

# San Fernando Valley North-South Transit Corridor Regionally Significant Transportation Investment Study

## Volume 2



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## Executive Summary

More than 100 members of the public attended a series of three mid-September community Open House meetings to kick off the San Fernando Valley North-South Transit Corridor Study.

The Open Houses were held on September 9, 10, and 12, 2002 at locations in the west, northeast and southeast San Fernando Valley — respectively in Northridge, the City of San Fernando and North Hollywood. All meetings were scheduled from 5:00 - 8:00 p.m. to accommodate those preferring to attend before dark as well as those residents needing to travel from outside the Study area.

These meetings were held in an Open House format which allows attendees to drop-in at a venue in a more relaxed environment and to circulate at their own pace between stations geared towards specific project elements. In this way, attendees can receive information and ask questions in a comfortable environment about topics that interest them.

This first round of community meetings was intended to introduce the public to the Study, and provide them with an opportunity to review and comment on a range of 13 north-south bus corridor alternatives developed. Specific stations provided at the Open Houses included a summary of the existing conditions, a PowerPoint presentation of the Study overview, the 13 Study alternatives and an overview of urban design options. Attendees were invited to provide their feedback by filling out comment forms (which they could also mail in) or via laptop computer.

Facilitating these Open Houses were members of the project team including key MTA project and consultant staff. Also in attendance were staff representatives of the San Fernando Valley Service Sector, the East/West BRT, Metrolink and LADOT.

These meetings were publicized via 10,000 "take-one" brochures distributed on MTA bus routes in the San Fernando Valley, invitations mailed to the project database, advertisements placed in local newspapers and were posted on MTA's website. Information about the Open Houses was also recorded on the Study's Information Line.

On the whole, attendees were positive about the Study and were enthusiastic about being included in the decision-making process. While there is a vestige of stakeholder interest remaining from the past East/West Study, most stakeholders responded well to the North-South Transit Study. They were especially interested in advocating connectivity with downtown, the Westside, Sylmar/Pacoima and the Santa Clarita Valley, and emphasized the importance of efficient connections with the East/West BRT, Metro Rail, other buses as well as Metrolink.. The Canoga right-of-way, Van Nuys and Sepulveda alternatives were especially supported at these meetings.

## Meeting Publicity

To raise community awareness about the Open Houses and the encourage attendance, MTA employed a number of publicity tools including:

- **Press releases** which were developed and distributed by MTA's Media Department..
- **5,000 Letters of invitation** and the Study Fact Sheet which were mailed to the stakeholder database.
- **The Study Information Line** (818) 701-2855 which has been publicized via the Study Fact Sheet, was updated to include information about the Open Houses.
- **Advertisements** which were placed in representative local newspapers, specifically the Los Angeles Times, Daily News, and San Fernando Sun (copies of the advertisements are located in the Appendix to this report.), appeared two weeks prior to the meeting dates.
- **10,000 on-board "take-ones"** which were distributed beginning August 30, 2002 on appropriate bus routes in the San Fernando Valley including Routes 8 and 15. These brochures provided a brief Study description as well as information about the Open Houses.

# Meeting Summaries

## Northridge Open House Meeting



**Date:** Monday, September 9, 2002  
5:00 – 8:00 p.m.

**Location:** Northridge Hospital Education Room  
18300 Roscoe Boulevard, Northridge

**Attendees:**

Kevin Michel, MTA	Michael Meyer, MMA
Roger Martin, MTA	Viggen Davidian, MMA
David Armijo, MTA	Adolfo Ozaeta, MMA
Marta Maestas, MTA	Lee Ward, MMA
Mike Brewer, MTA	Manuel Soto, TDM
Eric Rapp, MTA	Gene Anderson, Ultrasystems
Kathleen Sanchez, MTA	Elaine Carbrey, Gruen Associates
Susan Bok, City of Los Angeles	Andrew Mondschein, Gruen Associates
Lupe Valdez, Metrolink	Clarissa Filgioun, TRG
	Ginny-Marie Case, TRG

### Meeting Summary

This was the first of three community meetings for the San Fernando Valley North-South Transit Corridor Study. The purpose of this meeting was to introduce the proposed project alternatives to the community and to solicit feedback from meeting attendees. A PowerPoint presentation ran throughout the meeting, explaining the purpose of the study. Presentation materials included specific information about current conditions, project alternatives and urban design ideas.

Approximately 38 members of the public attended the meeting. The Open House format of the meeting allowed community members to speak one-on-one with MTA representatives and the project consultant team. Staff from the MTA's SFV Sector, the East/West BRT, as well as Metrolink were also present during the meeting to speak with the public.

While some of the meeting attendees were interested in the status of the East/West corridor study, most attendees were encouraged by the opportunity to participate in the scoping efforts for this Study. Some participants were supportive of construction of light rail service in the Valley, possibly along the median of U.S. 101, or along the Canoga right-of-way. One community member voiced her overwhelming support for, and satisfaction with, Metro Red Line service.

Of the submitted written comments, there was significant support for the alternatives that provided service for Canoga Avenue and, to a lesser extent, Sepulveda and Winnetka Avenues. An attendee representing the auto dealers on Van Nuys Boulevard noted her concern that the project would negate the street and landscaping improvements the area's BID has already accomplished, and noted that cars are currently unloaded off trucks in the median to avoid disturbing adjacent neighborhood streets. Other community members commented that the transit system is crowded but that they are encouraged by the possibility of increased transit service resulting from the Study. Some also spoke in favor of further extending the subway in the SFV, and were supportive of more service along existing bus routes. Several attendees were in favor of providing project alternatives that increased connectivity with Metrolink, the Metro Red Line, and existing public transportation.

**In Attendance**

Name	Address	City	Zip	Phone	Email
Don Powers	8430 Ranchito Ave	Panorama City	91402	818.892.1898 818.285.2902, X 254	
David & Marcia Melcombe		Northridge	91325	818.594.1189	
Lancene Quicken	16027 Royal Oak	Encino	91436		
Glauca Lloyd	17808 Sherman Way #235	Reseda	91335	818.345.4706	
Leslie Drayton	10746 Wystone Ave	Northridge	91325	818.360.5647	
Michael Besem	19040 Vanowen St.	Reseda	91335	818.756.8848	mbesem@council.lacity.org
Carol Wohlgemuth	20421 Hamlin St.	Winnetka	91306	818.594.5704	cwohlg1776@aol.com
Alan Stone	7521 Ruffner Ave	Van Nuys	91406	818.908.8902	astone@socal.rr.com
Stacey Seigel	5855 Van Nuys Blvd	Van Nuys	91401	818.907.4138	ssiegel@keyescars.com
Michael Tou	5000 Van Nuys Blvd, Suite 420	Sherman Oaks	91403	818.501.9200	michael.tou@mail.house.gov
Nancy Bennett	19960 Friar	Woodland Hills	91367		canben@ix.net.com
Don Teichner	6210 Penfield Ave	Woodland Hills	91367		gr8kevin@pacbell.net
Stan Opatowsky	4625 Degovia Ave	Woodland Hills	91364	818.225.8552	
Alan Wolfe	19718 Kittridge Lane	Canoga Park	91306		
Paul Dentzel	P.O. Box 28010	Northridge	91328	818.349.8020	saharaexpress@telis.org
Luba Kleiwman	14246 Bessene	Van Nuys	91401	818.613.1991	
Norbert Lado	18551 Oxnard St	Tarzana	91356	818.776.3200	
Al Rangel		Palmdale	93550	661.273.2425	rangela@mta.net
Ed Stauss	24125 Albers St	Woodland Hills	91367	818.883.7843	edstauss@yahoo.com
Ted Bremsey	8613 Columbus #5- 109	North Hills	91343	818.895.1060	
Travis Rosenberg	20420 Orey Pl	Winnetka	91306	818.347.3167	ldrozen@aol.com
Lee Bunzel	6443 Winnetka Ave	Winnetka	91306	818.340.6737	leebug@aol.com
L. Hepburn	333 S. Hope St	Los Angeles		213.576.1193	
Dorothy Bennett	20502 Hamlin	Winnetka	91306	818.348.3784	
Bruce Moicma	P.O. Box 37-1311	Reseda	91337	818.898.3320	
Victoria Rodriguez	6527 Laramie Ave	Winnetka	91306	818.340.7598	
George Rodriguez	6527 Laramie Ave	Winnetka	91306	818.340.7598	
Steve Hoffman	18801 Ventura Blvd	Tarzana	91356	818.708.2001	shoffman@moderncontinental.com
Dolores Kuipers	7841 Reseda Blvd, #324	Reseda	91335	818.345.5240	
Charles Powell	147 Ave Alipaz	Walnut	91789	909.595.9621	
Bob Poer					
Norma Bunzel	6443 Winnetka	Winnetka	91306	818.340.6737	
William Bennett	20502 Hamlin	Winnetka	91306	818.348.3484	
Cheryl Gerger	19924 Archwood St	Winnetka	91306	818.887.6915	
Edward Kaiserski	21027 Lanark	Canoga Park	91304	818.882.2398	
Ryan Oliver	21221 Oxnard Street	Woodland Hills	91601	818.713.3669	



Richard E. ...  
Richard E. ...



## Comments

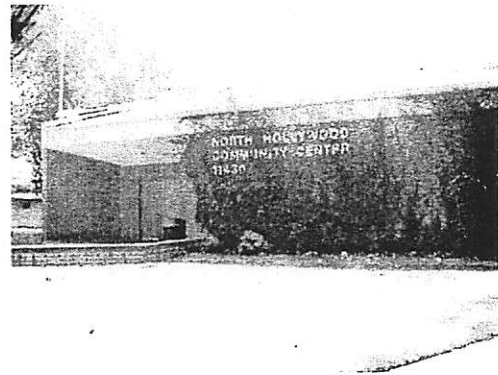
Name	Address, Email, Phone	Add to Mailing List?	Summarized Comment
Blanca Lloyd	17808 Sherman Way #235 Reseda, 91335 818.345.4706	Yes	<ul style="list-style-type: none"> <li>&lt;&lt;To Translation&gt;&gt;</li> </ul>
Venancio Gutierrez	venanciogutierrez@hotmail.com		<ul style="list-style-type: none"> <li>Uses transit daily (bus and Red Line).</li> <li>Buses are overcrowded.</li> <li>Most transit users are traveling from SFV to Downtown/Union Station.</li> <li>Doesn't believe a North/South system can ease traffic.</li> <li>No preference for any of the project alternatives.</li> <li>Doesn't support the East/West BRT.</li> <li>Supports the alternatives that includes BRT stops at Winnetka Avenue, rather than Mason Avenue.</li> <li>Alternative selected should provides better connections with other bus routes.</li> <li>Opposes all project alternatives.</li> <li>Supports an east-west subway extension.</li> </ul>
Lee Bunzel	6443 Winnetka Ave Winnetka, 91306 leebunz@aol.com	Yes	
Carol Wohlgomuth	20532 Hamlin St Winnetka, 91306 Cwohlg1776@aol.com 818.594.5704	Yes	
Louis Rosenberg	20420 Orey Place Winnetka, 91306 lorozen@aol.com 818.347.3167	Yes	
Dolores Kuipers	7841 Reseda Blvd, #324 Reseda, 91335 818.345.5240	Yes	<ul style="list-style-type: none"> <li>Very satisfied with public outreach efforts: close to public transportation and evening meeting is convenient.</li> <li>Wants to become more involved in planning efforts.</li> <li>Wants to have surveys mailed to her house.</li> <li>Supports increased services on existing routes.</li> <li>Local travel from Mason to Roscoe is a priority.</li> </ul>
William Bennett	20502 Hamlin Winnetka, 91306 818.348.3784	Yes	
Charles Powell	147 Ave Alipaz Walnut, 91789 cmtap@msn.com 909.595.9621	Yes	<ul style="list-style-type: none"> <li>Supportive of Rapid Bus deployment in region.</li> </ul>

Edward Kaiserski	21027 Lanark St Canoga Park, 91304 818.882.2398	Yes	<ul style="list-style-type: none"> <li>▪ Would like to see Route 150 extended north to Devonshire.</li> <li>▪ Would like to move Route 750 to Topanga and East of Reseda Boulevards, along Ventura Blvd.</li> <li>▪ Suggests increased service on Desoto during "off-hours".</li> <li>▪ Very satisfied with Metro Red Line service.</li> <li>▪ Supports Canoga Alternative.</li> </ul>
Jack Atlas	10814 Gaynor Avenue Granada Hills, 91344	Yes	
John Danko	11410 Pala Mesa Drive Northridge, 91326	Yes	<ul style="list-style-type: none"> <li>▪ Supports Canoga Alternative.</li> </ul>
Jeannine Engelhart	6701 Ruffner Avenue Van Nuys, 91406	Yes	<ul style="list-style-type: none"> <li>▪ Supports Canoga Alternative.</li> </ul>
Laird Hepburn	333 South Hope Street Los Angeles	No	<ul style="list-style-type: none"> <li>▪ Connect the north end of the Reseda Line to the Northridge Metrolink station.</li> </ul>
Francine Oschin	16027 Royal Oak Road Encino, 91436	Yes	<ul style="list-style-type: none"> <li>▪ Supports Canoga Alternative. The MTA owns the right-of-way.</li> <li>▪ Wants to see some buses continue to the Chatsworth Industrial Park, bringing people from Metrolink to Warner Center.</li> <li>▪ Supports Canoga Alternative.</li> </ul>
James Quinn	8353 Buffalo Avenue Panorama City, 91402	Yes	
Sar Ali	8831 Moorcroft Avenue West Hills, 91304	Yes	<ul style="list-style-type: none"> <li>▪ Supports Canoga and Sepulveda Alternatives.</li> </ul>
Stacey Siegel	5855 Van Nuys Blvd Van Nuys, 91401 ssiegel@keyescars.com	Yes	<ul style="list-style-type: none"> <li>▪ Auto Row Business Improvement District does not support Alternative 6. The BID has made a significant investment in landscaping and building medians along Van Nuys Boulevard.</li> <li>▪ Supports Sepulveda Alternative.</li> </ul>

# North Hollywood Meeting

**Date:** Tuesday, September 10, 2002  
5:00 – 8:00 p.m.

**Location:** North Hollywood Recreation Center  
11430 Chandler Boulevard, North Hollywood



## In Attendance:

Kevin Michel, MTA	Lee Ward, MMA
Roger Martin, MTA	Bryan Mayeda, MMA
David Armijo, MTA	Adolfo Ozaeta, MMA
Marta Maestas, MTA	Manuel Soto, TDM
Mike Brewer, MTA	Gene Anderson, Ultrasystems
Eric Rapp, MTA	Elaine Carbrey, Gruen Associates
Susan Bok, City of Los Angeles	Andrew Mondschein, Gruen Associates
Kathleen Sanchez, MTA	Clarissa Filgioun, TRG
Michael Meyer, MMA	Ginny-Marie Case, TRG

## Meeting Summary

This was the second of three community meetings for the San Fernando Valley North-South Transit Corridor Study. The purpose of this meeting was to introduce the proposed project alternatives to the community and to solicit feedback from meeting attendees. A PowerPoint presentation ran throughout the meeting, explaining the purpose of the Study. Presentation materials included specific information about current conditions, project alternatives and urban design ideas.

Approximately 22 members of the public attended the meeting. The Open House format of the meeting allowed community members to speak one-on-one with the project consultant team and MTA employees. Representatives from the MTA's SFV Sector and the East/West BRT were present during the meeting to speak with the public.

Many of the meeting attendees inquired regarding the status of the East/West corridor study. Other attendees were encouraged by the opportunity to participate in the scoping efforts, and looked forward to more opportunities to participate as the Study moves forward. Staff fielded questions about why BRT was being proposed (rather than light rail which was supported by a number of attendees) and were very interested in possible landscaping and shelter treatments. Participants were not supportive of the I-405 alternative, and a number felt that more service needs to be provided in the Sylmar area, north of the Metrolink station. Also, support for increased transit connections with the Santa Clarita Valley was vocalized.

Written comments were received from nine attendees. Many supported better connectivity with other transit elements serving the Valley, but looked more favorably on light rail than BRT. This group was particularly interested in urban design and landscaping, but the written comments received relating to the alternatives reflected support for the Sepulveda, Reseda and Laurel Canyon Boulevard alignments. Submitted comments also included suggestions for increased service on specific existing bus routes, as well as enhanced amenities such as benches and signage.



## In Attendance

Name	Address	City	Zip	Phone	Email
Jack E. Smith	7323 Camellia Ave	North Hollywood	91605	818.982.5819	
Dorothy Beffman	1825 N. Berendosn	Los Feliz	90027	323.669.3880	
Frank Schroder	10329 Valley Glow Dr.	Sunland	91040	818.353.4492	
Charles Thoros	10827 Oysego St.	North Hollywood	91601	818.980.8459	Charlest@cvi06.ca.gov
Henry David Keesing	5245 Bakman Ave 6A	North Hollywood	91601	818.769.9637	
Chambise Koracevich	6350 Laurel Cyn Ave	North Hollywood	91606	818.755.7676	ckoracevich@council.lacity.org
John Barma	35 N. Lake Ave #640	Pasadena	91101	626.440.9377	jbarma@planningcompany.com
Sondra Mercer	5751 Vista Del Monte	Van Nuys	91411	818.780.7206	
John Robert					
Stuart Bogartz	16904 Citrona	Northridge	91343	818.348.9894	
Nathan Zablen	4301 Fulton Ave #201	Sherman Oaks	91423		
Peer Ghent					
Paul Arney	111 E Broadway, Suite 205	Glendale	91205	818.240.6330	Paul.arney@asm.ca.gov
Bill Rains	6301 Coldwater Canyon	Valley Glen	91606	818.761.8075	
Anthony Cruze	15424 Camarillo St	Sherman Oaks	91403	818.987.1027	anthcur@aol.com
Bud R.					
Gerald Silner	P.O. Box 260205	Encino	91426		gsliner@sprintmail.com
Cecelia Nowlin	P.O. Box 260456	Encino	91426	818.292.3629	cecelianowlin@hotmail.com
Florence Omens	6647 Morella Ave	North Hollywood	91606	818.982.8289	
Dion Gazzaruso	11614 Hesby St	Valley Village	91601	818.752.8060	
Lorna Boyd	15437 Camarillo	Sherman Oaks	91403	818.986.6557	
Terry O'Shaughnessy	6143 Carthright Ave	North Hollywood	91606		

## Comments

Name	Address, Email, Phone	Add to Mailing List?	Summarized Comment
Isabel Morro	10706 Victory Blvd North Hollywood, 91606	Yes	<ul style="list-style-type: none"> <li>▪ System needs to be networked better.</li> <li>▪ Develop more accurate schedules.</li> <li>▪ Wished more people would utilize existing transit.</li> <li>▪ Supports Light Rail construction in SFV.</li> </ul>
Bill Rains	6301 Coldwater Canyon #12 Los Angeles, 91606 818.761.8075		
Nathan Zablen	4301 Fulton Ave, #201 Sherman Oaks 91423	Yes	<ul style="list-style-type: none"> <li>▪ Would like to see project alternatives include Sylmar as a destination.</li> <li>▪ Supportive of Ventura BRT with stops at Ventura Blvd. and Desoto.</li> <li>▪ Supportive of increased service on Route 243, along Winnetka and Desoto.</li> <li>▪ Would like to see increased service for Pierce College on Winnetka and Kaiser Hospital on Desoto.</li> <li>▪ Would like to see a train from Moorpark to Union Station.</li> </ul>
Sondra Mercer	5752 Vista Del Monte Van Nuys 91411 818.780.7206	Yes	<ul style="list-style-type: none"> <li>▪ Supportive of increased Amtrak service in SFV.</li> <li>▪ Supportive of light rail in the SFV.</li> <li>▪ Would like more information about network connectivity to LAX</li> </ul>
Henry David Keesing	5245 Bakman Ave 6A North Hollywood, 91601 818.769.9637	No	<ul style="list-style-type: none"> <li>▪ Most supportive of alternatives that include Sepulveda, Reseda, and Laurel Canyon Boulevards.</li> <li>▪ Supportive of alternatives along Tampa Avenue, Canoga Avenue and Topanga Canyon Boulevard</li> <li>▪ Would like more information about benefits of BRT over regular bus service.</li> <li>▪ Would like to see additional signage to alert riders when next bus is to arrive.</li> </ul>
Florence Omens	6647 Morella Ave North Hollywood, 91606 818.982.8289	Yes	<ul style="list-style-type: none"> <li>▪ Supports placement of benches at BRT stops.</li> <li>▪ Greatest need at Lankershim to Northeast Valley, based on her experience on Route 166.</li> <li>▪ Supports increased bus service and intervals.</li> <li>▪ Would like to see schedule and map at every stop.</li> <li>▪ Requests that shade be provided at bus stop.</li> </ul>

Stuart Bogarzt

United Chambers, Transportation  
Committee

Lorna Boyd

15437 Camarillo  
Sherman Oaks, 91403  
818.986.6557

Yes

Anthony Curzi

15424 Camarillo Street  
Sherman Oaks, 91403  
818.981.1027  
anthcur@aol.com

Yes

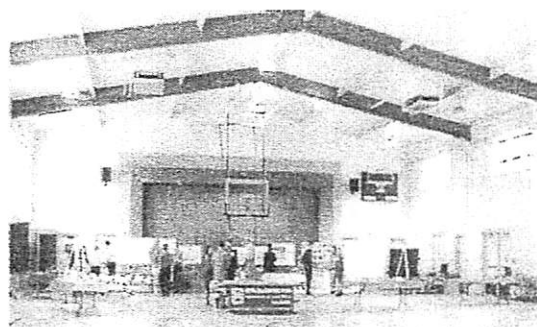
- Supports route from Chandler-Lankershim/ West to Van Nuys Blvd, to Sherman Way along Van Nuys, to Metrolink station at Raymer St, to San Fernando Road, to Sylmar Metrolink Station.
- Supports electric trolley buses, replacing natural gas buses.
- Supports the construction of overhead trolley bus wires, in hopes of light rail development, when funds become available.
- Supports avoiding the Sepulveda and Ventura Boulevard intersection.
  
