Welcome!

East San Fernando Valley Transit Corridor
Parking Analysis Public Meeting

Presentation Date:

November 12 – Virtual Meeting

Metro


THANK YOU

Housekeeping / *Asuntos Generales*

This is a virtual meeting. Attendee cameras are off, and microphones are muted.
Esta es una reunión virtual. Sus camaras están apagadas y los micrófonos silenciados

Submit your questions by using the Q&A feature
Envíe sus preguntas utilizando la función de preguntas y respuestas



This meeting is being recorded. Video file will be posted on our website at *metro.net/eastsfv*

Esta reunión será grabada. La grabación se publicará en nuestro sitio web en metro.net/eastsfv

Simultaneous Spanish interpretation available via Zoom (click "interpretation" icon)
Interpretación simultánea disponible por teléfono y por Zoom (haga clic en el icono – "interpretation")

Call-in Options / *Opciones para Llamar*

- Dial / *Teléfono*: 213.338.8477
- Meeting ID / *ID de Reunion:* 86094040253#

Interpretation Available / *Interpretacion en español*

Via Zoom

> Click on the **“Interpretation”** icon

> Choose the language option and select "*Spanish".*

> Translated presentations will be posted online after the meeting



Interpretacion en español

> *Haga click en el icono – “interpretacion”*

> *Escoja la opcion “Spanish” para eschuchar en espanol*

> *Presentaciones traducidas estará disponible en línea despues la reunión*

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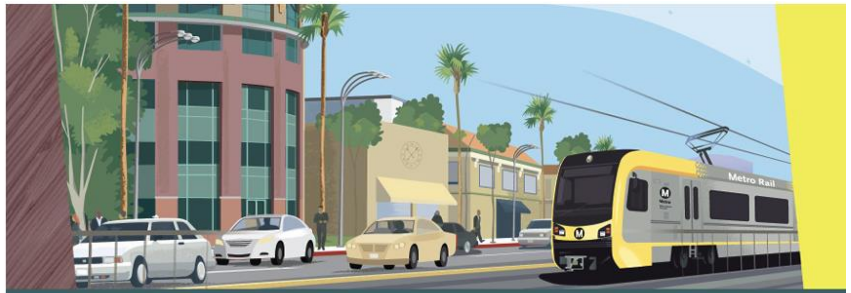
Join us in person

In-Person Parking Meeting

Tuesday, November 17
5:30 PM to 7:30 PM

Van Nuys Masonic Lodge No. 450

14750 Sherman Way
Van Nuys, CA 91405



Parking Community Meeting

Parking is an important community concern, and Metro wants to hear from you. Metro hired an independent consultant to study parking conditions along the East San Fernando Valley Light Rail Transit (ESFV LRT) Project corridor. Join Metro and the Los Angeles Department of Transportation (LADOT) to learn about potential parking management approaches and share your direct feedback.

Both meetings will cover the same information, with Spanish interpretation available. Attend virtually or in person. The in-person meeting will include an interactive session and open house to collect your direct feedback to help inform the discussion of parking in your neighborhood.

The ESFV LRT Project will improve transit connections to key destinations and the growing San Fernando Valley transit network. The 6.7-mile, street-level light rail line will run along the center of Van Nuys Boulevard, from the Metro G Line Van Nuys Station to San Fernando Road.

In-person meeting
Tuesday, November 17, 2026
5:30 pm to 7:30 pm

5:30–6:00 PM | Presentation
6:00–7:30 PM | Polling & Open House

Van Nuys Masonic Lodge No. 450
14750 Sherman Way
Van Nuys, CA 91405
Free onsite parking

Go Metro to the meeting on bus line 162.

ADA accommodations and translations to other languages are available by calling 818.701.3844 at least 72 hours in advance. For public transportation options, call 323.GO.METRO (323.466.3876).

Metro

Contact Us / Contáctenos
818.701.3844
eastsfvtransit@metro.net
www.metro.net/projects/east-sfv/

Meeting Agenda

San Fernando Valley (SFV) Projects Overview & Updates

- East SFV Light Rail Transit (LRT) Overview & Construction Update
- Antelope Valley Line Improvements
  - San Fernando Valley Pacoima Metrolink Station
  - Mobility Hub
  - Brighton to Roxford Double Track Project

East SFV Parking Study:

- Parking Outreach Summary
- Parking Study Findings
- Parking Management Tools
- Parking Management Next Steps
- Discussion and Questions & Answers

Poll Question #1

From the East San Fernando Valley communities listed below, which communities are you connected to?

Select all that apply.

- Arleta
- Panorama City
- Pacoima
- Van Nuys
- Not listed here

Poll Question #2

Which of the following best describes your connection to the East San Fernando Valley communities just mentioned?

Select all that apply.

- Renter
- Student
- Business Owner
- Worker
- Homeowner
- Other

San Fernando Valley (SFV) Projects Overview & Updates

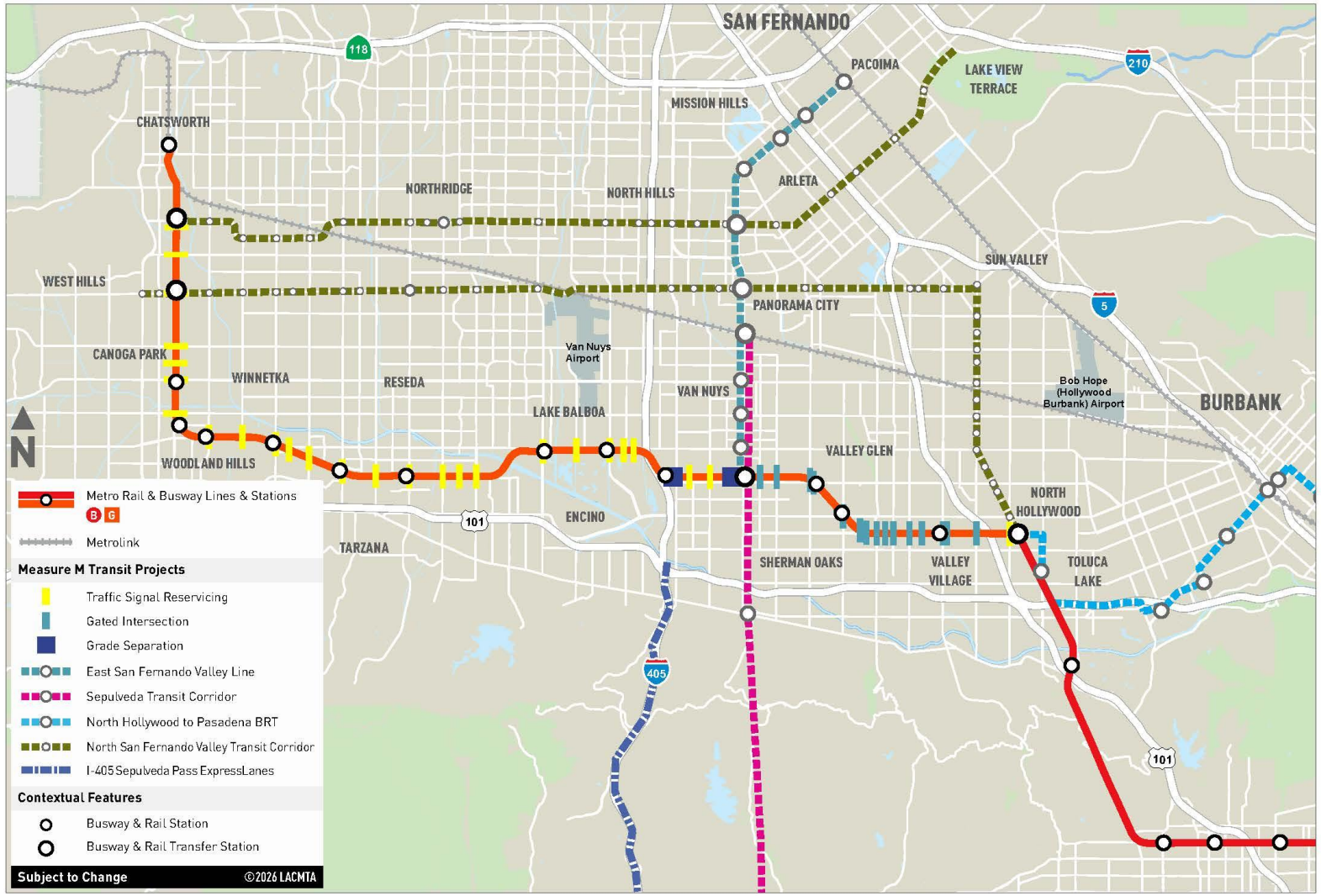
San Fernando Valley Transit Improvements: Overview

