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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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BUS GRID SYSTEM PROPOSED
FOR THE
S A N F E R N A N D O V A L L E Y

Prepared By
RAPID TRANSIT AND SURFACE PLANNING

December, 1974

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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

1060 SOUTH BROADWAY • LOS ANGELES, CALIFORNIA 90015 • TELEPHONE (213) 749-6977

JACK R. GILSTRAP
GENERAL MANAGER

January 15, 1975

To: Members of the Board of Directors
From: Jack R. Gilstrap
Subject: San Fernando Valley Grid System Proposal

THE DISTRICT'S BOARD OF DIRECTORS IS REQUESTED TO APPROVE THE PHASED IMPLEMENTATION OF THE SAN FERNANDO VALLEY GRID SYSTEM PROPOSAL DESCRIBED IN THE ATTACHED REPORT. THE GRID SYSTEM IS PROPOSED AS PART OF THE SUBSIDY AGREEMENT SIGNED WITH THE COUNTY OF LOS ANGELES ON JULY 26, 1974 AND IS PRESENTLY UNDER REVIEW BY THAT AGENCY.

THE SAN FERNANDO VALLEY IS DESCRIBED AS THAT PORTION OF THE CITY OF LOS ANGELES LYING WITHIN LOS ANGELES COUNTY DELINEATED BY THE NORTHERLY SLOPE OF THE SANTA MONICA MOUNTAINS ON THE SOUTH, THE WESTERLY LIMITS OF THE CITY OF GLENDALE ON THE EAST, THE VENTURA COUNTY LINE ON THE WEST AND THE NEWHALL-SAUGUS AREA ON THE NORTH.

THE PROPOSED GRID SYSTEM WILL OFFER SERVICE ALONG MAJOR ARTERIALS AND/OR SECONDARY ROADWAYS IN THE NORTH/SOUTH DIRECTION AT APPROXIMATELY ONE MILE SPACINGS AND ALONG MAJOR ARTERIALS AND SECONDARY ROADWAYS IN AN EAST/WEST DIRECTION AT APPROXIMATELY ONE HALF MILE TO ONE MILE INTERVALS. SERVICE WILL BE PROVIDED AT APPROXIMATELY TWENTY MINUTE FREQUENCY WITHIN THE VALLEY, SEVEN DAYS PER WEEK. WEEKDAYS AND SATURDAY SERVICE WILL OPERATE FROM APPROXIMATELY 6:00 A.M. TO 7:00 P.M. AND SUNDAY SERVICE FROM APPROXIMATELY 8:00 A.M. TO 6:00 P.M. BEYOND THESE HOURS, NIGHT SERVICE WILL BE OFFERED UNTIL APPROXIMATELY 10:00 P.M., SEVEN DAYS PER WEEK AT SIXTY MINUTE INTERVALS.

IMPLEMENTATION OF THE TOTAL GRID SYSTEM WILL REQUIRE THE ADDITION OF APPROXIMATELY 104 SCHEDULED BUSES TO THE PRESENT FLEET VEHICLE REQUIREMENTS AS FOLLOWS: PHASE ONE, TO BECOME EFFECTIVE MARCH 2, 1975, WILL REQUIRE APPROXIMATELY THIRTY FOUR SCHEDULED BUSES AT AN

ESTIMATED COST OF APPROXIMATELY \$1,240,300 LESS GENERATED REVENUES, FOR THE PERIOD MARCH 2, 1975 THROUGH JUNE 30, 1975; PHASE TWO, TO BECOME EFFECTIVE MARCH 30, 1975 WILL REQUIRE THE ADDITION OF APPROXIMATELY SEVENTY SCHEDULED BUSES AT AN ESTIMATED COST OF APPROXIMATELY \$1,936,000, LESS GENERATED REVENUES FOR THE PERIOD MARCH 30, 1975 THROUGH JUNE 30, 1975, FOR A TOTAL ESTIMATED COST OF \$3,176,300, LESS GENERATED REVENUES.

THE BOARD OF DIRECTORS IS REQUESTED TO CONCUR IN STAFF'S RECOMMENDATION THAT THE PROPOSED GRID SYSTEM BE IMPLEMENTED AND OPERATED FOR THE PERIOD THROUGH JUNE 30, 1975.

On July 26, 1974, the District entered into an agreement with the County of Los Angeles whereby the District would implement and operate a trial Grid System of public transportation in the San Fernando Valley, for a period of not less than thirteen weeks, within parameters established by mutual agreement between the two agencies.

The San Fernando Valley is defined as that portion of the City and County of Los Angeles delineated by the northerly slope of the Santa Monica Mountains on the south, the Newhall-Saugus area on the north, the westerly limits of the City of Glendale on the east and the Ventura County line on the west. The purpose of the trial grid system is to test the validity of the assumption that improved public transportation within the project limits will attract significant numbers of new riders and, if the validity of that assumption is proven, will provide invaluable information which may be used as a foundation for the establishment of such services in other parts of the District's service area.

The proposed trial grid system is a grid network of public transportation services in that public transportation services will be operated along major arterials and/or secondary roadways in the north/south directions between Ventura Boulevard and the general alignment of the City of San Fernando and the communities of Pacoima and Sunland, at approximate one mile intervals, and along major arterials and secondary roadways in the east/west directions between the general vicinity of the City of Burbank and the West San Fernando Valley, penetrating as far west as the alignment of Valley Circle Drive

in the communities of Lakeside Park and Woodland Hills. The availability of equipment was one constraint upon which the grid system project limits was predicated.

Under the grid system concept, staff proposes: (1) the termination of nine existing intra Valley routes in their entirety; (2) the retention of six inter-Valley basic routes, modified as required to become part of the total grid system; (3) the total retention of three current peak hour express routes and five peak hour park/ride services in their entirety and; (4) the establishment of nineteen totally new services, some of which will operate over and along all or portions of the routes proposed to be terminated or modified.

Staff proposes that service be provided on all intra-Valley routes at approximate twenty minute intervals from approximately 6:00 a.m. to 7:00 p.m., Monday through Saturday and from approximately 8:00 a.m. to 6:00 p.m. on Sundays. It is further proposed, as a result of substantial input received from four Community Meetings held in the San Fernando Valley that hourly service be offered seven days per week from 6:00 p.m./ 7:00 p.m. until 10:00 p.m. The provision of service until 10:00 p.m. will permit greater flexibility of travel for San Fernando Valley residents to and from various recreational and educational centers of interest.

Although the proposed total grid system concept will offer service into and within areas which have historically been without such services, it must be realized that some adverse effects will accrue to present patrons, in that persons now having origins and destinations along a single existing route will, in certain instances, be required to transfer one or more times to complete a single trip. The necessity to transfer will of course require the payment of the standard 10¢ transfer charge. Lacking complete origin/destination data at this time, the extent of the number of present patrons which could be adversely affected is not known.

Because of the substantial amount of resources committed to the San Fernando Valley Grid Project and the magnitude of the project itself, staff believes an extensive and comprehensive monitoring program is necessary in order to fully evaluate the results of the project and identify any and all factors pertinent to its continuation and/or expansion. To this end, your Board has approved the retention of a "Third Party" independently to evaluate both the pre-grid and post-grid services and report their findings with recommendations, to your Board and the County of Los Angeles at a subsequent time.

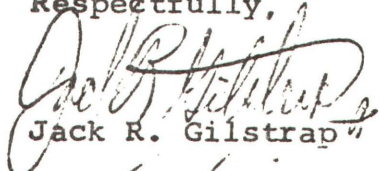
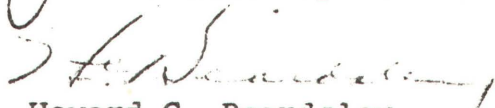
January 15, 1975

In addition to the preceding, staff proposes that the San Fernando Valley Grid Project be implemented in two phases: Phase I is proposed to become effective Sunday, March 2, 1975 and will consist of improved service to one inter-Valley line and the establishment of five new intra-Valley routes. It is estimated Phase I will require the addition of thirty four scheduled buses to the present fleet vehicle requirements at an estimated cost of \$1,240,300, less generated revenues, through June 30, 1975. Phase II is proposed to become effective Sunday, March 30, 1975, and will consist of the discontinuance of nine existing intra-Valley services and the concurrent establishment of fourteen new intra-Valley routes. It is estimated the proposed changes under Phase II will require an additional seventy scheduled buses be added to those already placed in service under Phase I, at an estimated cost through June 30, 1975, of \$1,936,000, less generated revenues, bringing the total cost of the San Fernando Valley Grid Project, through June 30, 1975, to approximately \$3,176,300, less generated revenues.

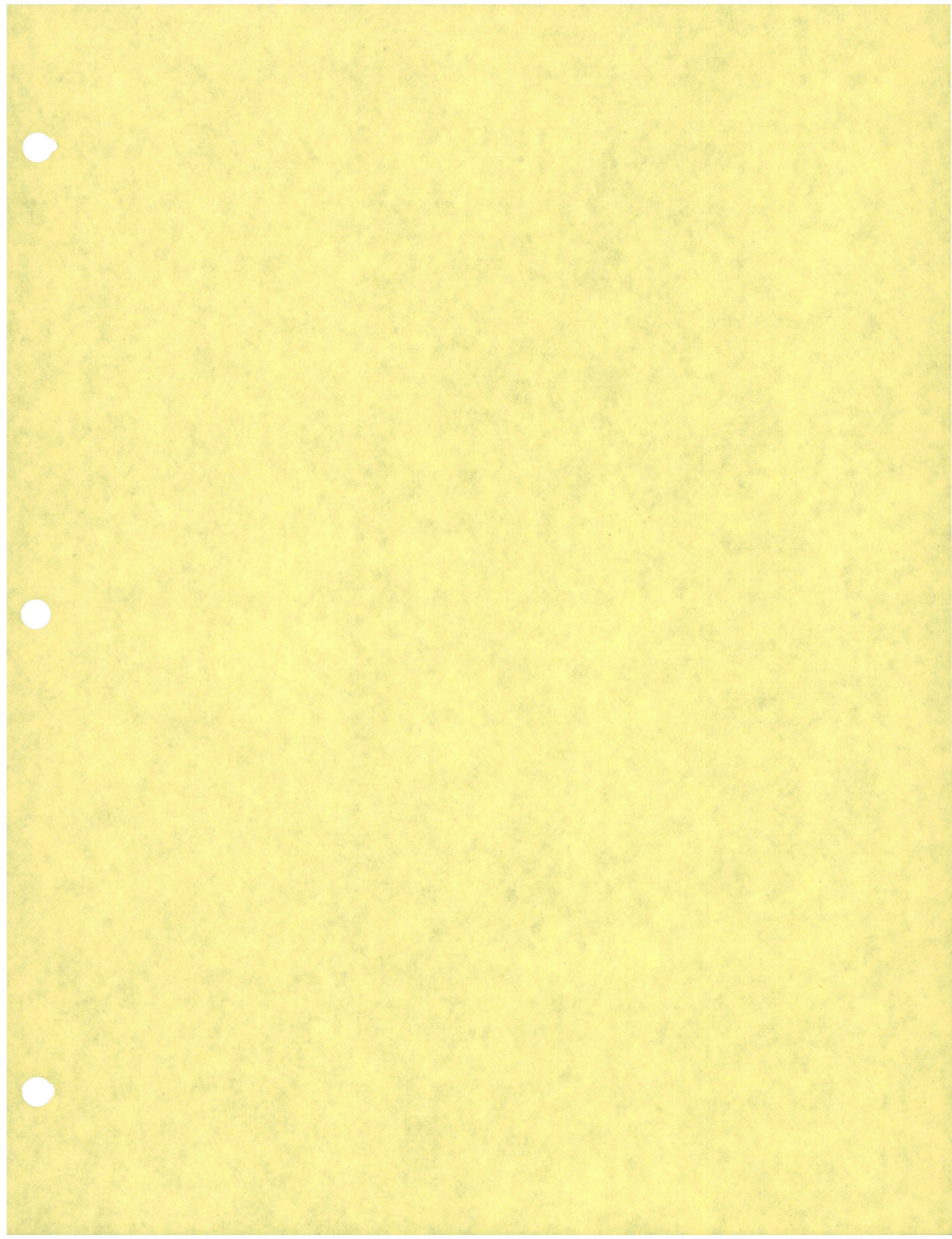
This matter has been discussed with and has the concurrence of the New Services Review Board and has been submitted to the County for their consideration under the contract.

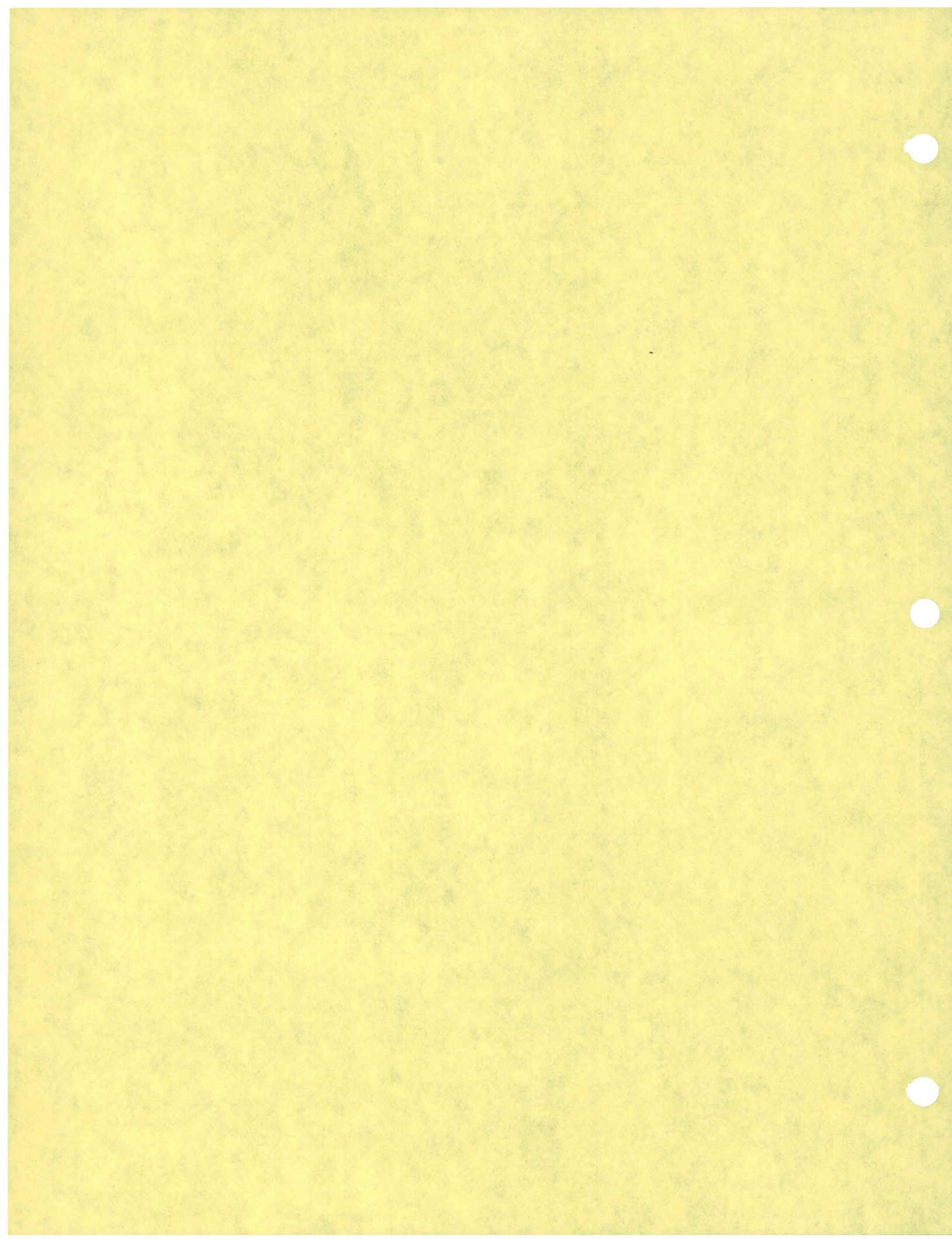
In order to place Phase I of the San Fernando Valley Grid Project in effect, the District's Board of Directors is requested to approve Tenth Revised Page 24, Original Pages 156, 161, 167, 168 and 169 of the Official Route Descriptions, to become effective March 2, 1975. Further, to implement Phase II of the San Fernando Valley Grid Project, your Board is requested to approve the deletion of Fifth Revised Page 14, Fifth Revised Page 15, Third Revised Page 16, Ninth Revised Page 74, Eighth Revised Page 90, Original Page 138, Second Revised Page 139, Original Page 143, Original Page 180, and First Revised Page 182; approve Third Revised Page 35, Ninth Revised Page 81, Eleventh Revised Page 86, Fifth Revised Page 93, Second Revised Page 122, and Original Pages 151 through 155, Original Pages 157 through 160 and Original Pages 162 through 166, of the Official Route Descriptions, copies of which have been filed with the Secretary, subject to approval of the Consulting Engineer.

Respectfully,


Jack R. Gilstrap
By: Howard C. Beardsley
Assistant Manager of Rapid
Transit & Surface Planning

Attachment





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SAN FERNANDO VALLEY - PROPOSED SYSTEM

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81	Ventura Blvd-Chatsworth-Canoga Park-Hollywood-Burbank D-7
86	Los Angeles-Burbank-North Hollywood-Canoga Park D-8
88	San Diego Freeway Flyer D-9
90	San Fernando-Studio City-Van Nuys D-10
93	Los Angeles-Van Nuys-Pacoima D-11
121	San Fernando Valley-Roscoe Blvd-Los Angeles Freeway Flyer D-12
122	Los Angeles-Burbank-North Hollywood-Van Nuys Freeway Flyer D-13
138	Fulton-Woodman Avenue D-14
139	Chatsworth-Northridge-Panorama City-Van Nuys D-15
143	Encino-Balboa Blvd-Granada Hills D-16
144	San Fernando Valley-Wilshire Blvd-Los Angeles Freeway Flyer D-17
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35	West Valley Freeway Flyer L-2
81	Woodland Hills-Hollywood-Burbank Airport L-3
86	Los Angeles-Burbank-North Hollywood-Canoga Park L-4
88	San Diego Freeway Flyer L-5
93	Los Angeles-Van Nuys-Panorama City-U.S. Vets. Hospital L-6
121	San Fernando Valley-Roscoe Blvd-Los Angeles Freeway Flyer L-7
122	Los Angeles-Burbank-North Hollywood-Van Nuys Freeway Flyer L-8
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Proposed Lines

Line No.

Line Name

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S U M M A R Y

The proposed trial bus grid system for the San Fernando Valley (Valley) is illustrated on the "PROPOSED SERVICE" map. The grid lines will be implemented in two stages. The phased implementation is recommended because of the many logistic problems involved. These problems include the drawing up of schedules, printing of timetables, delineation of stop zones, training of the drivers, marketing/information of the grid system, and the preparation and arrival rate of the new buses.

The first stage will be implemented on March 2, 1975. A total of five new lines and one line with improved service (Line 24) will begin operation in the first stage. The second stage will be implemented on March 30, 1975. The entire grid system will be in operation by the latter date.

The design of the grid lines layout was conditioned by several pertinent factors. First of all were the County recommended criteria with respect to line spacings and areal coverage of service. The physiological constraints of the Valley street network, also, at times predetermined the location of the lines as to spacing and alignment. The limited number of buses available was the one unalterable constraint which dictated the minimum headway attainable and maximum miles of service allowable. Service needs and interests identified through public informational meetings have been addressed and provided for when warranted. Finally, to mitigate the disrupt-

tive effects of the new system on the established travel habits of the present riders, the major present trunk lines were retained and incorporated into the system.

The intrinsic service characteristics and capabilities of the grid system are well suited for meeting the public transportation needs of the Valley. The orientation of the system will intensify service in the subareas with the greatest demand and travel generators. The system will also reinforce the existing development patterns in the Valley which is compatible with goals adopted for the region by the Southern California Association of Governments (SCAG).

The principal elements of the proposed grid system are:

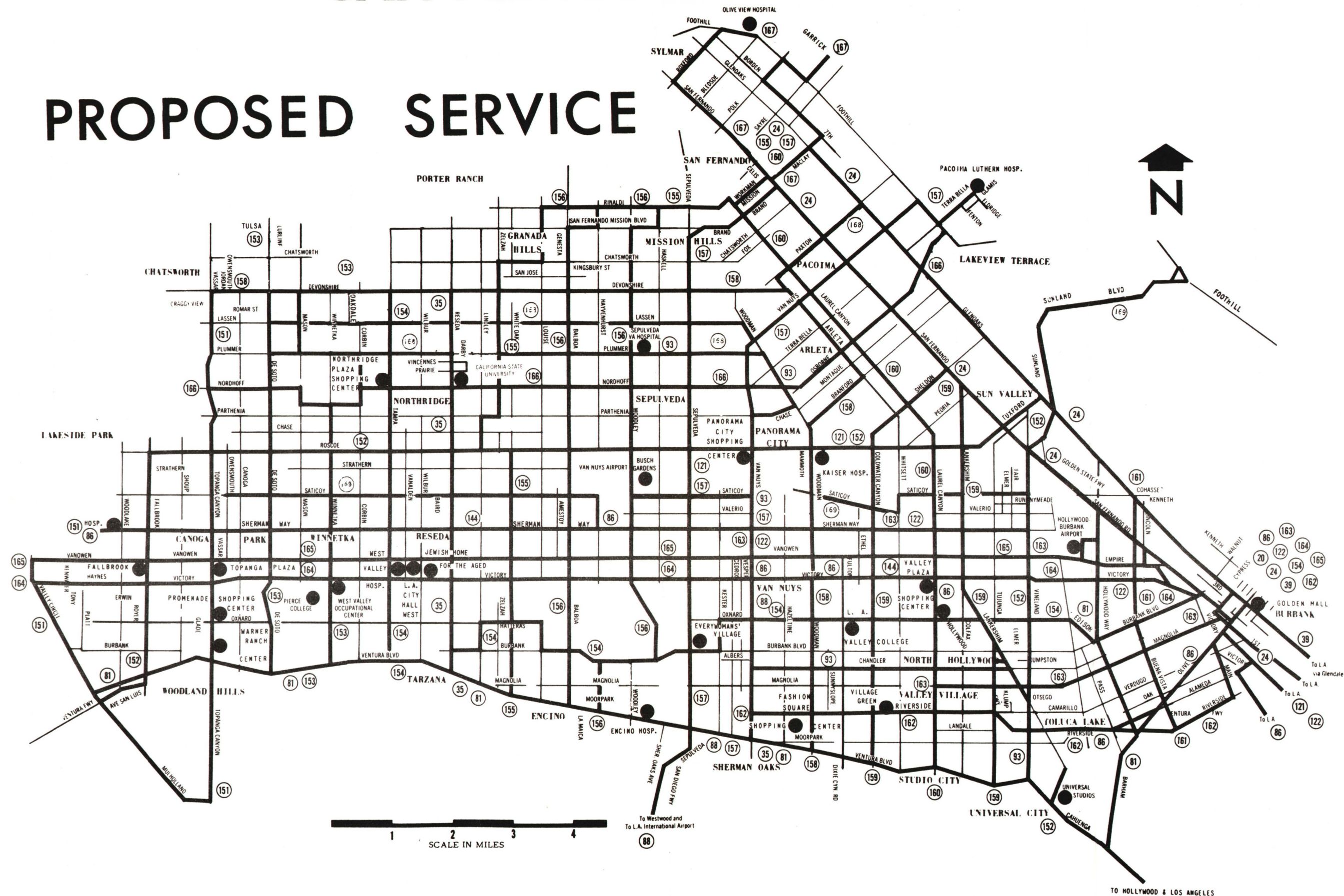
1. The proposed system completely exhausts the supply of buses available for use in the San Fernando Valley. The first stage will require 37 buses and the second stage about 67 buses.
2. A total of 19 new lines will be created by the grid system.
3. The grid lines are spaced at approximately one mile intervals in the north-south direction and from one-half to one mile intervals in the east-west direction.
4. Service will be provided at 20 minute intervals between the hours of 6:00 a.m. and 7:00 p.m.

daily and Saturday and between the hours of 8:00 a.m. and 6:00 p.m. on Sundays. Night service at 60 minute intervals will be provided to 10:00 p.m., seven days a week. Outside these hours of service, the present schedule will remain in effect on those routes which presently receive such service.

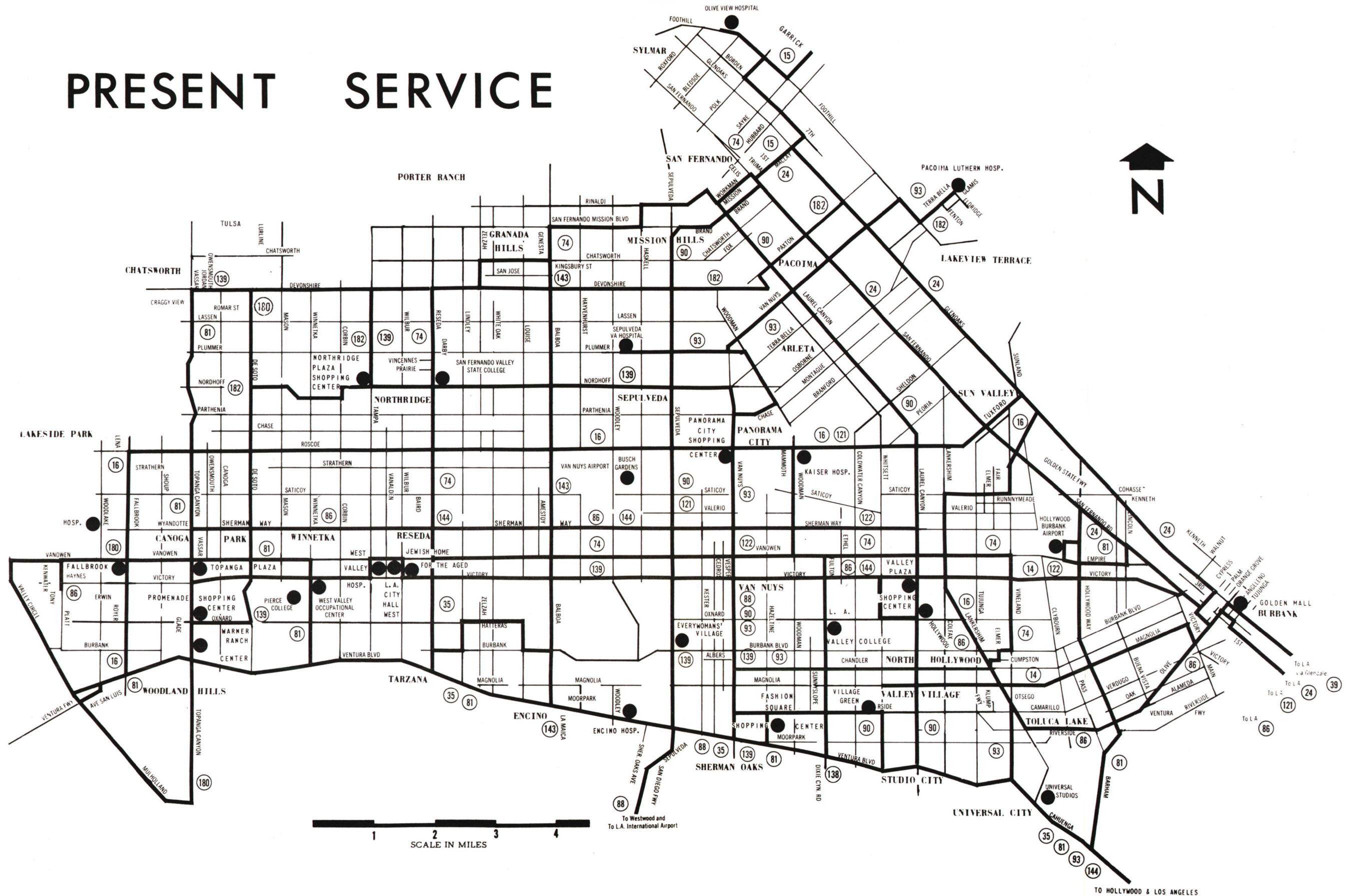
5. The operation of nine lines presently providing intra-Valley service will be terminated with the implementation of the grid system. These lines are the 14, 15, 16-74, 90, 138, 139, 143, 180 and 182.
6. Six lines presently operating in the Valley will be retained and incorporated into the grid network. These lines are the 24, 35, 81, 86, 88, and 93.
7. Three express lines and five park'n ride lines will be retained and interfaced with the grid network lines. The commuter express lines are 121, 122, and 144.
8. An extensive marketing/advertising campaign will precede and operate concurrently with the implementation of the grid system.
9. The District will monitor and evaluate the system performance and effectiveness and report the findings with recommendations to the County.