- Disappointed that none of the alternatives include service to the Cascades Business Park in Sylmar.
- Would like to consider Olive View Medical Center as a possible terminal.
- Would like to see improvements in local bus service, with ideal headways of 10-12 minutes.
- Supports placing service on Kester, Fulton, and Hazeltine. Van Nuys Boulevard Route 233 would be extended west on Ventura to Kester, and north to Saticoy.



## City of San Fernando Meeting

**Date:** Thursday, September 12, 2002,  
5:00 - 8:00 p.m.

**Location:** City of San Fernando Recreation Center  
Gymnasium  
208 Park Avenue, San Fernando



### **Attendees:**

Roger Martin, MTA  
David Armijo, MTA  
Marta Maestas, MTA  
Mike Brewer, MTA  
Eric Rapp, MTA  
Susan Bok, City of Los Angeles  
Edwin Galvez, City of San Fernando  
Michael Meyer, MMA

Viggen Davidian, MMA  
Adolfo Ozaeta, MMA  
Lee Ward, MMA  
Manuel Soto, TDM  
Andrew Mondschein, GA  
Clarissa Filgioun, TRG  
Ginny-Marie Case, TRG

### **Meeting Summary**

This was the last of three community meetings for the San Fernando Valley North-South Transit Corridor Study. The purpose of this meeting was to introduce the proposed project alternatives to the community and to solicit feedback from meeting attendees. A PowerPoint presentation ran throughout the meeting, explaining the purpose of the Study. Presentation materials included specific information about current conditions, project alternatives and urban design ideas.

Approximately 31 members of the public attended the meeting. The Open House format of the meeting allowed community members to speak one-on-one with the project consultant team and MTA employees. Representatives from the MTA's SFV Sector were also present during the meeting to speak with the public.

Of the submitted written comments, there was most support for the Canoga right-of-way and Van Nuys Boulevard alternatives. Also, there was interest in the development of a transit connection from Mission College to CSUN. A MTA bus operator attending as a member of the public invited the project team to attend the next union meeting to solicit input from the bus operators on these routes.

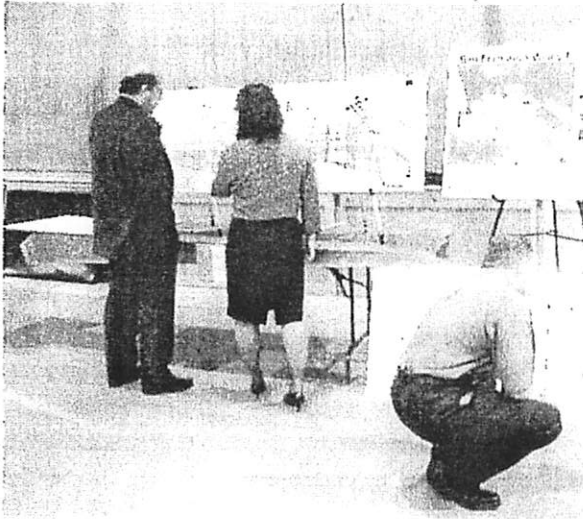
## In Attendance

Name	Address	City	Zip	Phone	Email
James Hogan	27601 N Bernina Ave	Canyon Country	91351		
Bart Reed					
Abbie Rosenberg					
Steve Angarita	117 Macneil	San Fernando	91340	818.898.1242	sangarita@sfcity.org
Angel Avila	93191 Louvre Street	Pacoima	91331	818.899.0837	
Ron Ruiz	117 Macneil	San Fernando	91340	818.898.1237	Rruiz@ci.san-fernando.ca.us
Jeanette Davialos	13965 Candlewood Dr.	Sylmar	91342	818.356.0290	
Paul Dentzel	P.O. Box 280101	Northridge	91328	818.349.8020	Saharaexpress@telis.org
Paul Deibel				818.898.1232	pdeibel@ci.san-fernando.ca.us
David Whiteman	16804 Severo Place	Encino	91436	818.789.4176	david@autopsy.com
Roger Christensen	14335 Huston #205	Sherman Oaks	91423	818.995.4859	Rog4rail.com <incorrect>
Jose Hernandez	652 S Brand Street	San Fernando	91340	818838.2023	
James Wilson	11816 Joulett Street	Pacoima	91342	818.756.9115	
Tim Steuam	8352 Costello	Pacoima	91331	818.892.9478	lldstud@earthlink.net
Edwin Ramirez	12335 Osborne Place	Pacoima	91331	818.383.8499	ramediv@yahoo.com
Roger Everett	8600 International Avenue	Canoga Park	91304	818.886.0086	
William Petty	13060 Wheeler Ave	Sylmar	91342	818.365.7888	
John Robert					
Pam Hogan	27601 N Bernina Ave	Canyon Country	91351		
E.H. Patotzka	8415 Eitwanda Ave	Northridge	91325		
Pat O'Connor	P.O. Box 330333	Pacoima	91333	818.366.4333	



## Submitted Comments

Name	Address, Email, Phone	Add to Mailing List?	Summarized Comment
Roger Everett	8600 International Avenue Canoga Park, 91304 818.886.0080		<ul style="list-style-type: none"><li>▪ Supportive of the Canoga Alternative.</li><li>▪ Encourages improvements along Van Nuys Boulevard.</li><li>▪ Would like to see increased bus service during evenings.</li><li>▪ Project needs additional outreach to City of San Fernando</li><li>▪ Reach out to neighborhood councils.</li></ul>
Robert Focosi	12314 Willow Way Pacoima, CA 91331 818.899.0602 maotl@aol.com	Yes	



## Additional Comments

### Comments submitted via US Mail

**Name**

David Goldstein  
9941 Comanche Avenue  
Chatsworth, CA 91311

Emaline Rich  
6445 Lubao Avenue  
Woodland Hills, CA 91367

Lillian Michaels  
11035 Magnolia Boulevard, Apt 205  
North Hollywood, CA 91601

**Summarized Comment**

- ❖ Read article in 8/29/02 Daily News
- ❖ Supports I-405 alternative from SFV to Westwood
- ❖ Would like to see a park/ride developed at Sherman Oaks Galleria and at Federal Building in Westwood
- ❖ Supports construction of a subway or light rail line along I-405
- ❖ Believes that adding more buses won't resolve congestion
  
- ❖ Discouraged by long wait for bus service
- ❖ Supports construction of a subway or light rail line

### Comments submitted via email

**Name**

Soraya Dosaj  
famdosaf@earthlink.net

Faramarz Nabavi  
fnabavi@wso.williams.edu

Dennis Allard  
allard@oceanpark.com

**Comment**

- ❖ Supports Van Nuys Boulevard alternative
- ❖ Replace some existing service with BRT
  
- ❖ Would like to see more buses placed in SFV sector
- ❖ Develop BRT that uses I-405
- ❖ Opposes spending money on Transit Corridor Study; would prefer to see improvements to specific SFV sector routes
- ❖ Utilize shuttle service for less traveled routes
- ❖ Shuttle drivers should be MTA drivers, able to be members of the union
- ❖ Do not eliminate local bus service for BRT
- ❖ Supports better connection to existing rail corridors
- ❖ Would like to see a transit network connecting rail and bus corridors, e.g. Sepulveda from SFV to Long Beach
- ❖ Construction of a transit corridor along Old Santa Monica Boulevard from Westwood to West Hollywood.



Los Angeles Times  
**latimes.com.**



<http://www.latimes.com/news/local/la-me-corridor31aug31.story>

LOS ANGELES

## 10 Possible Routes Identified for Valley Public Transit Corridor

By CAITLIN LIU  
TIMES STAFF WRITER

August 31 2002

The Metropolitan Transportation Authority has identified 10 potential routes for a north-south public transit corridor in the San Fernando Valley, officials said Friday.

The proposed paths, which could include dedicated bus lanes, range from Topanga Canyon Boulevard in the west to Vineland Avenue in the east. One possible plan would run buses down the San Diego Freeway. Other possibilities include Canoga and Woodley avenues, San Fernando Road, and Reseda, Sepulveda, Van Nuys and Lankershim boulevards. Several of the routes would connect Metrolink or subway stations.

The transit agency's other options include increasing regular bus service on existing routes, adding more Metro Rapid bus lines, or doing nothing.

One of the agency's goals is to provide quicker connections from Ventura Boulevard's Metro Rapid bus line to the future east-west busway, which will use a defunct rail corridor on Chandler and Victory boulevards to provide transit between Warner Center in Woodland Hills and the North Hollywood Red Line subway station, said Rick Jager, an MTA spokesman. The 14-mile busway is scheduled to open in spring 2005.

The proposals for the north-south corridor were generated by a \$1-million, one-year study that began in May. The proposals are in their early stages and the study has not yet identified costs, Jager said.

MTA staff and consultants plan to present the top one or two options to the agency's board early next year. About \$100 million in state funding has been secured for the project. Already, bus-rider advocates are expressing concerns about the possibilities.

The proposed routes ignore most of Sylmar, said Bart Reed, executive director of the Transit Coalition, a rider advocacy group based in that community. "I'm extremely perturbed," he said.

The transit agency plans to hold several public hearings on the potential routes.

Meetings are scheduled Sept. 9 in the ground-floor auditorium of Northridge Hospital Medical Center, 18300 Roscoe Blvd.; Sept. 10 in the main gym of the North Hollywood Recreation Center, 11430 Chandler Blvd.; and Sept. 12 in the main gym of the city of San Fernando Recreation Park, 208 Park Ave. Each meeting is expected to run from 5 p.m. to 8 p.m.

If you want other stories on this topic, search the Archives at [latimes.com/archives](http://latimes.com/archives). For information about reprinting this article, go to [www.lats.com/rights](http://www.lats.com/rights).

# Los Angeles Daily News

## Valley busway options listed MTA identifies 12 routes for north-south express

By Lisa Mascaro  
Staff Writer

Wednesday, August 28, 2002 - By Lisa Mascaro, Staff Writer The MTA has identified 12 possible routes for a new north-south busway through the San Fernando Valley as part of a plan to attract new riders, move them faster and improve connections to other lines.

Armed with \$100 million in state money won by Valley leaders two years ago for the project, planners have sketched out a dozen possible streets to link the city of San Fernando in the north to Ventura Boulevard in the south.

The north-south busway would provide a key link to the Rapid Bus already operating on Ventura, the end of the subway line in North Hollywood and the east-west busway already planned to connect the subway to Warner Center.

The new line could utilize a buses-only lane in some sections or during rush hour. It most likely would employ technology like that used on Ventura and on Wilshire Boulevard with red Rapid Buses that control traffic lights to reduce travel time.

"This is a tremendous benefit to the San Fernando Valley. Now we're really taking a wonderful glance at a north-south transit corridor," said Roger Martin, the Metropolitan Transportation Authority's project manager.

Many transit activists see the north-south busway as a crucial next step to improving public transit in the Valley by providing faster buses and a link to other services.

The proposals will be presented during community meetings in early September before MTA planners narrow the options to a few choices for the MTA board to vote on in early 2003, about the time construction is scheduled to begin on the east-west busway.

"There will be palpable improvement in the quality and speed of the bus service in the San Fernando Valley as a result," said Los Angeles County Supervisor and MTA board member Zev Yaroslavsky.

"It will make a difference. ... There's a certain critical mass where it begins to make a difference. ... Suddenly the San Fernando Valley will be connected both intra- and inter- in the rest of the system."

Valley transit activists welcomed the plans as a step toward fixing the MTA's service in the Valley, which leaders have long complained has been neglected.

"Trips are jammed. ... It's like sardine cans," said Valley resident Bart Reed, executive director of the Transit Coalition and a regular bus and train user.

"It's not a panacea, a solve-all. It's definitely a step up from what we have today."

The money could fund one, and possibly two north-south routes, and is likely to be supplemented with other funding sources, officials said.

Plans show a dozen preliminary choices for the route through the San Fernando Valley, including up and down Topanga Canyon Boulevard and Canoga Avenue on the west; Reseda Boulevard and Woodley/Haskell avenues in the central Valley; and Sepulveda Canyon Boulevard and Lankershim Boulevard in the east.

One proposal calls for putting the route along the San Diego Freeway, between the Valley and Westwood.

Planners have not yet determined how the buses would travel along the route - whether they would run on exclusive lanes like the new east-west busway down Burbank Boulevard that will connect the Red Line station in North Hollywood to Warner Center.

Taking away a vehicle lane for buses would prove an explosive political issue on streets jammed with cars, shops and parking, like Van Nuys Boulevard, some said.

However, on the Canoga Avenue route, the MTA owns an old rail line on the east side of Canoga that could be a candidate for a bus-only lane.

Planners said that the north-south route could have a combination of dedicated bus-only lanes in some sections or only during rush-hour periods, and could also rely on parking restrictions to make room for buses.

Continued on next

"We want to have this dialogue with the public and have them help us shape the alternatives that we take along for further study," said Kevin Michel, the MTA's planning director for the San Fernando Valley/North County areas. "We're at this point, there are a number of good corridors out there. ... These are sort of a menu of options that we at staff have come up with."

Reed, the transit activist, said an exclusive bus route like the east-west busway would clearly provide an advantage, but that the political costs might be too great.

"Exclusive lanes are definitely one way that can get a leg up to the transit consumer. Political will is another question," he said.

"Merchants and a lot of the motorists would have such an uproar. ... The irony is (an) exclusive, bus-only lane would actually be more efficient in moving people."

But he and others said that even without a bus-only lane, the MTA's preliminary plans could go a long way toward improving service.

Ticket vending machines at the bus stops, for example, could shorten the time a driver must wait while riders pay their fare and wait for change.

Improved bus stops with benches and landscaping, along with new park-and-ride lots, as the MTA is considering, could entice drivers to get out of their cars and ride the bus for part of their commute.

Yaroslavsky said that even without a dedicated lane, the north-south route could provide a needed element to the overall transit choices in the Valley.

Planners said they looked at the population and employment centers in the Valley, as well as areas of heavy bus use, to determine proposed streets for the new route.

Van Nuys Boulevard, where the MTA is also planning to put a red Metro Rapid Bus route in 2003, is among the Valley's busiest routes, with 16,000 daily boardings on an average weekday, officials said.

Warner Center, the Van Nuys Government Center and the Burbank Media Center also emerged as high-density employment centers.

Van Nuys Boulevard is Reed's top choice for the north-south route, with the Lankershim/San Fernando Road route No. 2. Both of those, along with Sepulveda, he said, were priority routes in the Valley - though he was interested in the MTA's plans for West Valley streets. **COMMUNITY MEETINGS** Community meetings on the San Fernando Valley North-South Transit Corridor Study will be held 5-8 p.m. on Sept. 9 in the Educational Auditorium at Northridge Hospital Medical Center, 18300 Roscoe Blvd.; Sept. 10 at North Hollywood Recreation Center, 11430 Chandler Blvd.; and Sept. 12, San Fernando Recreation Park, Main Gym, 208 Park Ave.

For more information, call the San Fernando Valley North-South Information Line at (818) 701-2855 or visit [www.mta.net](http://www.mta.net).

Comments can be sent by e-mail to [martin@mta.net](mailto:martin@mta.net) or by mail to Countywide Planning & Development, M/S99-22-9, Attention: SFV North/South MIS Study, One Gateway Plaza, Los Angeles, CA 90012-2952. All comments must be received by Sept. 13.

# Los Angeles Daily News

## Get on the bus

*The Valley inches toward decent public transportation*

Friday, August 30, 2002 - STEP by step, the San Fernando Valley moves ever closer to obtaining better public transportation.

Last week, the Metropolitan Transportation Authority identified 12 possible routes for a new north-south Valley busway. The busway, by tying up some loose ends in local mass transit, would provide better service for the transit-dependent and ease traffic by taking cars off the road.

None of the plans, of course, is perfect, but there's no such thing as a perfect solution to a thorny and complicated problem. But when service is as bad as it is in the Valley, anything is better than nothing.

In the interest of improving quality of life throughout the Valley, some sacrifices will need to be made, and the MTA must do its best to mitigate the impact of whatever plan it chooses.

And while buses aren't the long-term solution to mass transit - that will probably involve subways, light rail or both - they're a first step. Thanks to Assemblyman Bob Hertzberg and others, the MTA got \$100 million in state funds for this project, and spending that money wisely will improve the Valley's prospects for additional funds in the future.

Whichever plan the MTA settles on, it's in the best interest of all Vals to fully support it.

# Los Angeles Daily News

## MTA hears gripes about busway, more

By Ryan Oliver  
Staff Writer

Monday, September 09, 2002 - Twelve recently unveiled proposals for a new north-south busway through the San Fernando Valley received a lukewarm reception Monday at a public hearing attended largely by critics of the MTA.

Many who attended were largely oblivious to the north-south busway proposals and simply wanted to express dissatisfaction with unrelated issues.

Others wanted to remind the Metropolitan Transportation Authority that there was still opposition to the \$330 million east-west busway and that the agency needs to resolve that issue before it moves on to other projects.

Bart Reed, executive director of the Transit Coalition, said he showed up to remind MTA officials of Sylmar's existence. None of the 12 proposed north-south busway routes goes north of the Sylmar-San Fernando train station and into the heart of the community.

"Because this community is so transit-dependent, we deserve to be part of this study," Reed said. "We have the highest levels of poverty and dependency on public services."

Also left out of the proposals are any connections to Olive View Hospital or Mission College.

Kevin Michel, director of the MTA's San Fernando Valley-North County Area Team, said he was aware of Reed's concerns and said the agency will look into shuttle or feeder service from the northernmost stop of the busway and into areas of Sylmar.

The meeting was one of three the MTA plans to hold around the Valley to show the proposed routes and garner community comment.

## COMMUNITY TRANSIT MEETING

You will also have an opportunity to talk one-on-one with MTA service planning staff about routes, service, schedules, and any other bus service related issues.

## JOIN US AT ONE OF THREE OPEN HOUSES

### WEST VALLEY:

Northridge Medical Hospital  
Monday, September 9th; 5 - 8 pm  
18300 Roscoe Boulevard, Northridge  
*Educational Auditorium (Ground Floor)*

### SOUTH VALLEY:

North Hollywood Recreation Center  
Tuesday, September 10th; 5 - 8 pm  
11430 Chandler Boulevard  
North Hollywood  
*Main Gym*

### NORTH VALLEY:

City of San Fernando Recreation Park  
Thursday, September 12th; 5 - 8 pm  
208 Park Avenue, City of San Fernando  
*Main Gym*

For more information on these and other upcoming public meetings, please call the San Fernando Valley North-South Information Line at 818-701-2855 or check our website at [www.mta.net](http://www.mta.net) and click on "Transit Corridor Studies."

If you are not able to attend, and would like to comment, please send an e-mail to [martin@mta.net](mailto:martin@mta.net) or write to us at MTA, Attention: SFV North/South MIS Study, M/S 99-22-9, One Gateway Plaza, Los Angeles, CA 90012. Comments must be received by September 13th, 2002 to be considered.

## REUNION COMUNITARIA (OPEN HOUSE)

### MTA DESEA SABER SU OPINIÓN

Los Angeles County Metropolitan Transportation Authority invita a usted a una serie de reuniones comunitarias para enterarse sobre el Estudio de Transporte del Eje Vial Norte-Sur del Valle de San Fernando y al mismo tiempo opinar sobre como mejorar el transporte público en su comunidad. El estudio considerará alternativas para proveer un corredor Norte-Sur de alta capacidad en el Valle de San Fernando que pueda conectarse mejor con los otros dos ejes viales San Fernando East/West Metro Rapid Transitway y el Metro Rapid del bulevar Ventura.

