WALKER CONSULTANTS

AVS CONSULTING

Metro®

EAST SAN FERNANDO VALLEY
INTERIM TERMINUS PARKING ANALYSIS

NOVEMBER 2024

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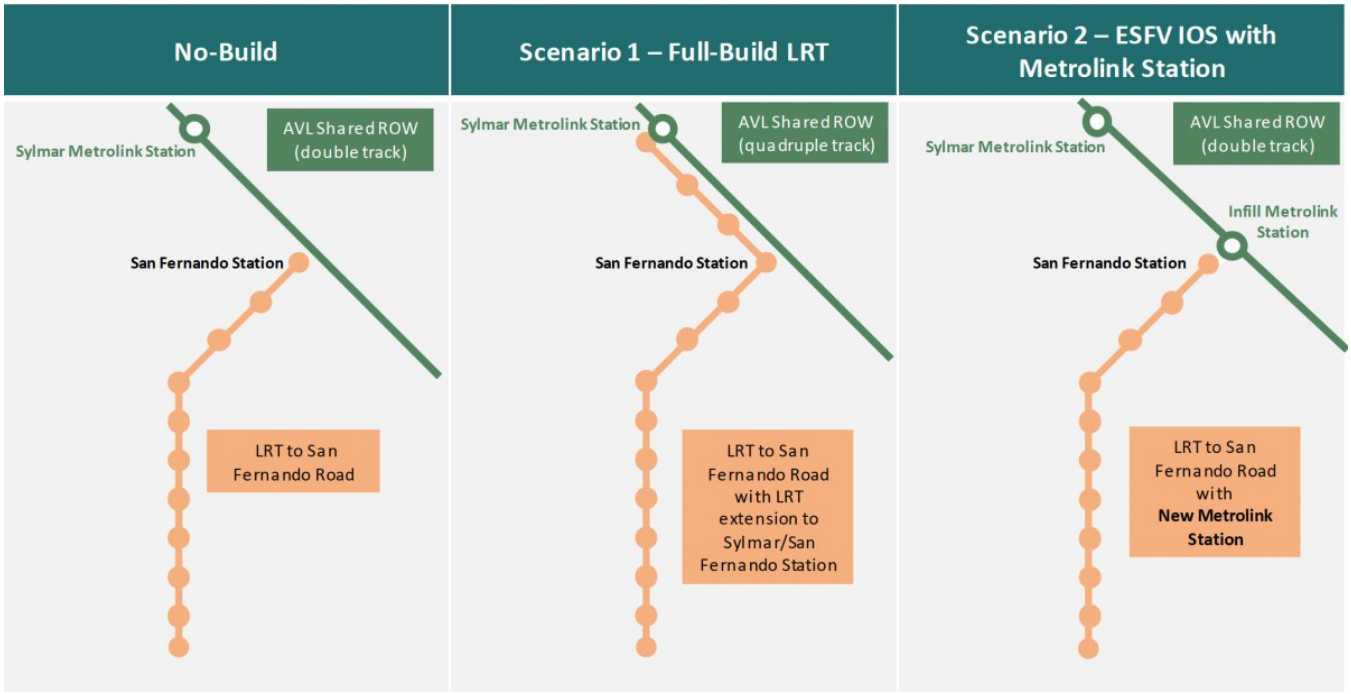
01 Executive Summary

EXECUTIVE SUMMARY

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



Source: LA Metro

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

This analysis includes the following components:

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

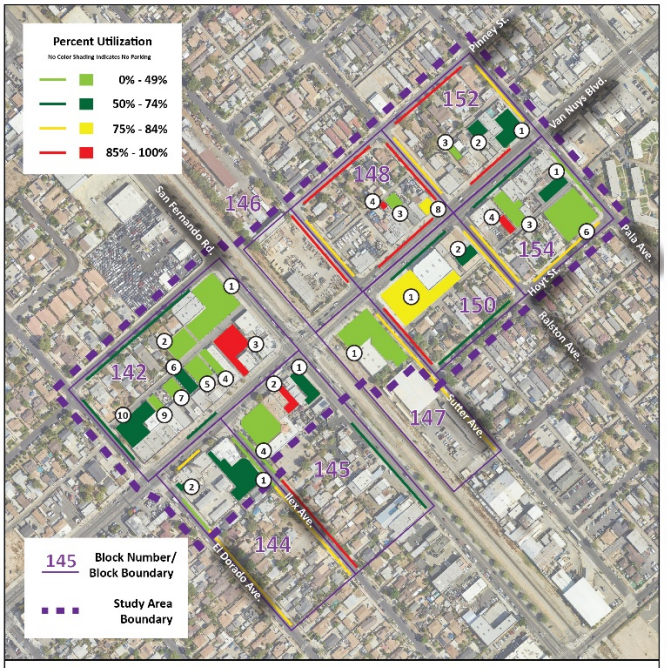
The Importance Of Managing Parking & Access