SAN FERNANDO VALLEY

PROPOSED SERVICE



PRESENT SERVICE



I N T R O D U C T I O N

Agreement

On July 26, 1974, the Southern California Rapid Transit District (District) entered into agreement with the County of Los Angeles (County) to establish and implement two bus grid systems or modified grid systems as mutually agreed upon by the County and the District. The criteria for the bus grid systems were as follows:

1. Bus lines be established in approximately north-south and east-west directions.
2. The spacing of the bus lines be about one-half miles apart.
3. Headways be such that unreasonable delays for transfers will not be experienced.
4. The hours of service will be approximately from 6:00 a.m. to 7:00 p.m., seven days a week.
5. This grid network and service will continue in operation for a period of at least 13 weeks.
6. Approximately 200 buses will be used to implement the two bus grid systems.
7. Implementation to take place within 60 days of receipt and preparation for service of new buses on order.

The District, in addition, agreed to evaluate and report on the effect of the grid system on ridership and on the factors involved in the continuation and expansion of the grid to other areas if ridership is significantly increased.

Historical Background

The public transportation facilities in the San Fernando Valley had been reviewed and evaluated by the District in 1972 and 1974. As a result of the findings, the District has recommended and implemented a continuing program of service improvements. This improvement program has culminated in an annual increase of approximately 817,000 miles operated or 15 percent in 1973 and an additional 374,000 miles operated or 12 percent in 1974. However, in spite of the concerted efforts in the Valley, the demand for service has grown faster than has been the District's financial capacity to meet.

In recent years the perception of public transportation has undergone a revolutionary change throughout the nation and in Los Angeles. The transit industry once looked upon as an enterprise is now regarded as a public service. Under the existing subsidy agreement with the County, additional monies are now available to the District for service improvements. Consequently, the District is now able to break from the reactive stance that the financial constraints have historically imposed.

The District is now proposing that a comprehensive, coordinated grid system be implemented in the Valley.

Setting

The San Fernando Valley (Valley) is that part of the City of Los Angeles (City) delineated by the northerly slope of the Santa Monica mountains on the south, the westerly limits of the City of Glendale on the east, the Ventura County line on the west, and the Newhall-Saugus area on the north. The land area encompasses approximately 235 square miles of territory, a predominant part of which is in the City (91.6%). The total population of the Valley is approximately 1,250,000 residents with the highest concentrations in the Van Nuys-North Hollywood area.

Until 1960 there was little employment opportunities within the Valley. This situation required the residents to travel outside the Valley for wage earning purposes which effectively reduced the Valley to a bedroom community. However, since 1960, the tremendous population growth and development of major industrial and commercial complexes, high density multiple dwelling units, and continued construction of single residential units has transformed the Valley from a homogeneous suburban community to a major urban area. Concomitantly employment opportunities developed which complement the existing pool of potential employees.

The Valley street layout configuration is generally amenable to a modified bus grid system. The streets in the Central Valley area are in a grid pattern with major streets in the north-south and east-west directions which can accommodate buses. The streets along the boundaries on the north, south, and west break from the grid pattern because of the topography and in most cases are not

capable of accommodating a bus. In the eastern area of the Valley, the streets depart from the north-south and east-west alignments but the area does have a street system which approximates a grid pattern which is oriented approximately 45 degrees with due north. A number of streets are able to accommodate buses in this area.

Planning Restraint

A heavily weighted consideration in the planning and layout of the grid system was the short time frame of assured support of the program by the County of Los Angeles. The implementation of the grid network will create some confusion and disruptions in spite of all the mitigating measures which will be employed in the marketing/advertising efforts and which are intrinsic to the grid type network. The implementation then subsequent withdrawal of the grid system in a thirteen week time period could have severe adverse effect on the public's attitude towards utilizing and/or developing a dependence on transit services for their travel needs.

It is recognized that some people will use transit services because of their own inclinations or for economic advantages or simply because they are part of the transit dependent/captive. However, the grid system program is not specifically directed to these "established" riders. An increase of ridership in orders of magnitude is the goal of the grid program. The pool from which these potential riders are to be derived is the group of the public which make up the suppressed demand. The time frame of 13 weeks of service may be too short to allow development of

riders from this pool of potential users. It would be extremely optimistic to expect patronage of a system, however attractive its features, under the spectre of withdrawal of the service within the very finite time frame of 13 weeks. This singular factor could possibly overshadow the beneficial features of the grid network program and virtually preempt its successful operation.

Methodology

The design and layout of the grid network lines were arrived at after a cursory study of the San Fernando Valley area. The factors taken into consideration were the geographic features and constraints and the demographic distribution and travel patterns. The basic approach to the planning and layout of the grid network was as follows:

- A review and analysis of the present ridership from boarding and alighting checks by lines were made when available.
- The street patterns and directions were noted then evaluated in terms of continuity, geometrics, and conditions.
- The location, patronage, and level of service of the present bus routes were evaluated.
- Service needs and interests were identified through public informational meetings.

- Routes were chosen, bus lines developed, and design schedules drawn up to determine equipment needs.

A number of iterations of this planning process were made before the grid system lines were chosen which conformed in principle to the County recommended criteria.

After the layout of the grid routes and the development of service lines, the actual implementation process was reviewed. The major concerns with implementation were the availability of buses and the many support activities required to be completed prior to actual bus operations. In consideration of the large number of buses required and the time required to complete the essential tasks, it is recommended that the grid system be implemented in two stages.

The operational, logistic's tasks needed to be completed are:

- Design of operating schedules.
- Certification of stops, zones, and new routes.
- Development of a new operating division (Division 15).
- Inspection and preparation of buses.
- Hiring and training of new drivers.
- Retraining of present drivers on new lines.
- Marketing and information program to make the public aware and cognizant of the new system.

Work has been initiated on some of these tasks such as schedule design, bus preparation, new driver employment, and staffing and equipping of the new division. However, final work on the major bulk of the tasks cannot be justifiably begun until the County formally accepts the proposal.

P R O P O S A L

Description

The proposed bus grid network is illustrated on the San Fernando Valley system map (see PROPOSED SERVICE). The lines running north/south are spaced at approximately one-mile intervals, and the east/west lines are spaced at approximately one mile in the northern part of the Valley and at one-half ($\frac{1}{2}$) mile intervals in the southern portion. Service throughout the grid network will be provided at intervals no greater than 20 minutes, excepting Line 88, on weekdays and Saturdays between the hours of 6:00 a.m. and 7:00 p.m. Sunday service will be at 20-minute intervals between the hours of 8:00 a.m. and 6:00 p.m. Night service will be provided at 60 minute intervals to 10:00 p.m., seven days a week. The hours of operation will be extended at present frequencies along those routes which presently receive such service.

An estimated total of 311 buses will be scheduled for service operation to fulfill the requirements of the complete grid system. This total includes the present fleet operating in the Valley and an additional 104 new buses. The service vehicle miles per operating day will be increased from 28,400 miles to approximately 52,100 miles for an increase of 83 percent. The average weekday vehicle operating hours will be increased by approximately 1,820 hours. The number of one-way route miles will be extended from 472 to 620 miles for an increase of 148 miles. A detailed accounting by line of bus allocation, one-way vehicle miles and operating hours per weekday can be found on the Table of Scheduled Equipment.

The second major factor of concern is the arrival rate of the new buses. The exact number of buses which will be available cannot be predetermined with certainty. By installing the grid lines in two stages, the possibility of confusing, incomplete implementation due to insufficient number of buses can be avoided. In addition the staged installation will assure compliance with the criterion for operation of the new buses within 60 days of receipt and preparation for service.

The marketing campaign initiated prior to the implementation date will be designed to fully inform the public of the phased implementation of the grid system.

It should be noted that because of the restrictively short time period in which the grid system proposal and all subsequent support facilities and operations were required to be completed, a comprehensive planning process was not rigorously followed. There was not enough time to thoroughly research and analyze demographic, economic, and housing data from U.S. Census reports and other sources. Origin and destination data was not available and logistics problems preempted the development of the information. (For example the strike by the bus drivers stopped all bus operations by the District.) Rider checks could not be made because of the work stoppage. In lieu of the objective data, the District's extensive experience of operation in the Valley was relied upon to decide the assignment of routes to be serviced.

Because of the constraints imposed by the Valley streets and the limited amount of equipment, the proposed grid system does not strictly conform to the criteria specified in the agreement with the County. The specifications covering days of service, hours of service, and frequency of service were met. The 20-minute headway is within the range recommended for good service (see Conceptual Planning of Local Circulation and Feeder Transit System prepared by Alan M. Voorhees & Associates, Inc. and Kaiser Engineers/DMJM for the District). The one-half to one mile spacings were dictated by a combination of factors. The preconditioning factors included the street network pattern and physical properties, corridors of highest ridership potential, locations of travel generators, and streets with present service. Likely routes were reviewed to make certain that they were functionally traversible by bus. All present routes were evaluated and operation maintained along those streets which merited continuation of service. The routes selected for the grid network were concluded to have the most immediate demand and functional need by the system. However, it should be noted that service to additional streets and expansion of the network can be implemented if additional needs and demands are identified and additional buses and funds are made available.

Objective

The principal objectives of the trial grid system are twofold. The first objective is to upgrade the public transportation facilities in the entire San Fernando Valley, and the second is to

significantly increase bus patronage. Corollary to the system improvements are improved mobility, conservation of energy, and improved air quality.

The attainment of the first objective can be accomplished by the implementation of the modified grid system. The level of service will be significantly improved with the increase in frequency of service, extension of the days of operation, expansion of the miles of route service, and the coordinated system features. These features are discussed in greater detail in the subsequent sections.

The objective of significantly increasing bus patronage cannot be assured with the same degree of certainty accorded the system improvements. The principal pool from which the new riders are to be derived are the individuals which make up the latent demand for bus service and the induced demand, collectively referred to as the suppressed demand. It is felt that this group is quite sizeable, but the present state-of-the-art is not yet capable of quantifying this group in terms of exact numbers nor identifying it as to exact location. Another source of potential riders is the multitude of auto users, from which a number may be diverted to use the bus by its beneficial features such as low cost, accessibility, convenience, and availability. (It should be noted that attainment of increased patronage is sought, not at the expense of, but in addition to the present riders. The planning and design of the system was directed to meet this end.)

The achievement of the objectives can be assured in part. In the case of the improvement to the present public transportation facilities, the proposed system will significantly raise the level of service. The attainment of increased patronage cannot be quantified with any certainty. However, a study made by the Rand Corporation for SCAG found that bus system improvements can lead to significantly increased bus usage.

Features

The characteristics of a grid layout pattern make it well suited to diffused, non-centralized travel areas with dispersed trip producer/attractor locations. It lends itself to multiple focal points such as collection points for interregional trips (Freeway Flyers). At the same time the pattern provides uniform intra-area service or service directed toward neighborhood circulation. The one disadvantage of the layout is its requirement of a transfer for diagonal movements.

The beneficial features of the grid layout are utilized to meet the demands and needs of the San Fernando Valley with some modifications. The modifications were necessitated by the physiological constraints in the Valley and the impact mitigating measures incorporated into the proposed network. The grid network will improve intra-valley mobility and provide access to most generators and attractors with only one transfer. Concurrently, of paramount importance is the fact that access and availability of the buses will be vastly improved. The proposed

system will furnish an economical, comprehensive, convenient, extensive, and frequent service to the Valley residents.

The salient features of the grid system are:

- o Six of the present lines were retained in modified form and incorporated into the grid network because of their large patronage, approximate fit in the grid network, and as a measure for mitigating the expected adverse impact on the present riders by the implementation of the new system. The retained lines are 24, 35, 81, 86, 88 and 93.
- o Three peak hour commuter express lines and five park 'n ride lines will be retained and integrated into the grid network. These lines will provide inter-regional service with the grid network functioning as its collector/distributor system. The peak commuter lines are 121, 122, and 144. The park 'n ride lines are 504, 505, 511, 721, and 724.
- o The routes of the grid lines were laid out as straight and predictable as possible so that the system could be easily understood by even the novice user.
- o The grid lines are interfaced with the express lines which supply links to the Los Angeles Central Business District, Hollywood-Wilshire Districts,

West Los Angeles area and Los Angeles International Airport.

- o The service provided by the system is comprehensive in its coverage and, consequently, could be used for the full range of trip types - the neighborhood social trip, work trip, shopping trip, medical trip, school trip, etc. The potential general purpose uses of the system could significantly reduce reliance on the private automobile.
- o The orientation of the modified grid network reinforces the present high activity sub-areas such as the Van Nuys, North Hollywood, and Burbank area and the San Fernando area. Concurrently, service will be provided to the newly developing centers around Panorama City and Sepulveda. This system feature is compatible with Southern California Association of Governments' goals for the region.
- o The grid system will improve service throughout the Valley to a level which could be considered good with respect to over-all walk access distance, frequency of service, and extensiveness of service.

Impact

The implementation of the proposed grid system may have a

negative impact on the present ridership and an adverse effect on certain present users due to the disruptive effect on their established travel habits. The changes, in themselves, will cause some confusion and reluctance on a portion of the present riders. Additionally, travel costs in some instances will increase due to transfers not formerly required.

As a consequence of these factors, it is conceivable that the inauguration of operation of the system will be accompanied by an initial drop in ridership. In consideration of this reaction, and in response to it, features were incorporated into the system to keep the disruptive effects to a minimum. For example, the six most heavily patronized trunk lines were retained, in modified form, and incorporated into the system with their present line numbers. And the proposed grid lines were layed out as straight and predictable as was practical to make the system as simple and comprehensible as possible. The improvements to travel created by the system with respect to convenience, availability and extent of coverage are non-quantifiable benefits which make bus usage more attractive and may nulify the real additional cost of transfers. In conjunction with the design features, a comprehensive advertising/information program is planned to inform the valley residents and the present riders about the new system and its features.

It is anticipated that the intrinsic design features of the grid layout and the public information campaign

will mitigate the negative impact of the implementation of the new grid system and concurrently facilitate the development of additional ridership.

Evaluation

A monitoring program will be an integral part of the grid system proposal. The program will be implemented prior to the inauguration of the grid system to measure the patronage in the "before" condition. During the operating period, passenger riding checks will be made to determine the effect of the grid system on ridership. In addition to the checks, interviews will be conducted to collect data relating to system performance and service effectiveness. The data base information will be developed by a joint agency task force comprised of personnel from the City and County of Los Angeles, Cal-Trans and the District. The data collected will include the following:

- o Total daily passenger counts by line.
- o Boarding and alighting counts by time, location and line.
- o Service effectiveness measurements through interviews and/or questionnaires.

To ensure an unbiased evaluation of the grid system, a consultant will be retained to analyze the data and make a comprehensive assessment of the system performance and service effectiveness. Those factors pertinent to the continuation and expansion of the grid to other areas will be identified. A corollary objective of the consultant's study effort will be the

development of criteria principles essential for the planning and design of grid systems in other localities. The findings of the study with respect to ridership, evaluation and planning of the grid system will be reported by the consultants.

SUMMARY OF EQUIPMENT

COMPARISON OF ESTIMATED MAXIMUM EQUIPMENT REQUIRED TO OPERATE
PRESENT AND PROPOSED BUS SERVICE IN THE

SAN FERNANDO VALLEY

	<u>Monday through Friday</u>			<u>Saturday</u>	<u>Sunday</u>
	<u>Scheduled Equipment</u>			<u>Max.</u>	<u>Max.</u>
	<u>AM</u>	<u>Base</u>	<u>PM</u>	<u>Scheduled</u>	<u>Scheduled</u>
	<u>Rush</u>	<u>Period</u>	<u>Rush</u>	<u>Equipment</u>	<u>Equipment</u>
PRESENT	209	101	207	82	43
PROPOSED	311	206	311	201	192
DIFFERENCE	+102	+105	+104	+119	+149

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
ESTIMATE OF SCHEDULED EQUIPMENT
MONDAY THROUGH FRIDAY
SAN FERNANDO VALLEY GRID SYSTEM

-----P R E S E N T-----												-----P R O P O S E D-----								
LINE NO.	HOURS OF SERVICE				BASE HDWY	EQUIPMENT			VEH. MILES	VEH. HOURS	BASE HDWY	EQUIPMENT				VEHICLE 1 DAY	MILES DIFF.	VEHICLE 1 DAY	HOURS DIFF.	
	PRESENT		PROPOSED			AM	BASE	PM				AM	BASE	PM	PEAK AM					DIFF. PM
14	5:47A	7:37P			30	4	4	4	726	54					-4	-4	0	-726	0	-54
15	5:55A	8:01P			60	1	1	1	211	15					-1	-1	0	-211	0	-15
16-74	5:35A	7:58P			30	18	13	15	2718	175					-18	-15	0	-2718	0	-175
24	5:09A	1:34A	5:09A	1:34A	30	11	7	11	2217	136	20	18	13	18	+7	+7	3488	+1271	215	+79
35	5:39A	7:39P	5:27A	10:00P	30	22	6	25	3429	183	20	26	9	30	+4	+5	4481	+1052	241	+58
81	4:59A	1:15A	4:59A	1:15A	30	13	10	11	2761	178	20	14	13	14	+1	+3	3371	+610	218	+40
86	4:40A	11:47P	4:40A	11:47P	30	20	10	23	3270	201	20	25	16	26	+5	+3	4175	+905	257	+56
88	6:20A	7:42P	6:20A	7:42P	30	5	5	5	1043	62	30	5	5	5	0	0	1043	0	62	0
90	5:45A	7:22P			30	12	8	8	1571	107					-12	-8	0	-1571	0	-107
93	4:30A	2:03A	4:30A	2:03A	20	40	16	41	5598	367	20	39	14	39	-1	-2	5562	-36	347	-20
121	6:20A	6:43P	6:20A	6:43P		5	0	5	267	13		5	0	5	0	0	267	0	13	0
122	6:10A	6:59P	6:10A	6:59P	60	5	1	5	424	28		5	0	5	0	0	351	-73	18	-10
138	6:40A	6:47P			60	1	1	1	155	13					-1	-1	0	-155	0	-13
139	5:55A	8:10P			30	8	8	8	1061	70					-8	-8	0	-1061	0	-70
143	6:17A	7:44P			30	2	2	2	433	28					-2	-2	0	-433	0	-28
144	6:17A	6:51P	6:17A	6:51P		8	0	8	496	27		8	0	8	0	0	496	0	27	0
180	5:45A	7:30P			30	5	5	5	1033	71					-5	-5	0	-1033	0	-71
182	6:00A	10:30P			30	4	4	4	987	60					-4	-4	0	-987	0	-60
504-505-511-721-724-793	(No Change)					25	0	25				25	0	25	0	0	0	0	0	0
151		5:45A	10:00P							20		6	6	6	+6	+6	1355	+1355	103	+103
152		5:35A	10:00P							20		13	10	10	+13	+10	2430	+2430	163	+163
153		5:45A	10:00P							20		7	7	7	+7	+7	1384	+1384	118	+118
154		6:00A	10:00P							20		9	9	9	+9	+9	2066	+2066	149	+149
155		6:00A	10:00P							20		6	6	6	+6	+6	1306	+1306	105	+105
156		6:00A	10:00P							20		8	8	8	+8	+8	1674	+1674	133	+133
157		5:30A	10:00P							20		11	10	10	+11	+10	2116	+2116	162	+162
158		5:55A	10:00P							20		7	7	7	+7	+7	1633	+1633	118	+118
159		6:00A	10:00P							20		6	6	6	+6	+6	1485	+1485	105	+105
160		6:00A	10:00P							20		9	8	8	+9	+8	1067	+1067	89	+89
161		6:00A	10:00P							20		2	2	2	+2	+2	366	+366	40	+40
162		6:00A	10:00P							20		6	6	6	+6	+6	1087	+1087	88	+88
163		5:47A	10:00P							20		7	7	7	+7	+7	1499	+1499	117	+117
164		6:00A	10:00P							20		9	9	9	+9	+9	1902	+1902	148	+148
165		5:45A	10:00P							20		9	9	9	+9	+9	1793	+1793	147	+147
166		6:00A	10:00P							20		6	6	6	+6	+6	1080	+1080	90	+90
167		5:55A	10:00P							20		4	4	4	+4	+4	969	+969	68	+68
168		6:00A	10:00P							20		7	7	7	+7	+7	1615	+1615	118	+118
169		6:00A	10:00P							20		9	9	9	+9	+9	2035	+2035	149	+149

TOTALS:	209	101	207	28,400	1,788	311	206	311	+102	+104	52,096	+23,696	-3608	+1820
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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

ESTIMATE OF SCHEDULED EQUIPMENT

SATURDAY

SAN FERNANDO VALLEY GRID SYSTEM

-----P R E S E N T-----										-----P R O P O S E D-----									
LINE NO.	HOURS OF SERVICE				BASE HDWY	EQUIPMENT			VEH. MILES	VEH. HOURS	BASE HDWY	EQUIPMENT			PEAK DIFF.	VEH. MILES	MILES DIFF.	VEH. HOURS	HOURS DIFF.
	PRESENT FROM	TO	PROPOSED FROM	TO		AM	BASE	PM				AM	BASE	PM					
14	6:20A	7:37P			30	4	4	4	739	54	--	0	0	0	-4	0	-739	0	-54
15	6:12A	8:01P			60	1	1	1	203	14	--	0	0	0	-1	0	-203	0	-14
16-74	6:00A	7:55P			30	12	12	12	2481	143	--	0	0	0	-12	0	-2481	0	-143
24	5:40A	1:34A	5:40A	1:34A	30	7	7	7	1623	101	20	12	12	12	+5	3144	+1521	208	+107
35	No Service		6:00A	10:00P							20	9	9	9	+9	2548	+2548	126	+126
81	5:22A	1:15A	5:22A	1:15A	30	9	9	9	2085	143	20	13	13	13	+4	2935	+850	201	+58
86	4:47A	11:13P	4:47A	11:13P	30	7	7	7	1523	100	20	16	16	16	+9	2847	+1324	187	+87
88	8:10A	6:42P	8:10A	6:42P	60	2	3	3	544	30	60	2	3	3	0	544	0	30	0
90	5:45A	7:22P			30	8	8	8	1464	99	--	0	0	0	-8	0	-1464	0	-99
93	4:30A	2:03A	4:30A	2:03A	20	13	12	12	2841	193	20	11	11	12	0	2312	-29	191	-2
121	No Service																		
122	No Service																		
138	No Service																		
139	5:55A	8:10P			30	8	8	8	1061	70	--	0	0	0	-8	0	-1061	0	-70
143	6:17A	7:44P			30	2	2	2	433	28	--	0	0	0	-2	0	-433	0	-28
144	No Service																		
180	5:45A	7:30P			30	5	5	5	1033	71	--	0	0	0	-5	0	-1033	0	-71
182	6:00A	10:00P			30	4	4	4	987	60	--	0	0	0	-4	0	-987	0	-60
504, 505, 511, 721, 724 & 793 (No Service)																			
151		5:45A	10:00P								20	6	6	6	+6	1353	+1353	103	+103
152		6:00A	10:00P								20	10	10	10	+10	2435	+2435	164	+164
153		6:00A	10:00P								20	7	7	7	+7	1367	+1367	117	+117
154		6:00A	10:00P								20	9	9	9	+9	2068	+2068	150	+150
155		6:00A	10:00P								20	6	6	6	+6	1279	+1279	102	+102
156		6:00A	10:00P								20	8	8	8	+8	1672	+1672	132	+132
157		5:45A	10:00P								20	10	10	10	+10	2099	+2099	162	+162
158		6:00A	10:00P								20	7	7	7	+7	1635	+1635	118	+118
159		6:00A	10:00P								20	6	6	6	+6	1484	+1484	104	+104
160		6:00A	10:00P								20	8	8	8	+8	1047	+1047	89	+89
161		6:00A	10:00P								20	2	2	2	+2	363	+363	40	+40
162		6:00A	10:00P								20	6	6	6	+6	1086	+1086	88	+88
163		6:00A	10:00P								20	7	7	7	+7	1501	+1501	117	+117
164		5:45A	10:00P								20	9	9	9	+9	1875	+1875	147	+147
165		6:00A	10:00P								20	9	9	9	+9	1793	+1793	146	+146
166		6:00A	10:00P								20	6	6	6	+6	1073	+1073	89	+89
167		6:00A	10:00P								20	4	4	4	+4	1000	+1000	70	+70
168		6:00A	10:00P								20	7	7	7	+7	1615	+1615	117	+117
169		6:00A	10:00P								20	9	9	9	+9	2035	+2035	150	+150
TOTALS:						82	82	82	17,017	1,106		199	200	201	+119	43,610	+26,593	3,148	+2042

22

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

ESTIMATE OF SCHEDULED EQUIPMENT

S U N D A Y S

SAN FERNANDO VALLEY GRID SYSTEM

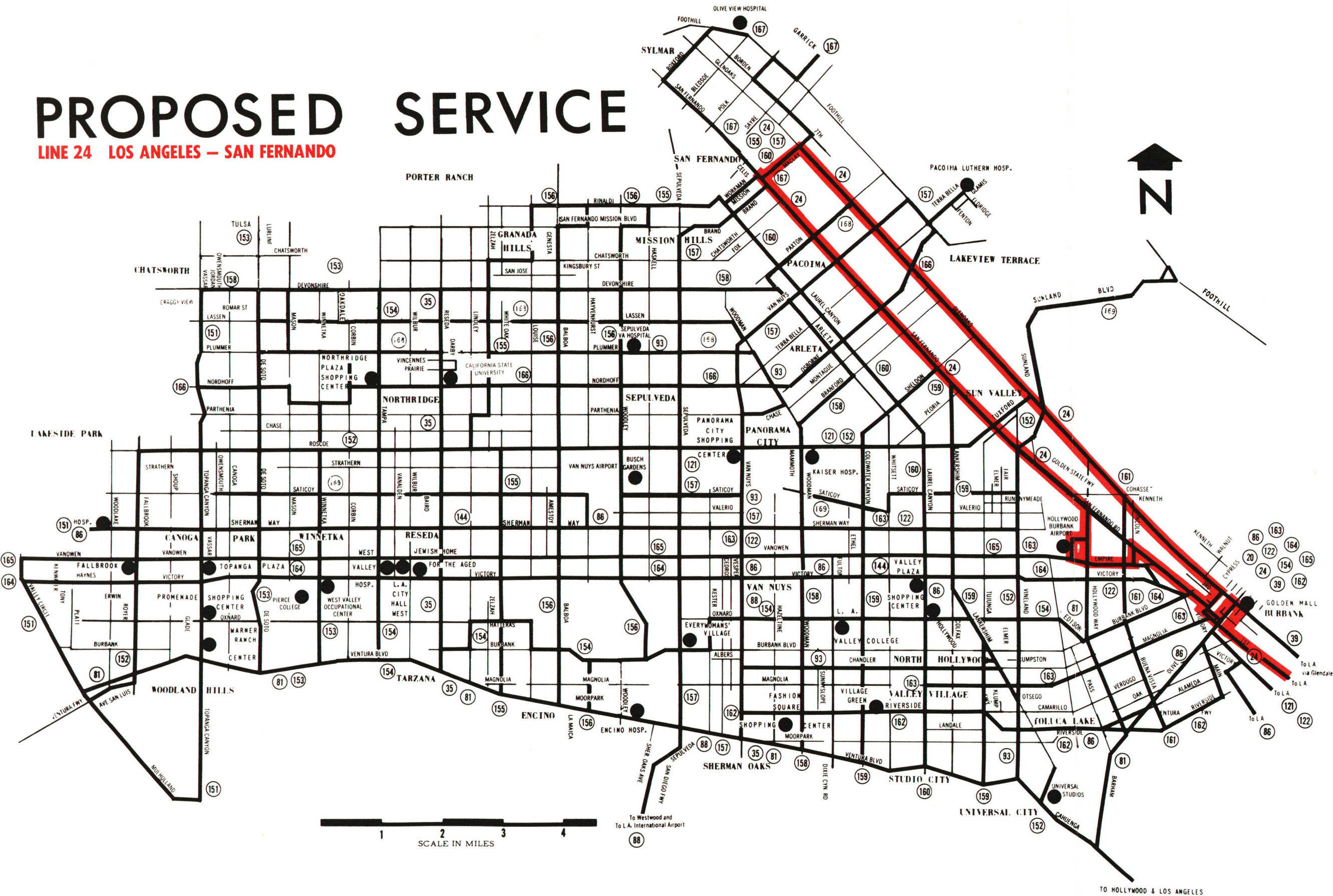
..... P R E S E N T P R O P O S E D

LINE NO.	PRESENT FROM TO		PROPOSED FROM TO		BASE HDWY	EQUIPMENT AM BASE PM			VEH MILES	VEH HOURS	BASE HDWY	EQUIPMENT AM BASE PM			PEAK DIFF.	VEH MILES	MILES DIFF.	VEH HOURS	HOURS DIFF.
14	920A	608P			60	2	2	2	258	19	-	-	-	-	-2	-	-258	-	-19
15	1052A	537P			60		1	1	110	7	-	-	-	-	-1	-	-110	-	-7
16-74	915A	714P			60	5	7	7	933	57	-	-	-	-	-7	-	-933	-	-57
24	505A	134A	505A	134A	60	3	3	3	970	54	20	11	11	11	+8	2697	+1727	145	+91
35	No Service		800A	1000P							20	8	8	8	+8	2015	+2015	98	+98
81	605A	110A	605A	110A	60	5	5	4	1141	76	20	11	11	11	+6	2665	+1524	177	+101
86	650A	1044P	650A	1044P	60	2	2	2	506	31	20	15	15	15	+13	2440	+1934	148	+117
88	-- No --		--Service--																
90	900A	638P			60	4	4	4	575	39		-	-	-	-4	-	-575	-	-39
93	450A	203A	450A	203A	30	10	10	9	2132	133	20	11	11	11	+1	2577	+445	161	+28
121	-- No --		--Service--																
122	-- No --		--Service--																
138	-- No --		--Service--																
139	859A	702P			60	3	3	3	391	29	-	-	-	-	-3	-	-391	-	-29
143	915A	613P			60	1	1	1	150	10	-	-	-	-	-1	-	-150	-	-10
144	-- No --		--Service--																
180	915A	730P			60	3	3	3	415	32	-	-	-	-	-3	-	-415	-	-32
182	600A	741P			60	2	2	2	474	29	-	-	-	-	-2	-	-474	-	-29
504, 505, 511, 721, 724 & 793 (No Service)																			
151			800A	1000P							20	6	6	6	+6	1110	+1110	93	+93
152			800A	1000P							20	10	10	10	+10	1996	+1996	153	+153
153			800A	1000P							20	7	7	7	+7	1104	+1104	93	+93
154			800A	1000P							20	9	9	9	+9	1566	+1566	120	+120
155			800A	1000P							20	6	6	6	+6	1031	+1031	81	+81
156			800A	1000P							20	8	8	8	+8	1348	+1348	105	+105
157			800A	1000P							20	10	10	10	+10	1692	+1692	129	+129
158			800A	1000P							20	7	7	7	+7	1335	+1335	105	+105
159			800A	1000P							20	6	6	6	+6	1092	+1092	83	+83
160			800A	1000P							20	8	8	8	+8	873	+873	72	+72
161			800A	1000P							20	2	2	2	+2	278	+278	35	+35
162			800A	1000P							20	6	6	6	+6	879	+879	70	+70
163			800A	1000P							20	7	7	7	+7	1209	+1209	93	+93
164			800A	1000P							20	9	9	9	+9	1520	+1520	117	+117
165			800A	1000P							20	9	9	9	+9	1447	+1447	116	+116
166			800A	1000P							20	6	6	6	+6	978	+978	81	+81
167			800A	1000P							20	4	4	4	+4	805	+805	53	+53
168			800A	1000P							20	7	7	7	+7	1195	+1195	86	+86
169			800A	1000P							20	9	9	9	+9	1519	+1519	112	+112
TOTALS:						40	43	41	8055	516		192	192	192	+149	35,371	+27,316	2,526	+2010