Por favor, venga a obtener información y a hacer comentarios sobre varias alternativas de norte a sur que han sido identificadas hasta ahora para el Valle de San Fernando. Su participación es vital para escoger y darle prioridad a una de esas alternativas y poder efectuar mayores estudios.

03-0113





## REUNIÓN COMUNITARIA DE TRANSPORTE

Usted tendrá también la oportunidad de hablar personalmente con representantes del Departamento de Servicios de MTA acerca de las rutas, servicio, horarios, y muchos otros temas relacionados con el servicio de autobuses.

## VISITENOS EN CUALQUIERA DE ESTAS TRES REUNIONES COMUNITARIAS

### WEST VALLEY:

Northridge Medical Hospital  
Lunes 9 de septiembre; de 5 a 8 p.m.  
18300 Roscoe Boulevard, Northridge  
*Educational Auditorium (planta baja)*

### SOUTH VALLEY:

North Hollywood, Recreation Center  
Martes 10 de septiembre; de 5 a 8 p.m.  
Chandler Boulevard, North Hollywood  
*Gimnasio Principal*

### NORTH VALLEY:

City of San Fernando Recreation Park  
Jueves, 12 de septiembre; de 5 a 8 p.m.  
208 Park Avenue, Ciudad de San Fernando  
*Gimnasio Principal*

Para más información sobre esta y otras reuniones públicas, favor de llamar a San Fernando Valley North-South Information Line en el (818) 701-2855 o visite nuestra página electrónica [www.mta.net](http://www.mta.net) y oprima en "Transit Corridor Studies"

Si usted no puede atender, pero le gustaría hacer algún comentario, por favor envíe un correo electrónico a [martins@mta.net](mailto:martins@mta.net) o escribanos a MTA, Atención SFV North/South MIS Study, M/S 99-22-9, One Gateway Plaza, Los Angeles, CA 90012. Sus comentarios deben de ser recibidos antes del 13 de septiembre de 2002 para que sean tomados en cuenta.

## COMMUNITY OPEN HOUSE

### MTA WANTS TO HEAR FROM YOU!

The Los Angeles County Metropolitan Transportation Authority invites you to join us at one of the series of open houses to hear about the San Fernando Valley North-South Transit Corridor Study and provide input to improve Community Transit. The study will look at alternatives to provide a high capacity north-south transit corridor in the San Fernando Valley that would best connect with both the San Fernando East/West Metro Rapid Transitway and the Ventura Boulevard Metro Rapid.

Please come hear about, and provide comments on, numerous north-south alternatives currently identified for the San Fernando Valley. Your feedback will be vital as we narrow down and prioritize these alternatives for further study.



Advertisements

# COMMUNITY OPEN HOUSE

## MTA WANTS TO HEAR FROM YOU!

Join us at an open house to hear about the San Fernando Valley North-South Transit Corridor Study and provide input to improve your community transit.

You will also have an opportunity to talk one-on-one with MTA service planning staff about routes, service, schedules, and any other bus service related issues.

### West Valley:

**Northridge Medical Hospital**  
Monday, September 9th; 5 – 8 pm  
18300 Roscoe Boulevard, Northridge  
*Educational Auditorium (Ground Floor)*

### South Valley:

**North Hollywood Recreation Center**  
Tuesday, September 10th; 5 – 8 pm  
11430 Chandler Boulevard,  
North Hollywood  
*Main Gym*

### North Valley:

**City of San Fernando Recreation Park**  
Thursday, September 12th; 5 – 8 pm  
208 Park Avenue, City of San Fernando  
*Main Gym*



For more information please call 818-701-2855 or check our website at [www.mta.net](http://www.mta.net) and click on "Transit Corridor Studies."

If you are not able to attend, and would like to comment, please send an e-mail to [martin@mta.net](mailto:martin@mta.net) or write to us at MTA, Attention: SFV North/South MIS Study, M/S 99-22-9, One Gateway Plaza, Los Angeles, CA 90012. Comments must be received by September 13th, 2002 to be considered.



03-0122

# SAN FERNANDO VALLEY NORTH-SOUTH TRANSIT CORRIDOR STUDY

## Summary of December 2002 Community Open House Meetings

December 10, 2002

*Sherman Oaks Women's Club*  
Sherman Oaks

December 11, 2002

*Pierce College, Campus Center*  
Woodland Hills

December 12, 2002

*City of San Fernando Recreation Park,  
Multipurpose Room*  
City of San Fernando

Compiled by:

The Robert Group  
Meyer, Mohaddes Associates, Inc.

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January 2003

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## **Executive Summary**

The December 2002 Open Houses were the second and last in a series of opportunities for the community to provide public comment during the MIS phase of the San Fernando Valley North/South Transit Corridor Study. These Open Houses followed a first series of community meetings that were held during September 2002.

To ensure geographic coverage, three Open Houses were scheduled at locations dispersed across the San Fernando Valley, respectively in the southeast Valley at the Sherman Oaks Women's Club, the west Valley at Pierce College in Woodland Hills, and the northeast Valley at Recreation Park in the City of San Fernando. The meetings were held on the consecutive nights of December 10-12 between 5:00 and 8:00 p.m. Information presented at the meetings included the five refined route alternatives, demographic information as well as urban design options.

Approximately 40 members of the public attended these evening meetings. Community members were encouraged to discuss the refined alternatives with members of the project team, as well as provide written feedback by filling out comment forms that were also made available on laptop computers. A total of 12 comments were received via email, as well as in hard copy (both handwritten and via laptop computer) at the Open House meetings. These comments are located in the appendix of this document.

Public input from the meeting revealed that there is considerable support for improved transit on Van Nuys. The Lankershim, Reseda and Sepulveda alignments also received backing largely because of ridership potential, and the possibility of creating a loop serving large portions of Valley that would possibly linking with CSUN. There was also some support for linking the northeast Valley communities of Sylmar, Pacoima, Sun Valley and the City of San Fernando with the North Hollywood Metro Red Line station. At the west Valley meeting, a number of people were in favor of the Canoga Avenue alternative because it links activity centers and would be constructed in the existing railroad right-of-way. However, one participant voiced disappointment that the I-405 alternative was not one of the refined alternatives.

Attendees were pleased to find out that there was potential for improvements to more than one alignment. Many of the written comments noted that current ridership information could support an increase in transit service. Many respondents were encouraged by the potential for increased network connections to other transit service.

To ensure the broadest coverage of publicity for the community about the Open Houses, newspaper advertisements were placed in the Los Angeles Times-Valley Edition, the Daily News, and the San Fernando Sun. Additionally, a bilingual project Fact Sheet/Project Update, which included an invitation to the community meetings, was mailed out to the project database of approximately 6,500. This database had been significantly enhanced since the late summer Open Houses by adding a new list of residents and property owners along those streets potentially impacted by peak parking prohibitions. Approximately 10,000 bilingual take-one announcements were placed on local bus routes, meeting information was posted on the project website at [www.mta.net](http://www.mta.net) and the project information line was updated to announce the public meetings and website information.

# Appendix

## Summary of Sign-in Sheets

Sherman Oaks Women's Club, Sherman Oaks — December 10, 2002

Name	Address	City	Zip	Phone	Email
Howard Raphael	4546 Allot Avenue	Sherman Oaks	91423	918.981.9518	<a href="mailto:hraphael@earthlink.net">hraphael@earthlink.net</a>
Steve Kidd	9232 Dorrington Rd	Arleta	91331	818.892.1252	
Robert Meinert	7161 Hidden Pine Dr	San Gabriel	91775	626.286.9325	<a href="mailto:meinertr@mta.net">meinertr@mta.net</a>
Diana Lipari	5924 Varna Avenue	Valley Glen	91401	818.989.4853	<a href="mailto:sold@dianalipari.com">sold@dianalipari.com</a>
Bart Reed			91342	8183671661	
M. Scherzer	6609 Vesper Avenue	Van Nuys	91405		
A. Feld	6612 Vesper Avenue	Van Nuys	91405		
C. Shapiro	6639 Vesper Avenue	Van Nuys	91405		
R. Carnegie	6731 Vesper Avenue	Van Nuys	91405		
Carlos Rios	201 N. Figueroa #505	Los Angeles	90012	213.847.6064	<a href="mailto:crios@dot.lacity.org">crios@dot.lacity.org</a>
Lan Nguyen	221 N. Figueroa #500	Los Angeles	90012	213.580.5471	<a href="mailto:lnynguyen@dot.lacity.org">lnynguyen@dot.lacity.org</a>

Pierce College Campus Center, Woodland Hills —December 11, 2002

Name	Address	City	Zip	Phone	Email
Bill Dennis	6301 Orion Avenue	Van Nuys	91411	818.902.1922	<a href="mailto:ritzdennis@earthlink.net">ritzdennis@earthlink.net</a>
WD Jones	21205 Bryant St	Canoga Park	91304	818.341.1535	<a href="mailto:Jones8@juno.com">Jones8@juno.com</a>
Gary Forbes	20818 Skouras Drive	Canoga Park	91306	818.347.6395	
Glenn Bailey	5926 Hesperia Avenue	Encino	91316	818.344.1992	<a href="mailto:Glenn.bailey@csun.edu">Glenn.bailey@csun.edu</a>
Steve Carletti	22241 Burton St	Canoga Park	91304	818.347.9284	<a href="mailto:quoteman@ix.netcom.com">quoteman@ix.netcom.com</a>
Paul Abrams					
Francine Oschin	16027 Royal Oak	Encino	91436	818.906.8728	
Pauline Tallent	20205 Saticoy St	Winnetka	91306	818.998.3833	<a href="mailto:talent@instanet.com">talent@instanet.com</a>
Dorothy Bennett	20502 Hamlin St	Winnetka	91306	818.348.3784	
Bill Bennett	20502 Hamlin St	Winnetka	91306	818.348.3784	
Rob Vinson				818.341.1611	<a href="mailto:mvpdev@pacbell.net">mvpdev@pacbell.net</a>
Glen Wilson	18925 Citronia St	Northridge	91324	818.886.3534	
Robert Wilson	18925 Citronia St	Northridge	91324	818.886.3534	
Gordon Murley	4128 Murro Dr	Woodland Hills	91364	818.346.5842	<a href="mailto:g.murley@worldnet.att.net">g.murley@worldnet.att.net</a>
Swathi Kadur	20518 Germain St	Chatsworth	91311		<a href="mailto:muskaansk@yahoo.com">muskaansk@yahoo.com</a>
Normal Lau	6539 Platt Avenue	West Hills	91307		<a href="mailto:norlau@juno.com">norlau@juno.com</a>
Nate Zablen	4301 Fulton Avenue	Sherman Oaks	91423		
Roger Dames	12256 Catronia Dr	Granada Hills	91344	818.363.5696	<a href="mailto:damesr@mta.net">damesr@mta.net</a>



Recreation Center, Multipurpose Room, City of San Fernando

— December 12, 2002

Name	Address	City	Zip	Phone	Email
Shannon Smith	35 N Lake Avenue	Pasadena	91101	626.4409377	<a href="mailto:ssmith@planningcompany.com">ssmith@planningcompany.com</a>
Mayor Jose Hernandez		San Fernando	91340	818.898.1201	
Frank Schroder	10329 Valley Glow Dr	Sunland	91040		
Sevana Mailian	6251 Van Nuys Boulevard	Los Angeles		818.756.9936	<a href="mailto:smailian@lacityplanning.org">smailian@lacityplanning.org</a>
Bart Reed		Sylmar	91342		
R. Benseman	22020 Ventura Boulevard	Woodland Hills	91364	818.884.1500	
Logan Wilbur	19512 Roxford St	Sylmar	91342	818.367.2345	
Ben Wilbur	19512 Roxford St	Sylmar	91342	818.367.2345	
Craig Howell	10557 Danube Avenue	Granada Hills	91344	818.891.3412	
Paul Deibel	City of San Fernando				
David Goldstein	9941 Comanche Avenue	Chatsworth	91311	818.709.9737	<a href="mailto:digoldst@earthlink.net">digoldst@earthlink.net</a>
Bob Sandoval	10250 Haskell Avenue	Granada Hills	91344-7200	818.359.8087	

## Summary of Comments

### *Name*

Frank Schroder  
10329 Valley Glow Drive  
Sunland, CA 91404  
818.353.4492  
[frankrtd73@aol.com](mailto:frankrtd73@aol.com)

Glen Wilson  
18925 Citroni Street  
Northridge, CA 91324  
818.886.3534

Diana Lipari  
[sold@dianalipari.com](mailto:sold@dianalipari.com)

Howard Raphael  
4546 Allot Avenue  
Sherman Oaks, CA 91423  
818.971.9518

William Dennis  
6301 Orion Avenue  
Van Nuys, CA 91411  
818.902.1922  
[Rit2dennis@earthlink.net](mailto:Rit2dennis@earthlink.net)

### *Summarized Response*

- Lankershim Boulevard should be a top priority alignment
- Van Nuys should be the second priority alignment
- Would like to see a direct connection with Sylmar, Pacoima, San Fernando and Sun Valley to the North Hollywood Red Line Station
- Increased local bus service
- Supports the Reseda Boulevard as the best north/south route
- Does not support the Canoga ROW
  
- Would like PDFs of proposed corridors
  
- Would like copies of all maps
  
- Lankershim Boulevard/San Fernando Road, Van Nuys Boulevard, and Reseda Boulevard alternative
- Alignments make sense, as they outline where the ridership exists.
- Would like to see three routes built

## Electronically Submitted Comments

<i>Name</i>	<i>Response</i>
Gary Forbes	<p>I think that MTA has gotten off to a good start. I would like to see a north-south possibly along Canoga Avenue to service the business on the west side of Canoga from the Chatsworth Station to Victory and possibly east and west to Burbank so the student body at Pierce and Valley Junior Colleges could receive their passengers from different points along the way. There are some really good ideas for CSUN.</p> <p>Burbank Airport needs to be better served by transit.</p>
Nate Zablen 4301 Fulton Ave # 201 Sherman Oaks, Ca. 91423 nzab48@yahoo.com	<p>Reseda Boulevard, Sepulveda Boulevard, and Lankershim Blvd would be good choices for the Transit Corridor. The Sepulveda Corridor should continue on to West Los Angeles and possibly LAX by means of an HOV lane or exclusive bus lane on the 405 Freeway.</p> <p>There is also a need for an East/West Rapid Bus Route on Roscoe Boulevard and possibly Sherman Way. The proposed Rapid Bus line on Van Nuys Boulevard should be implemented as soon as possible. A North/South corridor along the Canoga right-of-way should also be considered.</p>
Francine Oschin 16027 Royal Oak Encino, CA 91436 818 906-8728	<p>I believe the Canoga Ave. route is the best choice. It is a dedicated right-of-way on a street with no bus service. It connects to the Chatsworth Metrolink and Warner Center. It goes through a modest income area which includes a number of mobile home parks as well as an industrial area. It makes sense and does not disrupt business. Canoga is the way to go.</p>
Norman Lau norlau@juno.com	<p>I vote for the Van Nuys corridor where the bus riders are. I believe the line should be extended up thru Sylmar and on the southern end, join up with the 750 line and head toward Universal. The latter will shorten the time patron heading for the Red line will have to ride as they need not transfer to the 750.</p>
Pauline Tallent 20205 Saticoy St. Winnetka, CA 91306 818-882-0946 tallent@instanet.com	<p>The Canoga Avenue route in the West Valley makes sense as it connects the Metro Link station with Warner Center. This route could possibly alleviate traffic on the #101. With the construction due to start on the Ahmanson Ranch, this North-South route would be very important.</p>
Roger Dames 12256 Catenia Dr. Granada Hills, CA 91344 818 363-5696 RogerDames@aol.com	<p>I believe that the Canoga Avenue railroad right of way and the Van Nuys Boulevard alternatives are the best.</p>

<i>Name</i>	<i>Response</i>
<p>David Goldstein            9941 Comanche Avenue            Chatsworth, CA 91311            818-7093731            digoldst@earthlink.net</p>	<p>I appreciated the opportunity to talk with MTA officials today. I support the Sepulveda option, to relieve most of the parallel traffic along the 405 freeway in the North Valley. However, I am a disappointed that the 405 option was defeated in preliminary studies. The REAL congestion is along the 405 from the S.O. Galleria to Westwood/LAX. I hope in a future MTA study, there can be serious discussions about a center divider 405 light rail, similar to the Gold Line along the 210 in Pasadena. However, this busway is a good start. I support the Red Line and East-West Chandler route...I hope this connecting bus will support those routes. I plan to take my wife along the Red Line to Staples Center soon. The more connecting routes the better!</p>

# Public Comments sent via email and postal mail

-----Original Message-----  
From: William McMahon [mailto:x2nctuhja@earthlink.net]  
Sent: Friday, December 06, 2002 6:27 PM  
To: martin@mta.net  
Subject: North south busway

While you are on this plan, I am wondering why a full size bus is needed between Ventura Blvd. and Roscoe, traveling north and south. It passes my house at Hart, while the bus has only a few passengers everytime. At most, I count 12. It is just a big waste of MTA funds. The bus also speeds by in excess of 40 mph often, causing the soft road of White Oak, designed for 35 mph traffic, to set up vibrations on the houses that are on White Oak. My house shakes like an earthquake, windows rattling and floor shaking. This also happens when large trucks speed by, but the buses are a sure thing and causes the most shaking on a regular basis. White Oak has just been resurfaced, and the road surface is still very uneven, and the houses still shake. Reseda Blvd to Sylmar should be the main route, with only a smaller, lighter connector bus on White Oak, if any. Thank you.  
Bill McMahon, 7003 White Oak Ave., Reseda, CA 91335 818-757-0349

-----Original Message-----  
From: David Goldstein [mailto:dgoldst@earthlink.net]  
Sent: Saturday, December 07, 2002 10:45 AM  
To: martin@mta.net  
Subject: North South MTA Transit Route

Roger Martin  
MTA Project Manager  
12/08/02

Roger,  
In my mind, the greatest need for public transportation is the NORTH-SOUTH corridor along the San Diego Freeway between the Sherman Oaks Galleria and Westwood

The 405-101 intersection is the most congested highway intersection in the US, and would be the best option to serve the MOST people in the Valley. I have long been an advocate of public transportation, and I applaud the newly established route along Chandler from North Hollywood to Canoga Park. It was long overdue! Now is time to take the next step.  
Of all the options listed, the San Diego Freeway makes the most sense. Instead of widening the freeway again, what we should do is create a lane in the 405 center divider, like what was done along the 210 freeway for the Pasadena light rail route. A parking lot should be created around the S.O. Galleria for commuters and a bus or light rail route should run in the middle of the San Diego Freeway all the way to the LAX (or if not possible, Westwood). There should be equivalent parking near Westwood and LAX. This would solve the problem of N-S transportation for a tremendous amount of commuters! It would reduce smog and accidents, as well as commuter time.

I applaud your public forum and will try to make it to San Fernando on the 12<sup>th</sup>. However, due to family commitments, I may not make it. Please continue your transportation efforts! LA desperately needs some transportation fixes. If you build it, they will come! Just like the Red Line.  
Thanks,

David Goldstein  
Chatsworth, CA  
dgoldst@earthlink.net  
818-709-3731

-----Original Message-----

From: davidshluker@aol.com [mailto:davidshluker@aol.com]  
Sent: Saturday, December 07, 2002 8:16 PM  
To: martin@mta.net  
Subject: San Fernando Valley North-South Transit Corridor

To whom it may concern,

We are strongly in favor of constructing the North-South Transit Corridor on Sepulveda Boulevard. This route would serve the most amount of people. However, we believe it should be extended North into Sylmar and South through the Sepulveda pass into West L.A.

Respectfully,  
The Shluker Family  
11739 Addison St.  
Valley Village, CA 91607

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-----Original Message-----

From: Barry Seybert [mailto:barryseybert@usa.net]  
Sent: Sunday, December 08, 2002 1:52 AM  
To: martin@mta.net  
Subject: Canoga Avenue Corridor

I would like to support the busway project on the adjacent railroad right-of-way between Victory Blvd and the Chatsworth Station. I would furthermore like to see a bikeway along with the busway or allow bicycles to share these lanes with busses.

As the former Co-Chairman of the East West Rail Corridor Study under former Councilwoman Laura Chick (within the CD-3 area), I recommended several years ago that this rail corridor be used. My original plan had a western terminus at the Chatsworth Metrorail station with a leg off to Warner Center. Not the current proposal to Terminus at Warner Center.

