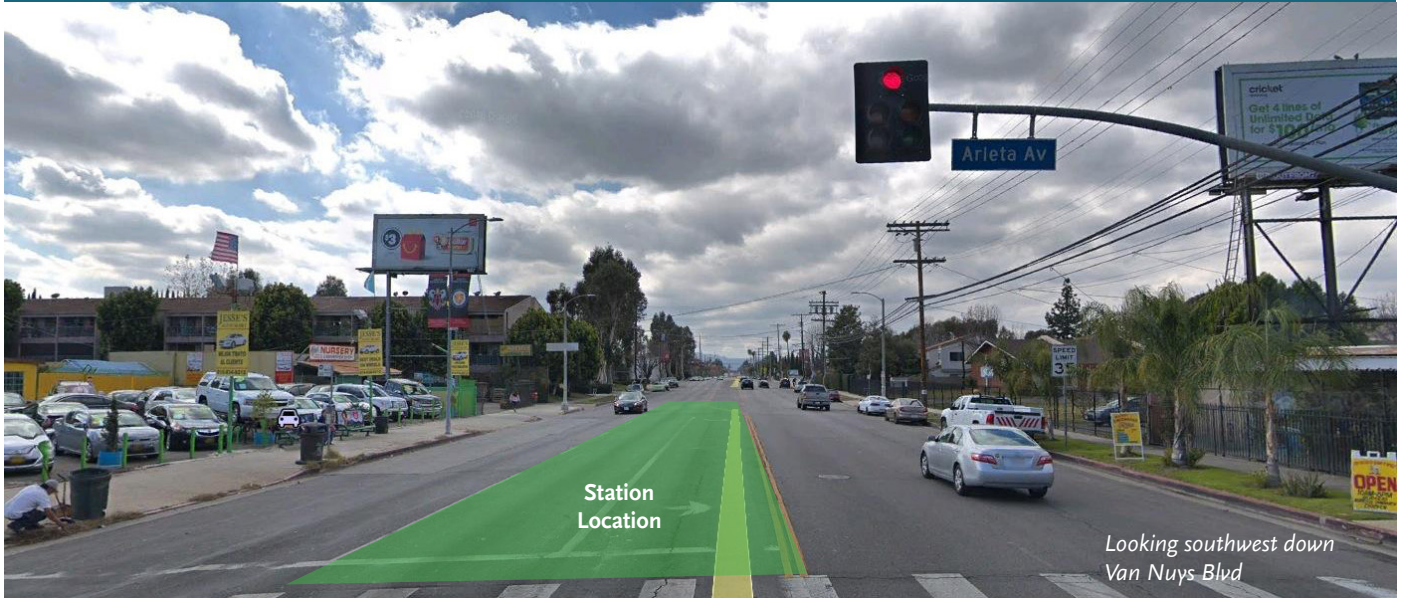


Parked cars block pedestrian pathways on some residential streets




No sidewalks along Sharp Ave

Arleta Station Walk Audit



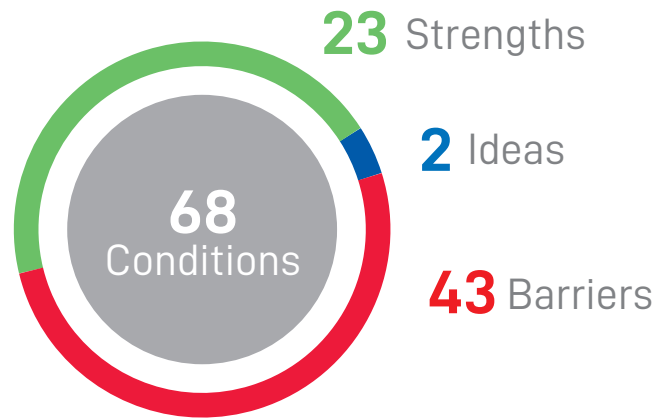
Technical Walk Audit

3 Walk Audit Teams **6** Total Auditors

 Sunny/Afternoon

Neighborhood Character

- Residential
- Commercial



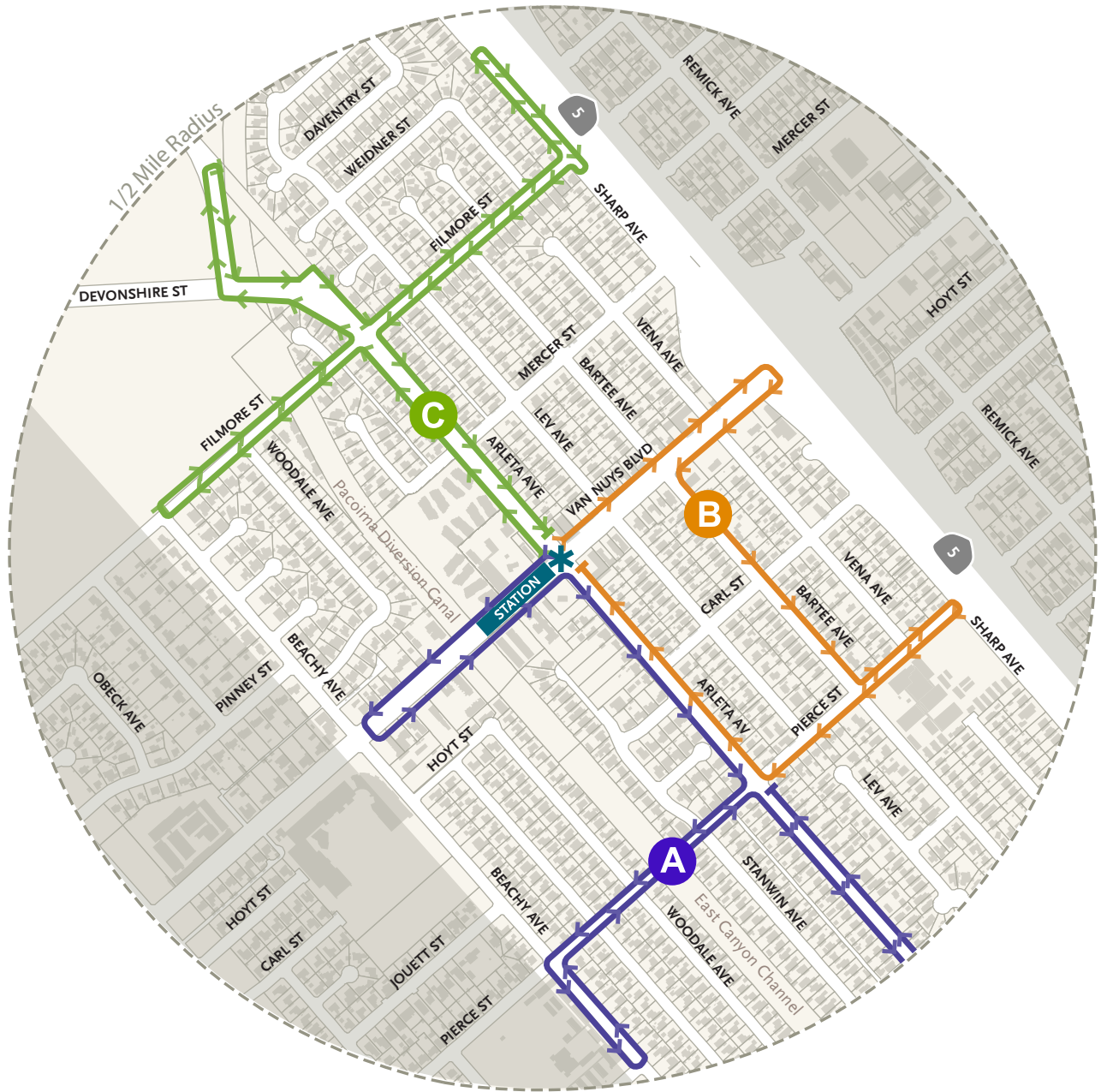
Destinations

- Local schools, churches and parks

Key Issues

- Freeway underpass and on/off ramps are intimidating to walk across
- Arleta Ave and Van Nuys Blvd lack shade trees
- Access on Filmore St (over Pacoima Diversion Canal) should be continuous

Arleta Station Walk Audit Routes



LEGEND

- STATION Station Platform
- * Station Entrance

Note: Shaded areas were audited in adjacent stations

Arleta Station Walk Audit Route



LEGEND

- Barrier
- Strength
- Idea

Source: Metro walk audit web app database

SAFETY

While the station area lacks many amenities, most streets feel relatively safe to walk

- **Lighting** - No pedestrian lights, dark freeway underpass
- **Maintenance** - Unmaintained sidewalks are common
- **Pedestrian safety buffers** - Lack of trees or parking to act as buffers from vehicles on Van Nuys Blvd and Arleta Ave
- **Traffic speeds** - Fast moving traffic on Van Nuys Blvd
- **Signage** - None observed
- **Activity** - Not many eyes on the street, auto businesses at station intersection are not conducive to pedestrians



COMFORT

Major station cross streets at Van Nuys and Arleta have no shade or buffers for pedestrians from speeding traffic

- **Sense of place** - Strong sense of place near Devonshire Park and murals along Arleta Ave
- **Shade/landscape** - Several bus stops and streets have no shade or seating
- **Pedestrian amenities** - High visibility crosswalk near on-ramp may help pedestrian safety
- **Freeway underpasses** - Pedestrian tunnels under I-5 Freeway are narrow and dark, need lighting and ADA accessible ramps



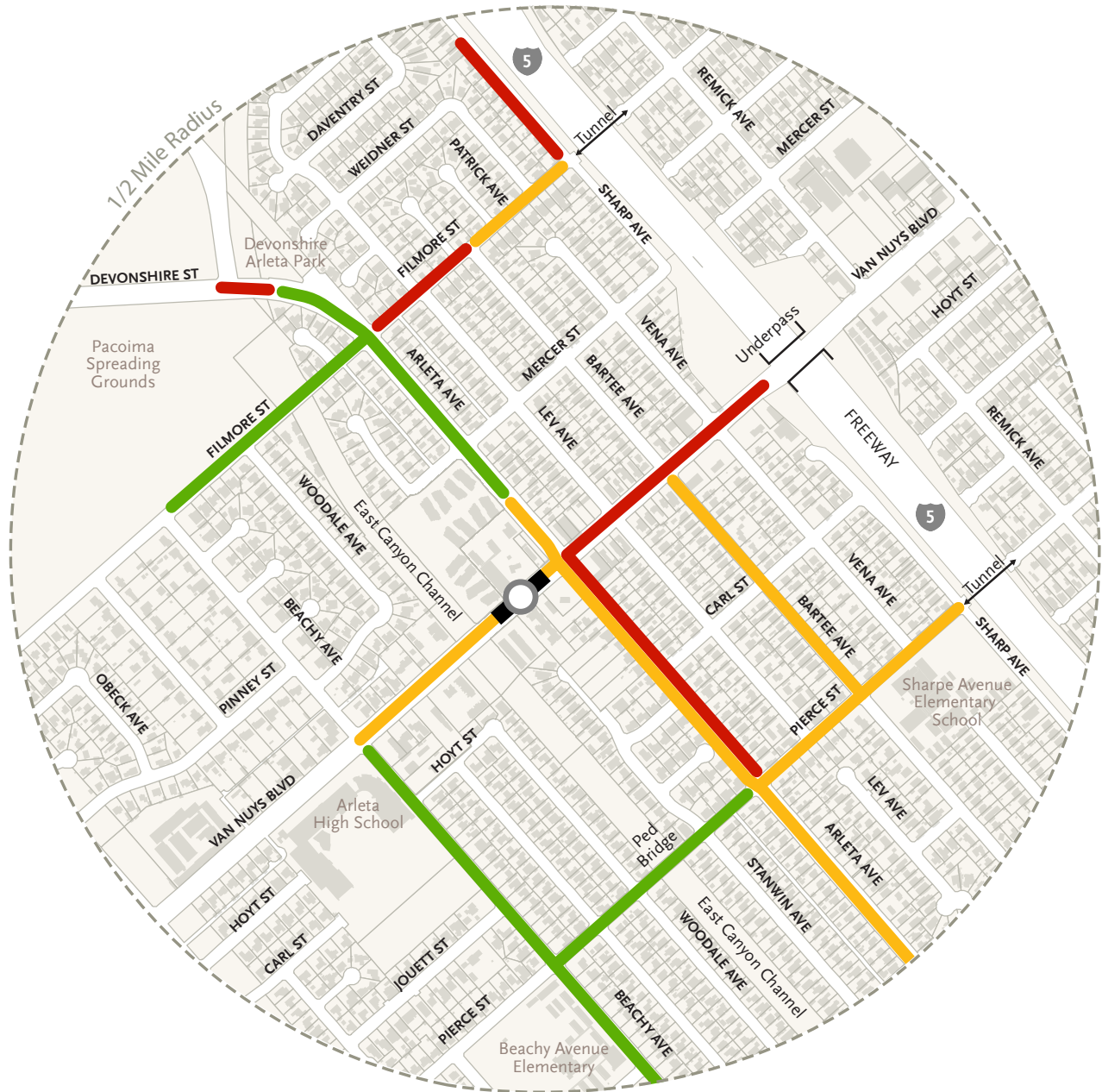
ACCESSIBILITY

This station area has pedestrian/bike connections over the Tujunga Wash and under the I-5 Freeway

- **Sidewalks** - Some residential streets only have sidewalks on one side, difficulty accessing Devonshire Arleta Park, sidewalk widths near I-5 Freeway are non ADA compliant
- **Crossings** - Uncontrolled 2-lane auto access to on-ramp has high traffic speeds, signalized crossing needed at Filmore St/ Arleta Ave or a mid-block crossing
- **Special features**- Bulbouts on Arleta Ave
- **Bike facilities** - Pierce St leads to a pedestrian/bike bridge over the Tujunga Wash that connects neighborhoods
- **Parking** - Street parking only along Arleta Ave
- **Access ramps** - Generally observed at most corners



Arleta Station Walk Rating



LEGEND

-  Station Platform
-  Good Walk Rating
-  Fair Walk Rating
-  Poor Walk Rating

Note: Extent of walk ratings correspond with area audited

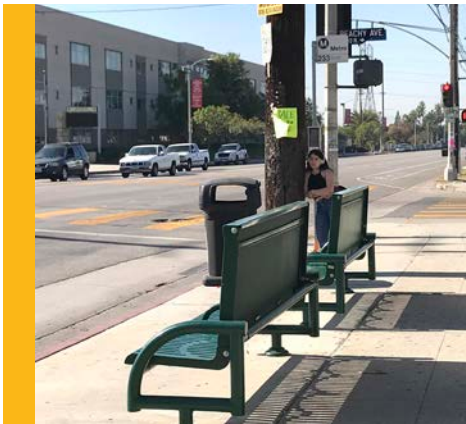
Arleta Station Conditions and Observations



Convenient cut through from residential neighborhood at Jouett St to Arleta Ave



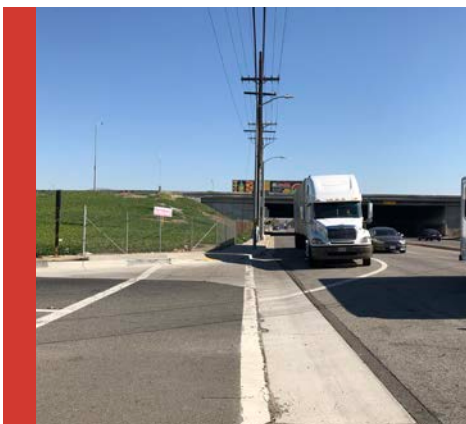
Pedestrian/bike path over the Tujunga Wash connects communities and increases access



Bus stop amenities but no shade



Inadequate parking and sidewalk boundaries



Unsafe crossing at freeway entrances/exits; cars drive above posted speed



Pedestrian paths at freeway tunnels are dark, narrow and uninviting

Woodman Station Walk Audit



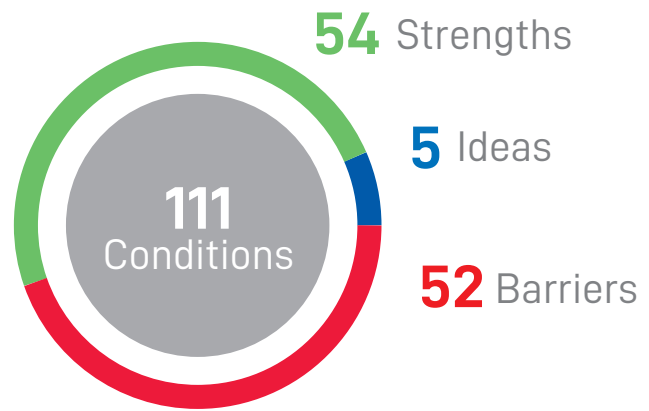
Technical Walk Audit

3 Walk Audit Teams **7** Total Auditors

 Partly Cloudy/Morning

Neighborhood Character

- Residential
- Commercial



Destinations

- Walgreens shopping center
- El Super
- Department of Motor Vehicles
- Mid Valley Intergenerational Multipurpose Center
- Local schools, churches and parks

Key Issues

- Intersections on paths leading to station feel challenging due to fast moving vehicles
- More controlled crossings are needed to improve pedestrian safety
- Access ramps are missing on primary streets

Woodman Station Walk Audit Routes

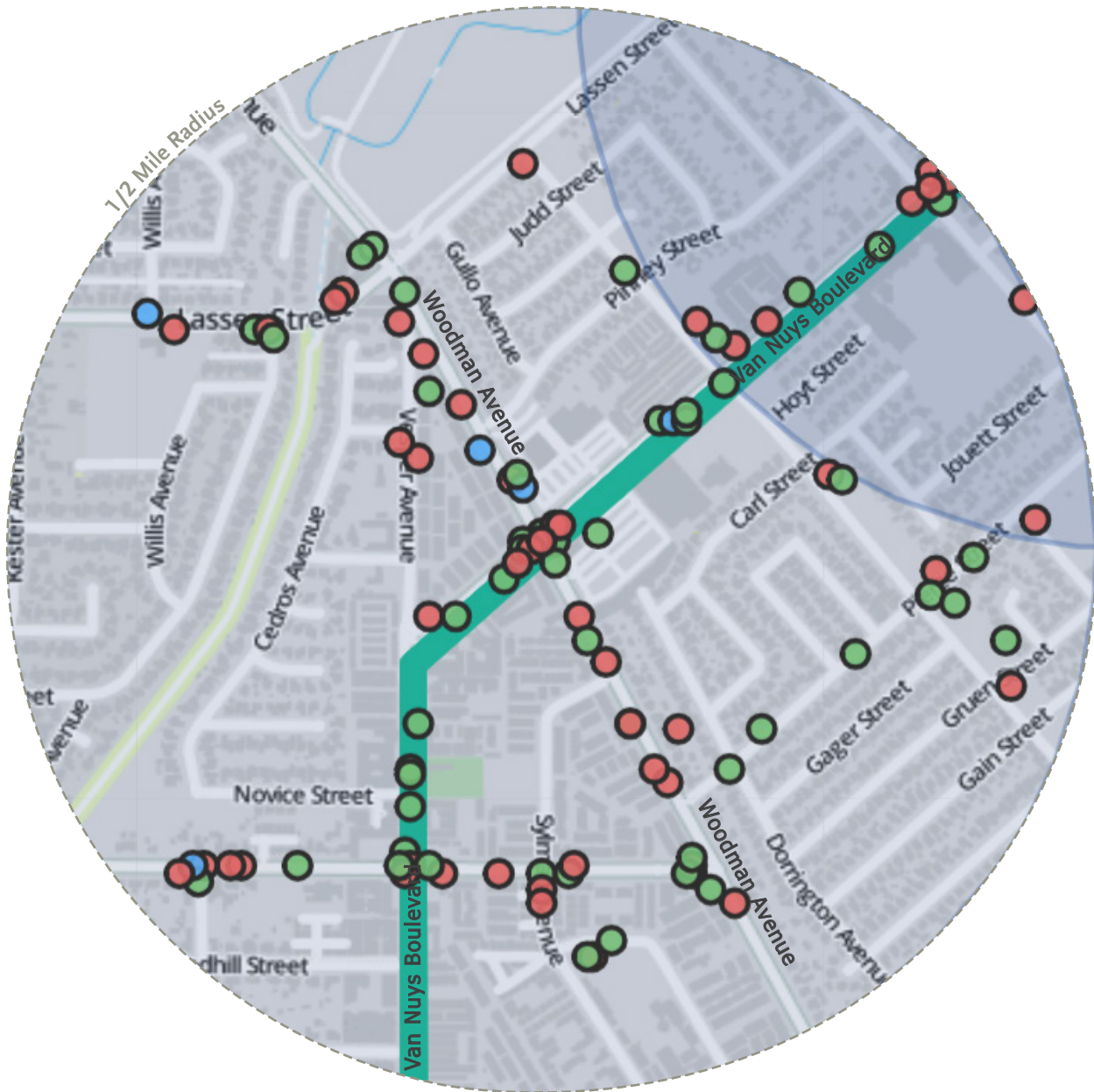


LEGEND

- STATION Station Platform
- * Station Entrance

Note: Shaded areas were audited in adjacent stations

Woodman Station Walk Audit Data Points



LEGEND

- Barrier
- Strength
- Idea

Source: Metro walk audit web app database

SAFETY

More controlled crossings would improve pedestrian safety

- **Lighting** - Primarily street lighting
- **Maintenance** - Average conditions with large items on some parkways
- **Pedestrian safety buffers** - Parked cars buffer Van Nuys Blvd and Woodman Ave
- **Traffic speeds** - Overall traffic speeds are too fast; cars use Vesper as a “short-cut” which causes high traffic speeds on a residential street
- **Signage** - Key intersections such as Woodman Ave/Vesper Ave and Van Nuys Blvd/Vesper Ave have no clear crosswalks or signage for pedestrian
- **Activity** - Good eyes on the street and some informal vending at bus stop



COMFORT

With parked cars to buffer pedestrians on Van Nuys Blvd and Woodman Ave, the primary pathway to the station feels comfortable even with high traffic speeds

- **Sense of place** - Only within fine-grained residential streets; bike lane is a feature but cars drive in it making it unsafe
- **Shade/landscape** - Majority of the streets have well-maintained sidewalks with tree wells or parkways
- **Pedestrian amenities** - Bus stop seating and trash receptacles
- **Deterrents to walking** - Cars drive in bike lanes



ACCESSIBILITY

Multiple intersections have pedestrian crossings that are poorly marked, have poor signage, and high traffic speeds. As a consequence, these areas feel unsafe for someone walking

- **Sidewalks** - Ample sidewalk space and tree wells/landscaping; cracks in sidewalks from uplifted tree roots
- **Crossings** - Controlled crossings are needed to make access to the station more convenient. Natick St is isolated and has no convenient access to the station from across the wash
- **Bike facilities** - Inadequate buffer for bike lane, as demonstrated by cars driving in the bike lane and bicyclists choosing to ride on sidewalks
- **Access ramps** - Not consistently provided along major streets



Woodman Station Walk Rating

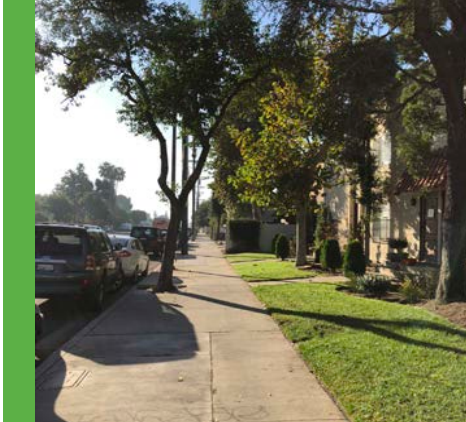


LEGEND

-  Station Platform
-  Good Walk Rating
-  Fair Walk Rating
-  Poor Walk Rating

Note: Extent of walk ratings correspond with area audited

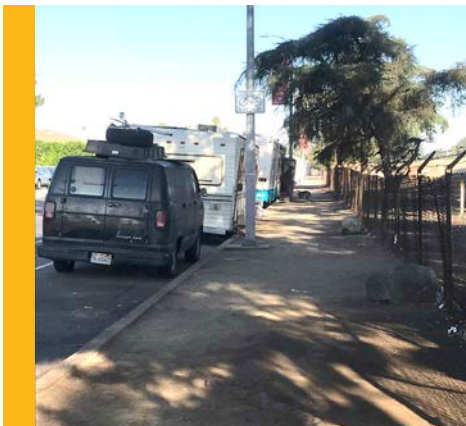
Woodman Station Conditions and Observations



Parked cars and parkway with trees buffer pedestrians from vehicular traffic



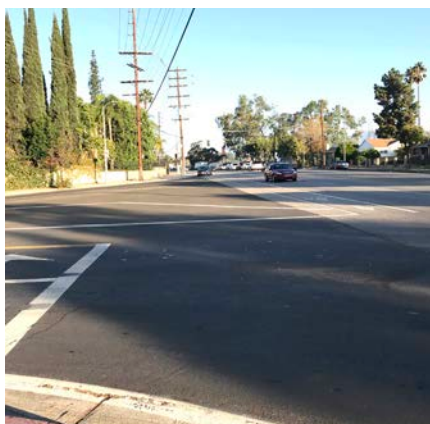
Clearly marked crosswalk at Van Nuys Blvd and Woodman Ave



Dirt trail around reservoir is an inadequate pathway; people experiencing homelessness have set up camp in these spaces



Gravel in sloped planter migrates onto sidewalk, which could obstruct wheeled modes of transportation near station



Long crossing with unmarked/missing crosswalk at Vesper Ave. Cars turning south from Woodman Ave do not slow for pedestrians

Nordhoff Station Walk Audit



Looking north on Van Nuys Blvd

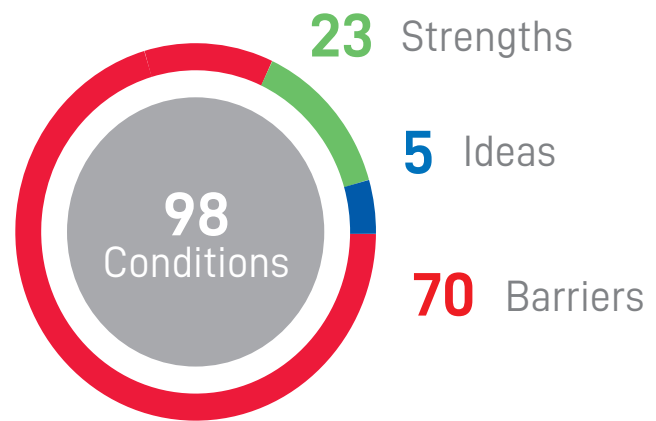
Stakeholder Walk Audit

5 Walk Audit Teams **10** Total Auditors

 Cold/Rainy

Neighborhood Character

- Residential
- Commercial



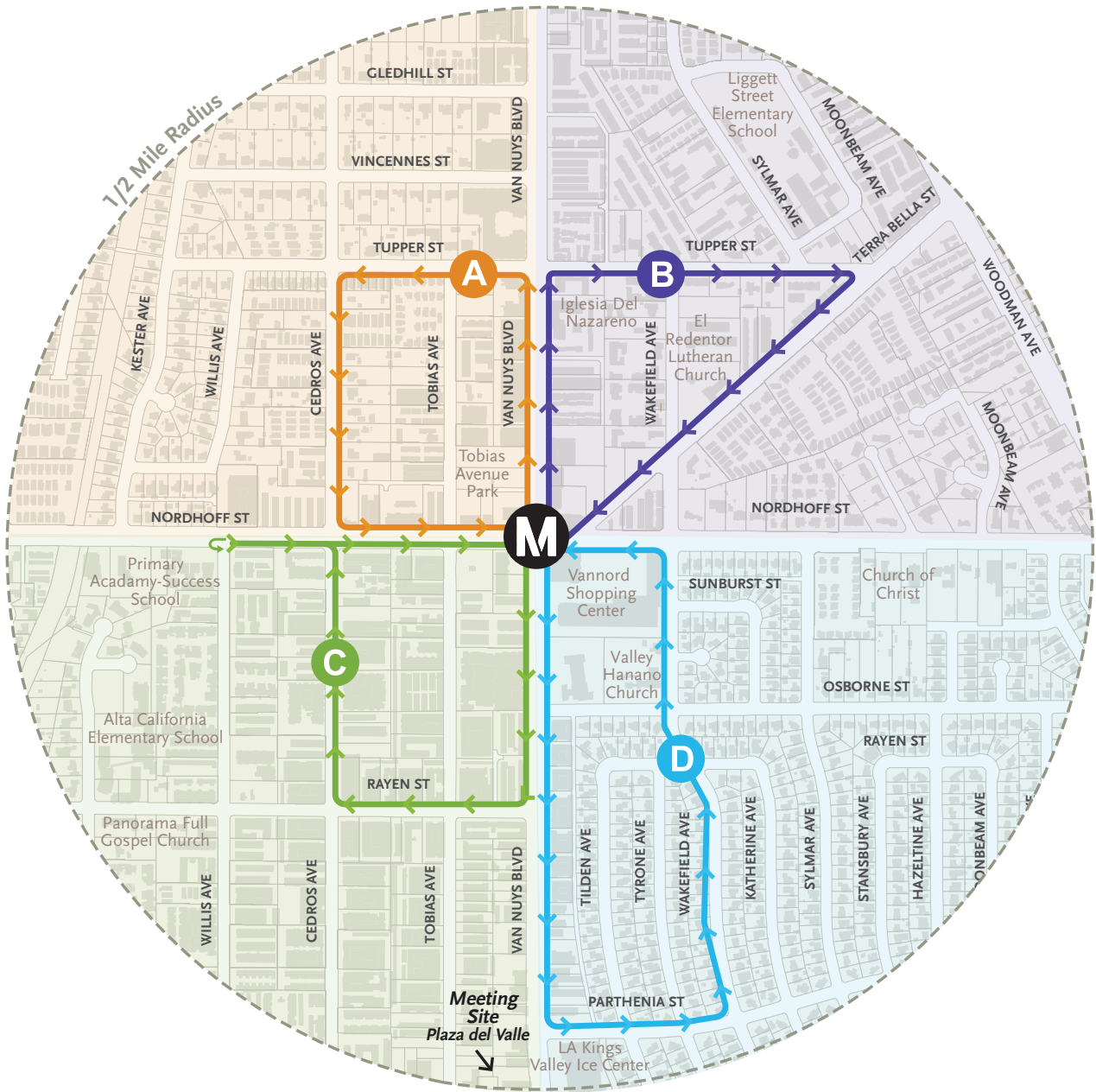
Destinations

- Vannord Shopping Center
- Tobias Avenue Park
- LA Kings Valley Ice Center
- Local schools, churches and parks

Key Issues

- Bus stops at Nordhoff St and Van Nuys Blvd have shelters but need more space for pedestrians and wheelchairs to pass
- Nordhoff St bike lane should be buffered and/or more visible
- Terra Bella St crossing at Tupper St and at Wakefield Ave needs safety improvements

Nordhoff Station Walk Audit Routes



LEGEND

M Proposed Metro Station

Nordhoff Station Walk Audit Data Points



LEGEND

- Barrier
- Strength
- Idea

Source: Metro walk audit web app database

STRENGTHS

- Van Nuys Blvd has segments with trees on private and public properties
- Bus stops have benches
- Both Van Nuys Blvd and Nordhoff St have bike lanes



BARRIERS

- Furniture and trash often left on residential neighborhood parkways
- High traffic speeds on Terra Bella St
- East side of Nordhoff St has inconsistent sidewalks
- Bus stops need shade structures
- South of Osborne St lacks shade trees

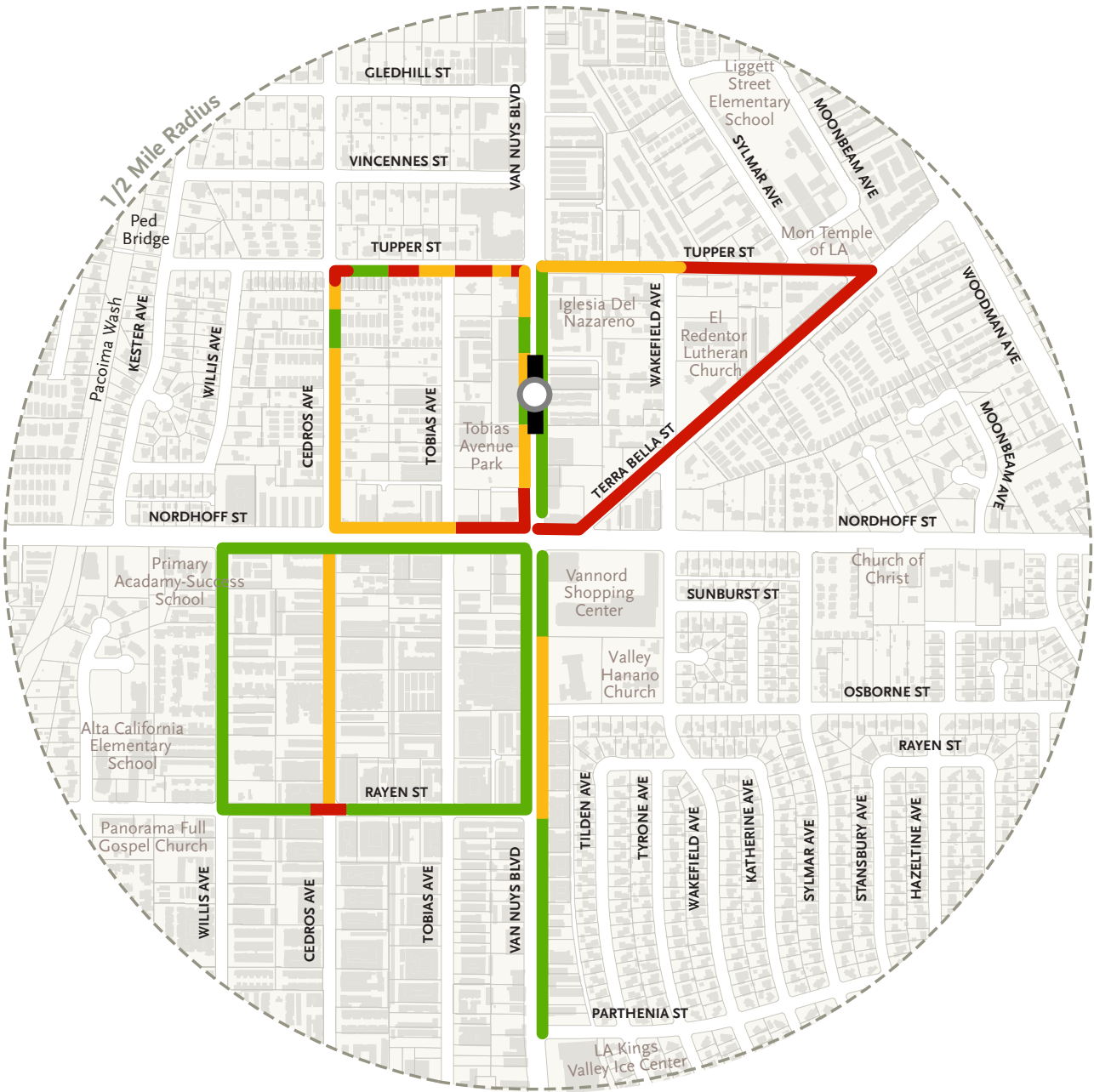


IDEAS

- Add clearly marked crosswalk at the intersections of Terra Bella St and Wakefield Ave and Terra Bella St and Tupper St
- Make bike lane on Nordhoff St more visible and buffered



Nordhoff Station Walk Rating

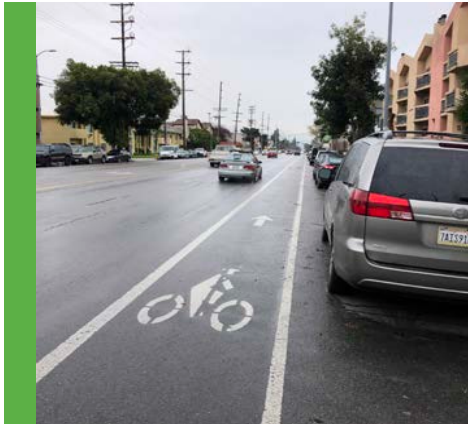


LEGEND

-  Station Platform
-  Good Walk Rating
-  Fair Walk Rating
-  Poor Walk Rating

Note: Extent of walk ratings correspond with area audited

Nordhoff Station Conditions and Observations



Bike lanes exist on both Van Nuys Blvd and Nordhoff St



Mature trees provide shade for pedestrians



Clearly marked crosswalk at major intersection



Adequate sidewalk with parkways but lack street trees



Storefronts closed to Van Nuys Blvd require pedestrians enter through rear parking lot



No shelters provided at bus stops



Narrow sidewalks at bus shelters

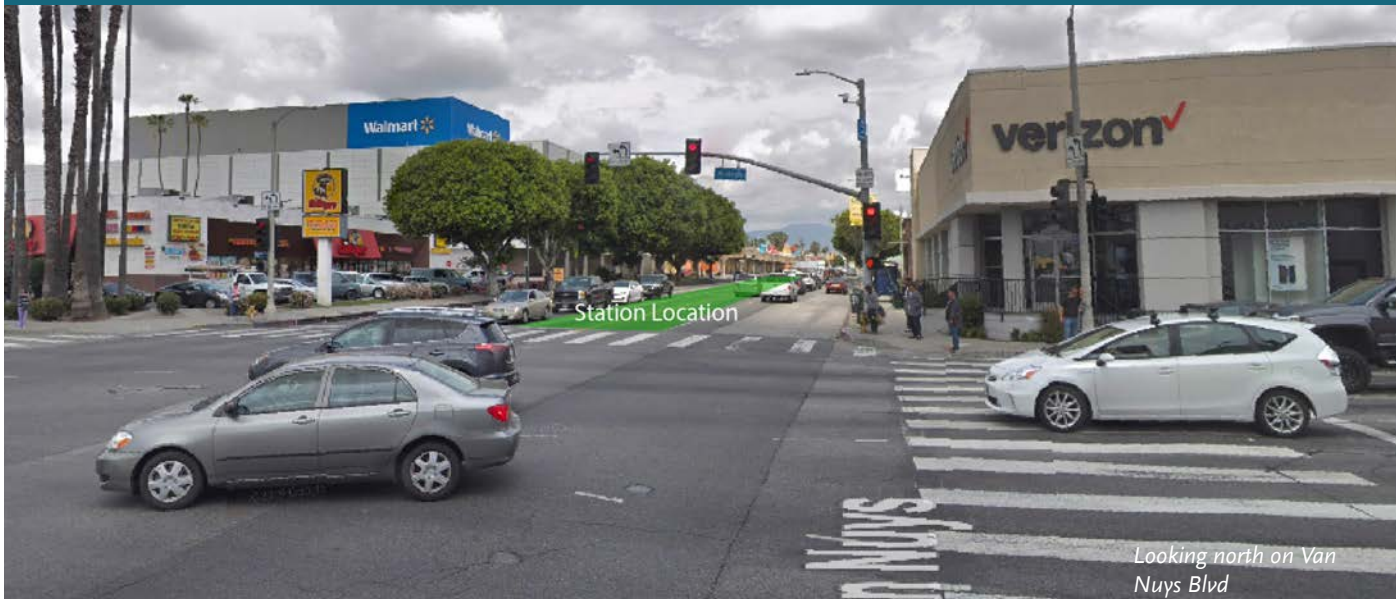


Sections of Terra Bella St lack landscaping and shade



Missing sidewalk and trees planted in center of pathway

Roscoe Station Walk Audit



Looking north on Van Nuys Blvd

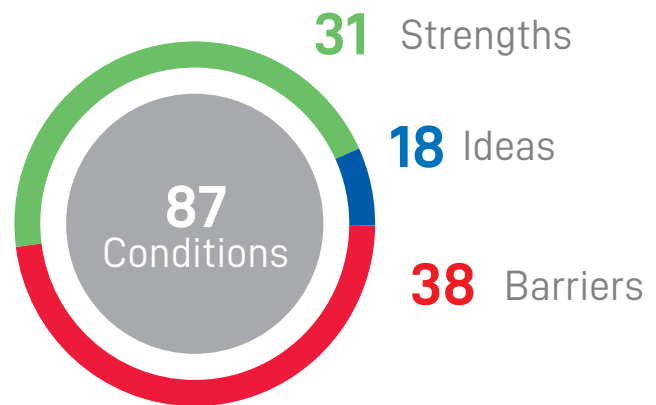
Stakeholder Walk Audit

5 Walk Audit Teams **10** Total Auditors

 Cold/Rainy

Neighborhood Character

- Commercial
- Residential



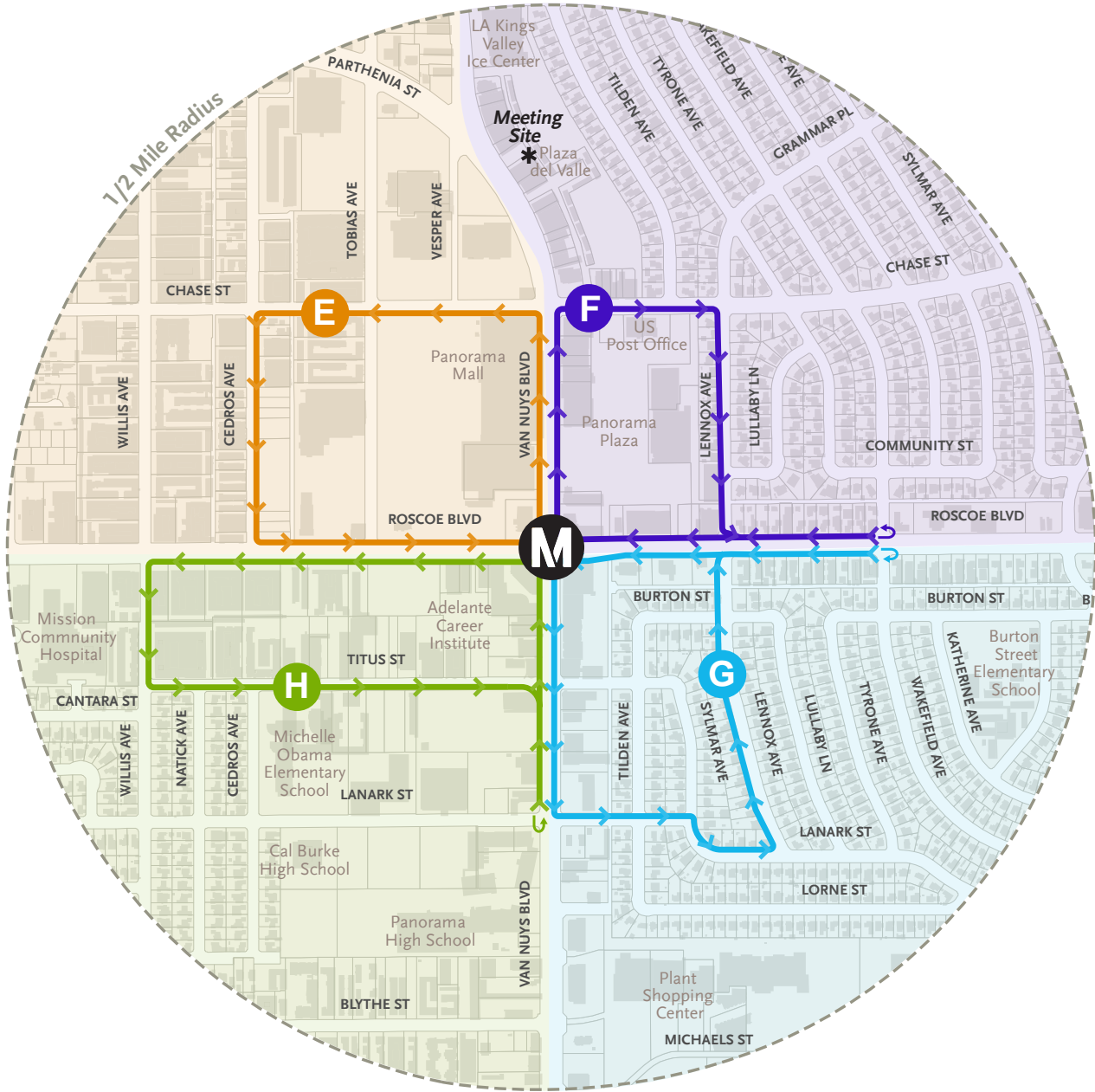
Destinations

- Panorama Plaza
- Panorama Mall
- Plaza del Valle
- US Post Office
- The Plant Shopping Center
- Adelante Career Institute
- LA Kings Valley Ice Center
- Valley Indoor Swap Meet
- Local churches and schools

Key Issues

- Create a safe and inviting environment to handle high volumes of pedestrians here
- Inconsistent street trees and shade on Van Nuys Blvd and Titus St
- Fast moving traffic make crossing primary intersections (Van Nuys Blvd/Roscoe Blvd) feel uncomfortable

Roscoe Station Walk Audit Routes



LEGEND

M Proposed Metro Station

Roscoe Station Walk Audit Data Points



LEGEND

- Barrier
- Strength
- Idea

Source: Metro walk audit web app database

STRENGTHS

- Large shade trees near northwest corner of Roscoe Blvd and Van Nuys Blvd
- Wide sidewalks along Van Nuys Blvd
- Mid-block crossing on Van Nuys Blvd at Rite Aid
- Building overhangs on Van Nuys Blvd provide shade for pedestrians



BARRIERS

- Shade trees are inconsistently planted along Van Nuys Blvd and Titus St
- Palm trees on Roscoe provide no shade
- Neighborhoods need better lighting
- Graffiti was observed
- Bus stops on Roscoe Blvd need shade
- High traffic speeds on Van Nuys Blvd and Roscoe Blvd with out buffers for pedestrians

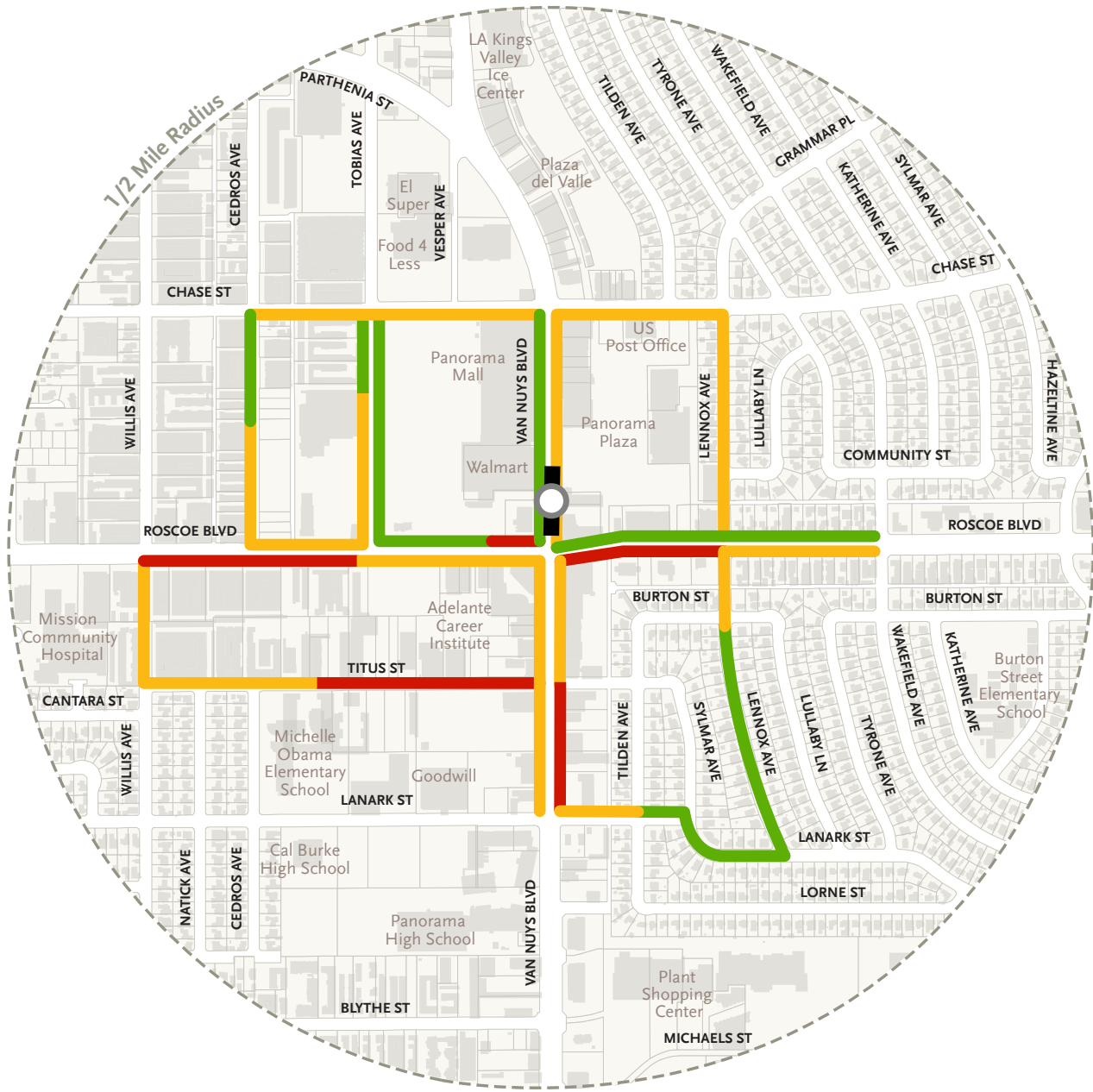


IDEAS

- Add more pedestrian amenities like benches
- Add lighting on east side of Lanark St which “feels unsafe at night”
- Apply artwork to utility boxes
- Enhance landscaping and add street trees



Roscoe Station Walk Rating



LEGEND

-  Station Platform
-  Good Walk Rating
-  Fair Walk Rating
-  Poor Walk Rating

Note: Extent of walk ratings correspond with area audited

Roscoe Station Conditions and Observations



Bike lane on east side of Chase St



Most residential streets have parkways and shade trees



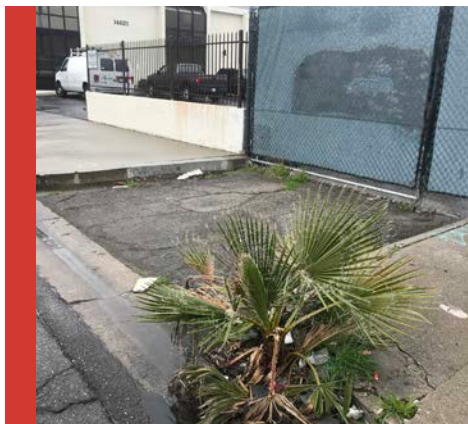
Mid-block crossing at Van Nuys Blvd by Rite Aid is convenient for pedestrians