SAN FERNANDO VALLEY

PROPOSED SERVICE

LINE 24 LOS ANGELES — SAN FERNANDO



SAN FERNANDO VALLEY

PROPOSED SERVICE

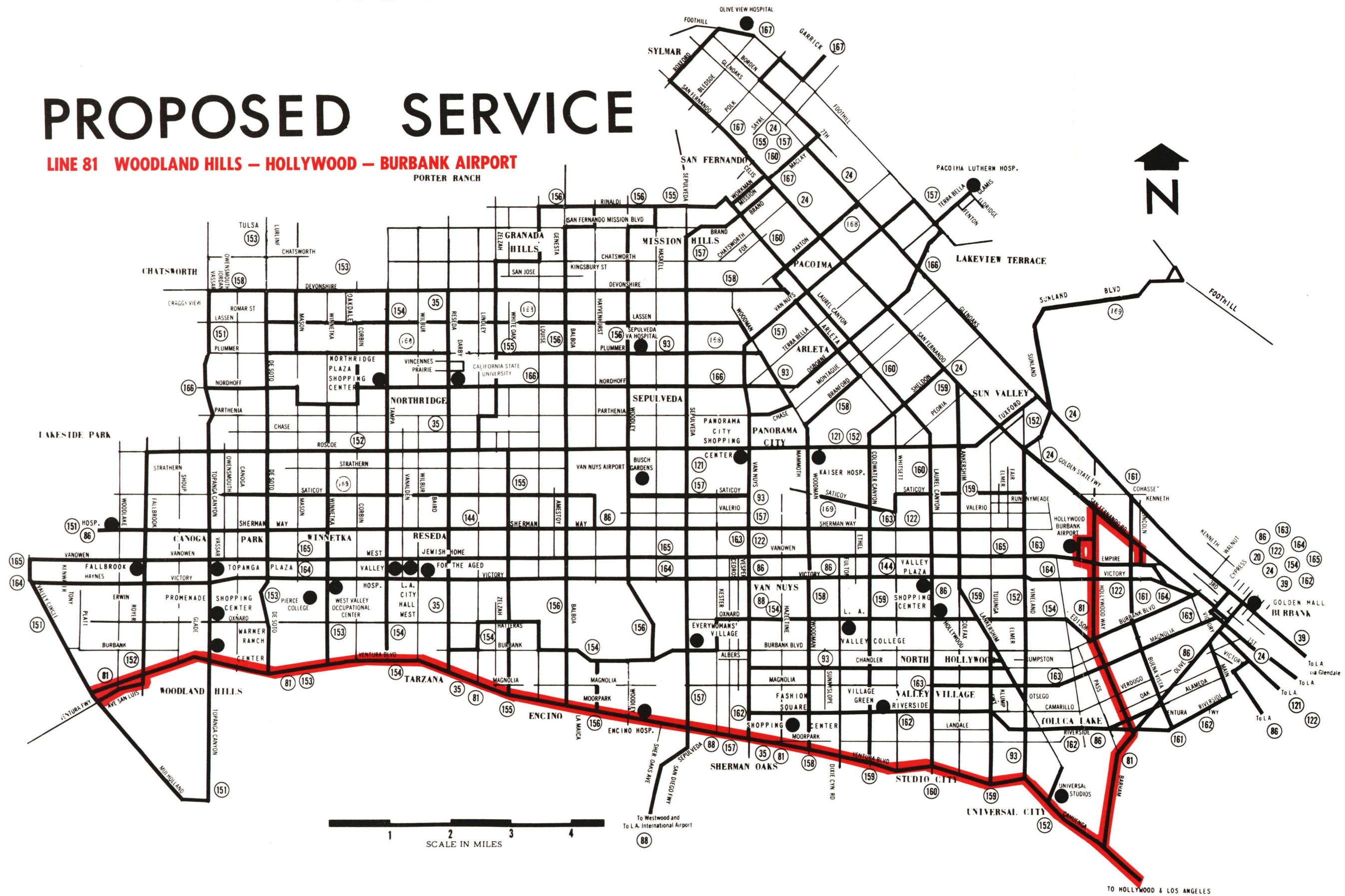
LINE 35 WEST VALLEY FREEWAY FLYER



SAN FERNANDO VALLEY

PROPOSED SERVICE

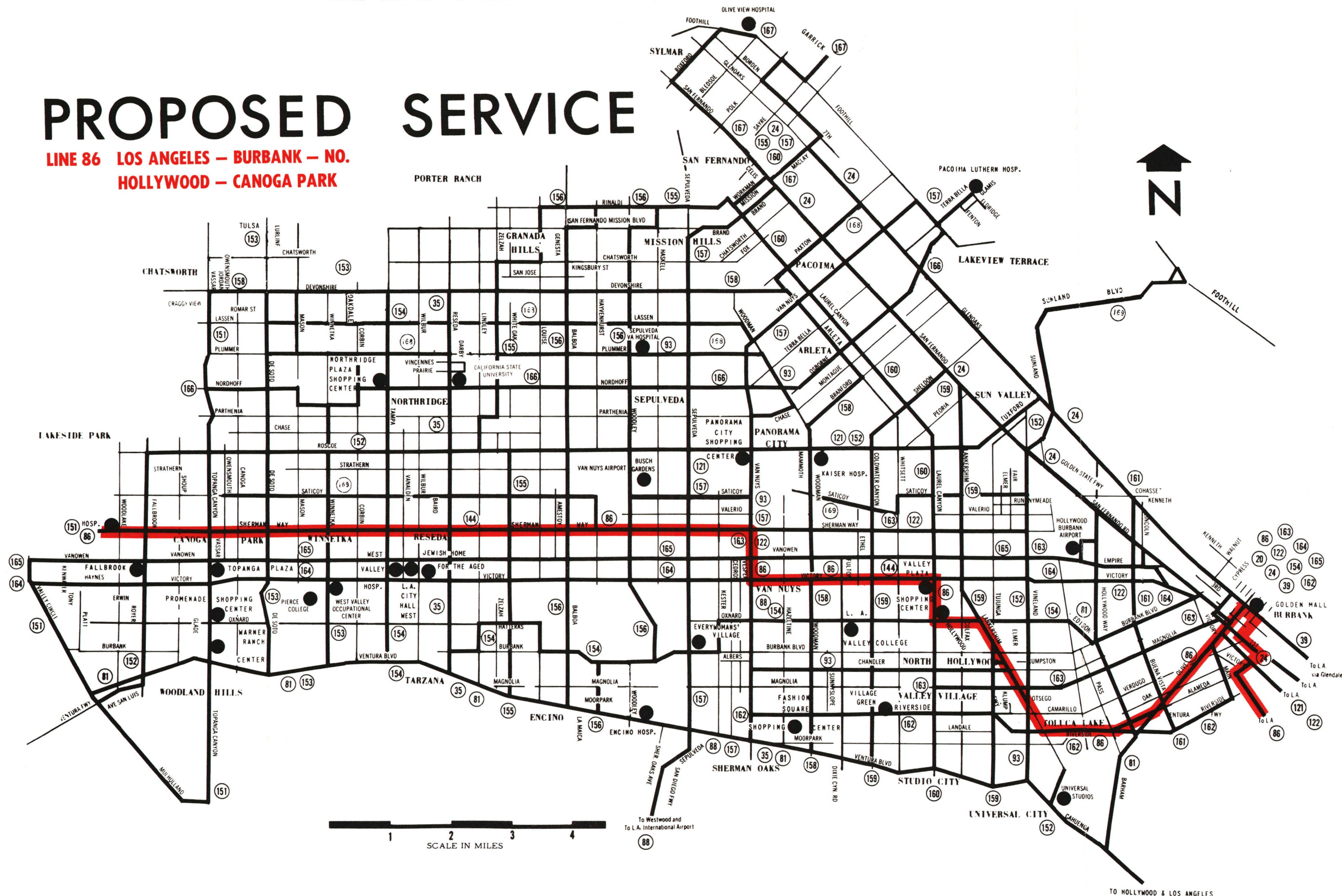
LINE 81 WOODLAND HILLS — HOLLYWOOD — BURBANK AIRPORT
PORTER RANCH



SAN FERNANDO VALLEY

PROPOSED SERVICE

LINE 86 LOS ANGELES — BURBANK — NO.
HOLLYWOOD — CANOGA PARK



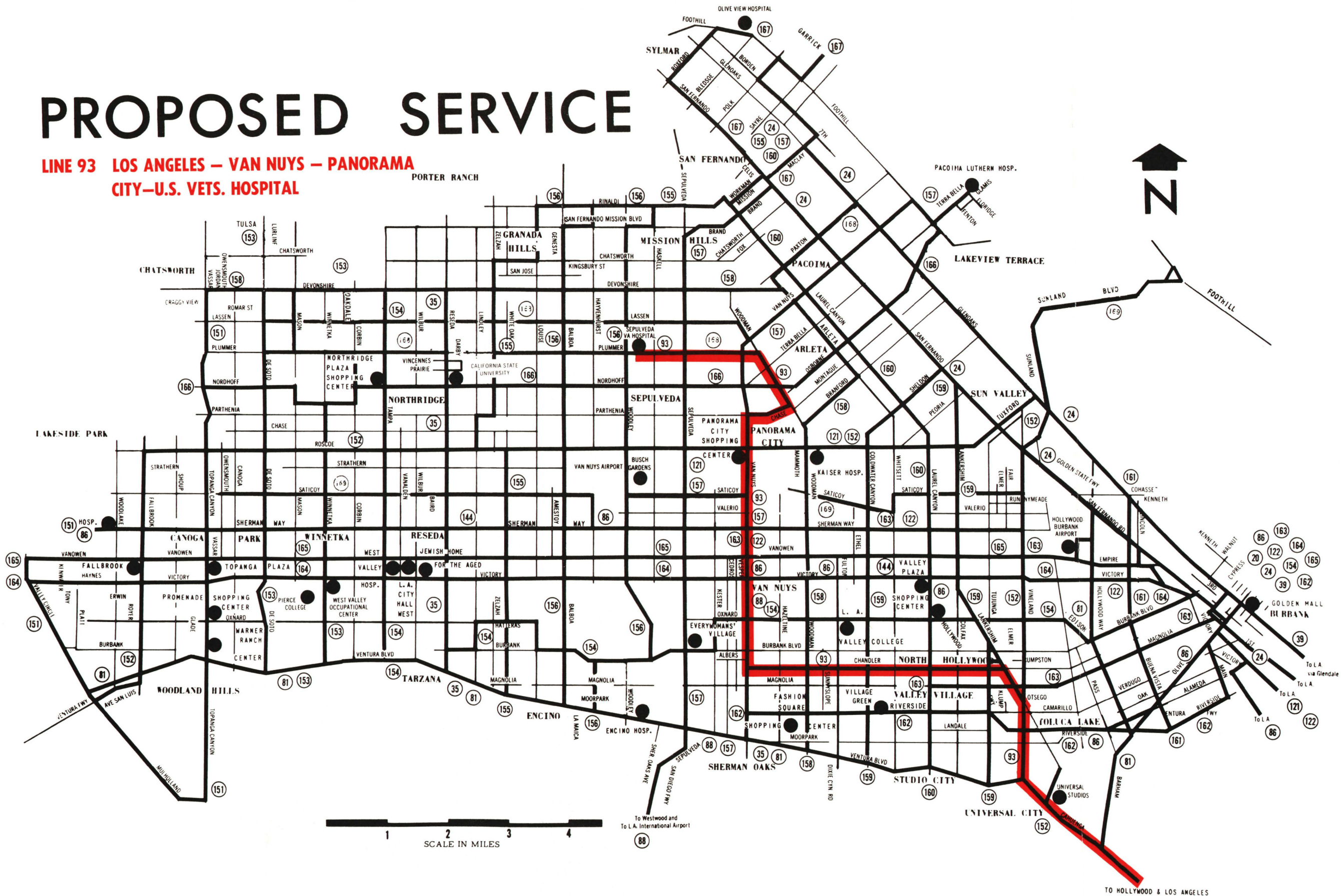
PROPOSED SERVICE

[illegible]