I firmly believe that using the rail right-of-way along Canoga will allow an easy connection from Metrolink to Warner Center, Pierce College, and the West Valley Occupation Center. It could also reduce automobile trips daily between the above mentioned locations as well as other locations east along the East West Busway with those arriving from Simi Valley and points west into Ventura County.

Sincerely,

Barry Seybert

member Los Angeles Bicycle Advisory Council  
board member West Hills Neighborhood Council

---

-----Original Message-----

From: vivian alonso pine [mailto:vivian\_pine@yahoo.com]  
Sent: Sunday, December 08, 2002 8:29 PM  
To: martin@mta.net  
Subject: Aesthetics

hi,

I live in Melody Acres, and would like to continue to receive information about AESTHETICS. I would like to be involved in any community input solicited by the MTA.

Thanks,  
Vivian Pine

-----Original Message-----

From: Paul Deibel [mailto:PDeibel@ci.san-fernando.ca.us]  
Sent: Friday, December 13, 2002 11:05 PM  
To: 'martin@mta.net'  
Cc: Jose Pulido; Michael Drake; Edwin Galvez  
Subject: Comments on S.F.Valley North-South Transit Corridor Alternatives

To: Roger Martin, MTA Project Manager  
From: Paul Deibel, City of San Fernando Community Development Director  
Copy: Jose Pulido, City of San Fernando City Administrator; Mike Drake, City  
of S.F. Public Works Director; Edwin Galvez, City of S.F. City  
Engineer

Subject: Comments on San Fernando Valley North-South Transit Corridor Alternatives

Roger: Thanks for the opportunity to briefly review the remaining five alternative North-South Rapid Bus corridor routes that were on display at the MTA's Community Open House held yesterday evening in San Fernando.

As you know from our prior input, the City of San Fernando strongly supports improving transit links from this community to the region. With respect to the Rapid Bus Corridor Alternatives, the City of San Fernando considers it of critical importance that the residents of this area be served by a corridor connecting to the Sylmar/San Fernando Metrolink Station.

It was good to hear that funding for the project will allow for multiple corridors. As you have heard from members of the San Fernando City Council who have participated in the public comments process, there is demand not only for Rapid Bus access from San Fernando to the south, such as to downtown via the Red Line and to West Los Angeles via the Sepulveda Pass, but also to Valley locations to the west, such as to the CSUN campus in Northridge.

Since it appears that more than a single Rapid Bus corridor is feasible, a combination of corridor alternatives to provide a loop in conjunction with the existing Ventura Avenue Rapid Bus line and the programmed East-West Valley Rapid Bus Transitway would be most advantageous. A combination of the Reseda Boulevard Corridor Alternative and the Lankershim Boulevard Corridor Alternative would provide such a loop covering the greatest area, with the significant advantage of a direct connection to the Metro Red Line.

A combination of the Reseda Boulevard Corridor and either the Sepulveda Corridor or the Van Nuys Corridor would also provide a functional connection to the south with the advantage of linkage to West Los Angeles via the Sepulveda Pass. However, I understand that Rapid Bus service is already programmed for the Van Nuys Boulevard Corridor to begin in only six months or so from now. In light of this, I think that the Reseda-Lankershim Corridors loop in conjunction with the soon to be existing Van Nuys Rapid Bus Corridor would together provide the most beneficial and cost-effective set of transit linkages from this area to the region.

However, with respect to the routing of the Van Nuys Boulevard Corridor, I would take issue with the alignment along Van Nuys northeast of San Fernando Road to Foothill Boulevard and along Foothill and Hubbard Avenue to the Metrolink Station. This "Foothill loop" is on the periphery of prime service area as compared to a more direct route to the Metrolink Station from Van Nuys Boulevard via San Fernando Road through downtown San

Fernando.

While this "Foothill loop" is a little closer to L.A. Mission College and to Olive View-UCLA Medical Center, it is still too far away from either of these destinations to walk conveniently. Specifically, it is a three-quarters of a mile walk from Foothill Boulevard to the corner of Mission College at Hubbard and Eldridge Avenues, and thus perhaps a mile walk to many destinations beyond that on the campus. Likewise, it is over a 1.5 mile walk from the "Foothill loop" to the Olive View Medical Center entrance gate.

A regionally oriented Rapid Bus line would have greater benefit if routed more directly to the regional intermodal transit facility at the Metrolink station, with good feeder bus service or shuttles to destinations such as Mission College and Olive View. The City of San Fernando is currently engaged in preparing a Commercial Corridors Specific Plan. It is anticipated that this plan will promote revitalization of the community's downtown area with more intensive commercial, residential and mixed-use development. Routing the Van Nuys Rapid Bus Corridor through downtown San Fernando would reinforce regional land use and transportation planning objectives to promote such "smart-growth" and transit-oriented development patterns. It would also be more consistent with the MTA's stated objectives for this project to improve connectivity, accessibility, efficiency and aesthetics.

Thanks for the opportunity to make these comments as part of the public participation process for the Major Investment Study on the Rapid Bus Corridor Alternatives. While these are my own brief comments in response to the alternatives on view at the Community Open House yesterday, I think they are consistent with the perspective of City staff and City Council members in general, and I wanted to pass them on today while this phase of the public comments period is still open. However, I would anticipate that the City of San Fernando will be making more formal comments as the MTA's process proceeds. Please call me at (818) 898-1232 with any questions or for further discussion. -Paul Deibel, AICP



fullName: Denise Barnes  
Email: dillon@chla.usc.edu  
Subject: Other (please describe)  
Other: Suggested route  
Date: Friday, February 21, 2003  
Time: 11:21 AM

Comments:

I suggest a Rapid Bus route from the north SFValley using a North-South street such as Reseda, Tampa, Winnetka that would connect w/Line 750 and ultimately w/Red line at Universal City. I live near Porter Ranch/western end of Granada Hills and though there are local north-south lines (243 and 239) which are convenient they are too time-consuming to be my regular commuter route. I would then be able to ride MTA for my entire commute instead of driving to North Hollywood subway station. Thank you. Denise Barnes

San Fernando Valley  
 North-South Transit Corridor  
 November 2002  
 Project Update

> To hear more about the route alternatives for the San Fernando Valley transit corridor and provide feedback, mark your calendar for one of the following Community Open Houses:

**Tuesday, December 10**

**Sherman Oaks**  
 Sherman Oaks Women's Club  
 4808 Kester Avenue  
 5 to 8pm

**Wednesday, December 11**

**Woodland Hills**  
 Pierce College, Campus Center  
 6201 Winnetka Avenue  
 5 to 8pm

**Thursday, December 12**

**San Fernando**  
 City of San Fernando Recreation  
 Park, Multipurpose Room  
 208 Park Avenue  
 5 to 8pm

> Through community input, MTA has narrowed the corridor alternatives for review at upcoming Open Houses. Three service alternatives and five corridor alternatives were identified for final consideration.

**Service Alternatives**

**Baseline/No Project**

No change to current and future service plans.

**Transportation Systems Management**

Low capital cost improvement such as increased bus service on existing routes.

**Metro Rapid**

Limited stop service with signal priority.

**Corridor Alternatives**

**Canoga Avenue**

In the adjacent railroad right-of-way between Victory Boulevard and the Chatsworth Metrolink station.

**Laneshim Boulevard**

Between the Universal City Metro Red Line station and the Sylmar/San Fernando Metrolink station.

**Reseda Boulevard**

Between Ventura Boulevard and the Sylmar/San Fernando Metrolink station.

**Sepulveda Boulevard**

Between Ventura Boulevard and the Sylmar/San Fernando Metrolink station.

**Van Nuys Boulevard**

Between Ventura Boulevard and the Sylmar/San Fernando Metrolink station.



## Project History

> In May 2002, the Los Angeles County MTA began work on the San Fernando Valley Transit Corridor Study. The primary purpose of this study is to identify one or more preferred north-south bus corridor(s). In order to meet state funding requirements, the corridor(s) must connect with the existing Ventura Boulevard Metro Rapid Line and the San Fernando Valley East-West Metro Rapid Transitway that will begin operation in 2005.

The study examines how to provide complementary north-south bus improvements that will create a system of higher-capacity transit corridors in the San Fernando Valley. It began with a nine-month Major Investment Study to identify and examine a wide range of north-south streets that best connect with both Metro Rapid services. After the study has narrowed the alternatives to project recommendations, the MTA Board may authorize preparation of an Environmental Impact Statement and Report to assess the project's benefits and impacts.

> Project recommendations can benefit you and others by providing improved:

### **Connectivity**

Faster and better connections to other transit routes and regional services including Metro Rail and Metrolink.

### **Accessibility**

Faster travel times and better connections to destinations within the San Fernando Valley and improved access to downtown Los Angeles, the Westside and destinations throughout the Los Angeles Basin.

### **Efficiency**

Simplified routes with fewer stops and higher capacity vehicles with on-board advanced technology that allows the vehicles to travel faster and reduce waiting time at stops.

### **Aesthetics**

Landscape and urban design features designed to complement the transit features and connect the system to the surrounding communities.

> If you would like to receive more information regarding the study, notifications about public meetings to be held in your community or to schedule a briefing for your organization, call 818.701.2855 or email [martinr@mta.net](mailto:martinr@mta.net). We look forward to hearing from you and appreciate your continued interest in this project.

Information about all MTA projects is available at [www.mta.net](http://www.mta.net).

# Corredor de tránsito entre norte-sur del Valle de San Fernando

Noviembre del 2002

## Actualización del proyecto

> Basada en las opiniones de la comunidad, MTA ha reducido las alternativas del corredor de tránsito para que sean revisadas en las próximas reuniones. Para su consideración final, se identificaron tres alternativas de servicio y cinco alternativas para el corredor.

### Alternativas para el servicio

#### Línea de fondo/Sin proyecto

Sin cambio en los planes de servicio actuales y del futuro.

#### Administración de sistemas de transporte

Bajo costo de capital y mejoras que incluyen incremento en el servicio de autobús en las rutas ya existentes.

#### Metro Rapid

Servicio de paradas limitadas y con prioridad en las señales de tránsito.

### Alternativas para el corredor

#### Canoga Avenue

En el derecho de vía de tren adyacente, entre Victory Boulevard y la estación de Metrolink en Chatsworth.

#### Lankershim Boulevard

Entre la estación Universal City de Metro Red Line y la estación Sylmar/San Fernando de Metrolink.

#### Reseda Boulevard

Entre Ventura Boulevard y la estación Sylmar/San Fernando de Metrolink.

#### Sepúlveda Boulevard

Entre Ventura Boulevard y la estación Sylmar/San Fernando de Metrolink.

#### Van Nuys Boulevard

Entre Ventura Boulevard y la estación Sylmar/San Fernando de Metrolink.

> Para saber más acerca de las alternativas de rutas para el corredor de tránsito del Valle de San Fernando y expresar sus comentarios, marque en su calendario una de las siguientes reuniones comunitarias:

**Martes 10 de  
diciembre de 2002**

#### Sherman Oaks

Sherman Oaks Women's Club  
4808 Kester Avenue  
5 a 8 pm

**Miércoles 11 de  
diciembre de 2002**

#### Woodland Hills

Pierce College, Campus Center  
6201 Winnetka Avenue  
5 a 8 pm

**Jueves 12 de  
diciembre de 2002**

#### San Fernando

City of San Fernando Recreation Park,  
Multipurpose Room  
208 Park Avenue  
5 a 8 pm

## Historia del proyecto

> En mayo de 2002, MTA del condado de Los Angeles empezó a trabajar en el Estudio para el Corredor de Tránsito de San Fernando Valley. El propósito primordial de este estudio era identificar uno o más corredores de autobús preferidos para la ruta entre el norte y sur. Para cumplir con los requerimientos estatales para el financiamiento, los corredores deben conectarse con la línea ya existente de Metro Rapid de Ventura Boulevard y con la ruta fija de Metro Rapid que va de este a oeste en el Valle de San Fernando, y que entrará en operación en 2005.

El estudio examina cómo ofrecer mejoras complementarias a la ruta norte-sur de autobús que permitan crear un sistema de corredores de tránsito de más alta capacidad en el Valle de San Fernando. Empezó con un Estudio de Inversión Mayor de nueve meses para identificar y examinar una gama extensa de calles de norte a sur que ofrecieran la mejor conexión de ambos servicios de Metro Rapid. Una vez que el estudio haya reducido las alternativas a recomendaciones del proyecto, la Junta Directiva de MTA puede autorizar la Preparación de una Declaración y Reporte de Impacto Ambiental para evaluar los beneficios e impactos del proyecto.

> Las recomendaciones del proyecto pueden beneficiarlo a usted y a otras personas ofreciendo las siguientes mejoras:

### Conectividad

Conexiones más rápidas y mejores hacia otras rutas de tránsito y servicios regionales, incluyendo Metro Rail y Metrolink.

### Accesibilidad

Conexiones más rápidas y mejores a destinos dentro del valle de San Fernando y mejor acceso al centro de Los Angeles, el oeste y destinos por todas de Los Angeles.

### Eficiencia

Rutas simplificadas con menos paradas y vehículos con mayor capacidad y equipados con tecnología avanzada que permite que viajen más rápido y reduzcan su tiempo de espera en las paradas.

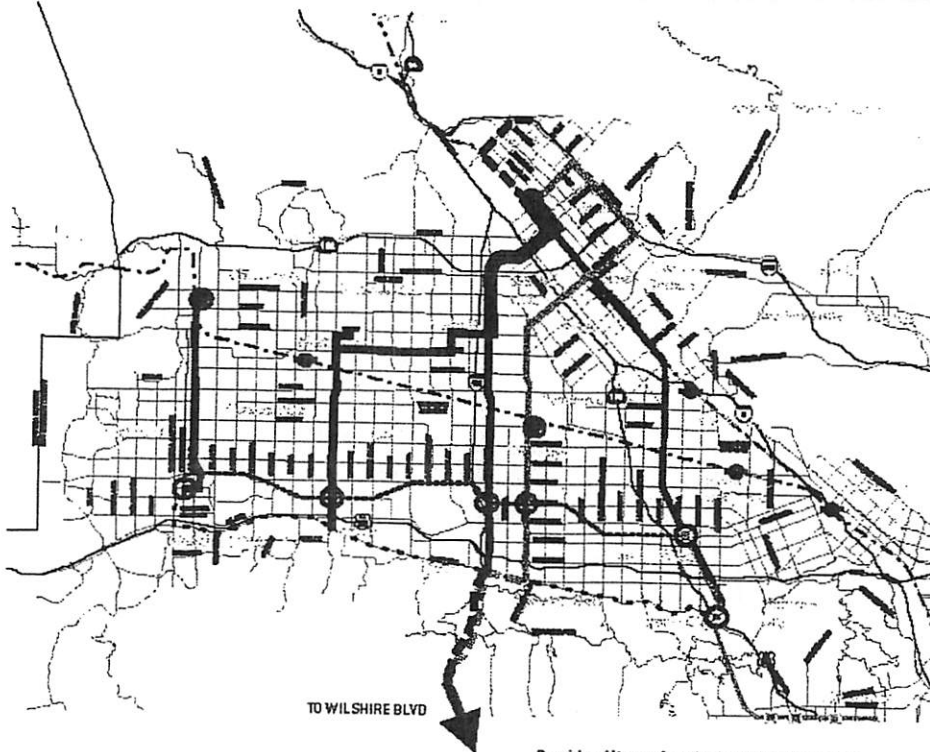
### Estética

Jardines y elementos de diseño urbano creados para complementar los elementos de transporte y conectar el sistema con las comunidades cercanas.

> Si usted desea recibir más información sobre este estudio, notificaciones acerca de las reuniones públicas que se llevarán a cabo en su comunidad o programar una junta para su organización, llame al 818-701-2855 o envíe un correo electrónico a [martinr@mta.net](mailto:martinr@mta.net). Esperamos tener noticias de usted y apreciamos su continuo interés en este proyecto.

Información de todos los proyectos de MTA esta disponible en [www.mta.net](http://www.mta.net).

San Fernando Valley North-South Transit Corridor Major Investment Study



Legend	
	Base Alternative
	Potential Extension
	Future East-West Metro Rapid Transitway
	Ventura Metro Rapid
	Metro Red Line
	Metro Red Line Stations
	Metrolink
	Metrolink Stations
	Intermodal Transfer Facility

Corridor Alternatives for Detailed Evaluation

Leyenda	
	Alternativas Base
	Extension Posible
	Futuro Este-Oeste Ruta fija de Metro Rapid
	Metro Rapid de Ventura
	Metro Red Line
	Estaciones de Metro Red Line
	Metrolink
	Estaciones de Metrolink
	Estacion Intermodal para transbordos

# MTA is Working on Transit Solutions for the San Fernando Valley

MTA esta estudiando soluciones de tránsito para el valle de San Fernando

> MTA is responsible for overseeing and improving all forms of transportation in Los Angeles County. Anyone who drives, uses public transit, bicycles or walks on any street or freeway in the county is an MTA customer.

MTA plans and operates its own bus and rail service and provides funding and coordination for 12 municipal transit operators. In addition, MTA works to combat traffic congestion by helping to plan and fund freeway and carpool lanes, soundwalls, street widening projects and traffic signal enhancements. MTA also oversees the Metro Freeway Service Patrol which helps stranded motorists.

> This an update on one of the MTA projects coming to your area.

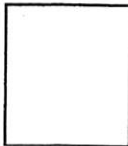
> Esta es una actualización de uno de los proyectos de MTA que serán implementados en su área.

MTA planifica y opera sus propios servicios de autobuses y trenes y ofrece financiamiento y coordinación para 12 operadores municipales de tránsito. Además, MTA trabaja para combatir la congestión del tráfico ayudando a planificar y a financiar carriles de viajes compartidos en las autopistas, así como barreras contra el sonido, proyectos de ampliación de calles y mejoras en las señales de tráfico. MTA también supervisa el Metro Freeway Service Patrol (Servicio de Patrullas del Metro en las Autopistas) que ayuda a los conductores varados.

MTA es responsable de supervisar y mejorar todas las formas de transporte en el condado de Los Angeles. Cualquier persona que maneje, use transporte público, su bicicleta o los caminos de cualquier calle o autopista en el condado es un cliente de MTA.



Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012



# “Take One” Notices & Advertisements

## Come to a Community Meeting

### San Fernando Valley North-South Corridor Study

> MTA invites you to provide input into the route alternatives for the San Fernando Valley north-south transit corridor. Eight alternatives will be on display for your review and comment

**Tuesday, December 10**  
**Sherman Oaks**  
Sherman Oaks Women's Club  
4808 Kester Avenue  
5 to 8 pm

**Wednesday, December 11**  
**Woodland Hills**  
Pierce College, Campus Center  
6201 Winnelka Avenue  
5 to 8 pm

**Thursday, December 12**  
**San Fernando**  
City of San Fernando  
Recreation Park  
Multipurpose Room  
208 Park Avenue  
5 to 8 pm

For more information:  
818.701.2855 or  
[www.mta.net](http://www.mta.net)



For more information, please contact:  
Community Meeting Coordinator, MTA  
Transit, 1200 N. Hollywood Blvd.,  
The Grand Plaza, Los Angeles, CA 90028  
Phone: 818.701.2855  
E-mail: [mta@mta.net](mailto:mta@mta.net)

## Venga a una junta de la comunidad

### Estudio del Corredor Entre el Norte y Sur del Valle de

> MTA lo invita expresar su pensamientos acerca de las alternativas para la ruta fija entre el norte y sur en San Fernando Valley de Metro Rapid. Se presentarán ocho opciones para que usted pueda revisarlas y hacer comentarios.

**Martes 10 de diciembre**  
**Sherman Oaks**  
Sherman Oaks Women's Club  
4808 Kester Avenue  
5 a 8 pm

**Miércoles 11 de diciembre**  
**Woodland Hills**  
Pierce College, Campus Center  
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**Jueves 12 de diciembre**  
**San Fernando**  
City of San Fernando  
Recreation Park  
Multipurpose Room  
208 Park Avenue  
5 a 8 pm

Para más información:  
818.701.2855 o  
[www.mta.net](http://www.mta.net)



For more information, please contact:  
Community Meeting Coordinator,  
MTA Transit, 1200 N. Hollywood Blvd.,  
The Grand Plaza, Los Angeles, CA 90028  
Phone: 818.701.2855  
E-mail: [mta@mta.net](mailto:mta@mta.net)



# MTA Wants to Hear From You!

## San Fernando Valley North-South Corridor Study

> MTA invites you to provide input into the route alternatives for the San Fernando Valley north-south transit corridor. Eight alternatives will be on display for your review and comment.

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208 Park Avenue  
5 to 8 pm

**For more information:**

**818.701.2855 or**

**[www.mta.net](http://www.mta.net)**



If you are not able to attend but would like to comment, write to [martin@mta.net](mailto:martin@mta.net) or MTA, SFV North-South MIS Study 99-22-9, One Gateway Plaza, Los Angeles, CA 90012.