Graffiti along a path



Narrow sidewalk with no shade or landscaping make muddy parkways on rainy days



Missing sidewalk and ADA access ramps on pathway

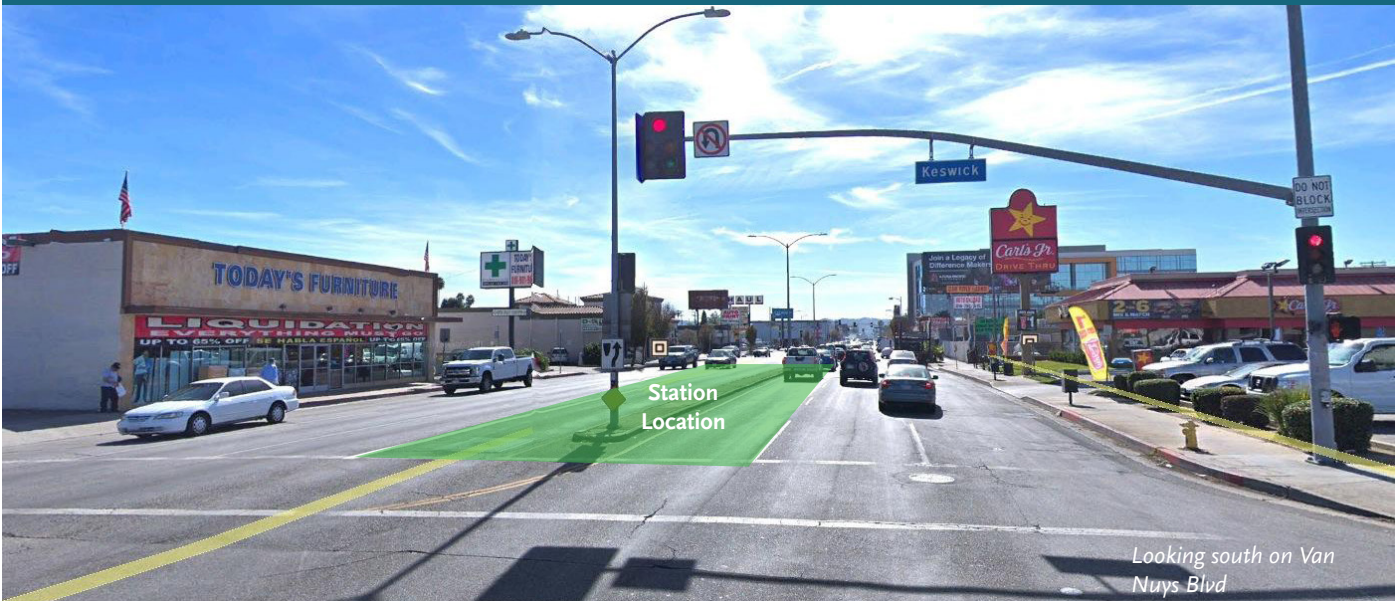


Low visibility of pedestrians and bicyclists when drivers exit the alleyway



Sidewalks lack shade and landscaping, making the pedestrian experience less pleasant


Van Nuys/Metrolink Station Walk Audit



Looking south on Van Nuys Blvd

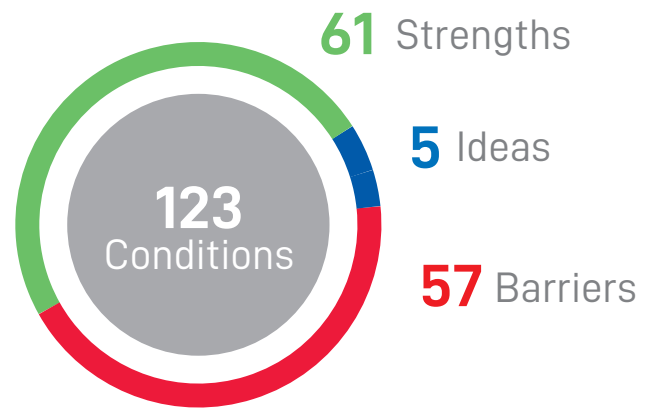
Technical Walk Audit

4 Walk Audit Teams **11** Total Auditors

 Sunny/Afternoon

Neighborhood Character

- Industrial
- Commercial
- Residential
- Amtrak/Metrolink facilities



Destinations

- Amtrak/Metrolink Station
- LA Police Department
- The Plant Shopping Center
- Mid Valley Comprehensive Health Care
- Andres and Maria Cardenas Recreation Center
- Local schools, churches and parks

Key Issues

- Large industrial/retail parcels make station access challenging to residents
- In general, the area is lacking shade trees
- Pedestrian bridge over Metrolink/Amtrak rail lines feels confined and uncomfortable to cross for pedestrians/cyclists

Van Nuys/MetroLink Station Walk Audit Routes



LEGEND

- STATION Station Platform
- * Station Entrance
- Amtrak Station

Note: Shaded areas were audited in adjacent stations

Van Nuys/Metrolink Station Walk Audit Data Points



LEGEND

- Barrier
- Strength
- Idea

Source: Metro walk audit web app database

SAFETY

The inactive/vacant industrial area and presence of encampments of people experiencing homelessness pose safety concerns for pedestrians

- **Lighting** - No significant observations but may need improvement in key areas
- **Maintenance** - Relatively more trash in parkways and bins
- **Pedestrian safety buffers** - No buffers from traffic on Van Nuys Blvd
- **Traffic speeds** - Fast moving, except on residential streets



COMFORT

Walking along Van Nuys Blvd and industrial streets is not comfortable

- **Sense of place** - The station area has 3 distinct characteristics; industrial, big box and residential
- **Shade/landscape** - Lacking along Van Nuys Blvd, better within residential areas; medical plaza on Van Nuys Blvd has wide sidewalks with parkways shade and seating for pedestrians
- **Deterrents to walking** - Refuse dumped on parkways, fast traffic



ACCESSIBILITY

The proposed light rail station will be close to the Amtrak/Metrolink Station for convenient transfers







- **Sidewalks** - Generally adequate but missing in some neighborhoods and too narrow on Van Nuys Blvd
- **Crossings** - Crosswalks seem clearly marked
- **Bike facilities** - Bike lockers provided at Amtrak/Metrolink Station
- **Access ramps** - Generally observed



Van Nuys/Metrolink Station Walk Rating



LEGEND

-  Station Platform
-  Metrolink Station
-  Amtrak Station
-  Good Walk Rating
-  Fair Walk Rating
-  Poor Walk Rating

Note: Extent of walk ratings correspond with area audited

Van Nuys/Metrolink Conditions and Observations



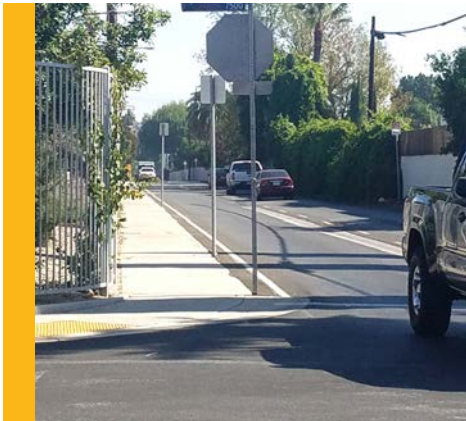
Plaza area with ample shade, seating and landscaping at the corner of Van Nuys Blvd and Satcoy St



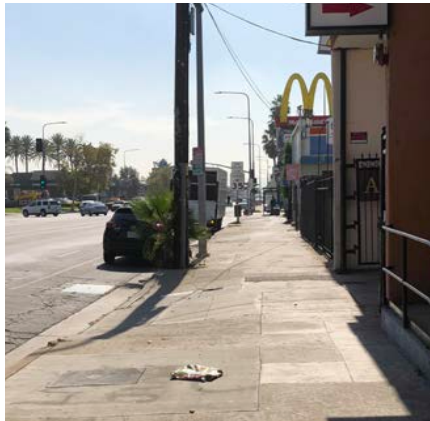
Sidewalks and parkway provide shade and a 12"-18" buffer from curb



Ample sidewalk space with parkway and shade is inviting to walk



Designated "sidewalk" without a curb provides less protection from passing vehicles



Wide sidewalk but lacks landscaping and shade on Van Nuys Blvd, driveway slopes challenging to navigate



Inaccessible sidewalk due to uplifted pavement and excessive litter



No bus stop amenities, shade or seating

Sherman Way Station Walk Audit



Looking north on Van Nuys Blvd

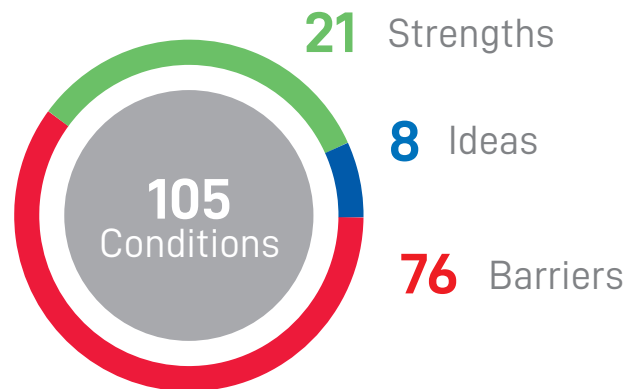
Stakeholder Walk Audit

5 Walk Audit Teams **10** Total Auditors

 Partly Cloudy

Neighborhood Character

- Residential
- Commercial
- Medical



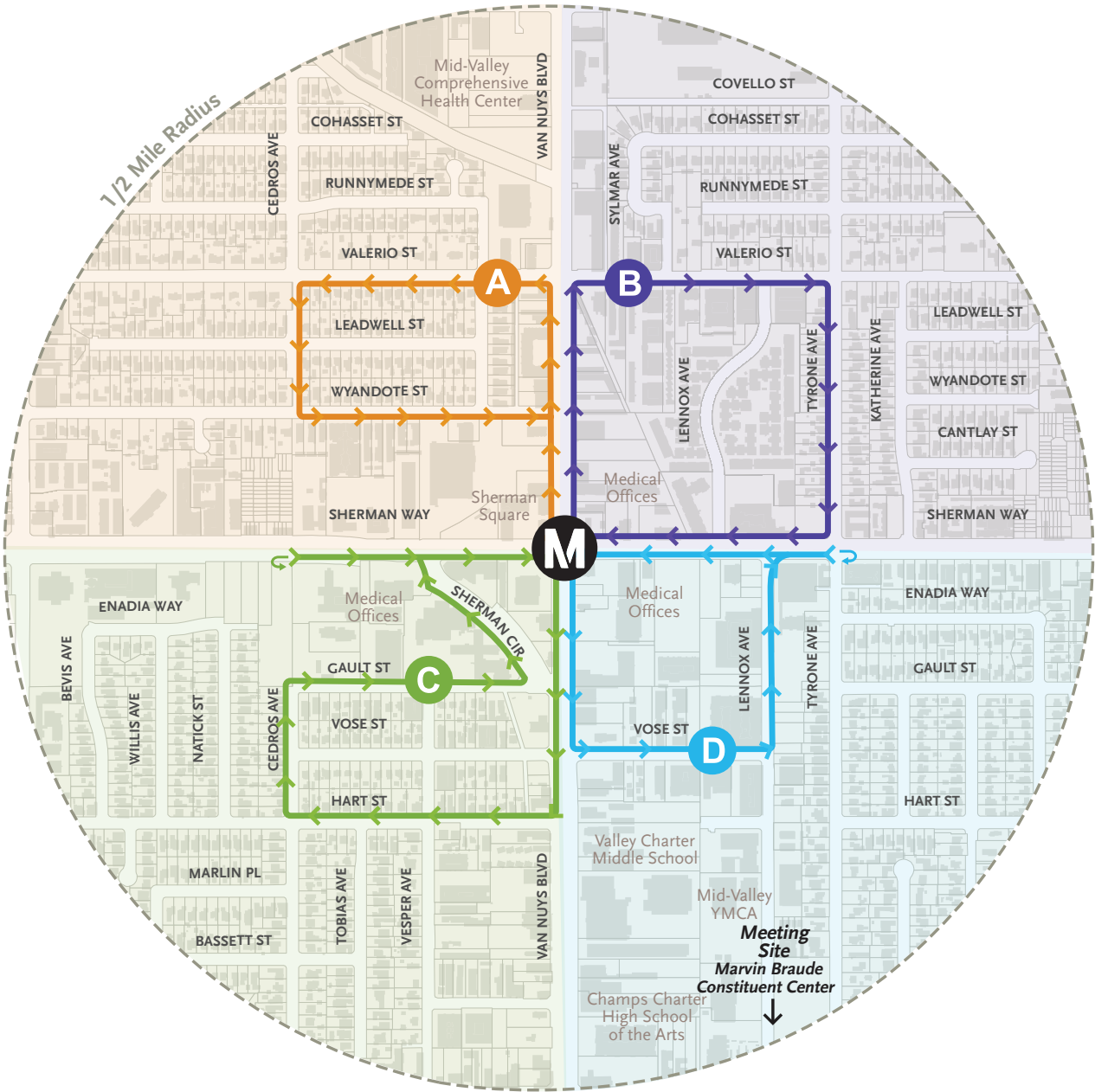
Destinations

- Medical Offices
- Sherman Square
- Local schools and churches

Key Issues

- High traffic speeds and racing on Sherman Way aren't conducive to walking or cycling
- Lack of shade on Van Nuys Blvd
- Missing or narrow sidewalks make walking to station challenging

Sherman Way Station Walk Audit Routes



LEGEND

M Proposed Metro Station

STRENGTHS

- Bus stops on major streets have shelters
- Speed humps calm traffic on residential streets like Tyrone Ave and Valerio St
- New development along Gault St has introduced sidewalks and landscaping



BARRIERS

- Encampments of people experiencing homelessness along Van Nuys Blvd and Wyandote St
- Sherman Way is subject to high traffic speeds
- Van Nuys Blvd lacks shade
- Cars spotted racing on Sherman Way

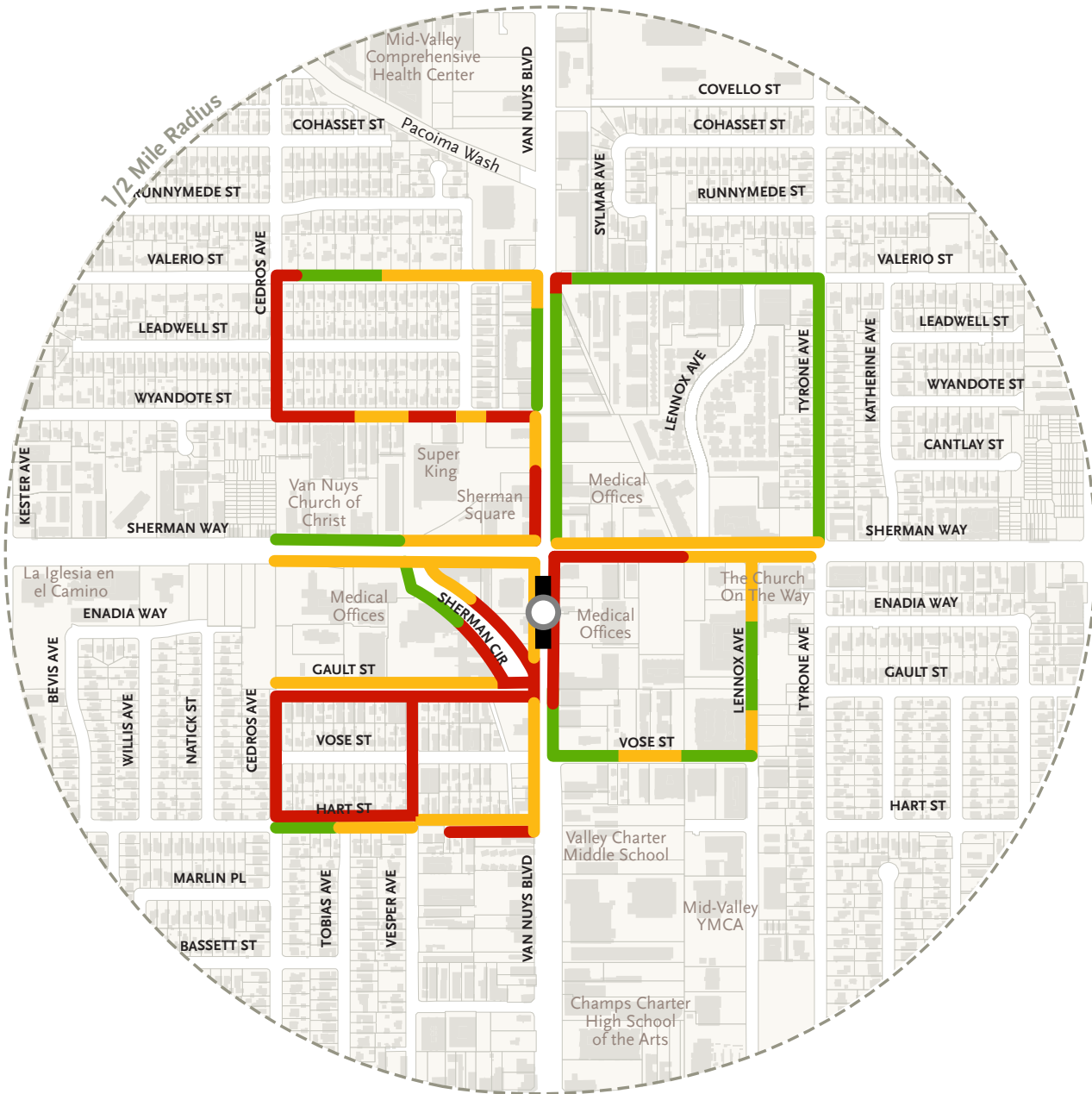


IDEAS

- Add a high visibility crosswalk to the challenging 3-way intersection at Gault St, Sherman Cir and Van Nuys Blvd



Sherman Way Station Walk Rating



LEGEND

-  Station Platform
-  Good Walk Rating
-  Fair Walk Rating
-  Poor Walk Rating

Note: Extent of walk ratings correspond with area audited

Sherman Way Station Conditions and Observations



Access ramps with truncated domes seen on secondary pathway intersections



Bus stop beautification by adjacent business



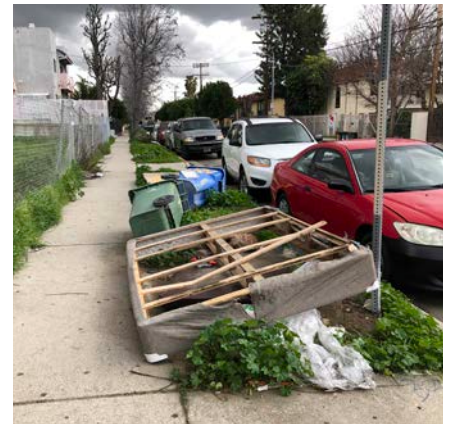
New development along Gault St included a new sidewalk and street trees



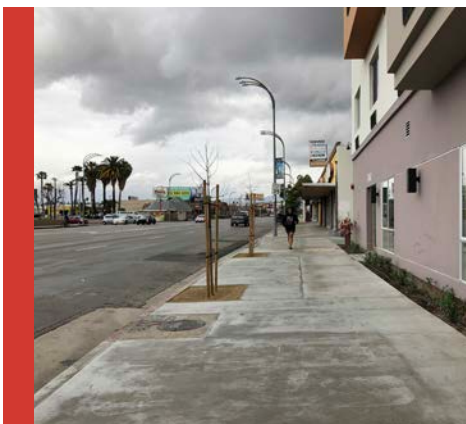
Graffiti visible on sidewalk



Narrow sidewalks are further constrained by street light poles on Van Nuys Blvd



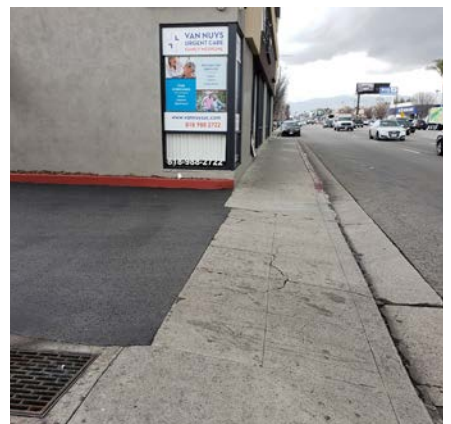
Dumping is common in parkways of residential neighborhoods



Stretches of Van Nuys Blvd have little to no shade or landscaping

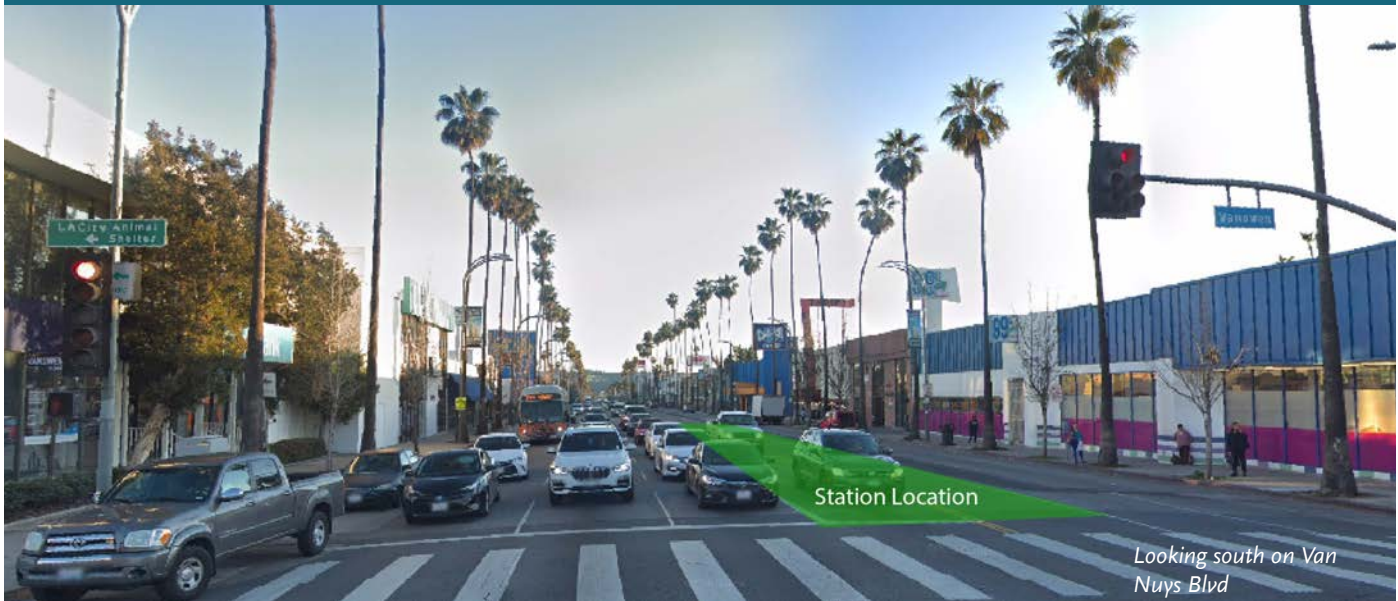


Missing sidewalks in residential area



Driveways slopes across sidewalks are not always ADA compliant for pedestrian crossing

Vanowen Station Walk Audit



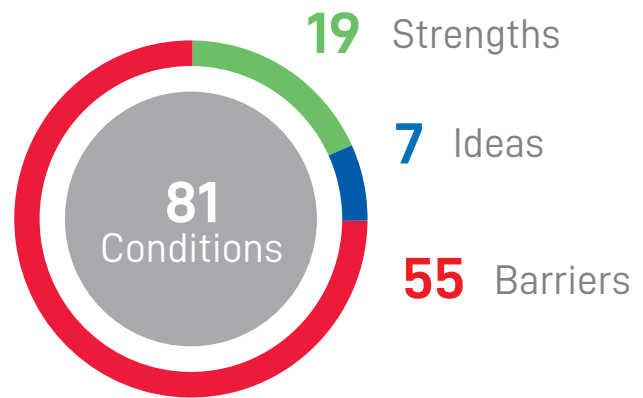
Stakeholder Walk Audit

5 Walk Audit Teams **10** Total Auditors

 Partly Cloudy

Neighborhood Character

- Residential
- Commercial



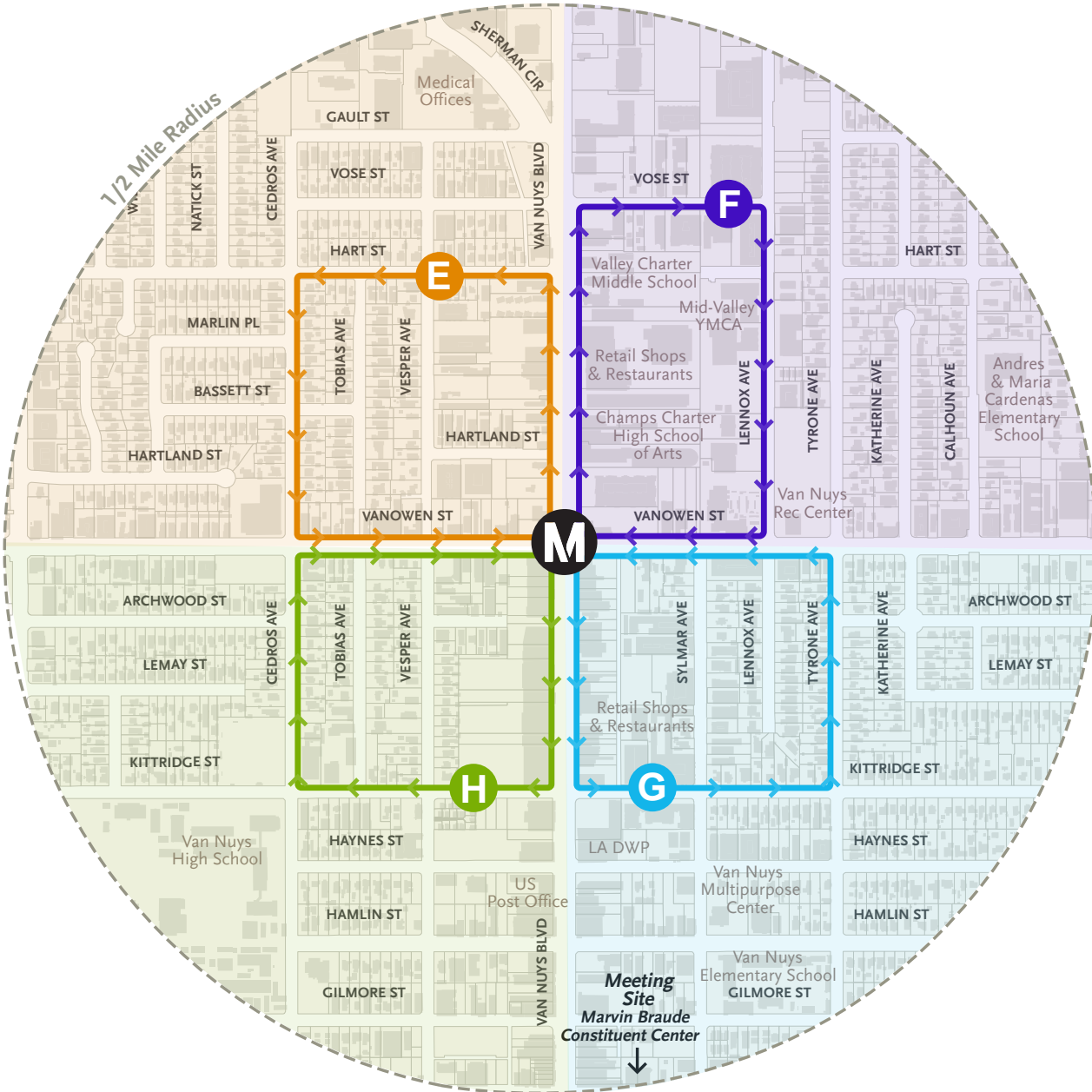
Destinations

- US Post Office
- Mid-Valley YMCA
- Local schools and parks

Key Issues

- Van Nuys Blvd is a primary pathway but lacks shade trees
- Vanowen St is a primary pathway that carries high traffic volumes and speeds and has multiple barriers to walking
- Residential streets are generally shaded and walkable but missing sidewalks in some areas

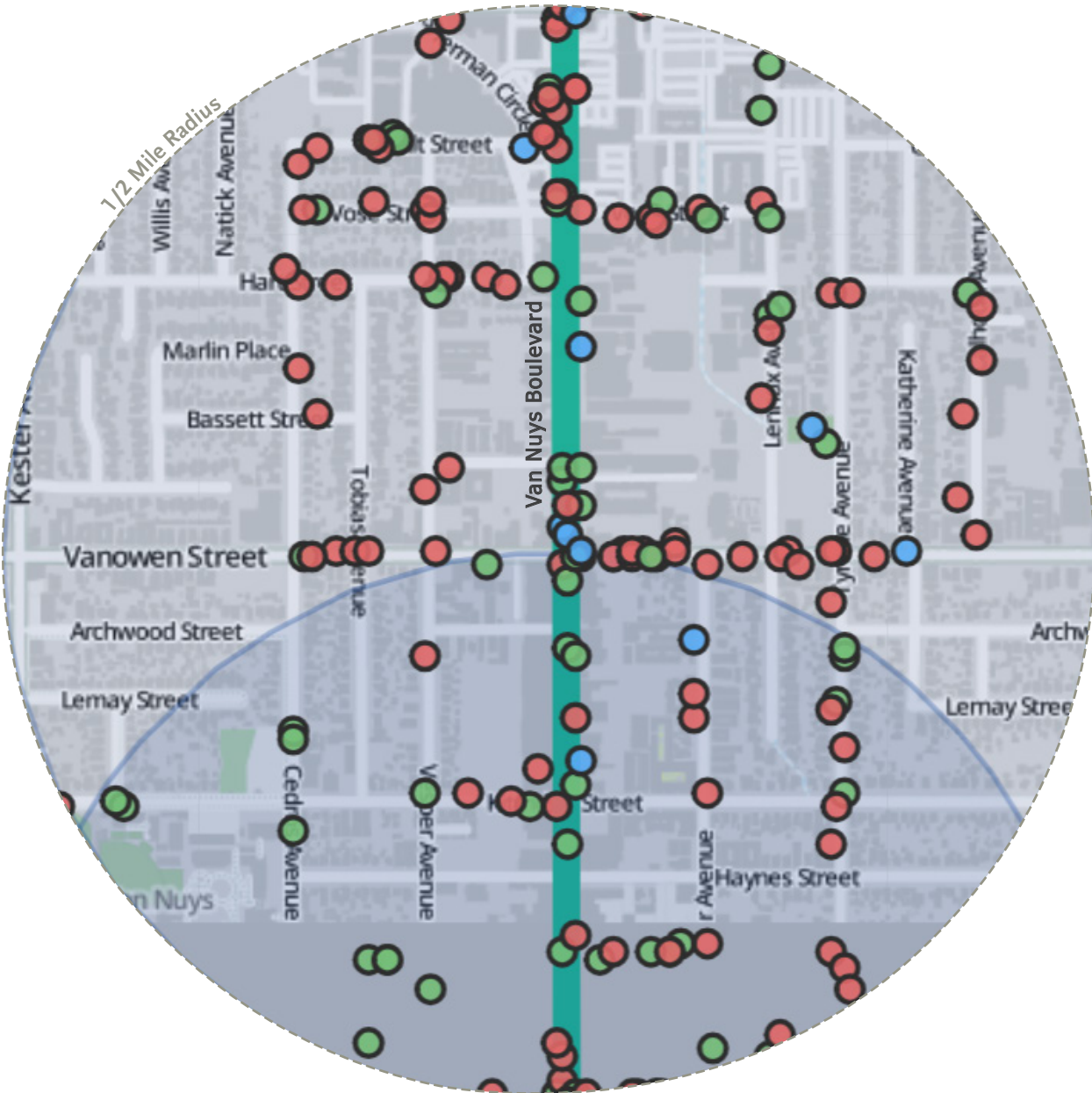
Vanowen Station Walk Audit Routes



LEGEND

M Proposed Metro Station

Vanowen Station Walk Audit Data Points



LEGEND

- Barrier
- Strength
- Idea

Source: Metro walk audit web app database

STRENGTHS

- Residential streets are generally well shaded and feel safe
- Van Nuys Blvd has distinct street lights
- Van Nuys Blvd sidewalk widths seem adequate and many stores face the street
- Speed humps on residential streets calm traffic



BARRIERS

- Palm trees along Van Nuys Blvd provide no shade for pedestrians
- High traffic speeds along Vanowen St
- Encampments of people experiencing homelessness along Kittridge St
- Inconsistent sidewalks in northwest quadrant of station area
- Residential streets have little to no lighting

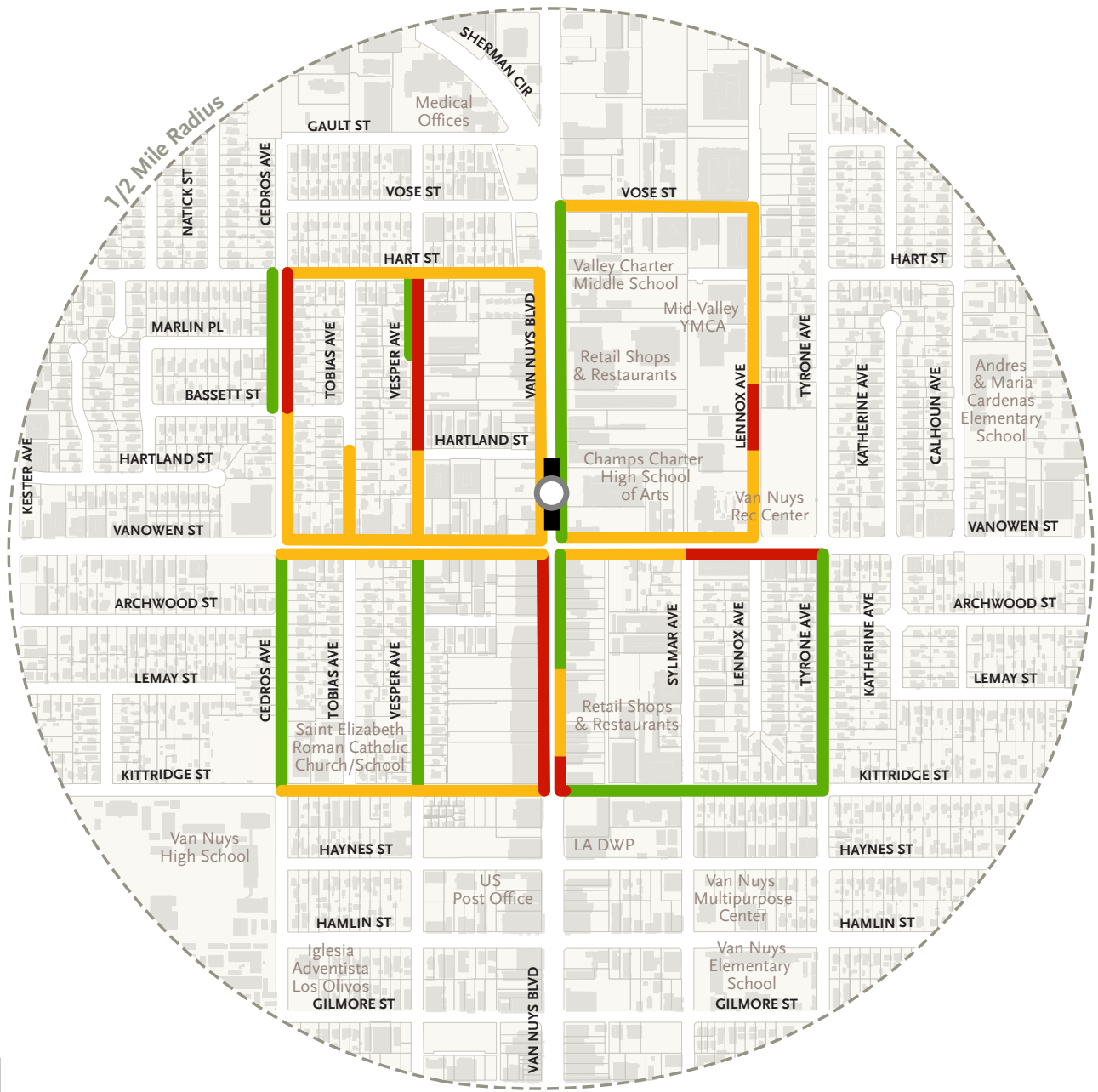


IDEAS

- Add mid-block crossing along Lennox Ave closer to the Van Nuys Recreation Center
- Potential permanent cut-through path along Northern edge of Van Nuys Recreation Center
- Add trash receptacles near bus stops



Vanowen Station Walk Rating



LEGEND

-  Station Platform
-  Good Walk Rating
-  Fair Walk Rating
-  Poor Walk Rating

Note: Extent of walk ratings correspond with area audited

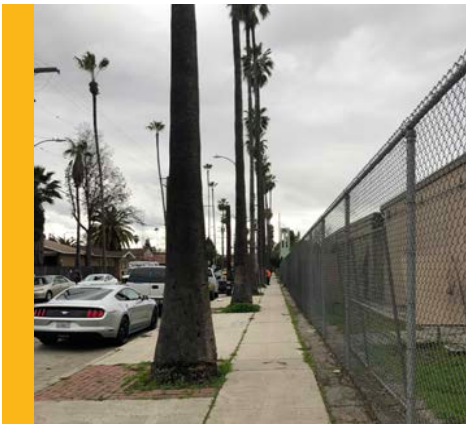
Vanowen Station Conditions and Observations



Generally comfortable residential sidewalk with parkway



Mature shade trees contribute to pleasant walking environment



Palm trees provide no shade for pedestrians



Narrow sidewalk at utility boxes



Missing sidewalks on Cedros Ave north of Vanowen St

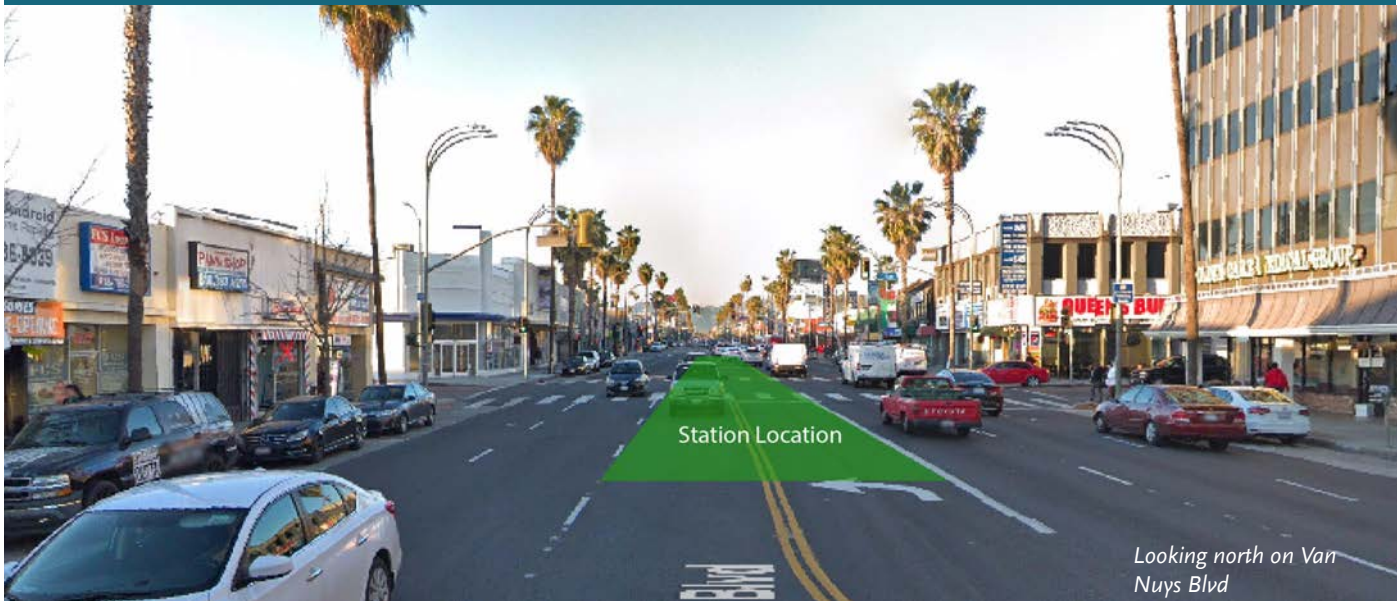


Overgrown palms obstructing sidewalk



Missing ADA access ramps/sidewalks are unnavigable for anyone

Victory Station Walk Audit



Technical Walk Audit

4 Walk Audit Teams **11** Total Auditors

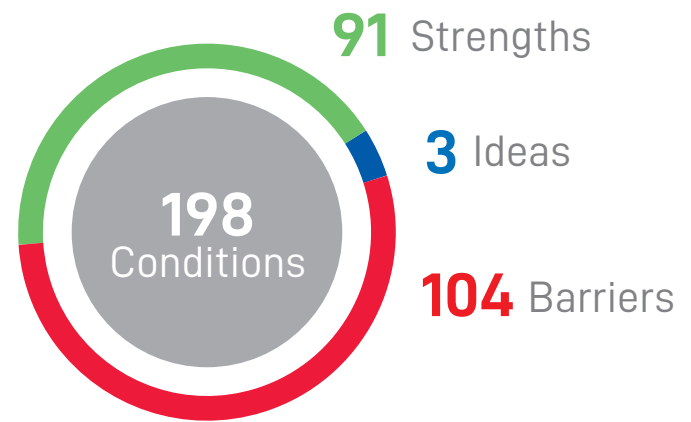
 Partly Cloudy/Morning

Neighborhood Character

- Civic/Institutional
- Commercial
- Residential
- Historic neighborhood

Destinations

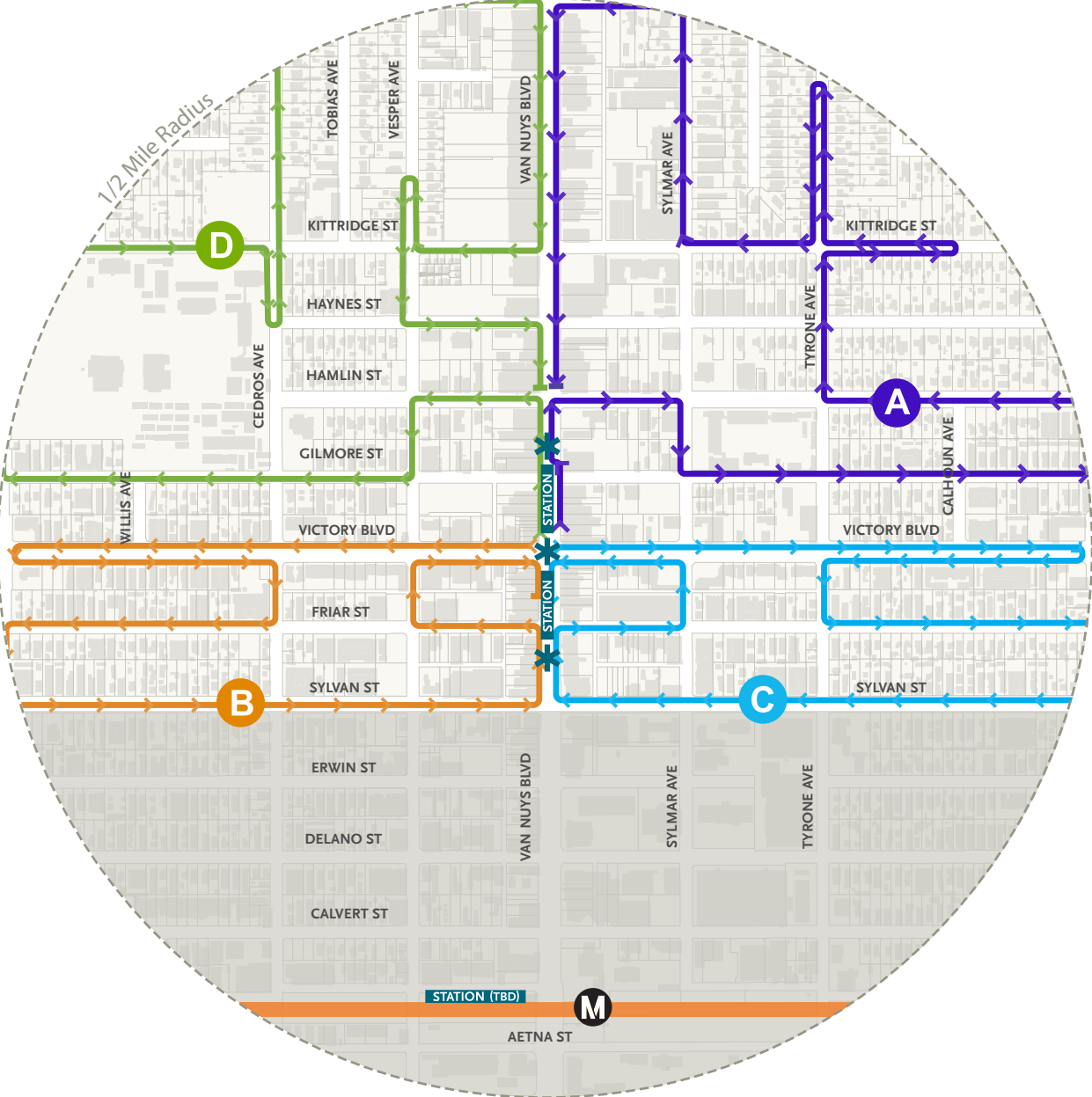
- Van Nuys City Hall
- Van Nuys Community Police Station
- Los Angeles Superior Courts
- Department of Transportation
- Local schools, churches and parks



Key Issues

- Van Nuys Blvd has high traffic speeds, lacks shade and good maintenance
- Victory Blvd has numerous barriers to walking such as missing access ramps, trash and narrow sidewalks
- Finding safe alternatives to Van Nuys Blvd bike facilities that will be removed to make room for the light rail

Victory Station Walk Audit Routes

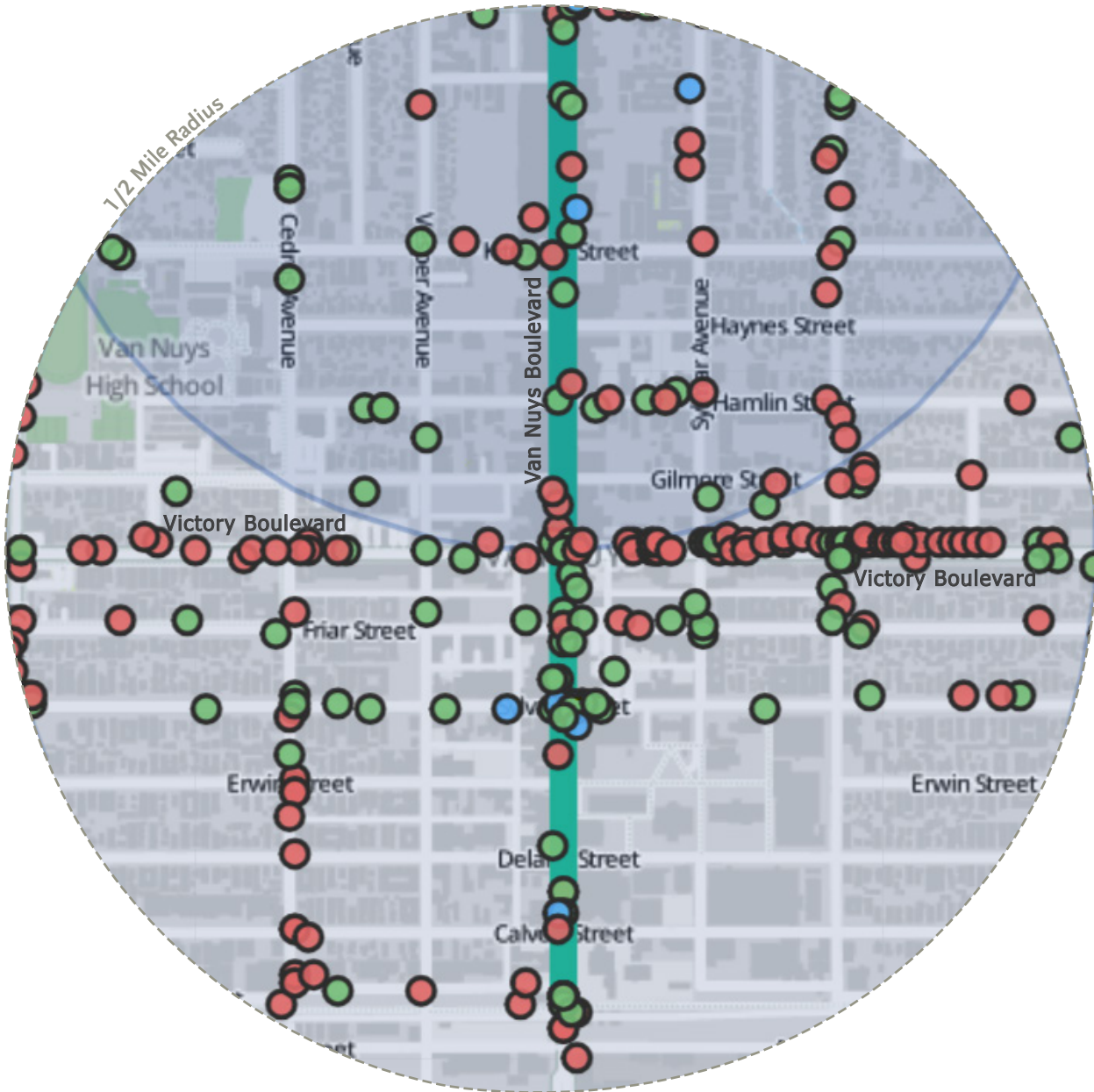


LEGEND

- STATION Station Platform
- * Station Entrance
- M Orange Line Busway Station

Note: Shaded areas were audited in adjacent stations

Victory Station Walk Audit Data Points



LEGEND

- Barrier
- Strength
- Idea

Source: Metro walk audit web app database

SAFETY

There are high traffic speeds along Van Nuys Blvd and Victory Blvd but parked cars help buffer pedestrians

- **Lighting** - Plenty of lighting at major intersections but neighborhoods could use more lighting
- **Maintenance** - Multi-family residential streets near Victory Blvd and Van Nuys Blvd are dirty and have few trees
- **Pedestrian safety buffers** - Buffer needed along major streets like Van Nuys Blvd and Victory Blvd
- **Traffic speeds** - Very high traffic speeds on Kester Ave; Kester Ave is adjacent to a high school but is challenging to cross; Van Nuys Blvd is congested with traffic
- **Signage** - Clear crossing signage for the school but needs a controlled crosswalk
- **Activity** - Many active retail storefronts



COMFORT

While sidewalk widths on Van Nuys Blvd are adequate and have tree wells, they are lacking shade and sidewalk trash is a chronic issue