SAN FERNANDO VALLEY

PROPOSED SERVICE

LINE 93 LOS ANGELES — VAN NUYS — PANORAMA
CITY—U.S. VETS. HOSPITAL

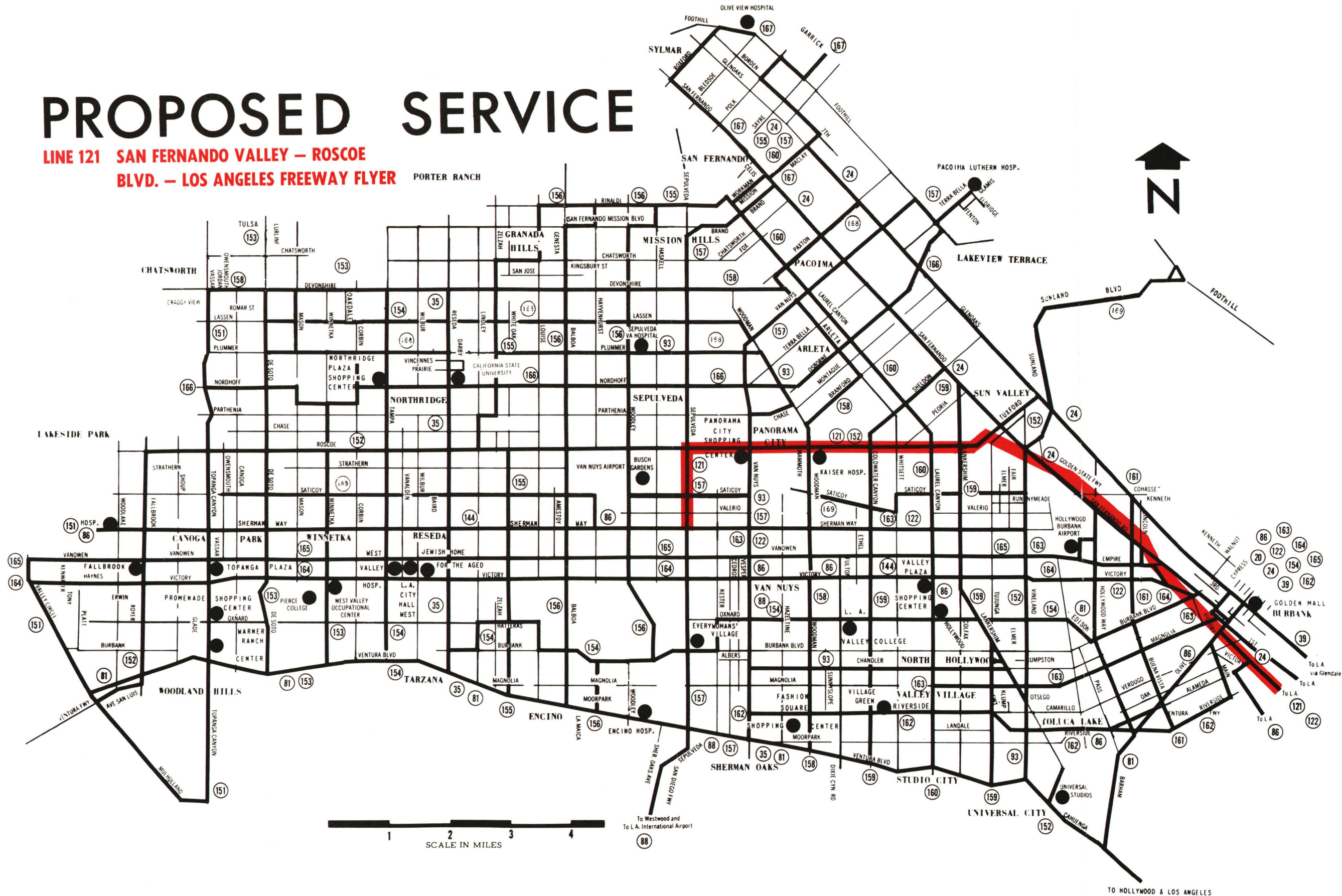


SAN FERNANDO VALLEY

PROPOSED SERVICE

LINE 121 SAN FERNANDO VALLEY — ROSCOE
BLVD. — LOS ANGELES FREEWAY FLYER

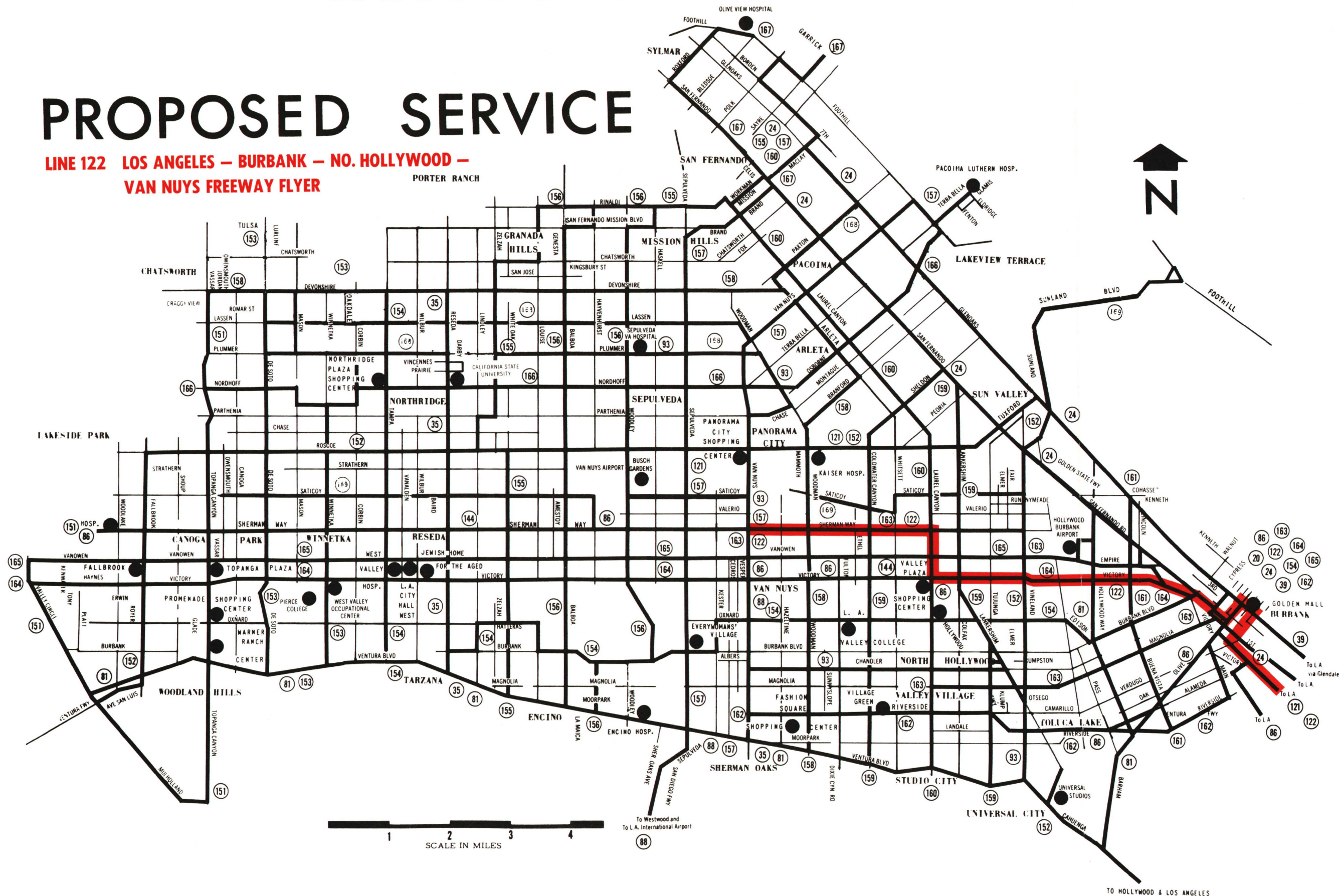
PORTER RANCH



SAN FERNANDO VALLEY

PROPOSED SERVICE

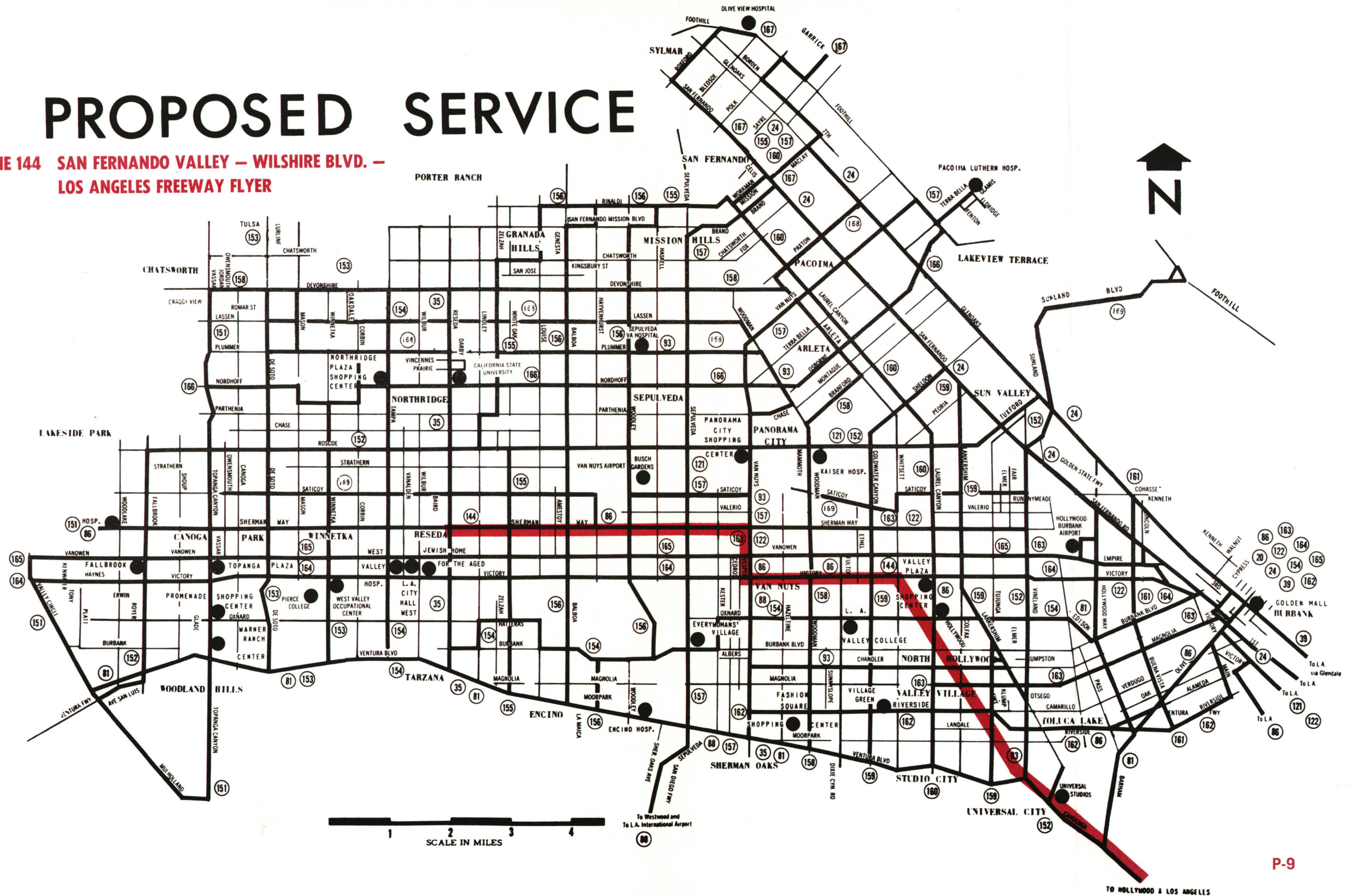
LINE 122 LOS ANGELES — BURBANK — NO. HOLLYWOOD —
VAN NUYS FREEWAY FLYER



SAN FERNANDO VALLEY

PROPOSED SERVICE

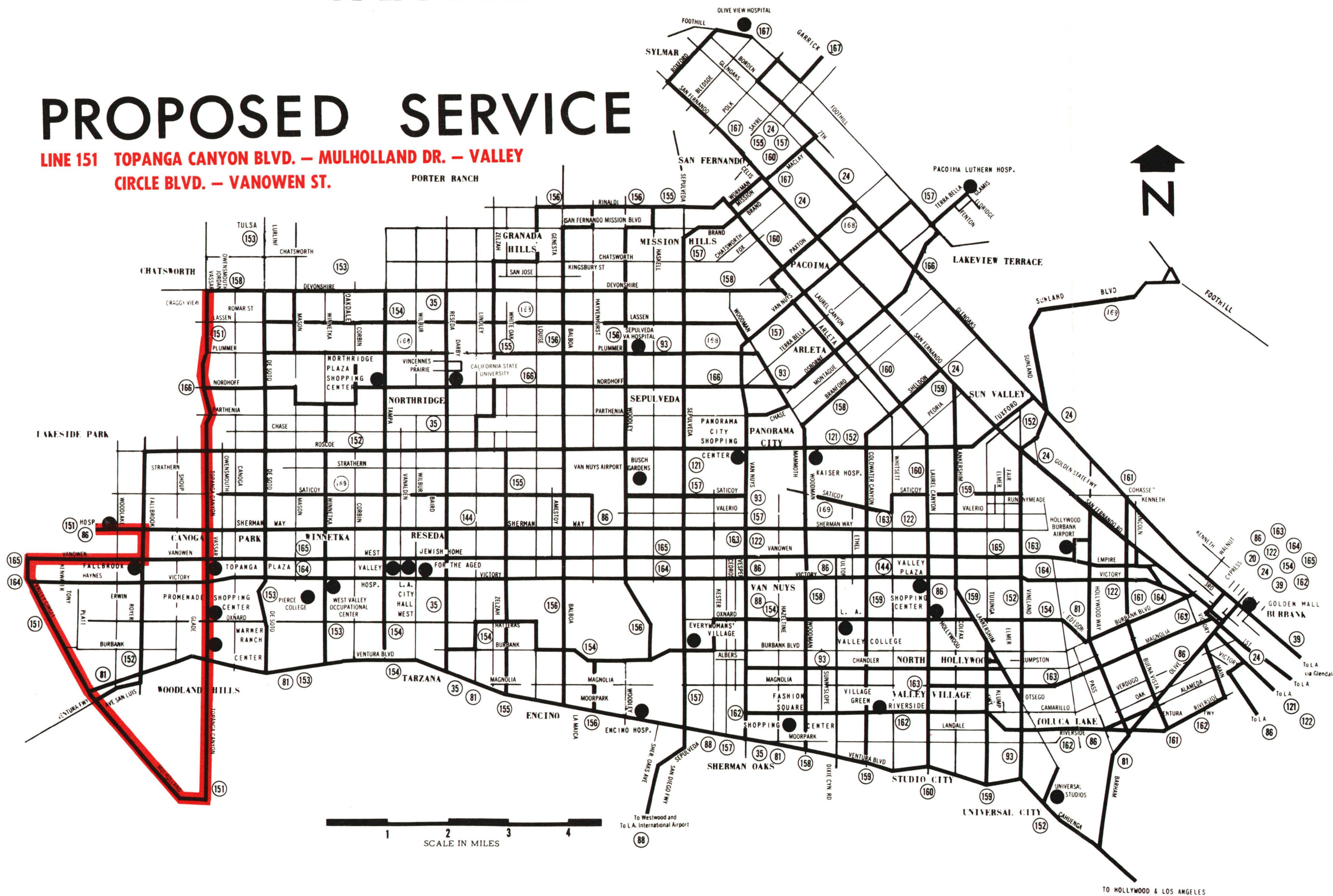
LINE 144 SAN FERNANDO VALLEY — WILSHIRE BLVD. —
LOS ANGELES FREEWAY FLYER



SAN FERNANDO VALLEY

PROPOSED SERVICE

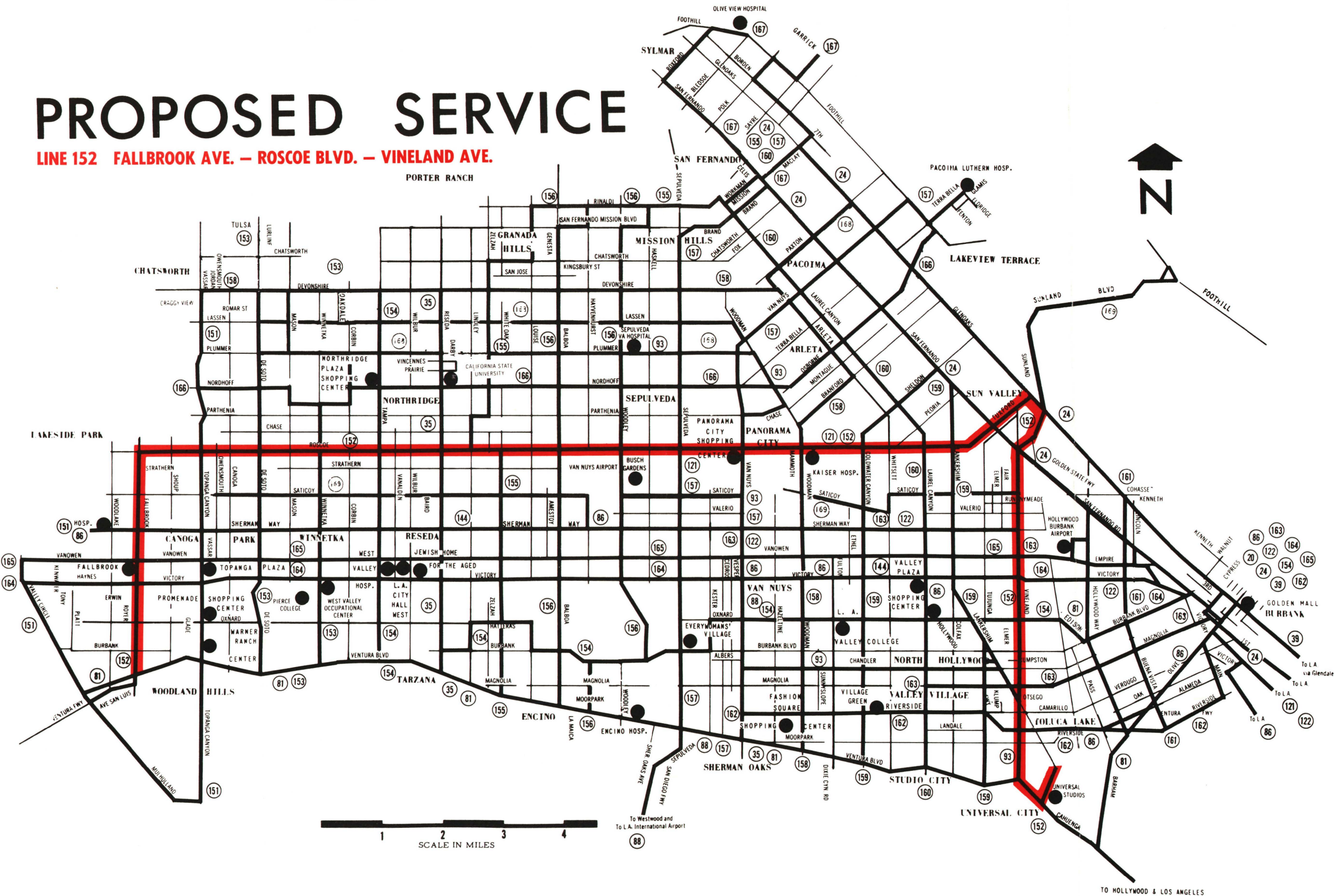
LINE 151 TOPANGA CANYON BLVD. — MULHOLLAND DR. — VALLEY
CIRCLE BLVD. — VANOWEN ST.



SAN FERNANDO VALLEY

PROPOSED SERVICE

LINE 152 FALLBROOK AVE. — ROSCOE BLVD. — VINELAND AVE.

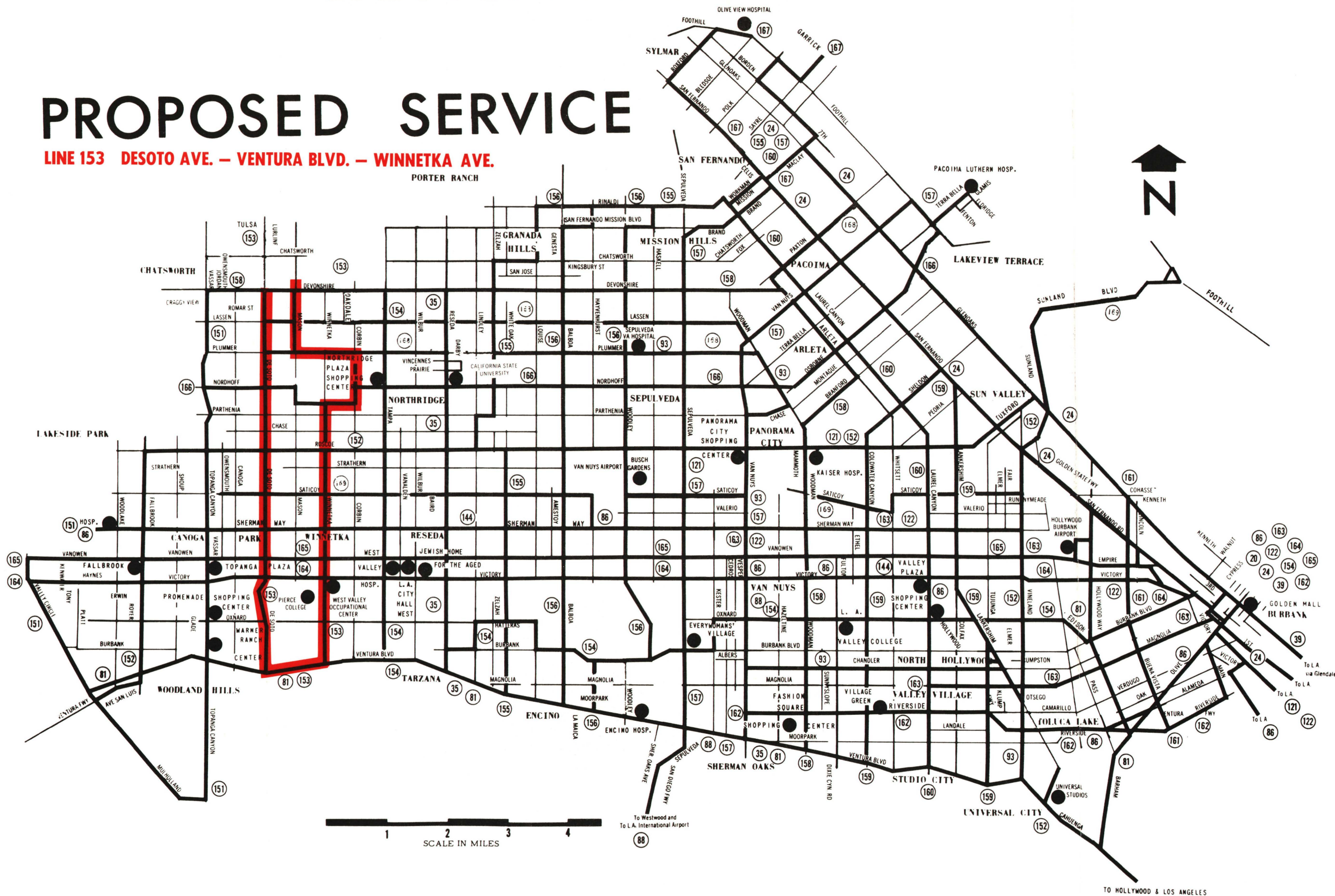


SAN FERNANDO VALLEY

PROPOSED SERVICE

LINE 153 DESOTO AVE. — VENTURA BLVD. — WINNETKA AVE.

PORTER RANCH



SAN FERNANDO VALLEY

PROPOSED SERVICE

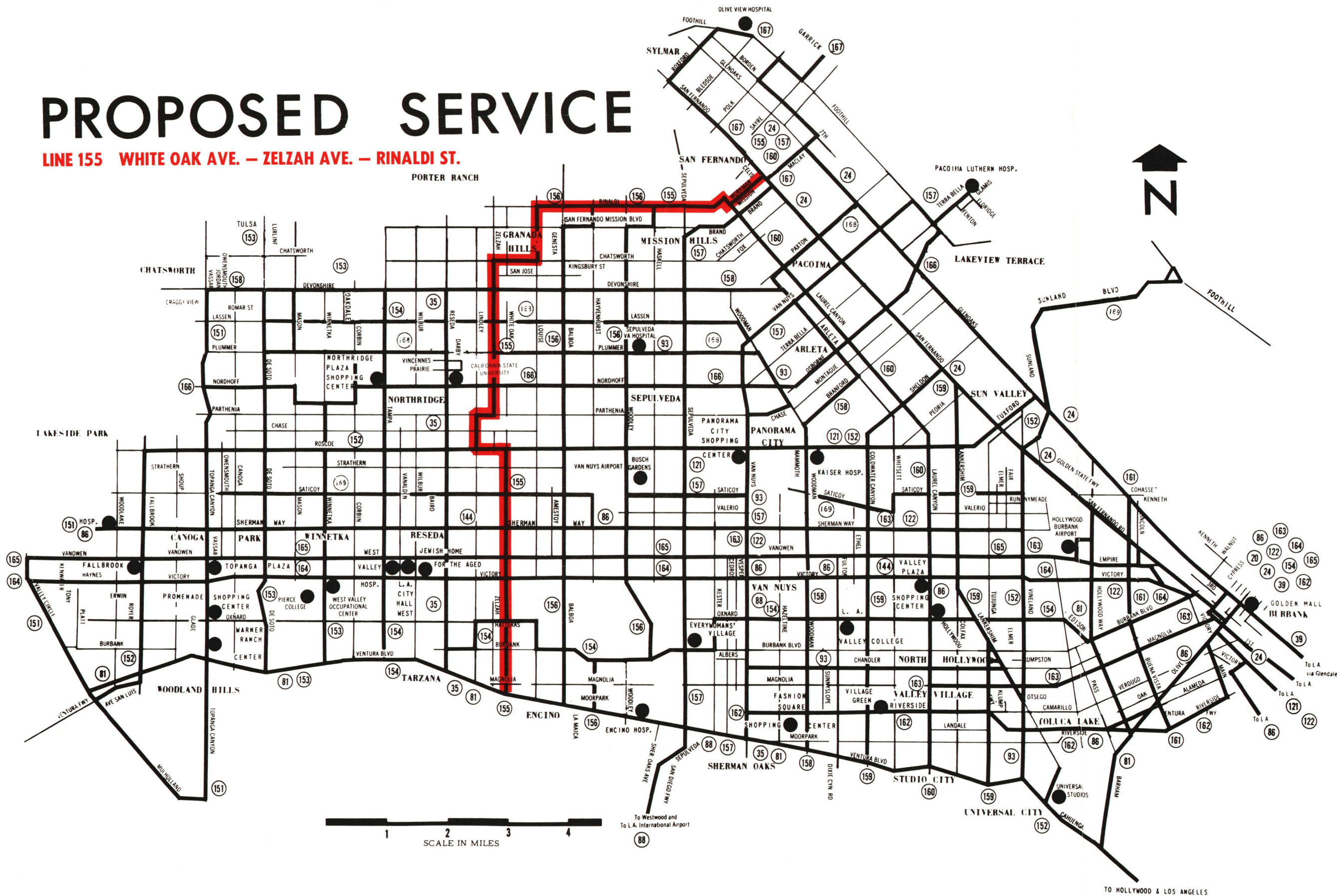
LINE 154 TAMPA AVE. — VENTURA BLVD. —
BURBANK BLVD. — OXNARD ST.



SAN FERNANDO VALLEY

PROPOSED SERVICE

LINE 155 WHITE OAK AVE. — ZELZAH AVE. — RINALDI ST.



SAN FERNANDO VALLEY

PROPOSED SERVICE

LINE 156 BALBOA BLVD. — VENTURA BLVD. — WOODLEY AVE.



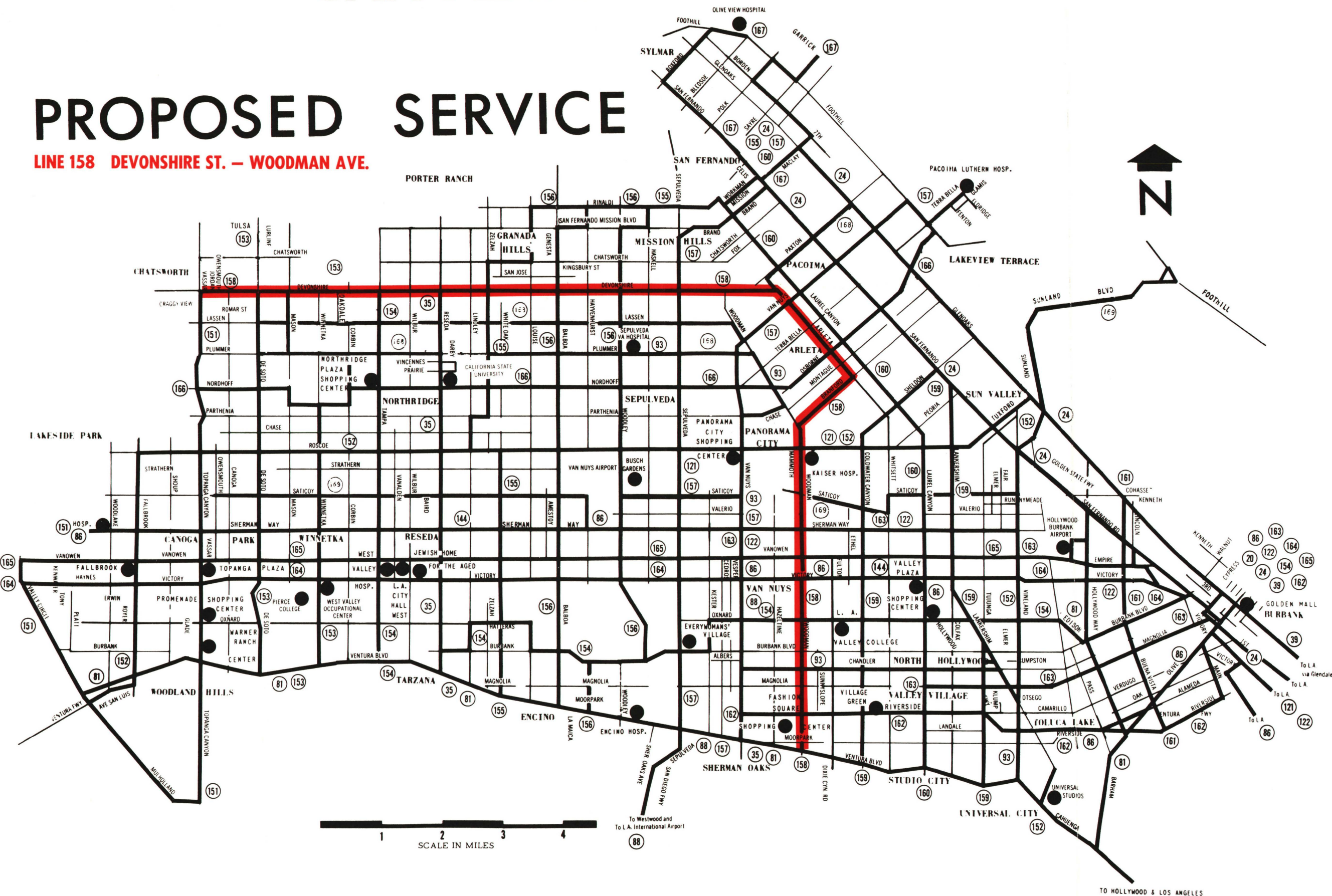
LINE 157 SEPULVEDA BLVD. — VENTURA BLVD. — VAN NUYS BLVD.



SAN FERNANDO VALLEY

PROPOSED SERVICE

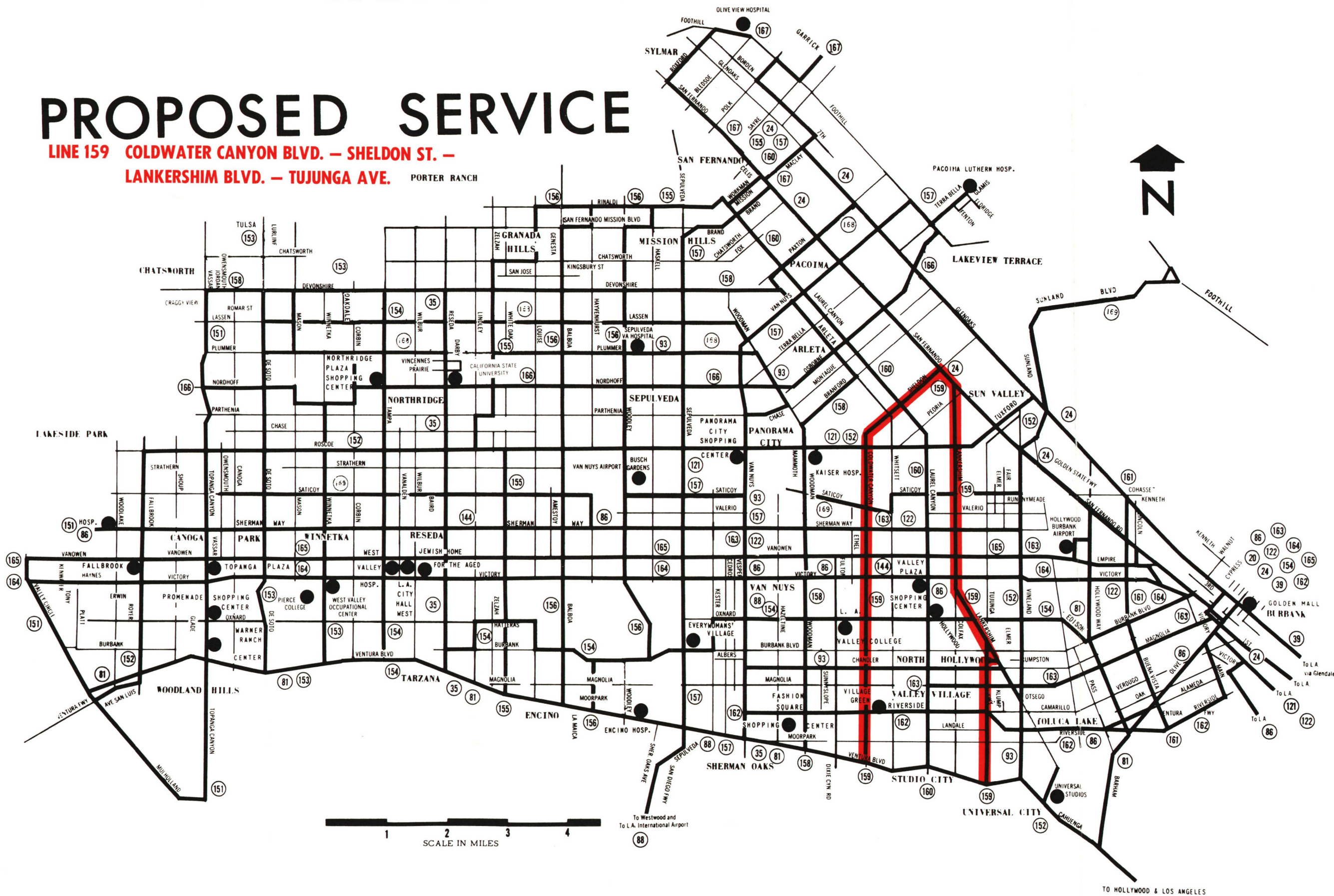
LINE 158 DEVONSHIRE ST. — WOODMAN AVE.



SAN FERNANDO VALLEY

PROPOSED SERVICE

LINE 159 COLDWATER CANYON BLVD. — SHELDON ST. —
LANKERSHIM BLVD. — TUJUNGA AVE. PORTER RANCH



PROPOSED SERVICE

[illegible]

SAN FERNANDO VALLEY

PROPOSED SERVICE

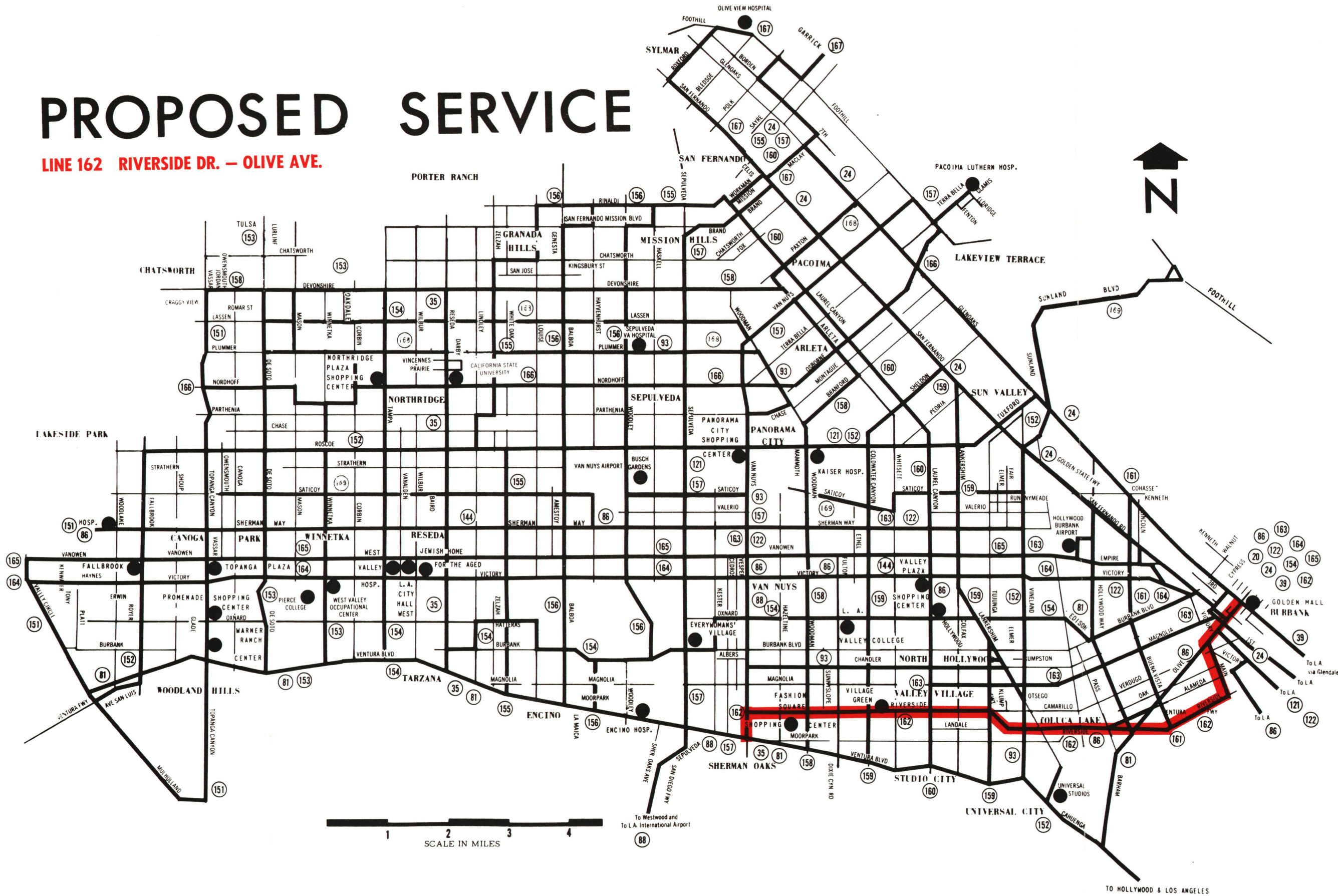
LINE 161 BUENA VISTA ST.