Improvements include:

- East San Fernando Valley Line
- G Line Improvements
- NoHo to Pasadena Bus Rapid Transit (BRT)
- North San Fernando Valley Transit Corridor
- Sepulveda Transit Corridor Project
- I-405 Sepulveda Pass ExpressLanes

San Fernando Valley Transit Improvements

San Fernando Valley Measure M Planned Transit Network

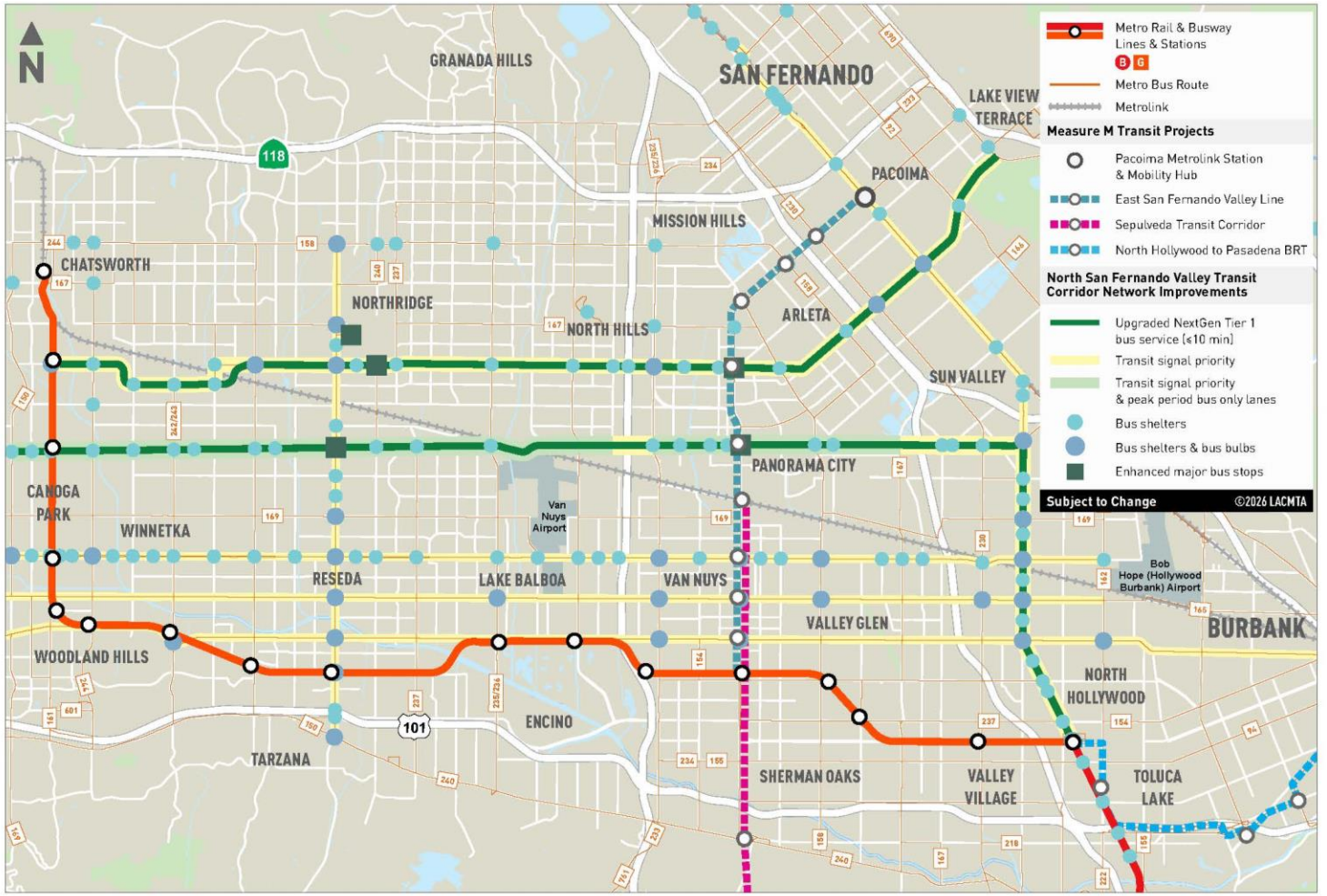


East San Fernando Valley Light Rail Transit Project
Transforming the Corridor

Improve connections and access for commuters and travelers along the project corridor.

Address the needs of a large transit-dependent population and expected growth in ridership.

Provides easy access to Metrolink/Amtrak, G Line stations and the planned Sepulveda Transit Corridor.



ESFV LRT Project Overview

Operating Statistics:

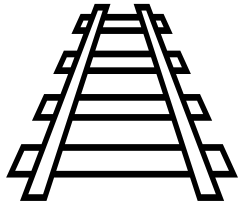
- Project Scope (see icons to the right)
- 23.6 Southbound run time
- 20 min Northbound run time
- Daily Ridership: 27,158 (2040)

Travel Time Savings for New and Existing Riders:

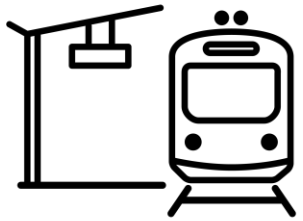
- El Pueblo- San Fernando/Van Nuys:
  53 mins vs. 109 minutes (No Build)
- Santa Clarita Metrolink Station – ESFV LRT Roscoe Station:
  59.7 min vs. 73 min (No Build)

Net Benefits:

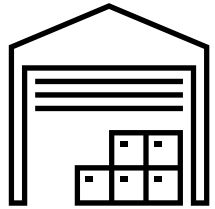
- Overall decrease in Vehicle Miles Traveled / Greenhouse Gas Emissions
- Provide easy access to Metro's regional network & other nearby transportation partners



6.7 miles At-Grade Double Track Alignment



11 Center-Platform Stations



1 Maintenance & Storage Facility (MSF)



10 Traction Power Substations (TPSS) Sites



Project Cost: $3.998 Billion (Federal /State/ Local)



Project Forecasted to Open Early 2032

ESFV LRT Project Construction Schedule: (Forecasted)***

WE ARE HERE

2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032

Utility Adjustments
- Sewer, water line, gas line construction, etc.