- **Sense of place** - Shop owners along Van Nuys Blvd like to extend goods out onto the sidewalk to draw in customers
- **Shade/landscape** - Palm trees do not provide adequate shade
- **Deterrents to walking** - Store owners spoke of people experiencing homelessness often being present; a lot of trash seen on the street



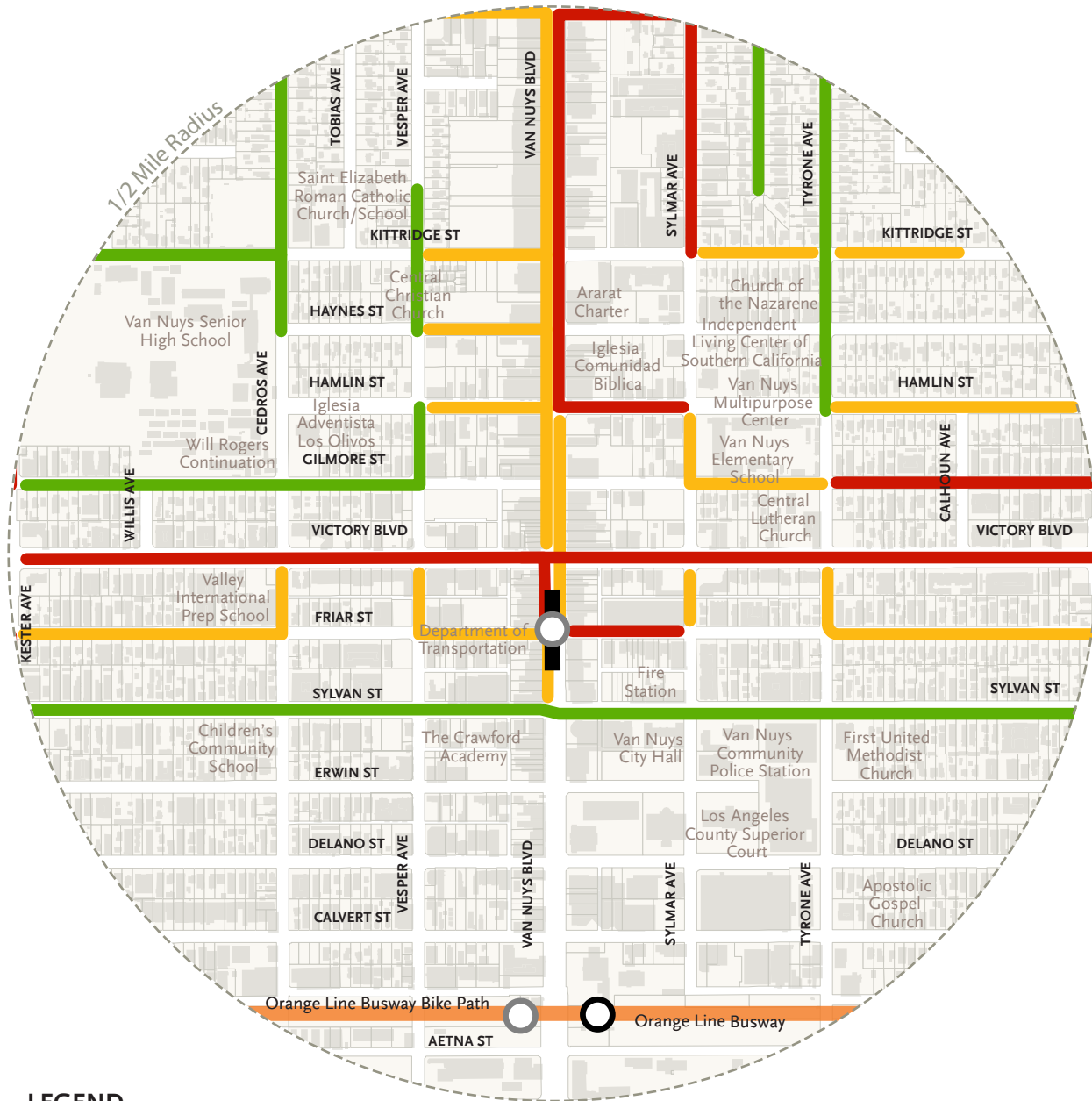
ACCESSIBILITY

Sidewalks and safe bike access need improvement






- **Sidewalks** - Missing sidewalks along Kester Ave
- **Crossings** - Need mid-block & controlled crossings in places
- **Parking** - In surrounding neighborhoods and paid parking lots
- **Access ramps** - Present on major streets



Victory Station Walk Rating

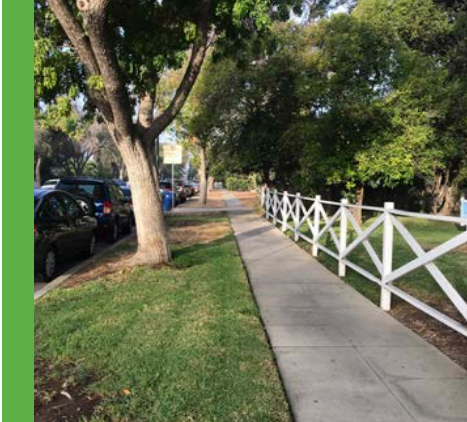


LEGEND

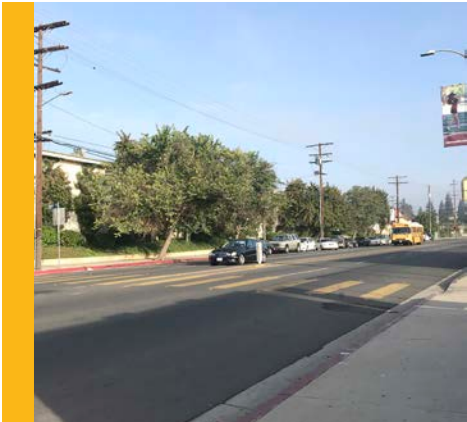
-  Station Platform
-  Orange Line Busway Station
-  Good Walk Rating
-  Fair Walk Rating
-  Poor Walk Rating

Note: Extent of walk ratings correspond with area audited

Victory Station Conditions and Observations



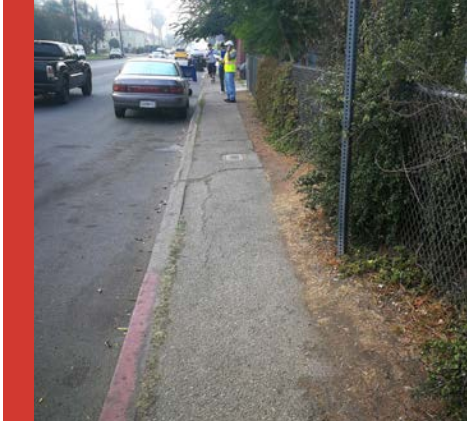
Historic neighborhood around Van Nuys High School with large parkways, trees and adequate sidewalk space



Clearly marked school crossing on Kester Ave, but high traffic speeds make crossing challenging



Van Nuys Blvd palm trees provide no shade for pedestrians



Narrow path and overgrown landscaping along Kester Ave create an uncomfortable pedestrian experience



ADA access ramps missing at some corners



Uneven asphalt sidewalk with no raised curb

Van Nuys Metro Orange Line Station Walk Audit



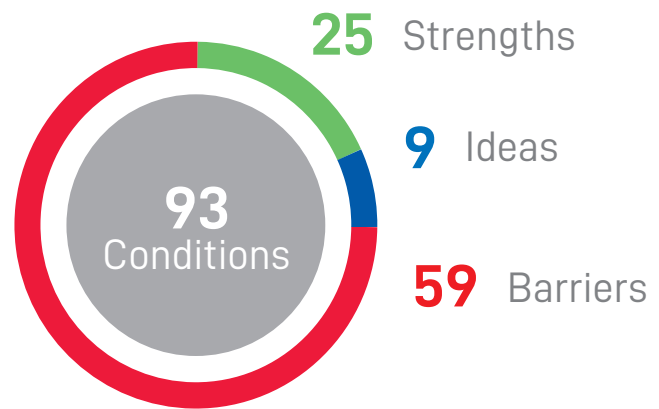
Stakeholder Walk Audit

4 Walk Audit Teams **8** Total Auditors

 Partly Cloudy

Neighborhood Character

- Civic/Institutional
- Residential
- Commercial



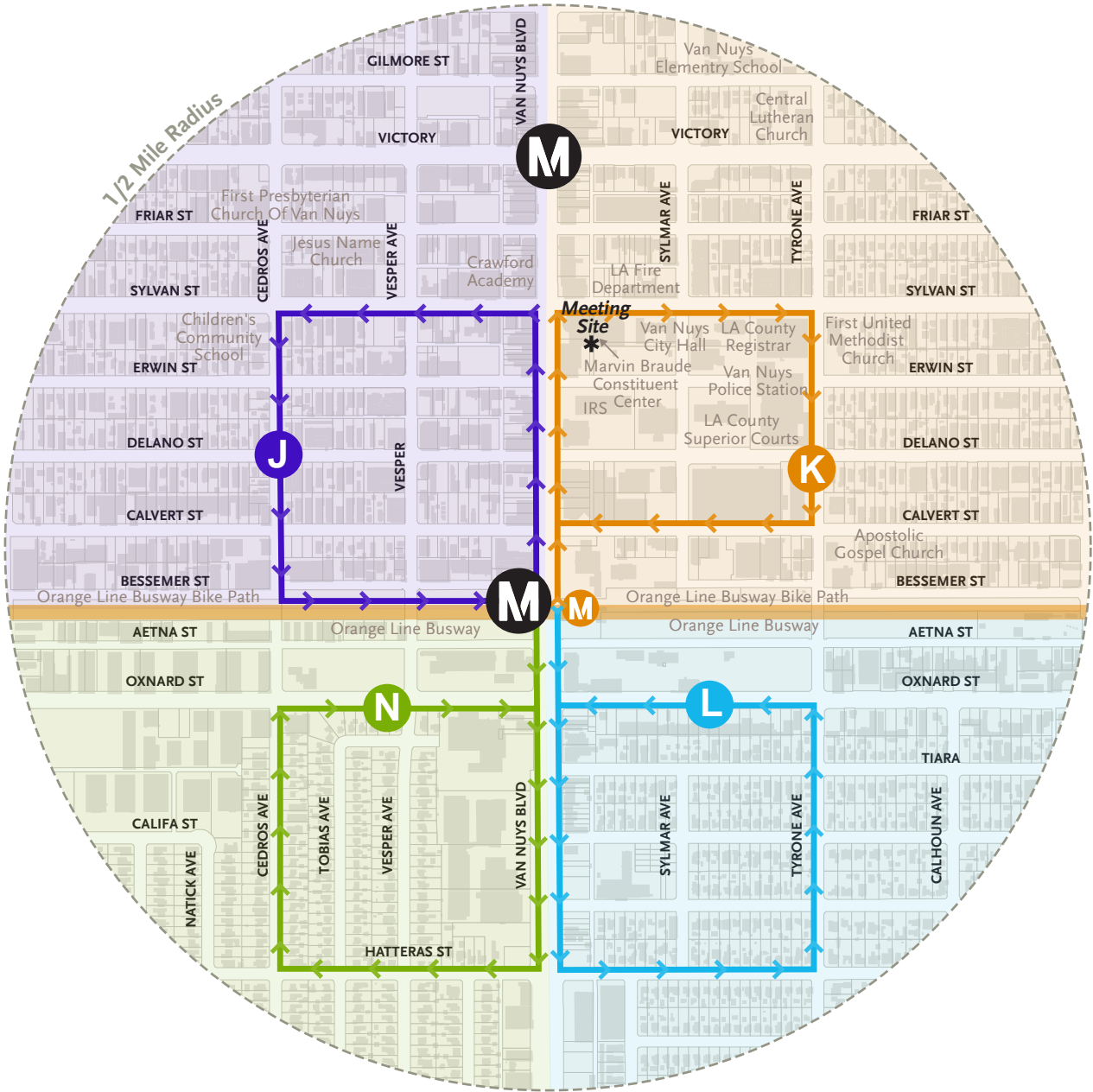
Destinations

- Orange Line Busway
- Orange Line Bike Path
- LA County Superior Courts
- Van Nuys Police Station
- Local schools and churches

Key Issues

- Metro Orange Line, ESFV Station and walk/bike facilities need to be integrated into a cohesive design at this important transit hub
- Van Nuys Blvd lacks a distinct identity in the civic/public area
- Trash, refuse dumping, and presence of people experiencing homelessness need to be addressed to encourage walking to the station

Van Nuys Metro Orange Line Station Walk Audit Routes



LEGEND

M Proposed Metro Station

Van Nuys Metro Orange Line Station Walk Audit Data Points



LEGEND

- Barrier
- Strength
- Idea

Source: Metro walk audit web app database

STRENGTHS

- Orange Line Bike Path is well shaded and clean
- East side of Van Nuys Blvd north of Bessemer St is shaded and comfortable to walk
- Pedestrian amenities (benches and trash receptacles) are provided (not just at bus stops)
- Public toilet offered at Van Nuys Blvd and Aetna St



BARRIERS

- Van Nuys Blvd has ample sidewalk space but needs more street trees for shade
- More shade needed on residential/collector streets
- Encampments of people experiencing homelessness at Cedros Ave and Bessemer St

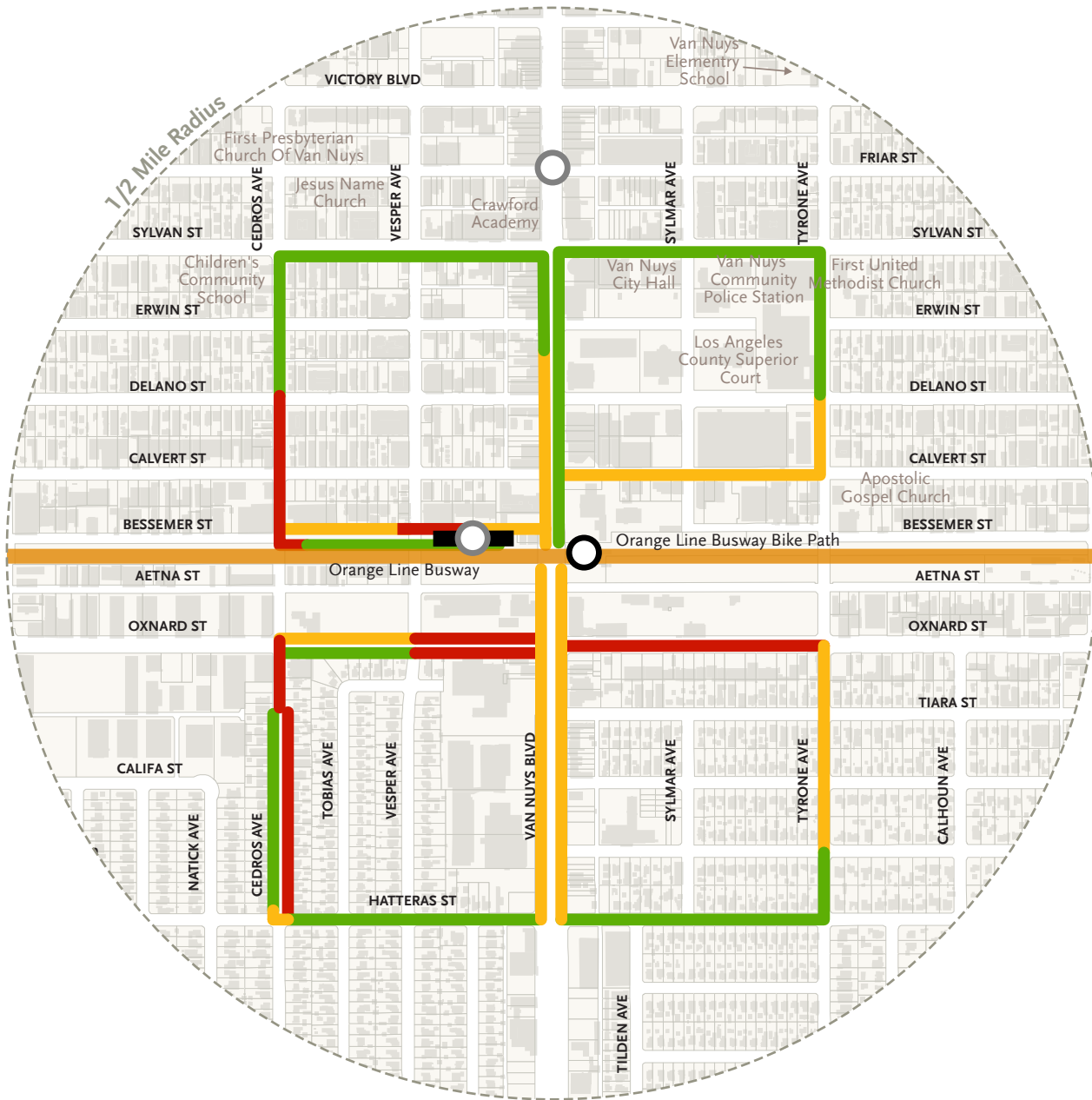


IDEAS





- Create a bike path along Van Nuys Blvd south of Oxnard St that is protected by parking
- Add continental crosswalks on all sides of Van Nuys Blvd/ Orange Line/Oxnard St intersection
- Add two missing ADA access ramps at the intersection of Tyrone Ave and Oxnard St
- Integrate Metro Orange Line, ESFVTC Station and walk/bike facilities into a singular cohesive design



Van Nuys Metro Orange Line Station Walk Rating

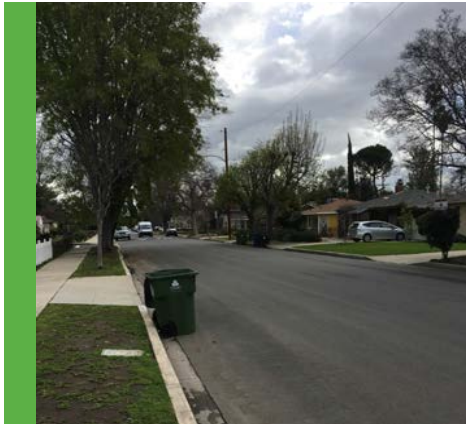


LEGEND

-  Station Platform
-  Orange Line Busway Station
-  Good Walk Rating
-  Fair Walk Rating
-  Poor Walk Rating

Note: Extent of walk ratings correspond with area audited

Van Nuys Metro Orange Line Station Conditions and Observations



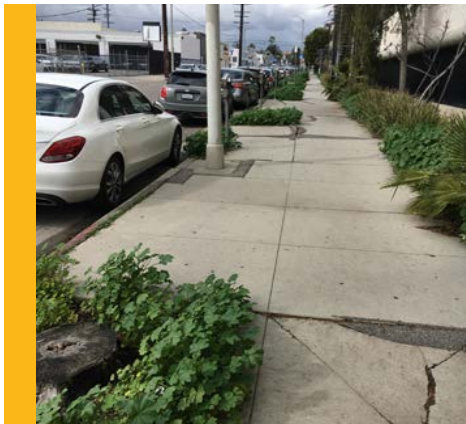
Residential areas are generally comfortable to walk



Public restroom at Aetna St and Van Nuys Blvd



Scramble crossing at Sylvan St and Sylmar Ave



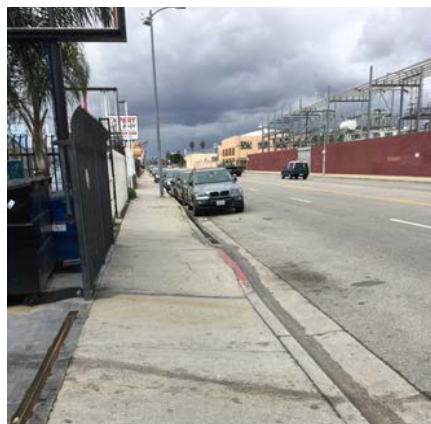
Overgrown parkways and tree wells



Bus shelters need shade



Trash dumping at Bessemer St and Cedros Ave



No shade trees or landscaping along Oxnard St east of Van Nuys Blvd

IV. Walk Audit App Data by Station

The walk audit summaries in Section III were synthesized from data recorded live using Metro's Walk Audit App. Following each walk audit event, Metro provided access to the database so the design team could review each station's observed conditions (strengths, barriers, ideas) and refer to a geo-coded map marking where each condition was recorded on the ground. Metro's FLM App consultant provided access to photographs, many of which appeared in the Section III summaries. Data outputs from the Walk Audit App are included in this section and are organized by station, starting at the north end of the proposed transit corridor. For each of the 14 stations the recorded walk audit data includes:

> Data Point Spreadsheet

- A list of numbered conditions (recorded chronologically), observation type, location type, barrier/strength type, barrier/strength detail and description, and ideas

> Data Point Map

- Each numbered condition is colored coded by strength (green), barrier (red) or idea (blue) on a map that was generated directly from Metro's Walk Audit App

SYLMAR/SAN FERNANDO METROLINK

Condition #	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
1	Strength	Point	Art		Metrolink Station art
2	Strength	Point	Art - Street tree		Murals in park
3	Barrier	Corridor	Bike - Other - Driveways	Driveways	Bike path on sidewalk
4	Strength	Corridor	Bike - Street tree		10' bike path
5	Barrier	Point	Bus Stop - Striped crosswalk		Access path does not meet ADA less than 4'
6	Barrier	Intersection	Crosswalks - Striped crosswalk		Too worn to see, cars stopped in xwalk
7	Barrier	Intersection	Crosswalks - Striped crosswalk		Not continental
8	Barrier	Intersection	Crosswalks - Striped crosswalk		Need continental crosswalk striping's near station
9	Strength	Intersection	Crosswalks - Striped crosswalk		School Xng
10	Barrier	Intersection	Crosswalks - Striped crosswalk Building Shade	Building Shade	TIMING - very short and ped light doesn't turn on after pressing button (5' walkway 5' parkway)
11	Barrier	Intersection	Crosswalks - Striped crosswalk Parallel Streets with unwalkable sidewalk	Parallel Streets with unwalkable sidewalk	tree wello of the four legs are not continental striping. Some faded.
12	Barrier	Intersection	Crosswalks - Unstriped crosswalk		No ADA ramps
13	Barrier	Intersection	Crosswalks - Unstriped crosswalk		No ADA ramps
14	Barrier	Intersection	Crosswalks - Unstriped crosswalk - No trees	No trees	Difficult to cross wide busy street and low visibility around parked cars
15	Barrier	Intersection	Crosswalks - Unstriped crosswalk - No trees	No trees	No ADA ramps
16	Barrier	Intersection	Crosswalks - Unstriped crosswalk - No trees	No trees	No ADA Ramos all four corners
17	Barrier	Intersection	Crosswalks - Unstriped crosswalk - No trees	No trees	No ADA ramps all four corners
18	Barrier	Point	Crosswalks - Width		No marked crossing of bus lane at station
19	Strength	Corridor	Landscaping/Shade - Other - Building Shade	Building Shade	(Add on)
20	Strength	Point	Landscaping/Shade - Other tree		Good shade trees in parking lot
21	Strength	Point	Landscaping/Shade - Other tree		Nice private shade trees
22	Barrier	Corridor	Landscaping/Shade - Other tree		Private trees are not trimmed above sidewalk, but are shady
23	Strength	Corridor	Landscaping/Shade - Street tree		5 on block (Hubbard) north side, 0 on south side
24	Strength	Corridor	Landscaping/Shade - Street tree		Sycamore trees in front yards
25	Barrier	Corridor	Landscaping/Shade - Street tree		No street trees on either side of Bradley
26	Barrier	Corridor	Landscaping/Shade - Street tree		None on school edge
27	Barrier	Corridor	Landscaping/Shade - Street tree		Not very good for shade; 13' sidewalk 9' walkway
28	Strength	Corridor	Landscaping/Shade - Street tree		Nice large trees
29	Barrier	Corridor	Landscaping/Shade - Street tree		None
30	Barrier	Corridor	Landscaping/Shade - Street tree No trees	No trees	None
31	Barrier	Corridor	Landscaping/Shade - Street tree No trees	No trees	None
32	Strength	Corridor	Landscaping/Shade - Street tree Parallel Streets with unwalkable sidewalk	Parallel Streets with unwalkable sidewalk	9' large mostly good
33	Strength	Corridor	Landscaping/Shade - Street tree Parallel Streets with unwalkable sidewalk	Parallel Streets with unwalkable sidewalk	9' ok trees
34	Barrier	Corridor	Landscaping/Shade Parkway or tree well		tree well raised grade and palms no shade
35	Strength	Corridor	Landscaping/Shade Parkway or tree well		Good shade; trash in parkway
36	Strength	Corridor	Landscaping/Shade Parkway or tree well		(Add on) 5' parkway, 5' walkway,
37	Strength	Corridor	Landscaping/Shade Parkway or tree well		4' parkway one one side
38	Strength	Corridor	Landscaping/Shade Parkway or tree well		10' sidewalk 5'x5' tree wells
39	Barrier	Corridor	Landscaping/Shade Parkway or tree well		Width 6, 3 trees, dirt/gravel/bermuda
40	Strength	Corridor	Landscaping/Shade Parkway or tree well		> 9' 11' with 4' tree well
41	Strength	Corridor	Landscaping/Shade Parkway or tree well		> 9' 5' walkway 5' parkway
42	Strength	Corridor	Landscaping/Shade Parkway or tree well		Irregular, most small or palm trees
43	Barrier	Corridor	Landscaping/Shade Parkway or tree well - Parallel Streets with unwalkable sidewalk	Parallel Streets with unwalkable sidewalk	4 dirt & Bermuda grass
44	Barrier	Point	Landscaping/Shade Parkway or tree well - Parallel Streets with unwalkable sidewalk	Parallel Streets with unwalkable sidewalk	Parkway is not maintain are consistently planted very underutilized
45	Strength	Corridor	Landscaping/Shade Parkway or tree Width - Building Shade	Building Shade	Nice residential street, 11' (6' parkway); good shade
46	Strength	Corridor	Landscaping/Shade Parkway or tree Width - No trees	No trees	10' sidewalk 5' parkway
47	Strength	Corridor	Landscaping/Shade Parkway or tree Width - No trees	No trees	5' sidewalk 7.5' parkway ample street trees
48	Strength	Corridor	Landscaping/Shade Parkway or tree Width - No trees	No trees	5' sidewalk 5' parkway

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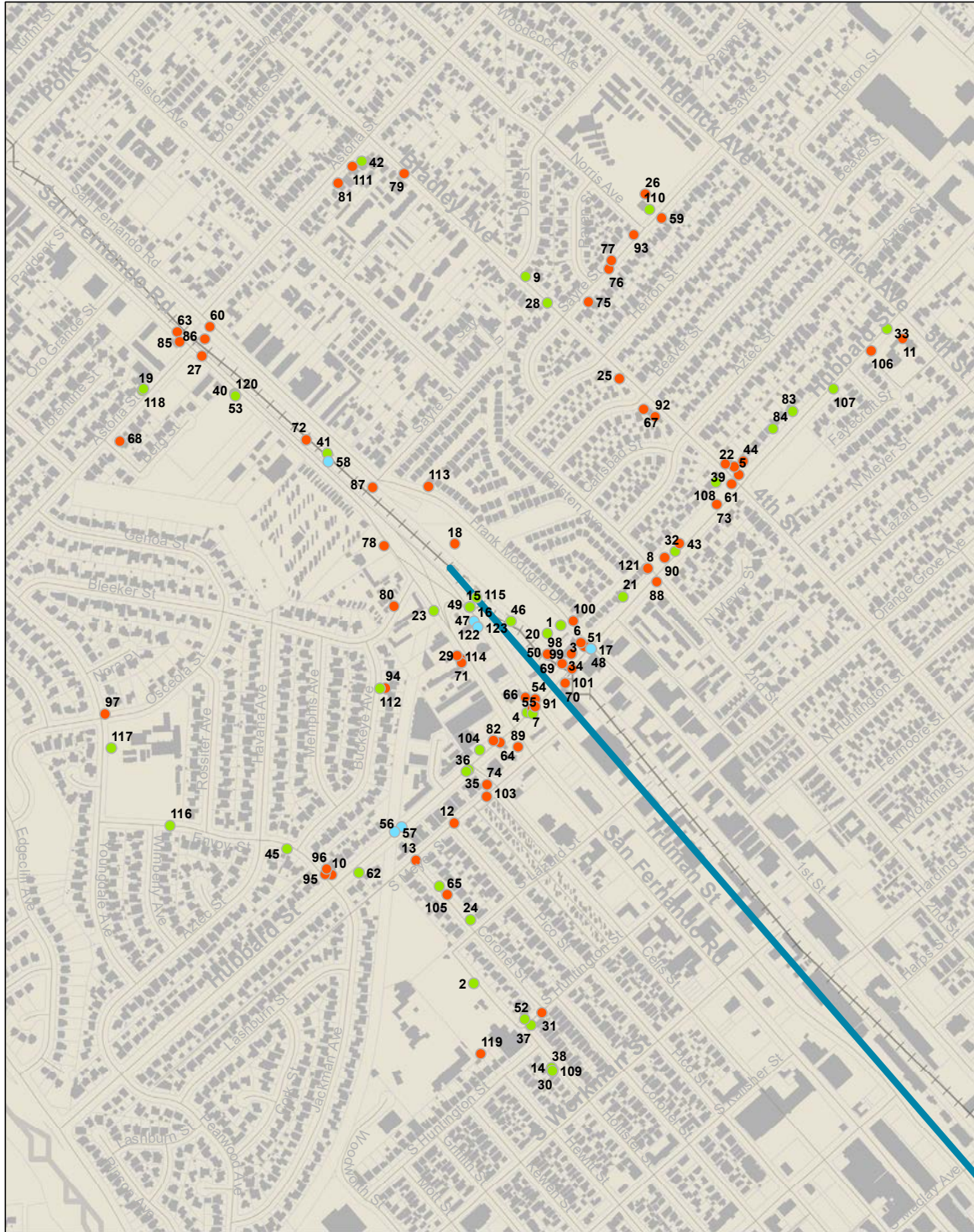
Condition #	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
49	Strength	Corridor	Landscaping/Shade Parkway or tree Width - No trees	No trees	5' sidewalk 6.5' parkway ample tree shade
50	Barrier	Point	Maintenance		Litter at station
51	Idea	Point	Missing No trees	No trees	Sidewalk as bike patch creative solution?
52	Strength	Point	Other	Transportation	San Fernando Trolley
53	Barrier	Corridor	Other - Other		Activity - industrial uses on north side of San Fernando are not friendly to walk by
54	Barrier	Point	Other - Striped crosswalk	Vehicle	Construction vehicle
55	Strength	Point	Other - Width	Walkway	6' walkway to station
56	Idea	Corridor	Parkway or tree well		Pathway along channel
57	Idea	Corridor	Parkway or tree well		(Add on) Pathway along channel photo
58	Idea	Point	Parkway or tree well		Midblock crossing, long block
59	Barrier	Point	Safety - Missing		Cars blocking sidewalk
60	Barrier	Intersection	Safety - Missing		Path across Metrolink tracks comes to an asphalt street with no safe markings
61	Barrier	Corridor	Safety - Other		Fast moving cars
62	Strength	Corridor	Safety - Other - Building Shade	Building Shade	SPEED high speeds but parkway is buffer
63	Barrier	Intersection	Safety - Other - Building Shade	Building Shade	Turn Movement - wide radii
64	Barrier	Point	Safety - Other - Driveways	Driveways	Activity driveways create conflict points
65	Strength	Point	Safety - Unstriped crosswalk		Speed bumps
66	Barrier	Intersection	Safety - Uplifted/uneven		Turn Movement - high speed
67	Barrier	Corridor	Safety - Uplifted/uneven		Fast moving cars on Bradley
68	Barrier	Corridor	Safety - Uplifted/uneven - Building Shade	Building Shade	Turn Movement wide turn radii; Building Shade; wide sidewalk 11'
69	Barrier	Point	Safety - Width		ADA issues
70	Barrier	Corridor	Safety - Width		SPEED - cars high speed
71	Barrier	Point	Safety - Width		Rail crossing - no ped arm or light
72	Barrier	Corridor	Safety Parkway or tree well		SPEED - high vehicle speeds but parkway helps
73	Barrier	Intersection	Safety Parkway or tree well - Parallel Streets with unwalkable sidewalk	Parallel Streets with unwalkable sidewalk	No place to wait at intersection median
74	Barrier	Corridor	Sidewalks - Missing		
75	Barrier	Point	Sidewalks - Missing		
76	Barrier	Corridor	Sidewalks - Missing		Half of residential properties have no sidewalk in front
77	Barrier	Corridor	Sidewalks - Missing		Half of residential properties have no sidewalk in front
78	Barrier	Corridor	Sidewalks - Missing		Asphalt sidewalk
79	Barrier	Corridor	Sidewalks - Missing		
80	Barrier	Point	Sidewalks - Missing		
81	Barrier	Point	Sidewalks - Missing		
82	Barrier	Point	Sidewalks - Missing No trees	No trees	
83	Strength	Corridor	Sidewalks - Other		There are very few driveways witch make it easier to walk
84	Strength	Point	Sidewalks - Other		Park edge is very nice to walk by
85	Barrier	Point	Sidewalks - Other		Business Activity can block sidewalks and lots of larger driveways
86	Barrier	Corridor	Sidewalks - Other		< 9' new sidewalk & tree wells but no trees installed yet
87	Barrier	Point	Sidewalks - Other		Constrain by utility pole and tiedowns
88	Barrier	Point	Sidewalks - Other Parallel Streets with unwalkable sidewalk	Parallel Streets with unwalkable sidewalk	
89	Barrier	Point	Sidewalks - Other Sloped Driveway	Sloped Driveway	Non ADA
90	Barrier	Point	Sidewalks - Uplifted/uneve - Parallel Streets with unwalkable sidewalk	Parallel Streets with unwalkable sidewalk	
91	Barrier	Point	Sidewalks - Uplifted/uneven		
92	Barrier	Point	Sidewalks - Uplifted/uneven		
93	Barrier	Corridor	Sidewalks - Uplifted/uneven		
94	Barrier	Corridor	Sidewalks - Uplifted/uneven		
95	Barrier	Point	Sidewalks - Uplifted/uneven - Building Shade	Building Shade	
96	Barrier	Point	Sidewalks - Uplifted/uneven - Building Shade	Building Shade	(Add on)
97	Barrier	Point	Sidewalks - Uplifted/uneven - Building Shade	Building Shade	And incline
98	Barrier	Point	Sidewalks - Width		6 - tight along railroad fence

SYLMAR/SAN FERNANDO METROLINK

Condition #	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
99	Barrier	Corridor	Sidewalks - Width		8'
100	Barrier	Corridor	Sidewalks - Width		< 9' (7' with pole, 4' walkway)
101	Barrier	Corridor	Sidewalks - Width		< 9' (7' with trees and 3' walkway)
102	Strength	Point	Sidewalks - Width		< 9' but well landscaped on private edge
103	Barrier	Point	Sidewalks - Width		Path of travel < 4'
104	Strength	Corridor	Sidewalks - Width		10', 5' walk path with poor and parkway
105	Barrier	Corridor	Sidewalks - Width		4' sidewalks cause steep driveway slopes
106	Barrier	Corridor	Sidewalks - Width		< 9' with trees
107	Strength	Corridor	Sidewalks - Width		> 9
108	Strength	Corridor	Sidewalks - Width		< 9
109	Strength	Corridor	Sidewalks - Width		> 9'
110	Strength	Corridor	Sidewalks - Width		> 9
111	Barrier	Corridor	Sidewalks - Width		< 9
112	Strength	Corridor	Sidewalks - Width		> 9' 5' parkway 5' sidewalk
113	Barrier	Corridor	Sidewalks - Width		< 9
114	Barrier	Corridor	Sidewalks - Width		9' but industrial uses are not nice to walk by
115	Strength	Corridor	Sidewalks - Width		9' but parkway and unlandscaped zone are very wide
116	Strength	Corridor	Sidewalks - Width - Building Shade	Building Shade	10'; school side street
117	Strength	Corridor	Sidewalks - Width - Building Shade	Building Shade	> 9' 11', 8' walkway with utility pole on north side, south side 10 se, 6' parkway
118	Strength	Corridor	Sidewalks - Width - Building Shade	Building Shade	> 9', 13' with 9' walkway and shade trees, newer development
119	Barrier	Corridor	Sidewalks - Width - No trees	No trees	8' sloped driveways not ADA
120	Strength	Point	Signage Parkway or tree well		Good signage for SF Road Park
121	Barrier	Point	Traffic Speed		Fast moving cars and no buffer on sidewalk
122	Idea	Corridor	Width		This segment along the tracks could be an incredible active transportation corridor near the station
123	Idea	Corridor	Width		Could replace industrial uses in triangle with a station plaza or park along San Fernando

Strengths	42
Barriers	75
Ideas	6

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LEGEND

**Sylmar/San Fernando
Metrolink Station
Recorded Conditions**

- Barrier
- Idea
- Strength
- +—+—+ Metrolink_Routes

MACLAY

Condition #	Route	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
1	Maclay A	Strength (Fuerza)	Intersection (Intersección)	Crosswalks - Other -		Good ADA access
2	Maclay A	Barrier (Barrera)	Point (Punto)	Crosswalks - Midblock -		Lack of connection across maclay for cyclists and ped at bike path. Median is barrier
3	Maclay A	Idea	Intersection (Intersección)			Crosswalk
4	Maclay A	Strength (Fuerza)	Corridor (Corredor)	Other - Other -		Active corridor
5	Maclay A	Idea	Intersection (Intersección)			Consider adding Ped crossing.
6	Maclay A	Barrier (Barrera)	Point (Punto)	Safety - Other -		Blind alley
7	Maclay A	Barrier (Barrera)	Point (Punto)	Safety - Midblock -		No ped gates at tracks on maclay
8	Maclay A	Idea	Intersection (Intersección)			Add a Crosswalk
9	Maclay A	Barrier (Barrera)	Point (Punto)	Safety		Blind alley
10	Maclay A	Idea	Point (Punto)			Remove weeds
11	Maclay A	Barrier (Barrera)	Point (Punto)	Safety - Other -		Blind alley
12	Maclay A	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Width -		Sidewalks are in good condition
13	Maclay A	Barrier (Barrera)	Point (Punto)	Maintenance - Other -		Trash
14	Maclay A	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Uplifted/uneven -		Uplifted throughout block on both sides
15	Maclay A	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Width -		Narrow sidewalks and uplift and trip hazards from tree wells
16	Maclay A	Strength (Fuerza)	Corridor (Corredor)	Landscaping/Shade - Parkway or tree well -		Dry good landscaping
17	Maclay A	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Width -		Good and wide sidewalks
18	Maclay A	Barrier (Barrera)	Point (Punto)	Lighting - Daytime observation -		Alleys are not lit
19	Maclay A	Idea	Corridor (Corredor)	- Width -		Bike facility on first, observed sidewalk riding
20	Maclay A	Barrier (Barrera)	Corridor (Corredor)	Safety - Daytime observation -		Speeds can get fast- enforcement couldn't help
21	Maclay A	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other -		Lack of crosswalk marking in all directions
22	Maclay A	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Uplifted/uneven -		Uneven sidewalks
23	Maclay A	Barrier (Barrera)	Point (Punto)	Bus Stop - Daytime observation -		Not inviting bus stop/ shelter, has morning been updated like others
24	Maclay A	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other - ADA Ramps needed	ADA Ramps needed	
25	Maclay A	Strength (Fuerza)	Corridor (Corredor)	Landscaping/Shade - Street tree -		Southern side of first street has trees
26	Maclay A	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other - ADA Ramps needed	ADA Ramps needed	
27	Maclay A	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven - ADA Ramps needed	ADA Ramps needed	
28	Maclay A	Barrier (Barrera)	Point (Punto)	Sidewalks - Other -		Sidewalk blocked / narrow due to utility pole, sidewalk missing at driveway, steep ramp
29	Maclay A	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		
30	Maclay A	Barrier (Barrera)	Point (Punto)	Sidewalks - Other - Steep ramp	Steep ramp	Steep ramp at driveway
31	Maclay A	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other - ADA Ramps needed	ADA Ramps needed	
32	Maclay A	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		Uplifted
33	Maclay A	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Other -		Northern side of first has more sidewalks and new ramps with truncates domes
34	Maclay A	Strength (Fuerza)	Intersection (Intersección)	Crosswalks - Other - Good striping and ADA Compliant	Good striping and ADA Compliant	
35	Maclay A	Barrier (Barrera)	Corridor (Corredor)	Lighting - Daytime observation -		No lighting
36	Maclay A	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Other -		NO shade
37	Maclay A	Barrier (Barrera)	Point (Punto)	Sidewalks - Width - Good striping and ADA Compliant	Good striping and ADA Compliant	Narrow sidewalk
38	Maclay A	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		Steep ramp at driveway
39	Maclay A	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven - Good striping and ADA Compliant	Good striping and ADA Compliant	
40	Maclay A	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other -		Not safe crossing with the street conditions
41	Maclay A	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven - Good striping and ADA Compliant	Good striping and ADA Compliant	
42	Maclay A	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other - Crosswalk visibility	Crosswalk visibility	Not complete the crosswalk on all legs of intersection, missing truncates domes
43	Maclay A	Strength (Fuerza)	Point (Punto)	Other - Other - Crosswalk visibility	Destination - housing	Housing development and future housing development destinations
44	Maclay A	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven - Good striping and ADA Compliant	Good striping and ADA Compliant	
45	Maclay A	Barrier (Barrera)	Point (Punto)	Crosswalks - Other - Liw spot/PONDING	Liw spot/PONDING	
46	Maclay A	Barrier (Barrera)	Corridor (Corredor)	Crosswalks - Other -		No crossing between Hardy and Maclay- not safe street conditions
47	Maclay A	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Width - Liw spot/PONDING	Liw spot/PONDING	Wide sidewalks
48	Maclay A	Strength (Fuerza)	Point (Punto)	Other - Other - Crosswalk visibility	Crosswalk visibility	New ramps with truncates domes on second at harding
49	Maclay A	Barrier (Barrera)	Point (Punto)	Other - Other - Crosswalk visibility	No ramps	100 blocks of Harding and second - no ramps
50	Maclay A	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Other -		very narrow and not inviting at all
51	Maclay A	Barrier (Barrera)	Point (Punto)	Landscaping/Shade - Other - Lack of shade tree	Lack of shade tree	Tree cut down
52	Maclay A	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven - Liw spot/PONDING	Liw spot/PONDING	
53	Maclay A	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Parkway or tree well -		Needs maintenance and code enforcement
54	Maclay A	Barrier (Barrera)	Point (Punto)	Landscaping/Shade - Other -		Tree branches over sidewalk. Check if on public or private for maintenance
55	Maclay A	Barrier (Barrera)	Point (Punto)	Maintenance - Uplifted/uneven - Liw spot/PONDING	Liw spot/PONDING	Potholes
56	Maclay A	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Width -		Good paving, pleasant walk
57	Maclay A	Barrier (Barrera)	Point (Punto)	Crosswalks - Other - Needs ADA Ramps	Needs ADA Ramps	
58	Maclay A	Barrier (Barrera)	Point (Punto)	Sidewalks - Other - Blocked sidewalk	Blocked sidewalk	Blocked sidewalk, parking impacts
59	Maclay A	Barrier (Barrera)	Corridor (Corredor)	Lighting - Daytime observation -		Very little lighting

MACLAY

Condition #	Route	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
60	Maclay A	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven - Needs ADA Ramps	Needs ADA Ramps	
61	Maclay A	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven - Needs ADA Ramps	Needs ADA Ramps	
62	Maclay A	Strength (Fuerza)	Intersection (Intersección)	Crosswalks - Daytime observation -		Good continental crossings
63	Maclay A	Barrier (Barrera)	Intersection (Intersección)	Other - Other - Blocked sidewalk	No ramps	Lack ramps on all four corners of fourth and harding
64	Maclay A	Strength (Fuerza)	Intersection (Intersección)	Crosswalks - Other - Marked crosswalks	Marked crosswalks	All four legs of intersection have stop bars and crosswalks
65	Maclay A	Barrier (Barrera)	Corridor (Corredor)	Lighting - Daytime observation - Marked crosswalks	Marked crosswalks	Lack of ped scale lighting on harding
66	Maclay A	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Daytime observation -		Overgrown vegetation. Narrows the sidewalk- not ada friendly
67	Maclay A	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Width - Marked crosswalks	Marked crosswalks	Wide and even sidewalk along southern side of fourth. Street trees present
68	Maclay A	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven - Needs ADA Ramps	Needs ADA Ramps	
69	Maclay A	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other - Lack of complete ramps	Lack of complete ramps	Only one ramp present at fourth and harps
70	Maclay A	Strength (Fuerza)	Intersection (Intersección)	Other - Daytime observation -		Repaved street and crossing- feels safe
71	Maclay A	Barrier (Barrera)	Corridor (Corredor)	Crosswalks - Other - Missing marked crosswalks	Missing marked crosswalks	Missing marked crosswalks along fourth
72	Maclay A	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Daytime observation -		WIDE sidewalk on one side
73	Maclay A	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Daytime observation -		Overgrown
74	Maclay A	Strength (Fuerza)	Intersection (Intersección)	Crosswalks - Other - Marked crosswalks	Marked crosswalks	Marked crosswalks and ramps at fourth and Alexander, ramps and domes
75	Maclay A	Strength (Fuerza)	Point (Punto)	Safety - Daytime observation -		Good ADA access
76	Maclay A	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Width - Marked crosswalks	Marked crosswalks	Sidewalk narrows just east of Alexander on north side of fourth
77	Maclay A	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven - Marked crosswalks	Marked crosswalks	Uplift from tree roots
78	Maclay A	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Daytime observation -		Wide sidewalks
79	Maclay A	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other - Lack of Marked crosswalks	Lack of Marked crosswalks	No marked crosswalks at fourth and hagar
80	Maclay A	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Uplifted/uneven -		Uplifted throughout
81	Maclay A	Strength (Fuerza)	Intersection (Intersección)	Other - Other - Lack of Marked crosswalks	Ramps	Presence of ramps at all intersection corners, missing domes
82	Maclay A	Barrier (Barrera)	Point (Punto)	Sidewalks - Other - Sign placement	Sign placement	Sandwich board Sign placement blocks sidewalks / ramps on sw corner of fourth and hagar
83	Maclay A	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		Sidewalk cracks and uplift
84	Maclay A	Barrier (Barrera)	Point (Punto)	Safety - Uplifted/uneven -		ADA ramp only on omen corner of the crossing, doesn't connect to any other side
85	Maclay A	Barrier (Barrera)	Point (Punto)	Sidewalks - Other - Puddle barrier	Puddle barrier	Water pooling at crosswalk ramp
86	Maclay A	Strength (Fuerza)	Intersection (Intersección)	Crosswalks		Decorative crosswalks, bi directional ramps with domes
87	Maclay A	Strength (Fuerza)	Corridor (Corredor)	Lighting - Daytime observation -		Ped scale lighting
88	Maclay A	Strength (Fuerza)	Corridor (Corredor)	Bus Stop - Daytime observation -		Shelter
89	Maclay A	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Uplifted/uneven -		No lights and the street is busy so feels unsafe
90	Maclay B	Barrier (Barrera)	Intersection (Intersección)			Confusing intersection for cars and pedestrians
91	Maclay B	Idea	Corridor (Corredor)			No shade
92	Maclay B	Barrier (Barrera)	Point (Punto)	Safety		Need to address head crossing at railroad tracks
93	Maclay B	Idea	Intersection (Intersección)			Would like a scramble crossing at Maclay and Truman
94	Maclay B	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Uplifted/uneven -		
95	Maclay B	Strength (Fuerza)	Intersection (Intersección)	Signage - Uplifted/uneven -		Need signage or wayfinding at Maclay and the mall to lead people here
96	Maclay B	Barrier (Barrera)	Intersection (Intersección)			Confusing over-signage. Unclear that a RR is up ahead.
97	Maclay B	Idea	Point (Punto)			Alley and parking have better shade than street
98	Maclay B	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Uplifted/uneven -		All ficus trees on Maclay have uplifted the sidewalk
99	Maclay B	Idea	Corridor (Corredor)	- Uplifted/uneven -		Councilman Gonzalez idea to close Celis Street from San Fernando to Mission To activate with kiosks and people walking
100	Maclay B	Idea	Corridor (Corredor)			Stark. Exposed. Unfriendly. Inconsistent landscape. No shade.
101	Maclay B	Barrier (Barrera)	Point (Punto)			Sidewalk.
102	Maclay B	Barrier (Barrera)	Point (Punto)			The sidewalks have more of a tripping hazard and versus an incline type sidewalk smooth transition
103	Maclay B	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other -		Continental crosswalks needed at Maclay and Pico; access ramps need upgrading
104	Maclay B	Idea	Corridor (Corredor)			No shade poor maintenance or condition.
105	Maclay B	Barrier (Barrera)	Point (Punto)	Crosswalks - Midblock -		Limbaugh Crossing doesn't have ADA access ramps; Could be unilluminated crossing
106	Maclay B	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other -		Intersection at San Fernando Mission and see Louis needs access ramps on some corners and continental Crossbox
107	Maclay B	Idea	Corridor (Corredor)			Pleasant but exposed. Shade an issue.
108	Maclay B	Strength (Fuerza)	Intersection (Intersección)			church and school these crossings are very important maybe consider also near train crossings
109	Maclay B	Barrier (Barrera)	Intersection (Intersección)	Safety - Other -		Most intersections need continental crosswalks ; Missing or upgraded ADA access ramps and paving work
110	Maclay B	Barrier (Barrera)	Corridor (Corredor)			Confusing signage. Lots of directions in too short a space.
111	Maclay B	Barrier (Barrera)	Point (Punto)	Crosswalks - Midblock -		Access ramp mid block doesn't go anywhere needs to be removed
112	Maclay B	Barrier (Barrera)	Corridor (Corredor)			Sidewalk
113	Maclay B	Strength (Fuerza)	Intersection (Intersección)	Crosswalks - Midblock -		