SAN FERNANDO VALLEY

PROPOSED SERVICE

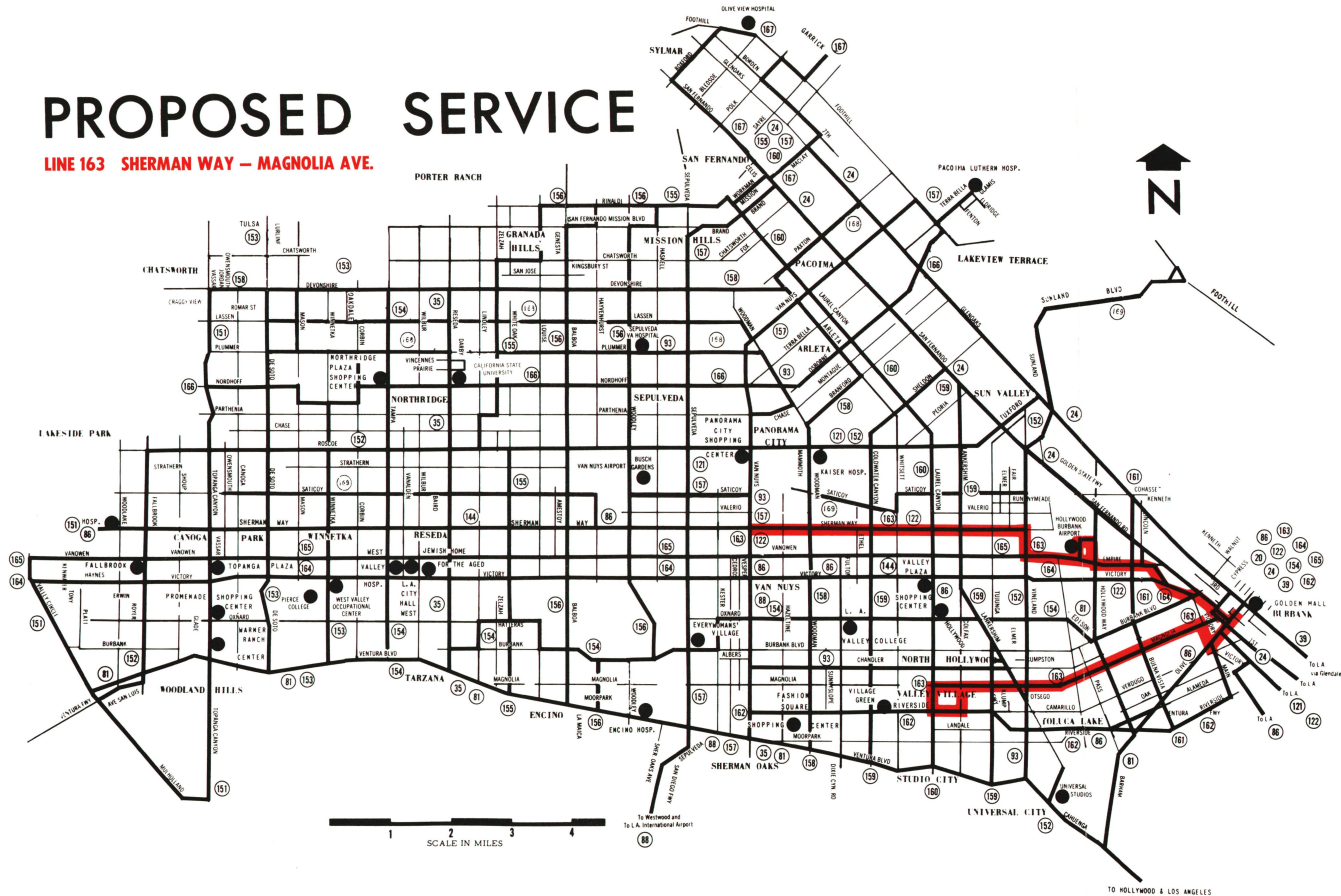
LINE 162 **RIVERSIDE DR. — OLIVE AVE.**



SAN FERNANDO VALLEY

PROPOSED SERVICE

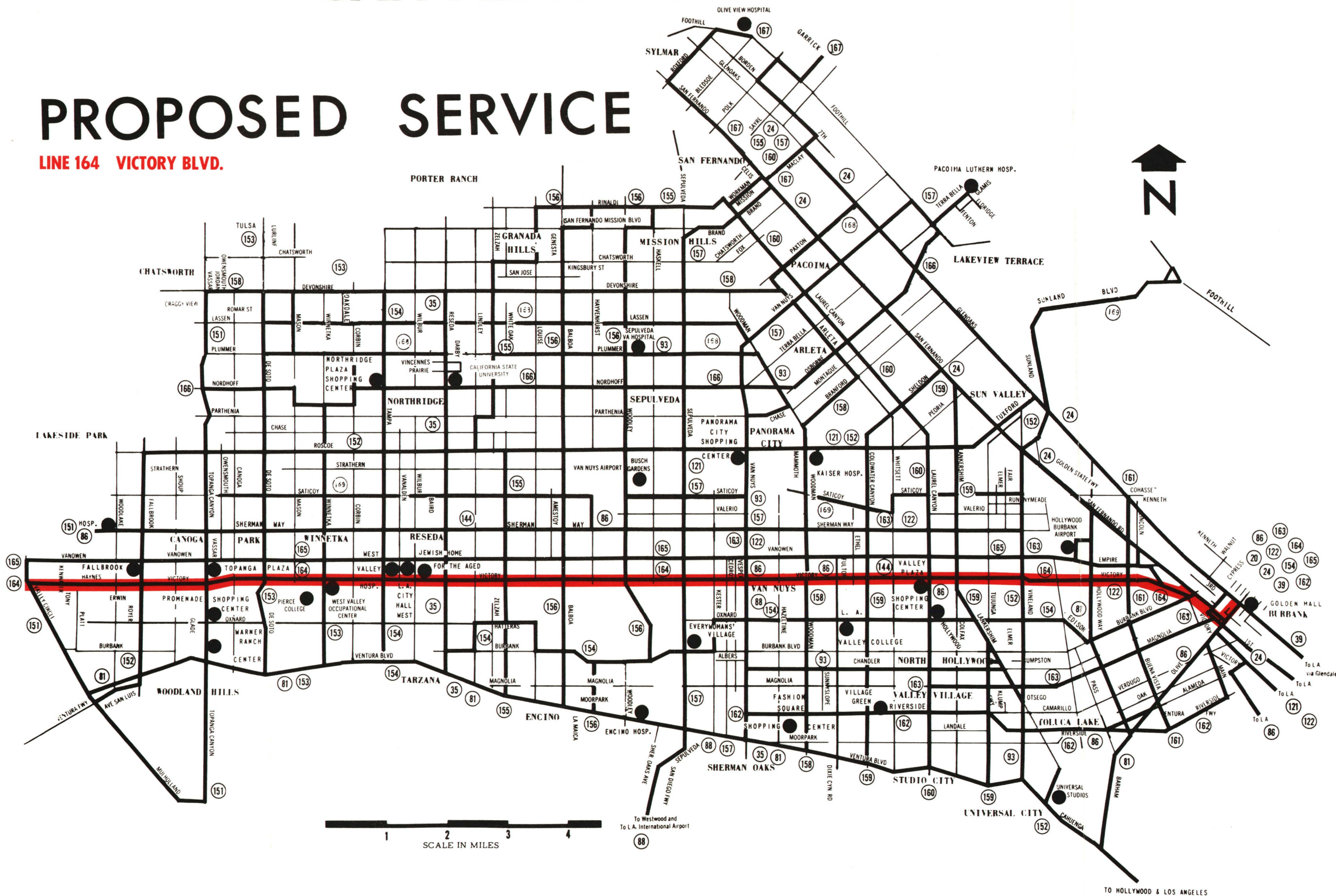
LINE 163 SHERMAN WAY — MAGNOLIA AVE.



SAN FERNANDO VALLEY

PROPOSED SERVICE

LINE 164 VICTORY BLVD.



SAN FERNANDO VALLEY

PROPOSED SERVICE

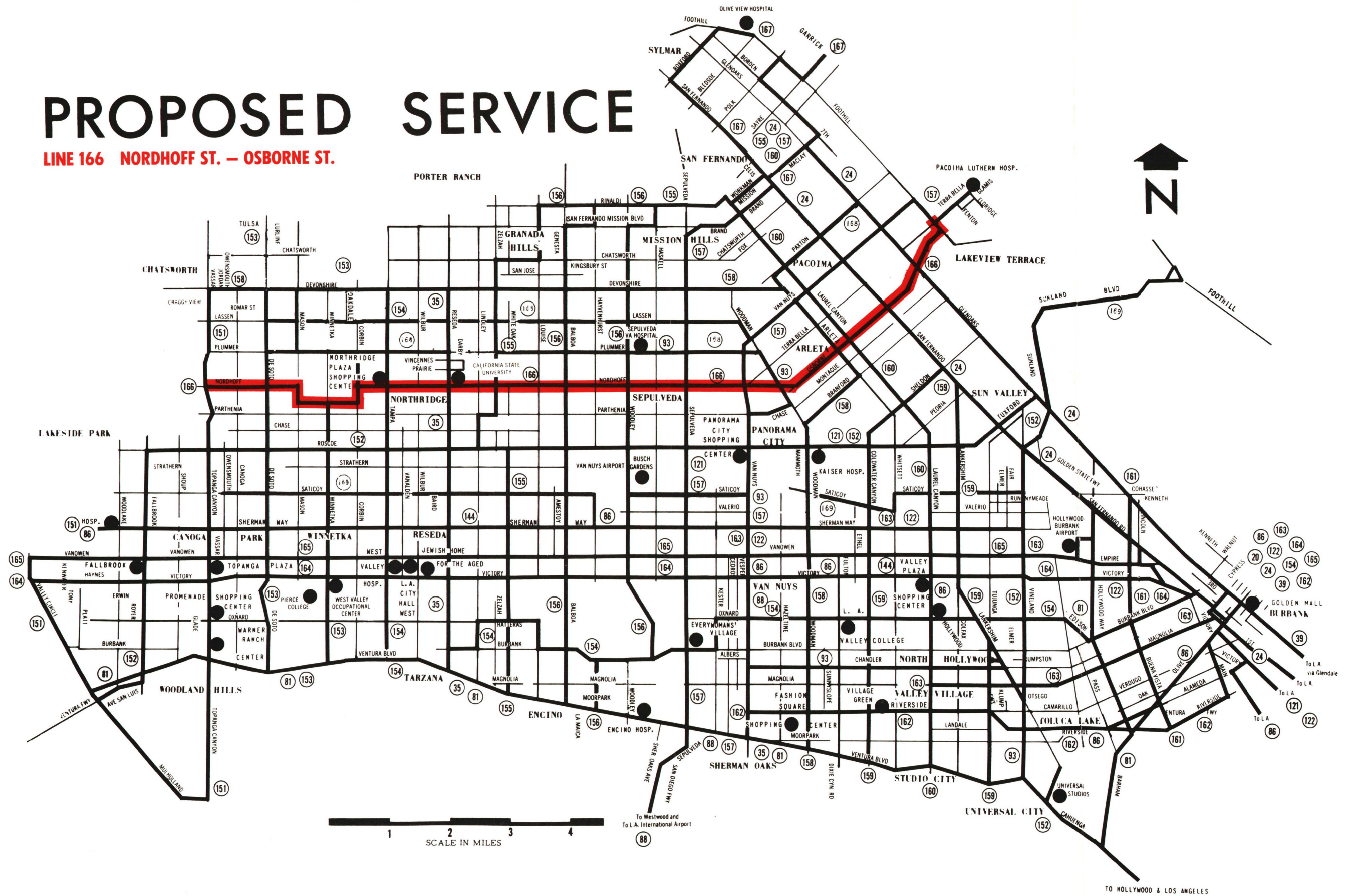
LINE 165 VANOWEN ST.



SAN FERNANDO VALLEY

PROPOSED SERVICE

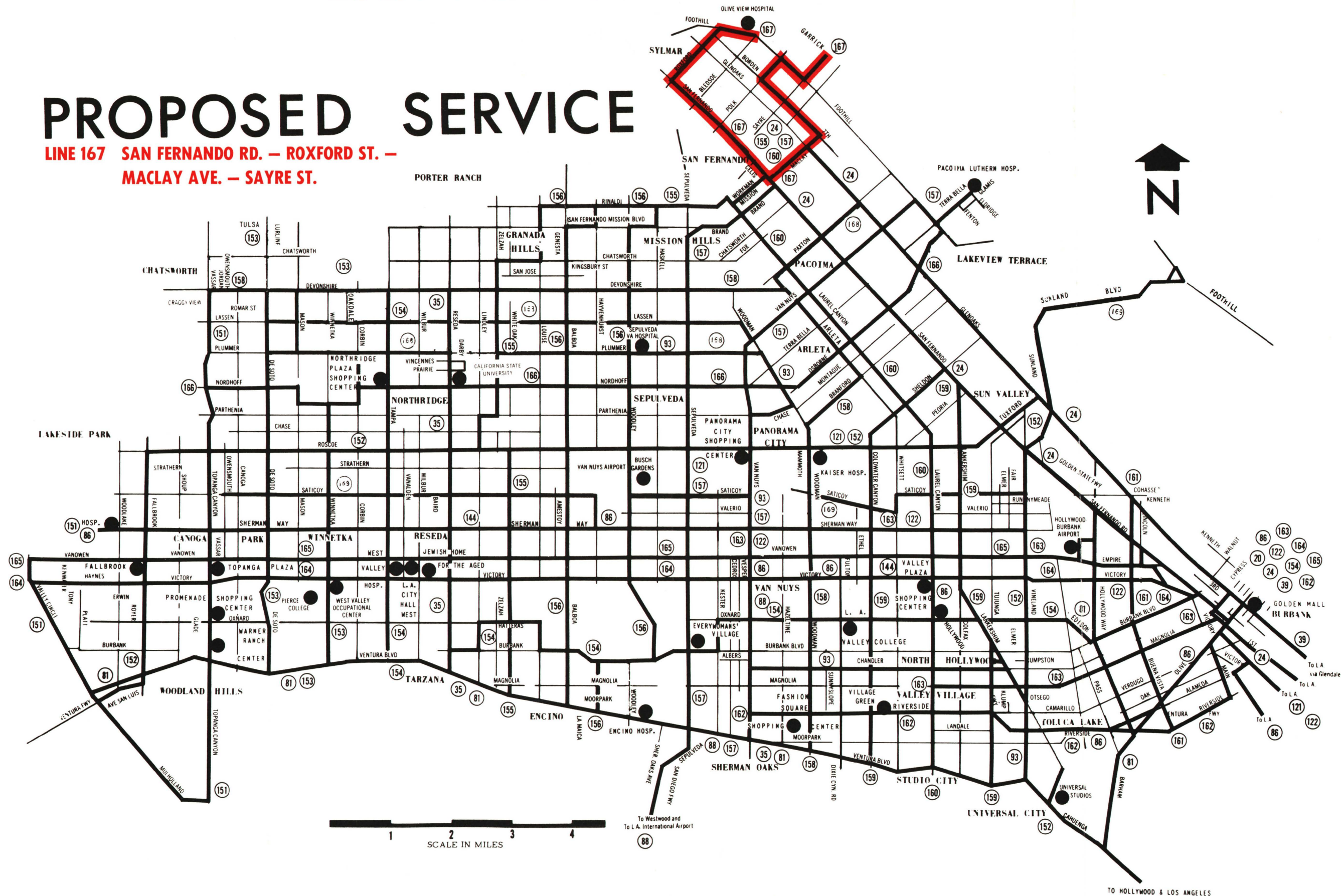
LINE 166 NORDHOFF ST. — OSBORNE ST.



SAN FERNANDO VALLEY

PROPOSED SERVICE

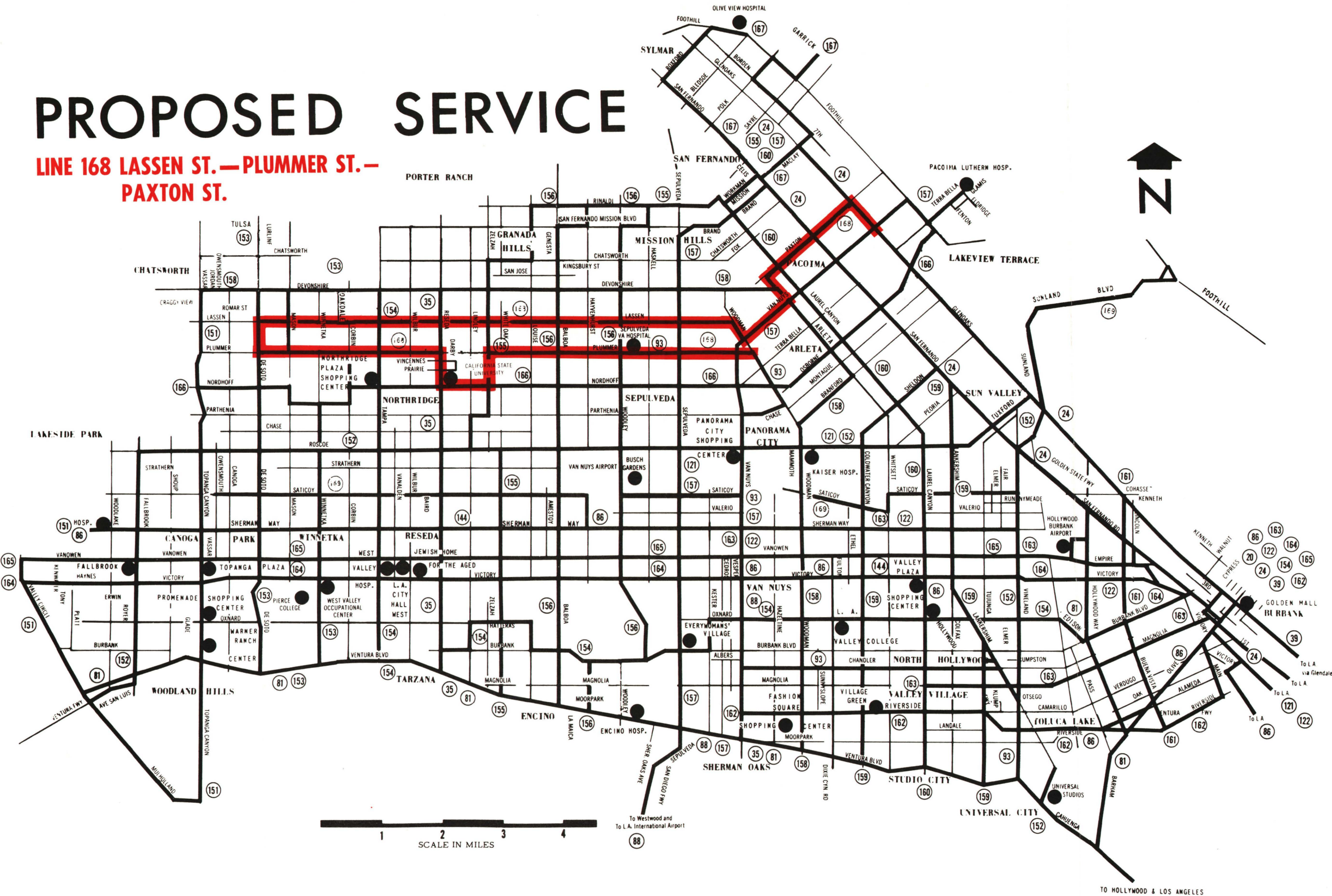
LINE 167 SAN FERNANDO RD. — ROXFORD ST. —
MACLAY AVE. — SAYRE ST.



SAN FERNANDO VALLEY

PROPOSED SERVICE

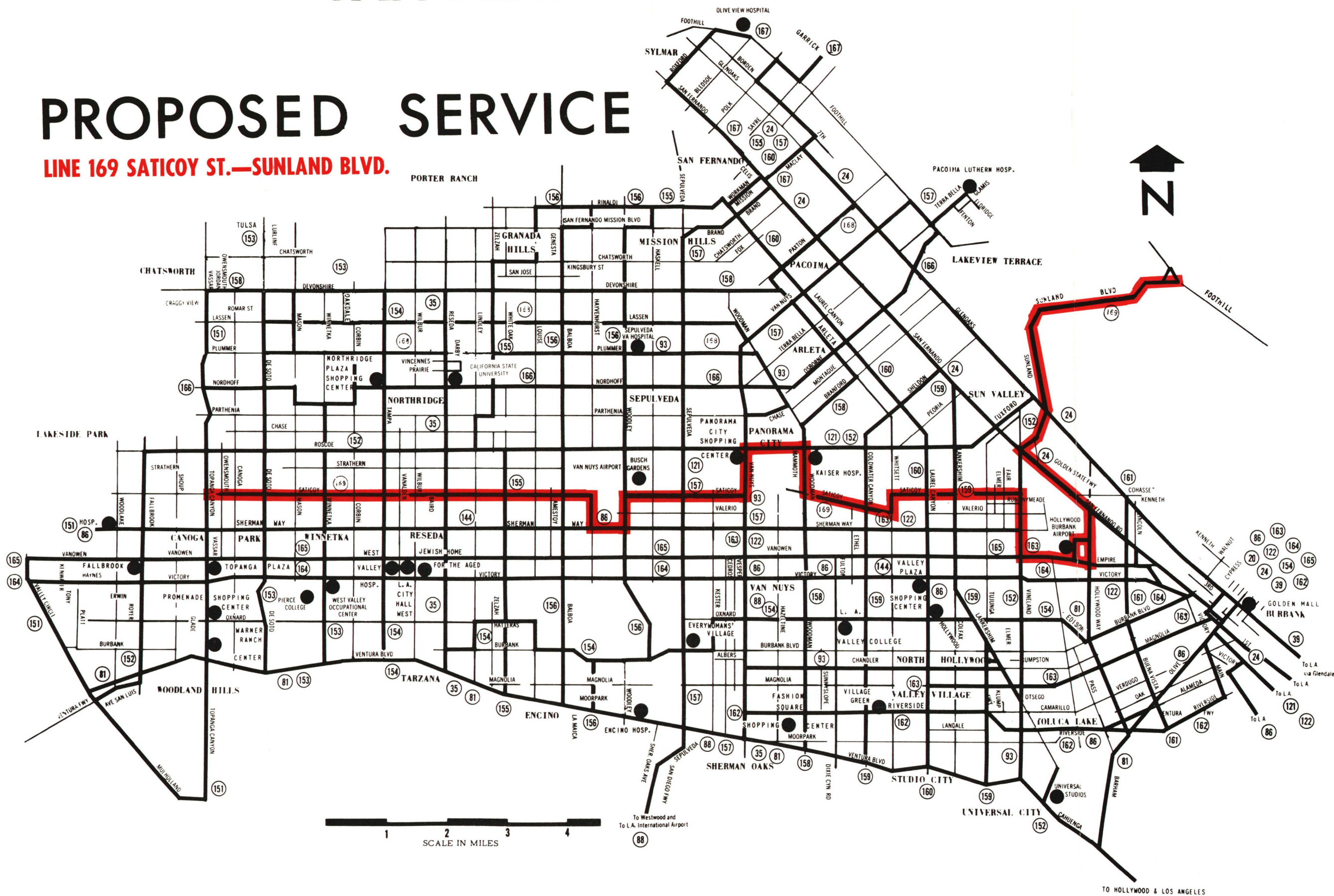
LINE 168 LASSEN ST.—PLUMMER ST.—
PAXTON ST.



SAN FERNANDO VALLEY

PROPOSED SERVICE

LINE 169 SATICOY ST.—SUNLAND BLVD.



Line Description

The following schematic layouts graphically document the present and proposed bus lines with their operating schedules. Routes on which operation will be provided, new service operated and/or present operation discontinued are identified by street names (except turnarounds). Those streets of lines which will be terminated but will be served by the grid system lines are indicated by their respective line numbers. The layouts are composites of the line routes which cross-reference the operation of the present and proposed lines.

LEGEND FOR SCHEMATIC LAYOUTS

Line Number

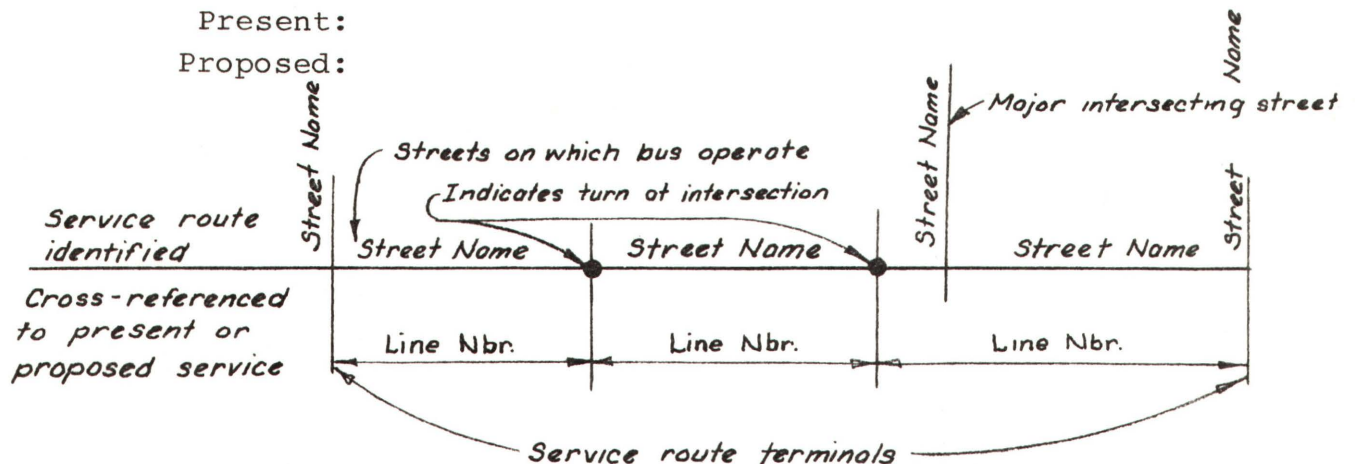
Line Name

Comments: Description of the line's parameters

One-Way Route Miles:

Present:

Proposed:



PROJECT AREA TIMETABLE		
Schedule	Hours of Service	Service Frequency (In Minutes)
Schedule timetable specifying the present and proposed service.		

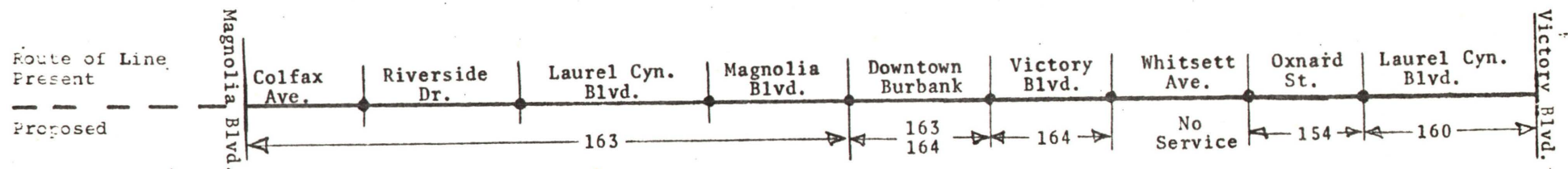
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 14

North Hollywood-Burbank-Valley Plaza

COMMENTS: This line provides Intra-Valley service between North Hollywood and Burbank. Existing service will be terminated with the inauguration of the Grid System and replaced by Grid Lines 163 and 164.

One-Way Route Miles:
Present: 13.11
Proposed: None



Indicates intersection and turn in Line route.

PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	547A-737P	None	30	30	Not Applicable	
Saturday Only	552A-737P	None	30	30	Not Applicable	
Sunday Only	920A-608P	None	60	60	Not Applicable	

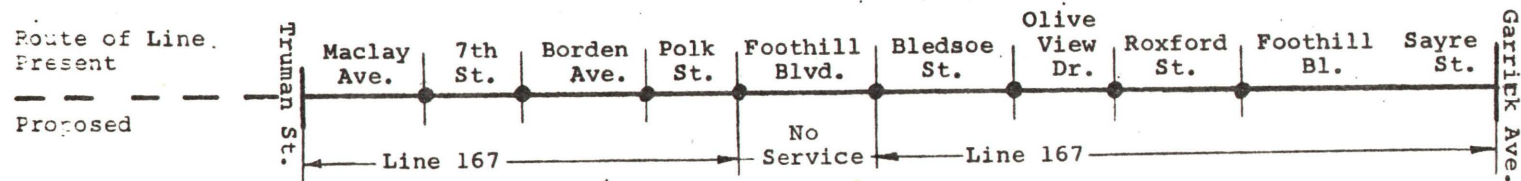
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 15

San Fernando - Olive View Hospital

COMMENTS: This Line provides a local service in the vicinity of Olive View Hospital and the City of San Fernando. The present basic route will be retained with modifications and extension as Grid Network Line 167.

One-Way Route Miles:
 Present: 7.4
 Proposed: None



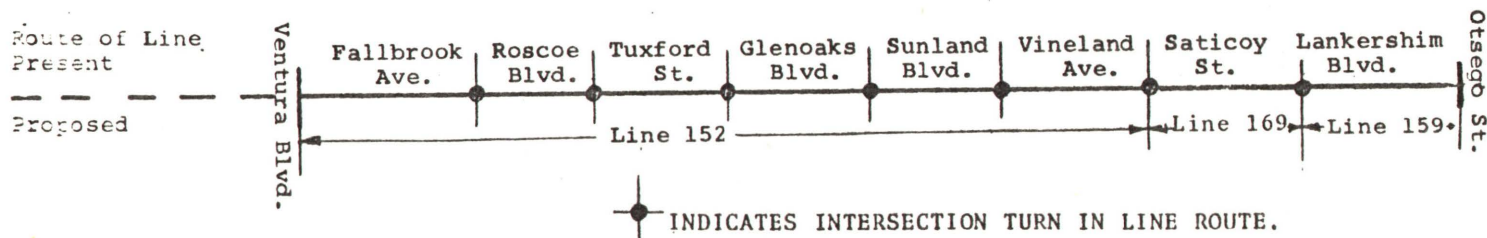
INDICATES INTERSECTION TURN IN LINE ROUTE.

PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	555A-801P	None	60	60	Not Appl	cable
Saturday Only	612A-801P	None	60	60	Not Appl	cable
Sunday Only	1052A-537P	None	60	60	Not Appl	cable

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
Line 16
North Hollywood-Sun Valley-Canoga Park-Woodland Hills

COMMENTS: Line 16 provides a cross-valley service along Roscoe Boulevard with north-south service on each end of Roscoe, along Fallbrook Avenue to Ventura Boulevard on the west, and along a combination of streets, near or along Lankershim Boulevard into North Hollywood on the east. Present route will be incorporated into sections of Grid System Lines 152 and 159.

