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Canoga Station Rising> Lifted above Canoga Ave., a worker replaces the lamp in a street light on the western border of the Canoga station. At left, a worker plants a flowering plum tree in one of the parking lot islands of the Canoga station. The extension project adds almost 400 trees to the Metro Orange Line. Photos by Ned Racine.

Canoga Station to Join Metro Orange Line-Up in December

- 14th station will be convenient to jobs, shopping at Warner Center

By NED RACINE

(Nov. 17, 2006) The San Fernando Valley grows more orange in December when the highly successful Metro Orange Line adds another station, reaching the jobs and shopping spots in Warner Center and offering more commuters an alternative to the Ventura Freeway.

Constructed just north of the Canoga Avenue and Victory Boulevard intersection, the new Canoga station – the 14th on the cross-valley transitway – extends the Orange Line west 0.3 miles, from Variel Avenue to Canoga. Pedestrians and bicyclists will gain an equivalent extension of the multi-use bike and pedestrian path.

Since early 2003, Metro planned and developed this new station with local businesses and residents.

Now workers plant California sycamores and flowering plums around the parking areas, haul ticket vending machines (TVMs) into place and monitor the new station's electronic "conversations" with the Bus Operations Center in the Gateway Building.

Including the 6.5-acre Canoga station, extension of the transitway and extension of the multi-use bike and pedestrian path, the project budget totaled \$26 million.

"This should make the Orange Line more convenient to potential riders who live in the western Valley, riders who might otherwise be commuting by car on the Ventura Freeway," says Roger Dames, Orange Line project manager and deputy executive officer, Project Management.

'A great success'

"This [station] is going to be a great success because the closest Orange Line parking lot [to Warner Center] was Winnetka," says Ghulam Shaikh, the construction manager for the Canoga station project.

In common with the completed Orange Line stations, the Canoga station includes both an east-bound and a west-bound platform.

Each platform features four canopies, sheltering passengers from sun and rain. Stations also include emergency telephones, lighting, real-time electronic signage, seating, system and neighborhood maps, security cameras and ticket vending machines.

Because of lessons learned from the recently completed Orange Line, Shaikh found several elements of construction went swiftly. "The busway paving, parking lot paving, bikeway paving all went better than I thought they would."



A worker rolls a ticket vending machine into place for installation under a canopy in the Metro Orange Line Canoga station. Scheduled to open in December, the station extends the Metro Orange Line 0.3 miles. Below, Truck used to raise workers above street level patiently waits at Rocketdyne Driveway, an entrance to the Canoga station.



The Canoga Park station is not only the Orange Line present but the Orange Line future.

In September 2006, the Metro Board authorized the staff to commence environmental clearance and preliminary engineering for a six-mile extension from the Canoga station north to the Metro Link station in Chatsworth. Consultant proposals to perform this work are due in December.

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