Comments must be received by December 20, 2002 to be considered.

NSV120202

## Press Release

M



December 4, 2002  
CONTACT:  
Rick Jager/Marc Libman  
MTA MEDIA RELATIONS  
(213) 922-3707/922-3700  
[www.mta.com/pressroom](http://www.mta.com/pressroom)  
e-mail: [mediarelations@mta.com](mailto:mediarelations@mta.com)  
FOR IMMEDIATE RELEASE

### **MTA Moves Closer to Selection of North-South Bus Transit Corridor in San Fernando Valley, Narrows Candidate List to Five**

Following a series of community meetings and analysis, an MTA project team has narrowed the list of alternatives for a north-south high capacity bus transit corridor in the San Fernando Valley from 13 to five. The ongoing San Fernando Valley North-South Transit Corridor Study, which will be completed in early 2003, will result in the recommendation of a corridor(s) that would connect the north San Fernando Valley with both the San Fernando Valley East-West Metro Rapid Transitway and with Metro Rapid bus service on Ventura Boulevard.

The five potential north-south corridors that remain under study include (in alphabetical order): the rail right-of-way adjacent to Canoga Avenue, Lankershim Boulevard, Reseda Boulevard, Sepulveda Boulevard, and Van Nuys Boulevard.

"High capacity north-south bus service will be a vital piece of the transportation system in the San Fernando Valley," said Jim de la Loza, MTA executive officer for countywide planning. "Metro Rapid service on Ventura Boulevard is hugely successful and we expect the east-west Metro Rapid transitway to draw large numbers of passengers, as well. A north-south corridor will be the right complement for these two lines."

In addition to public input, the study is factoring in employment density, population density, areas of high transit usage, land use condition and population under 15 and over 64.

To improve bus speeds at congestion points, the corridor may include dedicated bus lanes, either all day or during peak hours only. This may also include service beyond the limits of the corridor, such as enhanced transit service over the Sepulveda Pass to Wilshire Boulevard.

The recommended project also may incorporate the following list of potential enhancements: enhanced bus stops with canopies, lighting, ticket machines, maps, "next trip" displays, transit signal priority, park and ride facilities, landscaping, and pedestrian and bike access improvements.

Upon approval of a project by the MTA Board in early 2003, funding for implementation would include \$100 million earmarked in Governor Gray Davis' Transportation Congestion Relief Program, approved by the state legislature two years ago, supplemented by local sales tax dollars.

In addition to meeting with the community stakeholders on an ongoing basis, the study's project team will conduct another series of open houses in December at the following times and locations:

- **Tuesday, December 10, 2002, 5 p.m. – 8 p.m.**  
 Sherman Oaks Women's Club  
 4808 Kester Avenue  
 Sherman Oaks
- **Wednesday, December 11, 2002, 5 p.m. – 8 p.m.**  
 Pierce College Campus Center  
 6201 Winnetka Avenue  
 Woodland Hills
- **Thursday, December 12, 2002, 5 p.m. – 8 p.m.**  
 Recreation Park  
 208 Park Avenue  
 City of San Fernando

Additional information on the San Fernando Valley North-South Transit Corridor Study and on upcoming meetings can be obtained by calling the study's information line at (818)701-2955 or by visiting MTA's website at [www.mta.net](http://www.mta.net) and clicking on "Programs and Projects."

Anyone who is unable to attend any of the public meetings and wishes to comment can send an e-mail to [mta@mta.net](mailto:mta@mta.net) or submit their comments by mail to:

- **Countywide Planning & Development**  
 M/S 99-22-9  
 Attention: SFV North/South MIS Study  
 One Gateway Plaza  
 Los Angeles, CA 90012-2952

MTA-108

# Newspaper Articles

## Los Angeles Daily News

### Bus way options narrowed

North-south choices cut from 13 to 5

By Lisa Mascaro  
Staff Writer

Wednesday, December 04, 2002 - The Metropolitan Transportation Authority has narrowed the choices for a north-south high-capacity bus way through the San Fernando Valley from 13 to five, following a series of public meetings with local residents, officials said.

The MTA will focus on five routes — Reseda, Sepulveda, Van Nuys and Lankershim boulevards and Canoga Avenue — as it moves ahead with plans for the \$100 million bus way.

As a requirement for receiving state money, the north-south system must hook up with the East-West Busway, whose construction will begin next year, as well as the Metro Rapid bus service now on Ventura Boulevard.

"High-capacity north-south bus service will be a vital piece of the transportation system in the San Fernando Valley," Jim de la Loza, MTA's executive officer for countywide planning, said in a printed statement. "A north-south corridor will be the right complement for these two lines."

When the MTA narrowed options from 13 to five for a north-south route, among the corridors eliminated from consideration were Topanga Canyon Boulevard, Vineland Avenue-San Fernando Road, and bus service from Sylmar and San Fernando to Westwood via the San Diego Freeway.

The bus way would have its own dedicated lane in some areas — as the East-West Busway will have between North Hollywood and Warner Center — so it won't have to fight traffic. The bus stops would likely have ticket machines, terminal displays showing when the next bus arrives, lighting, canopies and other amenities.

While already crowded East Valley bus routes — along Van Nuys and Lankershim boulevards — had initially won interest for the possible new system, officials have since said they would consider building up to three north-south routes to connect with the east-west line.

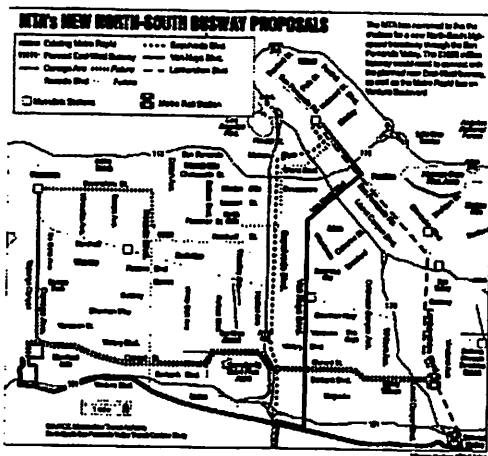
The Canoga Avenue corridor emerged as a popular idea supported by MTA board Chairman Hal Bernson because the agency already owns the old rail right of way and the new line could run between Warner Center and the Chatsworth Metrolink station.

North Valley transit users have been pushing the MTA to include Sylmar as a northern end, rather than having the line stop at the Sylmar-San Fernando Metrolink station as was first planned.

The study team hopes to present the final options to the MTA board early next year. Among factors the team is considering are public input, employment and population density, as well as which areas have high transit usage.

<http://www.dailynews.com/cda/article/print/0,1674,200%7E20954%7E1030089,00.html>

12/12/2002

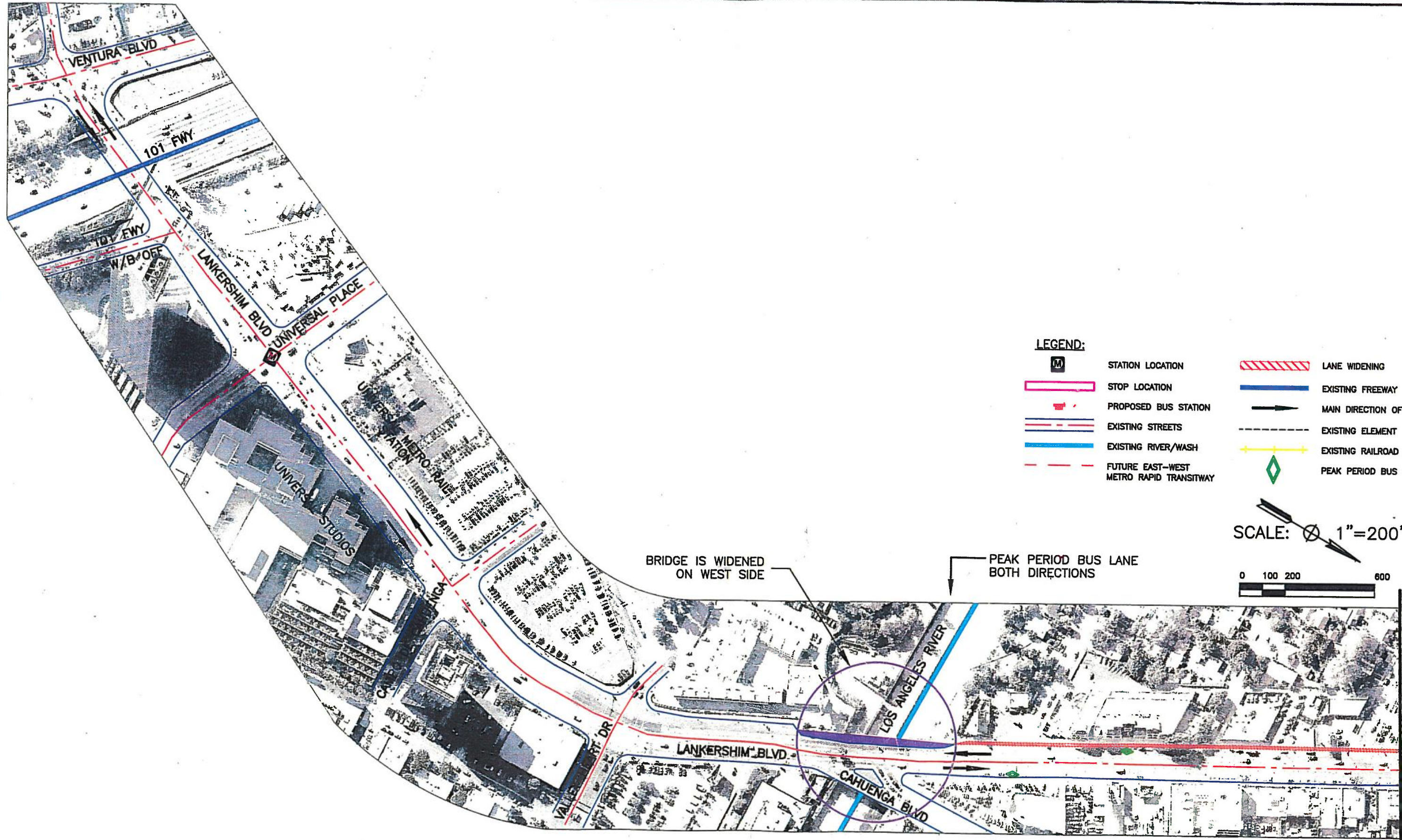


[http://media.mmginteractive.com/media/paper/200/120502\\_busways.jpg](http://media.mmginteractive.com/media/paper/200/120502_busways.jpg)

**Appendix B**

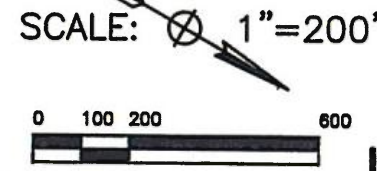
**Plan Sheets of Alternatives**





BRIDGE IS WIDENED ON WEST SIDE

PEAK PERIOD BUS LANE BOTH DIRECTIONS



MATCH LINE SEE SHEET 2

NOT FOR CONSTRUCTION

REV	DATE	BY	APP	REQ NO	EXPIRES	SEAL HOLDER	DESCRIPTION
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DESIGNED BY JAF  
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 DATE 1/03

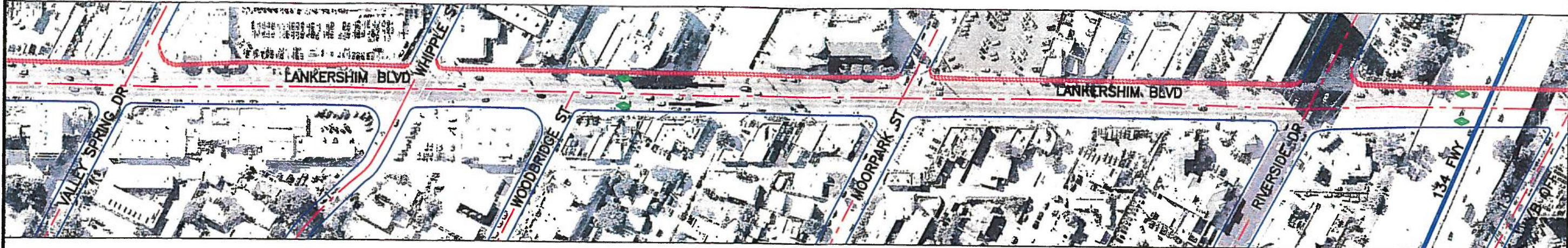
**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.  
 MEYER, MOHADES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810  
 LOS ANGELES, CA 90017

**HKA** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING - DESIGN - SURVEYING  
 234 DRAKE DRIVE  
 SAN FERNANDO, CALIFORNIA

**LANKERSHIM BLVD CORRIDOR**  
**VENTURA BLVD TO SAN FERNANDO RD**

CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'
SHEET NO	

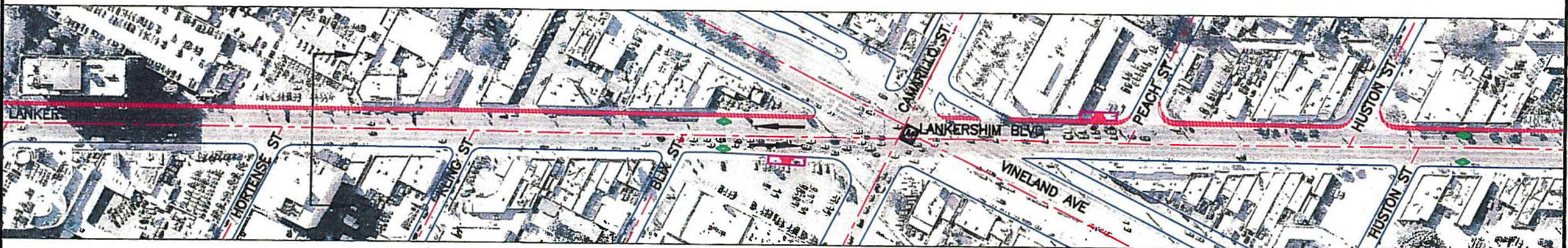
MATCH LINE SEE SHEET 1



MATCH LINE SEE BELOW LEFT

SCALE: 1"=200'













MATCH LINE SEE ABOVE RIGHT

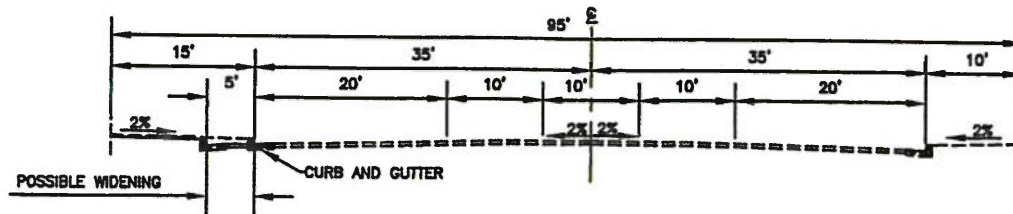


MATCH LINE SEE SHEET 3

SCALE: 1"=200'

**LEGEND:**

-  STATION LOCATION
-  STOP LOCATION
-  PROPOSED BUS STATION
-  EXISTING STREETS
-  EXISTING RIVER/WASH
-  FUTURE EAST-WEST METRO RAPID TRANSITWAY
-  LANE WIDENING
-  EXISTING FREEWAY
-  MAIN DIRECTION OF FLOW
-  EXISTING ELEMENT
-  EXISTING RAILROAD
-  PEAK PERIOD BUS LANE



**CROSS SECTION A-A**  
NTS



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CHECKED BY	MT.
IN CHARGE	RRH
DATE	

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**  
**SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.**

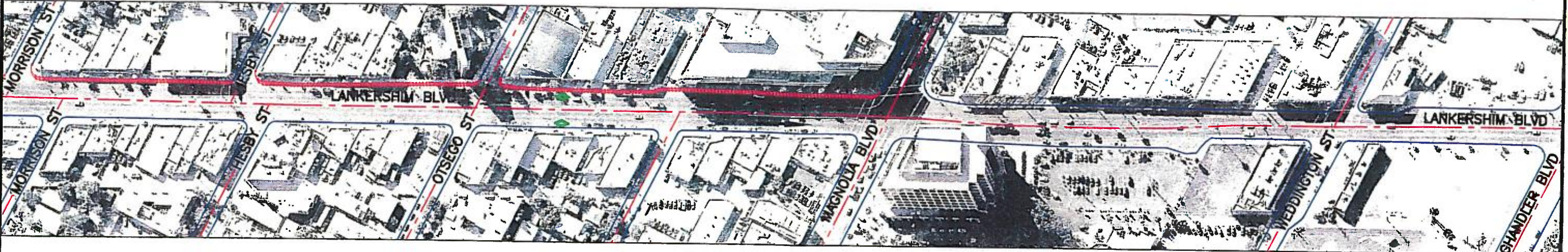
MEYER, MOHADDES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810  
 LOS ANGELES, CA 90017

**H K** Hernandez, Kroone & Associates, Inc.  
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**LANKERSHIM BLVD CORRIDOR**  
**VENTURA BLVD TO SAN FERNANDO RD**

CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'
SHEET NO	

MATCH LINE SEE SHEET 2



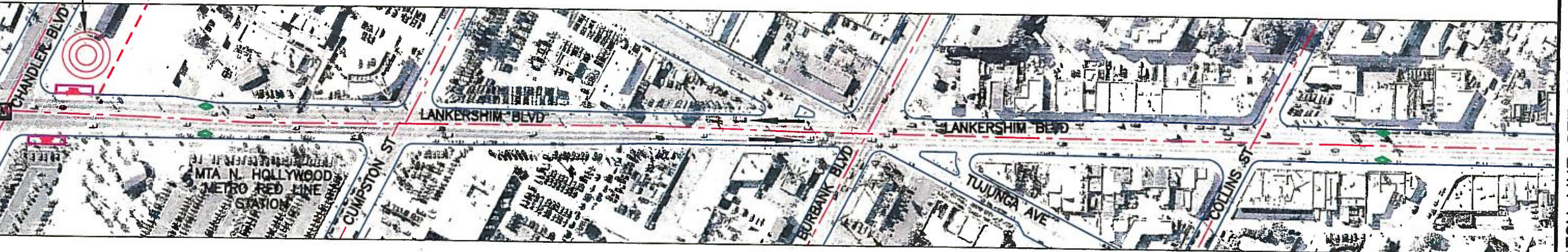
MATCH LINE SEE BELOW LEFT

PORTAL ON WEST SIDE

FUTURE EAST-WEST METRO RAPID TRANSITWAY

SCALE: 1"=200'

MATCH LINE SEE ABOVE RIGHT



MATCH LINE SEE SHEET 4

SCALE: 1"=200'

LEGEND:

- STATION LOCATION
- STOP LOCATION
- PROPOSED BUS STATION
- EXISTING STREETS
- EXISTING RIVER/WASH
- FUTURE EAST-WEST METRO RAPID TRANSITWAY
- LANE WIDENING
- EXISTING FREEWAY
- MAIN DIRECTION OF FLOW
- EXISTING ELEMENT
- EXISTING RAILROAD
- PEAK PERIOD BUS LANE



NOT FOR CONSTRUCTION

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	SOLICITATION LEVEL
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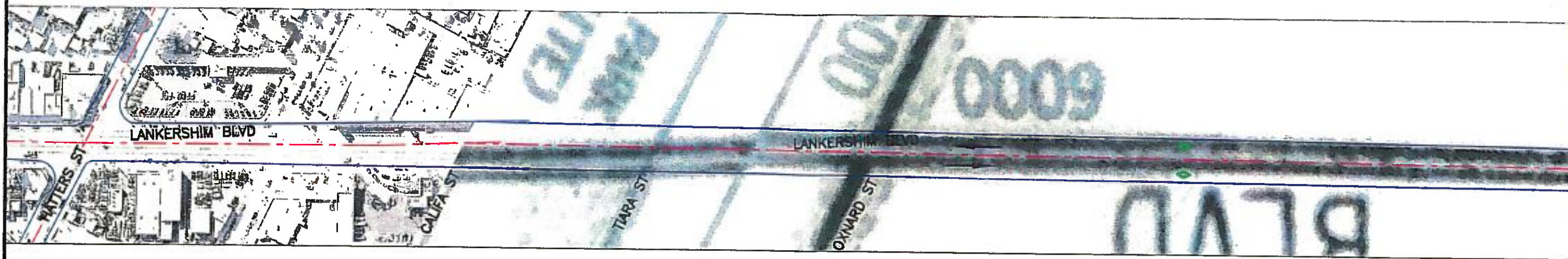
LANKERSHIM BLVD CORRIDOR  
 VENTURA BLVD TO SAN FERNANDO RD