One-Way Route Miles:
Present: 25.0
Proposed: None

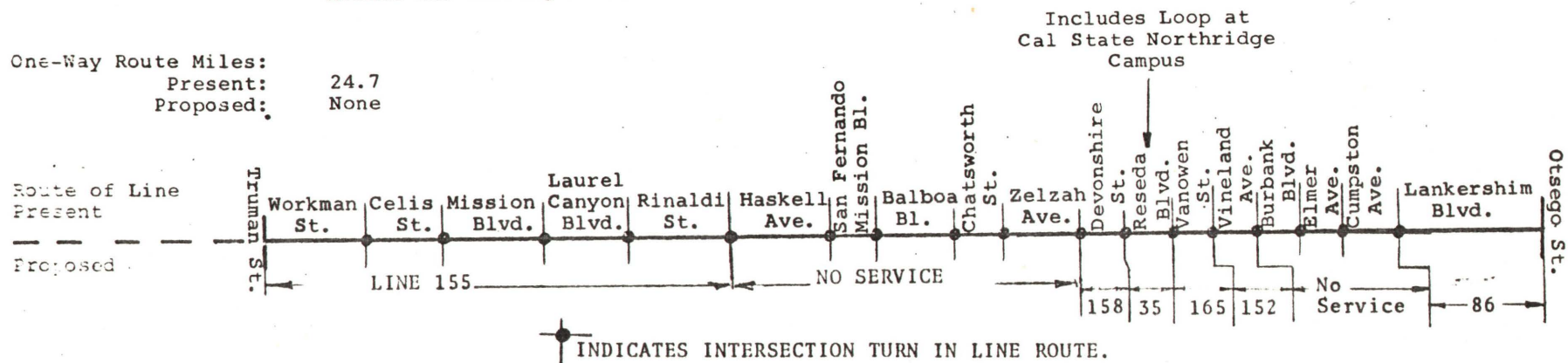


PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	535A-739P	None	30	30	Not Applicable	
Saturday Only	548A-719P	None	30	30	Not Applicable	
Sunday Only	915A-636P	None	60	60	Not Applicable	

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
Route 74 - (Line 16)
North Hollywood-Van Nuys-San Fernando

COMMENTS: Line 74 provides a local intra-valley type service between North Hollywood and San Fernando basically along Vineland Avenue, Vanowen Street, Reseda Boulevard, Chatsworth and Rinaldi Streets. All of Line 74 will be incorporated into the Grid Network except the route along Chatsworth Boulevard between Louise Avenue and Balboa Boulevard, and along San Fernando Mission Boulevard between Hayvenhurst Avenue and Woodley Avenue.

One-Way Route Miles:
Present: 24.7
Proposed: None

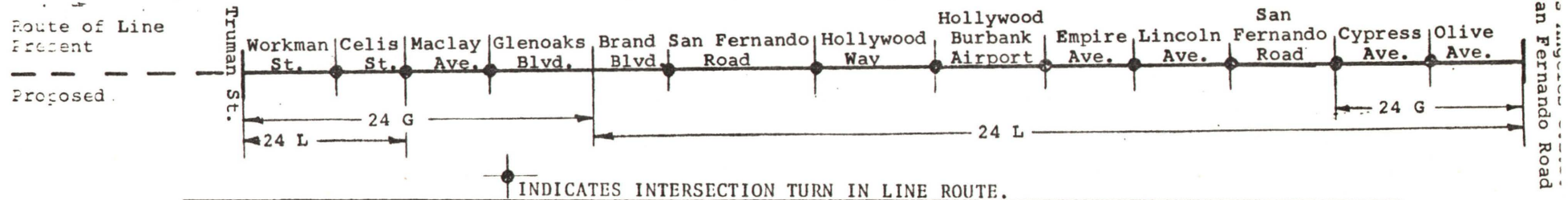


PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency. (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	550A-758P	None	30	30	Not Applicable	
Saturday Only	610A-755P	None	30	30	Not Applicable	
Sunday Only	930A-714P	None	60	60	Not Applicable	

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
Line 24
Los Angeles-San Fernando

COMMENTS: No change in present through service frequency between the Cities of Los Angeles and San Fernando. Service will be increased between Burbank and San Fernando from the present 60 minute level to 20 minute levels over both San Fernando Road and the Glenoaks Boulevard routes.

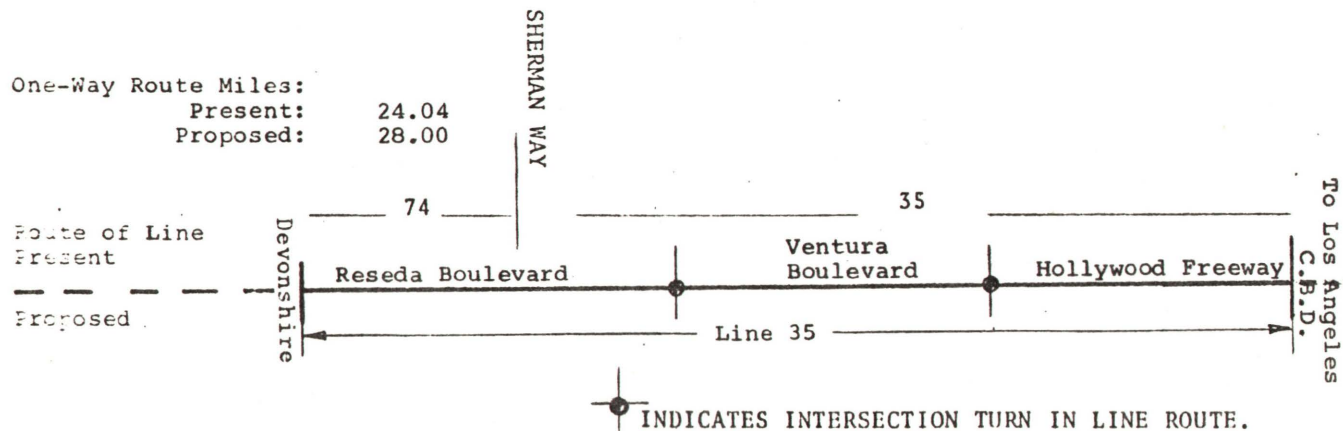
One-Way Route Miles:
Present: 36.32
Proposed: 36.32



PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	509A-134A	509A-134A	60	20-40	20	20
Saturday Only	540A-134A	540A-134A	60	30-60	20	20
Sunday Only	505A-134A	505A-134A	120	60-120	20	20

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
Line 35
West Valley Freeway Flyer

COMMENTS: Present service route to be retained and extended north along Reseda Boulevard from Sherman Way to Devonshire Street. 30 minute base service to be increased to 20 minute, also Saturday and Sunday service to be inaugurated between West Valley and LA CBD.

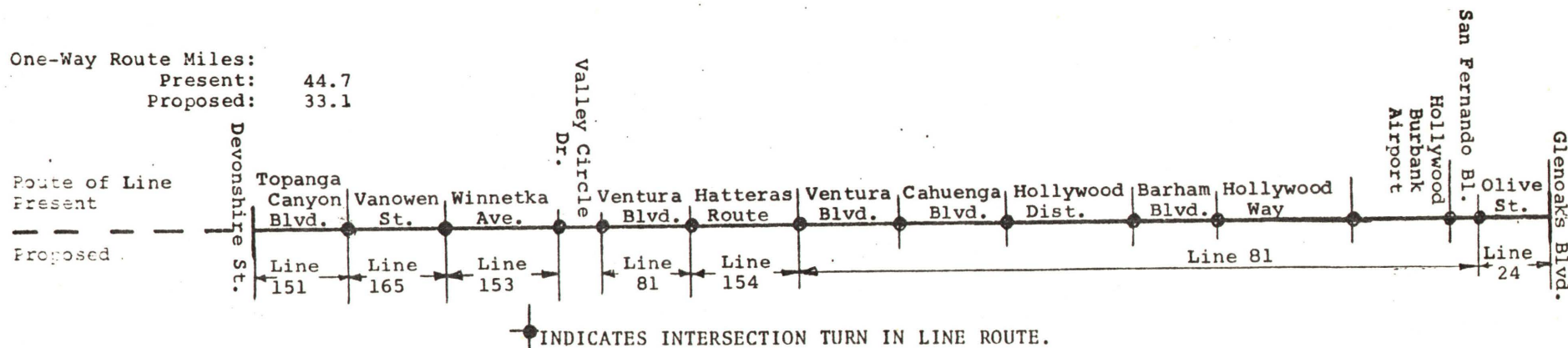


PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	539A-739P	527A-10:00P	30	4-5	20	4-5
Saturday Only	None	600A-10:00P	Not Applicable		20	20
Sunday Only	None	800A-10:00P	Not Applicable		20	20

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
Line 81
Ventura Blvd.-Chatsworth-Canoga Park-Hollywood-Burbank

COMMENTS: This Line provides a local Inter-Valley service along Ventura Blvd. connecting Woodland Hills and Chatsworth with Hollywood, Hollywood-Burbank Airport and downtown Burbank. The present route direct via Ventura Boulevard will be retained; present routes via Hatteras Street and the Chatsworth leg of Line will be incorporated into the Grid Network by Grid Lines 151, 153, 154 and 165.

One-Way Route Miles:
Present: 44.7
Proposed: 33.1



PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	500A-110A	500A-110A	30	30	20	20
Saturday Only	520A-110A	520A-110A	30	30	20	20
Sunday Only	600A-110A	600A-110A	60	60	20	20

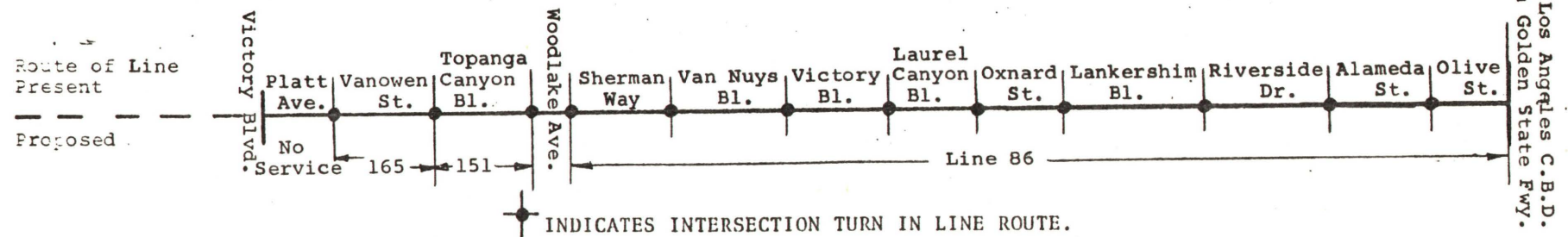
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 86

Los Angeles-Burbank-North Hollywood-Canoga Park

COMMENTS: Line 86 provides an Inter-Valley service connecting the extreme westerly portion of the Valley with downtown Los Angeles Monday through Saturday. Sunday service is operated between North Hollywood and Canoga Park, The present weekday rush hour flyer service will be retained.

One-Way Route Miles:
 Present: 50.52
 Proposed: 47.30



PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	440A-1147P	440A-1147P	30	12	20	12
Saturday Only	447A-1113P	447A-1113P	30	30	20	20
Sunday Only	650A-1044P	650A-1044P	60	60	20	20

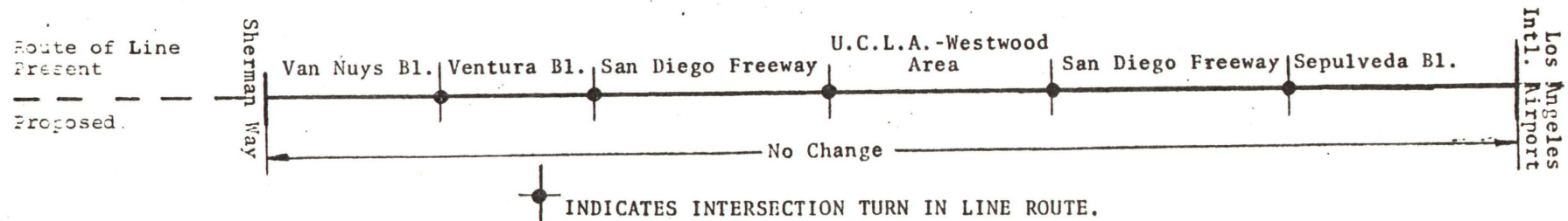
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 88

San Diego Freeway Flyer

COMMENTS: Line 88 provides an Inter-Valley service connecting the Central San Fernando Valley with Westwood (U.C.L.A.) and the Los Angeles International Airport, Monday through Saturday. No change in route, days of operation, or service frequency is planned with the inauguration of the Grid Service Program.

One-Way Route Miles:
 Present: 24.84
 Proposed: 24.84



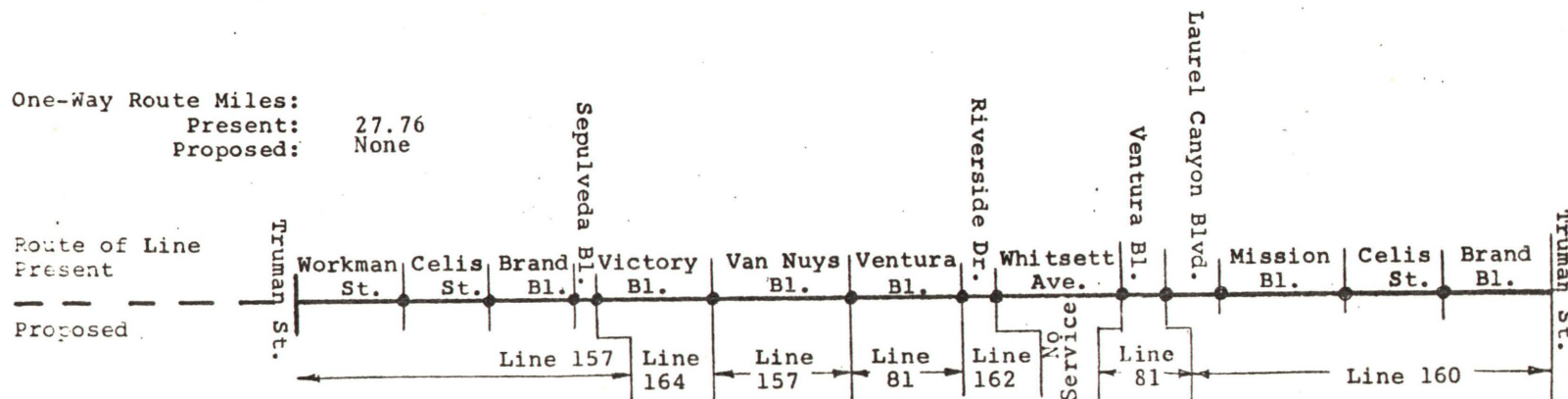
PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	620A-742P	620A-742P	30	20	30	20
Saturday Only	810A-642P	810A-642P	60	60	60	60
Sunday Only	None	None	Not Applicable		Not Applicable	

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 90

San Fernando-Studio City-Van Nuys

COMMENTS: Line 90 provides a seven day a week Intra-Valley service connecting the extreme northerly and southerly portions. With the inauguration of the grid system Line 90 will be replaced by Grid Lines 81, 157, 160, 162 and 164.



INDICATES INTERSECTION TURN IN LINE ROUTE.

PROJECT AREA TIMETABLE

Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	545A-722P	None	30	30	Not Applicable	
Saturday Only	545A-722P	None	30	30	Not Applicable	
Sunday Only	900A-638P	None	60	60	Not Applicable	

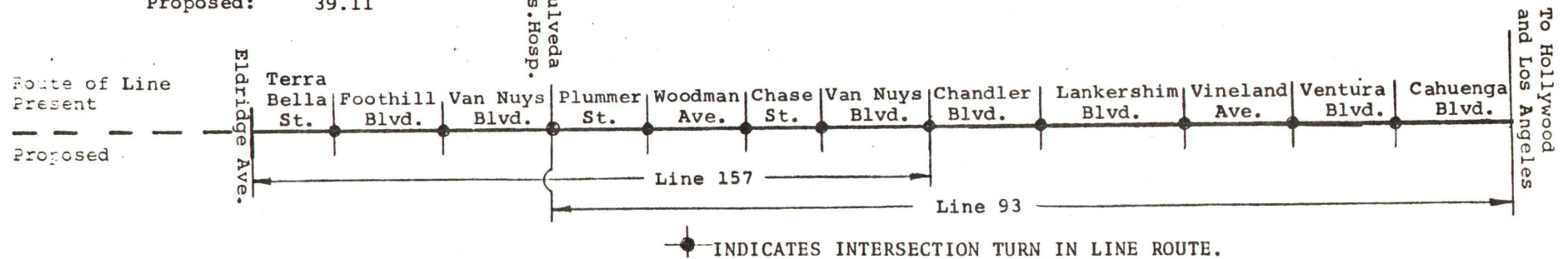
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 93

Los Angeles-Van Nuys-Pacoima

COMMENTS: Line 93 provides a seven day a week inter-valley service connecting the Valley communities of Pacoima, Panorama City, Van Nuys and North Hollywood with Hollywood and Los Angeles. With the inauguration of the Grid System this Line will terminate at the Sepulveda Veterans Hospital, and service between Pacoima and Van Nuys replaced by Grid Line 157. There will be no change in the present weekday rush hour flyer service.

One-Way Route Miles:
Present: 44.48
Proposed: 39.11



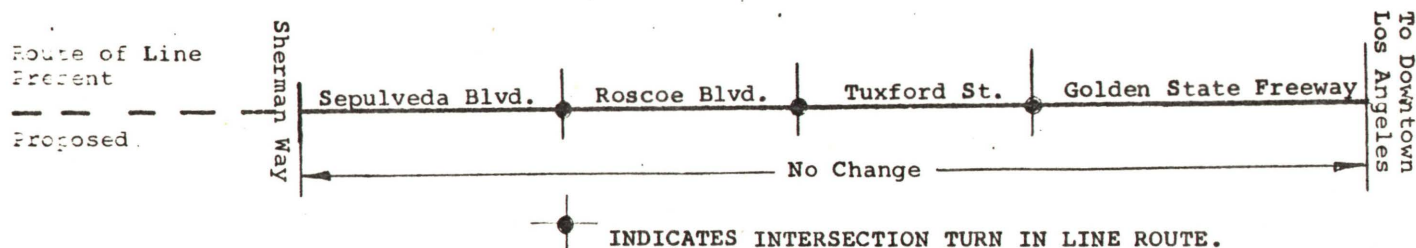
● INDICATES INTERSECTION TURN IN LINE ROUTE.

PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	430A-203A	403A-203A	20	1-5	20	1-5
Saturday Only	430A-203A	430A-203A	20	20	20	20
Sunday Only	450A-203A	450A-203A	30	30	20	20

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
Line 121
San Fernando Valley-Roscoe Blvd.-Los Angeles Freeway Flyer

COMMENTS: Line 121 operates Monday through Friday, only, providing a rush hour expedited service between the Sepulveda-Panorama City area and downtown Los Angeles. No change in service, routing, or frequencies is planned with the inauguration of the Grid Service Network.

One-Way Route Miles:
Present: 24.56
Proposed: 24.56

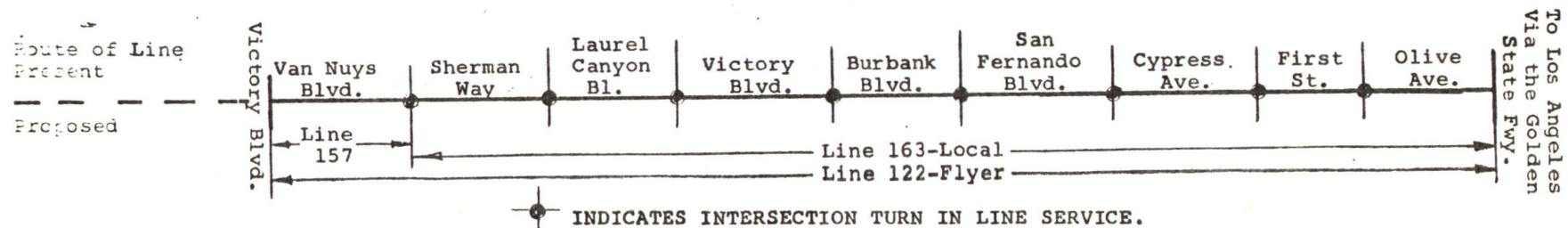


PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	620A-643P	620A-643P	None	15	None	15
Saturday Only	None	None	Not Applicable		Not Applicable	
Sunday Only	None	None	Not Applicable		Not Applicable	

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
Line 122
Los Angeles-Burbank-North Hollywood-Van Nuys Freeway Flyer

COMMENTS: Line 122 provides a Monday through Friday expedited rush hour flyer service between Van Nuys and Los Angeles via North Hollywood and Burbank. Hourly base period service operates between Valley Plaza Shopping Center and Van Nuys. This base period local service will be incorporated into the Grid Network as Line 163. There will be no change in present rush hour flyer service.

One-Way Route Miles:
Present: 24.68
Proposed: 24.68.



PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	610A-659P	610A-659P	60	15	None	15
Saturday Only	None	None	Not Applicable		Not Applicable	
Sunday Only	None	None	Not Applicable		Not Applicable	

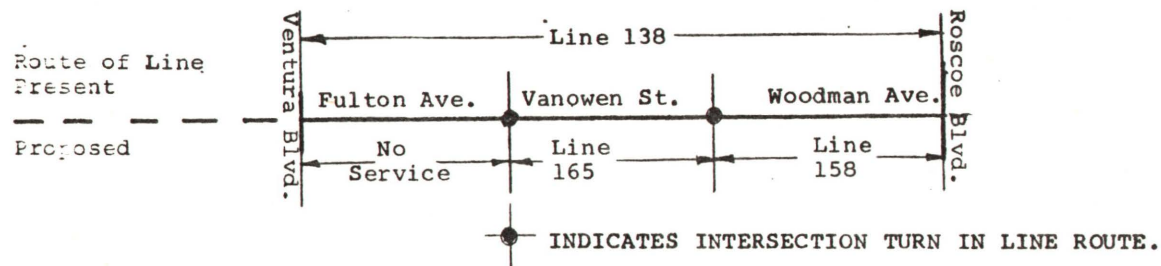
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 138

Fulton-Woodman Aves.

COMMENTS: Line 138 provides an Intra-Valley local service connecting Ventura and Roscoe Boulevards via Fulton and Woodman Avenues. The Woodman Avenue portion of the line will be replaced by Grid Network Route No. 158.

One-Way Route Miles:
Present: 5.94
Proposed: None



PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	640A-647P	None	60	60	Not Applicable	
Saturday Only	None	None	Not Applicable		Not Applicable	
Sunday Only	None	None	Not Applicable		Not Applicable	

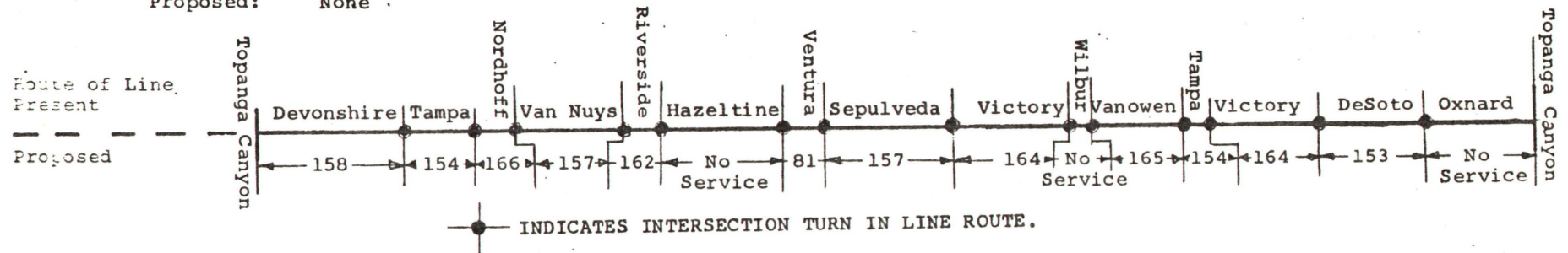
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 139

Chatsworth-Northridge-Panorama City-Van Nuys

COMMENTS: This Line provides Intra-Valley service between Chatsworth, Van Nuys and Woodland Hills. Existing service will be terminated with the inauguration of the Grid Network and incorporated in the Grid System.

One-Way Route Miles:
Present: 29.7
Proposed: None



PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	555A-810P	None	30	30	Not Applicable	
Saturday Only	555A-810P	None	30	30	Not Applicable	
Sunday Only	930A-700P	None	60	60	Not Applicable	

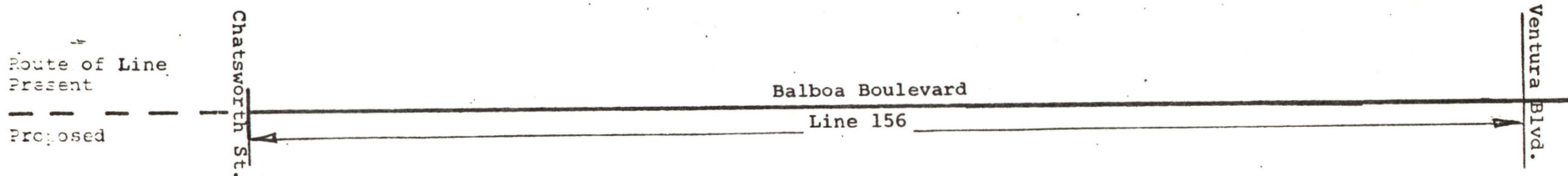
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 143

Balboa Blvd.

COMMENTS: This Line provides local service along Balboa Boulevard between Ventura Boulevard and Chatsworth Street. Existing service will be terminated with the inauguration of the Grid Network and incorporated in Grid Line 156.

One-Way Route Miles:
Present: 7.5
Proposed: None



PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	615A-745P	None	30	30	Not Applicable	
Saturday Only	615A-745P	None	30	30	Not Applicable	
Sunday Only	915A-615P	None	60	60	Not Applicable	

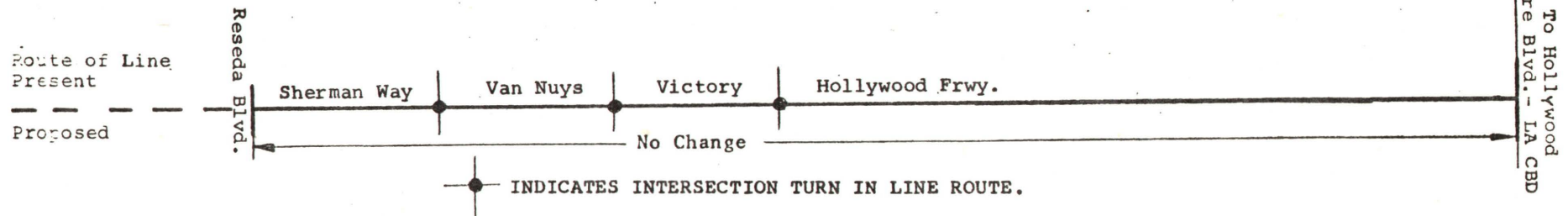
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 144

San Fernando Valley-Wilshire Blvd.-Los Angeles Freeway Flyer

COMMENTS: This line provides Monday through Friday, rush hours only, flyer service between the West Valley and LA/CBD via Wilshire. There will be no change in the present route or frequency of service with the inauguration of the Grid System.

One-Way Route Miles:
Present: 24.6
Proposed: 24.6



PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	615A-650P	615A-650P	None	10	None	10
Saturday Only	None	None	Not Applicable		Not Applicable	
Sunday Only	None	None	Not Applicable		Not Applicable	

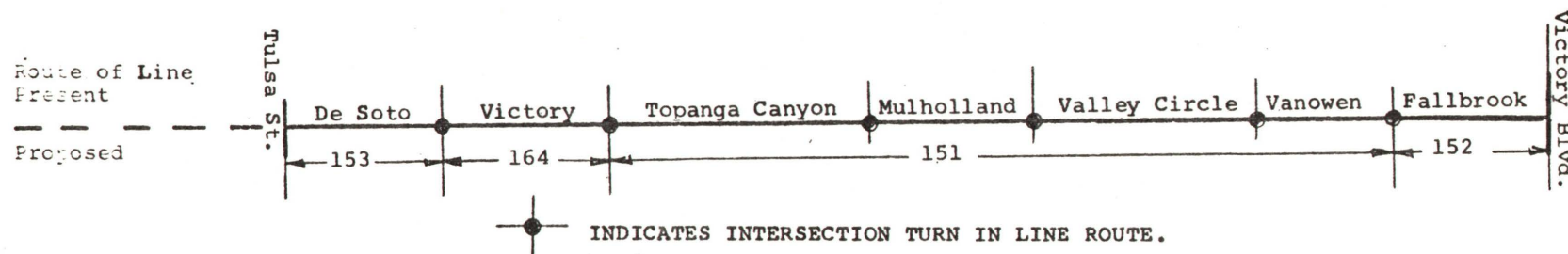
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 180

Chatsworth-Canoga Park-Woodland Hills

COMMENTS: Line 180 provides a local service in the West Valley. Existing service will be terminated with the inauguration of the Grid Network and incorporated in the Grid System.

One-Way Route Miles:
 Present: 17.2
 Proposed: None.



PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	545A-740P	None	30	30	Not Applicable	
Saturday Only	545A-740P	None	30	30	Not Applicable	
Sunday Only	915A-730P	None	60	60	Not Applicable	

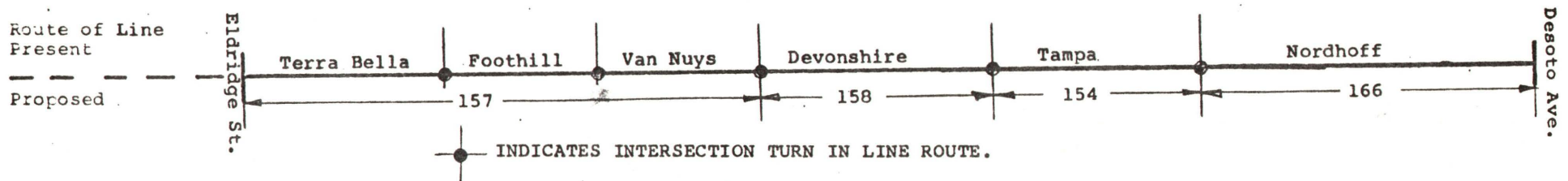
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 182

Pacoima-West Valley Industrial Center

COMMENTS: This Line provides service between Pacoima and the West Valley Industrial Center, seven days a week. Operation of this line will be terminated with the inauguration of the Grid Network. Substitute service will be provided by lines 154, 157, 158 of the Grid System.

One-Way Route Miles:
Present: 14.8
Proposed: None



PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	600A-900P	None	30	30	Not Applicable	
Saturday Only	600A-900P	None	30	30	Not Applicable	
Sunday Only	600A-700P	None	60	60	Not Applicable	

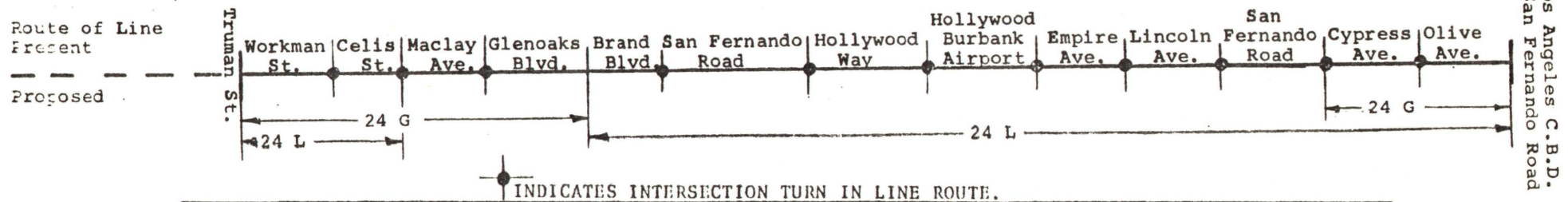
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 24

Los Angeles-San Fernando

COMMENTS: No change in present through service frequency between the Cities of Los Angeles and San Fernando. Service will be increased between Burbank and San Fernando from the present 60 minute level to 20 minute levels over both San Fernando Road and the Glenoaks Boulevard routes.

One-Way Route Miles:
 Present: 36.32
 Proposed: 36.32



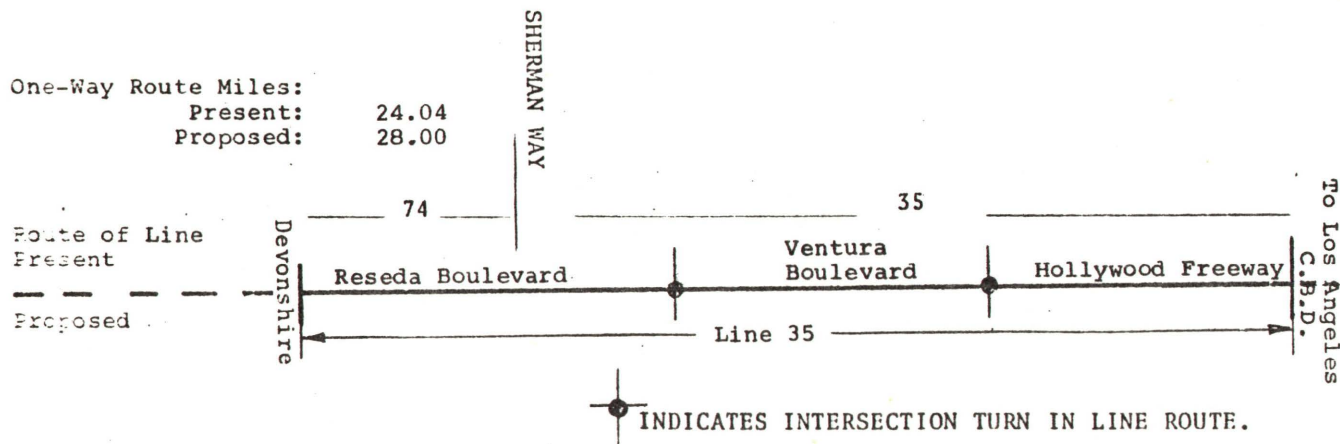
PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	509A-134A	509A-134A	60	20-40	20	20
Saturday Only	540A-134A	540A-134A	60	30-60	20	20
Sunday Only	505A-134A	505A-134A	120	60-120	20	20

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 35

West Valley Freeway Flyer

COMMENTS: Present service route to be retained and extended north along Reseda Boulevard from Sherman Way to Devonshire Street. 30 minute base service to be increased to 20 minute, also Saturday and Sunday service to be inaugurated between West Valley and LA CBD.



PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	539A-739P	527A-10:00P	30	4-5	20	4-5
Saturday Only	None	600A-10:00P	Not Applicable		20	20
Sunday Only	None	800A-10:00P	Not Applicable		20	20

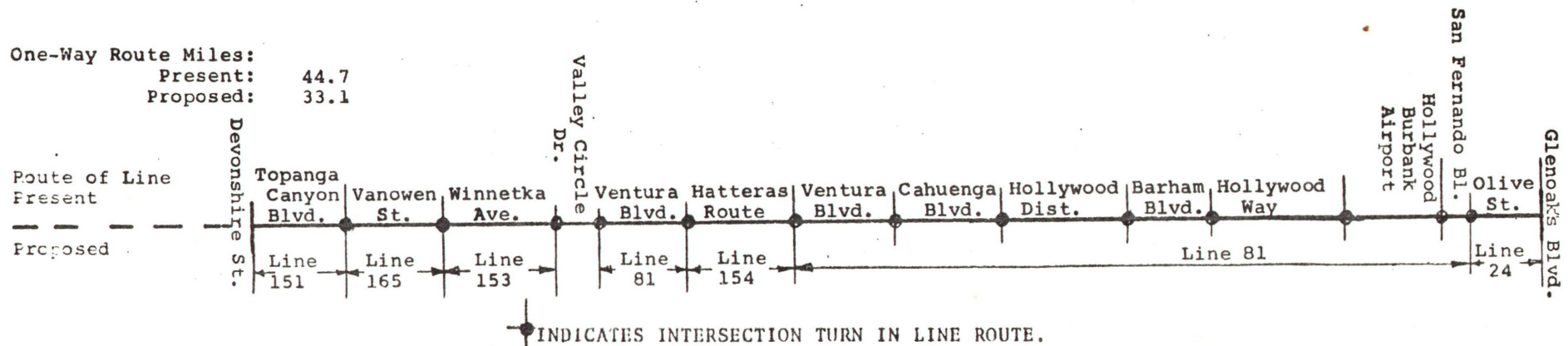
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 81

Ventura Blvd.-Chatsworth-Canoga Park-Hollywood-Burbank

COMMENTS: This Line provides a local Inter-Valley service along Ventura Blvd. connecting Woodland Hills and Chatsworth with Hollywood, Hollywood-Burbank Airport and downtown Burbank. The present route direct via Ventura Boulevard will be retained; present routes via Hatteras Street and the Chatsworth leg of Line will be incorporated into the Grid Network by Grid Lines 151, 153, 154 and 165.

One-Way Route Miles:
Present: 44.7
Proposed: 33.1



PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	500A-110A	500A-110A	30	30	20	20
Saturday Only	520A-110A	520A-110A	30	30	20	20
Sunday Only	600A-110A	600A-110A	60	60	20	20

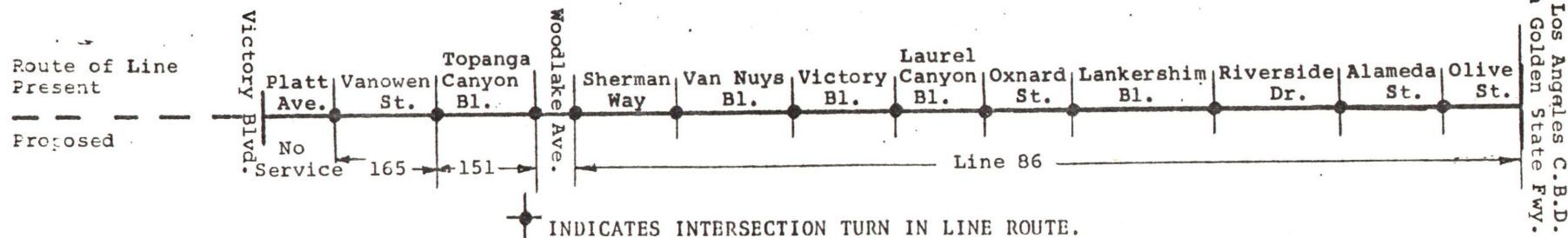
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 86

Los Angeles-Burbank-North Hollywood-Canoga Park

COMMENTS: Line 86 provides an Inter-Valley service connecting the extreme westerly portion of the Valley with downtown Los Angeles Monday through Saturday. Sunday service is operated between North Hollywood and Canoga Park, The present weekday rush hour flyer service will be retained.

One-Way Route Miles:
Present: 50.52
Proposed: 47.30



PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	440A-1147P	440A-1147P	30	12	20	12
Saturday Only	447A-1113P	447A-1113P	30	30	20	20
Sunday Only	650A-1044P	650A-1044P	60	60	20	20

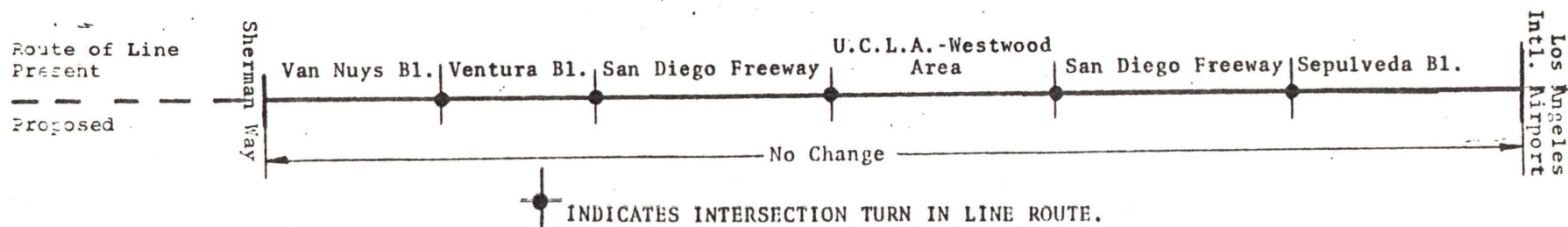
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 88

San Diego Freeway Flyer

COMMENTS: Line 88 provides an Inter-Valley service connecting the Central San Fernando Valley with Westwood (U.C.L.A.) and the Los Angeles International Airport, Monday through Saturday. No change in route, days of operation, or service frequency is planned with the inauguration of the Grid Service Program.

One-Way Route Miles:
 Present: 24.84
 Proposed: 24.84



PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	620A-742P	620A-742P	30	20	30	20
Saturday Only	810A-642P	810A-642P	60	60	60	60
Sunday Only	None	None	Not Applicable		Not Applicable	

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

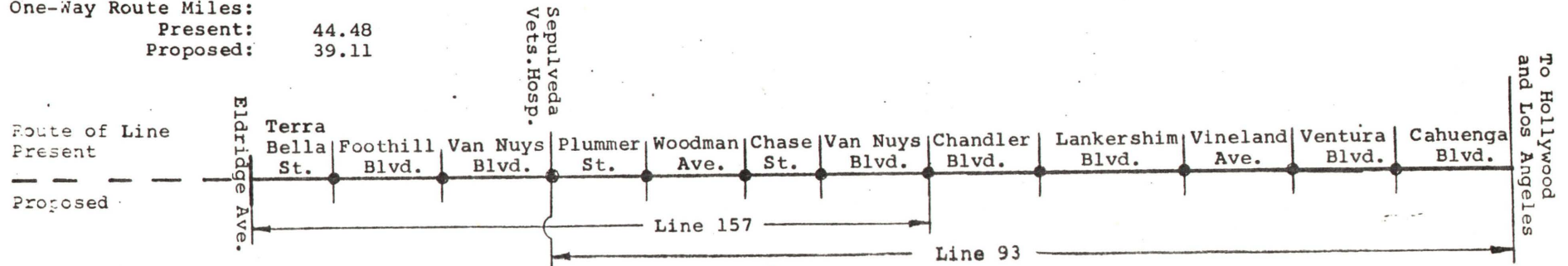
Line 93

Los Angeles-Van Nuys-Pacoima

COMMENTS: Line 93 provides a seven day a week inter-valley service connecting the Valley communities of Pacoima, Panorama City, Van Nuys and North Hollywood with Hollywood and Los Angeles. With the inauguration of the Grid System this Line will terminate at the Sepulveda Veterans Hospital, and service between Pacoima and Van Nuys replaced by Grid Line 157. There will be no change in the present weekday rush hour flyer service.

One-Way Route Miles:

Present: 44.48
Proposed: 39.11



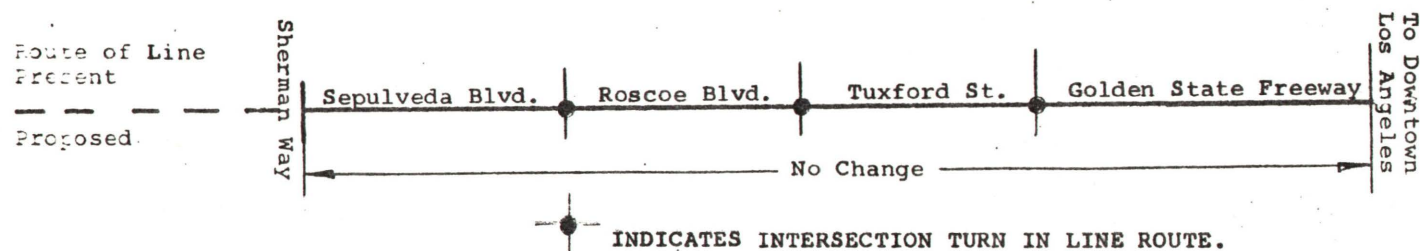
INDICATES INTERSECTION TURN IN LINE ROUTE.

PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency. (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	430A-203A	403A-203A	20	1-5	20	1-5
Saturday Only	430A-203A	430A-203A	20	20	20	20
Sunday Only	450A-203A	450A-203A	30	30	20	20

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
Line 121
San Fernando Valley-Roscoe Blvd.-Los Angeles Freeway Flyer

COMMENTS: Line 121 operates Monday through Friday, only, providing a rush hour expedited service between the Sepulveda-Panorama City area and downtown Los Angeles. No change in service, routing, or frequencies is planned with the inauguration of the Grid Service Network.

One-Way Route Miles:
Present: 24.56
Proposed: 24.56



PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	620A-643P	620A-643P	None	15	None	15
Saturday Only	None	None	Not Applicable		Not Applicable	
Sunday Only	None	None	Not Applicable		Not Applicable	

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

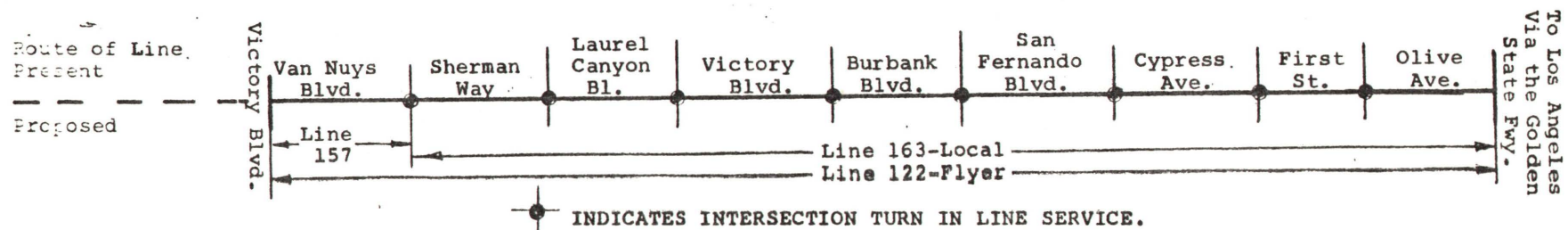
Line 122

Los Angeles-Burbank-North Hollywood-Van Nuys Freeway Flyer

COMMENTS:

Line 122 provides a Monday through Friday expedited rush hour flyer service between Van Nuys and Los Angeles via North Hollywood and Burbank. Hourly base period service operates between Valley Plaza Shopping Center and Van Nuys. This base period local service will be incorporated into the Grid Network as Line 163. There will be no change in present rush hour flyer service.

One-Way Route Miles:
 Present: 24.68
 Proposed: 24.68



PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	610A-659P	610A-659P	60	15	None	15
Saturday Only	None	None	Not Applicable		Not Applicable	
Sunday Only	None	None	Not Applicable		Not Applicable	

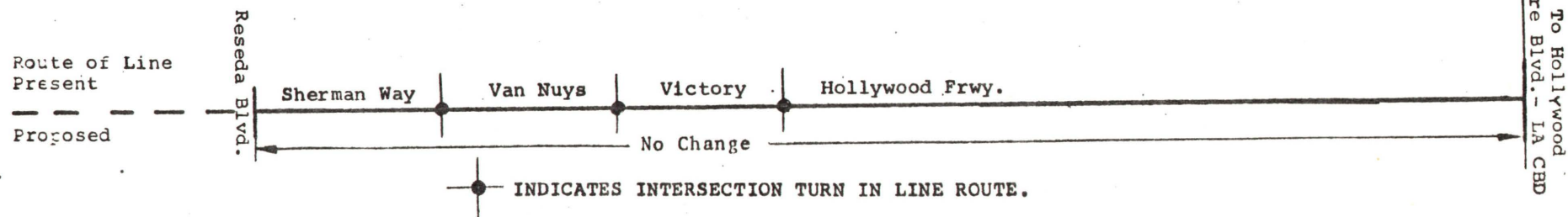
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 144

San Fernando Valley-Wilshire Blvd.-Los Angeles Freeway Flyer

COMMENTS: This line provides Monday through Friday, rush hours only, flyer service between the West Valley and LA/CBD via Wilshire. There will be no change in the present route or frequency of service with the inauguration of the Grid System.

One-Way Route Miles:
Present: 24.6
Proposed: 24.6



PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	615A-650P	615A-650P	None	10	None	10
Saturday Only	None	None	Not Applicable		Not Applicable	
Sunday Only	None	None	Not Applicable		Not Applicable	

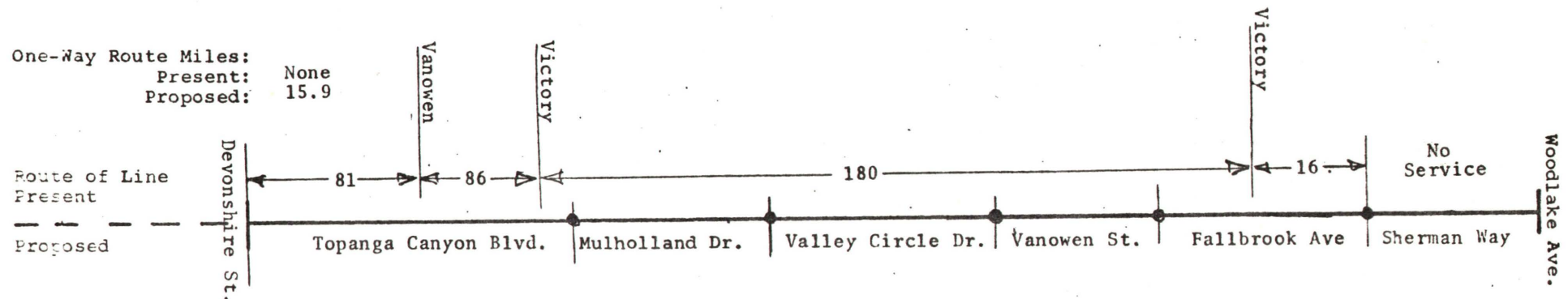
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

LINE - 151

Topanga Canyon Blvd. - Mulholland Dr. - Valley Circle Blvd. - Vanowen St.

COMMENTS:

Line 151 will provide a local intra-valley service connecting the communities of Chatsworth, Canoga Park and Woodland Hills along Topanga Canyon Blvd. and Valley Circle Drive.



● INDICATES INTERSECTION AND TURN IN LINE ROUTE.

PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
			Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	None	545A -10:00P	NOT	APPLICABLE	20	20
Saturday Only	None	535A -10:00P	NOT	APPLICABLE	20	20
Sunday Only	None	800A -10:00P	NOT	APPLICABLE	20	20

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

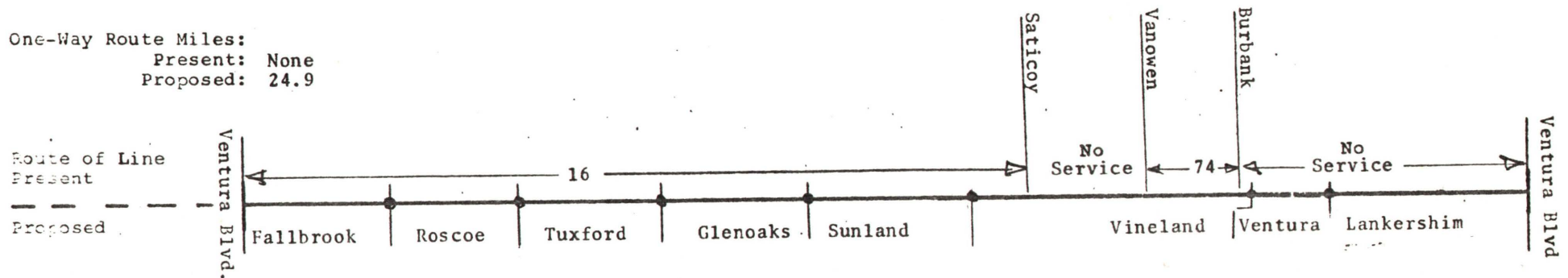
LINE - 152

Fallbrook Ave. - Roscoe Blvd. - Vineland Ave.

COMMENTS:

LINE 152 - will provide a local intra-valley service connecting the communities of Woodland Hills, Canoga Park, Northridge, Sepulveda, Panorama City, Sun Valley, North Hollywood and Universal City.

One-Way Route Miles:
Present: None
Proposed: 24.9



◆ INDICATES INTERSECTION AND TURN IN LINE ROUTE.

PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	None	535A-10:00P	NOT	APPLICABLE	20	20
Saturday Only	None	600A-10:00P	NOT	APPLICABLE	20	20
Sunday Only	None	800A-10:00P	NOT	APPLICABLE	20	20

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

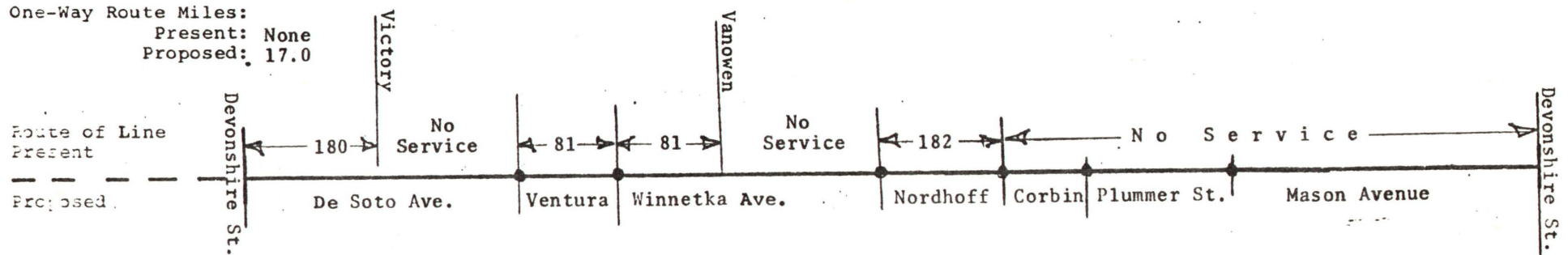
LINE - 153

Desoto Ave. - Ventura Blvd. - Winnetka Ave

COMMENTS:

LINE - 153 will provide a local intra-valley service connecting the communities of Chatsworth, Northridge, Canoga Park and Winnetka with Ventura Blvd.

One-Way Route Miles:
Present: None
Proposed: 17.0



◆ INDICATES INTERSECTION AND TURN IN LINE ROUTE.

PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	NONE	545A-10:00P	NOT	APPLICABLE	20	20
Saturday Only	NONE	545A-10:00P	NOT	APPLICABLE	20	20
Sunday Only	NONE	800A-10:00P	NOT	APPLICABLE	20	20

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

L I N E - 154

COMMENTS:

Tampa Ave. - Ventura Blvd. - Burbank Blvd. - Oxnard St.

LINE 154 - will provide a local intra-valley service connecting the communities of Northridge, Reseda, Tarzana, Van Nuys and North Hollywood with Burbank.

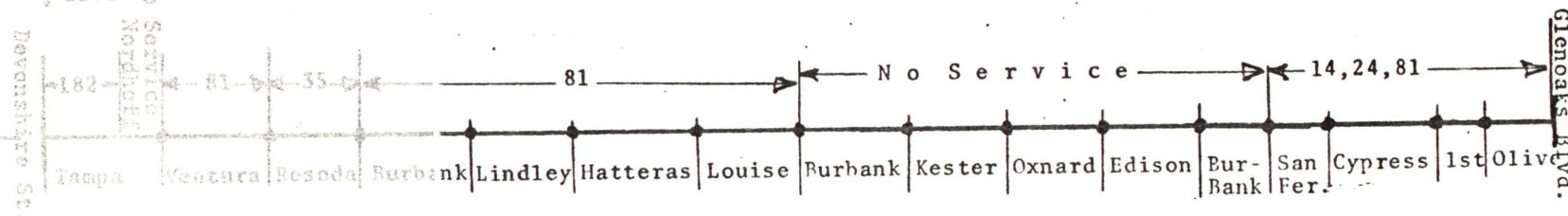
One-Way Route Miles:

Present: None

Proposed: 22.6

Route of Line
Present

Proposed



INDICATES INTERSECTION AND TURN IN LINE ROUTE.

PROJECT AREA TIMETABLE

Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
			Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	NONE	600A-10:00P	NOT	APPLICABLE	20	20
Saturday Only	NONE	600A-10:00P	NOT	APPLICABLE	20	20
Sunday Only	NONE	800A-10:00P	NOT	APPLICABLE	20	20

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

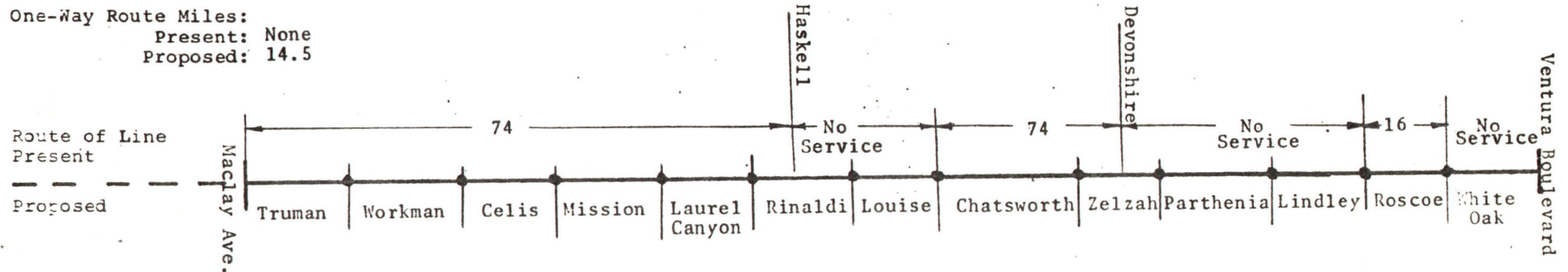
LINE - 155

White Oak Ave. - Zelzah Ave. - Rinaldi St.

COMMENTS:

LINE 155 - will provide a local intra-valley service connecting the communities of San Fernando, Mission Hills, Granada Hills, Northridge and Reseda with Encino..

One-Way Route Miles:
Present: None
Proposed: 14.5



◆ INDICATES INTERSECTION AND TURN IN LINE ROUTE.

PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	NONE	600A-10:00P	NOT	APPLICABLE	20	20
Saturday Only	NONE	600A-10:00P	NOT	APPLICABLE	20	20
Sunday Only	NONE	800A-10:00P	NOT	APPLICABLE	20	20

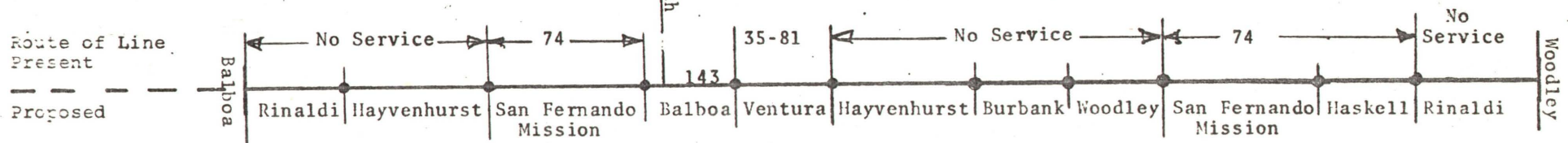
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
LINE - 156

Balboa Blvd - Ventura Blvd - Woodley Ave.

COMMENTS:

LINE 156 - will provide local intra-valley service connecting the communities of Granada Hills, Mission Hills and Sepulveda with Encino.

One-Way Route Miles:
 Present: None
 Proposed: 20.7



INDICATES INTERSECTION AND TURN IN LINE ROUTE.

PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	NONE	600A-10:00P	NOT APPLICABLE		20	20
Saturday Only	NONE	600A-10:00P	NOT APPLICABLE		20	20
Sunday Only	NONE	800A-10:00P	NOT APPLICABLE		20	20

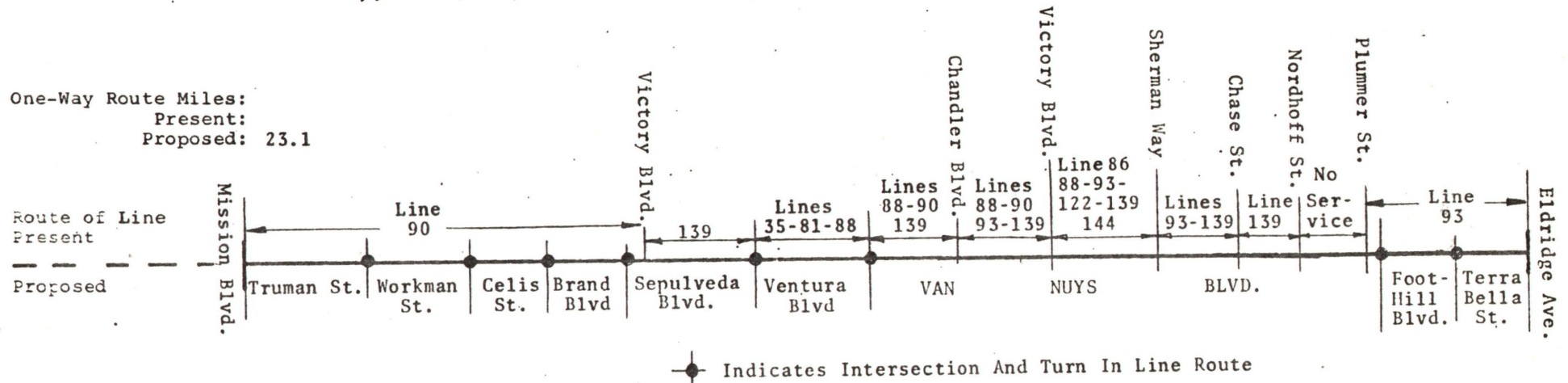
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

LINE 157

SEPULVEDA BLVD - VENTURA BLVD - VAN NUYS BLVD.

COMMENTS:

Line 157 will provide a local intra-valley service connecting the communities of San Fernando, Lakeview Terrace, Pacoima, Mission Hills, Sepulveda, Panorama City, and Van Nuys with Sherman Oaks.



PROJECT AREA TIMETABLE

Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	None	5:30A-10:00P	Not	Applicable	20	20
Saturday Only	None	5:45A-10:00P	Not	Applicable	20	20
Sunday Only	None	8:00A-10:00P	Not	Applicable	20	20

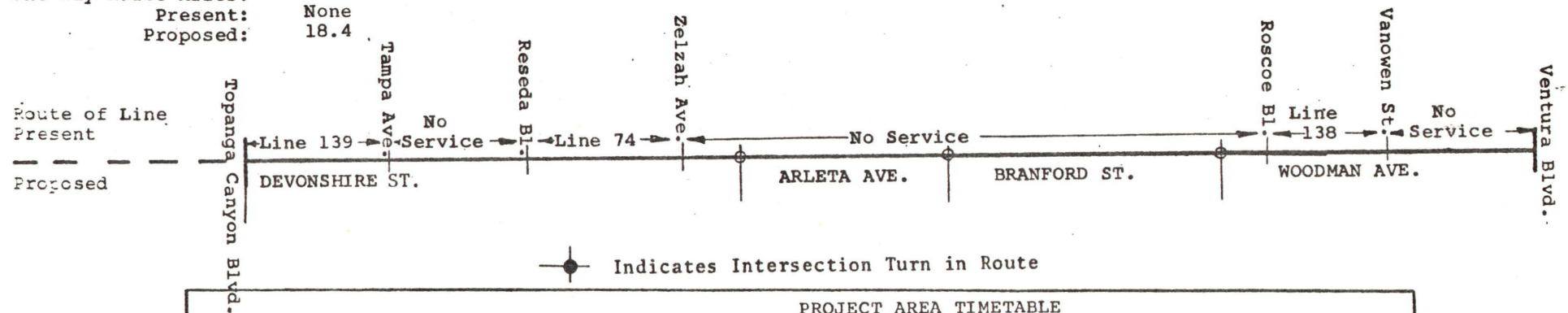
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 158

Devonshire St.-Woodman Ave.

COMMENTS: Line 158 will provide a local Intra-Valley service connecting the communities of Chatsworth, Granada Hills, Mission Hills, Arleta, Panorama City and Van Nuys with Sherman Oaks.

One-Way Route Miles:
Present: None
Proposed: 18.4



PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	None	555A- 10:00P	Not Applicable		20	20
Saturday Only	None	555A- 10:00P	Not Applicable		20	20
Sunday Only	None	800A- 10:00P	Not Applicable		20	20

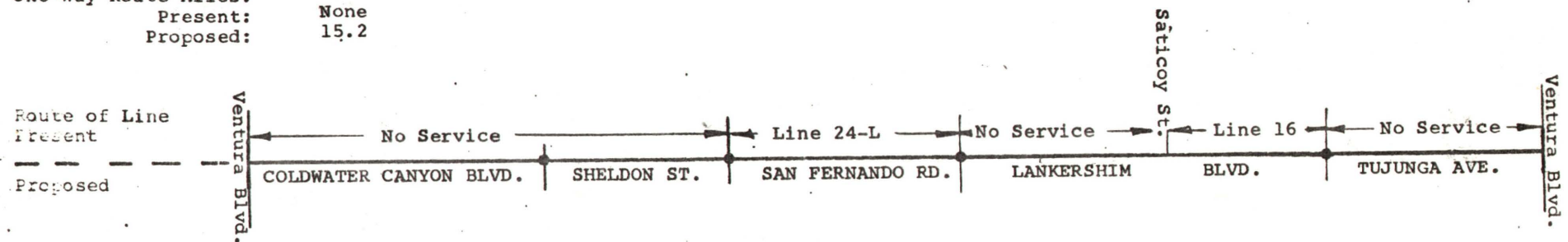
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 159

Coldwater Canyon Blvd.-Sheldon St.-Lankershim St.-Tujunga Ave.

COMMENTS: Line 159 will provide a local Intra-Valley service connecting the communities of Valley Village and North Hollywood with Sun Valley.

One-Way Route Miles:
Present: None
Proposed: 15.2



Indicates Intersection Turn in Route

PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	None	600A-10:00P	Not Applicable		20	20
Saturday Only	None	600A-10:00P	Not Applicable		20	20
Sunday Only	None	800A-10:00P	Not Applicable		20	20

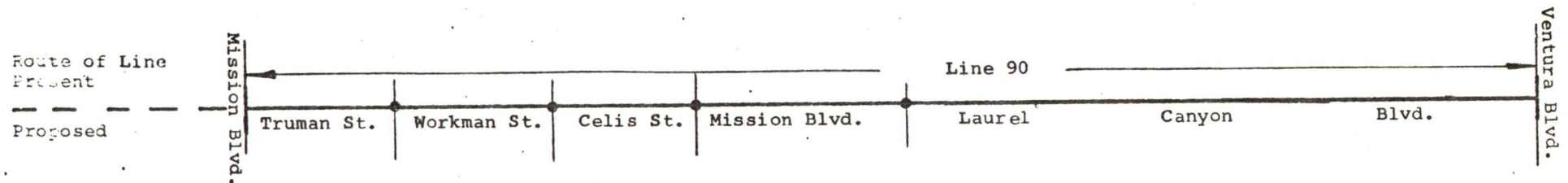
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 160

Laurel Canyon Blvd.

COMMENTS: Line 160 will provide a local Intra-Valley service connecting the communities of San Fernando, Pacoima, Arleta, North Hollywood and Valley Village with Ventura Blvd.

One-Way Route Miles:
Present: None
Proposed: 11.9



PROJECT AREA TIMETABLE

Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	None	600A-10:00P	Not Applicable		20	20
Saturday Only	None	600A-10:00P	Not Applicable		20	20
Sunday Only	None	800A-10:00P	Not Applicable		20	20

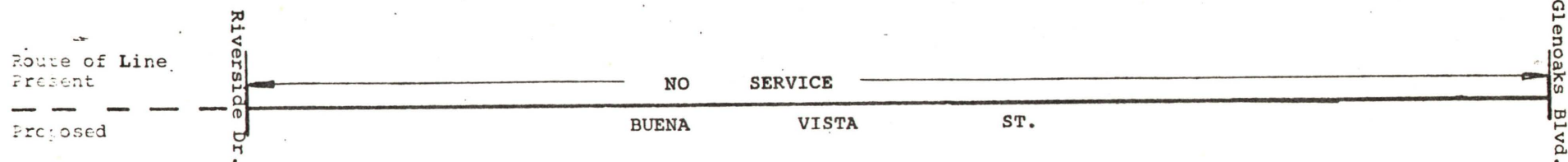
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 161

Buena Vista St.

COMMENTS: Line 161 will provide a local Intra-Valley service connecting Glenoaks Blvd. with Riverside Drive along Buena Vista Street

One-Way Route Miles:
Present: None
Proposed: 4.1



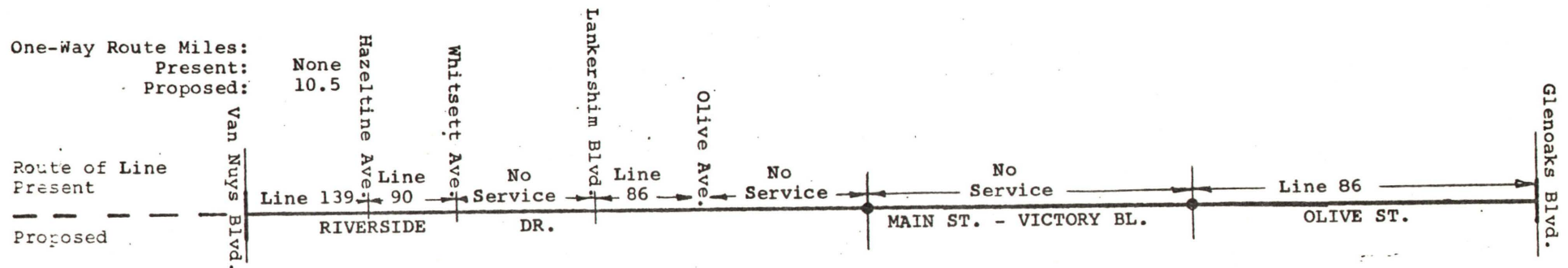
PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	None	600A-10:00P	Not Applicable		20	20
Saturday Only	None	600A-10:00P	Not Applicable		20	20
Sunday Only	None	800A-10:00P	Not Applicable		20	20

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 162

Riverside Dr.-Olive Ave.

COMMENTS: Line 162 will provide a local Intra-Valley service connecting the communities of Sherman Oaks, Valley Village and Toluca Lake with Burbank.



● Indicates Intersection Turn in Route

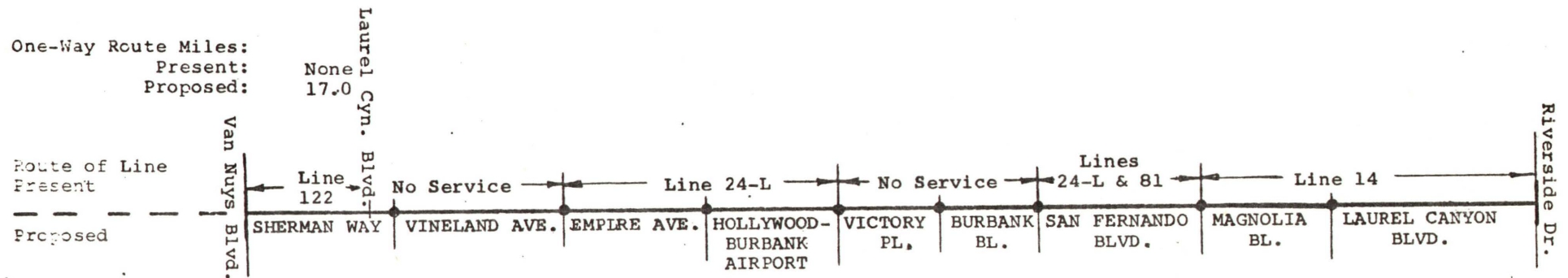
PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	None	600A-10:00P	Not Applicable		20	20
Saturday Only	None	600A-10:00P	Not Applicable		20	20
Sunday Only	None	800A-10:00P	Not Applicable		20	20

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 163

Sherman Way-Magnolia Ave.

COMMENTS: Line 163 will provide a local Intra-Valley service connecting the communities of Van Nuys and Valley Village with the Hollywood-Burbank Airport and downtown Burbank.



◆ Indicates Intersection Turn In Route

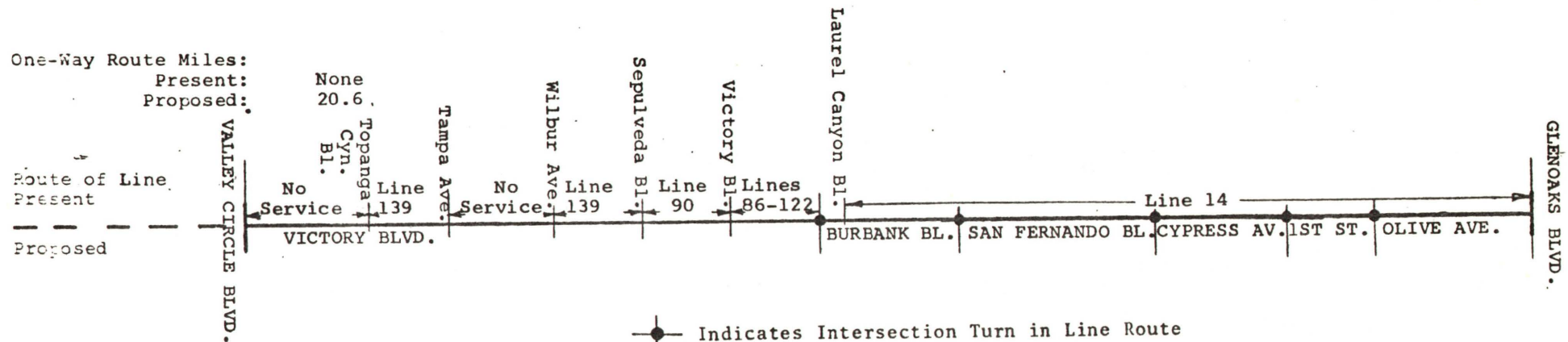
PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	None	547A-10:00P	Not Applicable		20	20
Saturday Only	None	600A-10:00P	Not Applicable		20	20
Sunday Only	None	800A-10:00P	Not Applicable		20	20

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 164

Victory Blvd.

COMMENTS: Line 164 will provide a local Intra-Valley service connecting the communities of Woodland Hills, Canoga Park, Winnetka, Reseda, Van Nuys and North Hollywood with Burbank.



PROJECT AREA TIMETABLE

Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present		Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	None	600A-10:00P	Not Applicable		20	20
Saturday Only	None	545A-10:00P	Not Applicable		20	20
Sunday Only	None	800A-10:00P	Not Applicable		20	20

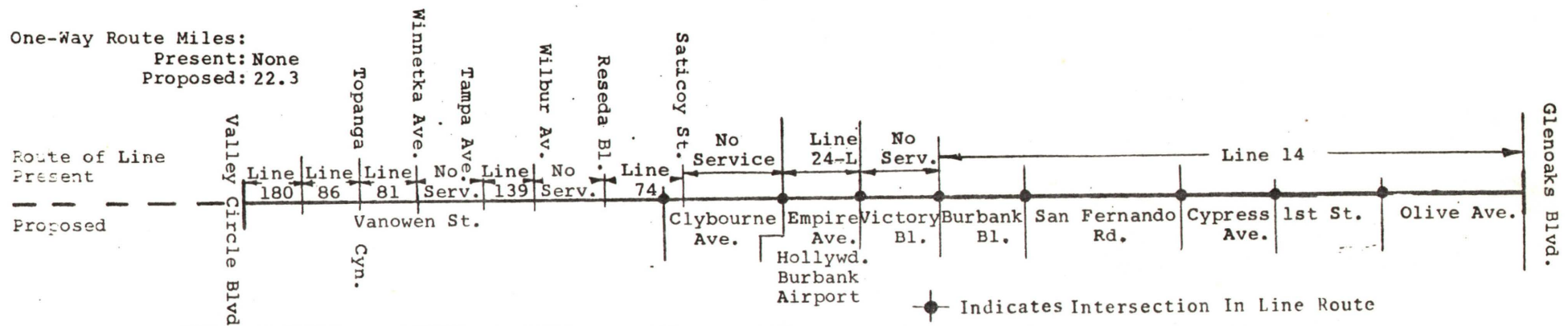
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 165

Vanowen St.

COMMENTS: Line 165 will provide a local Intra-Valley service connecting the communities of Canoga Park, Winnetka, Reseda, Van Nuys and North Hollywood with the Hollywood-Burbank Airport and downtown Burbank.

One-Way Route Miles:
Present: None
Proposed: 22.3



PROJECT AREA TIMETABLE

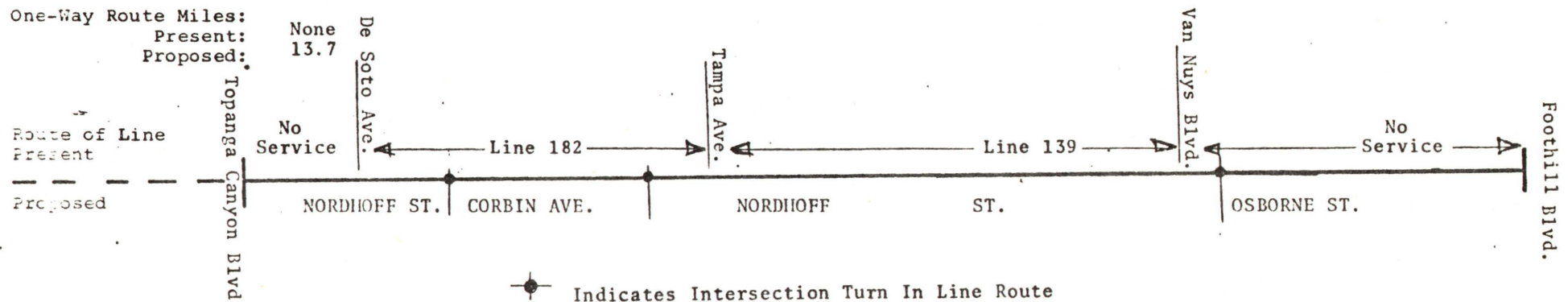
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	None	545A-10:00P	Not Applicable		20	20
Saturday Only	None	600A-10:00P	Not Applicable		20	20
Sunday Only	None	800A-10:00P	Not Applicable		20	20

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 166

Nordhoff St.-Osborne St.

COMMENTS: Line 166 will provide a local Intra-Valley service connecting the communities of Chatsworth, Northridge, Sepulveda and Arleta with Lakeview Terrace.



PROJECT AREA TIMETABLE

Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	None	600A-1000P	Not Applicable		20	20
Saturday Only	None	600A-1000P	Not Applicable		20	20
Sunday Only	None	800A-1000P	Not Applicable		20	20

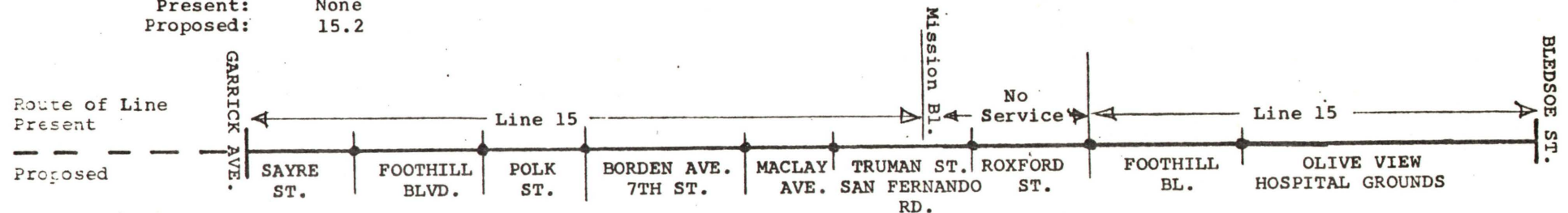
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 167

San Fernando Rd.-Roxford St.-MacLay Ave.-Sayre St.

COMMENTS: Line 167 will provide a local Intra-Valley service connecting the communities of Sylmar and San Fernando.

One-Way Route Miles:
Present: None
Proposed: 15.2



Indicates Intersection Turn In Line Route

PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	None	555A-10:00P	Not Applicable		20	20
Saturday Only	None	612A-10:00P	Not Applicable		20	20
Sunday Only	None	800A-10:00P	Not Applicable		20	20

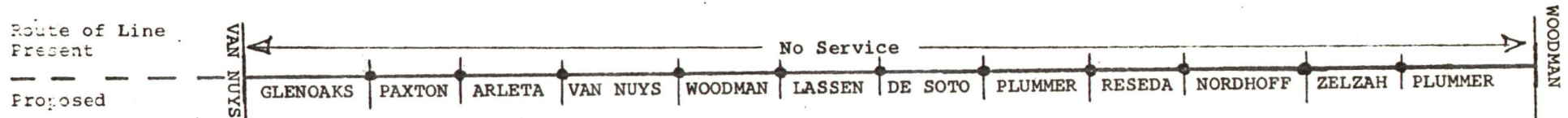
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 168

Lassen St.-Plummer St.-Paxton St.

COMMENTS: Line 168 will provide an east-west Intra-Valley service along Lassen Street and Plummer Street between Pacoima and the West Valley.

One-Way Route Miles:
Present: None
Proposed: 22.7



PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	None	6AM-10:00P	Not Applicable		20	20
Saturday Only	None	6AM-10:00P	Not Applicable		20	20
Sunday Only	None	8AM-10:00P	Not Applicable		20	20

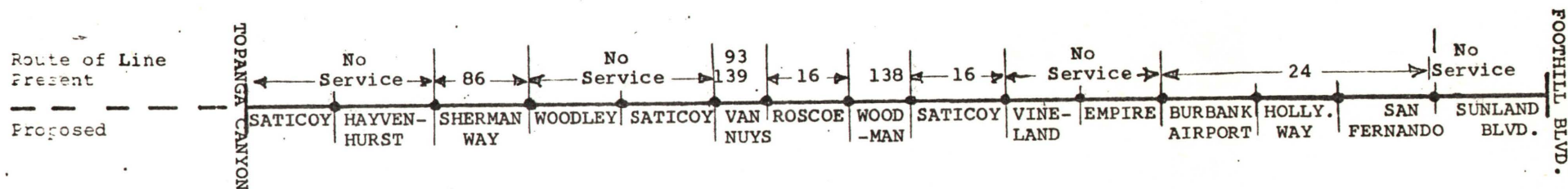
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Line 169

Saticoy St.-Sunland Blvd.

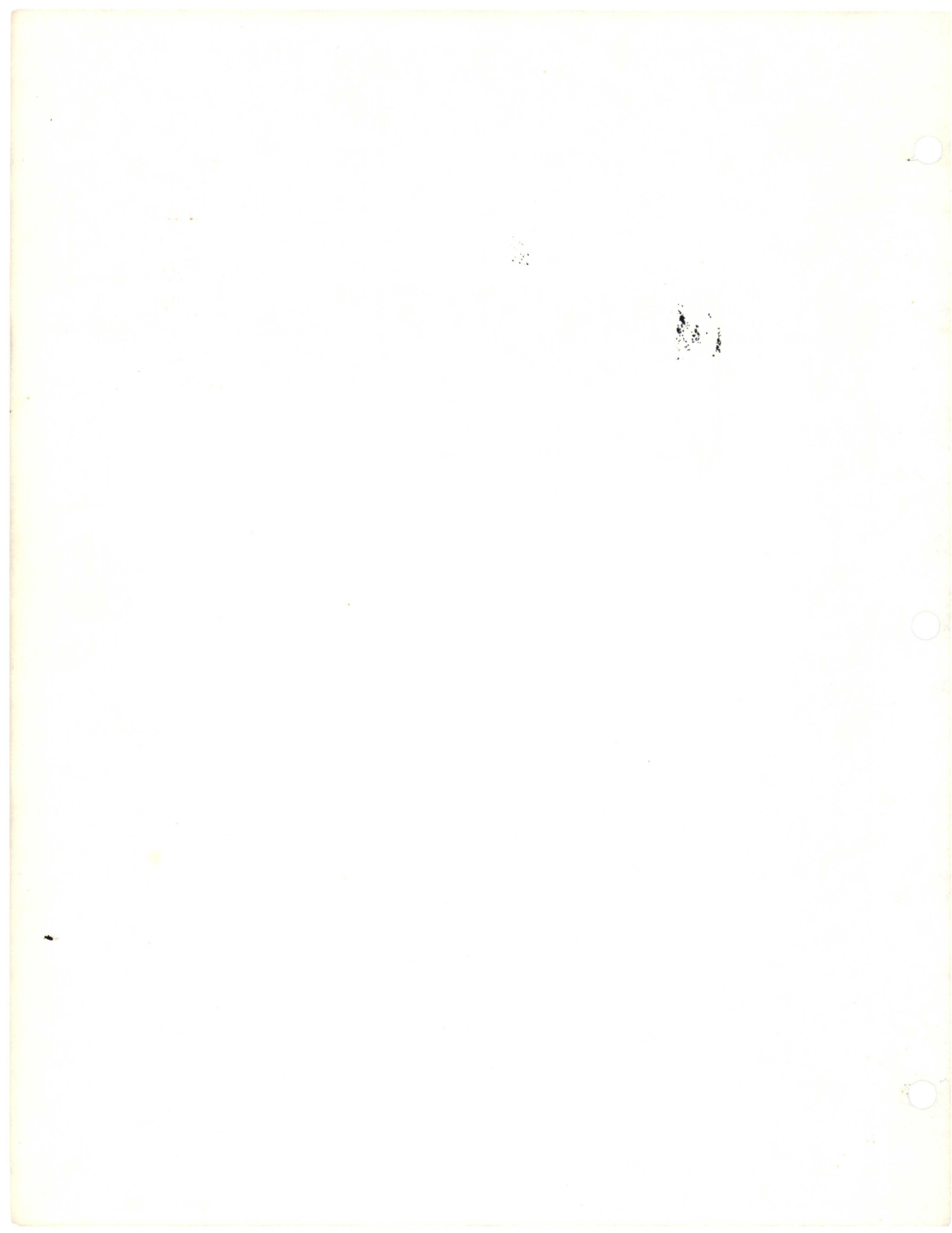
COMMENTS: Line 169 will provide local service connecting the communities of Canoga Park and Sunland with the Hollywood-Burbank Airport.

One-Way Route Miles:
Present: None
Proposed: 26.0



INDICATES INTERSECTION TURN IN LINE ROUTE.

PROJECT AREA TIMETABLE						
Schedule	Hours of Service		Service Frequency (In Minutes)			
	Present	Proposed	Present		Proposed	
	From - To	From - To	Base	Peak	Base	Peak
Daily Ex. Sat. & Sun.	None	6AM-10:00P	Not Applicable		20	20
Saturday Only	None	6AM-10:00P	Not Applicable		20	20
Sunday Only	None	8AM-10:00P	Not Applicable		20	20



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