Maintenance & Storage Facility
- Demolition & Construction

Phase 2 Construction
- Tracks and overhead powerlines, stations, traction power substations
- Civil Improvements: curbs & gutters, sidewalks, street restoration, tree planting

Forecasted Project Completion

*** The schedule above is a forecast only based on the project's baseline schedule and may change.

Stay Connected with the ESFV LRT Project

818.701.3844

eastsfvtransit@metro.net

metro.net/eastsfv

@metrolosangeles

losangelesmetro



Join us!

The East San Fernando Valley Light Rail Transit (ESFV LRT) Project will improve connections and access to crucial destinations while connecting transit users to the growing network in the San Fernando Valley. The Project includes a 6.7-mile street-running alignment that will operate in the center of Van Nuys Bl, extending from the Metro G Line Van Nuys Station to San Fernando Rd.

Come listen to our project team as they present an overview of the project and construction activities, share updates on community outreach developments, and real estate acquisition, and provide information on the small business mitigation programs as well as updates from Metro Art. Metro will host two meetings in December 2026—one virtual and one in person. Spanish interpretation will be available. ADA accommodation and translations are available by calling 818.701.3844 and requesting services at least 72 hours in advance.

Virtual Meeting via Zoom:
Wednesday, December 02, 2026, 6pm to 7:30pm
Meeting Link:
https://us02web.zoom.us/j/81846467842
Webinar ID: 818 4646 7842
Call-in: 213.338.8477 US (Los Angeles)
833.548.0276 US Toll Free

In-Person Meeting & Open House:
Wednesday, December 09, 2026 6pm to 7:30pm
Alicia Broadous-Duncan Multipurpose Senior Center, 11300 Glenoaks Blvd, Pacoima, CA 91331.
Free limited onsite parking.

Go Metro to the meeting on these bus lines 233, 92, or LADOT Dash Pacoima Counterclockwise, & stop at the corner of Van Nuys Bl & Glenoaks Bl, or stop at the corner of Filmore Stand Glenoaks Bl.

Metro

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Antelope Valley Line Improvements/San Fernando Valley/Pacoima Metrolink Station and Mobility Hub

Successor project to the East San Fernando Valley Shared Right of Way Study following Metro Board of Directors direction to approve Scenario 2, the Pacoima Metrolink Station and Mobility Hub, in December 2025.

Motion approved:

- New Metrolink Station at Van Nuys Blvd and San Fernando Rd.
- New Mobility Hub connecting the East San Fernando Valley Light Rail Project to the Metrolink Antelope Valley Line
- Improves rail crossing safety at six (6) at-grade rail crossings along the 2.5-mile corridor of the Metrolink Antelope Valley Line (AVL) to Sylmar Station.



Mobility Hub

- Terminus Station is located in Pacoima near Van Nuys Blvd and San Fernando Rd.
  - The mobility hub encourages first/last-mile connections and will provide an interface between light rail and the Metrolink line.
  - Elements may include bike racks, lockers, scooters, real-time transfer information, vanpool, and community uses such as retail/kiosks and restrooms.





Status & Next Steps

In April 2026, the Metro Board of Directors voted to support the Antelope Valley Line Improvements – Brighton to Roxford Double Track Project, which included approval to:

- Move forward with conceptual planning and coordination with the City of Los Angeles and City of San Fernando related to the (6) six at-grade rail crossings along the 2.5-mile corridor of the Metrolink Antelope Valley Line (AVL) to Sylmar Station.

In July 2026, the Metro Board of Directors voted to support the Antelope Valley Line Improvements – San Fernando Valley/Pacoima Metrolink Station and Mobility Hub, which included approval to

- Begin environmental clearance
- Preliminary engineering
- Community outreach for the Antelope Valley Line Improvements/San Fernando Valley/ Pacoima Metrolink Station and Mobility Hub will begin in 2027

Brighton to Roxford Double Track Improvements Project

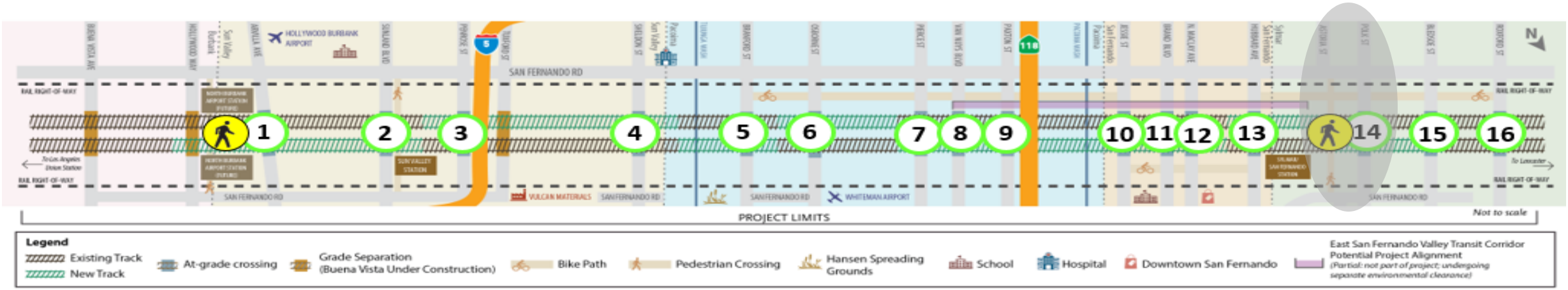
Improves regional rail and service mobility by adding a second railroad track to meet future transportation demand for Metrolink riders in the San Fernando Valley, the Antelope Valley Line and throughout So Cal.

Enhances safety improvements at 16 existing at-grade crossings on the rail corridor & reduces the risk of deadly collisions & car crashes.