CONTRACT NO PS4350-1018	
DRAWING NO	REV 0
SCALE 1"=200'	



MATCH LINE SEE SHEET 3

MATCH LINE SEE BELOW LEFT



SCALE: 1"=200'

MATCH LINE SEE ABOVE RIGHT



SCALE: 1"=200'

- LEGEND:**
- STATION LOCATION
  - STOP LOCATION
  - PROPOSED BUS STATION
  - EXISTING STREETS
  - EXISTING RIVER/WASH
  - FUTURE EAST-WEST METRO RAPID TRANSITWAY
  - LANE WIDENING
  - EXISTING FREEWAY
  - MAIN DIRECTION OF FLOW
  - EXISTING ELEMENT
  - EXISTING RAILROAD
  - PEAK PERIOD BUS LANE



NOT FOR CONSTRUCTION

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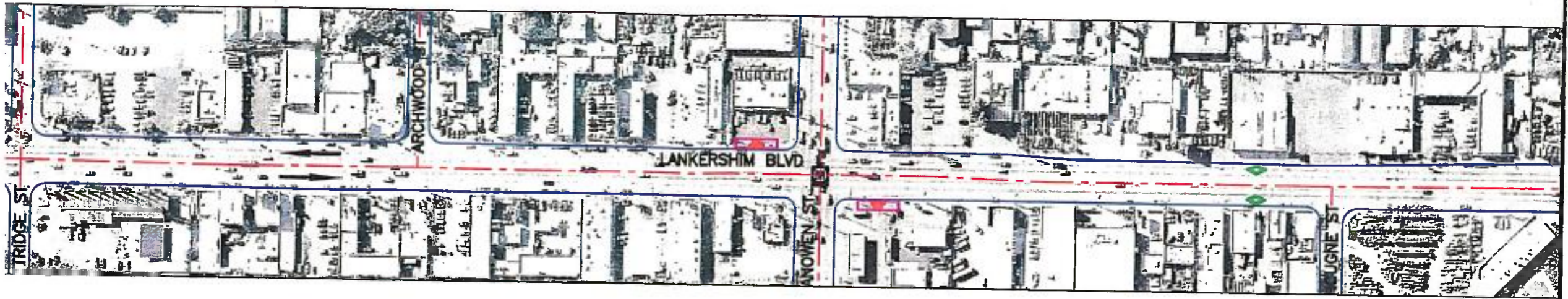
**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
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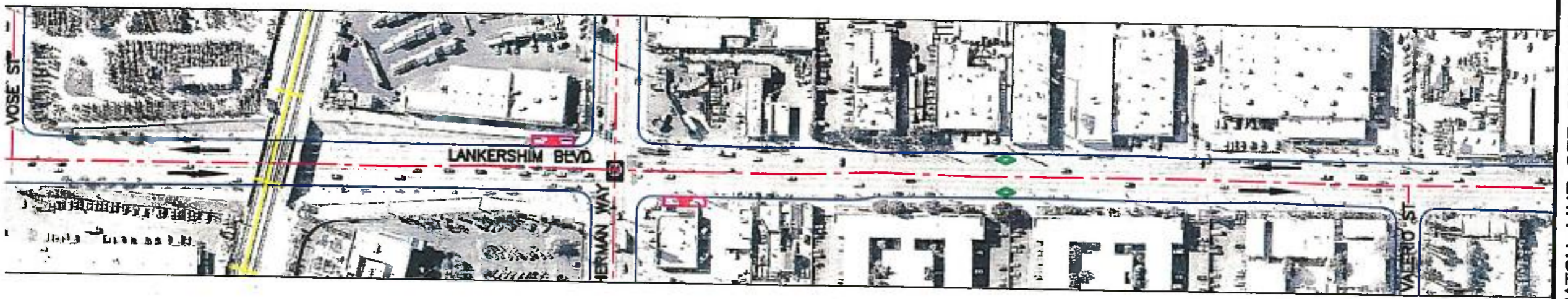
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 CONSULTING ENGINEERS  
 PLANNING - DESIGN - SURVEYING  
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**LANKERSHIM BLVD CORRIDOR  
 VENTURA BLVD TO SAN FERNANDO RD**







CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'
SHEET NO	



MATCH LINE SEE BELOW LEFT



MATCH LINE SEE SHEET 6

-  LANE WIDENING
-  EXISTING FREEWAY
-  MAIN DIRECTION OF FLOW
-  EXISTING ELEMENT
-  EXISTING RAILROAD
-  PEAK PERIOD BUS LANE

SCALE: 1" = 200'

SCALE: 1" = 200'



NOT FOR CONSTRUCTION

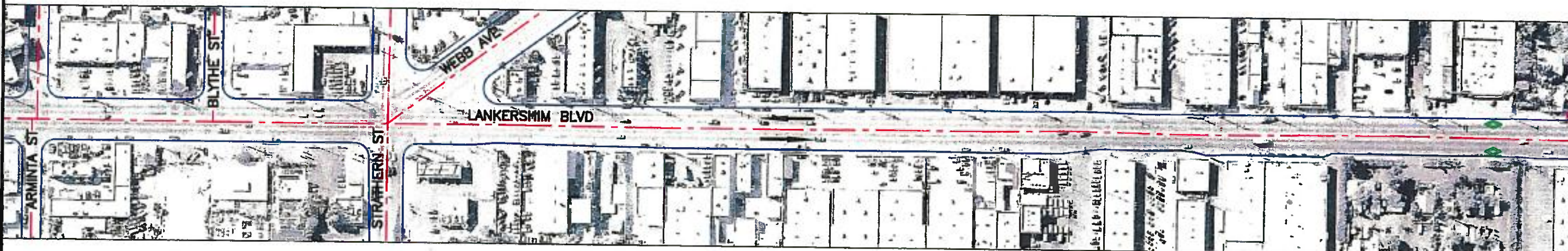
MATCH LINE SEE SHEET 5



MATCH LINE SEE BELOW LEFT

SCALE: 1"=200'

MATCH LINE SEE ABOVE RIGHT



MATCH LINE SEE SHEET 7

SCALE: 1"=200'

LEGEND:

- STATION LOCATION
- STOP LOCATION
- PROPOSED BUS STATION
- EXISTING STREETS
- EXISTING RIVER/WASH
- FUTURE EAST-WEST METRO RAPID TRANSITWAY
- LANE WIDENING
- EXISTING FREEWAY
- MAIN DIRECTION OF FLOW
- EXISTING ELEMENT
- EXISTING RAILROAD
- PEAK PERIOD BUS LANE



NOT FOR CONSTRUCTION

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DATE	

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 234 DRAKE DRIVE

LANKERSHIM BLVD CORRIDOR  
VENTURA BLVD TO SAN FERNANDO RD

CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'

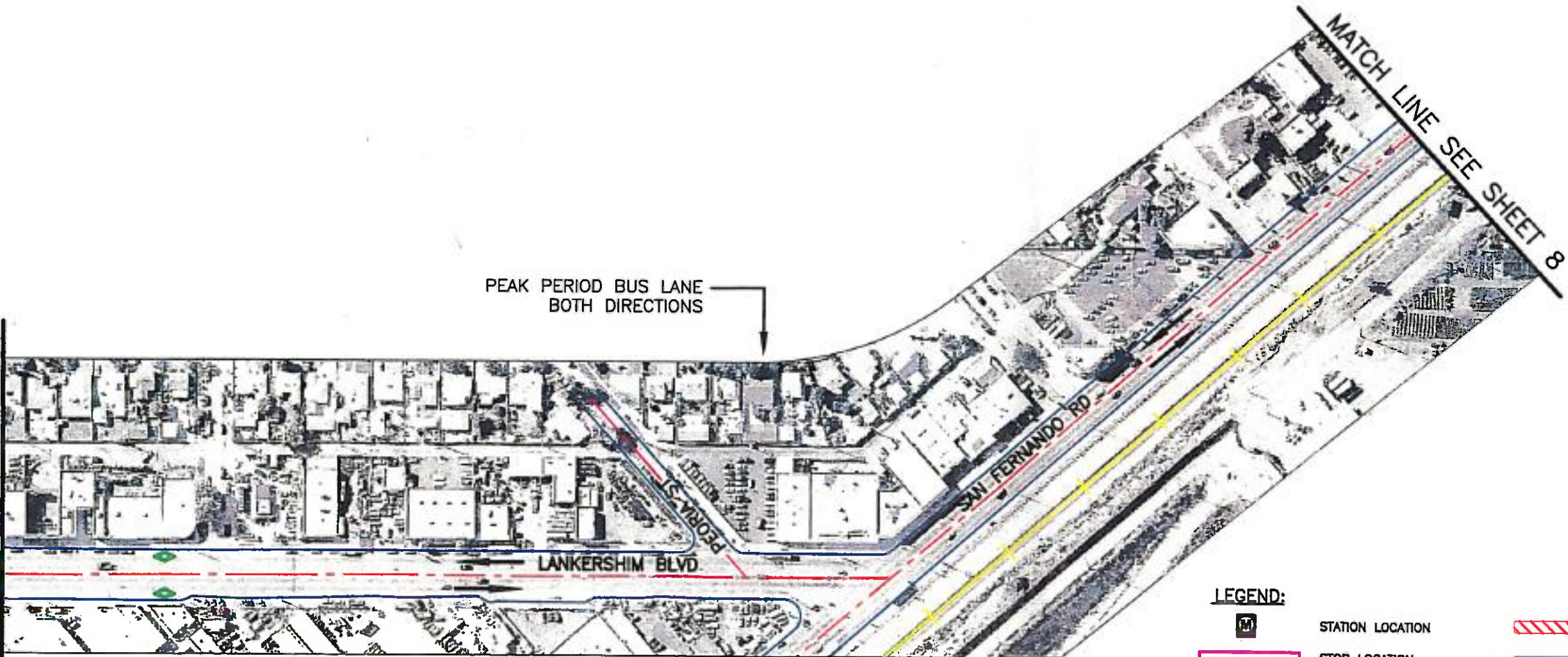
MATCH LINE SEE SHEET 6

MATCH LINE SEE BELOW LEFT



SCALE: 1" = 200'

MATCH LINE SEE ABOVE RIGHT



SCALE: 1" = 200'

**LEGEND:**

- STATION LOCATION
- STOP LOCATION
- PROPOSED BUS STATION
- EXISTING STREETS
- EXISTING RIVER/WASH
- FUTURE EAST-WEST METRO RAPID TRANSITWAY
- LANE WIDENING
- EXISTING FREEWAY
- MAIN DIRECTION OF FLOW
- EXISTING ELEMENT
- EXISTING RAILROAD
- PEAK PERIOD BUS LANE



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 234 DRAKE DRIVE  
 SAN BERNARDINO, CA 92408

**LANKERSHIM BLVD CORRIDOR**  
**VENTURA BLVD TO SAN FERNANDO RD**

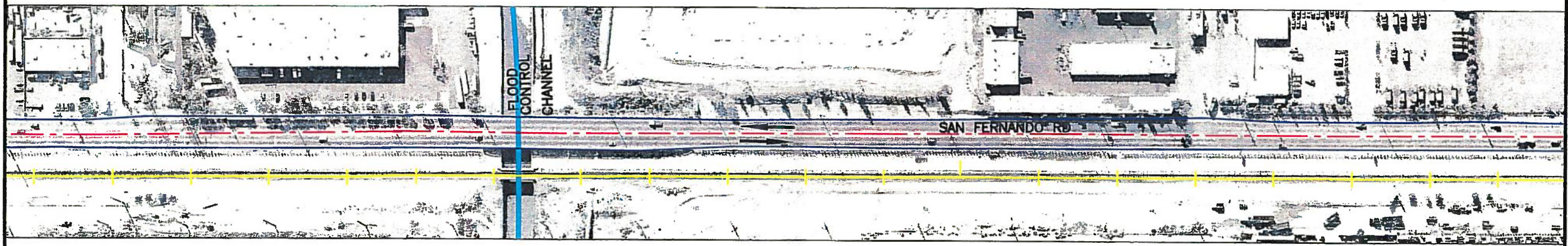
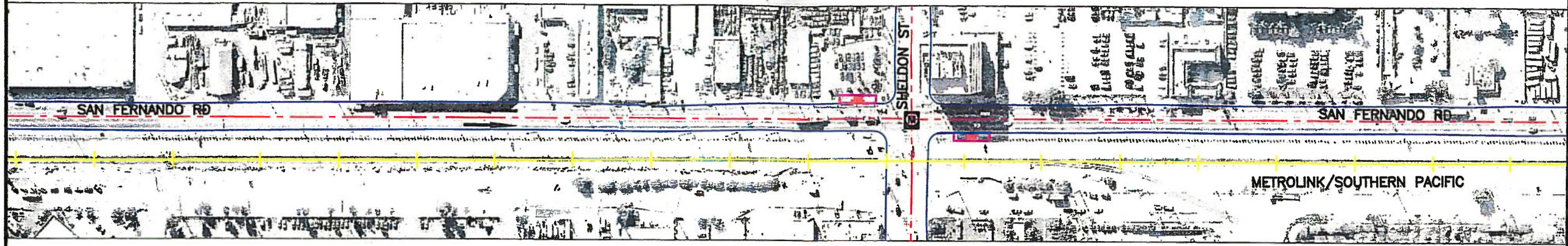
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DRAWING NO	REV 0
SCALE 1" = 200'	
SHEET NO	

MATCH LINE SEE SHEET 7

MATCH LINE SEE ABOVE RIGHT

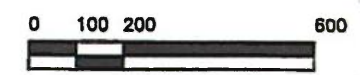
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MATCH LINE SEE SHEET 9



LEGEND:

- STATION LOCATION
- STOP LOCATION
- LANE WIDENING
- EXISTING FREEWAY
- PROPOSED BUS STATION
- MAIN DIRECTION OF FLOW
- EXISTING STREETS
- EXISTING ELEMENT
- EXISTING RIVER/WASH
- EXISTING RAILROAD
- FUTURE EAST-WEST METRO RAPID TRANSITWAY
- PEAK PERIOD BUS LANE



NOT FOR CONSTRUCTION

REV	DATE	BY	APP	REQ NO	EXPIRES	SEAL HOLDER	DESCRIPTION
0	1/03						SOLICITATION LEVEL

DESIGNED BY	JAF
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DATE	1/03

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 LOS ANGELES, CA 90017

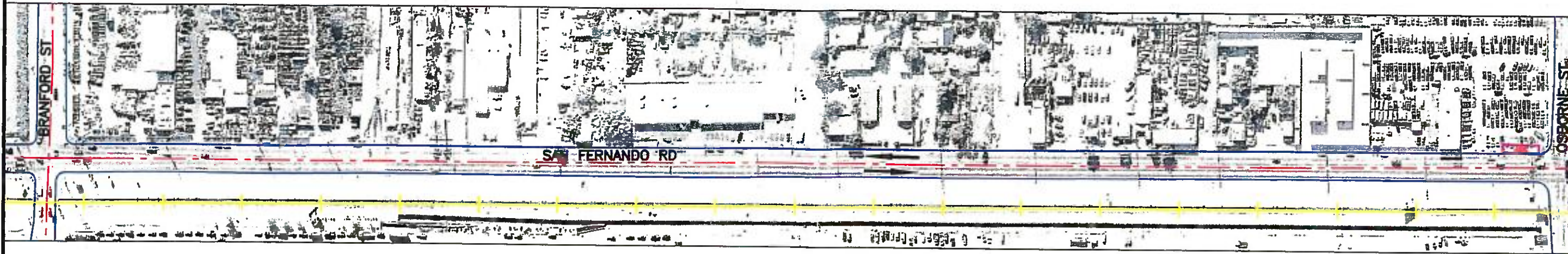
**HKA** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING - DESIGN - SURVEYING  
 234 DRAKE DRIVE  
 SAN BERNARDINO, CA 92408  
 (909) 884-3222 FAX (909) 383-1577

**LANKERSHIM BLVD CORRIDOR**  
 SAN FERNANDO RD  
 LANKERSHIM BLVD TO HUBBARD ST

CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'
SHEET NO	8 OF 12

MATCH LINE SEE SHEET 8

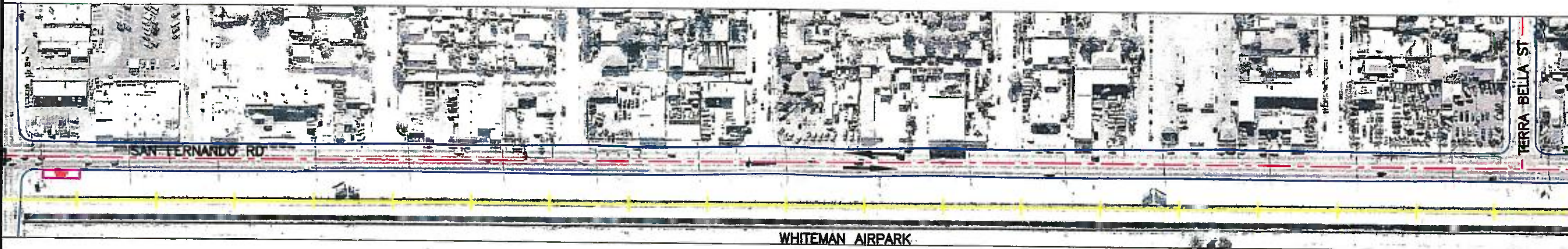
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SCALE: 1"=200'













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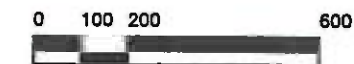
MATCH LINE SEE SHEET 10



SCALE: 1"=200'

LEGEND:

-  STATION LOCATION
-  STOP LOCATION
-  PROPOSED BUS STATION
-  EXISTING STREETS
-  EXISTING RIVER/WASH
-  FUTURE EAST-WEST METRO RAPID TRANSITWAY
-  LANE WIDENING
-  EXISTING FREEWAY
-  MAIN DIRECTION OF FLOW
-  EXISTING ELEMENT
-  EXISTING RAILROAD
-  PEAK PERIOD BUS LANE



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 LOS ANGELES, CA 90017

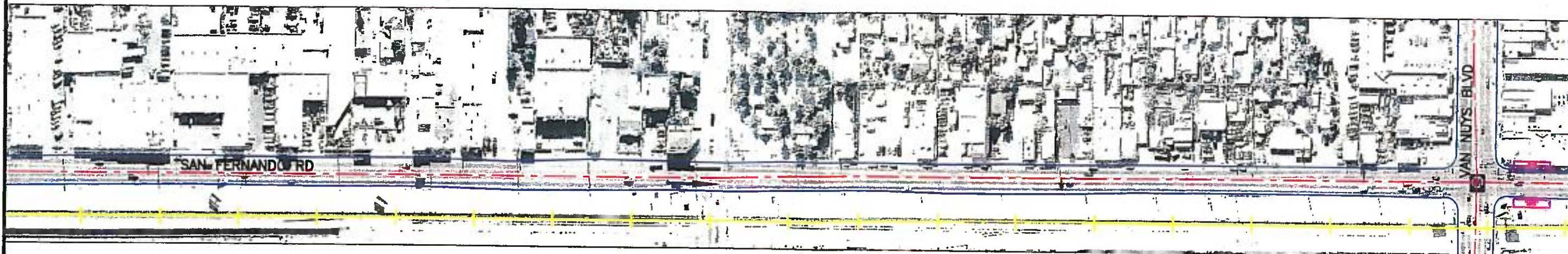
**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING - DESIGN - SURVEYING  
 234 DRAKE DRIVE

**LANKERSHIM BLVD CORRIDOR**  
 VENTURA BLVD TO SAN FERNANDO RD  
 LANKERSHIM BLVD TO HUBBARD ST

CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'
SHEET NO	

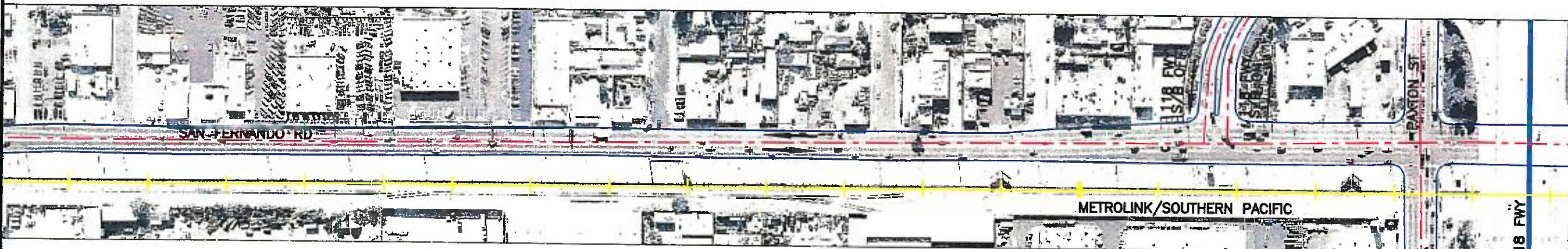
MATCH LINE SEE SHEET 9

MATCH LINE SEE ABOVE RIGHT



MATCH LINE SEE BELOW LEFT




SCALE: 1"=200'