MACLAY

Condition #	Route	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
114	Maclay B	Idea	Intersection (Intersección)	- Midblock -		Most intersections need continental crosswalks for high visibility
115	Maclay B	Idea	Point (Punto)			Buss stops no covers, general dis repair and maintenance issues, city and property owners.
116	Maclay B	Idea	Point (Punto)			Needing shelters were times of rain in both trolley and bus stop
117	Maclay B	Idea	Intersection (Intersección)	- Midblock -		Kalisher and San Fernando Rd. needs a controlled crossing for pedestrians; Speeding cars and missing access ramps
118	Maclay B	Idea	Corridor (Corredor)	- Midblock -		Per cities SP' 5 Plan Rd. diet on San Fernando Rd. to accommodate bike facility removed from rail right away
119	Maclay B	Idea	Point (Punto)			More odd signage. My pet peeve. Visual confusion and blight.
120	Maclay B	Idea	Corridor (Corredor)	- Midblock -		San Fernando Rd. is really an extension of the mall for the city. Focus on this primary route to the station
121	Maclay B	Idea	Corridor (Corredor)			Too many signs need to simplify it so there's no confusion
122	Maclay B	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Width -		No sidewalks in this area have ample width. A real strength!
123	Maclay B	Barrier (Barrera)	Corridor (Corredor)			Well kept walkway but a frying pan in summer. Shadeless parking lot
124	Maclay B	Idea	Corridor (Corredor)	- Width -		Need bike parking throughout downtown
125	Maclay B	Idea	Corridor (Corredor)			Existing situation metro MTA trolley service all in one spot signage
126	Maclay B	Idea	Intersection (Intersección)	- Width -		San Fernando Mission and San Fernando Rd. consider scramble crossing
127	Maclay B	Strength (Fuerza)	Corridor (Corredor)			This is nice
128	Maclay B	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Midblock -		Need more visible crosswalk could be illuminated mid block on mall
129	Maclay B	Idea	Corridor (Corredor)	- Midblock -		Look at adding EV charging at city parking lots near station
130	Maclay B	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Width -		Truman sidewalks are very narrow considering proximity to station
131	Maclay B	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other -		San Fernando Mission and Truman needs continental crosswalks probably upgrading of
132	Maclay B	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Width -		Lots of barriers on north side of Truman near station where San Fernando Mission Boulevard is
133	Maclay B	Barrier (Barrera)	Intersection (Intersección)			Left turn hazard for ped and drivers.
134	Maclay B	Barrier (Barrera)	Point (Punto)	Crosswalks - Other -		Work man dead ends at railroad right of way where access is needed between North and South side for bikes and pads
135	Maclay B	Barrier (Barrera)	Point (Punto)	Safety - Other -		On Truman cars are cute over the sidewalk to a busy strip mall near Starbucks
136	Maclay C	Barrier (Barrera)	Point (Punto)	Sidewalks - Width -		Pole
137	Maclay C	Barrier (Barrera)	Point (Punto)			Uplifted sidewalk in front of Firestone.
138	Maclay C	Strength (Fuerza)	Corridor (Corredor)			Wide sidewalks.
139	Maclay C	Barrier (Barrera)	Intersection (Intersección)	Traffic Speed - Width -		Small parking lot entrance. Take out parking lot
140	Maclay C	Barrier (Barrera)	Point (Punto)	Sidewalks		Uneven sidewalk
141	Maclay C	Barrier (Barrera)	Corridor (Corredor)	Other - Width -	Repair street	
142	Maclay C	Barrier (Barrera)	Intersection (Intersección)	Safety		Needs ADA ramp. Make ramps wider
143	Maclay C	Idea	Corridor (Corredor)			Add bike path on Maclay
144	Maclay C	Barrier (Barrera)	Point (Punto)	Sidewalks - Width -		Sidewalk doesn't have a flow to it
145	Maclay C	Strength (Fuerza)	Point (Punto)	Other		Close to business district of alignment.
146	Maclay C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Other -		Street light obstruction.
147	Maclay C	Barrier (Barrera)	Point (Punto)	Other - Width -	Parking lot	Parking is often congested already. We should need more support.
148	Maclay C	Barrier (Barrera)	Corridor (Corredor)	- Other -		
149	Maclay C	Barrier (Barrera)	Corridor (Corredor)	Safety - Other -		Blind spot at alley for pedestrians
150	Maclay C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Other -		Uneven sidewalks due to tree roots.
151	Maclay C	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other -		No pedestrian activated signalization
152	Maclay C	Idea	Point (Punto)	- Other -		Potential open space. Pocket park
153	Maclay C	Barrier (Barrera)	Point (Punto)	Landscaping/Shade - Width -		
154	Maclay C	Strength (Fuerza)	Corridor (Corredor)	- Other -		Proximity to historical landmarks
155	Maclay C	Barrier (Barrera)	Intersection (Intersección)	Safety - Other -		Ramps too narrow for ada use.
156	Maclay C	Barrier (Barrera)	Point (Punto)	Landscaping/Shade - Other - Horrible pedestrian experience	Horrible pedestrian experience	Leaving gastropub
157	Maclay C	Barrier (Barrera)	Intersection (Intersección)	- Other -		Missing pedestrian activated signalization
158	Maclay C	Barrier (Barrera)	Point (Punto)	Safety - Horrible pedestrian experience	Horrible pedestrian experience	Accessibility
159	Maclay C	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other -		Ramp directs pedestrians into traffic instead of crosswalk
160	Maclay C	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Other -		Lack of tree shading.
161	Maclay C	Strength (Fuerza)	Point (Punto)	Other - Other - Horrible pedestrian experience	Lot owned by city	Lots of potential
162	Maclay C	Idea	Corridor (Corredor)	- Other -		Utilities encroaching on pedestrian walkway
163	Maclay C	Strength (Fuerza)	Intersection (Intersección)	Sidewalks - Other -		Bulb outs for pedestrian safety and beacons.
164	Maclay C	Barrier (Barrera)	Point (Punto)	Crosswalks - Other - Horrible pedestrian experience	Horrible pedestrian experience	Walking path form businesses could be better
165	Maclay C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Other -		Uplifted sidewalks
166	Maclay C	Barrier (Barrera)	Point (Punto)	Safety - Horrible pedestrian experience	Horrible pedestrian experience	Experience
167	Maclay C	Strength (Fuerza)	Intersection (Intersección)	- Other -		High visibility crosswalks and 4-way stop
168	Maclay C	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Other -		Needs for tree or canopy shading
169	Maclay C	Barrier (Barrera)	Point (Punto)	Crosswalks - Other - Horrible pedestrian experience	Horrible pedestrian experience	
170	Maclay C	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other -		Missing pedestrian beacon crossing Hewitt.
171	Maclay C	Strength (Fuerza)	Intersection (Intersección)	Sidewalks - Other -		Bulb outs for pedestrian safety
172	Maclay C	Barrier (Barrera)	Point (Punto)	Sidewalks - Other - Path of travel	Path of travel	

MACLAY

Condition #	Route	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
173	Maclay C	Strength (Fuerza)	Point (Punto)	Traffic Speed - Other -		Traffic calming speed humps
174	Maclay C	Idea	Corridor (Corredor)	- Other -		Add tree shading
175	Maclay C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Other -		Uneven sidewalk
176	Maclay C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Other -		Uneven sidewalk
177	Maclay C	Barrier (Barrera)	Corridor (Corredor)	Safety		Uplifted sidewalk
178	Maclay C	Barrier (Barrera)	Point (Punto)	Other - Other - Path of travel	Parking development	Parking 8 & 10. Eyesore could be layered
179	Maclay C	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Other -		Wide sidewalks
180	Maclay C	Barrier (Barrera)	Point (Punto)	Landscaping/Shade - Other - Path of travel	Path of travel	
181	Maclay C	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Other -		Lack of tree shading
182	Maclay C	Idea	Corridor (Corredor)	- Other -		
183	Maclay C	Idea	Corridor (Corredor)	- Other -		Add bike path
184	Maclay C	Strength (Fuerza)	Corridor (Corredor)	- Other -		Street furniture and local transit connection
185	Maclay C	Barrier (Barrera)	Point (Punto)	Landscaping/Shade - Other - Path of travel	Path of travel	
186	Maclay C	Strength (Fuerza)	Intersection (Intersección)	Sidewalks - Other -		Ballards on corner for pedestrian safety
187	Maclay C	Strength (Fuerza)	Corridor (Corredor)	Landscaping/Shade - Other -		Sidewalk shading
188	Maclay C	Strength (Fuerza)	Corridor (Corredor)	Landscaping/Shade - Other -		Shaded shelter
189	Maclay D	Barrier (Barrera)	Intersection (Intersección)	Lighting - Nighttime observation -		No light at interaction
190	Maclay D	Barrier (Barrera)	Point (Punto)	Safety - Nighttime observation -		Fast cars not , insufficient cross time, safe for crossing train tracks
191	Maclay D	Barrier (Barrera)	Intersection (Intersección)	Other	Signalize Traffic	Protected left turns
192	Maclay D	Barrier (Barrera)	Point (Punto)	Sidewalks - Nighttime observation -		Safe walking conditions, pedestrian safety
193	Maclay D	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Nighttime observation -		Signalized crossing needed with lights
194	Maclay D	Idea	Corridor (Corredor)			Trees all corridor
195	Maclay D	Idea	Corridor (Corredor)			Class 1 bike lane
196	Maclay D	Idea	Intersection (Intersección)			Paint cross walk lines
197	Maclay D	Strength (Fuerza)	Intersection (Intersección)	Sidewalks - Nighttime observation -		Need more crossings with flashing lights, lots of foot traffic on the street, good visibility
198	Maclay D	Barrier (Barrera)	Point (Punto)	Sidewalks - Width -		Narrow
199	Maclay D	Barrier (Barrera)	Point (Punto)	Lighting - Nighttime observation -		Good lighting
200	Maclay D	Barrier (Barrera)	Point (Punto)	Other - Width -	Safety	No cross gates to Metrolink tracks, bad signage.
201	Maclay D	Idea	Corridor (Corredor)			Every 100 feet seton area
202	Maclay D	Barrier (Barrera)	Intersection (Intersección)	Crosswalks		No pedestrian crossing signal
203	Maclay D	Idea	Intersection (Intersección)			Need a second cross walk
204	Maclay D	Barrier (Barrera)	Point (Punto)	Other - Width -	Bike trail	Connection
205	Maclay D	Idea	Corridor (Corredor)			Directional signage to show people they are on a right path
206	Maclay D	Strength (Fuerza)	Intersection (Intersección)	Crosswalks - Other - Good crosswalks all leg	Good crosswalks all leg	Good at all legs
207	Maclay D	Strength (Fuerza)	Intersection (Intersección)	- Nighttime observation -		Safe crossing with visibility with busy foot traffic (nearby stores and churches)
208	Maclay D	Idea	Intersection (Intersección)			Paint cross walks
209	Maclay D	Idea	Intersection (Intersección)			Traffic circle or curb extensions to slow down traffic
210	Maclay D	Idea	Point (Punto)	- Nighttime observation -		Potential for parking garage, community struggles with parking and shared parking for businesses and residents would be ideal.
211	Maclay D	Strength (Fuerza)	Point (Punto)	Other - Other - Good crosswalks all leg	Intersection space	Good amenities
212	Maclay D	Idea	Intersection (Intersección)			Paint cross walk
213	Maclay D	Idea	Intersection (Intersección)			Traffic circle or curb extension to slow down traffic
214	Maclay D	Barrier (Barrera)	Point (Punto)	Crosswalks - Midblock - Good crosswalks all leg	Good crosswalks all leg	Need ped light
215	Maclay D	Idea	Corridor (Corredor)			Set area every 150 feet through the Corredor
216	Maclay D	Strength (Fuerza)	Point (Punto)	Other - Midblock - Good crosswalks all leg	Lane reconfiguration	Two ways to one way, improved safety, reduced traffic.
217	Maclay D	Strength (Fuerza)	Corridor (Corredor)			Benches along the street make for pleasant walk.
218	Maclay D	Barrier (Barrera)	Point (Punto)	Crosswalks - Midblock - Good crosswalks all leg	Good crosswalks all leg	None
219	Maclay D	Barrier (Barrera)	Point (Punto)			Uprooting of tree causing tripping hazard
220	Maclay D	Idea	Corridor (Corredor)	- Midblock - Good crosswalks all leg	Good crosswalks all leg	Consider bike lane. Have space.
221	Maclay D	Idea	Intersection (Intersección)			Paint all intersection cross walks
222	Maclay D	Strength (Fuerza)	Corridor (Corredor)	Crosswalks - Other - The Corredor	The Corredor	Like ample space for walking
223	Maclay D	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		Tree maintenance, branches fall and sidewalks uplifted
224	Maclay D	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Midblock - Good crosswalks all leg	Good crosswalks all leg	Ped crosswalk
225	Maclay D	Barrier (Barrera)	Intersection (Intersección)	- Uplifted/uneven -		Busy intersection, fast traffic for nearby school and city buildings, need more ped safety
226	Maclay D	Strength (Fuerza)	Point (Punto)	Crosswalks		Like the benches and trash cans
227	Maclay D	Barrier (Barrera)	Point (Punto)			Would like to see more along all the corridors
228	Maclay D	Strength (Fuerza)	Point (Punto)	Other - Midblock - Good crosswalks all leg	Landscape	Tree root uprooting causing tripping hazard
229	Maclay D	Barrier (Barrera)	Point (Punto)	Other - Midblock - Good crosswalks all leg	Drainage	Great landscaping
230	Maclay D	Barrier (Barrera)	Corridor (Corredor)	Traffic Speed - Uplifted/uneven -		Sand bags, ped trips, need better solution
231	Maclay D	Barrier (Barrera)	Point (Punto)	Other - Uplifted/uneven -		High speeds, need better system for school drop off
232	Maclay D	Barrier (Barrera)	Point (Punto)	Other	County parking lot	High speeds, need more available parking
232	Maclay D	Barrier (Barrera)	Point (Punto)	Other	County parking lot	Convert the parking lot to multi level parking garage for the public and the court house to use

MACLAY

Condition #	Route	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
233	Maclay D	Strength (Fuerza)	Point (Punto)	Safety - Midblock - Good crosswalks all leg	Good crosswalks all leg	Good safety, curb extension, at bus stop
234	Maclay D	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		
235	Maclay D	Idea	Point (Punto)	Midblock - Good crosswalks all leg	Good crosswalks all leg	Pocket park
236	Maclay D	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Uplifted/uneven -		
237	Maclay D	Barrier (Barrera)	Point (Punto)	Other - Midblock - Good crosswalks all leg	Drainage	Poor drainage
238	Maclay D	Barrier (Barrera)	Corridor (Corredor)	Safety		Trip hazard made by tree roots along the corridor to be fixed to prevent tripping over
239	Maclay D	Strength (Fuerza)	Point (Punto)	Art - Uplifted/uneven -		Good maps and signage
240	Maclay D	Barrier (Barrera)	Corridor (Corredor)	Safety		Fix uprooted sidewalk made by trees to prevent tripping over along all corridor
241	Maclay D	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Midblock - Good crosswalks all leg	Good crosswalks all leg	Need visibility pad at all 4 corners; need stops signs at all 4 corners; curb extension
242	Maclay D	Barrier (Barrera)	Point (Punto)	Crosswalks - Uplifted/uneven -		Need stop bars, cars stop in crosswalk while kids cross to school
243	Maclay D	Barrier (Barrera)	Point (Punto)	Safety - Uplifted/uneven -		Jaywalking, need safer crossing
244	Maclay D	Barrier (Barrera)	Point (Punto)	Landscaping/Shade - Street tree - Good crosswalks all leg	Good crosswalks all leg	Uplift
245	Maclay D	Barrier (Barrera)	Intersection (Intersección)	Crosswalks		Paint crosswalks lines and redesign handicap ramp to meet standard
246	Maclay D	Idea	Intersection (Intersección)			Add pedestrian walking signal.
247	Maclay D	Barrier (Barrera)	Point (Punto)	Traffic Speed - Uplifted/uneven -		Insufficient cross time for cars and peds
248	Maclay D	Barrier (Barrera)	Point (Punto)	Landscaping/Shade - Street tree - Good crosswalks all leg	Good crosswalks all leg	Uplift
249	Maclay D	Idea	Corridor (Corredor)	Street tree - Good crosswalks all leg	Good crosswalks all leg	Tree streets on both side
250	Maclay D	Barrier (Barrera)	Point (Punto)	Safety - Uplifted/uneven -		Confusing signage for bikes
251	Maclay D	Barrier (Barrera)	Corridor (Corredor)	Safety		Lifted side walk (trip hazard)
252	Maclay D	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Width - Good crosswalks all leg	Good crosswalks all leg	Great width; Can add bike lane
253	Maclay D	Strength (Fuerza)	Point (Punto)	- Uplifted/uneven -		Landscape needs improvement but good path
254	Maclay D	Barrier (Barrera)	Point (Punto)			Narrow sidewalk, walking hazard
255	Maclay D	Idea	Corridor (Corredor)	Other		Proper landscape maintenance along the parkways on all corridors
256	Maclay D	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Midblock - Good crosswalks all leg	Good crosswalks all leg	Necessary for middle school
257	Maclay D	Barrier (Barrera)	Intersection (Intersección)			Improve crosswalks for pedestrian and people and in wheel chairs. Ramp improvements.
258	Maclay D	Strength (Fuerza)	Point (Punto)	- Uplifted/uneven -		Need more public parking, could be garage, not enough parking time for public events
259	Maclay D	Strength (Fuerza)	Point (Punto)	Landscaping/Shade - Other - Good crosswalks all leg	Good crosswalks all leg	Great landscape
260	Maclay D	Barrier (Barrera)	Point (Punto)			Restricted site distance.
261	Maclay D	Barrier (Barrera)	Point (Punto)	Safety		Fix raised sidewalk due to tree uprooting
262	Maclay D	Idea	Point (Punto)	- Other		Convert the parking space into multi level parking lots for better use
263	Maclay D	Barrier (Barrera)	Intersection (Intersección)	- Other - Good crosswalks all leg	Good crosswalks all leg	Need ped/bike lights
264	Maclay D	Barrier (Barrera)	Corridor (Corredor)	Safety		Third and brand fix sidewalk for trip hazard
265	Maclay D	Idea	Corridor (Corredor)	- Other - Good crosswalks all leg	Good crosswalks all leg	Pocket park; ped routes; ped amenities; more trees
266	Maclay D	Barrier (Barrera)	Intersection (Intersección)	Crosswalks		Fix the handicap ramp to meet the standard
267	Maclay D	Barrier (Barrera)	Corridor (Corredor)	Safety		Fix up rooted sidewalk along the corridor due to focus trees for trip hazard
268	Maclay D	Barrier (Barrera)	Corridor (Corredor)	Safety		Fix the uprooted sidewalk due to Ficus trees
269	Maclay D	Barrier (Barrera)	Corridor (Corredor)	Safety		Fix the uprooted sidewalk for trip hazard
270	Maclay D	Idea	Corridor (Corredor)	- Other		Would love to see more trees for shades and proper maintenance on landscape benches trash cans
271	Maclay D	Idea	Point (Punto)	- Other		Convert parking lot to multi story parking garage
272	Maclay D	Idea	Point (Punto)	- Other		Put pedestrian gate at RR crossing
273	Maclay D	Idea	Point (Punto)	- Other		Put a sign telling pedestrians not to cross over the RR

Strengths 57
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PAXTON

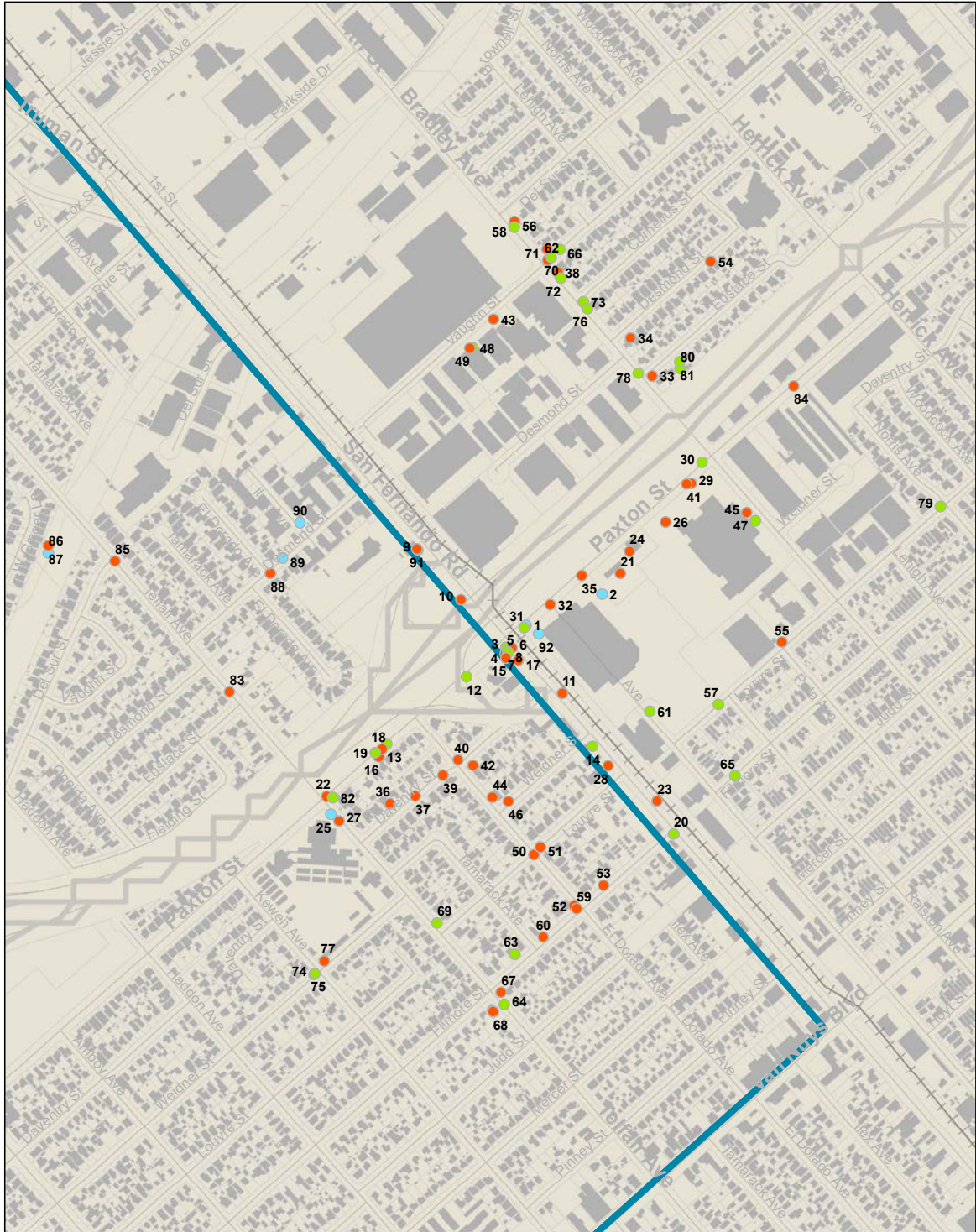
Condition #	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
1	Idea	Corridor	- Uplifted/uneven		Pathway along river
2	Idea	Corridor	- Uplifted/uneven		Pathway along river
3	Strength	Corridor	Bike - Other		Excellent bike path but need more access from the other side of San Fernando Blvd
4	Barrier	Corridor	Bike - Width		Class 3 route obscured signage
5	Barrier	Point	crosswalks - Street tree Bulb out	Bulb out	Striped, crosswalk doesn't align with ramps
6	Barrier	Intersection	Crosswalks - Unstriped crosswalk		No crosswalk no curb ramp.
7	Barrier	Intersection	Crosswalks - Unstriped crosswalk		No crosswalk no ramps
8	Strength	Point	Crosswalks - Width		A clear and ADA compliant Metrolink rail crossing
9	Barrier	Corridor	Landscaping/Shade		Small trees
10	Barrier	Corridor	Landscaping/Shade - Street tree		No trees on weidner st
11	Barrier	Corridor	Landscaping/Shade - Street tree		Inconsistent tree cover
12	Strength	Corridor	Landscaping/Shade - Width		Pepper trees in sidewalk, good, just need trimming up at sidewalk
13	Strength	Corridor	Landscaping/Shade Parkway or tree well		Parkway in front of residential homes
14	Strength	Corridor	Landscaping/Shade Parkway or tree well		AstroTurf!
15	Barrier	Corridor	Landscaping/Shade Parkway or tree well		Parkway and is filled with bad soil
16	Barrier	Corridor	Landscaping/Shade Parkway or tree well		Soil in parkway bad
17	Barrier	Corridor	Landscaping/Shade Parkway or tree well		Few trees are often miss pruned
18	Barrier	Corridor	Landscaping/Shade Parkway or tree well		Paved parkway
19	Strength	Corridor	Landscaping/Shade Parkway or tree well		Very few and poor
20	Strength	Corridor	Landscaping/Shade Parkway or tree well		11' sidewalk 4'x4' treewalls
21	Barrier	Corridor	Lighting - Width		Freeway underpass
22	Barrier	Corridor	Maintenance - Width		Lots of trash debris dumping
23	Barrier	Corridor	Maintenance - Width		Trash on streets
24	Barrier	Point	Other		Freeway underpass is dirty and maintain unmaintained. Needs better lighting.
25	Idea	Point	Other		Add crosswalk and control for bus riders on opposite side of street
26	Barrier	Intersection	Other - Unstriped crosswalk	Freeway ramps	Long crossings. Scary.
27	Barrier	Corridor	Other - Width	Ease of access	Adjoining neighborhood needs t easy access to businesses "live her and drive to bestbuy"
28	Barrier	Point	Other - Width		No opening to businesses
29	Barrier	Intersection	Other - Width		Substandard curb ramos
30	Strength	Intersection	Other - Width	Street vending	Vending around school
31	Strength	Intersection	Other - WidthBulb out	Activity	Street vendors near telfair elem school
32	Barrier	Corridor	Other Parkway or tree well		Strong fumes from nearby industrial uses not pleasant
33	Barrier	Point	Safety		Elder couple almost hit by train with Costco load on their walkers. Caught in trackway and needed help!
34	Barrier	Intersection	Safety		Irregular paving. Lots of cars and trucks going fast. Feels dangerous
35	Barrier	Point	Safety		Turn Movement wide turn radii
36	Barrier	Corridor	Safety - Street tree		Not ADA ramp
37	Barrier	Intersection	Safety - Width		Signs of auto collision's on or near sidewalk crosswalk markings are not clear
38	Barrier	Corridor	Safety - Width		Freeway underpass and many homeless and countenance make this not walkable
39	Barrier	Corridor	Sidewalks		Mixed use path does not have a dedicated sidewalk for pads. Traffic fast with nominal barrier.
40	Barrier	Point	Sidewalks - Missing		
41	Barrier	Corridor	Sidewalks - Missing		North side street
42	Barrier	Point	Sidewalks - Missing		No sidewalk no ramp (filmore and el dorado)
43	Barrier	Corridor	Sidewalks - Missing		
44	Barrier	Point	Sidewalks - Other		No formal sidewalk - Asphalt
45	Barrier	Point	Sidewalks - Other		No formal sidewalk -asphalt
46	Barrier	Corridor	Sidewalks - Other		Very poor parkway, debris
47	Strength	Corridor	Sidewalks - Other Bulb out	Bulb out	Additional sidewalk space and parking
48	Strength	Corridor	Sidewalks - Other Bulb out	Bulb out	(Add on) 12'-16' sidewalk, 5' walkway
49	Barrier	Corridor	Sidewalks - Other No shade	No shade	9' sidewalk. No shade.
50	Barrier	Point	Sidewalks - Uplifted/uneven		
51	Barrier	Corridor	Sidewalks - Uplifted/uneven		
52	Barrier	Point	Sidewalks - Uplifted/uneven		
53	Barrier	Point	Sidewalks - Uplifted/uneven		
54	Barrier	Point	Sidewalks - Width		ADA inconvenient
55	Barrier	Corridor	Sidewalks - Width		> 9' no trees

PAXTON

Condition #	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
56	Barrier	Corridor	Sidewalks - Width		> 9' No trees or buffer
57	Strength	Corridor	Sidewalks - Width		>10' from Paxton to Filmore
58	Strength	Corridor	Sidewalks - Width		5' sidewalk 8' parkway
59	Barrier	Corridor	Sidewalks - Width		5' plus 5' parkway
60	Barrier	Point	Sidewalks - Width		3' path non ADA
61	Strength	Corridor	Sidewalks - Width		> 9' 5' walkway 6' parkway
62	Barrier	Corridor	Sidewalks - Width		< 9' no trees, utility poles
63	Strength	Corridor	Sidewalks - Width		5' sidewalk 5' parkway
64	Strength	Corridor	Sidewalks - Width		> 9
65	Strength	Corridor	Sidewalks - Width		> 9' with pepper trees every 30'
66	Strength	Corridor	Sidewalks - Width		5' sidewalk 5'kw
67	Barrier	Point	Sidewalks - Width		Landscape and debris make sidewalk unwalkable
68	Barrier	Corridor	Sidewalks - Width		4' sidewalk, 3 parkway
69	Strength	Corridor	Sidewalks - Width		> 9' 3' walkway, 7' parkway; not Ada compliant
70	Strength	Corridor	Sidewalks - Width		5' walkway 6' parkway
71	Barrier	Corridor	Sidewalks - Width		4.5' sidewalk, 5' parkway
72	Strength	Corridor	Sidewalks - Width		Newer sidewalk good repair. Width > 9'
73	Strength	Corridor	Sidewalks - Width		4' walkway 6 ft parkway
74	Barrier	Corridor	Sidewalks - Width		5', 6' parkway Wide good repair
75	Strength	Corridor	Sidewalks - Width		12' width
76	Strength	Corridor	Sidewalks - Width		12' good repair
77	Barrier	Corridor	Sidewalks - Width		4' sidewalk, 7' parkway
78	Strength	Corridor	Sidewalks - Width		4' Walkway 7' parkway
79	Strength	Corridor	Sidewalks - Width		4', 7' parkway
80	Strength	Corridor	Sidewalks - WidthBulb out	Bulb out	> 9', south side 4' walkway 6' parkway; north side is 7'-10' no parkway in front of telfair elem school
81	Strength	Corridor	Sidewalks - WidthBulb out	Bulb out	> 9' 5' walkway and 6' parkway
82	Strength	Corridor	Sidewalks - WidthBulb out	Bulb out	> 9' 5' walkway 6' parkway
83	Barrier	Corridor	Street Furniture - Missing		Cars in parkway
84	Barrier	Corridor	Street Furniture - Uplifted/uneven		> 9' but utilities in walkway, 5' walkway
85	Barrier	Point	Street Furniture - Uplifted/uneven		Street bench and poles, bus stop lighting, no shade structure
86	Idea	Corridor	Street tree Bulb out	Bulb out	Landscaping/shade - add trees to existing intermittent tree line
87	Barrier	Corridor	Traffic Speed - Width		Cars or just stocked up idling along the sidewalk here and it's only 1 PM
88	Barrier	Corridor	Traffic Speed - Width		Lots of cut through traffic on the north south neighborhood streets
89	Idea	Corridor	Uplifted/uneven		Widen sidewalk by using freeway ROW
90	Idea	Corridor	Width		Need a mid block crossing
91	Barrier	Intersection	Width		
92	Idea	Corridor			More shade trees needed on residents streets

Strengths	29
Barriers	56
Ideas	7

PAXTON



LEGEND

Paxton Station

Recorded Conditions

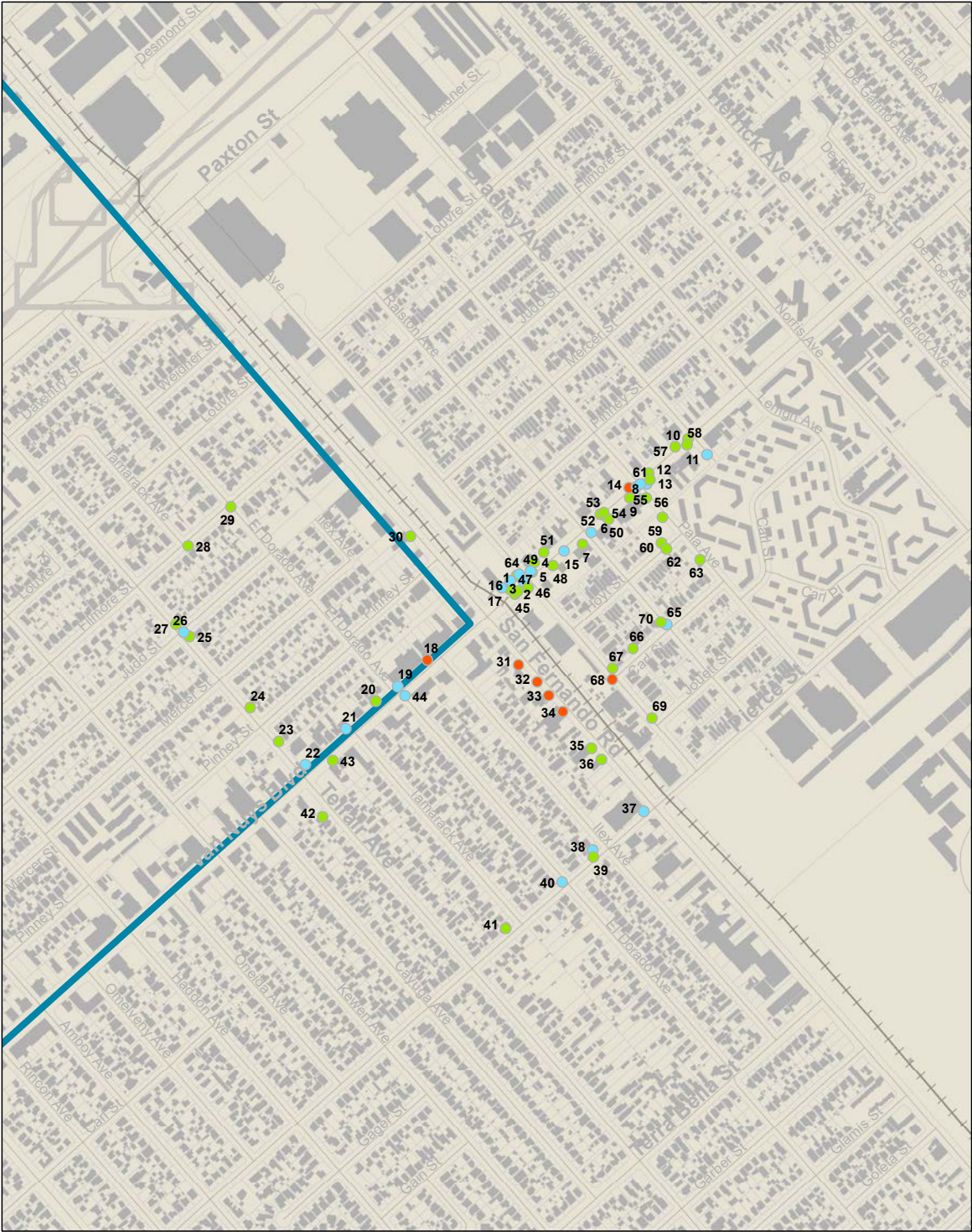
- Barrier
- Idea
- Strength
- ⊢⊢⊢ Metrolink_Routes

VAN NUYS/SAN FERNANDO

Condition #	Route	Location Type	Observation Type	Barrier/Strength Type	Barrier/Strength Detail	Description
1	VNSF A	Barrier (Barrera)	Point (Punto)	Landscaping/Shade		Better landscaping
2	VNSF A	Barrier (Barrera)	Intersection (Intersección)	Maintenance		Repair curb-ramp
3	VNSF A	Barrier (Barrera)	Point (Punto)	Crosswalks - Midblock -		Flooding; poor ramp; bad accessibility
4	VNSF A	Barrier (Barrera)	Point (Punto)	- Midblock -		Poor landscaping
5	VNSF A	Barrier (Barrera)	Point (Punto)	Landscaping/Shade - Street tree -		Needs tree and maintenance
6	VNSF A	Barrier (Barrera)	Point (Punto)	Sidewalks - Other - Pothole	Pothole	
7	VNSF A	Barrier (Barrera)	Point (Punto)	Bus Stop - Midblock -		No shelter
8	VNSF A	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other - Needs crosswalk	Needs crosswalk	
9	VNSF A	Idea	Point (Punto)	- Midblock -		More bike racks
10	VNSF A	Strength (Fuerza)	Point (Punto)	Bus Stop - Other - Needs crosswalk	Needs crosswalk	More sheltered bus stops along corridor
11	VNSF A	Strength (Fuerza)	Intersection (Intersección)	Landscaping/Shade - Other - Needs crosswalk	Needs crosswalk	Beautiful. More of these please
12	VNSF A	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		Uneven pavement
13	VNSF A	Barrier (Barrera)	Point (Punto)	Sidewalks - Other - Needs crosswalk	Needs crosswalk	Broken sidewalk
14	VNSF A	Barrier (Barrera)	Corridor (Corredor)	Bike - Other - Needs crosswalk	Needs crosswalk	Need protected bike lanes
15	VNSF A	Barrier (Barrera)	Intersection (Intersección)	#NAME?	Needs crosswalk	Intersection is too wide
16	VNSF A	Barrier (Barrera)	Intersection (Intersección)	#NAME?	Needs crosswalk	
17	VNSF A	Barrier (Barrera)	Intersection (Intersección)	Other - Other - Needs crosswalk	Ponding of water	Can't cross without getting wet after rain
18	VNSF B	Idea	Corridor (Corredor)			More green
19	VNSF B	Strength (Fuerza)	Intersection (Intersección)	Crosswalks - Midblock -		crossing and street light available
20	VNSF B	Barrier (Barrera)	Point (Punto)	Sidewalks - Width -		More space is needed for walkers and people in wheelchairs
21	VNSF B	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Midblock -		crosswalk needed
22	VNSF B	Strength (Fuerza)	Intersection (Intersección)	Crosswalks - Midblock -		crosswalk is available
23	VNSF B	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		uplifted sidewalk
24	VNSF B	Barrier (Barrera)	Point (Punto)	Lighting - Daytime observation -		More streetlight are needed
25	VNSF B	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		uplifted sidewalk
26	VNSF B	Barrier (Barrera)	Intersection (Intersección)	Maintenance - Uplifted/uneven -		concentration of water on corner street. can make it hard for someone in wheelchair to use it.
27	VNSF B	Strength (Fuerza)	Point (Punto)	Sidewalks - Width -		paved sidewalks
28	VNSF B	Barrier (Barrera)	Point (Punto)	Maintenance - Width -		illegal dumping
29	VNSF B	Barrier (Barrera)	Point (Punto)	Sidewalks - Missing -		no sidewalk
30	VNSF C	Idea	Point (Punto)			Adding signage to let drivers know there's a crossing points coming up for pedestrians
31	VNSF C	Idea	Corridor (Corredor)			Adding a proper sidewalk
32	VNSF C	Barrier (Barrera)	Corridor (Corredor)			No proper sidewalk maybe difficult for wheelchairs or strollers
33	VNSF C	Idea	Corridor (Corredor)			Proper sidewalk
34	VNSF C	Idea	Corridor (Corredor)			A good bed for native California plants
35	VNSF C	Barrier (Barrera)	Point (Punto)			Safety hazard
36	VNSF C	Idea	Point (Punto)			Additional lights
37	VNSF C	Barrier (Barrera)	Intersection (Intersección)			No benches or bus shelter SF Rd and Peirce by train tracks
38	VNSF C	Barrier (Barrera)	Intersection (Intersección)			No ramp
39	VNSF C	Barrier (Barrera)	Point (Punto)			No lights
40	VNSF C	Barrier (Barrera)	Intersection (Intersección)			No ramps
41	VNSF C	Barrier (Barrera)	Point (Punto)			No sidewalk
42	VNSF C	Barrier (Barrera)	Point (Punto)			No sidewalk
43	VNSF C	Idea	Point (Punto)			More trash cans
44	VNSF C	Barrier (Barrera)	Intersection (Intersección)			

Strengths 4
 Barriers 31
 Ideas 8

VAN NUYS/SAN FERNANDO



LEGEND

Van Nuys/San Fernando Station

Recorded Conditions

- Corridor (Corredor)
- Intersection (Intersección)
- Point (Punto)
- Metrolink_Routes

LAUREL CANYON

Condition #	Route	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
1	Laurel Canyon A	Barrier (Barrera)	Point (Punto)	Safety		Driveway conflicts with cars
2	Laurel Canyon A	Idea	Intersection (Intersección)			Crosswalk needed people jaywalk, cars stay in crosswalk
3	Laurel Canyon A	Barrier (Barrera)	Corridor (Corredor)	Lighting		Need pedestrians lights, don't feel safe walking at night and cars have hit pedestrians
4	Laurel Canyon A	Barrier (Barrera)	Intersection (Intersección)	Sidewalks - Other - High curb	High curb	Higher height of curb
5	Laurel Canyon A	Barrier (Barrera)	Point (Punto)	Landscaping/Shade		Bus stop needs shade
6	Laurel Canyon A	Barrier (Barrera)	Point (Punto)	Maintenance		connections
7	Laurel Canyon A	Idea	Intersection (Intersección)	#NAME?	High curb	Install mid block crosswalk
8	Laurel Canyon A	Barrier (Barrera)	Point (Punto)	Landscaping/Shade		Bus stop needs shade
9	Laurel Canyon A	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Other - High curb	High curb	Continue the sidewalk through the corridor
10	Laurel Canyon A	Barrier (Barrera)	Point (Punto)	Maintenance		Nice art but gets vandalized
11	Laurel Canyon A	Barrier (Barrera)	Corridor (Corredor)	Safety - Other - High curb	High curb	Install sidewalk to prohibit
12	Laurel Canyon A	Barrier (Barrera)	Point (Punto)	Sidewalks - Other - Random sidewalk	Random sidewalk	Continue the missing sidewalk for continuity
13	Laurel Canyon A	Barrier (Barrera)	Corridor (Corredor)	Maintenance		Sofas and other trash in the streets, especially on Pinney St
14	Laurel Canyon A	Idea	Intersection (Intersección)	#NAME?	Random sidewalk	Add ramps and sidewalk
15	Laurel Canyon A	Barrier (Barrera)	Point (Punto)	Sidewalks		Waste/trash/sofas in sidewalks
16	Laurel Canyon A	Barrier (Barrera)	Point (Punto)	Crosswalks		Need better signage for crossing
17	Laurel Canyon A	Barrier (Barrera)	Point (Punto)	Bus Stop		Needs shade
18	Laurel Canyon A	Barrier (Barrera)	Corridor (Corredor)	Sidewalks		Missing sidewalk typical
19	Laurel Canyon A	Barrier (Barrera)	Corridor (Corredor)	Safety - Other - Random sidewalk	Random sidewalk	Repair the sidewalk
20	Laurel Canyon A	Barrier (Barrera)	Point (Punto)	Sidewalks		No sidewalks and cars parked in walk way
21	Laurel Canyon A	Barrier (Barrera)	Corridor (Corredor)			Cars parked in walkway, no sidewalk
22	Laurel Canyon A	Barrier (Barrera)	Point (Punto)	Signage - Other - Random sidewalk	Random sidewalk	Too many signage. Might want to consolidate
23	Laurel Canyon A	Strength (Fuerza)	Point (Punto)	Sidewalks - Other -		Slow traffic, needs landscape maintenance but nice walk
24	Laurel Canyon A	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Uplifted/uneven -		
25	Laurel Canyon A	Barrier (Barrera)	Intersection (Intersección)	Crosswalks		Not ADA
26	Laurel Canyon A	Barrier (Barrera)	Point (Punto)	Landscaping/Shade		Trash in sidewalks
27	Laurel Canyon A	Barrier (Barrera)	Point (Punto)	Sidewalks		Driveways need better paving
28	Laurel Canyon A	Strength (Fuerza)	Point (Punto)	Sidewalks		Nice walkway but would prefer less planting more sidewalk
29	Laurel Canyon B	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Width -		Wide
30	Laurel Canyon B	Strength (Fuerza)	Intersection (Intersección)	Other - Width -	Bikelane	
31	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Sidewalks - Other -		Residential area blocked by vehicle
32	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		
33	Laurel Canyon B	Strength (Fuerza)	Point (Punto)	Landscaping/Shade - Street tree -		
34	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		ADA ramp very uneven / broken and steep
35	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Other - Street tree -	Poca visibilidad (Low Visibility)	
36	Laurel Canyon B	Strength (Fuerza)	Point (Punto)	Sidewalks - Other - New side walk	New side walk	Sidewalk is new and features tree wells
37	Laurel Canyon B	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Uplifted/uneven -		Lacking
38	Laurel Canyon B	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other -		Reparar banquetas (Repair sidewalks)
39	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Sidewalks - Missing -		Lack of sidewalk
40	Laurel Canyon B	Strength (Fuerza)	Point (Punto)	Bike - Other - New side walk	New side walk	Single bike rack available. Opportunity to add more and make them decorative
41	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Landscaping/Shade - Other - Falta de limpieza	Falta de limpieza (Lack of cleanliness)	
42	Laurel Canyon B	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Width -		6' sidewalk 6' parkway
43	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Sidewalks - Missing -		No ADA ramp
44	Laurel Canyon B	Strength (Fuerza)	Corridor (Corredor)	Lighting - Daytime observation -		Street lights on one side
45	Laurel Canyon B	Strength (Fuerza)	Intersection (Intersección)	Art - Other - New side walk	New side walk	Mural, in good condition
46	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Landscaping/Shade - Other - Falta de limpieza un arbol	Falta de limpieza un arbol (Lack of tree maintenance)	
47	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Sidewalks - Missing -		Tree in middle of walkway
48	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Sidewalks - Other - Falta de limpieza un arbol	Falta de limpieza un arbol (Lack of tree maintenance)	
49	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Sidewalks - Missing -		
50	Laurel Canyon B	Idea	Intersection (Intersección)	#NAME?	New side walk	High visibility cross walk: cross walk current condition is faded
51	Laurel Canyon B	Strength (Fuerza)	Corridor (Corredor)	Safety - Daytime observation -		Speed bumps on street
52	Laurel Canyon B	Strength (Fuerza)	Point (Punto)	Bike - Other - New side walk	New side walk	2 bike racks available
53	Laurel Canyon B	Strength (Fuerza)	Point (Punto)	Landscaping/Shade - Other - Falta de limpieza un arbol	Falta de limpieza un arbol (Lack of tree maintenance)	
54	Laurel Canyon B	Strength (Fuerza)	Corridor (Corredor)	Landscaping/Shade - Street tree -		New trees
55	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Landscaping/Shade - Parkway or tree well -		Overgrown landscape
56	Laurel Canyon B	Strength (Fuerza)	Point (Punto)	Other - Other - Falta de limpieza un arbol	Panos solares (Solar panels)	
57	Laurel Canyon B	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Parkway or tree well -		Inconsistent sidewalks
58	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Maintenance - Other - New side walk	New side walk	Empty/ broken tree well
59	Laurel Canyon B	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Missing -		
60	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven - New	New	Mild uplift but tree root may continue lifting
61	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		
62	Laurel Canyon B	Idea	Intersection (Intersección)	- Parkway or tree well -		Add continental or other full crossing
63	Laurel Canyon B	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Missing -		
64	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Sidewalks - Missing -		