- **Improvements start fall 2026 at Polk St and Astoria St**

Provides "quiet zone ready" improvements by providing segments of track where trains are not required to sound their horn at rail crossings

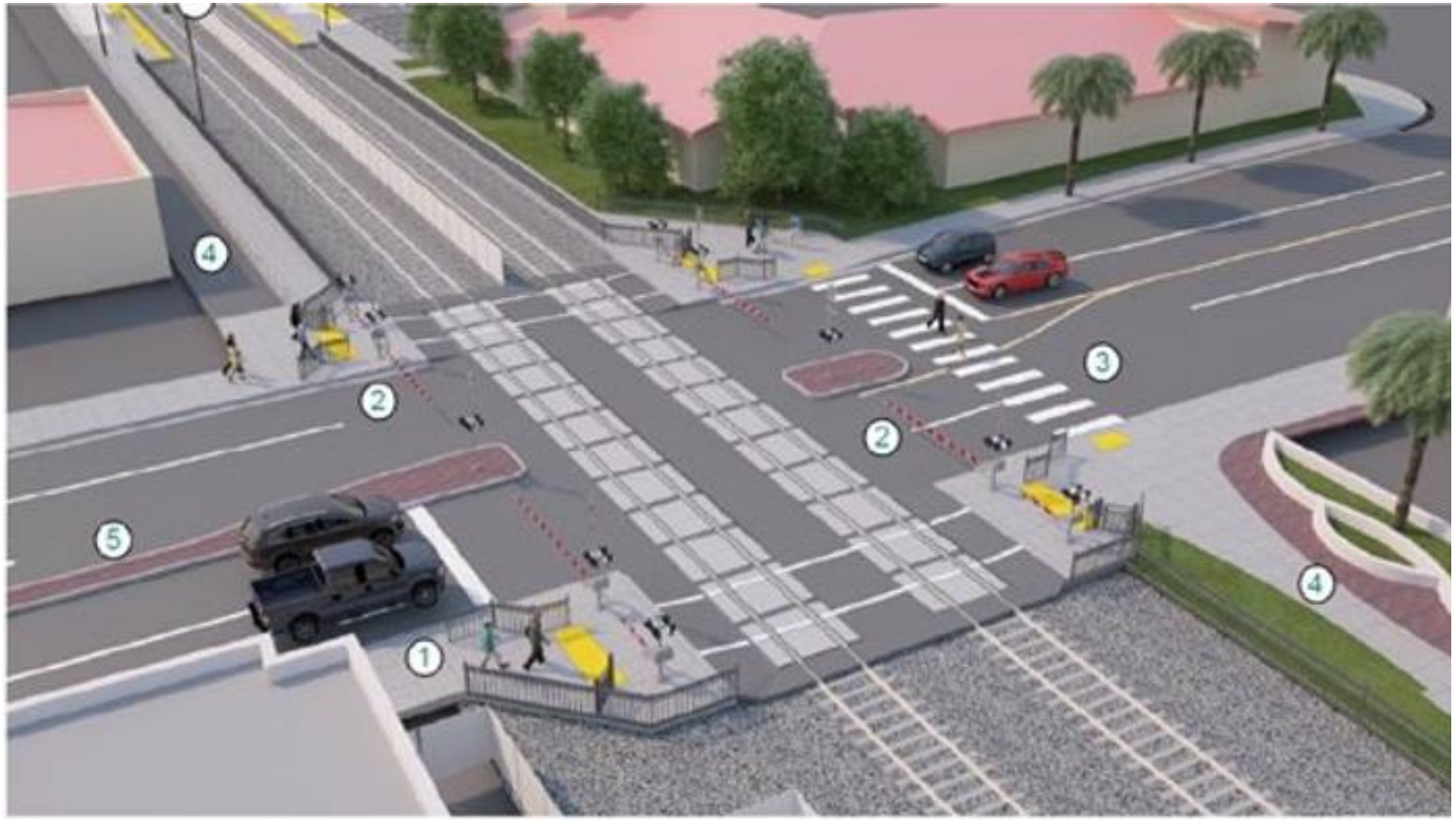
- Local cities must apply to the FRA and the California Public Utilities Commission (CPUC).



Standard Safety Improvements for At-Grade Rail Crossings

1) Pedestrian Crossing Gates and Tactile Tiles
2) Four Quadrant Vehicle Gate System – Entry and Exit Gates
3) Signalized Crosswalk for Parallel Mission City Trail
4) Bicycle Path Improvements
5) Lengthened Raised Medians

Quiet Zone Ready



Parking Outreach Summary

Poll Question #3 / *Pregunta de la encuesta n.º 3*

What type of parking is your top priority?

Select one.

- Residential parking
- Parking for customers and visitors in business areas
- Parking near major transportation connections
- Parking near each end of the rail line
- None of these

Parking Analysis Outreach Summary

At the community's request, Metro conducted an East San Fernando LRT Corridor Parking study. Two community meetings were held to conduct analysis and outreach – a virtual meeting on August 21, 2025, and an in-person meeting in Arleta on August 26, 2025.

Who Participated:

- Homeowners: 34%
- Renters: 26%
- Workers: 14%
- Business Owners: 14%
- Students: 9%
- Other: 3%

Communities Represented:

- Panorama City: 33%
- Pacoima: 21%
- Van Nuys: 21%
- Other: 25%

Summary: Participation was strongest among renters and homeowners in Panorama City, Pacoima, and Van Nuys.

Parking Analysis Outreach Summary

Parking Priorities & Perceptions Identified:

Top Parking Concerns:
- Residential Parking: 41%
- Commercial Parking: 24%
- Parking at Key Transportation Intersections: 24%

Preferred Management Strategies:
- Protect Business & Resident Parking: 37%
- Develop New Parking Facility: 24.5%
- Unlock Existing Underused Parking Supply: 18%

Summary: Stakeholders were most concerned with protecting residential and business parking.

Parking Analysis Outreach Summary

Representative Survey Quotes:

"Please consider facilitating residential permitted parking."

"A multi-prong approach is needed to address on-street parking issue."

"Tilden Resident – how can we get permits to park on our street? We have time limits on our street and get ticketed."

"During the day, parking is limited to 2 hours. Some businesses also use the street for their benefit and residents are left without parking."

"How close will you be working with parking enforcement? I park in residential streets and homeowners put the trash bins / cones. If we remove them (bins/cones) they slash our tires."