MATCH LINE SEE SHEET 11

SCALE: 1"=200'

LEGEND:


-  STATION LOCATION
-  STOP LOCATION
-  PROPOSED BUS STATION
-  EXISTING STREETS
-  EXISTING RIVER/WASH
-  FUTURE EAST-WEST METRO RAPID TRANSITWAY
-  LANE WIDENING
-  EXISTING FREEWAY
-  MAIN DIRECTION OF FLOW
-  EXISTING ELEMENT
-  EXISTING RAILROAD
-  PEAK PERIOD BUS LANE




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LANKERSHIM BLVD CORRIDOR  
 VENTURA BLVD TO SAN FERNANDO RD  
 LANKERSHIM BLVD TO HUBBARD ST

CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'

MATCH LINE SEE SHEET 10

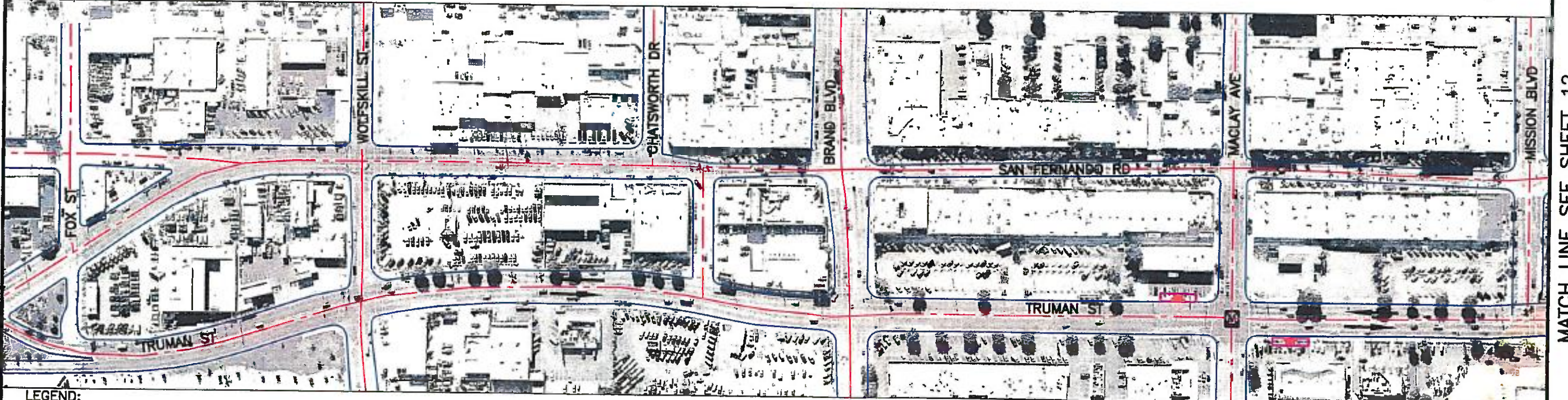
MATCH LINE SEE BELOW LEFT



SCALE: 1"=200'

MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE SHEET 12



SCALE: 1"=200'



NOT FOR CONSTRUCTION

LEGEND:

- STATION LOCATION
- STOP LOCATION
- PROPOSED BUS STATION
- EXISTING STREETS
- EXISTING RIVER/WASH
- FUTURE EAST-WEST METRO RAPID TRANSITWAY
- LANE WIDENING
- EXISTING FREEWAY
- MAIN DIRECTION OF FLOW
- EXISTING ELEMENT
- EXISTING RAILROAD
- PEAK PERIOD BUS LANE

REV	DATE	BY	APP	RED NO	EXPIRES	SEAL NO	HOLDER	SOLICITATION LEVEL
0	1/03							

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CHECKED BY	MT.
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DATE	

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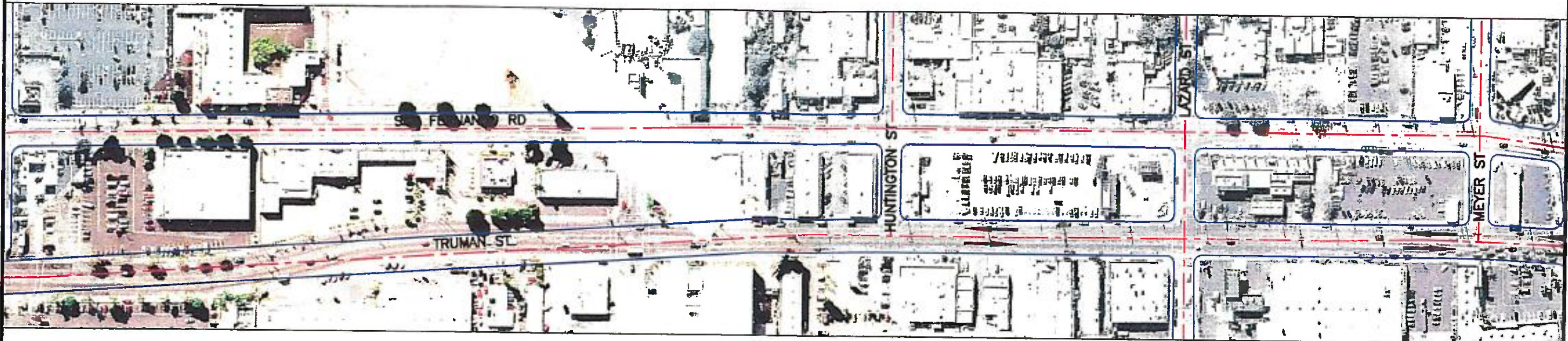
**LANKERSHIM BLVD CORRIDOR**  
 VENTURA BLVD TO SAN FERNANDO RD  
 LANKERSHIM BLVD TO HUBBARD ST

CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'



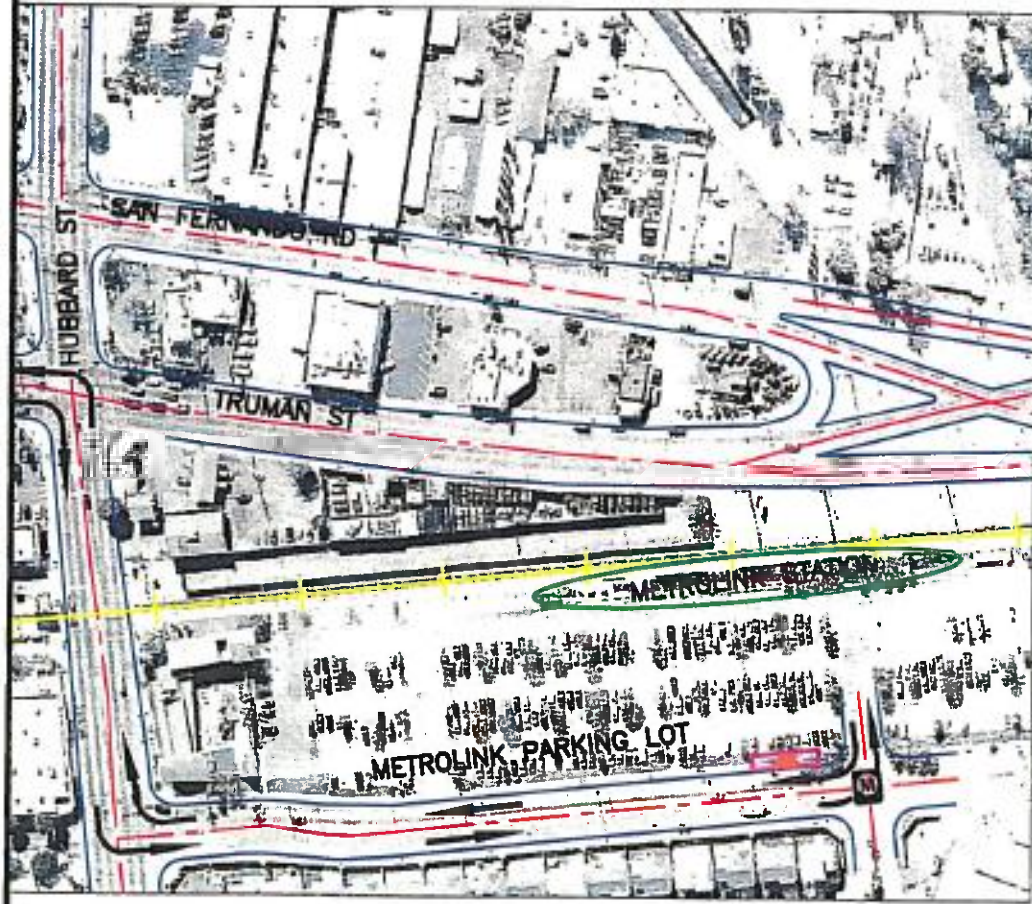
MATCH LINE SEE SHEET 11

MATCH LINE SEE BELOW LEFT



SCALE: 1"=200'

MATCH LINE SEE ABOVE RIGHT



SCALE: 1"=200'

LEGEND:

- STATION LOCATION
- STOP LOCATION
- PROPOSED BUS STATION
- EXISTING STREETS
- EXISTING RIVER/WASH
- FUTURE EAST-WEST METRO RAPID TRANSITWAY
- LANE WIDENING
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- EXISTING ELEMENT
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- PEAK PERIOD BUS LANE



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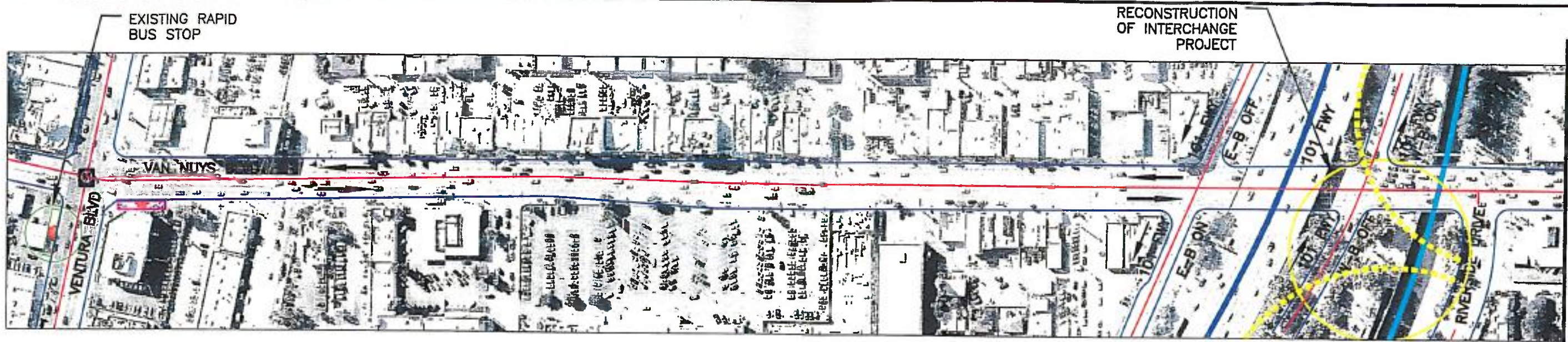
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 LOS ANGELES, CA 90017

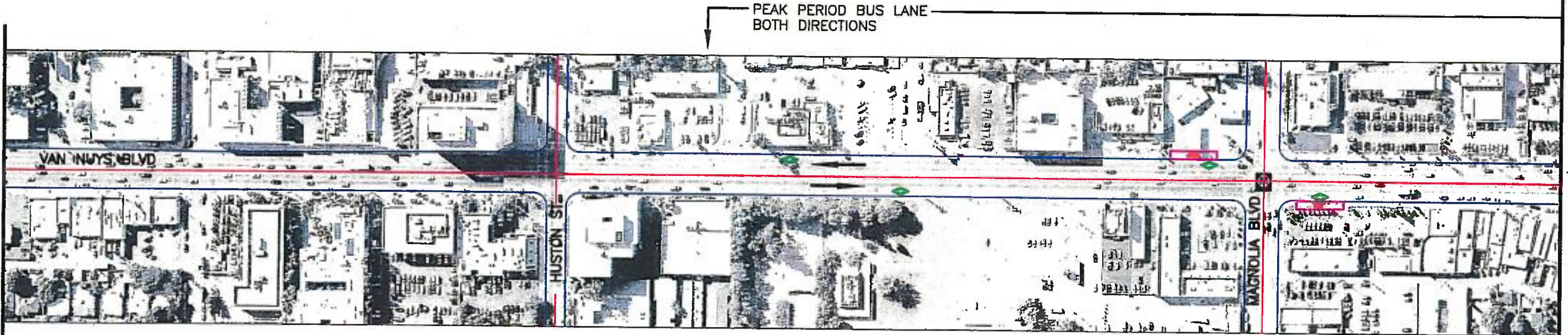
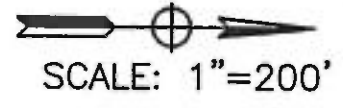
**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING • DESIGN • SURVEYING  
 234 DRAKE DRIVE

**LANKERSHIM BLVD CORRIDOR**  
 VENTURA BLVD TO SAN FERNANDO RD  
 LANKERSHIM BLVD TO HUBBARD ST

CONTRACT NO		PS4350-1018	
DRAWING NO	REV	0	
SCALE		1"=200'	
SHEET NO			



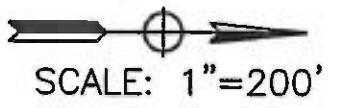
MATCH LINE SEE BELOW LEFT



MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE SHEET 2

PEAK PERIOD BUS LANE BOTH DIRECTIONS



- LEGEND:**
- STATION LOCATION
  - STOP LOCATION
  - PROPOSED BUS STATION
  - EXISTING STREETS
  - EXISTING RIVER/WASH
  - FUTURE EAST-WEST METRO RAPID TRANSITWAY
  - EXISTING FREEWAY
  - MAIN DIRECTION OF FLOW
  - EXISTING ELEMENT
  - INDICATES POP-OUT
  - SIGNAL MODIFICATION
  - BRIDGE WIDENING
  - PEAK PERIOD BUS LANE



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DESIGNED BY	JAF
DRAWN BY	JAF
CHECKED BY	MT.
IN CHARGE	RRH
DATE	

REV	DATE	BY	APP	REQ. NO.	ISSUES	SOLICITATION LEVEL
0	1/03					

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.

MEYER, MOHADDES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810  
 LOS ANGELES, CA 90017

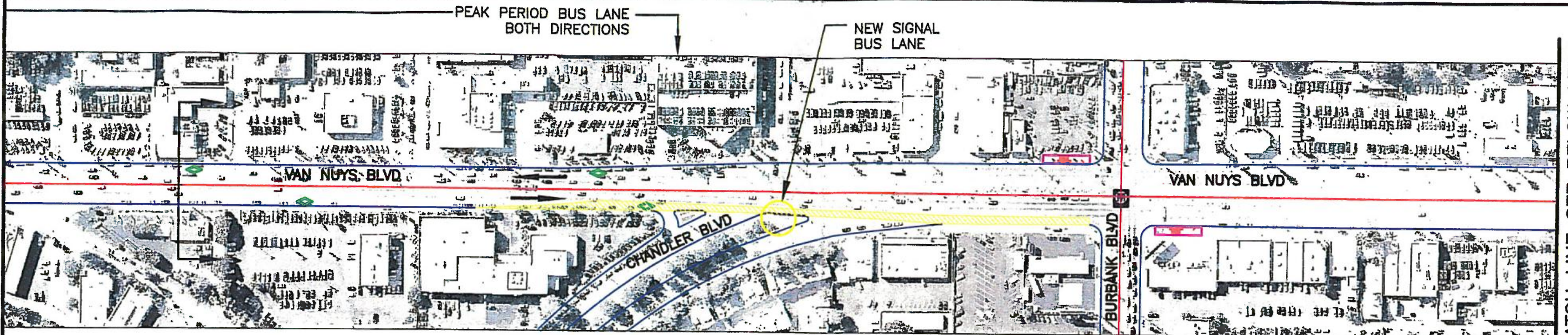
**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING DESIGN SURVEYING  
 234 DRAKE DRIVE

**VAN NUYS BLVD CORRIDOR  
 VENTURA BLVD TO FOOTHILL BLVD**

CONTRACT NO.	PS4350-1018
DRAWING NO.	REV 0
SCALE	1"=200'
SHEET NO.	

MATCH LINE SEE SHEET 1

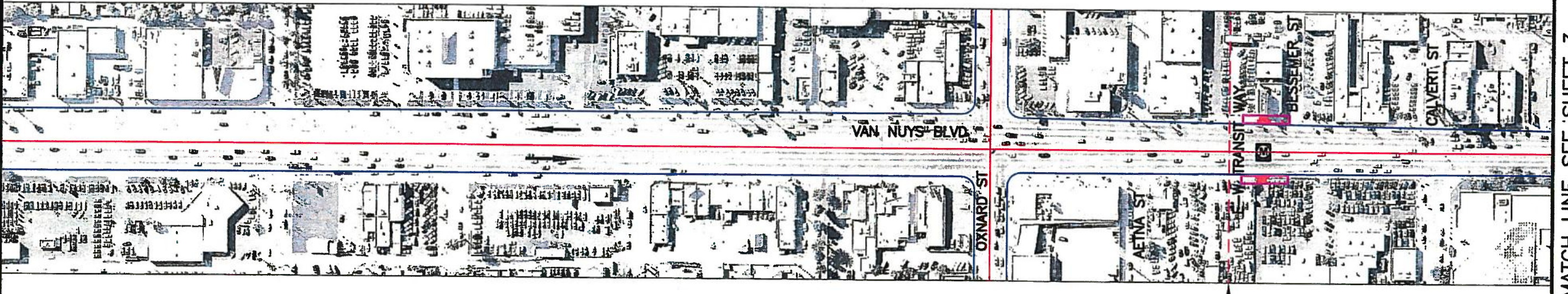
MATCH LINE SEE BELOW LEFT



SCALE: 1"=200'

MATCH LINE SEE ABOVE RIGHT

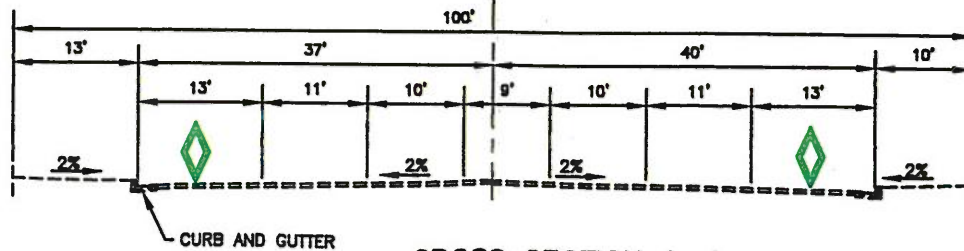
MATCH LINE SEE SHEET 3



SCALE: 1"=200'

LEGEND:

- STATION LOCATION
- STOP LOCATION
- PROPOSED BUS STATION
- EXISTING STREETS
- EXISTING RIVER/WASH
- FUTURE EAST-WEST METRO RAPID TRANSITWAY
- EXISTING FREEWAY
- MAIN DIRECTION OF FLOW
- EXISTING ELEMENT
- SPECIAL BY PASS BUS LANE CONFIGURATION
- SIGNAL MODIFICATION
- BRIDGE WIDENING
- PEAK PERIOD BUS LANE



CROSS SECTION A-A



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IN CHARGE	RRH
DATE	

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CHECKED BY	MT.
IN CHARGE	RRH
DATE	

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.