LAUREL CANYON

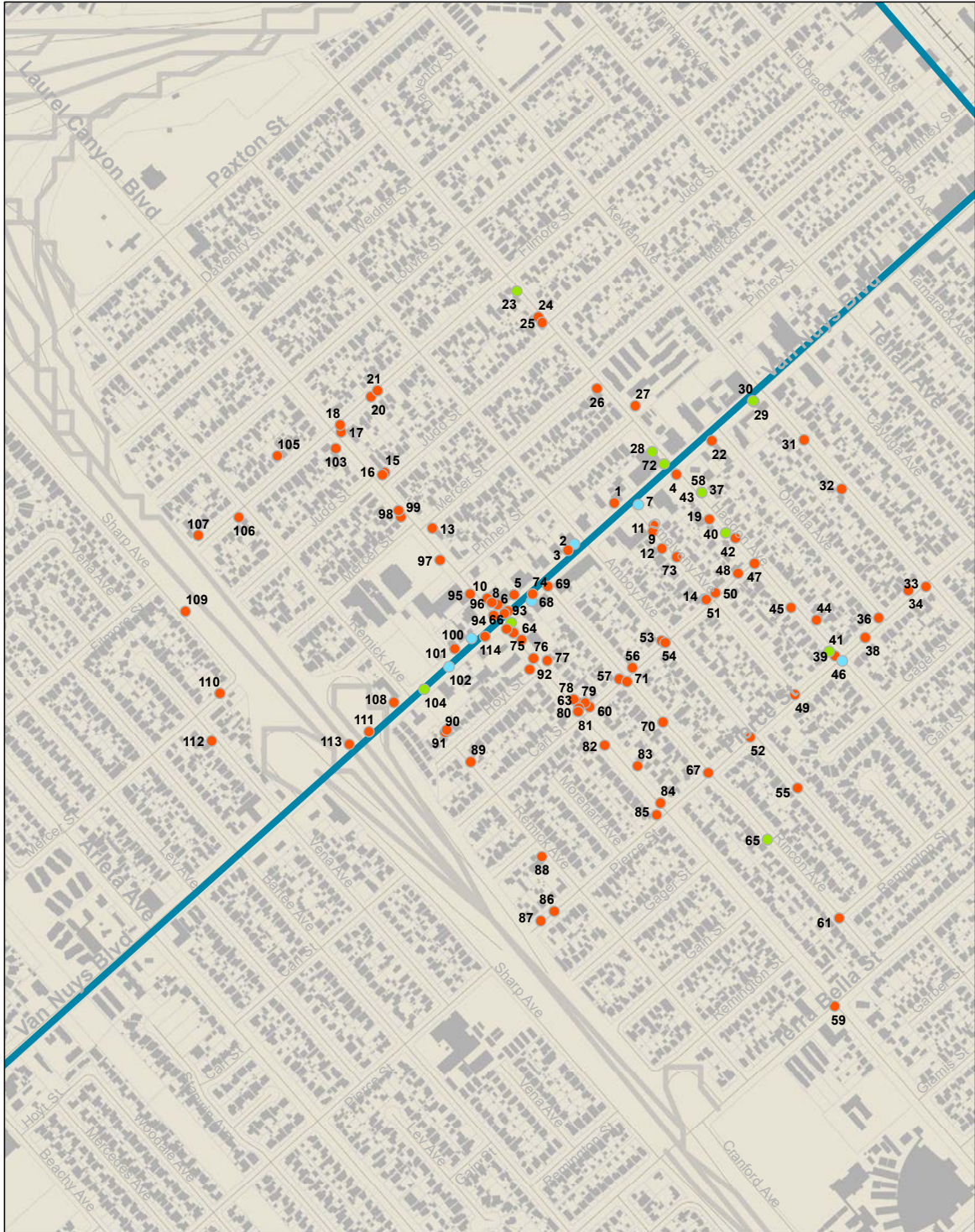
Condition #	Route	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
65	Laurel Canyon B	Barrier (Barrera)	Intersection (Intersección)	Other - Parkway or tree well -		One curb ramp but does not connect to a ramp on the other side
66	Laurel Canyon B	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other - No stripping	No stripping	
67	Laurel Canyon B	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other - pintura amarilla	pintura amarilla (yellow paint)	
68	Laurel Canyon B	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Missing - No stripping	No stripping	
69	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven - New	New	
70	Laurel Canyon B	Barrier (Barrera)	Intersection (Intersección)	Other - Parkway or tree well -		Curb ramp only on two sides, and leads to an informal sidewalk on one side. Difficult access
71	Laurel Canyon B	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other - NO ADA ramp	NO ADA ramp	
72	Laurel Canyon B	Idea	Point (Punto)	#NAME?	New	Alley could be activated into a positive/ safe cut through route
73	Laurel Canyon B	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Missing -		
74	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		Uplifted
75	Laurel Canyon B	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Missing -		No ADA ramps on all four corners
76	Laurel Canyon B	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other - Agua están cada	Agua están cada (Stagnant water)	
77	Laurel Canyon B	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Missing -		
78	Laurel Canyon B	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Width -		Wide sidewalks with parkways
79	Laurel Canyon B	Idea	Intersection (Intersección)	#NAME?	New	Make 4 way stop: currently a N/S stop sign exists but cars E/W travel pretty quickly.
80	Laurel Canyon B	Barrier (Barrera)	Intersection (Intersección)	Safety - Width -		No curb ramps
81	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Sidewalks - Missing -		
82	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven - New	New	Connection between sidewalk and alley driveway uneven
83	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven - New	New	
84	Laurel Canyon B	Barrier (Barrera)	Intersection (Intersección)	Safety - Width -		No curb ramps; informal sidewalks
85	Laurel Canyon B	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Other - South side sidewalk in good condition	South side sidewalk in good condition	
86	Laurel Canyon B	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Missing -		
87	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Other - Missing -	Visibility	Ped visibility
88	Laurel Canyon B	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Width -		Wide sidewalks and parkway
89	Laurel Canyon B	Strength (Fuerza)	Intersection (Intersección)	Crosswalks - Other - Continental crosswalk	Continental crosswalk	
90	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Safety - Other - South side sidewalk in good condition	South side sidewalk in good condition	Driveway way be too steep for ADA,/ narrow sidewalk combo
91	Laurel Canyon B	Barrier (Barrera)	Intersection (Intersección)	Safety - Width -		Two way crossing with no curb ramps at any of the four corners
92	Laurel Canyon B	Idea	Point (Punto)	#NAME?	Continental crosswalk	Bus shelter
93	Laurel Canyon B	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other - Non compliant ADA RAMP	Non compliant ADA RAMP	N
94	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		
95	Laurel Canyon B	Barrier (Barrera)	Point (Punto)	Safety - Other - South side sidewalk in good condition	South side sidewalk in good condition	Parkway is a hole below level of sidewalk
96	Laurel Canyon B	Barrier (Barrera)	Intersection (Intersección)	- Uplifted/uneven -		No ramps
97	Laurel Canyon B	Strength (Fuerza)	Intersection (Intersección)	Crosswalks - Other - Continental crosswalk	Continental crosswalk	
98	Laurel Canyon B	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Other -		Inconsistent sidewalks
99	Laurel Canyon C	Barrier (Barrera)	Corridor (Corredor)	Traffic Speed		
100	Laurel Canyon C	Barrier (Barrera)	Corridor (Corredor)	Other	A lot of traffic	
101	Laurel Canyon C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Other -		They need to work on this side walk for the people of handicap
102	Laurel Canyon C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Other -		What is this though?? Needs a lot of work
103	Laurel Canyon C	Barrier (Barrera)	Corridor (Corredor)	Art - Other -		They need to add trees on this street
104	Laurel Canyon C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Missing -		Fix asap
105	Laurel Canyon C	Barrier (Barrera)	Corridor (Corredor)	Other - Missing -	Sidewalk	Fix both sides
106	Laurel Canyon C	Barrier (Barrera)	Corridor (Corredor)	Street Furniture - Missing -		Fix this sign it's not safe
107	Laurel Canyon C	Barrier (Barrera)	Corridor (Corredor)	Safety - Missing -		Not safe someone could trip and fall need to fix this sidewalk
108	Laurel Canyon C	Barrier (Barrera)	Corridor (Corredor)	Maintenance - Missing -		Need to keep it clean and fix the sidewalk
109	Laurel Canyon C	Barrier (Barrera)	Corridor (Corredor)	Crosswalks - Midblock -		What is this
110	Laurel Canyon C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Uplifted/uneven -		
111	Laurel Canyon C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Uplifted/uneven -		
112	Laurel Canyon C	Barrier (Barrera)	Corridor (Corredor)	Safety - Uplifted/uneven -		To dangerous
113	Laurel Canyon C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Uplifted/uneven -		
114	Laurel Canyon C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Uplifted/uneven -		
115	Laurel Canyon C	Barrier (Barrera)	Corridor (Corredor)	Street Furniture		
116	Laurel Canyon C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Uplifted/uneven -		
117	Laurel Canyon C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Uplifted/uneven -		
118	Laurel Canyon D	Barrier (Barrera)	Intersection (Intersección)	Sidewalks - Width -		Sidewalks are very narrow given bus transfer activity, bicyclists on sidewalk; people of all ages here
119	Laurel Canyon D	Barrier (Barrera)	Intersection (Intersección)	Safety - Width -		High volume high-speed intersection feels unsafe as a ped
120	Laurel Canyon D	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		Laurel Canyon has street trees missing uneven sidewalks no shade trees at
121	Laurel Canyon D	Barrier (Barrera)	Point (Punto)	Sidewalks - Other -		Another cyclist business use of sidewalk diminishes with and cyclists on most
122	Laurel Canyon D	Barrier (Barrera)	Point (Punto)	Safety - Other -		Very wide driveways at commercial centers and lots of cars pulling in
123	Laurel Canyon D	Barrier (Barrera)	Corridor (Corredor)	Maintenance - Other -		New street trees in Parkway don't look so good on Lau

LAUREL CANYON

Condition #	Route	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
124	Laurel Canyon D	Barrier (Barrera)	Corridor (Corredor)	Safety - Other -		Too much traffic and cars moving fast on Laurel Canyon. No buffer for pedestrians to feel comfortable
125	Laurel Canyon D	Idea	Corridor (Corredor)			Bench needs shade
126	Laurel Canyon D	Barrier (Barrera)	Corridor (Corredor)	Sidewalks		Sidewalk in disrepair. Needs more ADA improvement.
127	Laurel Canyon D	Idea	Corridor (Corredor)			Add more bike racks.
128	Laurel Canyon D	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Missing -		No sidewalk on Fillmore to get to bus stops on Laurel Canyon or station
129	Laurel Canyon D	Strength (Fuerza)	Corridor (Corredor)	Bike		Separated bike way.
130	Laurel Canyon D	Barrier (Barrera)	Corridor (Corredor)	Safety - Missing -		No shade trees or landscaping or sidewalks. Cars are double park so you have to walk in the street
131	Laurel Canyon D	Barrier (Barrera)	Point (Punto)	Sidewalks - Missing -		Access ramps a corner but no sidewalks to join them.
132	Laurel Canyon D	Barrier (Barrera)	Point (Punto)	Safety - Missing -		Tunnel
133	Laurel Canyon D	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Width -		Narrow sidewalk, non ada compliant.
134	Laurel Canyon D	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Missing -		
135	Laurel Canyon D	Barrier (Barrera)	Corridor (Corredor)	Safety - Missing -		Sidewalks only on one side of Mercer. Lighting seems sparse and only on utility poles
136	Laurel Canyon D	Barrier (Barrera)	Corridor (Corredor)	Crosswalks - Midblock -		Needs signalization for freeway off ramps for pedestrian safety.
137	Laurel Canyon D	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Missing -		No sidewalks on either side of Vena
138	Laurel Canyon D	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Other -		Dirt runoff from freeway.
139	Laurel Canyon D	Barrier (Barrera)	Corridor (Corredor)	Safety - Missing -		Lots of wide driveways on Van Nuys near Laurel Canyon so Pat and car conflicts
140	Laurel Canyon D	Barrier (Barrera)	Intersection (Intersección)	Safety - Missing -		Intersections are busy and intimidating at rush-hour

Strengths 21
 Barriers 109
 Ideas 10

LAUREL CANYON



LEGEND

Laurel Canyon Station

Recorded Conditions

- Barrier (Barrera)
- Idea
- Strength (Fuerza)

Metrolink_Routes

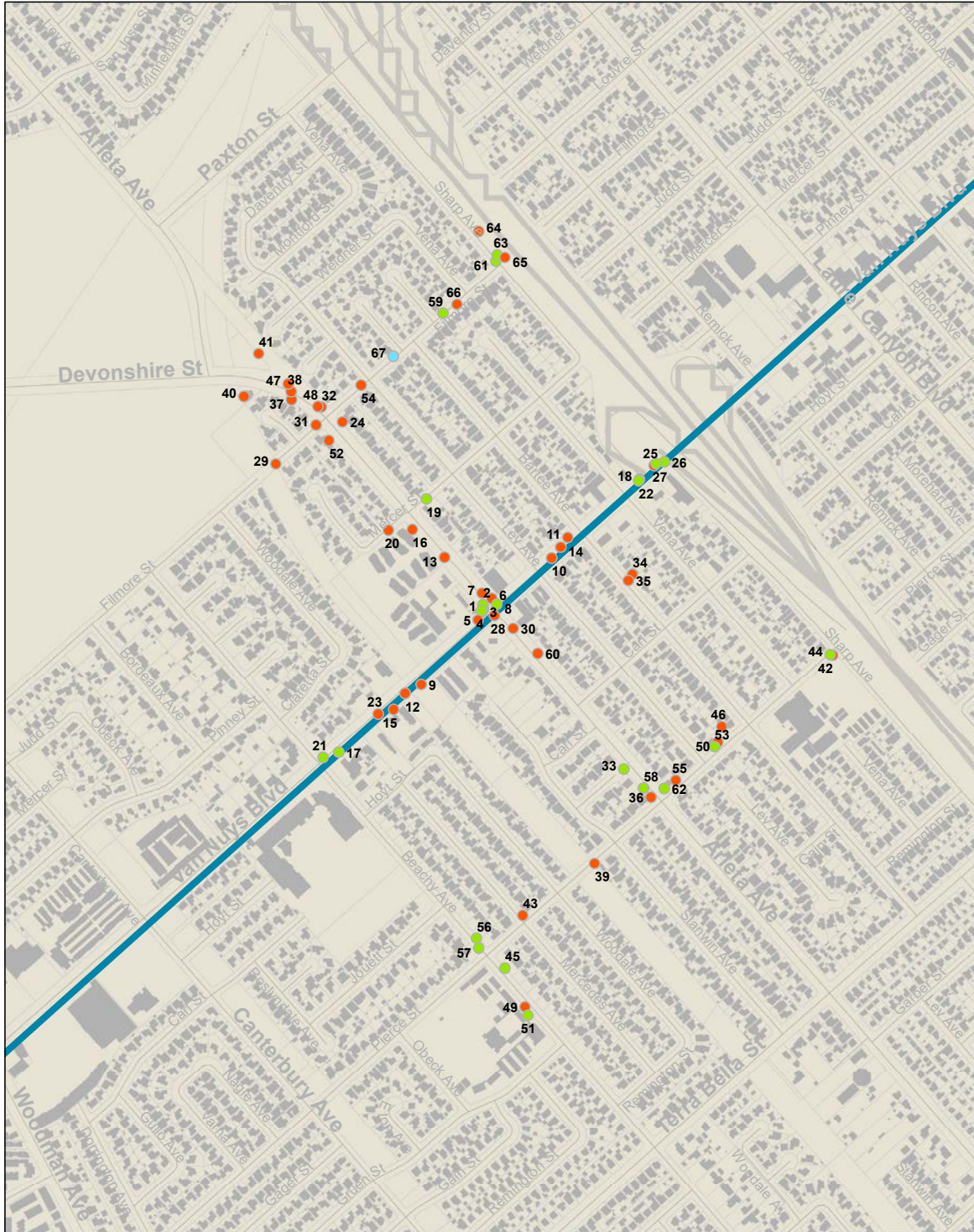
ARLETA

Conditon #	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
1	Strength	Point	Art - Width		Public art near Devonshire Arleta Park
2	Strength	Point	Bus Stop		
3	Barrier	Point	Bus Stop		Unshaded and next to driveway
4	Strength	Point	Bus Stop		Test
5	Barrier	Point	Bus Stop - Missing		Unshaded
6	Barrier	Point	Bus Stop - Other tree		No shade
7	Barrier	Point	Bus Stop - Street tree Ped bike bridge	Ped bike bridge	No bench or shade
8	Strength	Point	Bus Stop - Striped crosswalk		Clean stop near carousel bakery
9	Barrier	Intersection	Crosswalks - Striped crosswalk		TIMING - short
10	Barrier	Intersection	Crosswalks - Striped crosswalk		Needs continental crosswalks at all crossings
11	Barrier	Intersection	Crosswalks - Striped crosswalk		Continental cross fox car speeds are slower because of big dip in intersection
12	Barrier	Corridor	Landscaping/Shade - Other tree		Low growing trees needed for shade
13	Barrier	Corridor	Landscaping/Shade - Street tree		No shade trees; lots of driveways
14	Barrier	Corridor	Landscaping/Shade - Street tree		Lacking shade
15	Barrier	Corridor	Landscaping/Shade - Street tree		Very few street trees but more on private property
16	Barrier	Corridor	Landscaping/Shade - Street tree Ped bike bridge	Ped bike bridge	No trees
17	Strength	Corridor	Landscaping/Shade Parkway or tree well		Parkway 8' sidewalk 12'
18	Strength	Corridor	Landscaping/Shade Parkway or tree well		10' sidewalk 5' parkway
19	Strength	Corridor	Landscaping/Shade Parkway or tree well		5' sidewalk 5' parkway
20	Barrier	Corridor	Landscaping/Shade Parkway or tree well		5' sidewalk; 7' parkway; spotty trees
21	Strength	Corridor	Landscaping/Shade Parkway or tree WidthPed bike bridge	Ped bike bridge	5' sidewalk 5' parkway
22	Strength	Corridor	Landscaping/Shade Parkway or tree WidthPed bike bridge	Ped bike bridge	5' sidewalk 5' parkway
23	Barrier	Point	Maintenance - Uplifted/uneven		TRASH
24	Barrier	Intersection	Other		tree wello corners or auto uses which are not ped friendly. Need duel curb ramps at all four corners
25	Barrier	Corridor	Other - Missing	Access	Bad access to park
26	Strength	Point	Other - Missing	Access	Small path to neighborhood to park
27	Strength	Point	Other - Street tree		Cul de sac with entrance to Arleta
28	Barrier	Corridor	Other - Width	Inviting	Fences taller, houses more isolated, less eyes on street (no peds so far)
29	Barrier	Point	Other - Width		Tunnel under freeway
30	Barrier	Point	Other - Width	Access	No ada access to tunnel under freeway, low lit
31	Barrier	Point	Safety		No barrier bw private parking and sidewalk (sidewalk 9' 5walkway 4' parkway
32	Barrier	Point	Safety - Street tree		Ped tunnel under fwy near Sharp elementary school is creepy but provides linkage
33	Strength	Corridor	Safety - Street tree Ped bike bridge	Ped bike bridge	Speed bumps school safety zone
34	Barrier	Intersection	Safety - Striped crosswalk		Peds must cross wide freeway on ramp with fast moving cars & trucks
35	Barrier	Point	Safety - Width		Freeway underpass dark long with no buffer for peds
36	Barrier	Point	Safety - Width		Second fwy on-ramp also big barrier on southside of Van Nuys
37	Barrier	Corridor	Sidewalks		12.5' sidewalk No parkway
38	Barrier	Corridor	Sidewalks - Missing		Only on one side
39	Barrier	Point	Sidewalks - Missing		For portion of one side near Devonshire Arleta Park... can't cross to park after crossing Arleta st
40	Barrier	Corridor	Sidewalks - Missing		(Add on) 1' sidewalk
41	Barrier	Corridor	Sidewalks - Missing		
42	Barrier	Corridor	Sidewalks - Missing		
43	Barrier	Corridor	Sidewalks - Other		Power poles unattractive
44	Strength	Corridor	Sidewalks - Other		Mohr parking as we approach Van Nuys probably overflow from commercial ?
45	Strength	Point	Sidewalks - Other Ped bike bridge	Ped bike bridge	Over the wash 5' sidewalk; 4 parkway
46	Barrier	Corridor	Sidewalks - Striped crosswalk		Sidewalk feels and arrow and exposed given Arleta driveways, traffic speeds
47	Barrier	Point	Sidewalks - Uplifted/uneven		
48	Barrier	Point	Sidewalks - Uplifted/uneven		
49	Barrier	Point	Sidewalks - Uplifted/uneven		

ARLETA

Conditon #	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
50	Barrier	Point	Sidewalks - Uplifted/uneven		
51	Strength	Corridor	Sidewalks - Width		7.5'
52	Barrier	Corridor	Sidewalks - Width		5' sidewalk; 7' parkway
53	Strength	Corridor	Sidewalks - Width		> 9' 4' walkway 6' parkway
54	Barrier	Corridor	Sidewalks - Width		< 9'; Until and light poles narrow access; Noncompliant Path.
55	Barrier	Corridor	Sidewalks - Width		5' sidewalk; 6' parkway
56	Strength	Corridor	Sidewalks - Width		> 9' 23' wide!! For a small portion. Then narrows to 5'
57	Strength	Corridor	Sidewalks - Width		(Add on) narrows to 7'
58	Strength	Corridor	Sidewalks - Width		11' sidewalk no trees
59	Strength	Corridor	Sidewalks - Width		> 9' 6' parkway 5' walkway
60	Barrier	Corridor	Sidewalks - Width		< 9' along freeway 2' only?
61	Strength	Corridor	Sidewalks - Width		> 9' 5' walkway 5' parkway
62	Strength	Corridor	Sidewalks - WidthPed bike bridge	Ped bike bridge	12' wide
63	Strength	Point	Signage - Street tree Ped bike bridge	Ped bike bridge	School zone
64	Barrier	Point	Street Furniture - Width		Awkward pole and tree well placement
65	Barrier	Intersection	Traffic Speed		Van Nuys cars are going very fast not comfortable for peds
66	Barrier	Corridor	Traffic Speed - Other tree		Cars going faster than posted 35 miles per hour speed
67	Idea	Point	Width		Add signal, or midblock somewhere. Long stretch before can cross, street curve reduces visibility
68	Idea	Point	Width		Bike path along Tujunga wash?
Strengths	23				
Barriers	43				
Ideas	2				

ARLETA



LEGEND

Arleta Station

Recorded Conditions

- Barrier
- Idea
- Strength

WOODMAN

Condition #	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
1	Barrier	Corridor	Bike		No bicyclists at peak hour 8a; high vehicle speeds
2	Barrier	Point	Bike - Missing		Unsafe bike route
3	Strength	Corridor	Bike - Other ADA	ADA	Slow speeds, 3 bicyclists on Canterbury
4	Barrier	Point	Bike - Width		Bicyclist on sidewalk
5	Strength	Point	Bus Stop - Missing		
6	Barrier	Point	Bus Stop - Striped crosswalk		Amenities and signage are barriers on the sidewalk
7	Strength	Point	Bus Stop - Width		Metro rapid 788
8	Barrier	Point	Bus Stop - Width		Unshaded
9	Strength	Point	Bus Stop - Width		
10	Strength	Point	Bus Stop - Width		
11	Strength	Point	Bus Stop Parkway or tree well		
12	Strength	Point	Bus Stop Parkway or tree well		
13	Barrier	Intersection	Crosswalks - Striped crosswalk		
14	Barrier	Intersection	Crosswalks - Striped crosswalk		Do you dual access ramps. Turning cars are moving pretty fast. Turn radii too big NW corner
15	Strength	Intersection	Crosswalks - Striped crosswalk		Only tree wello of for crosswalks our yellow continental
16	Barrier	Intersection	Crosswalks - Striped crosswalk		Missing ADA access ramps at north east corner; auto uses not ped friendly at tree wello corners
17	Barrier	Intersection	Crosswalks - Unstriped crosswalk		Need directional access ramp and smaller turn radii
18	Barrier	Intersection	Crosswalks - Unstriped crosswalk		Too wide and uncontrolled for walkers to safely cross
19	Barrier	Intersection	Crosswalks - Unstriped crosswalk		For bike and ped safety
20	Barrier	Intersection	Crosswalks - Unstriped crosswalk		Not all 4 ADA
21	Barrier	Point	Crosswalks - Width		No push buttons
22	Idea	Intersection	Daytime observation		Controlled crosswalk needed
23	Strength	Corridor	Landscaping/Shade - Other tree		Nice private trees along sidewalk
24	Barrier	Corridor	Landscaping/Shade - Street tree		Need more shade trees in Parkway or tree wells; < 9' sidewalk peppermint trees good size for conditions; good to infill 20' apart it's possible
25	Strength	Corridor	Landscaping/Shade Parkway or tree well		
26	Strength	Corridor	Landscaping/Shade Parkway or tree well		
27	Barrier	Corridor	Landscaping/Shade Parkway or tree well		street trees not necessarily shady; infill more shade trees
28	Strength	Corridor	Landscaping/Shade Parkway or tree well		
29	Strength	Corridor	Landscaping/Shade Parkway or tree well		6' walkway 4' parkway
30	Barrier	Corridor	Landscaping/Shade Parkway or tree well		Missing trees in tree wells
31	Barrier	Corridor	Landscaping/Shade Parkway or tree well		Play single family homes Parkway and treat conditions are really varied and poor in places
32	Strength	Corridor	Landscaping/Shade Parkway or tree well		7' parkway; 4' sidewalk
33	Barrier	Corridor	Landscaping/Shade Parkway or tree well		Little to no shade trees in parkway
34	Strength	Point	Landscaping/Shade Parkway or tree well		
35	Strength	Corridor	Landscaping/Shade Parkway or tree well		12' 7parkway
36	Barrier	Corridor	Landscaping/Shade Parkway or tree well		Conditions along SFR very spotty in Parkway. Trees are very irregular and missing in many places
37	Barrier	Corridor	Lighting Daytime observation -		Per resident no lighting with speeding cars
38	Strength	Point	Maintenance		Trash cans maintained
39	Barrier	Corridor	Maintenance		TRASH on sidewalks
40	Barrier	Point	Maintenance - Width		TRASH - carts
41	Barrier	Corridor	Maintenance - Width		Less maintained landscaping, interferes with walking experience although has parkway
42	Barrier	Point	Maintenance - Width		TRASH - carts
43	Strength	Point	Other		Nice parking lot
44	Strength	Point	Other		Nice entry plaza to high school
45	Barrier	Point	Other - Width	Land use	Empty lot, utility corridor, Canterbury and filmore
46	Barrier	Corridor	Other - Width	Noise	High travel speeds
47	Idea	Corridor	Parkway or tree well		Extra space in street?
48	Strength	Corridor	Safety		> 9' 12' with 8' walkway and 4' tree well or utility pole
49	Barrier	Corridor	Safety	Car	Congested traffic during peak high school hours
50	Strength	Corridor	Safety - Other ADA	ADA	eyes on the street, many people walking around
51	Barrier	Intersection	Safety - Width		Eastbound cars on plumber should be held back on read turning south on Woodmen for ped safety
52	Barrier	Corridor	Sidewalks - Missing		On one side of the street
53	Barrier	Corridor	Sidewalks - Missing		On one side
54	Barrier	Corridor	Sidewalks - Missing		
55	Barrier	Corridor	Sidewalks - Missing		On one side

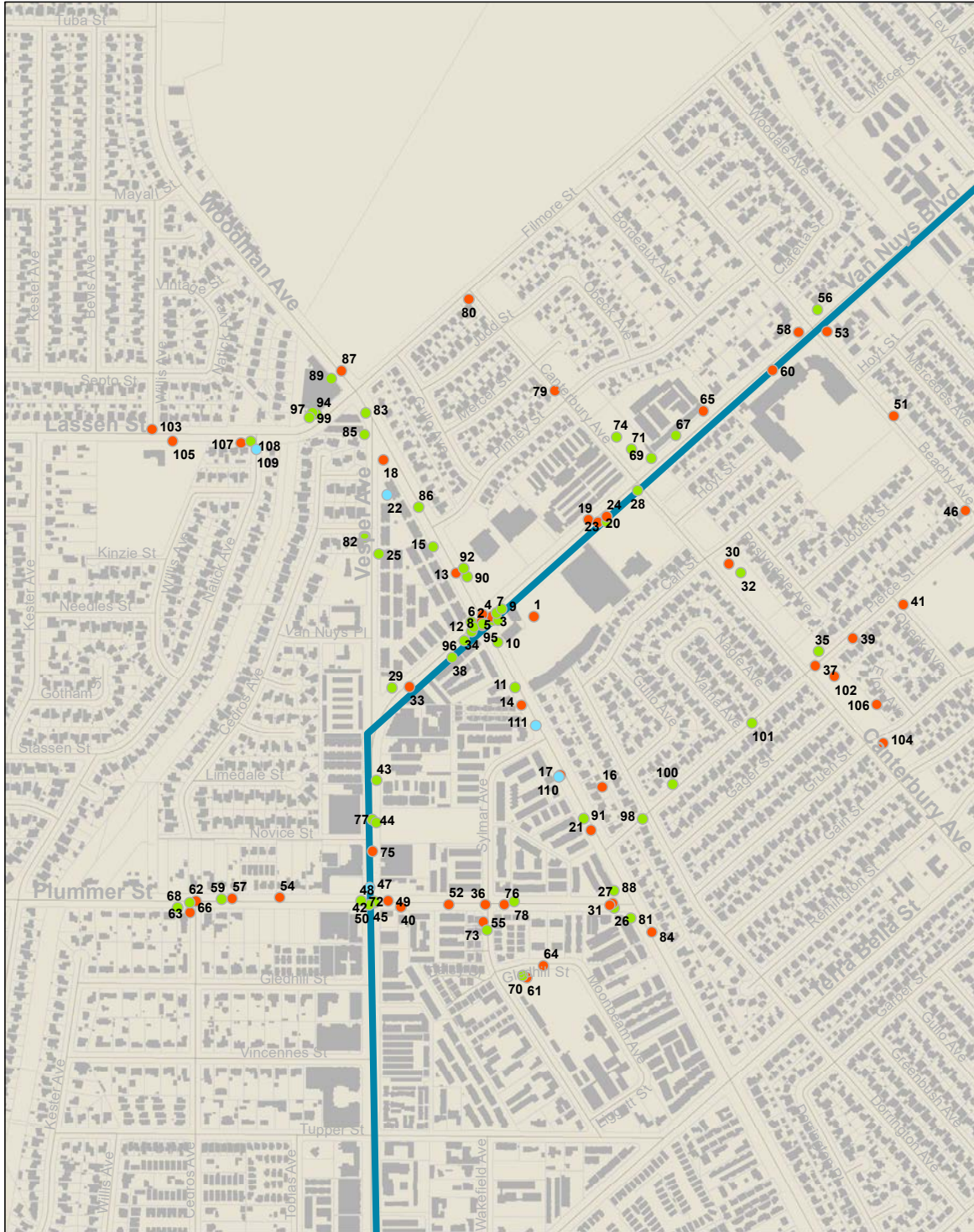
WOODMAN

Condition #	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
56	Strength	Corridor	Sidewalks - Missing		Neighborhood trail along SCE right-of-way seems established. Could be alternate path
57	Barrier	Corridor	Sidewalks - Other		Properties near Van Nuys are not conducive to peds; Auto uses and dumping in parkway
58	Barrier	Corridor	Sidewalks - Other		Uplift and dumping at some properties
59	Strength	Corridor	Sidewalks - Other		10' dirt path mobile home parking along street
60	Barrier	Corridor	Sidewalks - Other ADA	ADA	Non ADA ramps
61	Barrier	Point	Sidewalks - Uplifted/uneven		
62	Barrier	Point	Sidewalks - Uplifted/uneven		
63	Barrier	Point	Sidewalks - Uplifted/uneven		
64	Barrier	Point	Sidewalks - Uplifted/uneven		
65	Barrier	Corridor	Sidewalks - Uplifted/uneven		
66	Strength	Corridor	Sidewalks - Width		13'
67	Strength	Corridor	Sidewalks - Width		9' some uplift, parking & bike lane buffers
68	Strength	Corridor	Sidewalks - Width		10' sidewalk 4x4 tree wells with sb trees
69	Strength	Corridor	Sidewalks - Width		10' with 4x4 tree well with lots of root uplifting
70	Strength	Corridor	Sidewalks - Width		> 9' 11' sidewalk parkway 6' walkway 5'
71	Strength	Corridor	Sidewalks - Width		> 9' 5' walkway 6' parkway
72	Strength	Corridor	Sidewalks - Width		< 9'; 5' sidewalk, 4' parkway
73	Strength	Corridor	Sidewalks - Width		10' with 4x4 tree wells
74	Strength	Corridor	Sidewalks - Width		9.5' sidewalk 4x4 tree well
75	Barrier	Corridor	Sidewalks - Width		> 9' 11' no parkway outside Breechy School
76	Barrier	Corridor	Sidewalks - Width		< 9'; Only 6' wide and cars parked right at the back edge
77	Strength	Corridor	Sidewalks - Width		> 9'
78	Strength	Corridor	Sidewalks - Width		10' with 4x4 tree wells just in front of fire station
79	Barrier	Corridor	Sidewalks - Width		5' sidewalk; 4.5 parkway
80	Barrier	Corridor	Sidewalks - Width		6' but driveway slopes are not ADA
81	Strength	Corridor	Sidewalks - Width		> 9' 5' walkway 5' parkway
82	Strength	Corridor	Sidewalks - Width		5' sidewalk; 6.5' parkway
83	Strength	Corridor	Sidewalks - Width		> 9' 4' tree well 8' walkway
84	Barrier	Corridor	Sidewalks - Width		7' wide with non ADA sloped driveways
85	Strength	Corridor	Sidewalks - Width		Greater the 9' foot sidewalk street trees and tree wells
86	Strength	Corridor	Sidewalks - Width		> 9' 11' walkway no tree well
87	Barrier	Corridor	Sidewalks - Width		< 9'
88	Strength	Corridor	Sidewalks - Width		> 9'
89	Strength	Corridor	Sidewalks - Width		10' sidewalk 4' parkway
90	Strength	Corridor	Sidewalks - Width		> 9' 5' walkway 5' parkway, no side walk other side with utility corridor
91	Strength	Corridor	Sidewalks - Width		> 9'; need more infill street trees note utility poles and load wires
92	Strength	Corridor	Sidewalks - Width		> 9' 5' walkway 6' parkway
93	Strength	Corridor	Sidewalks - Width		5' sidewalk; 7' parkway
94	Strength	Corridor	Sidewalks - Width		No street parking in bike lane are a good buffer
95	Strength	Corridor	Sidewalks - Width		8' walkway 4x4 tree wells
96	Strength	Corridor	Sidewalks - Width		> 9' 11' sidewalk no parkway but feels open and shaded from private lot (Walgreens)
97	Strength	Corridor	Sidewalks - Width		8' walkway 4x4 tree wells
98	Strength	Corridor	Sidewalks - Width		4' sidewalk; 7' parkway
99	Strength	Corridor	Sidewalks - Width		4' sidewalk; 6.5' parkway
100	Strength	Corridor	Sidewalks - Width ADA	ADA	> 9' 4' walkway and 6' parkway
101	Strength	Point	Signage		Bike sign
102	Strength	Point	Signage		School
103	Barrier	Corridor	Signage - Width		Speed sign not adhered to
104	Barrier	Point	Signage Parkway or tree well		Add sign "slow curve signal ahead"
105	Barrier	Intersection	Traffic Speed		Fast moving cars
106	Barrier	Intersection	Traffic Speed - Striped crosswalk		left and right turns are very busy and too fast
107	Barrier	Corridor	Traffic Speed - Width		Too fast for residential
108	Barrier	Corridor	Traffic Speed - Width		Too fast and traffic congestion at night time speed racing resident
109	Strength	Corridor	Traffic Speed - Width		Speed bumps
109	Idea	Intersection	Unstriped crosswalk		Add controlled crossing

WOODMAN

Condition #	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
110	Idea	Point	Uplifted/uneven		Add controlled crossing
111	Idea	Corridor	Width		Extra lane space between sidewalk & bike, not parking
Strengths	54				
Barriers	52				
Ideas	5				

WOODMAN



LEGEND

Woodman Station

Recorded Conditions

- Barrier
- Idea
- Strength

NORDHOFF

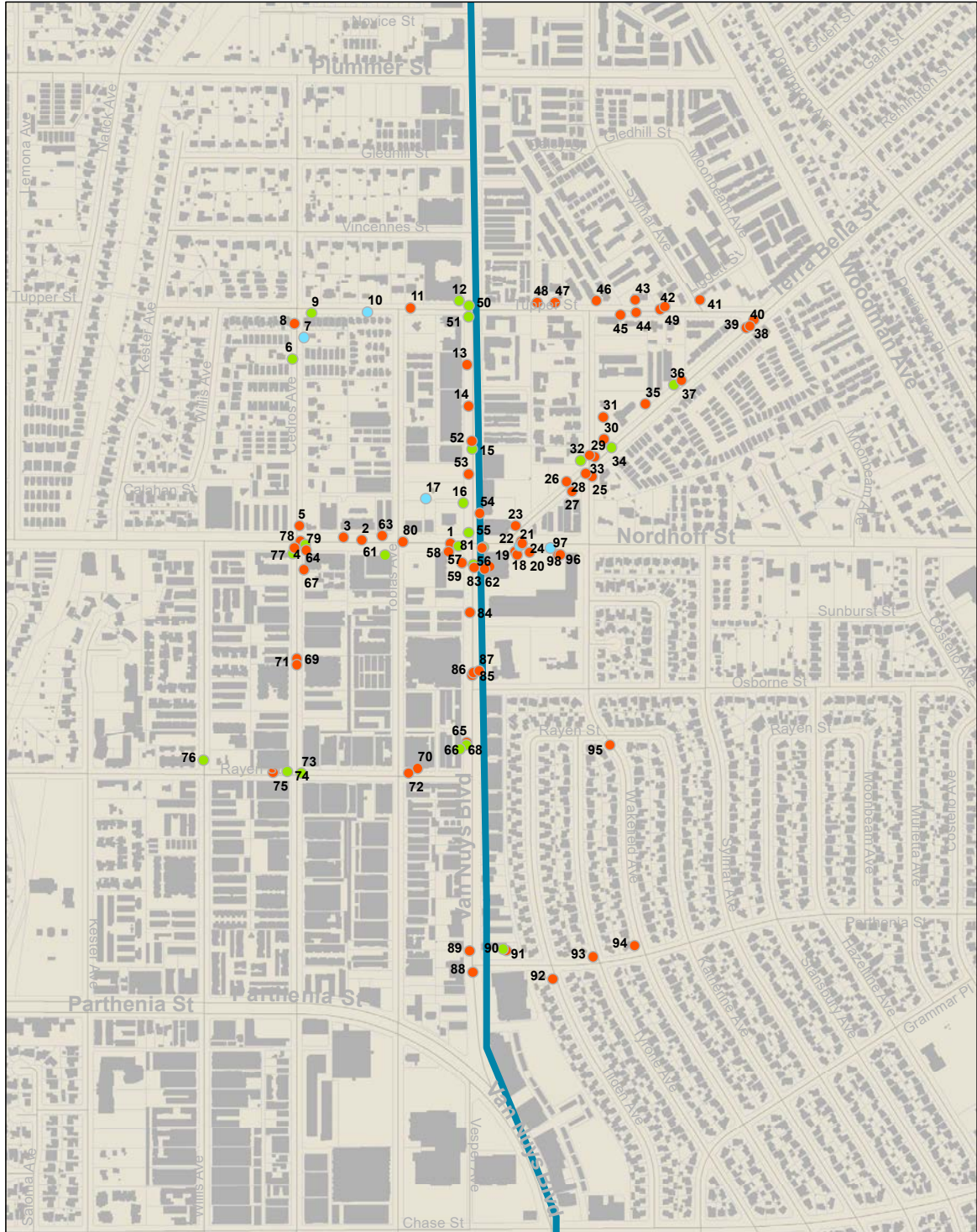
Condition #	Route	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
1	Nordhoff A	Barrier (Barrera)	Corridor (Corredor)			Constrained corridor by trees that uproot sidewalk
2	Nordhoff A	Barrier (Barrera)	Corridor (Corredor)			Sidewalk narrows, but like that the parkway and parked cars buffer the sidewalk.
3	Nordhoff A	Barrier (Barrera)	Point (Punto)			Uprooted sidewalk
4	Nordhoff A	Barrier (Barrera)	Corridor (Corredor)	Bike		Bike lane on Nordhoff feels unsafe due to fast moving cars. Need more protection for cyclists to station.
5	Nordhoff A	Barrier (Barrera)	Corridor (Corredor)			Sidewalks have a lot of illegal dumping on sidewalk on narrow sidewalks.
6	Nordhoff A	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Other -		Some parts of Sedro's are OK to walk and are well-maintained. Other stretches are not with debris on sidewalk.
7	Nordhoff A	Idea	Point (Punto)	- Other -		Empty lot on Cedros, would be good to consider as future park development.
8	Nordhoff A	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other -		Missing ramp, sidewalks on Tupper
9	Nordhoff A	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Other -		Very nice maintained and shaded section of Tupper
10	Nordhoff A	Idea	Corridor (Corredor)	Other -		Need shade structures at bus stops
11	Nordhoff A	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other -		neighborhood
12	Nordhoff A	Strength (Fuerza)	Point (Punto)	Sidewalks - Other -		So I walk is pretty wide and in good condition near new housing project with landscape on private edge
13	Nordhoff A	Barrier (Barrera)	Point (Punto)	Sidewalks - Other -		A walkway and sidewalk narrowed and grassy Parkway appears now.
14	Nordhoff A	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Other -		If parked cars and bike lane go away walking on the sidewalk won't feel as comfortable in the
15	Nordhoff A	Strength (Fuerza)	Point (Punto)	Sidewalks - Other -		Property with Astroturf Parkway and sidewalk edge looks clean
16	Nordhoff A	Strength (Fuerza)	Point (Punto)	Other - Other -		Could have a shorter quieter walk through the pocket park on Van Nuys north of Nordhoff instead of walking Nordhoff.
17	Nordhoff A	Idea	Point (Punto)	Other -		Could Keep Tobias Ave., Park open at night and light pad is better so it could be used as a shortcut to Nordhoff station from neighborhood
18	Nordhoff B	Barrier (Barrera)	Corridor (Corredor)	Crosswalks		Lack of crosswalk across nordhoff
19	Nordhoff B	Barrier (Barrera)	Point (Punto)	Landscaping/Shade - Street tree -		No shade trees. But at least an overhang
20	Nordhoff B	Barrier (Barrera)	Intersection (Intersección)	Safety - Street tree -		Blind corner
21	Nordhoff B	Idea	Intersection (Intersección)	Street tree -		Space for island
22	Nordhoff B	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Street tree -		No trees. Sad little stretch
23	Nordhoff B	Barrier (Barrera)	Intersection (Intersección)	Crosswalks		Wide intersection
24	Nordhoff B	Barrier (Barrera)	Corridor (Corredor)	Sidewalks		No shade trees
25	Nordhoff B	Barrier (Barrera)	Intersection (Intersección)	Crosswalks		Wide intersection & no crosswalks/curbcut
26	Nordhoff B	Barrier (Barrera)	Intersection (Intersección)	Sidewalks		No sidewalk
27	Nordhoff B	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Missing -		
28	Nordhoff B	Barrier (Barrera)	Intersection (Intersección)	Crosswalks		No curbcut
29	Nordhoff B	Barrier (Barrera)	Point (Punto)	Sidewalks		Poor quality
30	Nordhoff B	Barrier (Barrera)	Point (Punto)	Sidewalks		Does not connect
31	Nordhoff B	Barrier (Barrera)	Point (Punto)	Sidewalks - Missing -		Sidewalk ends :(
32	Nordhoff B	Strength (Fuerza)	Point (Punto)	Landscaping/Shade		Good shade trees, terrible sidewalk
33	Nordhoff B	Barrier (Barrera)	Point (Punto)	Sidewalks		Sidewalk ends
34	Nordhoff B	Strength (Fuerza)	Point (Punto)	Sidewalks		Nice sidewalk and trees
35	Nordhoff B	Barrier (Barrera)	Point (Punto)	Sidewalks		Sidewalk ends midblock
36	Nordhoff B	Strength (Fuerza)	Point (Punto)	Sidewalks		Nice sidewalk and trees
37	Nordhoff B	Barrier (Barrera)	Corridor (Corredor)	Traffic Speed - Missing -		Widened street means nice sidewalks but fast traffic on neighborhood street
38	Nordhoff B	Barrier (Barrera)	Intersection (Intersección)	Crosswalks		None, and wide intersection
39	Nordhoff B	Barrier (Barrera)	Intersection (Intersección)	Traffic Speed		Wide intersection allows for fast traffic/turns
40	Nordhoff B	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Street tree -		
41	Nordhoff B	Barrier (Barrera)	Point (Punto)	Landscaping/Shade - Street tree -		None
42	Nordhoff B	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Missing -		
43	Nordhoff B	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		
44	Nordhoff B	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		
45	Nordhoff B	Barrier (Barrera)	Point (Punto)	Sidewalks - Missing -		Ends
46	Nordhoff B	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Missing -		No marked crosswalk or curbcut
47	Nordhoff B	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Missing -		None
48	Nordhoff B	Barrier (Barrera)	Point (Punto)	Street Furniture - Uplifted/uneven -		Debris
49	Nordhoff B	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Street tree -		Sidewalk ends
50	Nordhoff B	Strength (Fuerza)	Intersection (Intersección)	Crosswalks - Missing -		Nice, but faded
51	Nordhoff B	Strength (Fuerza)	Corridor (Corredor)	Landscaping/Shade - Missing -		
52	Nordhoff B	Barrier (Barrera)	Point (Punto)	Landscaping/Shade - Missing -		Missing tree
53	Nordhoff B	Barrier (Barrera)	Point (Punto)	Other - Uplifted/uneven -	Sad storefronts	Blacked out windows and doors. Business is only accessible from rear parking
54	Nordhoff B	Barrier (Barrera)	Point (Punto)	Bus Stop - Missing -		No shade at bus bench
55	Nordhoff B	Strength (Fuerza)	Intersection (Intersección)	Crosswalks - Missing -		Well marked crosswalk but fast traffic
56	Nordhoff B	Strength (Fuerza)	Point (Punto)	Other - Uplifted/uneven -	Welcoming church	Street facing entrance
57	Nordhoff C	Strength (Fuerza)	Point (Punto)	Crosswalks - Other - Crosswalk and ramp	Crosswalk and ramp	Good ramp and clear crosswalk and crosswind signals
58	Nordhoff C	Barrier (Barrera)	Point (Punto)	Bus Stop		Narrow sidewalk
59	Nordhoff C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Width - Crosswalk and ramp	Crosswalk and ramp	Narrow, street furniture barriers, limited area for busstop
60	Nordhoff C	Barrier (Barrera)	Corridor (Corredor)	- Width - crosswalk and ramp	Crosswalk and ramp	
61	Nordhoff C	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Width -		Good conditions and wide
62	Nordhoff C	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Street tree - Crosswalk and ramp	Crosswalk and ramp	Lack of sufficient shade
63	Nordhoff C	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Width -		Insufficient number of shade trees
64	Nordhoff C	Strength (Fuerza)	Corridor (Corredor)	Bike - Width -		Bike lanes on Nordhoff
65	Nordhoff C	Barrier (Barrera)	Point (Punto)	Bus Stop - Street tree - Crosswalk and ramp	Crosswalk and ramp	No bus shelter
66	Nordhoff C	Strength (Fuerza)	Point (Punto)	Bus Stop - Street tree - Crosswalk and ramp	Crosswalk and ramp	Seating shade trash can wide sidewalk

NORDHOFF

Condition						
#	Route	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
67	Nordhoff C	Barrier (Barrera)	Corridor (Corredor)	Maintenance - Width -		Lot of dumped trash
68	Nordhoff C	Strength (Fuerza)	Corridor (Corredor)	Landscaping/Shade - Parkway or tree well	Crosswalk and ramp	Nice landscaping
69	Nordhoff C	Barrier (Barrera)	Point (Punto)	Maintenance - Width -		Trash blocking sidewalk
70	Nordhoff C	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven - Crosswalk a	Crosswalk and ramp	Sidewalk uneven
71	Nordhoff C	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Width -		Lack of trees
72	Nordhoff C	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other - Crosswalk and ramp	Crosswalk and ramp	No ramps or crosswalk
73	Nordhoff C	Strength (Fuerza)	Corridor (Corredor)	Landscaping/Shade - Street tree - Crossw	Crosswalk and ramp	Nice path with some shade, could use more trees
74	Nordhoff C	Strength (Fuerza)	Intersection (Intersección)	Crosswalks - Other -		Good ADA accessibility
75	Nordhoff C	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		Dangerous sidewalk
76	Nordhoff C	Strength (Fuerza)	Corridor (Corredor)	Landscaping/Shade - Parkway or tree well -		Nice trees and sidewalk; but dumped trash
77	Nordhoff C	Strength (Fuerza)	Intersection (Intersección)	Crosswalks - Other - Crosswalk and ramp	Crosswalk and ramp	Good crosswalks and ramps
78	Nordhoff C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Width - Crosswalk and ramp	Crosswalk and ramp	Narrow sidewalk
79	Nordhoff C	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Street tree -		Not enough shade trees
80	Nordhoff C	Barrier (Barrera)	Intersection (Intersección)	Street Furniture - Street tree -		Takes up almost whole sidewalk
81	Nordhoff D	Barrier (Barrera)	Intersection (Intersección)	Crosswalks		90 deg ramp
82	Nordhoff D	Strength (Fuerza)	Point (Punto)	Bus Stop		Good shelter
83	Nordhoff D	Barrier (Barrera)	Point (Punto)	Bus Stop		Need bus shelter and shade trees
84	Nordhoff D	Barrier (Barrera)	Point (Punto)	Maintenance		Trash at curb, no shade
85	Nordhoff D	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		
86	Nordhoff D	Barrier (Barrera)	Point (Punto)	Bus Stop - Uplifted/uneven -		Rider doesn't have a shelter
87	Nordhoff D	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Width -		Narrow, but somewhat decent landscaping
88	Nordhoff D	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Uplifted/uneven -		Bad crosswalk, steep sidewalk
89	Nordhoff D	Barrier (Barrera)	Corridor (Corredor)	Bike - Width -		Don't think people riding bikes feel safe due to high speed of adjacent traffic
90	Nordhoff D	Barrier (Barrera)	Point (Punto)	Maintenance - Uplifted/uneven -		Trash
91	Nordhoff D	Strength (Fuerza)	Point (Punto)	Other - Width -	Sketchy alley	
92	Nordhoff D	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Uplifted/uneven -		Add curb extension
93	Nordhoff D	Barrier (Barrera)	Intersection (Intersección)	Safety - Uplifted/uneven -		Reduce radius
94	Nordhoff D	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Width -		Parthenia - barrow, uplifted fue to tree, unsafe to cross at interseccions
95	Nordhoff D	Barrier (Barrera)	Intersection (Intersección)	Safety - Width -		Too wide, unsafe to cros, wide curb radii, no crosswalk, no clear signage
96	Nordhoff D	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Uplifted/uneven -		Add crosswalk
97	Nordhoff D	Barrier (Barrera)	Corridor (Corredor)	Bike - Uplifted/uneven -		Add bike lane buffer
98	Nordhoff D	Idea	Corridor (Corredor)	- Width -		Make bike lane on nordhoff more visible and buffered

Strengths 23
 Barriers 70
 Ideas 5

NORDHOFF



LEGEND

Nordhoff Station

Recorded Conditions

- Barrier (Barrera)
- Idea
- Strength (Fuerza)