Parking Findings: ESFV LRT Terminus Parking Study Summary

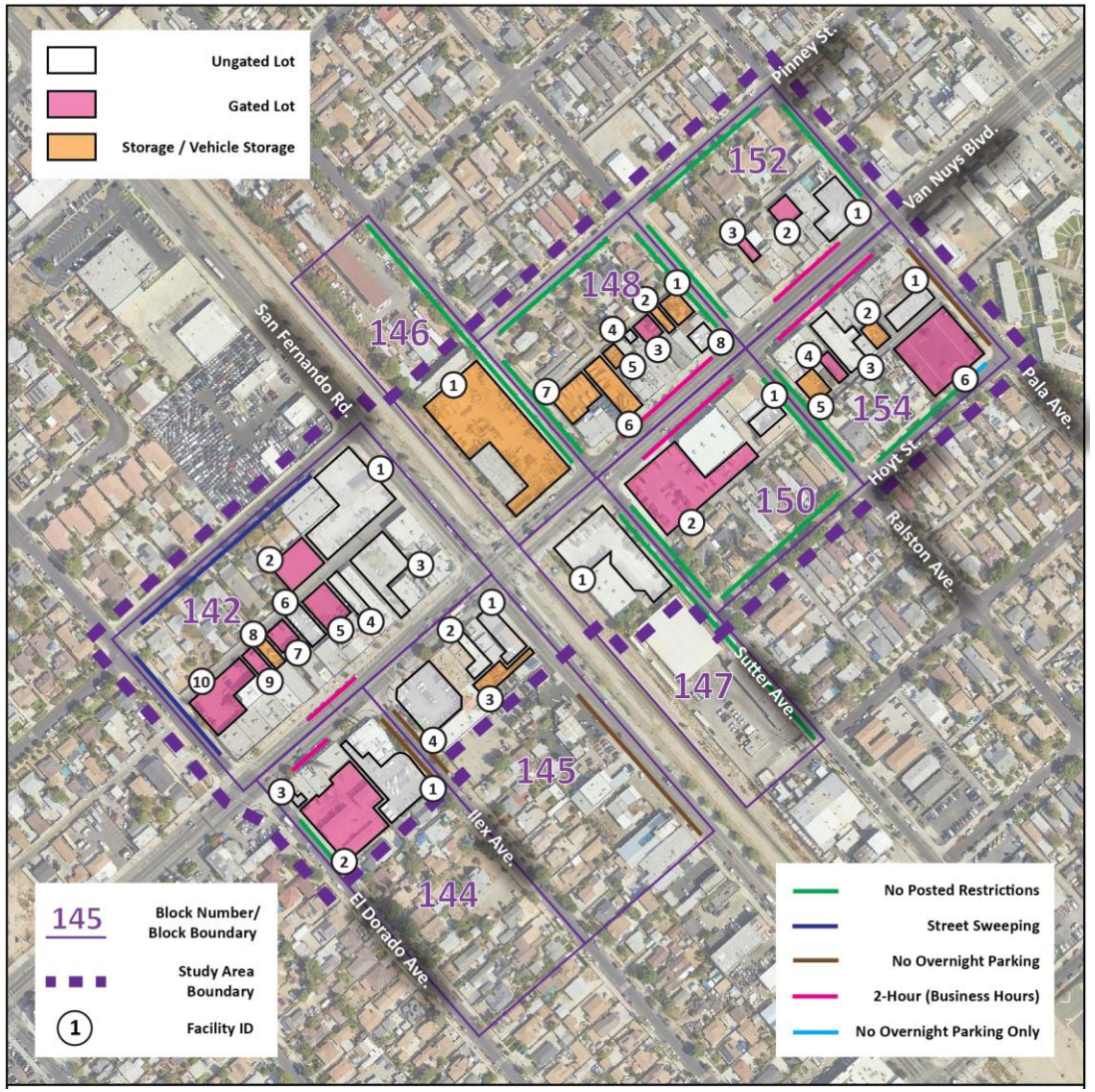
ESFV Terminus | Existing Parking Conditions

Parking Inventory

310 on-street spaces (on public streets)
523 private off-street spaces (off public streets)
833 total spaces surveyed

Observed Utilization

50–55% overall occupancy at peak (4AM-10AM)
80–90% on-street occupancy
~40% off-street occupancy



Interim Terminus | Forecast Parking Demand

Adjusted opening-year transit rider parking demand

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

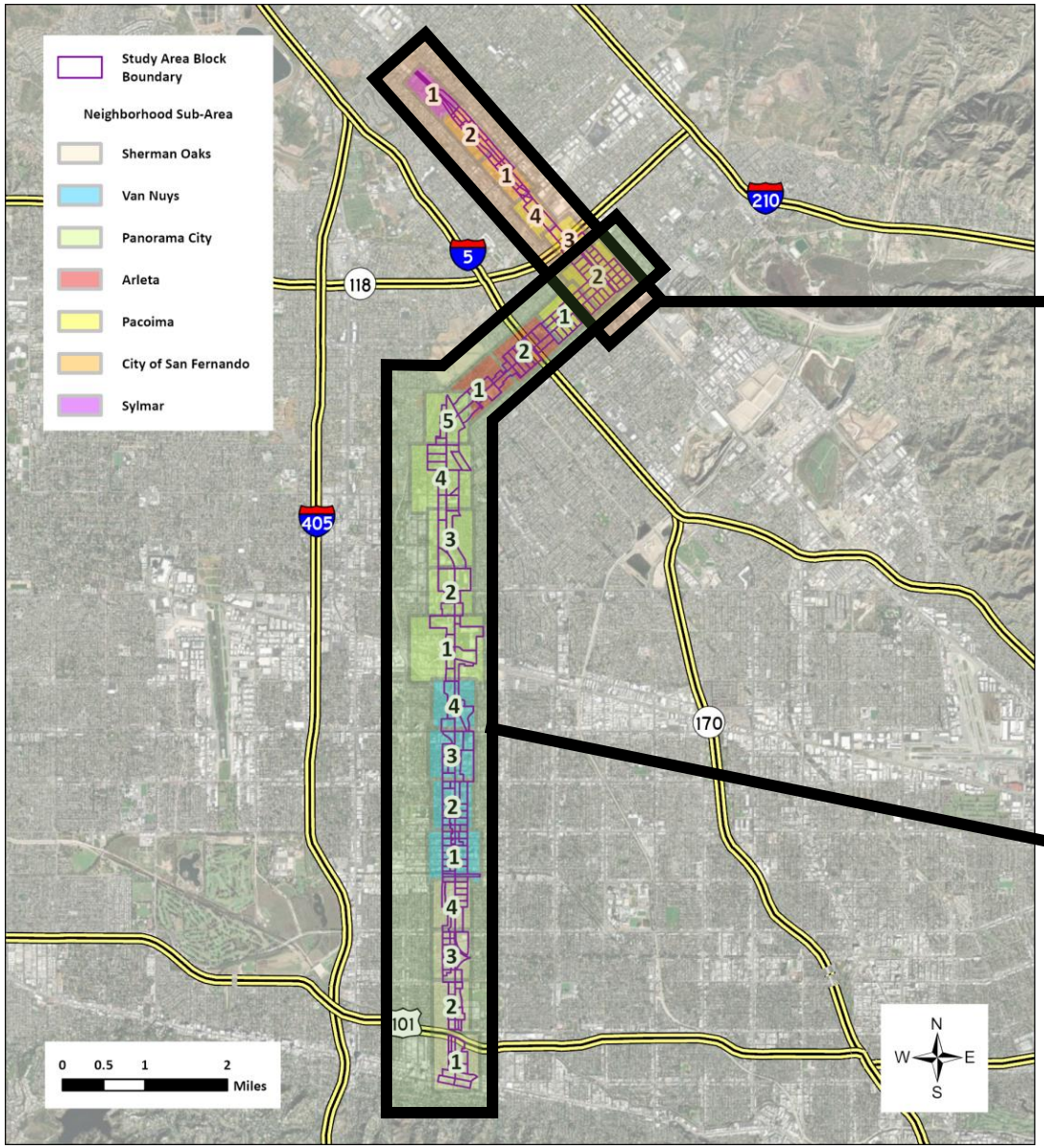
Notes: 1: Source = Metro

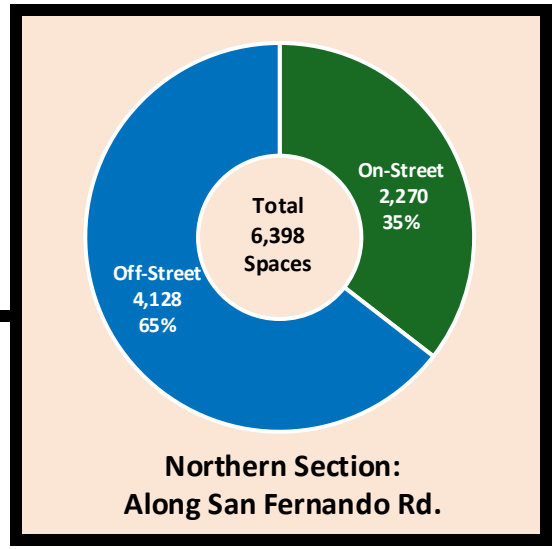
- Connection to Metrolink regional rail and Mobility Hub reduces parking demand.