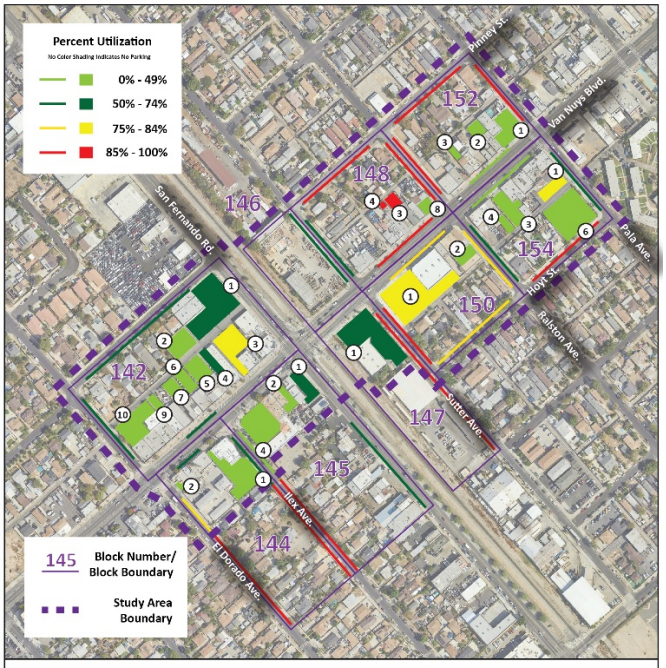
Metro wants to be part of the community as a mobility partner to ensure people and goods can move safely and efficiently throughout Los Angeles County and to assist cities with managing parking resources and access for the community. Active parking management can:

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

Existing Conditions

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





Transit Parking Demand Projections

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

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

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

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

Notes: 1: Source = Metro

Parking Management Recommendations

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

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

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

02 Existing Conditions

EXISTING CONDITIONS

Introduction

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

This analysis includes the following components:

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

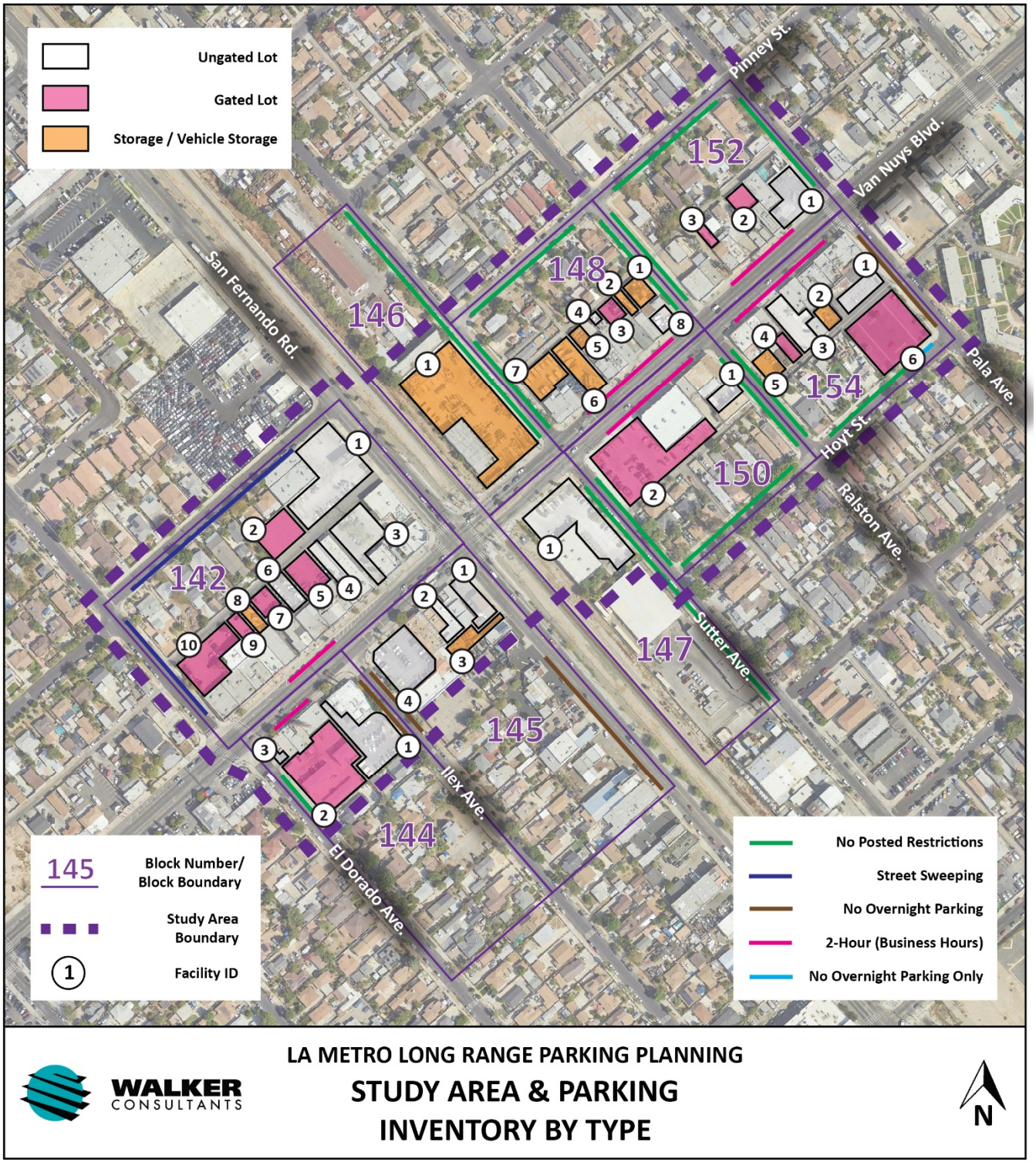
Analysis Area

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

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

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

Figure 1: Analysis Area



Existing Conditions

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

Figure 2: Existing On-Street Parking Inventory

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

Figure 3: Existing Off-Street Parking Inventory

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