ROSCOE

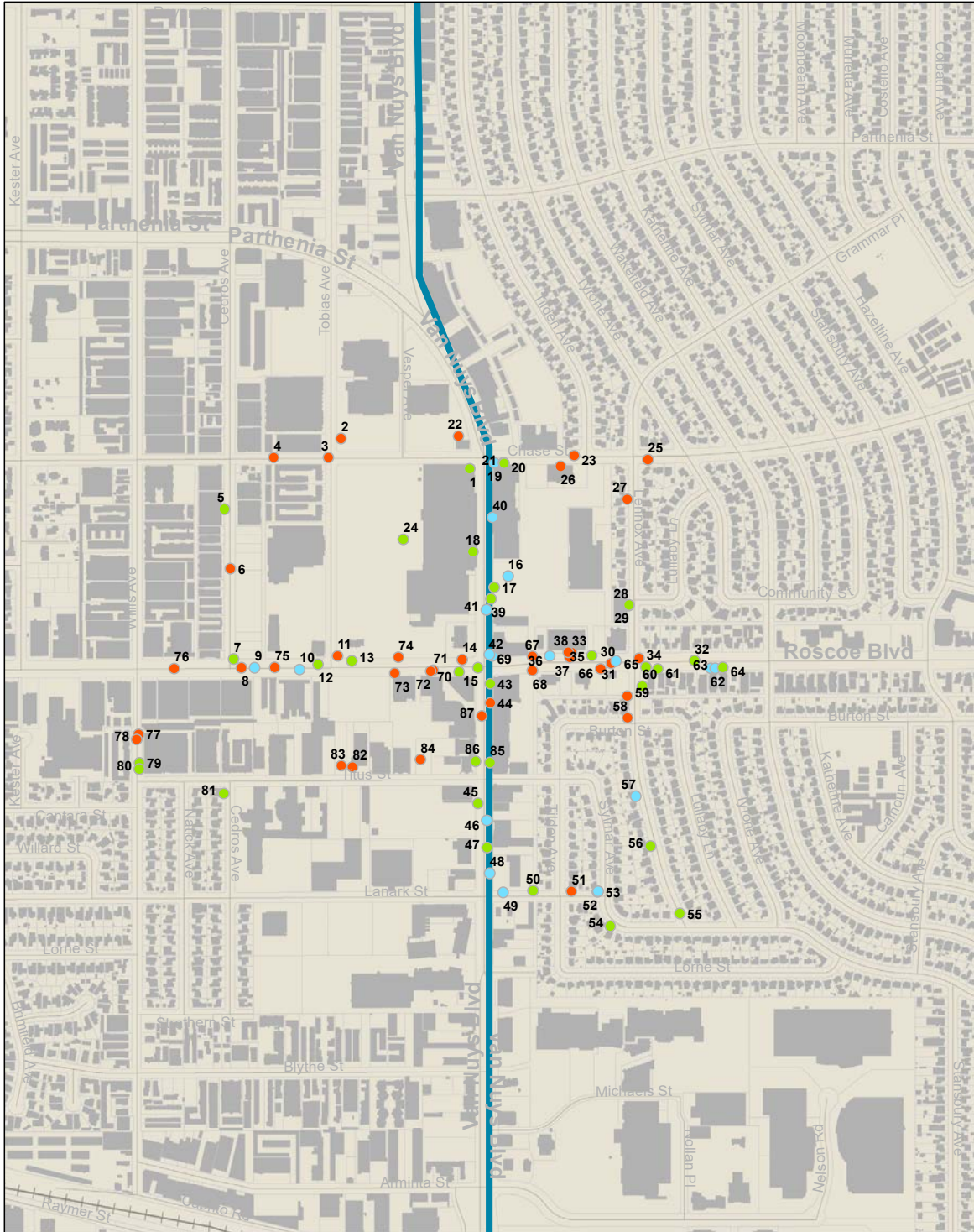
Condition #	Route	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
1	Roscoe E	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Width -		Wide enough on chase
2	Roscoe E	Barrier (Barrera)	Point (Punto)	Landscaping/Shade - Street tree -		Not enough
3	Roscoe E	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Width -		Sidewalk is wide enough for door traffic, but looks like can be improved for bike traffic (see dirt lines)
4	Roscoe E	Barrier (Barrera)	Point (Punto)	Safety - Width -		Car traffic hard to see pedestrian coming out of alley
5	Roscoe E	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Other - Great	Great	There are street trees and lights and shade
6	Roscoe E	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven - Great	Great	
7	Roscoe E	Strength (Fuerza)	Intersection (Intersección)	Sidewalks - Other - Great	Great	Improved ramps
8	Roscoe E	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Street tree - Great	Great	Not enough shade
9	Roscoe E	Idea	Point (Punto)	- Street tree - Great	Great	Work with ICON new project at location to make sure driveways are ada
10	Roscoe E	Idea	Corridor (Corredor)	- Street tree - Great	Great	Work with ICON project, they might have ideas in docking bikes or scooters
11	Roscoe E	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Street tree - Great	Great	Not enough shade
12	Roscoe E	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Width - Great	Great	
13	Roscoe E	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Width - Great	Great	Great and there is some shade
14	Roscoe E	Barrier (Barrera)	Point (Punto)	Sidewalks - Width - Great	Great	Bus bench makes it narrow
15	Roscoe E	Strength (Fuerza)	Point (Punto)	Landscaping/Shade - Street tree - Great	Great	Great shade
16	Roscoe E	Idea	Point (Punto)	- Street tree - Great	Great	Work with mall,they will renovate soon, to make this entrance more relevant to make it a catching pt
17	Roscoe E	Strength (Fuerza)	Intersection (Intersección)	Sidewalks - Other - Great intersection	Great intersection	Connect point with plaza panorama across the street
18	Roscoe E	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Width - Great intersection	Great intersection	Great width, coverage from sun, great lighting
19	Roscoe F	Idea	Corridor (Corredor)			Apply artwork to utility boxes
20	Roscoe F	Barrier (Barrera)	Point (Punto)	Landscaping/Shade - Street tree -		Over grown
21	Roscoe F	Strength (Fuerza)	Point (Punto)	Other - Street tree -		Post office: convenient for riders
22	Roscoe F	Barrier (Barrera)	Point (Punto)	- Street tree -		J-walking regardless of a very close cross walk
23	Roscoe F	Barrier (Barrera)	Point (Punto)	Safety		Conflict zones driveways and pedestrians
24	Roscoe F	Strength (Fuerza)	Point (Punto)	Maintenance - Street tree -		Trash cans for trash collection
25	Roscoe F	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Width -		Sidewalk narrows when entering SF Lennox to Tilden
26	Roscoe F	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		Unsafe
27	Roscoe F	Barrier (Barrera)	Corridor (Corredor)	Maintenance - Width -		Sidewalks are lifted and narrow. A lot trash and debris
28	Roscoe F	Barrier (Barrera)	Point (Punto)	Other - Uplifted/uneven -	Homeless encampment	Homeless encampments here often, sleep in their cars (not today) and tents and shopping carts
29	Roscoe F	Strength (Fuerza)	Corridor (Corredor)	Other - Uplifted/uneven -	General conditions	
30	Roscoe F	Barrier (Barrera)	Corridor (Corredor)	Street Furniture - Width -		Lacking street furniture
31	Roscoe F	Idea	Intersection (Intersección)	- Width -		Add a scramble crosswalks
32	Roscoe F	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Other - New Sidewalks	New Sidewalks	New sidewalks have recently been installed and vision zero will continue improvements of roscoe Blvd
33	Roscoe F	Barrier (Barrera)	Point (Punto)	Safety - Width -		Driveway/pedestrian conflicts
34	Roscoe F	Barrier (Barrera)	Intersection (Intersección)	Other - Other - New Sidewalks	Flooding	When there is semi heavy to heavy rain this intersection always floods.
35	Roscoe F	Strength (Fuerza)	Point (Punto)	Other - Other - New Sidewalks	Library	The library is a positive contribution to the area and will be a benefit to riders
36	Roscoe F	Idea	Corridor (Corredor)	- Width -		Sidewalk narrows makes it uncomfortable to walk add barriers/parkway to separate fast moving traffic
37	Roscoe F	Barrier (Barrera)	Point (Punto)	Other - Other - New Sidewalks	Homeless encampments	Homeless sleep in front of the library and leave trash. This may discourage riders to walk this area
38	Roscoe F	Barrier (Barrera)	Point (Punto)	Other - Other - New Sidewalks	Casino/ Tour buses	Park in front of the library on ROSCOE and on lennox/ chase. They block traffic and their riders leave trash and create foot traffic. About 50 people per bus blocking walk ways.
39	Roscoe G	Strength (Fuerza)	Corridor (Corredor)	Landscaping/Shade - Street tree - New Sidewalks	New Sidewalks	Nice and healthy, well maintained.
40	Roscoe G	Idea	Point (Punto)			along this sidewalk not much shade.
41	Roscoe G	Idea	Point (Punto)			people waiting under rooftop for bus instead of bus stop bench
42	Roscoe G	Idea	Intersection (Intersección)			busy intersection
43	Roscoe G	Strength (Fuerza)	Corridor (Corredor)			wide sidewalk
44	Roscoe G	Barrier (Barrera)	Corridor (Corredor)			no shade. maybe seatijg
45	Roscoe G	Strength (Fuerza)	Corridor (Corredor)			wide sidewalks mostly even
46	Roscoe G	Idea	Corridor (Corredor)			no shade for most of block
47	Roscoe G	Strength (Fuerza)	Point (Punto)			driveway whicj is half level and the other half is skewed is good for wheelchair users
48	Roscoe G	Idea	Corridor (Corredor)			sidewalk is close to cars as we walk
49	Roscoe G	Idea	Corridor (Corredor)			during the night, lighting is not great, kind of unsafe
50	Roscoe G	Strength (Fuerza)	Corridor (Corredor)			residential area feels safer. just needs luggtng
51	Roscoe G	Barrier (Barrera)	Point (Punto)			uneven sidewalk, cracked
52	Roscoe G	Idea	Intersection (Intersección)			one ramp to get down but not enough for wheelchair user
53	Roscoe G	Idea	Point (Punto)			may need another crossing to get here
54	Roscoe G	Strength (Fuerza)	Corridor (Corredor)			some shady trees provide air and shade in summer. speed limit is good, safer
55	Roscoe G	Strength (Fuerza)	Corridor (Corredor)			sidewalk is enough for one wheelchair and there are multiple trees
56	Roscoe G	Strength (Fuerza)	Corridor (Corredor)			sidewalks are even, even at the driveway entrances.
57	Roscoe G	Idea	Corridor (Corredor)			might not have the best lighting at night only a few lightposts
58	Roscoe G	Barrier (Barrera)	Point (Punto)			uneven pavement

ROSCOE

Condition						
#	Route	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
59	Roscoe G	Barrier (Barrera)	Point (Punto)			alleys used often, might be danger for pedestrian walking. visibility on alleys
60	Roscoe G	Strength (Fuerza)	Corridor (Corredor)			good amount of shade here. from rain and sun.
61	Roscoe G	Strength (Fuerza)	Corridor (Corredor)			feels safer bc of barrier from cars. cars going at a better speed compared to van nuys blvd
62	Roscoe G	Idea	Corridor (Corredor)			midblock crossing to prevent jaywalking
63	Roscoe G	Idea	Point (Punto)			no trees here
64	Roscoe G	Strength (Fuerza)	Point (Punto)			shade
65	Roscoe G	Strength (Fuerza)	Corridor (Corredor)	Traffic Speed		feels safer than van nuys
66	Roscoe G	Barrier (Barrera)	Point (Punto)	Maintenance		graffiti
67	Roscoe G	Barrier (Barrera)	Corridor (Corredor)	Bike		not safe for bike riders. no signs of bike users
68	Roscoe G	Barrier (Barrera)	Point (Punto)	Safety		low visibility of people walking
69	Roscoe G	Idea	Point (Punto)			busy intersection, may need to expand lanes for station. heavily transited intersection
70	Roscoe H	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Width -		10 feet seems good. Trees are small. No shade.
71	Roscoe H	Barrier (Barrera)	Point (Punto)	Sidewalks - Other - Non ADA driveway slope	Non ADA driveway slope	Too steep
72	Roscoe H	Barrier (Barrera)	Point (Punto)	- Other - Non ADA driveway slope	Non ADA driveway slope	
73	Roscoe H	Barrier (Barrera)	Point (Punto)	Other - Other - Non ADA driveway slope	Blank walls no maintenance	Sidewalk and property poorly maintained
74	Roscoe H	Barrier (Barrera)	Point (Punto)	Sidewalks - Other - Non ADA driveway slope	Non ADA driveway slope	Driveway Ada path jogs off sidewalk
75	Roscoe H	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Street tree - Non ADA driveway slope	Non ADA driveway slope	Inconsistent tree planting. No shade next to residential
76	Roscoe H	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Other - Too man driveways and too wide	Too man driveways and too wide	Too many and too wide
77	Roscoe H	Barrier (Barrera)	Point (Punto)	Other - Other - Too man driveways and too wide	Rubbish	Bulky items in parkway
78	Roscoe H	Barrier (Barrera)	Corridor (Corredor)	Other - Other - Too man driveways and too wide	Fencing	Hostile architecture
79	Roscoe H	Strength (Fuerza)	Corridor (Corredor)	- Other - Too man driveways and Too wide	Too man driveways and too wide	
80	Roscoe H	Strength (Fuerza)	Corridor (Corredor)	Landscaping/Shade - Street tree - Too man driveways and too wide	Too man driveways and too wide	Good for shade but uplift sidewalks. Better tree choice.
81	Roscoe H	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Other - Nice new sidewalk	Nice new sidewalk	Wide but tree wells too small
82	Roscoe H	Barrier (Barrera)	Point (Punto)	Sidewalks - Other - Non ADA section	Non ADA section	Not accessible at all.
83	Roscoe H	Barrier (Barrera)	Point (Punto)	Other - Other - Non ADA section	Razor wire	Unpleasant on both sides
84	Roscoe H	Barrier (Barrera)	Point (Punto)	Sidewalks - Other - Non ADA section	Non ADA section	Alley is not accessible
85	Roscoe H	Strength (Fuerza)	Point (Punto)	- Other - Non ADA section	Non ADA section	
86	Roscoe H	Strength (Fuerza)	Point (Punto)	Other - Other - Non ADA section	Architecture	Some nice 50s designs
87	Roscoe H	Barrier (Barrera)	Corridor (Corredor)	Street Furniture - Other - Non ADA section	Non ADA section	Van Nuys is cluttered

Strengths	31
Barriers	38
Ideas	18

ROSCOE



LEGEND

Roscoe Station

Recorded Conditions

- Barrier (Barrera)
- Idea
- Strength (Fuerza)

⊢⊢⊢ Metrolink_Routes

VAN NUYS/METROLINK

Condition #	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
1	Barrier	Corridor	Art - Width		
2	Strength	Point	Art Daytime observation -		Murals along infrastructure
3	Barrier	Corridor	Bike - Width		5 bikes on sidewalk total in audit
4	Strength	Point	Bus Stop		
5	Strength	Corridor	Bus Stop - Unstriped crosswalk		Shaded bus stop, walkway: 6', tree well:3', access to shops
6	Strength	Corridor	Bus Stop - Unstriped crosswalk		Shaded bus stop, eyes on the street index high
7	Barrier	Point	Bus Stop - Uplifted/uneven		No shade or seating
8	Barrier	Point	Bus Stop - Uplifted/uneven Barrier	Barrier	No bench no shelter high traffic speed
9	Strength	Point	Bus Stop - Width		Seating and shade
10	Barrier	Intersection	Crosswalks - Striped crosswalk		Need continental crosswalks at station intersection And do a curb ramps
11	Strength	Intersection	Crosswalks - Striped crosswalk Barrier	Barrier	Striped crosswalk
12	Barrier	Intersection	Crosswalks - Unstriped crosswalk		Large intersection, unstriped xwalk, loud, private drive for big box retailers
13	Barrier	Intersection	Crosswalks - Unstriped crosswalk		Wide, unstriped
14	Barrier	Intersection	Crosswalks - Unstriped crosswalk		Missing xwalk
15	Barrier	Intersection	Crosswalks - Unstriped crosswalk Barrier	Barrier	No striping
16	Barrier	Intersection	Crosswalks - Width		Some cars moving fast for residential street. Big transition from MFR to industrial on Willis
17	Strength	Corridor	Crosswalks - Width		5' sidewalk 6' parkway
18	Strength	Intersection	Crosswalks - Width		Few trees
19	Strength	Corridor	Landscaping/Shade - Other		Yellow Continental crossings near school
20	Strength	Corridor	Landscaping/Shade - Other		Some Building Shade on south side
21	Barrier	Corridor	Landscaping/Shade - Street tree		Shade on southside from vine covered high school fence
22	Strength	Corridor	Landscaping/Shade - Street tree		Street trees needed, very hot in afternoon
23	Strength	Corridor	Landscaping/Shade - Street tree Barrier	Barrier	Good trees and grass setback at high school near Van Nuys Blvd.
24	Strength	Corridor	Landscaping/Shade - Street tree Barrier	Barrier	11.5' sidewalk
25	Strength	Corridor	Landscaping/Shade - Street tree Barrier	Barrier	Presence of more shade trees and people Activity. Sidewalk condition is good, feels comfortable
26	Strength	Corridor	Landscaping/Shade Parkway or tree well		Beginning of residential area, 12' sidewalk (8' parkway)with nice paving and lots of trees, but no street light
27	Barrier	Corridor	Landscaping/Shade Parkway or tree well		Res area, nice sidewalk and landscape, 4' sidewalk 8' parkway. But lots of cars on the street during work hour
28	Strength	Corridor	Landscaping/Shade Parkway or tree well		Total=12' parkway=7.5'
29	Strength	Corridor	Landscaping/Shade Parkway or tree well		No trees
30	Strength	Corridor	Landscaping/Shade Parkway or tree well		No shade trees
31	Strength	Corridor	Landscaping/Shade Parkway or tree well		5' sidewalk 6' parkway
32	Strength	Corridor	Landscaping/Shade Parkway or tree well		7' parkway 12' total
33	Strength	Corridor	Landscaping/Shade Parkway or tree well		7' sidewalk 4'x4' tree well
34	Strength	Corridor	Landscaping/Shade Parkway or tree well		5.5 walkway 4.5 parkway
35	Strength	Corridor	Landscaping/Shade Parkway or tree well		13' sidewalk 4x4 tree wells
36	Strength	Corridor	Landscaping/Shade Parkway or tree well		12' total 6x10' tree wells
37	Strength	Corridor	Landscaping/Shade Parkway or tree well		4.5' walkway 4'tree well 2' landing
38	Strength	Point	Lighting Daytime observation -		4.5 walkway 4.5 x4.5 tree well
39	Strength	Corridor	Lighting Daytime observation -		Walkway 4' 8' parkway
40	Barrier	Corridor	Maintenance Daytime observation -		Total 11' 5' walkway 6' parkway
41	Strength	Point	Other	Access	Lighting under overpass for sidewalk
42	Barrier	Point	Other - Street tree	Traffic	Shorter lighting is ped friendly
43	Strength	Corridor	Other - Street tree	Utility pole	Furniture in parkways
44	Barrier	Point	Other - Width		Stairway from van nuys to metrolink station
45	Barrier	Intersection	Other - Width	Land use	Cars queuing in alley to avoid Van Nuys traffic
46	Barrier	Point	Other - Width	Activity	Van Nuys no utility poles so street is tidier
47	Strength	Corridor	Other Daytime observation -	Utility	Cow path near Metrolink underpass to street above
48	Strength	Point	Other Parkway or tree well	Plaza	Auto oriented uses at corner, big driveways
49	Idea	Corridor	Parkway or tree well		Jaywalking. Propose midblock crossing
50	Strength	Point	Safety - Other		More hidden or pedestrian scale
51	Barrier	Point	Safety - Other Barrier	Barrier	Fillin tree wells with dg to he flush with sidewalk for ADA compliance
52	Strength	Point	Safety - Other Barrier	Barrier	Metrolink ped bridge over tracks at end of industrial cul-de-sac
53	Strength	Point	Safety - Other Barrier	Barrier	Illegal dumping of chemicals
					Aggregation if unsafe activities
					Missing lid for utility box, safety hazard

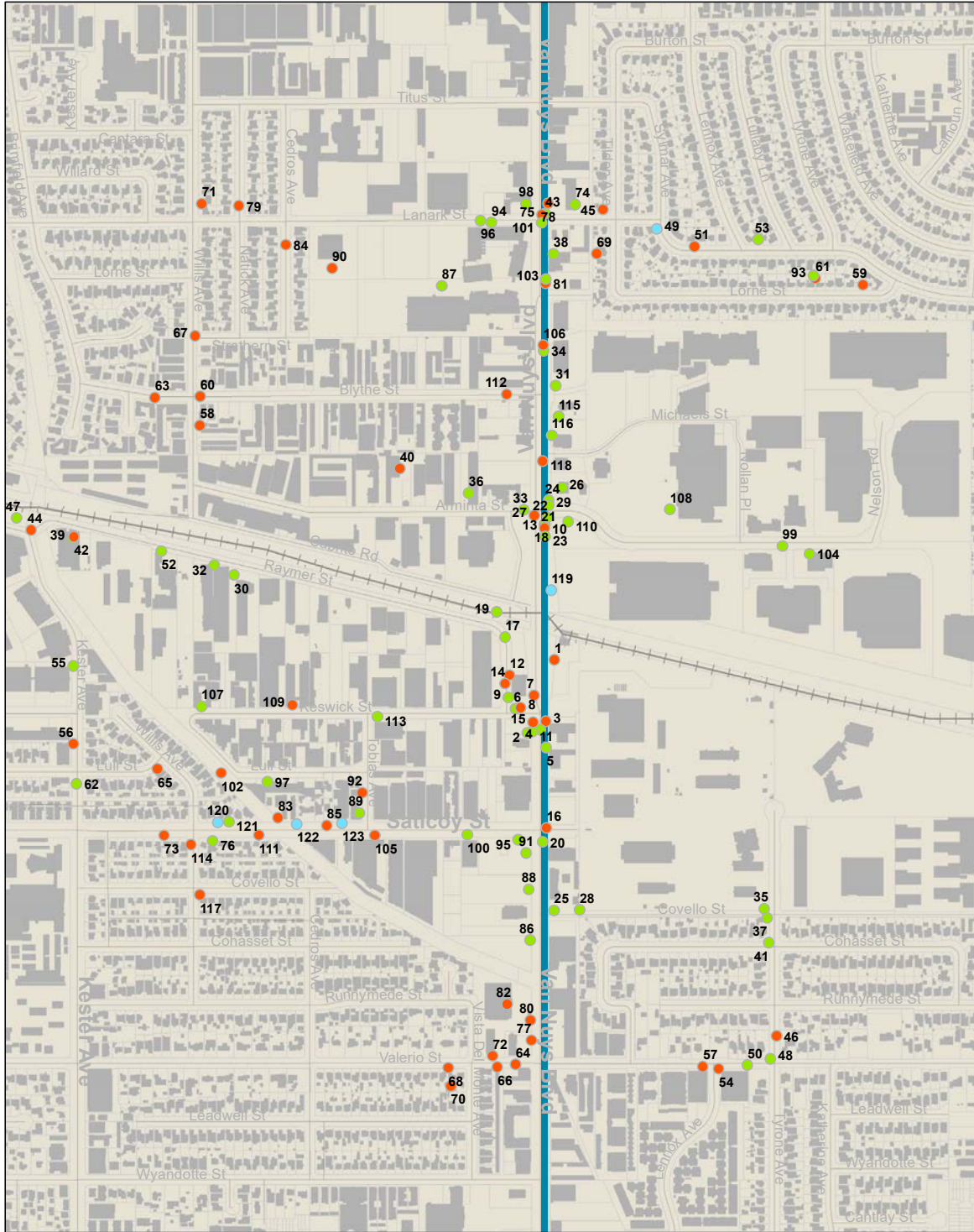
VAN NUYS/METROLINK

Condition #	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
54	Barrier	Point	Safety - Striped crosswalk		Missing access ramps. Bicyclist using sidewalks under Metrolink overpass
55	Strength	Corridor	Safety - Uplifted/uneven		Speed bumps
56	Barrier	Point	Safety - Uplifted/uneven Barrier	Barrier	Major upheaval of sidewalk pavement
57	Barrier	Corridor	Safety - Width		Definitely no barriers for a pedestrians. Many walking to Medical Center
58	Barrier	Intersection	Safety - Width		Cross signal hard to see in daylight
59	Barrier	Corridor	Safety - Width		Fast moving cars. Need to speed bumps by high school and elementary school from VN blvd
60	Barrier	Corridor	Safety - Width		Blithe Street is very poor. Traffic related to mall and McDonald's fast food driveways
61	Barrier	Corridor	Safety - Width		I'll bicyclist have been on sidewalk on Van Nuys Blvd. Post a 35 mph speed limit is not followed
62	Strength	Corridor	Safety Parkway or tree well		Speed bumps
63	Barrier	Point	Safety Parkway or tree well		Vacant lot
64	Barrier	Corridor	Sidewalks - Missing		Missing pavement with lots of trash
65	Barrier	Corridor	Sidewalks - Missing		
66	Barrier	Point	Sidewalks - Missing		Discontinued sidewalk
67	Barrier	Corridor	Sidewalks - Missing		Clearly designated sidewalk but no raised curb
68	Barrier	Point	Sidewalks - Missing		
69	Barrier	Corridor	Sidewalks - Missing		
70	Barrier	Corridor	Sidewalks - Missing		
71	Barrier	Point	Sidewalks - Missing Barrier	Barrier	Sidewalk on south side is missing
72	Barrier	Corridor	Sidewalks - Other		Slope down, not pedestrian friendly, loud, overpass
73	Barrier	Corridor	Sidewalks - Other		Cannot walk through sidewalk because of trash
74	Strength	Point	Sidewalks - Other		Michelle Obama elementary school has great trees and shade and green school fence
75	Barrier	Point	Sidewalks - Other Barrier	Barrier	Barrier on sidewalk with parking stop
					Sidewalk begins again at the structure, it was missing all the way along before
76	Strength	Point	Sidewalks - Other Barrier	Barrier	6' sidewalk with goodcondition
77	Barrier	Corridor	Sidewalks - Other Barrier	Barrier	No tree, trash, industrial area, saw pavement is in good condition
78	Barrier	Corridor	Sidewalks - Other Barrier	Barrier	Sidewalk no tree no shade, but pavement is good condition
79	Barrier	Point	Sidewalks - Uplifted/uneven		Damaged sidewalk because of tree root
80	Barrier	Point	Sidewalks - Uplifted/uneven		
81	Barrier	Point	Sidewalks - Uplifted/uneven		
82	Barrier	Point	Sidewalks - Uplifted/uneven		
83	Barrier	Point	Sidewalks - Uplifted/uneven		
84	Barrier	Point	Sidewalks - Uplifted/uneven Barrier	Barrier	Lifted sidewalk
85	Barrier	Corridor	Sidewalks - Uplifted/uneven Barrier	Barrier	No shade trees, uneven pavement, 6' parkway 4' sidewalk. industrial area
86	Strength	Corridor	Sidewalks - Width		walkway: 7ft, shaded rapid bus stop, 5' wide ramp connecting Metrolink
87	Strength	Corridor	Sidewalks - Width		Varies from 6' to 10'
88	Strength	Corridor	Sidewalks - Width		10' sidewalk
89	Strength	Corridor	Sidewalks - Width		9' 6'
					< 9'
					7.5' sidewalk
90	Barrier	Corridor	Sidewalks - Width		No trees
91	Strength	Corridor	Sidewalks - Width		9'4' nice condition, clean, but no trees at all
92	Barrier	Point	Sidewalks - Width		2.5' clearance on each side of planters
					> 9
					12.5' sidewalk
93	Strength	Corridor	Sidewalks - Width		No trees
94	Strength	Corridor	Sidewalks - Width		> 9' 12' walkway, No landscaping, vehicles high speed
95	Strength	Corridor	Sidewalks - Width		> 9' 3' walkway, 7' parkway
					> 9
96	Strength	Corridor	Sidewalks - Width		5' sidewalk 6' parkway
97	Strength	Corridor	Sidewalks - Width		11.5 no shade

VAN NUYS/METROLINK

Condition #	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
					5' sidewalk 6' parkway
					More trees here
98	Strength	Corridor	Sidewalks - Width		Some sidewalk uplift
99	Strength	Corridor	Sidewalks - Width		12' no trees
100	Strength	Corridor	Sidewalks - Width		10' no landscaping
101	Strength	Corridor	Sidewalks - Width		9.5' sidewalk
102	Barrier	Corridor	Sidewalks - Width		7' walkway with 3' tree well
103	Strength	Corridor	Sidewalks - Width		9.5' sidewalk
					14.5' sidewalk
104	Strength	Corridor	Sidewalks - Width		Regular tree planting at panorama high school
105	Barrier	Corridor	Sidewalks - Width		7', 4' walkway 3' tree well, business park context
					12 sidewalk
106	Barrier	Corridor	Sidewalks - Width		No shade trees
107	Strength	Corridor	Sidewalks - Width		6.5'
108	Strength	Corridor	Sidewalks - Width		12 sidewalk
109	Barrier	Corridor	Sidewalks - Width		< 9
110	Strength	Corridor	Sidewalks - WidthBarrier	Barrier	10' sidewalk in good condition, but only 2 shade trees, harsh sun
111	Barrier	Corridor	Sidewalks - WidthBarrier	Barrier	5'sidewalk 5' parkway, bulged up parkway covered by pavers. No shade tree, ppl biking on sidewalk
112	Barrier	Point	Sidewalks - WidthBarrier	Barrier	4' sidewalk with utility pole impeding passage
113	Strength	Corridor	Sidewalks Daytime observation -		walkway: 4', tree well: 3', hot
114	Barrier	Corridor	Sidewalks Daytime observation -		
115	Strength	Point	Street Furniture		Benches along walkway at Metrolink station
116	Strength	Point	Street Furniture Parkway or tree well		
117	Barrier	Point	Traffic Speed - Width		Metrolink underpass loud and fast moving cars
118	Barrier	Corridor	Traffic Speed - Width		High travel speeds (curvy road)
119	Idea	Corridor	Uplifted/uneven		Grass to street no sidewalk though
120	Idea	Corridor	Width		A fixed barrier is needed in the underpass betree wellen pads and fast moving cars
121	Strength	Point	Width		Cat calls to tree wello middle-aged walk got it ladies!
122	Idea	Corridor	Width		Lanarc might be best feed her street to Station from mixed neighborhood with streets poor shape
123	Idea	Corridor	Width		Continue regular London plane tree planting on Van Nuys Blvd. all the way to the station!
Strengths	61				
Barriers	57				
Ideas	5				

VAN NUYS/METROLINK



LEGEND

Van Nuys MetroLink Station

Recorded Conditions

- Barrier
- Idea
- Strength
- ⊢⊢⊢ MetroLink_Routes

SHERMAN WAY

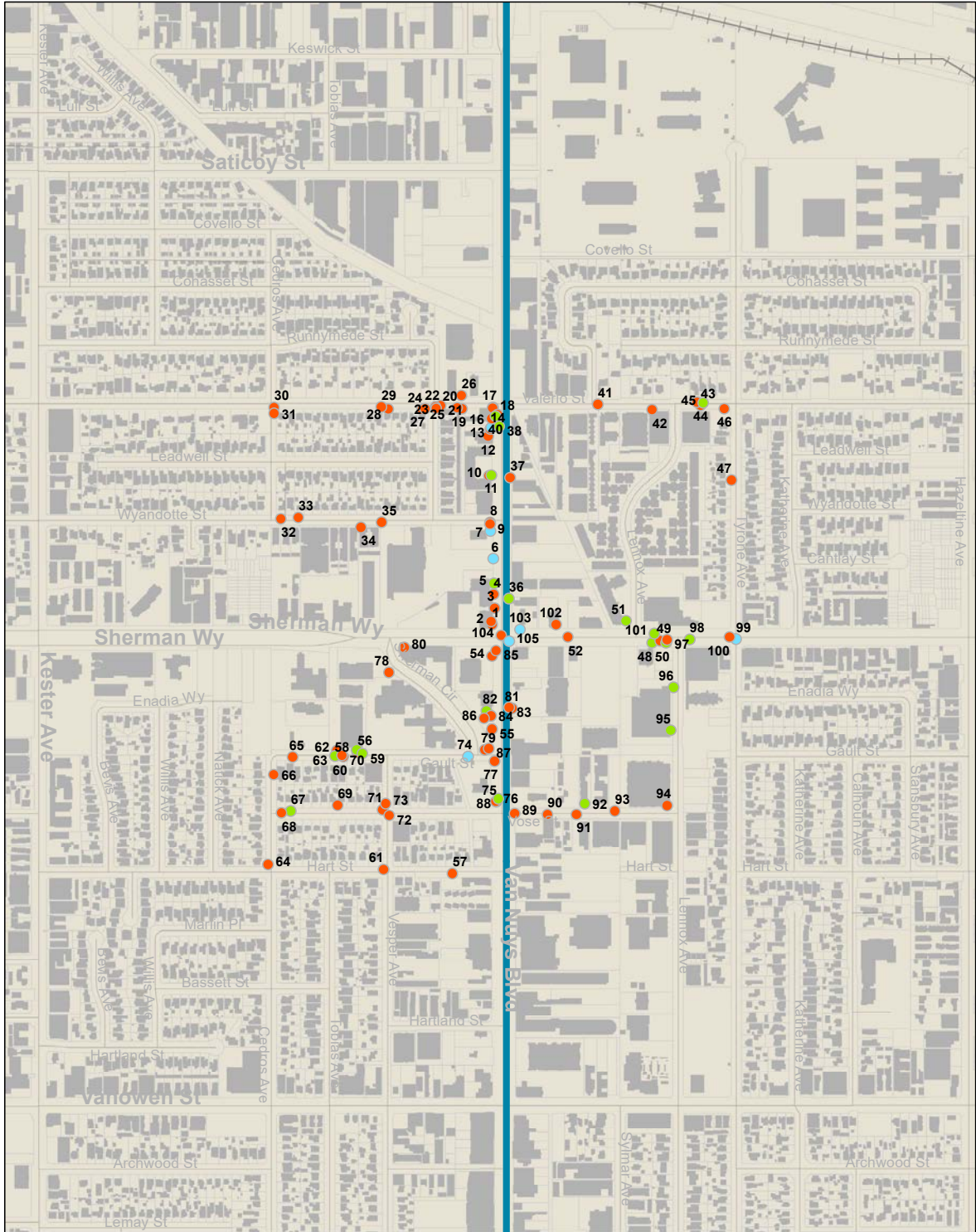
Condition						
#	Route	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
						Fast intersection with a wide turning radius.
1	Sherman Way A	Barrier (Barrera)	Intersection (Intersección)			Narrow sidewalk North from Sherman Way on Van Nuys
2	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			Narrow sidewalk and gutter close to curb
3	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			No Ada for the driveway. Bad visibility and cracked driveway
4	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			Very busy corridor. Very dirty. Makes it feel unsafe and unwelcoming. Plus hidden areas
5	Sherman Way A	Strength (Fuerza)	Corridor (Corredor)			Parked cars. Landscaping. Shopping center (also good to get groceries on way home)
6	Sherman Way A	Idea	Corridor (Corredor)			Widen flat surface to be in city right of way
7	Sherman Way A	Idea	Corridor (Corredor)			Better landscape pallet to reduce waste on ground, more trash cans that aesthetically pleasing
8	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			Cars in pedestrian walk way
9	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			Grass weeds in gutter. Unappealing. Street is torn up in intersection
10	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			Need for ADA access
11	Sherman Way A	Strength (Fuerza)	Corridor (Corredor)			Landscape between building and sidewalk giving more sense of openness
12	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			Big rig parked on side and fencing blocking off a closed business with litter
13	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			Torn up right of way and uneven surface
14	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			Where would the deliver trucks park
15	Sherman Way A	Idea	Corridor (Corredor)			Sidewalk wider but no landscape. It gets narrowed going south
16	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			Sidewalk uneven and broken
17	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			Not a dual curb ramp
18	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			Needs a dual curb ramp
19	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			Alley uneven curb and driveway. One side worse than other
20	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			Dumping of trash
21	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			Very little street lighting and none on south side of street. Maybe attach to existing utility poles.
22	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			No sidewalk
23	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			No sidewalks
24	Sherman Way A	Barrier (Barrera)	Point (Punto)			Ada access good but needs maintenance
25	Sherman Way A	Barrier (Barrera)	Point (Punto)	Sidewalks		Missing sidewalk
26	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)	Maintenance		Waste/dumping in parkways
27	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			City portion of sidewalk needs better maintenance. Grown into the sidewalk & there's shopping carts
28	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			Drainage issue on sidewalk
29	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			No sidewalk on North side of street
30	Sherman Way A	Barrier (Barrera)	Intersection (Intersección)			Flooding in the rain and no sidewalk on the west side of the street
31	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			No sidewalk on east side of street
32	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			No sidewalks
33	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			Dumpster on roadway from apts across street and road is cracked
34	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			Tent city ahead.
35	Sherman Way A	Barrier (Barrera)	Corridor (Corredor)			Graffiti on sidewalk
36	Sherman Way B	Strength (Fuerza)	Corridor (Corredor)	Lighting - Daytime observation - Planters	Planters	Shelters; bike racks
37	Sherman Way B	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Other - Many Driveways	Many Driveways	
38	Sherman Way B	Strength (Fuerza)	Corridor (Corredor)	Lighting - Daytime observation - Street lights	Street lights	
39	Sherman Way B	Barrier (Barrera)	Point (Punto)	Bus Stop - Daytime observation - Street lights	Street lights	No shade
40	Sherman Way B	Strength (Fuerza)	Point (Punto)	Maintenance - Daytime observation - Street lights	Street lights	Business owner supplements trash cans and trees
41	Sherman Way B	Barrier (Barrera)	Point (Punto)	Sidewalks - Missing - Street lights	Street lights	No sidewalk and flooding
42	Sherman Way B	Barrier (Barrera)	Corridor (Corredor)	Maintenance - Missing - Street lights	Street lights	Trash and furniture
43	Sherman Way B	Barrier (Barrera)	Corridor (Corredor)	Lighting - Daytime observation - Street lights	Street lights	No street lights
44	Sherman Way B	Barrier (Barrera)	Point (Punto)	Sidewalks - Width - Street lights	Street lights	Narrow with tree obstacles
45	Sherman Way B	Strength (Fuerza)	Corridor (Corredor)	Landscaping/Shade - Street tree - Street lights	Street lights	Lots of shade
46	Sherman Way B	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other - Missing crosswalks	Missing crosswalks	
47	Sherman Way B	Barrier (Barrera)	Point (Punto)	Sidewalks - Missing - Missing crosswalks	Missing crosswalks	No sidewalk; inadequate width; tree intrusion
48	Sherman Way B	Strength (Fuerza)	Corridor (Corredor)	Lighting - Daytime observation - Missing crosswalks	Missing crosswalks	Lots of street lights
49	Sherman Way B	Barrier (Barrera)	Corridor (Corredor)	Traffic Speed - Daytime observation - Missing crosswalks	Missing crosswalks	High speed corridor
50	Sherman Way B	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Width - Missing crosswalks	Missing crosswalks	Wide sidewalks
51	Sherman Way B	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Width - Missing crosswalks	Missing crosswalks	Good walking environment
52	Sherman Way B	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Street tree - Missing crosswalks	Missing crosswalks	Not enough shade
53	Sherman Way C	Idea	Point (Punto)			SEC Van Vuys/Sylvan is a good candidate location for a scooter
54	Sherman Way C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Width -		Narrow condition throughout, barely passable for ADA
55	Sherman Way C	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		Some root uplifting of sidewalk in certain locations
56	Sherman Way C	Barrier (Barrera)	Corridor (Corredor)			undeveloped sidewalk on south side. North side is fully developed. Unpleasant walking condition. No shade, fencing, non-compatible land use for walkability, poor maintenance.
57	Sherman Way C	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Street tree -		

SHERMAN WAY

Condition						
#	Route	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
58	Sherman Way C	Strength (Fuerza)	Corridor (Corredor)			pet litter bags and trash receptacles encourage walking pets in
59	Sherman Way C	Strength (Fuerza)	Corridor (Corredor)	Other	Dog poop bags!	And nice new wide sidewalks
60	Sherman Way C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks		
61	Sherman Way C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Missing -		No sidewalks on either side all along Vesper, one block from Van
62	Sherman Way C	Barrier (Barrera)	Corridor (Corredor)			Potential dumping grounds would greatly detract from livability and walkability in neighborhood
63	Sherman Way C	Strength (Fuerza)	Point (Punto)	Other	Alley cut through for connectivity	
64	Sherman Way C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Missing -		No sidewalk on Cedros, eastside
65	Sherman Way C	Barrier (Barrera)	Point (Punto)	Sidewalks - Missing -		Sidewalk ends! No sidewalk either side!
66	Sherman Way C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Missing -		
67	Sherman Way C	Strength (Fuerza)	Corridor (Corredor)	Landscaping/Shade - Street tree		Nice big trees!
68	Sherman Way C	Barrier (Barrera)	Point (Punto)			Tree roots starting to lift up sidewalk
69	Sherman Way C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Uplifted/uneven -		
70	Sherman Way C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Missing -		No sidewalk on south side of Gault
71	Sherman Way C	Barrier (Barrera)	Point (Punto)	Sidewalks - Missing -		
72	Sherman Way C	Barrier (Barrera)	Point (Punto)			Drainage problem creating pooling at ped ramp
73	Sherman Way C	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Missing -		
74	Sherman Way C	Idea	Intersection (Intersección)	- Missing -		Add a highly visible crosswalk to this challenging auto oriented three way intersection
75	Sherman Way C	Strength (Fuerza)	Point (Punto)	Landscaping/Shade - Parkway or tree well -		Cute little square of grass
76	Sherman Way C	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Street tree		No trees! Plus driveway
77	Sherman Way C	Barrier (Barrera)	Point (Punto)	Safety - Street tree -		Sketchy parking barrier
78	Sherman Way C	Barrier (Barrera)	Corridor (Corredor)	- Missing -		No east/west bike facility on Sherman way
79	Sherman Way C	Barrier (Barrera)	Point (Punto)	Sidewalks - Width -		
80	Sherman Way C	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Missing -		Limited shade and ped scaled amenities along corridor.
81	Sherman Way C	Barrier (Barrera)	Point (Punto)	Other - Width -	Giant billboard	
82	Sherman Way C	Strength (Fuerza)	Point (Punto)	Other - Width -	Street wall w access and windows to biz	
83	Sherman Way C	Barrier (Barrera)	Point (Punto)	Bus Stop - Width -		Sad bus stop no place to sit
84	Sherman Way C	Barrier (Barrera)	Corridor (Corredor)			narrow sidewalk, many obstacles. Sherman Cir & east side partly
85	Sherman Way D	Barrier (Barrera)	Corridor (Corredor)	Sidewalks		Narrow uneven ugly sidewalk
86	Sherman Way D	Barrier (Barrera)	Corridor (Corredor)	Safety		Numerous why driveways nearest strip mall on Van Nuys
87	Sherman Way D	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade		No shade and trees look unhealthly
88	Sherman Way D	Strength (Fuerza)	Corridor (Corredor)	Sidewalks		Nicer new section of sidewalk by new development. No shade but may improve when trees grow up
89	Sherman Way D	Barrier (Barrera)	Intersection (Intersección)	Bike		Roadway on vase at Van Nuys Blvd. is really beat up would be hard to cycle on
90	Sherman Way D	Barrier (Barrera)	Point (Punto)	Maintenance		Dumping in the parkway near vacant lot not nice to walk along
91	Sherman Way D	Barrier (Barrera)	Corridor (Corredor)	Maintenance		In general sections of the street especially where undeveloped are. Not maintained
92	Sherman Way D	Strength (Fuerza)	Corridor (Corredor)	Safety		This particular could not park cars are a good buffer. And big mature trees mid block on Vos.
93	Sherman Way D	Barrier (Barrera)	Point (Punto)	Sidewalks		It's uneven sidewalk and roads
94	Sherman Way D	Barrier (Barrera)	Intersection (Intersección)	Safety		Access ramps point into Street uneven sidewalk and unmarked
95	Sherman Way D	Strength (Fuerza)	Corridor (Corredor)	Sidewalks		Stretches where landscaping and trees are good on private property help the sidewalk environment. But other sections are
96	Sherman Way D	Strength (Fuerza)	Corridor (Corredor)	Landscaping/Shade		Some sections are really nice with mature trees next to sidewalk but some sections have none and will be very hot in summer
97	Sherman Way D	Barrier (Barrera)	Intersection (Intersección)	Safety		No stop sign that's being used at Lennox and Sherman way so cars block path
98	Sherman Way D	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Other -		Sherman Way sidewalk feels OK with trees and ok width
99	Sherman Way D	Idea	Intersection (Intersección)	Other		Includes the Crossbox redo many of the crosswalk lines and consider continental crosswalks where possible
100	Sherman Way D	Barrier (Barrera)	Corridor (Corredor)	Traffic Speed - Other -		Some cars were race speeding on Sherman Way near Tyrone 50+ miles per hour
101	Sherman Way D	Strength (Fuerza)	Corridor (Corredor)	Landscaping/Shade - Other -		nice landscaping on stretches of
102	Sherman Way D	Barrier (Barrera)	Corridor (Corredor)	Safety - Other -		Near intersection of Sherman Way and Van Nuys fast travel lane is right against sidewalk to accommodate left turns very
103	Sherman Way D	Idea	Point (Punto)	Other		Bus stop at Sherman Way and Van Nuys needs work maybe moving it more mid block but better organizing all the
104	Sherman Way D	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other -		Main intersection of Sherman Way and Van Nuys crosswalks are Walmart sidewalks are never a right at the corner and
105	Sherman Way D	Idea	Intersection (Intersección)	Other		Consider guard rails at corners near station at Sherman Way and Van Nuys since sidewalks are narrow

Strengths 21
 Barriers 76
 Ideas 8

SHERMAN WAY



LEGEND

Sherman Way Station

Recorded Conditions

- Barrier (Barrera)
- Idea
- Strength (Fuerza)
- ⊕ Metrolink_Routes

VANOWEN

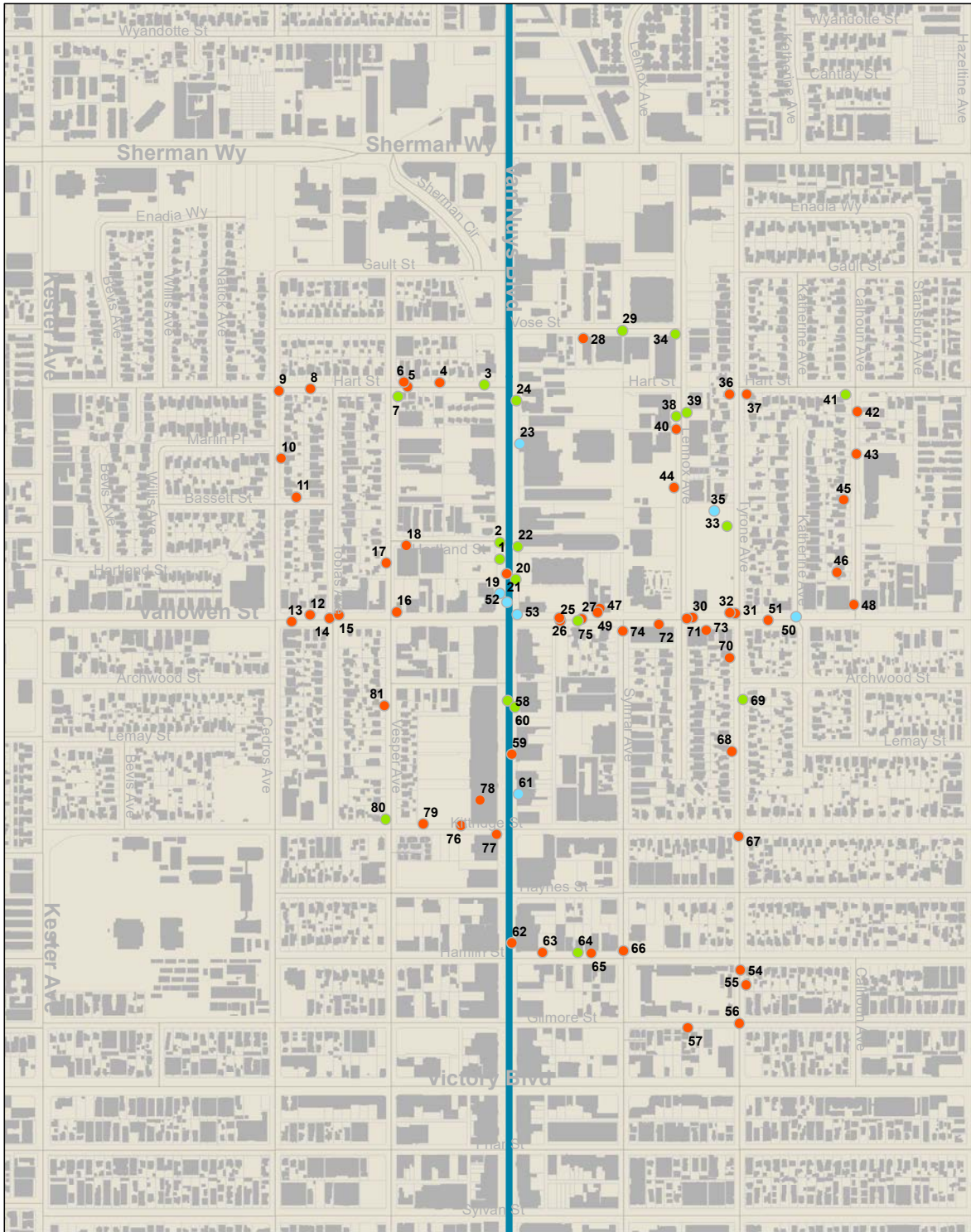
Condition						
#	Route	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
1	Vanowen E	Strength (Fuerza)	Intersection (Intersección)			
2	Vanowen E	Strength (Fuerza)	Corridor (Corredor)	Sidewalks		Wide sidewalk
3	Vanowen E	Strength (Fuerza)	Corridor (Corredor)	Landscaping/Shade		Lots of trees
4	Vanowen E	Barrier (Barrera)	Corridor (Corredor)	Lighting - Daytime observation -		Only 1 light post on this block
5	Vanowen E	Barrier (Barrera)	Intersection (Intersección)	Sidewalks - Daytime observation -		Lack of sidewalk
6	Vanowen E	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Daytime observation -		
7	Vanowen E	Strength (Fuerza)	Corridor (Corredor)	Safety - Daytime observation -		Speed humps on this street
8	Vanowen E	Barrier (Barrera)	Corridor (Corredor)	Lighting - Daytime observation -		No street lights on Hart st
9	Vanowen E	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Daytime observation -		No sidewalk on one side of the street
10	Vanowen E	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Daytime observation -		There's no more sidewalk past this point
11	Vanowen E	Barrier (Barrera)	Point (Punto)	Safety - Daytime observation -		Someone in a wheel chair wouldn't be able to pass through here safely
12	Vanowen E	Barrier (Barrera)	Corridor (Corredor)	Lighting - Daytime observation -		Only one light
13	Vanowen E	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Daytime		No trees/shade
14	Vanowen E	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		
15	Vanowen E	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Width -		Very narrow
16	Vanowen E	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Width -		Too Narrow. Both sides of street
17	Vanowen E	Barrier (Barrera)	Point (Punto)	Sidewalks - Width -		Very narrow because of traffic control box
18	Vanowen E	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Missing -		No sidewalk On both sides of street
19	Vanowen F	Idea	Intersection (Intersección)			Two curb ramps for each direction of crossing instead of one which places people in unsafe location.
20	Vanowen F	Strength (Fuerza)	Point (Punto)			Ample lighting
21	Vanowen F	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Other - Sidewalk disruption	Sidewalk disruption	3 driveways in a row that disrupt sidewalk.
22	Vanowen F	Strength (Fuerza)	Corridor (Corredor)	Sidewalks - Width -		Wide sidewalks
23	Vanowen F	Idea	Corridor (Corredor)	Width		Do these trees provide enough shade? Hard to tell right now.
24	Vanowen F	Strength (Fuerza)	Point (Punto)	Landscaping/Shade - Other tree -		Nice shade from private tree
25	Vanowen F	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Other -		No shade or trees.
26	Vanowen F	Barrier (Barrera)	Corridor (Corredor)	Traffic Speed - Other -		Really fast traffic.
27	Vanowen F	Barrier (Barrera)	Point (Punto)	Landscaping/Shade Other - Access	Access	Large raised / broken sidewalk prevents access. Cause tree
28	Vanowen F	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Other tree -		Need some sidewalk repair
29	Vanowen F	Strength (Fuerza)	Corridor (Corredor)	Landscaping/Shade - Street tree -		Good shade & wide sidewalks
30	Vanowen F	Barrier (Barrera)	Point (Punto)	Bus Stop Other - Access	Access	Cluttered between park fences and other barriers making bus stop crowded.
31	Vanowen F	Barrier (Barrera)	Intersection (Intersección)	Crosswalks Other - Access	Access	Low visibility of crosswalk
32	Vanowen F	Barrier (Barrera)	Corridor (Corredor)	Sidewalks Other - Access	Access	Very narrow sidewalk with many driveways you have to be aware of.
33	Vanowen F	Strength (Fuerza)	Corridor (Corredor)	Sidewalks Other - Access	Access	Nice shade and trees.
34	Vanowen F	Strength (Fuerza)	Corridor (Corredor)	Landscaping/Shade - Other tree -		Set-back trees with good shade on private properties
35	Vanowen F	Idea	Corridor (Corredor)	Other - Access	Access	Create more places where residents can cross the street or cut across.
36	Vanowen F	Barrier (Barrera)	Intersection (Intersección)	Crosswalks Other - Access	Access	No crosswalks available for residents
37	Vanowen F	Barrier (Barrera)	Corridor (Corredor)	Crosswalks Other - Access	Access	No sidewalk on Hart street.
38	Vanowen F	Strength (Fuerza)	Point (Punto)	Landscaping/Shade - Street tree -		Aesthetically pleasing flowering trees
39	Vanowen F	Strength (Fuerza)	Corridor (Corredor)	Landscaping/Shade - Street tree -		Nice trees
40	Vanowen F	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Uplifted/uneven -		Very uneven sidewalks. Don't see how any wheelchair would get through
41	Vanowen F	Strength (Fuerza)	Intersection (Intersección)	Crosswalks Other - Access	Access	Really good intersection with greater accessibility
42	Vanowen F	Barrier (Barrera)	Corridor (Corredor)	Sidewalks Other - Access	Access	No sidewalks
43	Vanowen F	Barrier (Barrera)	Point (Punto)	Landscaping/Shade Other - Access	Access	Overgrowth of bushes make it difficult to walk
44	Vanowen F	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Uplifted/uneven -		Uneven sidewalks. ADA ramps installed, but how anyone use them effectively if the sidewalk is uneven?
45	Vanowen F	Barrier (Barrera)	Point (Punto)	Landscaping/Shade Other - Access	Access	Overgrowth makes walk inaccessible
46	Vanowen F	Barrier (Barrera)	Point (Punto)	Sidewalks Other - Access	Access	Randomly ends
47	Vanowen F	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Uplifted/uneven -		
48	Vanowen F	Barrier (Barrera)	Intersection (Intersección)	Other - Access	Access	Only one crosswalk - forces you to use the other one
49	Vanowen F	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		Is
50	Vanowen F	Idea	Intersection (Intersección)	Other - Access	Access	Crosswalk for this street
51	Vanowen F	Barrier (Barrera)	Point (Punto)	Other - Access	Access	Raised sidewalk inhibits accessibility
52	Vanowen F	Idea	Intersection (Intersección)	Uplifted/uneven		Add trash cans near all stations and corners near stations
53	Vanowen F	Idea	Point (Punto)	Uplifted/uneven		Trash can needed
54	Vanowen F	Barrier (Barrera)	Intersection (Intersección)	Other - Access	Access	No curb cut
55	Vanowen F	Barrier (Barrera)	Corridor (Corredor)	Other - Access	Access	Trees in the middle of sidewalk instead of the side
56	Vanowen F	Barrier (Barrera)	Corridor (Corredor)	Other - Access	Access	Very narrow sidewalk
57	Vanowen F	Barrier (Barrera)	Point (Punto)	Sidewalks Other - Access	Access	Raised sidewalk
58	Vanowen G	Strength (Fuerza)	Corridor (Corredor)	Landscaping/Shade		Uniform street tree landscaping that lends character to street
59	Vanowen G	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Street tree -		Trees don't provide shade
60	Vanowen G	Strength (Fuerza)	Corridor (Corredor)	Other - Street tree -	Street-fronting stores	Stores front corridor
61	Vanowen G	Idea	Point (Punto)	Street tree		Sidewalk dining
62	Vanowen G	Barrier (Barrera)	Point (Punto)	Maintenance - Street tree -		Poorly kept building at corner
63	Vanowen G	Barrier (Barrera)	Point (Punto)	Sidewalks - Width -		Tree blocking sidewalk row
64	Vanowen G	Strength (Fuerza)	Corridor (Corredor)	Landscaping/Shade - Street tree -		Lack of shade
65	Vanowen G	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Uplifted/uneven -		A little cracked in places
66	Vanowen G	Barrier (Barrera)	Point (Punto)	Crosswalks - Other - Uneven striping	Uneven striping	Different striping scheme
67	Vanowen G	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other - Unmarked	Unmarked crosswalks	No marked cw
68	Vanowen G	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Other - Inconsistent landscaping	Inconsistent landscaping	Inconsistent, overgrown in places
69	Vanowen G	Strength (Fuerza)	Point (Punto)	Landscaping/Shade - Other -		Cacti liven the street
70	Vanowen G	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven -		Uneven, ugly
71	Vanowen G	Barrier (Barrera)	Intersection (Intersección)	Other - Uplifted/uneven -	Connections to park	Lack of ce and fencing sets off park from south side of street
72	Vanowen G	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Uplifted/uneven -		