Full ESFV Corridor Study Findings

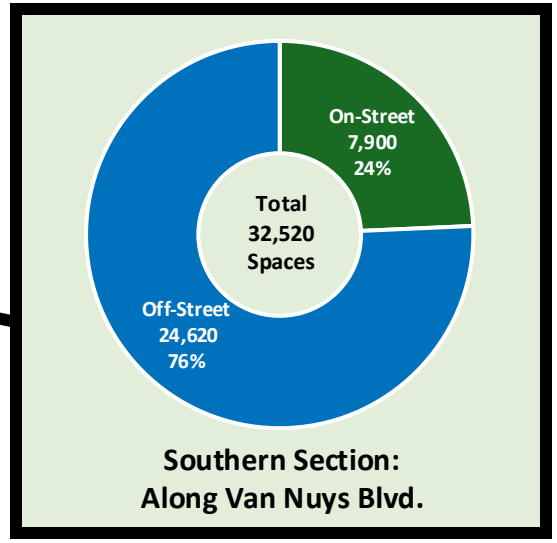
Study Data Collection

- Study area divided into two sections:
  - **Northern Segment**
  - **Southern Segment**
- Combined study area was divided into **193** blocks total.
- Blocks grouped into **22 sub-areas** based on neighborhood and municipal boundaries.





Northern Section:
Along San Fernando Rd.

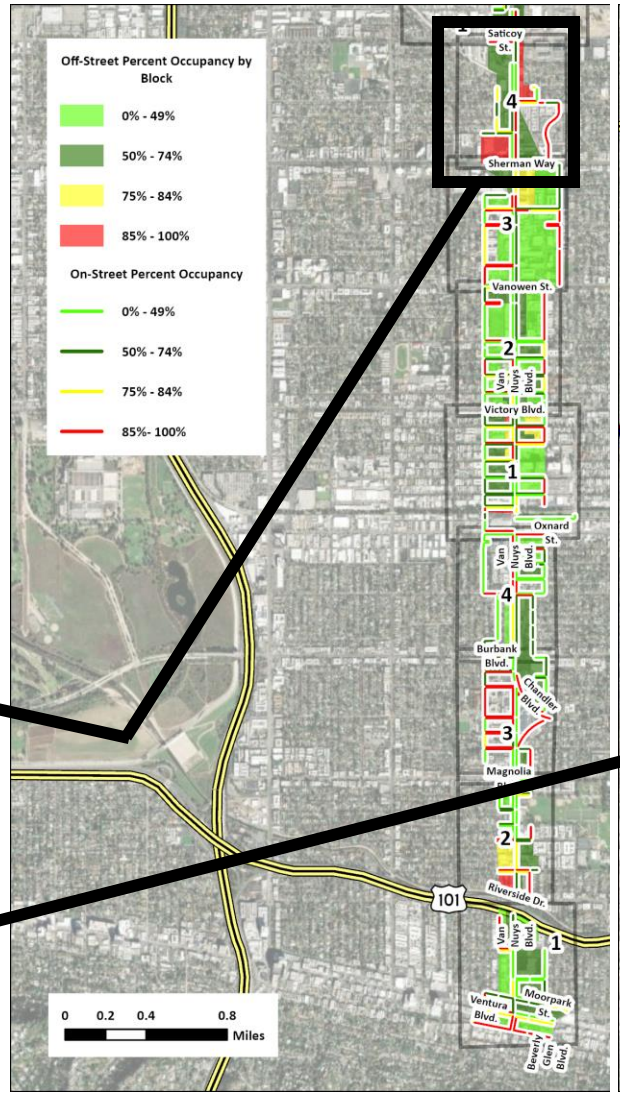


Southern Section:
Along Van Nuys Blvd.

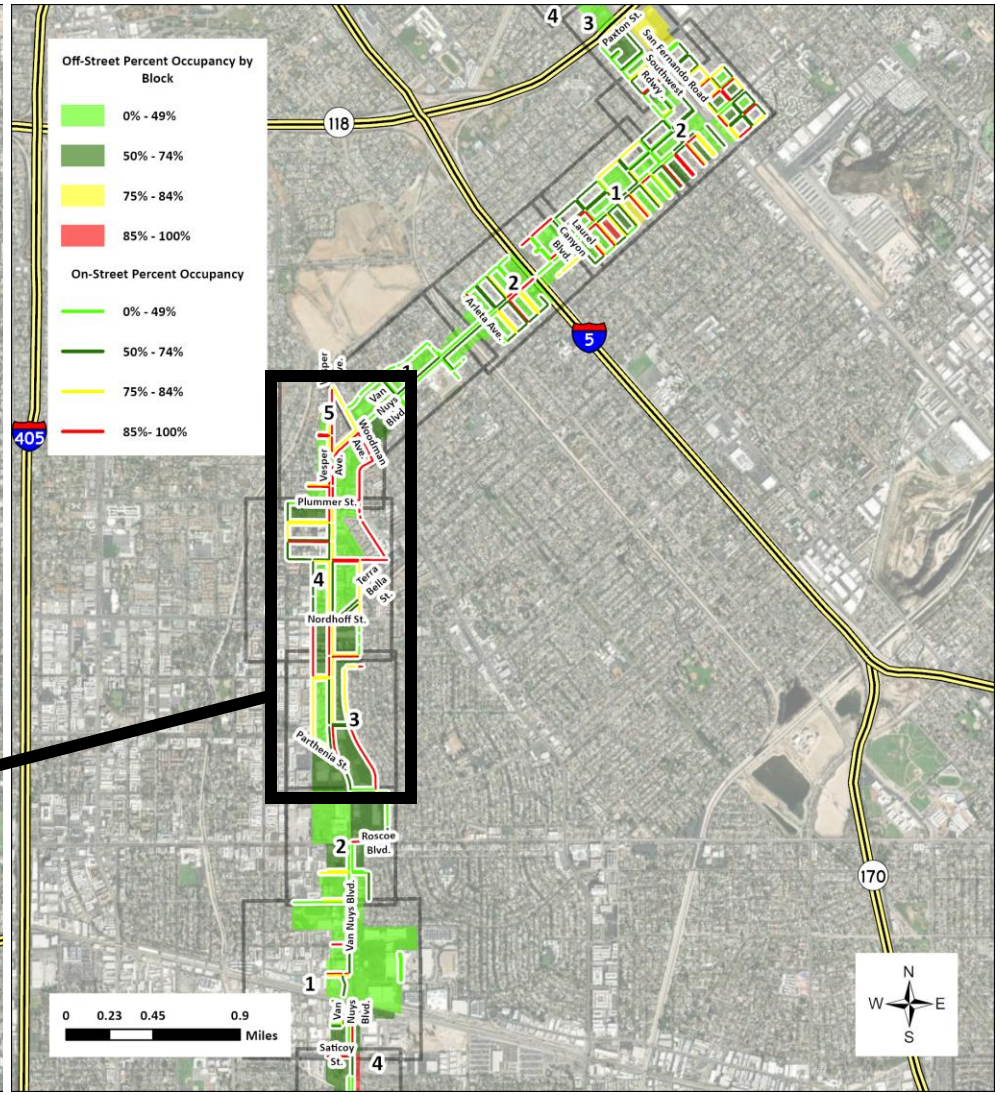
* Pacoima 2 is included in both areas.