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

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

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

Figure 4: Observed Overall Study Area Parking Occupancy

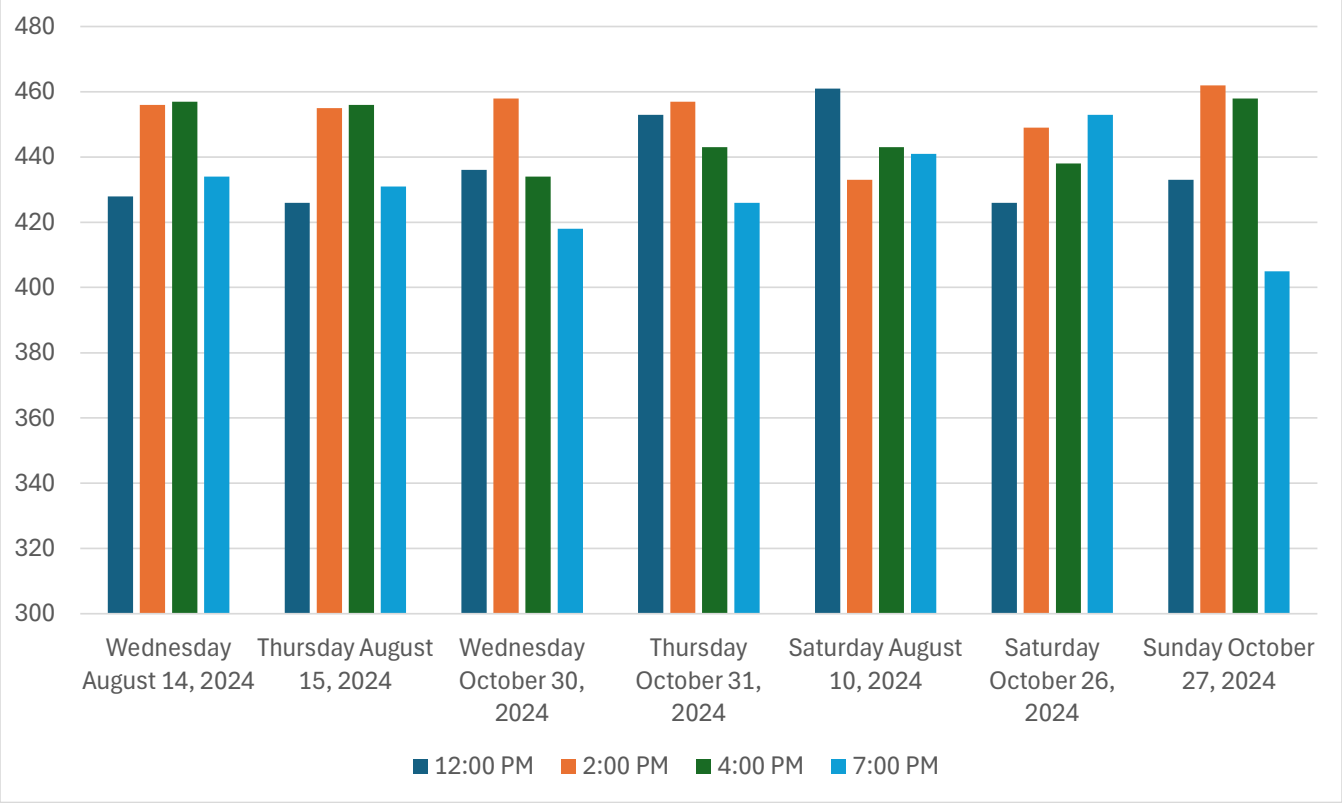


Figure 5 shows the peak parking occupancy observed on Sunday, October 27, 2024, and Wednesday, October 30, 2024. On Sunday, October 27, 2024, peak parking occupancy occurred during the 2:00 p.m. count. The highest observed weekday occupancy was Wednesday, October 30, 2024, at 2:00 p.m.