VANOWEN

Condition						
#	Route	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
73	Vanowen G	Barrier (Barrera)	Corridor (Corredor)	Landscaping/Shade - Parkway or tree		Lack of landscaping
74	Vanowen G	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other - Wide curb radii	Wide curb radii	Wide curb radio no cws.
75	Vanowen G	Strength (Fuerza)	Point (Punto)	Other - Other - Wide curb radii	Food truck	
76	Vanowen H	Barrier (Barrera)	Point (Punto)			Homeless encampments and few shade trees
77	Vanowen H	Barrier (Barrera)	Point (Punto)	Landscaping/Shade - Street tree -		Palm trees provide no shade
78	Vanowen H	Barrier (Barrera)	Corridor (Corredor)	Lighting - Nighttime observation -		No street lights
79	Vanowen H	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Other - Curb cuts	Curb cuts	Lots of wide driveways to parking lot and cars pulling in and out very tight
80	Vanowen H	Strength (Fuerza)	Corridor (Corredor)	Landscaping/Shade - Street tree - Curb	Curb cuts	Pleasant street with well maintained homes and shade trees
81	Vanowen H	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven - Curb cuts	Curb cuts	Uplifted sidewalk impedes access for those with disabilities

Strengths	19
Barriers	55
Ideas	7

VANOWEN



LEGEND

Vanowen Station

Recorded Conditions

- Barrier (Barrera)
- Idea
- Strength (Fuerza)

VICTORY

Condition #	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
1	Idea	Corridor	- Missing		Hazeltine has a big unused buffer on West side. Can we add a cycle track?
2	Idea	Corridor	- Other		Bicyclist on Sylmar very quiet. Is this a candidate for AlterNet to Van Nuys?
3	Strength	Point	Art - Width		Test
4	Strength	Point	Art Parkway or tree well		Public art
5	Strength	Point	Bike - Width		Bike racks along victory
6	Barrier	Point	Bike - Width		Need for bike facilities near Kester and victory
7	Strength	Point	Bus Stop - Street tree		Presence of bus stop with Metro and Dash, with beches
8	Barrier	Point	Bus Stop - Street tree		No bus shelter
9	Strength	Point	Bus Stop - Street tree		
10	Barrier	Point	Bus Stop - Striped crosswalk		No shelter, unmianter private landscape
11	Barrier	Point	Bus Stop - Unstriped crosswalk		Bus stop without shelter
12	Barrier	Point	Bus Stop - Width		In middle of sidewalk north of victory
13	Strength	Point	Bus Stop - Width		
14	Barrier	Point	Bus Stop - Width		Unshaded
15	Barrier	Point	Bus Stop - Width		Lots of ppl waiting for bus without bench or shelter
16	Strength	Point	Bus Stop - Width		Seating but no shade
17	Strength	Intersection	crosswalks		Stripes at crosswalk, visibility, good for safety
18	Strength	Point	crosswalks - Street tree		Striped crosswalk
19	Strength	Intersection	Crosswalks - Striped crosswalk		Well marked continental crosswalks and low traffic volumes make this a comfortable intersection
20	Barrier	Intersection	Crosswalks - Striped crosswalk		Visibility not clear, almost got hit by car turning left
21	Barrier	Intersection	Crosswalks - Striped crosswalk		School crossing should be yellow on the street were cars are moving about 35 mph
22	Strength	Intersection	Crosswalks - Striped crosswalk		Striped crosswalk
23	Barrier	Point	Crosswalks - Striped crosswalk		Broken curb
24	Strength	Intersection	Crosswalks - Striped crosswalk		Well marked continental crosswalks but needed on four sides
25	Strength	Intersection	Crosswalks - Striped crosswalk		Peds do not have to press a button to cross the north south on Van Nuys which is good
26	Strength	Intersection	Crosswalks - Striped crosswalk Pleasant street	Pleasant street	Well-built ADA compliant crosswalks and ramps, wide sidewalks
27	Strength	Intersection	Crosswalks - Striped crosswalk Wide sidewalk, diagonal parking	Wide sidewalk, diagonal parking	Very large, well-striped crosswalk
28	Barrier	Intersection	Crosswalks - Unstriped crosswalk		No striping
29	Barrier	Point	Crosswalks - Unstriped crosswalk		Broken pavement
30	Barrier	Intersection	Crosswalks - Unstriped crosswalk		No striping, broken pavement
31	Barrier	Point	crosswalks - Uplifted/uneven		Warning strip without purpose and impedes peds
32	Barrier	Point	Landscaping/Shade - Street tree		Dead tree not replaced
33	Barrier	Point	Landscaping/Shade - Street tree		No tree shade
34	Strength	Corridor	Landscaping/Shade - Street tree		More consistent street trees on Sylmar;
35	Barrier	Corridor	Landscaping/Shade - Street tree		> 9'; 5' sidewalk & 4 parkway
36	Barrier	Corridor	Landscaping/Shade - Street tree		No street tree at all, from victory to sylmar ave
37	Strength	Point	Landscaping/Shade - Street tree		Presence of street tree
38	Barrier	Point	Landscaping/Shade - Street tree		Tree well with no tree
39	Barrier	Corridor	Landscaping/Shade - Street tree		No street trees for shade
40	Strength	Corridor	Landscaping/Shade - Street tree		Large palm trees
41	Strength	Point	Landscaping/Shade - Street tree		Presence of street tree
42	Strength	Point	Landscaping/Shade - Street tree		Presence of street tree
43	Strength	Point	Landscaping/Shade - Street tree		2 crape myrtles
44	Barrier	Corridor	Landscaping/Shade - Street tree		Only 1 tree
44	Strength	Corridor	Landscaping/Shade - Street tree Condition	Condition	Lots of shade trees
45	Strength	Corridor	Landscaping/Shade - Street tree Row encroachment	Row encroachment	Lots of shade trees
46	Strength	Point	Landscaping/Shade - Street tree Wide sidewalk, diagonal parking	Wide sidewalk, diagonal parking	
47	Strength	Corridor	Landscaping/Shade Parkway or tree well		10' parkway 5' sidewalk
48	Strength	Corridor	Landscaping/Shade Parkway or tree well		7.5' parkway
49	Strength	Corridor	Landscaping/Shade Parkway or tree well		Total 12' 8' parkway
49	Strength	Corridor	Landscaping/Shade Parkway or tree well		12' total

VICTORY

Condition #	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
50	Strength	Corridor	Landscaping/Shade Parkway or tree well		8X8 tree wells 12' total sidewalk
51	Barrier	Corridor	Landscaping/Shade Parkway or tree well		trees spotty. some are very mature some dead need to be removed. but have thrived in Wide Parkway
52	Strength	Corridor	Landscaping/Shade Parkway or tree well		12' sidewalk 7X7 tree well
53	Strength	Corridor	Landscaping/Shade Parkway or tree well		12' sidewalk 7X7 tree wells
54	Strength	Corridor	Landscaping/Shade Parkway or tree well		12' sidewalk 7' parkway
55	Strength	Corridor	Landscaping/Shade Parkway or tree well		Several beautiful private parkway gardens
56	Strength	Corridor	Landscaping/Shade Parkway or tree well		4X4 tree wells
57	Strength	Corridor	Landscaping/Shade Parkway or tree well		Ginkgo trees are good on Van Nuys
58	Strength	Corridor	Landscaping/Shade Parkway or tree well		ginkos in betree welleen palm trees
59	Barrier	Corridor	Landscaping/Shade Parkway or tree well		No trees!
60	Strength	Corridor	Landscaping/Shade Parkway or tree well		Trees along city parking structure
61	Strength	Corridor	Landscaping/Shade Parkway or tree well		
62	Strength	Point	Lighting Daytime observation -		Pedlights a long school
63	Strength	Corridor	Lighting Daytime observation -		Street lights present at regular interval and good condition
64	Barrier	Corridor	Lighting Daytime observation -		Very minimal street lighthing
65	Barrier	Corridor	Maintenance		sidewalk not clean test
66	Barrier	Corridor	Maintenance - Street tree		Street not clean, lots of trash
67	Barrier	Point	Maintenance - Street tree		Overflow of trash in trash can, trash can is closed
68	Barrier	Point	Maintenance - Street tree		Unmaintained weed growing on sidewalk, also unsafe for peds
69	Barrier	Point	Maintenance - Street tree		Broken sidewalj curb
70	Barrier	Point	Maintenance - Street tree		Uneven sidewalk
71	Barrier	Point	Maintenance - Street tree		Abandoned cart
72	Barrier	Point	Maintenance - Width		TRASH
73	Barrier	Corridor	Maintenance - Width		
74	Barrier	Point	Maintenance - Width		TRASH
75	Barrier	Corridor	Maintenance - Width		Parkway maintenance needed.
76	Barrier	Point	Maintenance - Width		Big dumping site near compressed sidewalk access and construction site
77	Barrier	Point	Maintenance - Width		TRASH
78	Barrier	Point	Maintenance - Width		Structure holding light pole in sidewalk
79	Barrier	Point	Maintenance - Width		TRASH sofa
80	Barrier	Point	Maintenance - Width		TRASH
81	Barrier	Point	Maintenance - Width		
82	Barrier	Corridor	Other	Noise	Van Nuys very noisy, high travel speeds
83	Barrier	Point	Other - Street tree	Closed businesd, empty building	
84	Barrier	Point	Other - Width	Driveway	Driveway skirts go into sidewalk and leaves only 2' continuous flat we
85	Barrier	Corridor	Other - Width	Driveways	Driveway skirts go into sidewalk and leave only 2' ADA compliant walk path
86	Barrier	Intersection	Other - Width	Ramps	Not ADA
87	Barrier	Corridor	Other - Width	Driveways	Many driveways; no parkway
88	Barrier	Point	Other - Width	Utilities	
89	Barrier	Point	Other - Width	Service	People waiting for charity service
90	Barrier	Point	Other - Width	Ramp	No ramp, bike lane??
91	Barrier	Point	Other - Width		Long driveways and boundless parking lot makes it unwalkable
92	Strength	Corridor	Other - Width	Street parking	Street parking is good
93	Strength	Corridor	Other Parkway or tree well		Historic district
94	Barrier	Intersection	Safety		Fast moving traffic
95	Barrier	Corridor	Safety - Street tree		No bike path and unsafe bike condition due to traffic speed
96	Barrier	Point	Safety - Street tree		Broken sidewalk
97	Barrier	Point	Safety - Street tree		Broken driveway, unsafe, patch work everywhere
98	Barrier	Corridor	Safety - Street tree		Low comfortability of walking on the street, lots of questionable activities and people present
99	Barrier	Intersection	Safety - Striped crosswalk		No access ramps sidewalk just am at Hazelton and Hamlin Hamlin

VICTORY

Condition #	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
100	Barrier	Intersection	Safety - Uplifted/uneven		Controlled stop needed for safe school crossing. Car speeds higher than posted
101	Barrier	Point	Safety - Uplifted/uneven	Row encroach	Private residence paved drive way to public row, dangerous for peds
102	Strength	Corridor	Safety - Width		Eyes on street, active storefronts
103	Strength	Corridor	Safety - Width		Speed bumps
104	Strength	Corridor	Safety Parkway or tree well		Speed bumps
105	Strength	Corridor	Safety Parkway or tree well		Speed bumps
106	Barrier	Intersection	Safety Parkway or tree well		Ted Crossing time across Van Nuys seems short
107	Barrier	Corridor	Sidewalks - Missing		Hazelton has no sidewalk on the west side, Justin asphalt strep to feet wide not ADA compliant
108	Barrier	Point	Sidewalks - Missing		Asphalt, non-ADA accessible sidewalk, missing parts
109	Barrier	Corridor	Sidewalks - Other		Asphalt
110	Barrier	Point	Sidewalks - Other		Odd brick inlay within sidewalk
111	Barrier	Point	Sidewalks - Other		Curve shifts for new developments so Street becomes wider sidewalks step back
112	Strength	Point	Sidewalks - Other		Well maintained private landscap, including sidewalk
113	Barrier	Corridor	Sidewalks - Other Condition	Condition	Lots of trash on parkway
114	Barrier	Corridor	Sidewalks - Other Condition	Condition	Privately done sidewalk, poured asphalt over dirt to create a sidewalk, bad condition, 6'
115	Strength	Corridor	Sidewalks - Other Pleasant street	Pleasant street	Wide sidewalks, large trees, very quiet, little traffic
116	Barrier	Point	Sidewalks - Other Row encroachment	Row encroachment	Cars parked encroaching sidewalk
117	Barrier	Point	Sidewalks - Other Row encroachment	Row encroachment	Private landscape encroach sidewalk
118	Barrier	Point	Sidewalks - Other Row encroachment	Row encroachment	Cars blocking row
119	Strength	Corridor	Sidewalks - Other Sidewalk condition	Sidewalk condition	Even, clean sidewalk
120	Strength	Corridor	Sidewalks - Other Sidewalk condition	Sidewalk condition	8' sidewalk, 2' parkway, nice & clean condition, neg no shade tree
121	Strength	Corridor	Sidewalks - Other Sidewalk condition	Sidewalk condition	6' sidewalk, 7' parkway
122	Barrier	Corridor	Sidewalks - Other Sidewalk condition	Sidewalk condition	Uneven sidewalk
123	Strength	Corridor	Sidewalks - Other Sidewalk condition	Sidewalk condition	6' sidewalk, 7' parkway
124	Barrier	Point	Sidewalks - Other Suspicious objects	Suspicious objects	Abandoned couch
125	Strength	Corridor	Sidewalks - Other Wide sidewalk, diagonal parking	Wide sidewalk, diagonal parking	New, clean, wide sidewalks, parkways replaces with tree wells, diagonal parking, some shade
126	Barrier	Corridor	Sidewalks - Uplifted/uneven		Cracked sidewalk conditions
127	Barrier	Point	Sidewalks - Uplifted/uneven		
128	Barrier	Point	Sidewalks - Uplifted/uneven		Broken curb
129	Barrier	Point	Sidewalks - Uplifted/uneven		Broken pavement
130	Barrier	Point	Sidewalks - Uplifted/uneven		Makeshift curb/sidewalk to maneuver around historic house. Furniture blocking path
131	Barrier	Corridor	Sidewalks - Uplifted/uneven		Uneven sidewalk
132	Barrier	Point	Sidewalks - Uplifted/uneven		
133	Barrier	Point	Sidewalks - Uplifted/uneven		
134	Barrier	Point	Sidewalks - Uplifted/uneven		Broken sidewalk
135	Barrier	Point	Sidewalks - Uplifted/uneven		
136	Barrier	Point	Sidewalks - Uplifted/uneven		Tripping hazard
137	Barrier	Point	Sidewalks - Uplifted/uneven		Uneven sidewalk
138	Barrier	Corridor	Sidewalks - Uplifted/uneven		Uneven sidewalk
139	Barrier	Point	Sidewalks - Uplifted/uneven Row encroachment	Row encroachment	Lifted sidewalk > 9'; 11.5'
140	Barrier	Corridor	Sidewalks - Width		Palm trees in large uneven tree wells with dirt
141	Strength	Corridor	Sidewalks - Width		13' with 5x6'tree wells
142	Strength	Corridor	Sidewalks - Width		> 9' 5' tree well 5' walkway
143	Strength	Point	Sidewalks - Width		13', good width, in relatively good condition > 9'; 14' sidewalk
144	Strength	Corridor	Sidewalks - Width		Fee trees
145	Strength	Corridor	Sidewalks - Width		15'
146	Strength	Corridor	Sidewalks - Width		> 9' 8' walkway 4'tree well
147	Strength	Corridor	Sidewalks - Width		> 9'; Some trees and tree wells not regularly spaced
148	Barrier	Corridor	Sidewalks - Width		< 9' 7' sidewalk with 2' parkway and 5' walkway > 9';
149	Strength	Corridor	Sidewalks - Width		4' sidewalk Feels too narrow; 7' parkway

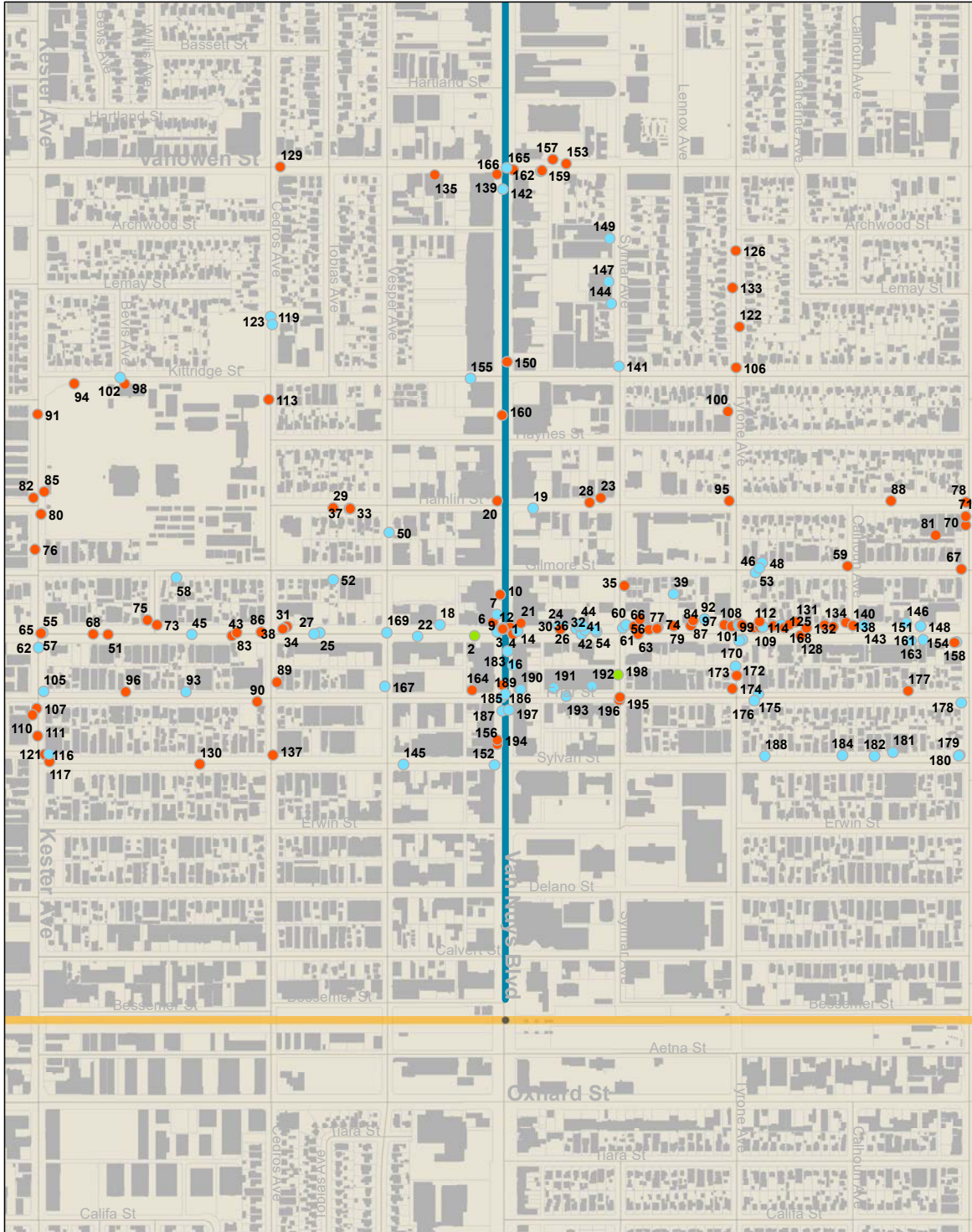
VICTORY

Condition #	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
150	Barrier	Corridor	Sidewalks - Width		So I walk is to narrow near school especially when against fences and when debris is in Parkway
151	Strength	Point	Sidewalks - Width		13' sidewalk
152	Strength	Corridor	Sidewalks - Width		> 9' 10' walkway and 4' tree well, clear walkway and furniture. Ped sitting on private prop vs bus stop
153	Barrier	Corridor	Sidewalks - Width		< 9' 5' walkway 2' parkway
154	Strength	Corridor	Sidewalks - Width		5' sidewalk; 9.5 parkway
155	Strength	Corridor	Sidewalks - Width		8'
156	Barrier	Point	Sidewalks - Width		Utility box constraints sidewalk access
157	Barrier	Point	Sidewalks - Width		Unmaintained landscape strip that constraints sidewalk mobility
158	Barrier	Corridor	Sidewalks - Width		> 9' 6' walkway 5' tree well
159	Strength	Corridor	Sidewalks - Width		> 9' 6' parkway 5' walkway
					> 9'
					4' sidewalk 7' parkway
160	Barrier	Corridor	Sidewalks - Width		Pomps and private edges really constraints sidewalk
161	Strength	Point	Sidewalks - Width		8' sidewalk
162	Barrier	Corridor	Sidewalks - Width		Very narrow 2' only, no buffer, traffic speeds very high. No visibility for peds when turning corrn
					> 9'
163	Strength	Corridor	Sidewalks - Width		5' sidewalk 6.5' parkway
164	Barrier	Corridor	Sidewalks - Width		(Add on) correction. 3' walkway but 1' utility. All Sloped
165	Barrier	Corridor	Sidewalks - Width		6' sidewalk
166	Strength	Corridor	Sidewalks - Width		> 9' 5' walkway, 7' parkway
167	Strength	Corridor	Sidewalks - Width		
168	Barrier	Point	Sidewalks - Width		5' sidewalk
169	Strength	Corridor	Sidewalks - Width		4' sidewalk 7.5' parkway
170	Strength	Corridor	Sidewalks - Width		7' sidewalk, 2' parkway
171	Strength	Corridor	Sidewalks - Width		8'
172	Strength	Corridor	Sidewalks - Width		12'
173	Barrier	Point	Sidewalks - Width		Narrow corner- pinch point
					> 9'
174	Barrier	Corridor	Sidewalks - Width		5' sidewalk 6.5' parkway
175	Strength	Corridor	Sidewalks - Width		12'
176	Strength	Corridor	Sidewalks - Width		13'
					9'
177	Barrier	Corridor	Sidewalks - Width		5' sidewalk 4' parkway
178	Strength	Corridor	Sidewalks - Width		13'
179	Strength	Corridor	Sidewalks - Width		10' sidewalk
180	Strength	Corridor	Sidewalks - Width		11.5' sidewalk
181	Strength	Point	Sidewalks - Width		5' sidewalk
					11.5' sidewalk
182	Strength	Corridor	Sidewalks - Width		Palms in tree wells
183	Strength	Corridor	Sidewalks - Width		13' sidewalk, 5' paved sidewalk, lots of trees
					> 9'
184	Strength	Corridor	Sidewalks - Width		11.5' sidewalk
					< 9' sidewalk
185	Barrier	Corridor	Sidewalks - Width		7.5' wide
186	Strength	Corridor	Sidewalks - Width		12' of sidewalk, relatively good condition. Feels safe to walk here. Street trees anf lighting present
					> 9'
187	Strength	Corridor	Sidewalks - Width		11.5' sidewalk
					> 9'
					11.5' sidewalk
					With tree wells
188	Strength	Corridor	Sidewalks - Width		Mature cork oak trees

VICTORY

Condition #	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
189	Strength	Corridor	Sidewalks - Width	Condition	15' sidewalk with 8' parkway
190	Strength	Point	Sidewalks - Width Wide sidewalk, diagonal parking	Wide sidewalk, diagonal parking	walkway: 5', tree well: 4'
191	Strength	Corridor	Sidewalks - Width Wide sidewalk, diagonal parking	Wide sidewalk, diagonal parking	Wide walkway: 9', quiet street
192	Strength	Corridor	Sidewalks - Width Wide sidewalk, diagonal parking	Wide sidewalk, diagonal parking	walkway: 11ft, good condition
193	Strength	Point	Street Furniture - Width		Bus shelter, bench, trash can, good condition of bus shelter
194	Barrier	Point	Street Furniture Daytime observation -		Broken pay phone
195	Barrier	Corridor	Traffic Speed - Width		High travel speeds, no parking during peak hours
196	Barrier	Corridor	Traffic Speed - Width		Fast moving cars on Vanowen parked car buffer helps somewhat
197	Strength	Point	Uplifted/uneven		
198	Idea	Corridor	Width		Can we use alleys as an alternate bike routes?
Strengths	91				
Barriers	104				
Ideas	3				

VICTORY



LEGEND

Victory Station

Recorded Conditions

- Barrier
- Idea
- Strength

VAN NUYS METRO ORANGE LINE

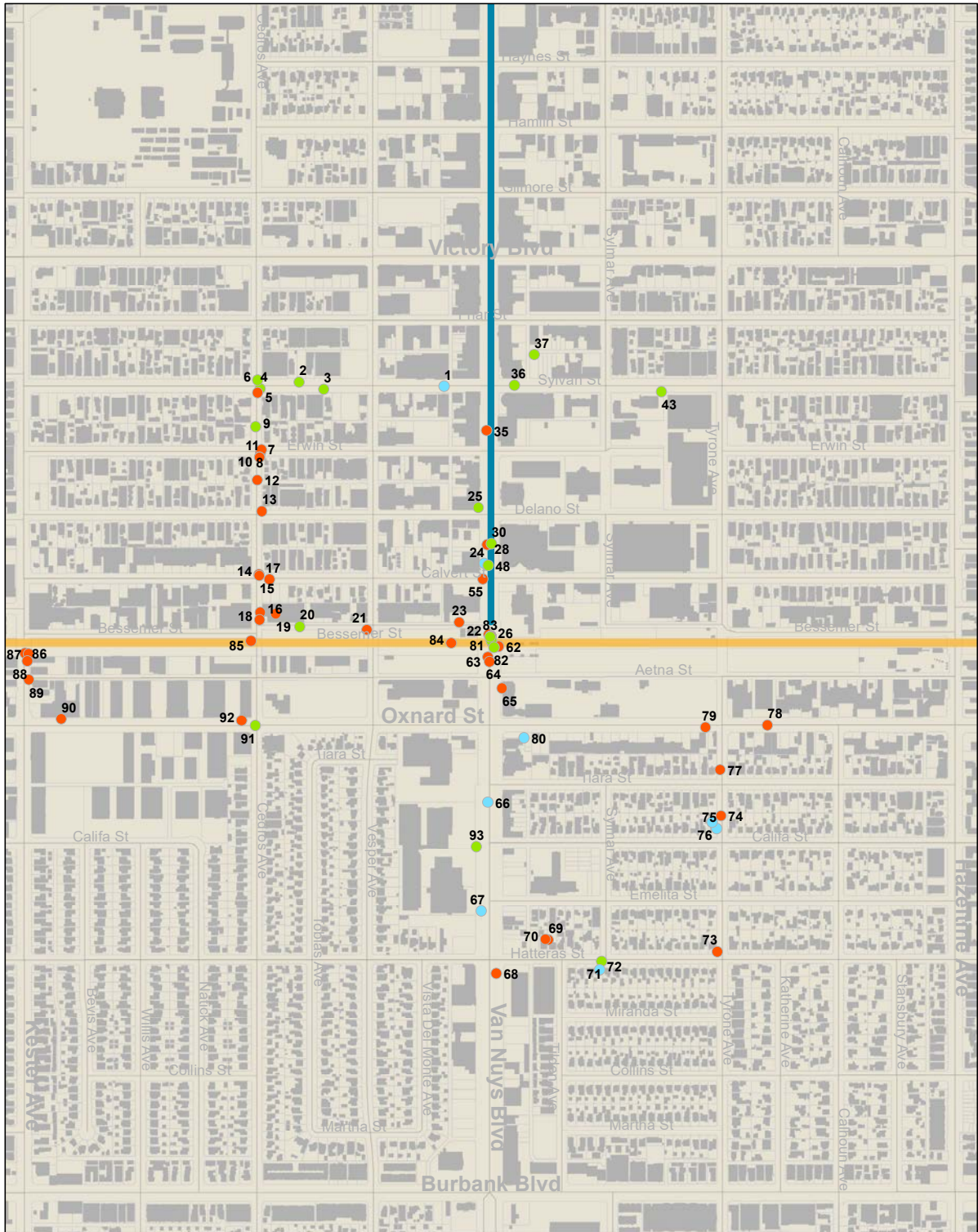
Condition						
#	Route	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
1	Oxnard J	Idea	Corridor (Corredor)			More trees
2	Oxnard J	Strength (Fuerza)	Corridor (Corredor)			Nice looking corridor
3	Oxnard J	Strength (Fuerza)	Corridor (Corredor)			Quiet green street
4	Oxnard J	Strength (Fuerza)	Intersection (Intersección)			Well marked xwalk
5	Oxnard J	Barrier (Barrera)	Intersection (Intersección)			Unmarked xwalk
6	Oxnard J	Strength (Fuerza)	Intersection (Intersección)			Preschool on the corner of cedros and sylvan.
7	Oxnard J	Barrier (Barrera)	Point (Punto)			Terrible sidewalk
8	Oxnard J	Barrier (Barrera)	Intersection (Intersección)	Sidewalks - Uplifted/uneven -		Uplifted sidewalk
9	Oxnard J	Strength (Fuerza)	Point (Punto)			School
10	Oxnard J	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Uplifted/uneven -		No good visible crosswalk
11	Oxnard J	Barrier (Barrera)	Intersection (Intersección)			Crosswalk ramps pointing inward
12	Oxnard J	Barrier (Barrera)	Point (Punto)			Poor sidewalk condition
13	Oxnard J	Barrier (Barrera)	Intersection (Intersección)	Crosswalks		Crosswalks not well marked
14	Oxnard J	Barrier (Barrera)	Point (Punto)	Crosswalks		No markings
15	Oxnard J	Barrier (Barrera)	Corridor (Corredor)			Industrial, loud banging
16	Oxnard J	Barrier (Barrera)	Corridor (Corredor)			Debris/garbage
17	Oxnard J	Barrier (Barrera)	Corridor (Corredor)	Maintenance		Very industrial, not ideal for foot traffic
18	Oxnard J	Barrier (Barrera)	Intersection (Intersección)	Crosswalks		Where do pedestrians go?
19	Oxnard J	Barrier (Barrera)	Intersection (Intersección)	Street Furniture		Homeless encampment
20	Oxnard J	Strength (Fuerza)	Corridor (Corredor)			Trees and clean
21	Oxnard J	Barrier (Barrera)	Intersection (Intersección)			No xwalk markings; missing sidewalk
22	Oxnard J	Barrier (Barrera)	Corridor (Corredor)	Sidewalks		Sidewalk is too narrow, especially for wheelchairs.
23	Oxnard J	Barrier (Barrera)	Corridor (Corredor)			Too narrow sidewalk w/ barriers
24	Oxnard J	Idea	Corridor (Corredor)			Ok street. Could be cleaner, better landscaped, and w/ wider sidewalks
25	Oxnard J	Strength (Fuerza)	Intersection (Intersección)			Continental xwalks
26	Oxnard K	Strength (Fuerza)	Point (Punto)	Other	Use of public space	Street vending can add to sense of safety, but shouldn't block the sidewalk
27	Oxnard K	Barrier (Barrera)	Point (Punto)	Signage		Too much conflicting signage and poles. Also sort of unsightly
28	Oxnard K	Barrier (Barrera)	Point (Punto)	Bus Stop		Perhaps more street furniture / benches along stops.
29	Oxnard K	Strength (Fuerza)	Point (Punto)	Landscaping/Shade - Street tree -		Decent share
30	Oxnard K	Strength (Fuerza)	Point (Punto)	Sidewalks		Nice and wide
31	Oxnard K	Barrier (Barrera)	Point (Punto)	Street Furniture - Street tree -		Different kinds of street furniture.
32	Oxnard K	Strength (Fuerza)	Point (Punto)	Other - Street tree -	Mid block pass through	Seems like a good opportunity to shorten route. But why all the fencing. Feels defensive.
33	Oxnard K	Strength (Fuerza)	Point (Punto)	Landscaping/Shade - Street tree -		Colonnade provides shade.
34	Oxnard K	Barrier (Barrera)	Point (Punto)	Safety - Street tree -		Vacant storefronts make space feel less safe.
35	Oxnard K	Barrier (Barrera)	Point (Punto)	Other	Shops/community area	Anything happening here for community space? Shops? Food? Shopping?
36	Oxnard K	Strength (Fuerza)	Point (Punto)	Sidewalks		Wide sidewalks however large chunks are taking up space causing bottlenecks every 20 feet
37	Oxnard K	Strength (Fuerza)	Intersection (Intersección)	Crosswalks		Scramble is a great idea at each line stop
38	Oxnard K	Strength (Fuerza)	Point (Punto)	Crosswalks - Other - Diagonal crossing	Diagonal crossing	Door more of this!
39	Oxnard K	Barrier (Barrera)	Point (Punto)	Sidewalks - Width - Diagonal crossing	Diagonal crossing	Too narrow, especially with his waiting area
40	Oxnard K	Strength (Fuerza)	Point (Punto)	- Width - Diagonal crossing	Diagonal crossing	
41	Oxnard K	Strength (Fuerza)	Point (Punto)	Other - Width - Diagonal crossing	Mid block pass through	More of these
42	Oxnard K	Barrier (Barrera)	Point (Punto)	Safety - Width - Diagonal crossing	Diagonal crossing	No eyes on street.
43	Oxnard K	Strength (Fuerza)	Point (Punto)	Other	Parkin structures	Curious what these structures are for and if there is any way to utilize a portion for Park-n-ride?
44	Oxnard K	Barrier (Barrera)	Point (Punto)	Safety - Width - Diagonal crossing	Diagonal crossing	No eyes on street!!
45	Oxnard K	Barrier (Barrera)	Point (Punto)	Maintenance - Width - Diagonal crossing	Diagonal crossing	Trip hazard
46	Oxnard K	Barrier (Barrera)	Point (Punto)	Maintenance - Width - Diagonal crossing	Diagonal crossing	Uplifting and overgrown.
47	Oxnard K	Barrier (Barrera)	Point (Punto)	Landscaping/Shade - Parkway or tree well	Diagonal crossing	Street trees need to be replaced
48	Oxnard K	Strength (Fuerza)	Intersection (Intersección)	Crosswalks		A scrambler here?
49	Oxnard K	Barrier (Barrera)	Intersection (Intersección)	Traffic Speed - Parkway or tree well - Diag	Diagonal crossing	Wide street. Feels unsafe.
50	Oxnard K	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other - Diagonal ramps are less safe for	Diagonal ramps are less safe for	Diagonal ramps are less safe for pedestrians. Need dual 90-degree curb ramps.
51	Oxnard K	Idea	Point (Punto)	Other - Diagonal ramps are less safe for	Diagonal ramps are less safe for	More informal street furniture?
52	Oxnard K	Barrier (Barrera)	Point (Punto)	Maintenance - Other - Diagonal ramps are less safe for	Diagonal ramps are less safe for	Low hanging trees impact passage and visibility.
53	Oxnard K	Barrier (Barrera)	Corridor (Corredor)	Bike - Other - Diagonal ramps are less safe for	Diagonal ramps are less safe for	Need bike lanes! Too many bikes on the sidewalk. Unsafe and intimidating for pedestrians
54	Oxnard K	Barrier (Barrera)	Point (Punto)	Street Furniture - Other - Diagonal ramps are less safe for	Diagonal ramps are less safe for	Abandoned newspaper boxes - one more barrier.
55	Oxnard K	Barrier (Barrera)	Point (Punto)	Crosswalks - Other		Cribs are too high at crosswalk - tripped multiple times; Additionally, sidewalks are obscured and narrow; could use a bike lane
56	Oxnard K	Barrier (Barrera)	Point (Punto)	Sidewalks - Other - Extra long curb cuts feel exposed	Extra long curb cuts feel exposed	
57	Oxnard K	Barrier (Barrera)	Point (Punto)	Other - Extra long curb cuts feel exposed	Extra long curb cuts feel exposed	
58	Oxnard K	Barrier (Barrera)	Point (Punto)	Street Furniture - Width -		Private, unsightly in the way. Move intractable drop off to private property
59	Oxnard K	Barrier (Barrera)	Point (Punto)	Maintenance - Width -		Trash/dumping
60	Oxnard K	Barrier (Barrera)	Point (Punto)	Width		
61	Oxnard K	Barrier (Barrera)	Point (Punto)	Street Furniture - Width -		Cheap street furnishings are moveable, make the street feel cheap and unloved.
62	Oxnard L	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other -		There should be continental crosswalks on all sides of VN/Orange Line/Oxnard intersection complex
63	Oxnard L	Barrier (Barrera)	Point (Punto)	Sidewalks - Other - ADA Ramp needed	ADA Ramp needed	
64	Oxnard L	Barrier (Barrera)	Point (Punto)	Bus Stop - Other - ADA Ramp needed	ADA Ramp needed	This is a major bus stop for the Valley, it should have shade and shelter
65	Oxnard L	Barrier (Barrera)	Point (Punto)	Sidewalks - Uplifted/uneven - ADA Ramp	ADA Ramp needed	
66	Oxnard L	Idea	Corridor (Corredor)	- Uplifted/uneven - ADA ramp needed	ADA Ramp needed	Plant more mature trees here to provide a canopy for walking

VAN NUYS METRO ORANGE LINE

Condition						
#	Route	Observation Type	Location Type	Barrier/Strength Type	Barrier/Strength Detail	Description
67	Oxnard L	Idea	Corridor (Corredor)	- Uplifted/uneven - ADA ramp needed	ADA Ramp needed	Consider making the bike path parking protected w/ ample shade. Right now it's pretty hostile
68	Oxnard L	Barrier (Barrera)	Point (Punto)	Sidewalks - Width - ADA Ramp needed	ADA Ramp needed	This could use some landscaping and the sidewalk should be widened!
69	Oxnard L	Barrier (Barrera)	Point (Punto)	Safety - Width - ADA Ramp needed	ADA Ramp needed	Two dead trees that are a safety hazard. Could crush cars or people if they fall
70	Oxnard L	Barrier (Barrera)	Point (Punto)	Safety - Width - ADA Ramp needed	ADA Ramp needed	Two dead trees that are a hazard and could easily fall and crush cars, people
71	Oxnard L	Strength (Fuerza)	Corridor (Corredor)	Traffic Speed - Width - ADA Ramp needed	ADA Ramp needed	Good speed bumps and natural traffic calming on this street
72	Oxnard L	Idea	Corridor (Corredor)	- Width - ADA ramp needed	ADA Ramp needed	Currently no sidewalk on the south side of Hatteras, one should be added
73	Oxnard L	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Missing -		Looking north on Tyrone at Hatteras
74	Oxnard L	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Width -		Narrow sidewalks and overgrown vegetation
75	Oxnard L	Idea	Point (Punto)	Width -		Is there a reason people shouldn't be able to park on Tyrone?
76	Oxnard L	Idea	Corridor (Corredor)	Width -		Tyrone should have speed bumps...cars go too fast and the east/west streets have them. See sign!
77	Oxnard L	Barrier (Barrera)	Point (Punto)	Sidewalks - Other -		Homeless tents blocking the sidewalk. Maybe solve w/ a Safe Parking program for ppl during the day?
78	Oxnard L	Barrier (Barrera)	Intersection (Intersección)	Crosswalks - Other -		This needs marked crosswalks and maybe even a traffic signal. SO MANY near-collisions from left turn
79	Oxnard L	Barrier (Barrera)	Corridor (Corredor)	Sidewalks - Uplifted/uneven -		Curb cuts here are not ADA compliant!
80	Oxnard L	Idea	Corridor (Corredor)	Uplifted/uneven -		If this corridor ever gets redeveloped bc of its transit proximity it will need more trees!
81	Oxnard L	Strength (Fuerza)	Point (Punto)	Street Furniture - Uplifted/uneven -		More public toilets like this, especially in areas w large homeless populations
82	Oxnard L	Strength (Fuerza)	Point (Punto)	Other - Uplifted/uneven -	TAP seller	Contract local businesses to sell TAP cards in vicinity of major stations, like this 7/11
83	Oxnard L	Strength (Fuerza)	Corridor (Corredor)	Bike - Uplifted/uneven -		The OL bike path is a huge community asset- Encourage businesses and developers to activate it
84	Oxnard N	Barrier (Barrera)	Intersection (Intersección)			lack of parking
85	Oxnard N	Barrier (Barrera)	Corridor (Corredor)			homeless encampments
86	Oxnard N	Barrier (Barrera)	Intersection (Intersección)			not suitable for walkability and or pedestrian experiences
87	Oxnard N	Barrier (Barrera)	Intersection (Intersección)			walkability
88	Oxnard N	Barrier (Barrera)	Intersection (Intersección)			incomplete side walk existing sidewalk discontinued
89	Oxnard N	Barrier (Barrera)	Corridor (Corredor)			uninviting street...surrounded on both sides by automotive uses and narrow sidewalks
90	Oxnard N	Barrier (Barrera)	Corridor (Corredor)			incomplete sidewalks
91	Oxnard N	Strength (Fuerza)	Intersection (Intersección)			bus bench and shade trees
92	Oxnard N	Barrier (Barrera)	Intersection (Intersección)			no crossing...near bUs stop
93	Oxnard N	Strength (Fuerza)	Corridor (Corredor)			bike lane

Strengths 25
 Barriers 59
 Ideas 9

VAN NUYS METRO ORANGE LINE



LEGEND

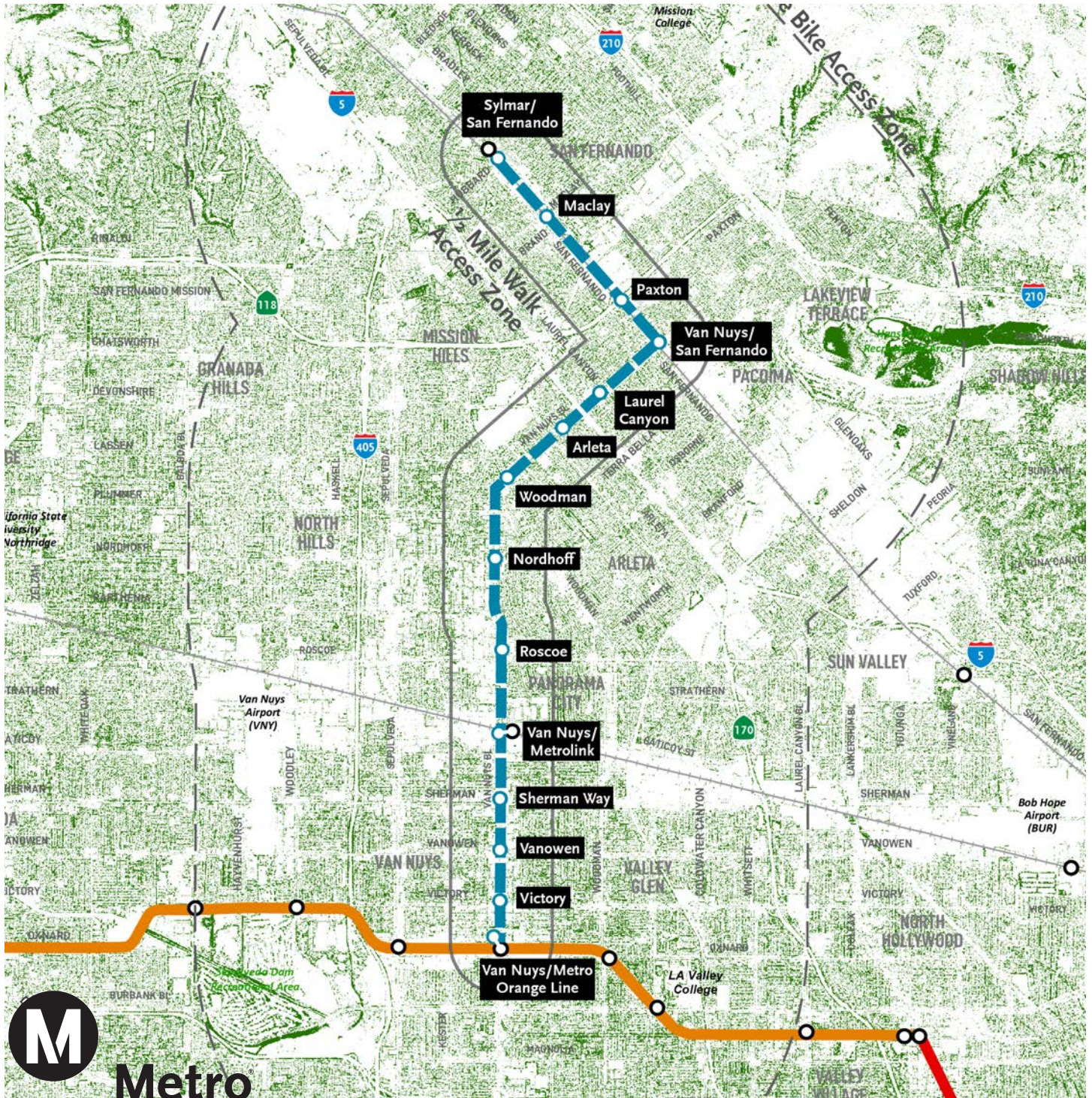
Van Nuys Metro Orange Line Station Recorded Conditions

- Barrier (Barrera)
- Idea
- Strength (Fuerza)

Existing Conditions/Review of Plans and Projects Memo

East San Fernando Valley Transit Corridor

First/Last Mile Planning



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Patricia Smith, ASLA, AICP

KOA

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I. Introduction

In June 2018, the Metro Board selected light rail as the locally preferred alternative (LPA) for the East San Fernando Valley Transit Corridor (ESFVTC). The median-running light rail transit (LRT) system with 14 stations will operate for 6.7 miles in a median dedicated guideway on Van Nuys Blvd. Along the northern segment of the transit corridor trains would run for 2.5 miles on railroad right-of-way adjacent to San Fernando Rd. The project is primarily located in the City of Los Angeles, with a segment in the City of San Fernando. The final environmental document is scheduled to be completed in late 2019, and once certified by the Metro Board, preliminary engineering will commence. Groundbreaking is scheduled to begin in 2022 and revenue operations expected in time for the 2028 Summer Olympic and Paralympic Games.

Two years earlier (2016) the Metro Board of Directors passed Motions clarifying First/Last Mile (FLM) implementation objectives throughout Metro's countywide system. One of the outcomes directed Metro staff to include FLM improvements in the project delivery process for future transit capital projects. FLM planning for all ESFVTC stations began in August 2018 to address walk-bike access needs during preliminary station design so FLM projects can be implemented in tandem with the LRT system. The FLM planning was done in collaboration with two community-based organizations, Pacoima Beautiful and Safe Moves.

Figure 1 shows the ESFVTC EIR project study area, proposed alignment and stations.