Overall Findings

- When considering all parking (on- and off-street), each neighborhood and sub-area exhibited at least some available parking for all days and times observed.
- For off-street parking, the highest occupancy observed was 74% in **Van Nuys 4**.
- On-street occupancy was elevated in **Panorama City Sub-Areas 3, 4, and 5**, reaching 88% in Panorama City 5.



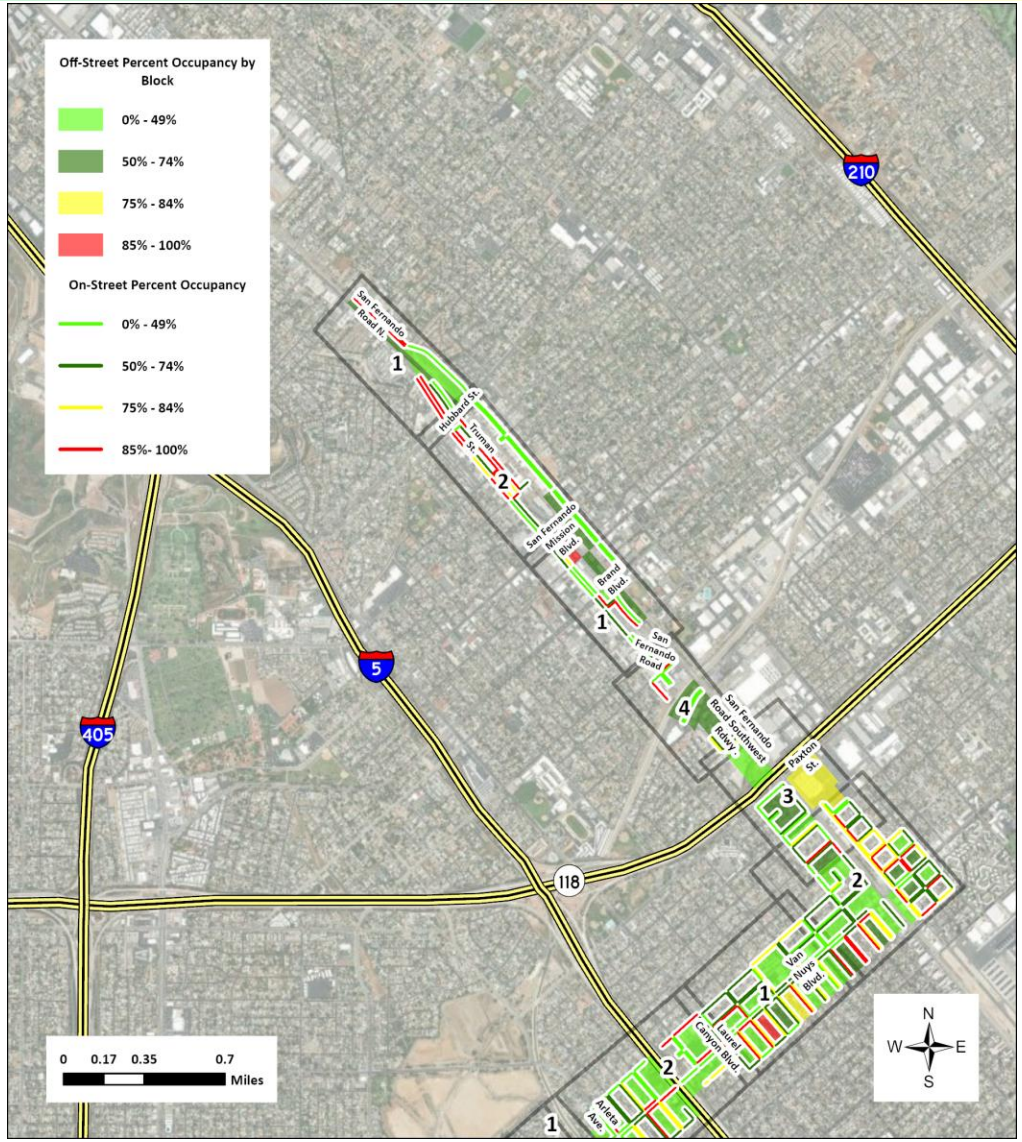
Southern Segment



Southern Segment

Overall Findings

- Parking occupancy varied extensively by sub-area.
- For the Southern Segment, Wednesday at noon had the highest overall on- & off-street occupancy at 52%, while Tuesday and Sunday at 7 PM had the lowest at 35%.
- For the Northern Segment, Wednesday and Saturday at noon had the highest overall on- & off-street occupancy at 50%, while Sunday at 7 PM had the lowest at 30%.
- It is anticipated that about 1,190 on-street spaces will be removed from the system overall, representing a 13% decrease in on-street supply and a 3% decrease in supply overall (on- & off-street supply combined).



Northern Segment

Overall Findings- Private Parking Survey

- The East San Fernando Light Rail corridor has an abundance of underutilized off-street private parking facilities.
- The table highlights the identified private parking facilities and the total number of parking spaces.

Day(s) of Week	Total Number of Parking Facilities	Total Parking Spaces
Weekdays	42	4,604
Saturdays	40	5,071
Sundays	41	5,354

Poll Question #4

Did the parking study findings reflect your experience in your community?

Select one.

- Yes
- Somewhat
- No

Parking Management Tools

1. Incentivize Transit

- Incentives and active marketing should be targeted to:
  - Residents living within 1/3 mile of ESFV LRT stations.
  - Employees of businesses within 1/3 mile of LRT corridor.
- Incentives may also include, but are not limited to:
  - Fare equity for transfers from LRT to Metrolink



LIFE Program

The LIFE Program provides transportation assistance to income eligible individuals in Los Angeles County.

Eligible LIFE participants get

- 90 Day pass (for new participants)
- 20 free regional rides each month
- or discounts on 16 LIFE participating transit agencies.

Easy to apply

- Visit our LIFE Program Office 14546 Hamlin St. Van Nuys, CA 91411
- Online, Pop Up event, partner agency, mail/email, customer center
- Need Photo ID, Proof of income/Self Certify

For more information, please visit www.metro.net/life









GoPass



- GoPass provides students at participating K-12 and Community College schools unlimited rides on Metro bus and rail as well as 19 additional transit agencies throughout LA County.