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

Figure 5: Observed Peak Parking Occupancy

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

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

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

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

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

Figure 6: Homeless Encampment on Sutter Avenue

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

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

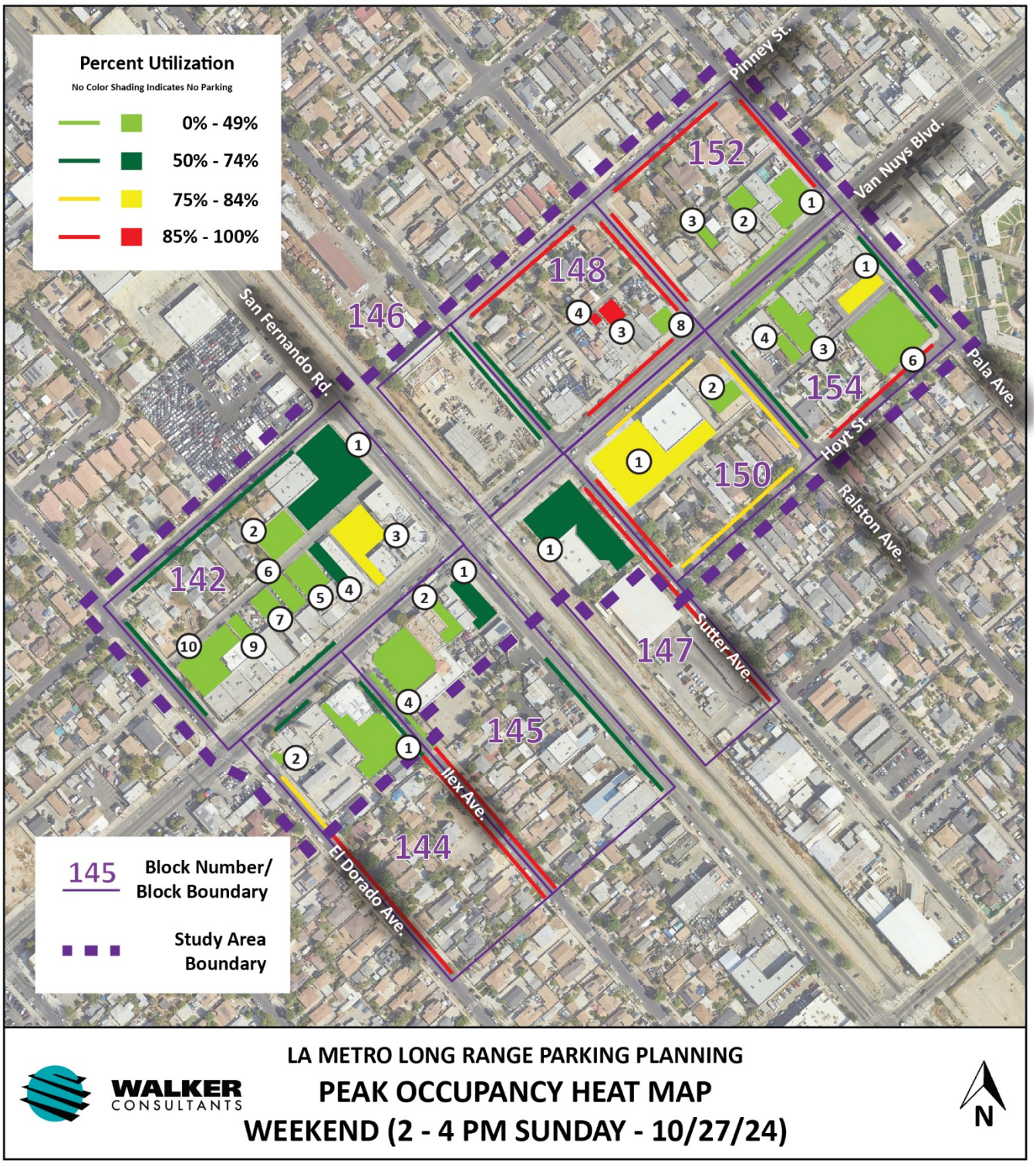
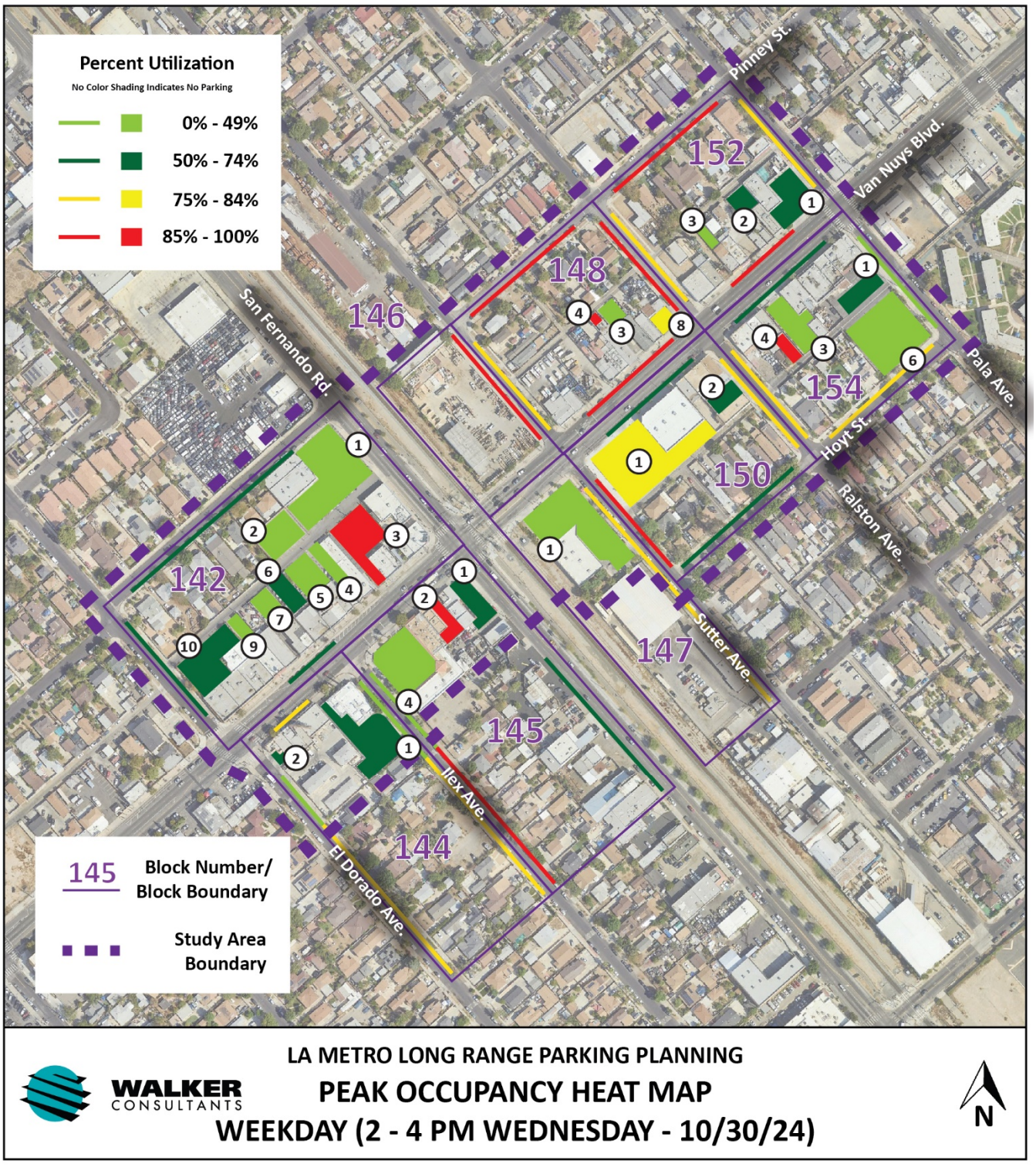