East San Fernando Valley Transit Corridor Project Study Area



Figure 1: ESFVTC Project Study Area Source: Metro

The Existing Conditions / Review of Plans and Projects Memo is a summary of information relevant to the half-mile walk access zone and three-mile bike access zone for each station. In addition to fieldwork, walk audits and stakeholder surveys (which are summarized in other ESFVTC FLM memos) the team reviewed relevant plans and projects to understand the walking and bicycling environment and GIS data.

Relevant Plans and Projects

The Design Team reviewed documents for plans and projects related to FLM and active transportation. Summaries are organized by:

- > Relevancy to half-mile station areas
- > Relevancy to multiple stations and within the three-mile bike access zone

GIS Data

The Design Team reviewed Metro’s Active Transportation Strategic Plan (ATSP) to understand existing conditions within the walk and bike access zones. For the purposes of this project, the data was relevant but outdated (over 5 years old). The Design Team collected and updated GIS data for:

- > Population and Employment – by station
- > Pedestrian and Motor Vehicle Collisions – Corridor-wide and by station
- > Bicycle and Motor Vehicle Collisions – Corridor-wide and by station
- > Posted Roadway Speeds – Corridor-wide
- > Tree Canopy Coverage – Corridor-wide and by station

Updating and collecting GIS data helped the team understand current existing conditions, have up-to-date points of interests and bike facilities for ESFVTC FLM maps, and to analyze new variables such as tree canopy coverage that reflect shade coverage for pedestrians and bicyclists.

II. Relevant Plans and Projects

The FLM Design Team researched relevant planning documents and projects for the half-mile walk shed and three-mile bike shed around each station to understand adopted policies, previous community planning efforts and funded projects. Documents varied by the level of detail and project-specific information that was relevant to the FLM process. For example, general plans and policies did not specifically inform potential FLM projects being proposed. Specific plans and streetscape plans were more relevant for understanding what projects have been considered in the community, had community support, or could extend the impact of FLM improvements. Referring to these plans and projects was helpful to avoid duplicative recommendations when developing FLM projects. This summary includes plans and projects in the Cities of Los Angeles and San Fernando, organized by station. Where available, plans and projects are hyperlinked (underlined) to the actual document or project page.

A. Plans and Projects with Relevance to Half-Mile Station Areas

Sylmar/San Fernando Station

- > San Fernando Corridors Specific Plan (SP-5), adopted December 2017 – The City of San Fernando developed a community-based vision for economic development and revitalization of the Maclay Avenue, Truman Street, San Fernando Road, and First Street corridors. The San Fernando Corridors Specific Plan is the City’s tool to help guide and realize this vision. The original San Fernando Corridors Specific Plan (SP-4) was adopted in January 2015. Since then voters of Los Angeles County approved Measure M, which provides the necessary funding for the planned transit improvements of the East San Fernando Valley Transit Corridor project, which traverse San Fernando’s downtown area, terminating at the Sylmar/San Fernando Station. The current proposed San Fernando Corridors Specific Plan (SP-5) will establish strategies that recognize Metro’s public transportation project and replace SP-4 in its entirety.
- > Safe and Active Streets Plan (City of San Fernando), Adopted 1/25/2018 – The City of San Fernando has combined both Active Transportation and Safe Routes to School planning into one document - “The Safe and Active Streets Plan.” This plan recommends new infrastructure (such as the addition of bike lanes), city-supported programs (such as student safety education) and includes implementation steps (such as a prioritized list of projects and funding recommendations) to meet San Fernando’s goals and vision. The Plan’s recommendations were informed directly through extensive community engagement and outreach and is intended to reflect the needs and desires of San Fernando stakeholders. In order to implement the plan, the City will partner with regional partners, like Los Angeles County Metropolitan Transportation Authority, and local residents and community based organizations.
- > Sylmar Community Plan Implementation Overlay (City of Los Angeles) – The Sylmar CPIO District provides Supplemental Development Regulations tailored to ensure that development enhances the unique architectural, environmental, and cultural qualities of the Sylmar Community Plan area, integrates improvements and enhancements to the public rights-of-way, and maintains compatible land uses, and appropriate development scale, intensity, and density. The Sylmar CPIO District also creates an Administrative Clearance (i.e., ministerial approval) process that enables infill development that will positively impact communities in conformance with these regulations. The CPIO establishes development standards for the

Metrolink Station TOD and San Fernando Rd. Mixed Use Corridor, along with a variety of other districts.

- > Brighton to Roxford Double Track Project (Metro/Metrolink) – The Brighton to Roxford Double Track Project, proposed by LA County Metro, would add a second main line track to an approximately 11-mile single track transportation corridor in east San Fernando Valley. The project will be implemented in an active rail corridor within existing rail, public, and station rights-of-way. The corridor runs between Hollywood Way in the City of Burbank and through the cities of Los Angeles and San Fernando, to Roxford Street in Sylmar. This project would create over 25 miles of continuous double track rail from Downtown Los Angeles to the San Fernando Valley.

Maclay Station

- > Safe and Active Streets Plan – See Sylmar/San Fernando Station for description.
- > Brighton to Roxford Double Track – See Sylmar/San Fernando Station for description.
- > Pacoima Wash Vision Plan (Los Angeles County Public Health Department, Pacoima Beautiful, and others) – The Pacoima Wash Vision Plan was prepared to generate ideas and community-based action toward the creation of new recreational amenities and a multi-use path along the length of the Pacoima Wash through the communities of Sylmar and Pacoima. The document: provides ideas that emerged from comprehensive dialogue with community leaders and residents for transforming the Wash into a vibrant multi-use trail; provides specific input for the City of Los Angeles, which can be incorporated into the Community Plan updates for the communities of Sylmar and Pacoima; and will aid in the effort to develop the improvements laid out in this plan. This plan also elaborates on previous plans created for the Wash, such as the City of San Fernando Pacoima Wash Greenway Plan, and the Pacoima-Tujunga Watershed plan by specifically focusing on the areas of the Wash located within the communities of Pacoima and Sylmar.
- > San Fernando Corridors Specific Plan (SP-5), Adopted December 2017 – See Sylmar/San Fernando Station for description.

Paxton Station

- > Green Together 2018 Transformative Climate Communities Grant (Funded 2019-2024) – In December 2018, the California Strategic Growth Council (SGC) awarded \$23 million to the Los Angeles neighborhood of Pacoima (Pacoima Beautiful with Community Partners) as part of its Transformative Climate Communities (TCC) Program, which supports community-led, neighborhood-scale development and infrastructure projects that achieve important environmental, health, and economic benefits. The large-scale TCC investments are intended to make a difference in the lives of the residents of some of the State’s most disadvantaged communities, while also reducing air pollution and greenhouse gas emissions. The Pacoima proposal integrates a variety of projects that will improve air quality and reduce greenhouse gas emissions, in addition to strategies to promote equity through job training and displacement avoidance policies and programs. Planned projects include tree planting through the community, sidewalk improvements on key pedestrian corridors (Haddon and Herrick Avenues) leading to the future ESFV station, and solar panels on existing residences.
- > Brighton to Roxford Double Track Project – See Sylmar/San Fernando Station for description.

- > Tujunga-Pacoima Watershed Plan (The River Project) April 2008 – Funded by the CalFed Bay-Delta Watershed Program, the overarching goal of the plan is “[t]o revitalize the Tujunga/Pacoima Watershed, balancing water supply, water quality, community open space needs, environmental protection and restoration, and public safety.” The plan includes 37 specific projects submitted by a variety of public agencies and non-profits, as well as a range of studies and programs and policy recommendations. Directly relevant to the Paxton Station is #24 trail system along 7 miles of the Pacoima Wash.
- > Pacoima Wash Vision Plan – See Maclay Station for description.
- > City of Los Angeles Bureau of Engineering Project – This multi-modal project constructs a new pedestrian/bicycle bridge along Telfair Avenue, connecting the communities separated by Pacoima Wash and providing direct access to the proposed El Dorado Park.

Van Nuys/San Fernando Station

- > Green Together 2018 TCC Grant – See Paxton Station for description.
- > Brighton to Roxford Double Track Project – See Sylmar Station for description.
- > Pacoima Community Design Overlay District – The Pacoima Community Design Overlay District (CDO) provides design guidelines and standards for both public and private development projects in the community of Pacoima. The intent of the CDO is to provide guidance and direction in the design of buildings and storefronts that contribute to the appearance of the area. The Pacoima CDO anticipates the development of a complimentary Streetscape Plan, which includes streetscape design guidelines and standards to provide direction in the design of Projects in public areas. These projects could include, street furniture (including benches, bus shelters, and newsstands), street lighting, and landscaping. Together these two plans encourage the better use of public and private space and help the community develop ways for ongoing participation in the revitalization and development of Pacoima.
- > Great Streets Program – Los Angeles Mayor Garcetti’s initiative is intended to achieve the goals of “empowering, connecting and developing”. According to the city’s Great Streets web page the “Van Nuys Boulevard (Pacoima)” investments included infrastructure maintenance, sidewalk repairs, weekly overnight street sweeping, installation of a solar powered bench, an upgraded bus shelter with USB charging station, Wi-Fi, and real-time updates, a new signalized intersection at Van Nuys Boulevard and El Dorado Avenue, and approximately \$3 million for “green streets” improvements that will help capture rainwater. Note: The exact extent and location of the Great Streets investments should be confirmed during Preliminary Engineering.
- > Pacoima Wash Vision Plan – See Maclay Station for description.
- > City of Los Angeles Bureau of Engineering Project – Pierce Street from San Fernando Road to Foothill Boulevard – Install new traffic calming including bike loops and curb extensions along Pierce St/San Fernando to Glenoaks and along Herrick Ave/Pierce St to Brownell.

Laurel Canyon Station

- > Green Together 2018 TCC Grant – See Paxton Station for description.
- > Community Design Overlay District (2003) – See Van Nuys/San Fernando Station for description.

Arleta Station

- > Tujunga-Pacoima Watershed Plan – See Paxton Station for description. Directly relevant to the Arleta Station Area is Preference #27 - Arleta Greenbelt using power line easement and Pacoima Diversion Canal.
- > Community Design Overlay District (2003) – See Van Nuys/San Fernando Station for description.

Woodman Station

- > Vision Zero 2019 – Vision Zero Los Angeles is the City of Los Angeles’ commitment to eliminate all traffic deaths by 2025 by focusing on the City’s most vulnerable road users, including children, older adults, and people walking and bicycling. Vision Zero identifies priority intersections and corridors to be address by the plan. Those priorities include:
 - The intersection of Van Nuys Blvd. and Woodman Ave.
 - Woodman Ave. from Sherman Way to Saticoy St.
- > Tujunga-Pacoima Watershed Plan – See Paxton Station for description. Directly relevant to the Woodman Station Area are Preference #1 - Power Line Easement Project that includes trails/pocket parks on power line ROW and Preference #35 - Mission Hills Greenbelt.
- > City of Los Angeles Bureau of Engineering Project – Sylmar Ave and Plummer St – This project will improve the right of way in front of the Department of Recreation Mid Valley Inter MPC Park.

Nordhoff Station

- > Tujunga-Pacoima Watershed Plan – See Paxton Station for description. Directly relevant to the Nordhoff Station area are Preference #3 - Demonstration roadway infiltration/permeability in this vicinity and Preference #26 - Van Nuys Boulevard pocket parks.
- > City of Los Angeles Bureau of Engineering Project – This project installs Rectangular Rapid Flashing Beacon (RRFB) in the vicinity of the intersection.

Roscoe Station

- > Panorama City Community Design Overlay District – The Panorama City Community Design Overlay District (CDO) provides guidelines and standards for all public and private development projects in Panorama City. The intent of the CDO is to provide guidance and direction in the design of buildings and storefronts that will contribute to the district's continuing revival by moving toward a more pedestrian friendly commercial center that contributes to community identity.
- > North San Fernando Valley BRT Corridor Project – Metro's Alternative Analysis Report (June 2019) recommends alternatives that travel primarily on Nordhoff Street and Roscoe Boulevard (between the existing Chatsworth Station and North Hollywood Station) because they show the highest potential ridership (27,500 to 28,700 boardings per weekday in 2042) and were determined to have the most compatible land uses and accessibility to important destinations. All Design Variations have a station on Roscoe Boulevard at Van Nuys Boulevard to allow for transfers to the ESFVTC Project. Design Variations C, D, E and F would run on Roscoe Boulevard west of Van Nuys Boulevard; Design Variation G would run on Parthenia Street west of Van Nuys Boulevard, then Van Nuys Boulevard parallel to the ESFVTC at the Panorama Mall.
- > City of Los Angeles Bureau of Engineering Project – Van Nuys Blvd near Parthenia Blvd – This project designs and constructs complete street elements such as curb extensions, refuge median islands and/or ADA compliant corner ramps.
- > City of Los Angeles Bureau of Engineering Project – Roscoe Blvd and Hazeltine Ave – The Secondary Sewer Plan report E28 will repair sewer reaches and structure improvements in sewer shed E28. This project is bounded by Wakefield Ave to the north, Van Nuys Blvd to the west, Murietta Ave to the east, and Hazeltine Ave to the south.

Van Nuys/MetroLink Station

- > MetroLink Van Nuys Station Project – This MetroLink project will provide passenger service to both main tracks via a center platform, provide safe pedestrian access through a grade separated pedestrian undercrossing, improve travel times for intercity and commuter rail service and improve train operational reliability and on-time performance.
- > Panorama City Community Design Overlay District – See Roscoe Station for description.
- > Sepulveda Transit Corridor Project – Metro is studying four alternatives to connect the San Fernando Valley and the Westside, including the LAX area. Alternative HRT 1 is underground below Van Nuys Boulevard between the Metro Orange Line Station and Van Nuys/MetroLink Station with stations at both locations. Alternative HRT 2 is underground between the Sepulveda Orange Line Station and the Van Nuys/MetroLink Station with stations at both locations. Alternatives HRT 3 and MRT 1 are aerial between the Sepulveda Orange Line Station and the Van Nuys/MetroLink Station with stations at both locations plus at Sherman Way. Potential maintenance and storage facility sites were identified in the Van Nuys/MetroLink Station area for all alternatives. The Final Feasibility Study will be presented to the Metro Board in December 2019.

Sherman Way Station

- > City of Los Angeles Bureau of Engineering Project – This project installs Rectangular Rapid Flashing Beacon (RRFB) in the vicinity of the intersection.

Vanowen Station

- > Van Nuys CBD Community Design Overlay District – The Van Nuys Central Business District (CBD) Community Design Overlay District (CDO) establishes design guidelines and standards for projects dealing with commercial properties. It aims to guide development within a framework that is sensitive to the history of the Van Nuys CBD, while encouraging design creativity. In short, it will provide guidance and direction for the area which will enhance the districts' appearance. Future designs should evoke the area's sense of history, place, and identity as the hub of the San Fernando Valley. The Van Nuys CBD CDO is complemented by the Van Nuys CBD Streetscape Plan which incorporates streetscape design guidelines and standards that provide direction in the design of Projects in the public right-of-way, such as street furniture, street lighting, and landscape. Together these two plans will encourage the integration of public and private space and will help to direct development towards a more cohesive design concept by providing the community with tools for ongoing participation in the revitalization and development of the Van Nuys Central Business District.
- > City of Los Angeles Bureau of Engineering Project – This project installs Rectangular Rapid Flashing Beacon (RRFB) in the vicinity of the intersection.

Victory Station

- > Van Nuys CBD Community Design Overlay District – See Vanowen Station for description.
- > City of Los Angeles Bureau of Engineering Project – This project installs Rectangular Rapid Flashing Beacon (RRFB) in the vicinity of the intersection.

Van Nuys/Metro Orange Line Station

- > Orange Line Improvements First/Last Mile (Upcoming Project) – As part of new gating and grade separation improvements to the Orange Line, Metro will develop two new plans for first/last mile improvements at the reconstructed Sepulveda and Van Nuys stations. The project will address the Sepulveda station area, as Van Nuys will be covered as part of the East San Fernando Valley First/Last Mile Plan.
- > Great Streets Program – See Van Nuys/San Fernando Station for a description of the LA Great Street Program. Relevant to the Victory Station Area are investments that included infrastructure maintenance, sidewalk repairs, weekly overnight street sweeping, installation of a solar powered bench, and an upgraded bus shelter with USB charging station, Wi-Fi, and real-time updates. Note: The exact extent and location of the Great Streets investments should be confirmed during Preliminary Engineering.
- > Orange Line BRT Sustainable Corridor Implementation Plan (SCAG), June 2012 – The Orange Line BRT Sustainable Corridor Implementation Plan (CIP) identifies a range of improvements to the Orange Line and the fourteen station areas on its original alignment, including land use

changes, catalyst projects, streetscape improvements, and transit connections, that will increase transit use for commuters and discretionary riders, reduce greenhouse gas (GHG) emissions, and advance Metro’s sustainable development principles. The four main goals of the Orange Line BRT Sustainable CIP are to: Identify strategies to better integrate transportation and land use decisions; Identify transportation measures that support station-area and community plans; Identify and prioritize staff time and resources to implement TOD-related projects by determining where improvements will have the most positive impact; and Support Metro’s Sustainability Principles.

- > Community Design Overlay District (2003) – The Van Nuys Central Business District (CBD).
- > Sepulveda Transit Corridor Project – See Van Nuys/Metrolink Station for description.

B. Plans and Projects with Relevance to Multiple Station Areas and within the Three-Mile Bike Shed

- > Mobility 2035 (City of Los Angeles), the City’s adopted mobility element of its General Plan, includes a network of bicycle facilities. This network was mapped for both the three-mile radius wheel project area and the half-mile station areas as the starting point for identifying wheel projects that provide access to and from each station within both one-half mile and three miles. Mobility 2035 also includes street cross sections, including sidewalk widths, for all street types.
- > Tujunga-Pacoima Watershed Plan (The River Project) April 2008 – Funded by the CalFed Bay-Delta Watershed Program, the overarching goal of the plan is “[t]o revitalize the Tujunga/Pacoima Watershed, balancing water supply, water quality, community open space needs, environmental protection and restoration, and public safety.” The plan includes 37 specific projects submitted by a variety of public agencies and non-profits, as well as a range of studies and programs and policy recommendations. High priority projects directly relevant to FLM access to ESFV stations beyond the ½-mile station areas include: #1 Power line easement groundwater recharge; #2 San Fernando Rd. Railroad ROW stormwater infiltration; #3 San Fernando Rd. Woodman Ave, Victory and Van Nuys Blvds. stormwater infiltration; #5 Upgrade existing bridges on the Pacoima and Tujunga Washes to increase channel width; #9 Tujunga Wash Greenway extension north from Vanowen Street; #22 Class I bike paths, stormwater infiltration, and median planting on Van Nuys Blvd. northeast of San Fernando Rd., San Fernando Rd., and Osborne St.; #23 neighborhood street edge alternatives (SEAs) to create a swale network in Pacoima; #24 trail system along 7 miles of the Pacoima Wash from the National Forest on the north to the vicinity of the Van Nuys/Metrolink Station on the south and along Pacoima Diversion Canal to connect to the Tujunga Wash Greenway; #26 Van Nuys Boulevard pocket parks between Nordhoff St. and Plummer St.; #27 Arleta Greenbelt loop trail connection Pacoima, Tujunga, and Branford Spreading Grounds along the LADWP transmission line easement (Canterbury Ave.) and Pacoima Diversion Canal; #28 SEA projects in Arleta.
- > General Plan Framework (City of Los Angeles) – the General Plan Framework is a strategy for long-term growth, which sets a citywide context to guide the update of community plan and citywide elements. A central land-use goal is for “[T]ransit stations to function as a primary focal point of the City’s development.” More specifically, “[i]t is the intent of the General Plan Framework Element to encourage new development in proximity to rail and bus

transportation corridors and stations. The concentration of uses in the designated neighborhood districts, community, regional, and Downtown centers, and mixed-use boulevards (preceding policies) reflect this objective. Within these areas, the highest development intensities are targeted generally within one-quarter mile of the transit stations (this standard may vary based on local circumstances). It is intended that a considerable mix of uses be accommodated to provide population support and enhance activity near the stations. This may encompass a range of retail commercial, office, personal services, entertainment, restaurants, and housing that serve both transit users and local residents. The incorporation of extensive streetscape amenities to promote pedestrian activity is encouraged in each area.”

- > City of Los Angeles Community Plans – the ESFVTC traverses four of the City of Los Angeles’ Community Plan areas:

- o Sylmar
- o Mission Hills - Panorama City - North Hills
- o Arleta - Pacoima
- o Van Nuys - North Sherman Oaks.

Community Plans guide the physical development of neighborhoods by establishing goals and policies for land use. With the exception of the Sylmar Community Plan, which identifies a Transit-Oriented District (TOD) around the San Fernando Station, the Community Plans have not yet been updated to address development around the newly proposed ESFVTC stations, consistent with the goals and policies of the General Plan Framework. However, they do anticipate higher development intensities along Van Nuys Boulevard and major cross streets.

- > City of San Fernando General Plan – The City of San Fernando General Plan establishes and use and transportation policies for the entire city. The previously described Corridors Specific Plan and Safe and Active Streets Plan provide greater detail with respect to FLM considerations.
- > Tujunga Wash Greenway (Los Angeles County Regional Park and Open Space District), located along the banks of the Tujunga Wash from Vanowen Street to Oxnard Street, was completed in 2007, is a model for its future extension north on the Tujunga Wash, Pacoima Diversion Canal and Pacoima Wash. Pathways for walking and biking along both sides of Tujunga Wash incorporate rest area amenities, interpretive signage, and appurtenant structures.
- > City of Los Angeles Bureau of Engineering Project – Pierce Street from San Fernando Road to Foothill Boulevard – This project installs new traffic calming including bike loops and curb extensions along Pierce St/San Fernando to Glenoaks and along Herrick Ave/Pierce St to Brownell.
- > City of Los Angeles Bureau of Engineering Project – Van Nuys/San Fernando Station –This project continues San Fernando Road Bikeway between railroad tracks and the roadway from Branford Street to Lankershim Boulevard, including a bike bridge over the Tujunga Wash.

III. GIS Data

To understand current existing conditions and have up-to-date information for ESFVTC FLM maps, the Design Team collected and updated GIS data for:

- > Population and Employment – by station
- > Pedestrian and Motor Vehicle Collisions – Corridor-wide and by station
- > Bicycle and Motor Vehicle Collisions – Corridor-wide and by station
- > Posted Roadway Speeds – Corridor-wide
- > Tree Canopy Coverage – Corridor-wide and by station

A. Population and Employment

Cityworks Design and KOA analyzed population and employment using 2016 American Community Survey for each station. The stations vary notably by total population. The most populated station area is Nordhoff Station (approx. 35,000) with second most populated being Roscoe Station, followed by Victory Station. The least populated is Paxton Station (approx. 16,000).

Total employment based on 2016 American Community Survey was less variable by station but still differentiated them. The highest total employment is at Maclay Station (approx. 10,000), followed by Roscoe Station and Van Nuys/MetroLink Station. The lowest total employment is at the Woodman Station (approx. 1,000).

Figure 2 shows the population and employment by station.

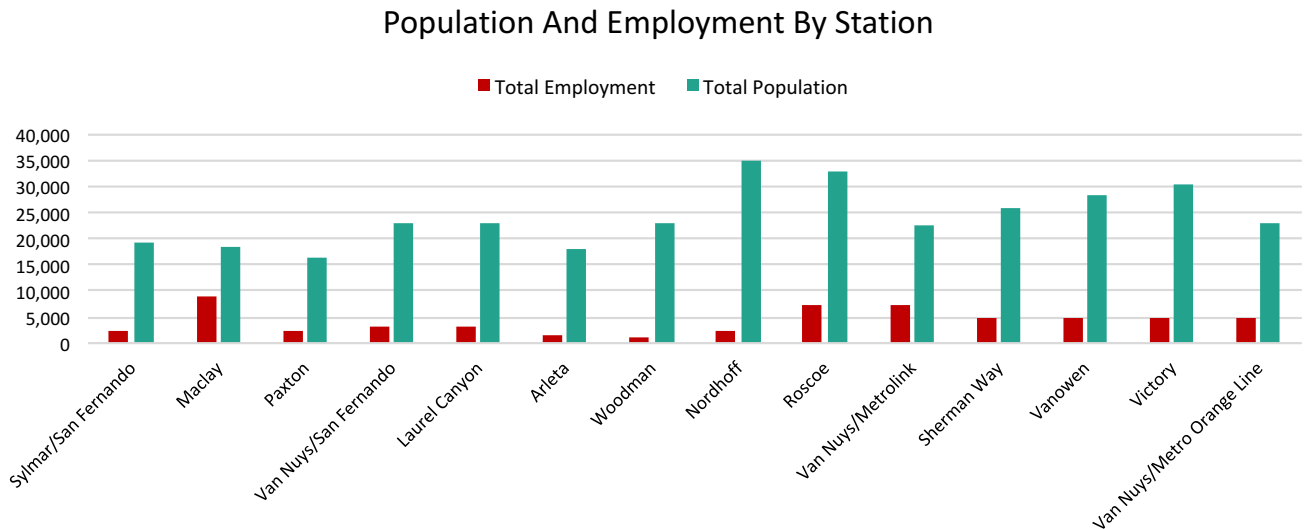


Figure 2: Population and Employment by Station Source: American Community Survey 2016

B. Collisions

Metro's ESFVTC customers will need to traverse sidewalks and cross streets to reach their closest station and final destination. FLM planning recognizes that some street intersections are more dangerous than others. Points of conflict tend to be located along major arterials, such as Van Nuys Boulevard and San Fernando Road where pedestrians must cross several lanes of traffic, or at intersections that do not have crosswalks or traffic signals.

When the ESFVTC is constructed, safety features such as fencing or crossing gates will be installed and should consequently improve pedestrian safety. FLM improvement projects for pedestrian safety may include new or enhanced crosswalks, new signal crossings, dual ramps, curb extensions and traffic calming.

ESFVTC station areas had notably high collisions for pedestrians/motor vehicles and bicycles/motor vehicles. The most dangerous for both types of collisions is Roscoe station area. Pedestrian collisions were also high at Nordhoff, Vanowen, Van Nuys/San Fernando, and Sherman Way station areas. Bicycle collisions were also high at Victory, Van Nuys/San Fernando, Nordhoff and Vanowen station areas.

Pedestrian/Motor Vehicle Collisions

Table 1 summarizes the number of collisions between pedestrians and motor vehicles between 2013 and 2017 within a half-mile of each station.

STATION NAME	TOTAL PEDESTRIAN COLLISIONS (WITHIN ½ MILE RADIUS)
Sylmar/San Fernando	16
Maclay	19
Paxton	13
Van Nuys/San Fernando	32
Laurel Canyon	12
Arleta	11
Woodman	19
Nordhoff	38
Roscoe	59
Van Nuys/Metrolink	12
Sherman Way	30
Vanowen	35
Victory	25
Van Nuys/Metro Orange Line	19

Table 1: Pedestrian/Motor Vehicle Collisions Source: SWITRS 2013-2017

Figure 3 shows pedestrian/motor vehicle collisions for the entire three-mile bike access zone.

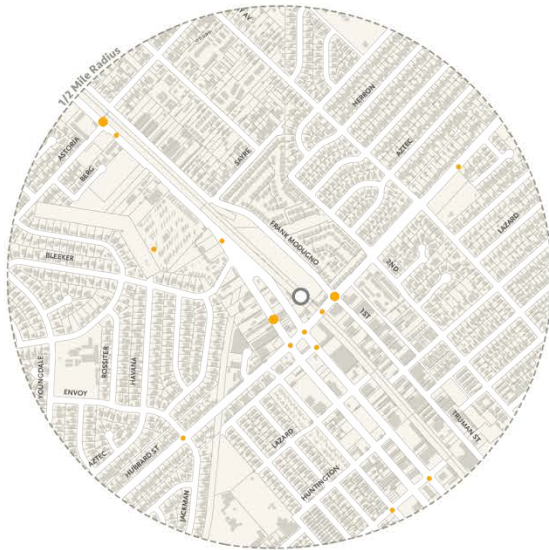
Pedestrian Collisions

East San Fernando Valley Transit Corridor



Figure 3: Pedestrian/Motor Vehicle Collisions - 3-mile radius Source: SWITRS 2013-2017

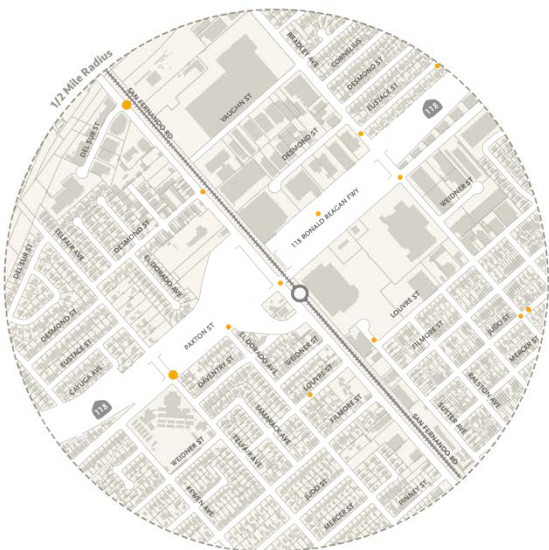
The following maps illustrate the number of locations and collisions between pedestrians and motor vehicles for a half-mile around each of the ESFVTC stations (gray circles). Each symbol on the map indicates the number of collisions within 100 feet of the intersection. Intersections with larger symbols indicate that more collisions occurred there, suggesting a higher need for safety improvements.



Sylmar/San Fernando Station



Maclay Station



Paxton Station



Van Nuys/San Fernando Station

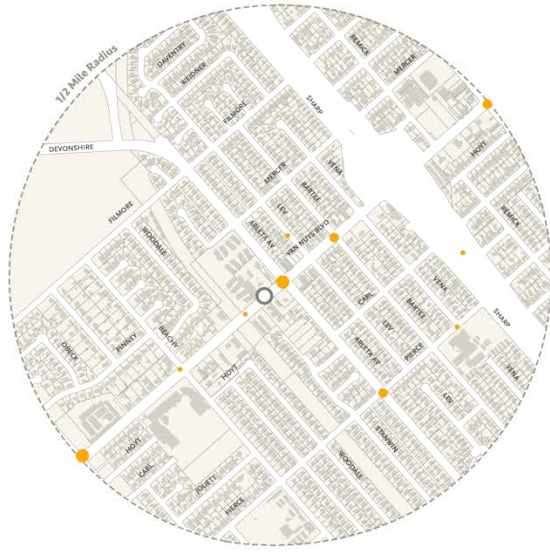


LEGEND
 Pedestrian/Motor Vehicle Collisions
 Source: SWITRS 2013-2017





Laurel Canyon Station



Arleta Station



Woodman Station



Nordhoff Station



LEGEND
 Pedestrian/Motor Vehicle Collisions
 Source: SWITRS 2013-2017





Roscoe Station



Van Nuys/MetroLink Station



Sherman Way Station

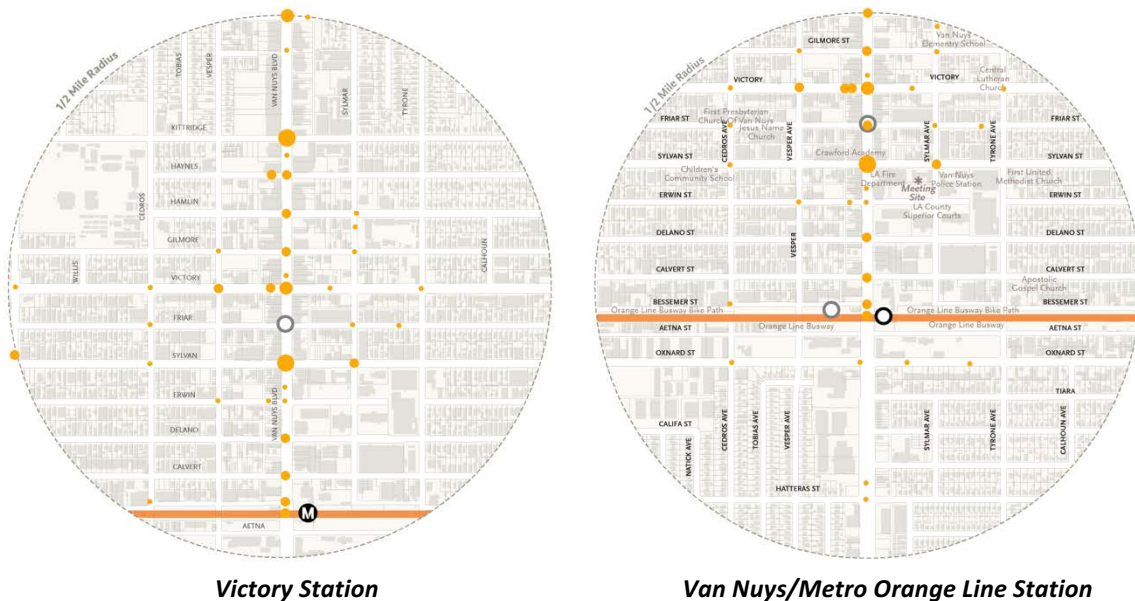


Vanowen Station



LEGEND
 Pedestrian/Motor Vehicle Collisions
 Source: SWITRS 2013-2017





Bicycle/Motor Vehicle Collisions

While the pedestrian network of sidewalks and crosswalks is generally established, the bicycle network in the corridor is less complete. Installing more bike infrastructure to develop the bike network would improve safety and rider comfort. Intersections with traffic signals are also needed for bicyclists to turn safely. While bike facilities are not planned on Van Nuys Blvd due to space constraints, the gaps in the bike network can be developed along adjacent streets to address safety concerns and minimize conflict areas between people driving cars and riding bicycles.

Bike safety features that can contribute to a complete bicycle network and the overall safety of riders include, but are not limited to: controlled crossings (fully signalized or pedestrian activated), modifying existing or proposed signals to include a pedestrian/bike phase (for separated bike lanes), speed humps and stop signs, and bike loops.

Table 2 summarizes the number of collisions between bikes and motor vehicles between 2013 and 2017 within a half-mile of each station.

STATION NAME	TOTAL BICYCLE COLLISIONS (WITHIN ½ MILE RADIUS)
Sylmar/San Fernando	11
Maclay	7
Paxton	6
Van Nuys/San Fernando	26
Laurel Canyon	19
Arleta	7
Woodman	15
Nordhoff	24
Roscoe	37
Van Nuys/MetroLink	20
Sherman Way	20
Vanowen	23
Victory	28
Van Nuys/Metro Orange Line	14

Table 2: Bicycle/Motor Vehicle Collisions Source: SWITRS 2013-2017

Figure 4 shows bicycle and motor vehicle collisions for the entire three-mile bike access zone.

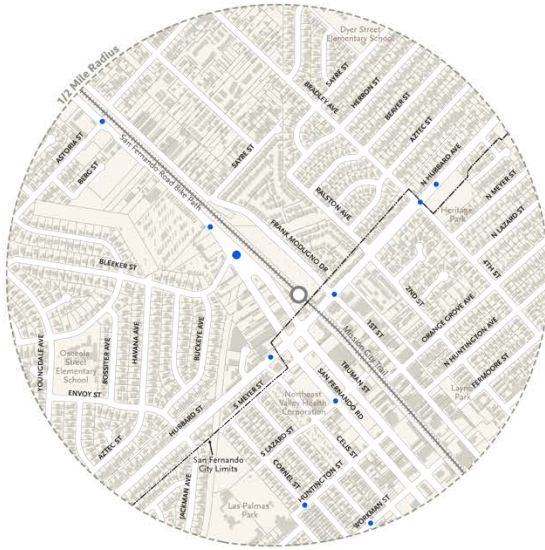
Bicycle Collisions

East San Fernando Valley Transit Corridor



Figure 4: Bicycle/Motor Vehicle Collisions - 3-mile radius Source: SWITRS 2013-2017

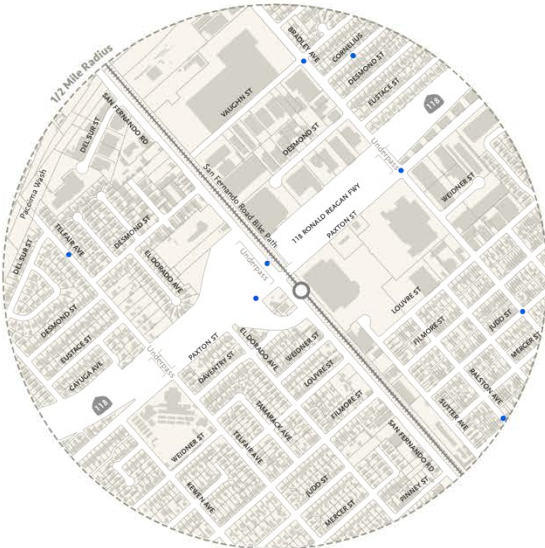
The following maps illustrate the locations and number of collisions between bikes and motor vehicles for a half-mile area around each of the ESVTC stations (gray circles). Each symbol in the map indicates the number of collisions within 100 feet of the intersection. Intersections with larger symbols indicate that more collisions occurred there, suggesting a higher need for safety improvements.



Sylmar/San Fernando Station



Maclay Station



Paxton Station



Van Nuys/San Fernando Station





Laurel Canyon Station



Arleta Station



Woodman Station

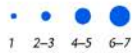


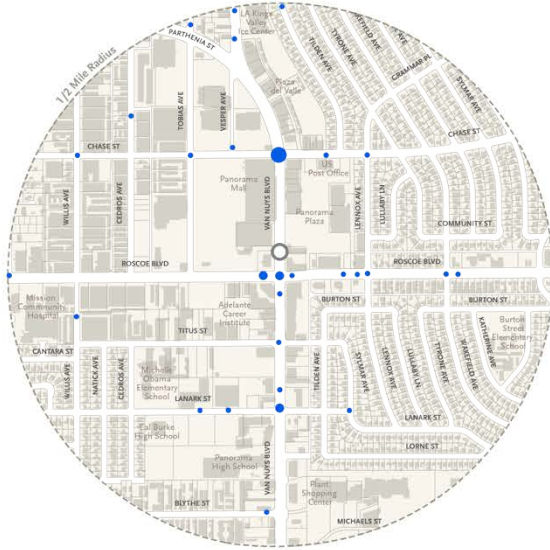
Nordhoff Station



LEGEND

Bicycle/Motor Vehicle Collisions
Source: SWITRS 2013-2017





Roscoe Station



Van Nuys/MetroLink Station



Sherman Way Station



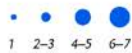
Vanowen Station

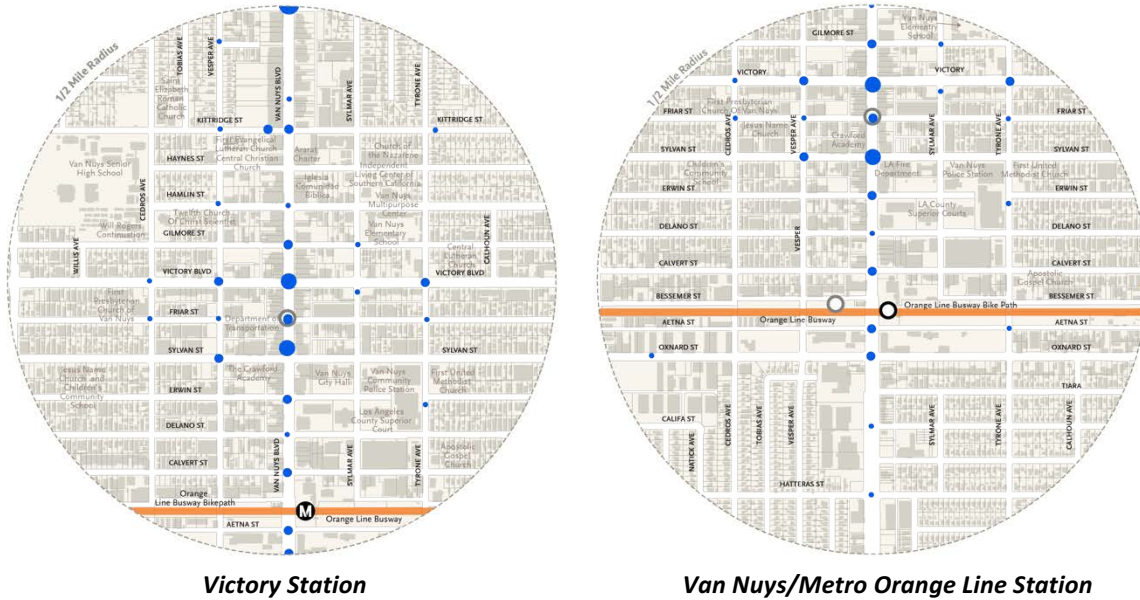


LEGEND

Bicycle/Motor Vehicle Collisions

Source: SWITRS 2013-2017





C. Posted Roadway Speeds

NACTO’s Contextual Guidance for High-Comfort Bicycle Facilities advises that “[h]igh motor vehicle speeds and speeding introduce significant risk to all road users, narrowing driver sight cones, increasing stopping distance, and increasing injury severity and likelihood of fatality when crashes occur. Most people are not comfortable riding a bicycle immediately next to motor vehicles driving at speeds over 25 mph. Conventional bike lanes are almost always (with rare exceptions) inadequate to provide an ‘All Ages & Abilities’ facility in such conditions...Where motor vehicle speeds **exceed 35 mph**, it is usually impossible to provide safe or comfortable bicycle conditions without full bikeway separation.”

Figure 5 shows the posted roadway speeds greater than or equal to 35 miles per hour. It is important to understand how the posted speeds work for the safety of the entire bike network.

Boulevards, Avenues and Streets with Posted Speeds ≥ 35 mph

East San Fernando Valley Transit Corridor



Figure 5: Posted Roadway Speeds ≥ 35 mph - 3 Mile Radius Source: LA County GIS Data Portal

D. Tree Canopy Coverage

Shade is crucial in the San Fernando Valley where temperatures often exceed 90-degrees during the hottest months, and shade is vital to creating a comfortable FLM environment for transit riders who must walk or bike to and from stations.

According to the Environmental Protection Agency (EPA): *Trees and other plants help cool the environment, making vegetation a simple and effective way to reduce urban heat islands. Trees and vegetation lower surface and air temperatures by providing shade and through evapotranspiration. Shaded surfaces, for example, may be 20–45°F (11–25°C) cooler than the peak temperatures of unshaded materials.¹ Evapotranspiration, alone or in combination with shading, can help reduce peak summer temperatures by 2–9°F (1–5°C). ^{2,3}*

Other benefits of trees and vegetation urban settings include improved air quality, enhanced stormwater management and water quality, reduced pavement maintenance and improved quality of life.

Tree canopies, represented in green on each map, were developed from information captured in 2006 by the Los Angeles Region-Imagery Acquisition Consortium (LAR-IAC) Program (updated in October 2011). The maps illustrate that within the half-mile station areas, sidewalks along major arterials critically lack tree canopies. To improve such conditions, planting trees in sidewalks or on adjacent properties would be an effective solution.

Figure 6 shows the tree canopy coverage of the entire project area.

1 Akbari, H., D. Kurn, et al. 1997. Peak power and cooling energy savings of shade trees. *Energy and Buildings* 25:139–148.

2 Huang, J., H. Akbari, and H. Taha. 1990. The Wind-Shielding and Shading Effects of Trees on Residential Heating and Cooling Requirements. ASHRAE Winter Meeting, American Society of Heating, Refrigerating and Air-Conditioning Engineers. Atlanta, Georgia.

3 Kurn, D., S. Bretz, B. Huang, and H. Akbari. 1994. The Potential for Reducing Urban Air Temperatures and Energy Consumption through Vegetative Cooling (PDF) (31 pp, 1.76MB). ACEEE Summer Study on Energy Efficiency in Buildings, American Council for an Energy Efficient Economy. Pacific Grove, California.

Tree Canopy

East San Fernando Valley Transit Corridor

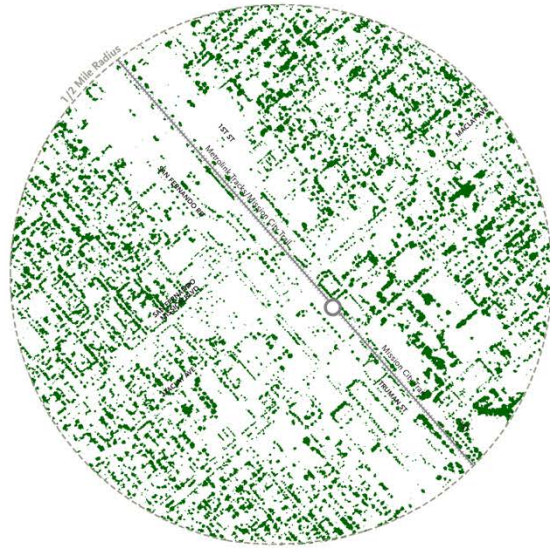


Figure 6: Tree Canopy Coverage - 3 Mile Radius Source: LAR-IAC Program

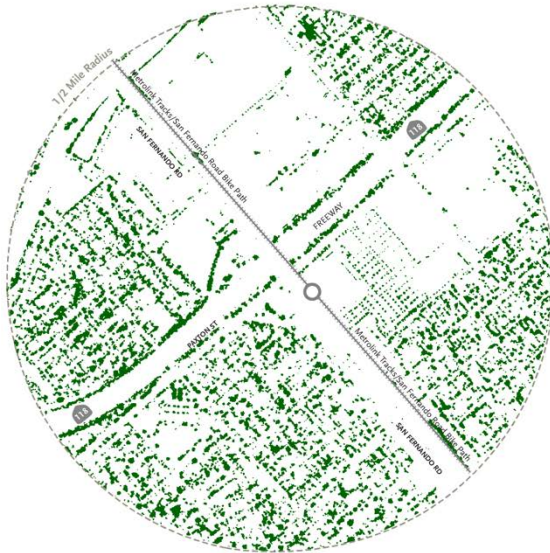
The following maps illustrate the average tree canopy coverage within the half-mile radius for each of the ESFVTC stations (gray circles).



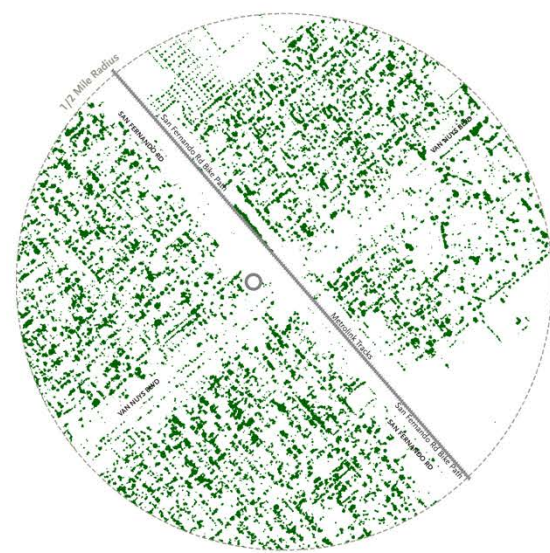
Sylmar/San Fernando Station



Maclay Station



Paxton Station



Van Nuys/San Fernando Station



LEGEND

Tree Canopy Coverage

Source: Los Angeles County LAR-IAC Program



Station



Tree Canopy Coverage



Laurel Canyon Station



Arleta Station



Woodman Station



Nordhoff Station



LEGEND

Tree Canopy Coverage

Source: Los Angeles County LAR-IAC Program



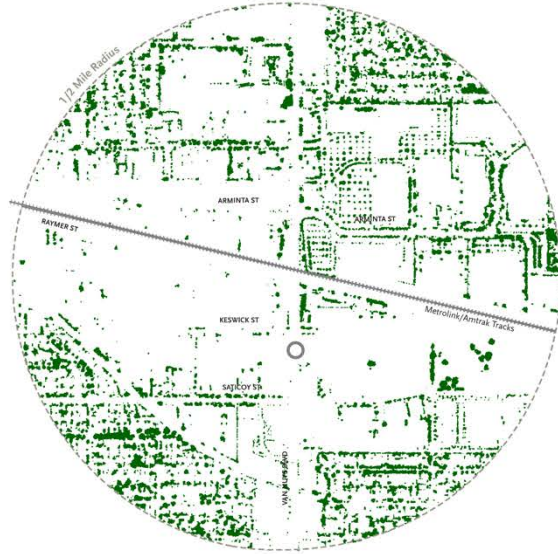
Station



Tree Canopy Coverage



Roscoe Station



Van Nuys/Metrolink Station



Sherman Way Station



Vanowen Station



LEGEND

Tree Canopy Coverage

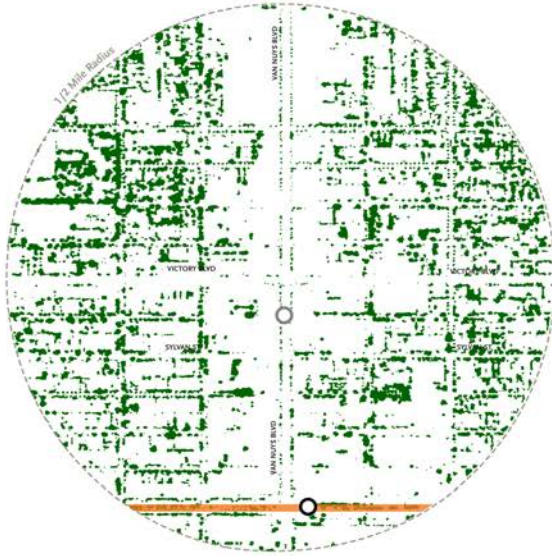
Source: Los Angeles County LAR-IAC Program



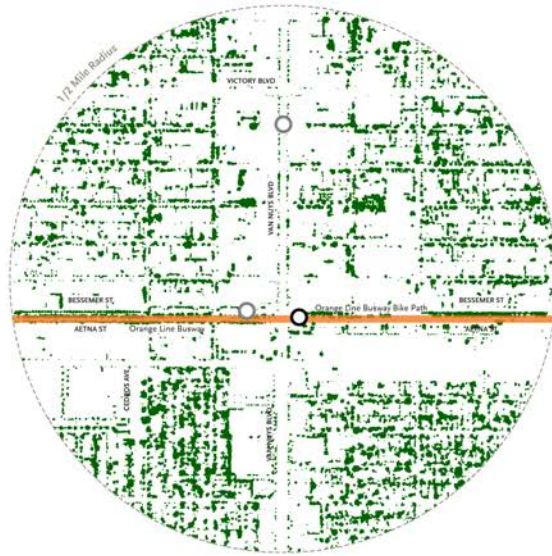
Station



Tree Canopy Coverage



Victory Station



Van Nuys/Metro Orange Line Station



LEGEND

Tree Canopy Coverage

Source: Los Angeles County LAR-IAC Program



Station



Tree Canopy Coverage