- GoPass creates a countywide network that connects students to educational opportunities, extracurricular activities and pathways to a better future.

- Students attending participating schools can pick up their GoPass TAP card and activation code at their school office or administration. Visit metro.net/gopass for a list of participating schools.

Employer Pass Programs

Metro offers three transit pass programs designed to meet the needs of businesses and their employees.

1. Annual Transit Access Pass (A-TAP)

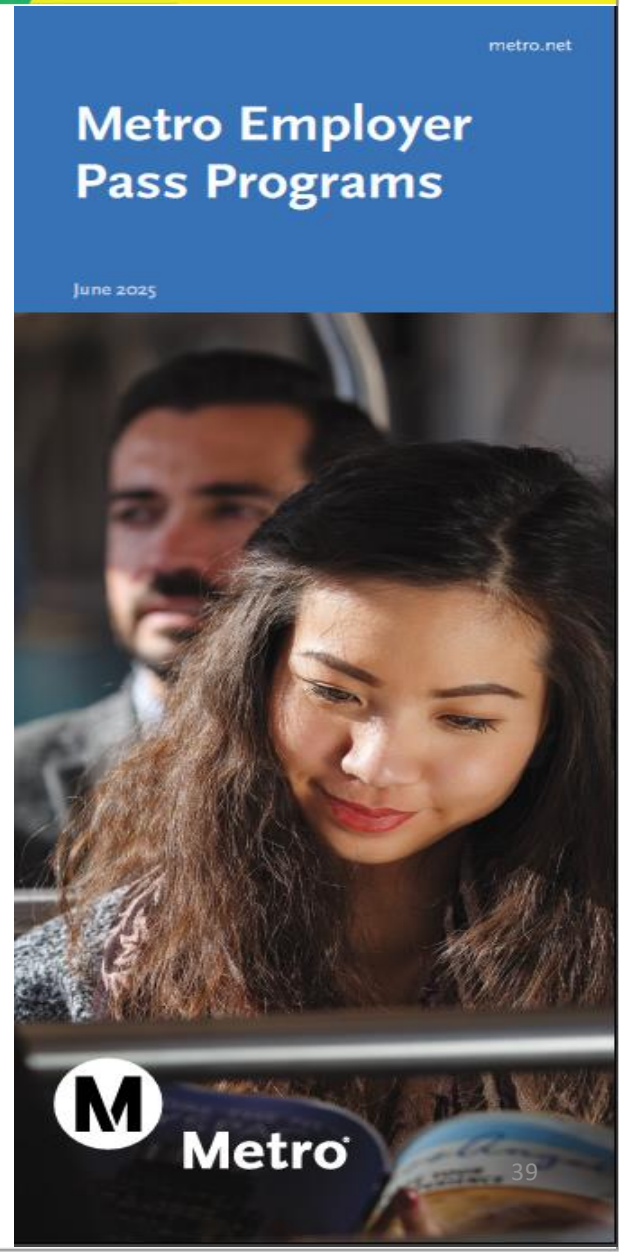
- **Price:** $1,320 annually + $5 TAP card fee (Full Fare)
- **Transit Coverage:** Valid on 26 EZ Pass participating transit agencies
- **Minimum Participation:** 3 passes

2. Small Employer Pass (SEP)

- **Price:** $408 annually + $5 TAP card fee (Reduced Fare)
- **Transit Coverage:** Valid on Metro Bus and Rail only
- **Minimum Participation:** 40% of total employees

3. Employer Pass Program (E-Pass)

- **Price:** $1.40 per boarding (Billed based on usage)
- **Transit Coverage:** Valid on 15 participating transit agencies
- **Minimum Participation:** 5 passes



2. Protect Business Parking

Overview:

Two-hour or four-hour parking zones on side streets could be limited to curb space fronted by commercial properties and exclude areas in front of residential properties.

- Most critical for sub-areas, like Van Nuys 4 (see slide 23), where potential on-street parking deficits were identified with a concentration of commercial use.

Implementation Challenges:

- Implementing time-limited parking is a community-driven process. Requires the community to come to a consensus on time restrictions and where they are implemented.

- Council Districts can lead and/or support the process.



3. Protect Resident Parking

Overview:

- Preferential parking districts (PPD) for residential side streets could be implemented by the City of LA to support and protect business/commercial and visitor parking.
- Residents would gain access to parking permits, with permits being linked to household addresses.



Challenges:

- Approval takes time – requires signature collection and LA City Council vote.
- PPDs include a $34 per year fee, per registered vehicle.

4. Protect Visitor & Residential Parking

Overview:

A four-hour time limit for adjacent residential properties near ESFV LRT stations could be implemented by the City of LA to prevent transit patrons from parking in front of residences all day.

- Provides flexibility for resident visitors and residential services (landscaping, in-home care, etc.) to park as needed.
- May be strategically applied in Panorama City and Pacoima.



Challenges:

- Implementing time-limited parking is a community-driven process that requires the community to come to consensus on time restrictions and where they are implemented.
- Council Districts can lead and/or support the process.

5. Protect Community Parking Spaces

Overview:

Metro can support and coordinate with the City of LA, including the Mayor's Office, Council Districts, and LADOT, in assessing and regulating parking encampments.

This also includes the assessment and regulation of the use of on-street parking for long-term parking and vehicle storage associated with businesses, such as auto repair shops.



Poll Question #5

From the parking management tools presented, which could work in your community?

Select your Top-3 choices.

- **Incentivize Transit:** encourage transit use through various programs :
- **Protect Business Parking:** 2 or 4-hour parking limits in front of businesses
- **Protect Resident Parking:** resident-only paid parking permits in neighborhood areas
- **Protect Visitor & Residential Parking**: 4-hour parking limit near ESFV LRT stations on residential streets
- **Protect Community Parking Spaces**: City of LA and Metro coordination to address parking encampments
- **None of the above**

Parking Management Next Steps

Parking Management Next Steps

The City of LA would be responsible for implementing on-street parking management strategies prior to the opening of the ESFV LRT, the Metrolink station, and the Mobility Hub. Metro would provide support to the City through:

- Block-by-block identification for management strategy implementation
- Community outreach
- Strategically implementing other management strategies, like angled parking, among other design considerations, can maximize limited parking supply



Angled parking transformed Ventura Place in Studio City, gaining an extra 21 metered on-street parking spots to support local businesses. *Photo courtesy of LADOT on X.*

Parking Management Following Revenue Service

- A year after the opening of the ESFV LRT, the new Metrolink station, and the Mobility Hub in Pacoima, Metro proposes to reassess existing conditions in and around the ESFV transit corridor.
- Waiting a year is industry best practice, as it allows transit riders to get used to the new service.
- The monitoring will assess how many riders use the LRT and Metrolink, how they access the station(s), and parking demand, among other metrics.
- Should the inclusion of the ESFV LRT, Metrolink, and Mobility Hub exacerbate parking constraints in the corridor following the implementation of parking management strategies like time-limited parking, Metro and the City of LA would explore implementing other management strategies, such as access to privately owned lots for public use.

Discussion & Questions


THANK YOU