Figure 8: Parking Occupancy Wednesday, October 30, 2024, 2:00 p.m.



03 Interim Terminus Parking Demand

INTERIM TERMINUS PARKING DEMAND

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

Parking Demand Model Adjustments

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

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

These stations were selected for comparison for the following reasons:

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

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

Figure 9: Modeled Versus Observed Parking Demand

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

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

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

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

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

Parking Demand Model Projection Without and With Infill Metrolink

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

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

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

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

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

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

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

Notes: 1: Source = Metro

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

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

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

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

04 Parking Management Recommendations

PARKING MANAGEMENT RECOMMENDATIONS

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

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

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

Figure 11 shows a sample mobility hub design at Universal Station

Figure 11: Sample Mobility Hub Design

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

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

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

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

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

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

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

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

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

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

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

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

CONCLUSIONS

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

05 Appendices

APPENDIX A – PARKING DATA COLLECTION

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

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

Thursday August 15, 2024

11:00 AM	1:00 PM	3:00 PM	6:00 PM
8	22	15	20
0	0	0	0
6	9	8	9
2	6	8	9
2	2	1	1
9	9	9	6
2	2	2	7
3	2	4	0
24	22	20	3
15	15	18	3
13	15	14	16
1	2	1	1
6	9	10	12
0	2	1	3
30	15	17	15
6	10	14	12
6	6	6	6
0	0	0	0
6	6	7	6
25	27	29	21
5	5	6	5
2	2	5	4
1	0	0	0
0	0	0	0
4	4	2	5
6	6	8	4
0	1	2	2
8	5	7	8
190	**204**	**214**	**178**

Wednesday October 30, 2024

12:00 PM	2:00 PM	4:00 PM	7:00 PM
11	15	20	18
0	0	0	0
9	10	11	9
3	2	2	0
2	3	5	2
9	7	6	3
2	2	2	9
0	0	0	0
2	3	2	1
21	23	12	1
17	15	14	4
13	15	14	16
0	2	1	1
7	7	7	7
6	5	3	2
0	0	0	0
6	8	15	32
0	0	0	0
15	16	14	9
0	0	0	0
0	0	0	0
2	2	1	0
1	2	2	2
0	0	0	0
0	0	0	0
0	0	0	0
4	4	2	1
33	32	20	11
1	4	3	3
6	9	7	3
4	5	4	1
2	1	2	1
4	6	5	6
0	0	0	0
6	5	5	0
1	2	2	0
0	0	0	0
7	10	7	9
194	**215**	**188**	**151**

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

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

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

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

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

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

Sunday October 27, 2024

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