MEYER, MOHADDES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810  
 LOS ANGELES, CA 90017

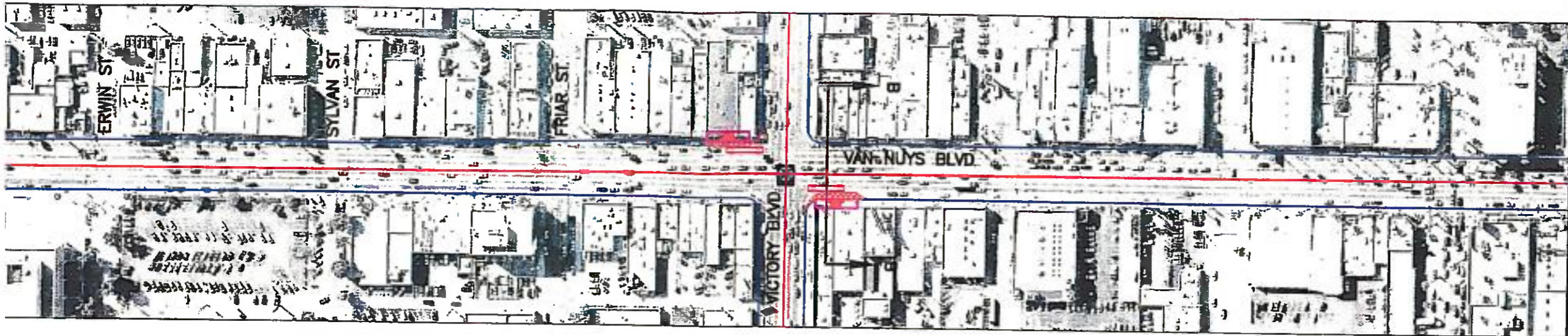
**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING - DESIGN - SURVEYING  
 234 DRAKE DRIVE

VAN NUYS BLVD CORRIDOR  
 VENTURA BLVD TO FOOTHILL BLVD

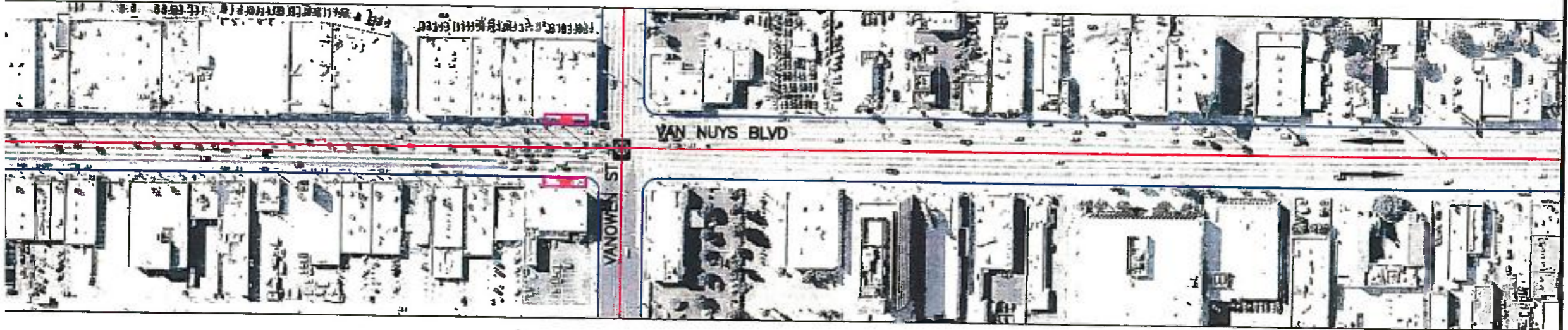
CONTRACT NO  
 PS4350-1018

DRAWING NO  
 REV 0







SCALE  
 1"=200'

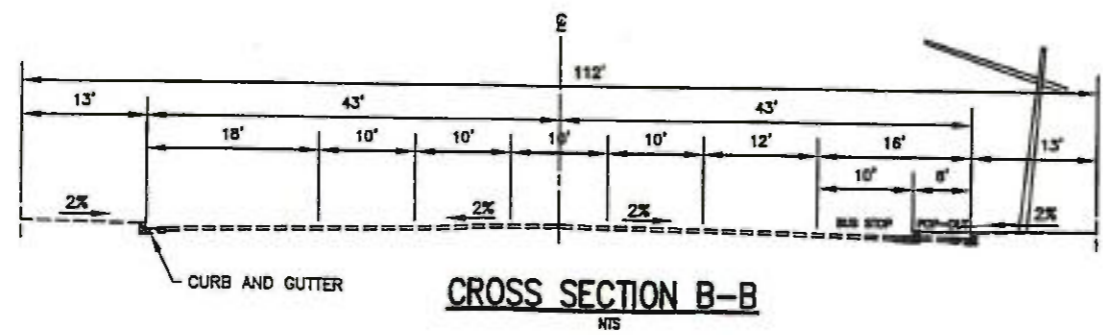


MATCH LINE SEE BELOW LEFT

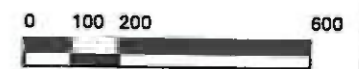


MATCH LINE SEE SHEET 4

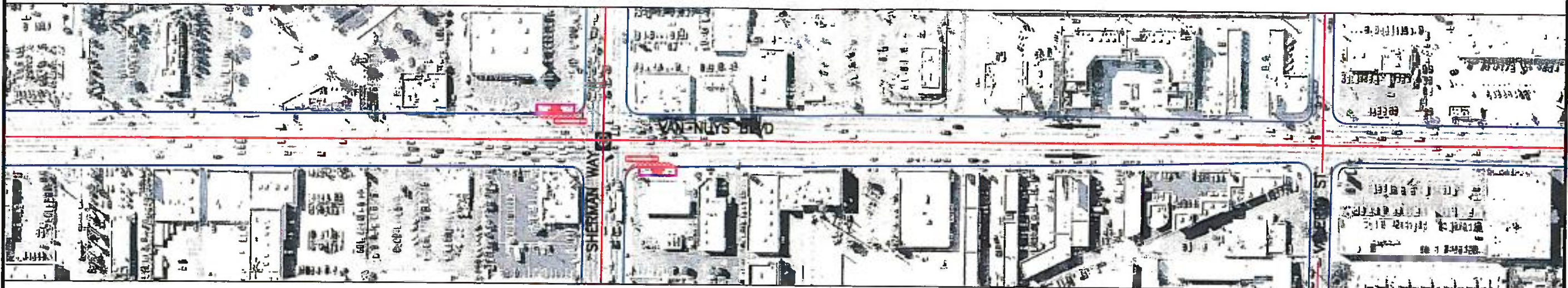
-  MAIN DIRECTION OF FLOW
-  EXISTING ELEMENT
-  INDICATES POP-OUT
-  SIGNAL MODIFICATION
-  BRIDGE WIDENING
-  60' BUS



SCALE: 1"=200'



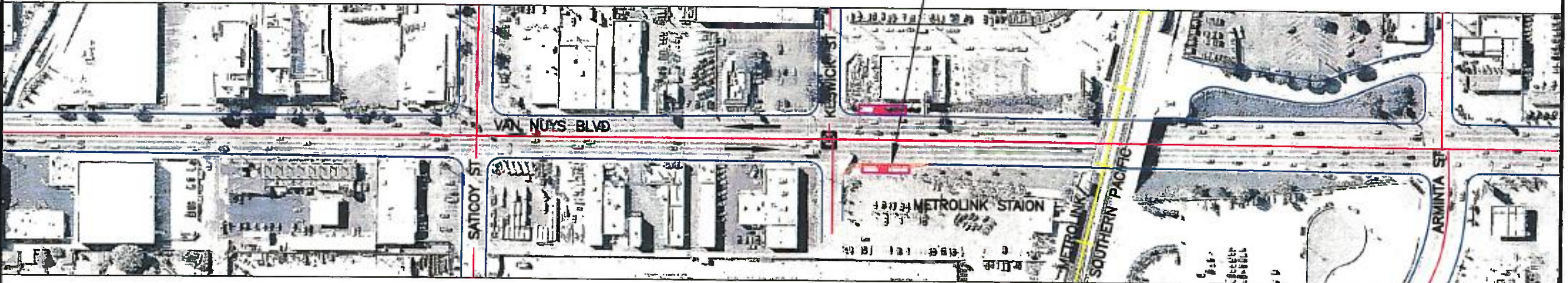
MATCH LINE SEE SHEET 3



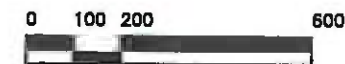
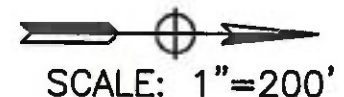
MATCH LINE SEE BELOW LEFT



MATCH LINE SEE ABOVE RIGHT



MATCH LINE SEE SHEET 5



NOT FOR CONSTRUCTION

- LEGEND:**
- STATION LOCATION
  - STOP LOCATION
  - PROPOSED BUS STATION
  - EXISTING STREETS
  - EXISTING RIVER/WASH
  - FUTURE EAST-WEST METRO RAPID TRANSITWAY
  - EXISTING FREEWAY
  - MAIN DIRECTION OF FLOW
  - EXISTING ELEMENT
  - INDICATES POP-OUT
  - SIGNAL MODIFICATION
  - CURB RECONSTRUCT
  - EXISTING RAILROAD
  - 60' BUS

DESIGNED BY	JAF
DRAWN BY	JAF
CHECKED BY	MT.
IN CHARGE	RRH
DATE	
REV	DATE
0	1/03
SOLICITATION LEVEL	

DESIGNED BY JAF  
 DRAWN BY JAF  
 CHECKED BY MT.  
 IN CHARGE RRH  
 DATE

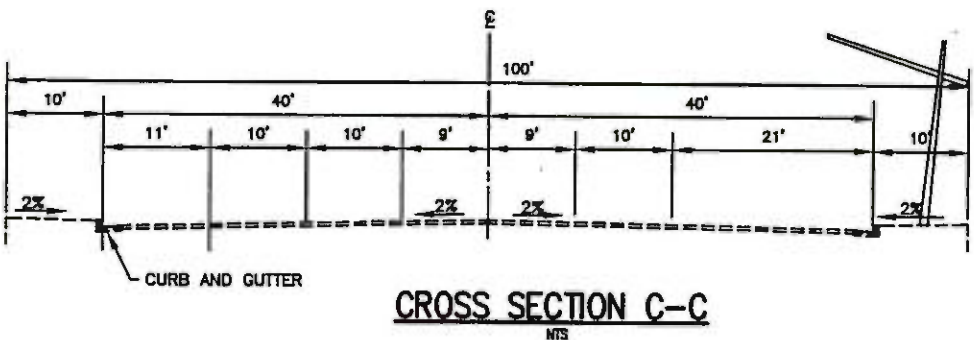
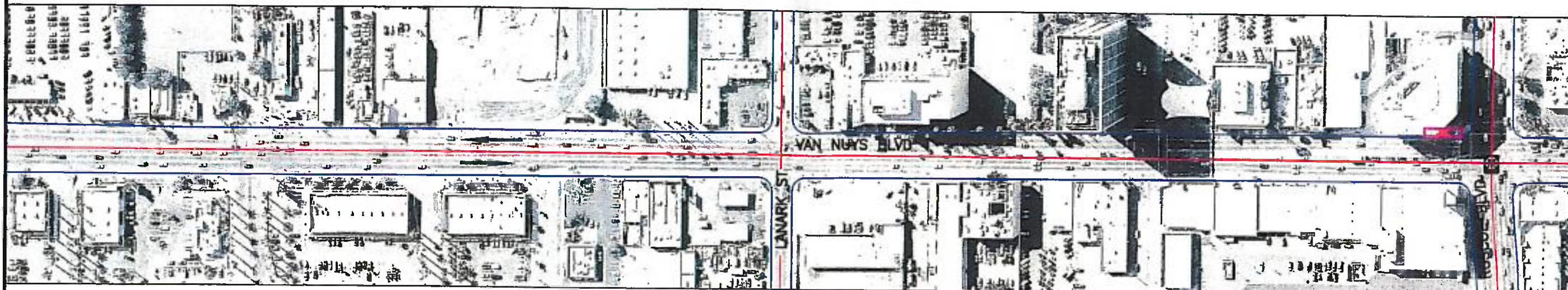
**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.  
 MEYER, MOHADDES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810  
 LOS ANGELES, CA 90017

**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING - DESIGN - SURVEYING  
 234 DRAKE DRIVE

CONTRACT NO.	PS4350-1018
DRAWING NO.	REV 0
SCALE	1"=200'
DRAWN BY	

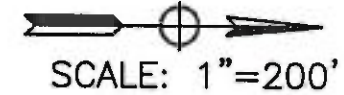
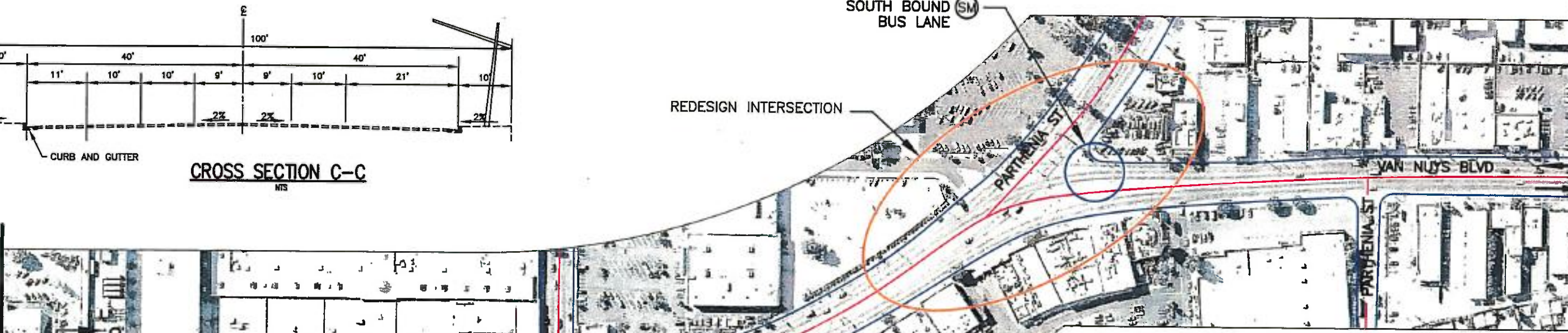
MATCH LINE SEE SHEET 4

MATCH LINE SEE BELOW LEFT

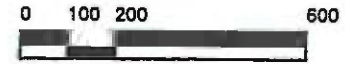


MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE SHEET 6



- LEGEND:**
- STATION LOCATION
  - STOP LOCATION
  - PROPOSED BUS STATION
  - EXISTING STREETS
  - EXISTING RIVER/WASH
  - FUTURE EAST-WEST METRO RAPID TRANSITWAY
  - EXISTING FREEWAY
  - MAIN DIRECTION OF FLOW
  - EXISTING ELEMENT
  - INDICATES POP-OUT
  - SIGNAL MODIFICATION
  - BRIDGE WIDENING
  - EXISTING RAILROAD
  - 60' BUS



NOT FOR CONSTRUCTION

0	1/03			SOLICITATION LEVEL	

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 IN CHARGE RRH  
 DATE

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.

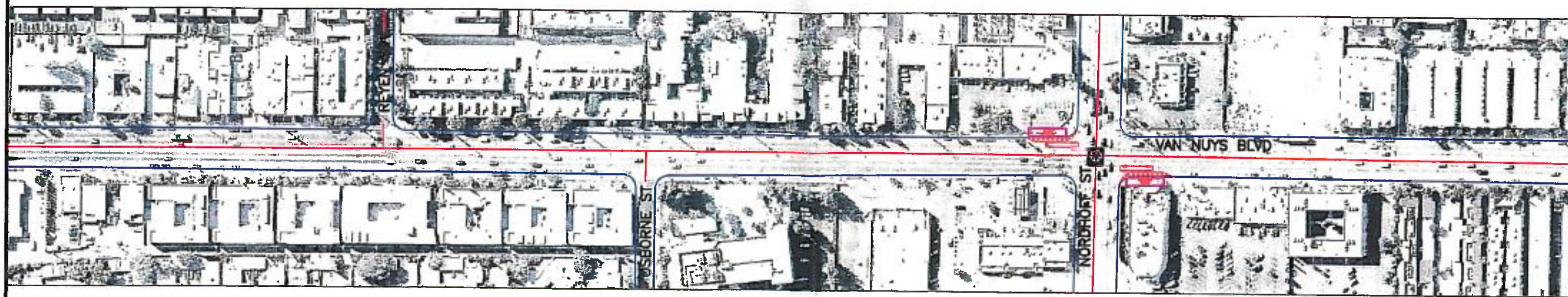
MEYER, MOHADDES ASSOCIATES, INC.  
 707 WILSHIRE BLVD., SUITE 4810  
 LOS ANGELES, CA 90047

**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING - DESIGN - SURVEYING  
 234 DRAKE DRIVE

**VAN NUYS BLVD CORRIDOR  
 VENTURA BLVD TO FOOTHILL BLVD**

CONTRACT NO. PS4350-1018	
DRAWING NO.	REV 0
SCALE 1"=200'	

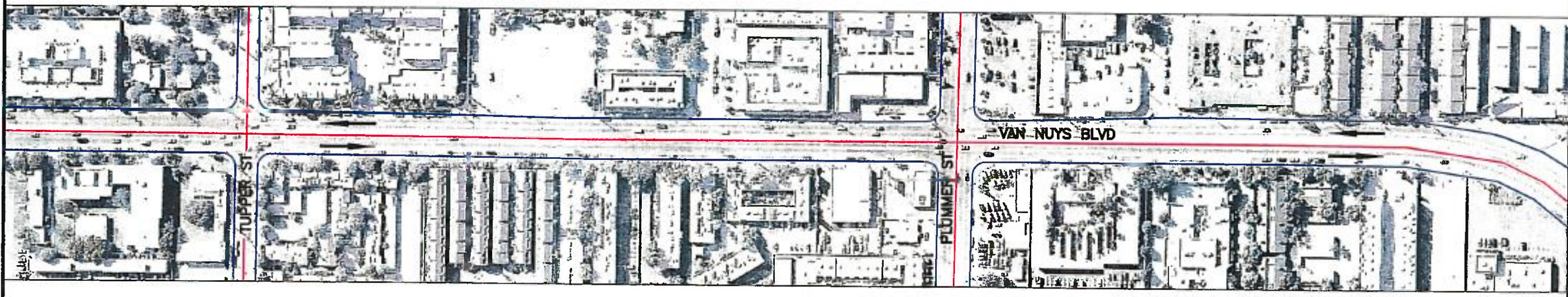
MATCH LINE SEE SHEET 5



MATCH LINE SEE BELOW LEFT

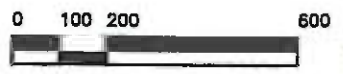
SCALE: 1"=200'

MATCH LINE SEE ABOVE RIGHT



MATCH LINE SEE SHEET 7

SCALE: 1"=200'



NOT FOR CONSTRUCTION

- LEGEND:**
- STATION LOCATION
  - STOP LOCATION
  - PROPOSED BUS STATION
  - EXISTING STREETS
  - EXISTING RIVER/WASH
  - FUTURE EAST-WEST METRO RAPID TRANSITWAY
  - EXISTING FREEWAY
  - MAIN DIRECTION OF FLOW
  - EXISTING ELEMENT
  - INDICATES POP-OUT
  - SIGNAL MODIFICATION
  - BRIDGE WIDENING
  - EXISTING RAILROAD
  - 60' BUS

DESIGNED BY	JAF
DRAWN BY	JAF
CHECKED BY	MT.
IN CHARGE	RRH
DATE	

REV	DATE	BY	APP	DESCRIPTION
0	1/03			SOLICITATION LEVEL

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.

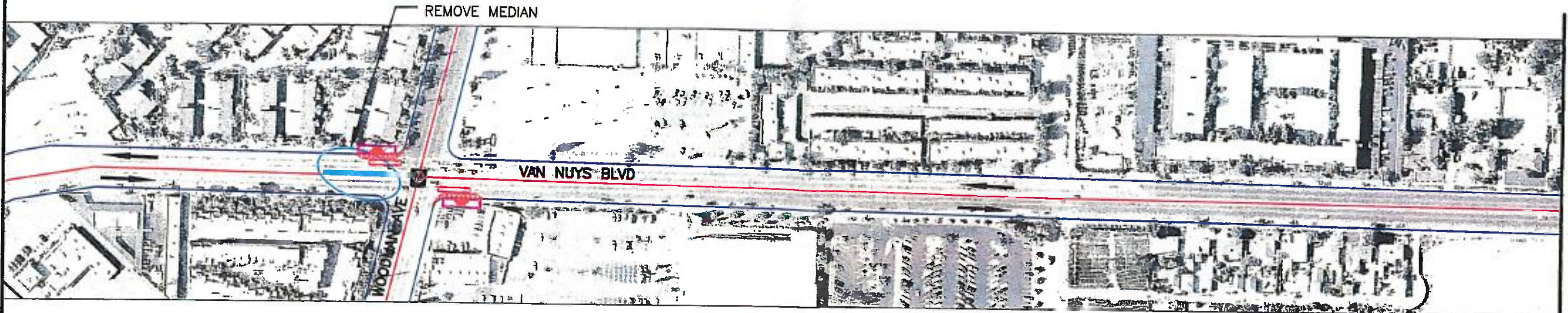
MEYER, MOHADDES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810  
 LOS ANGELES, CA 90017

**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING - DESIGN - SURVEYING  
 234 DRAKE DRIVE

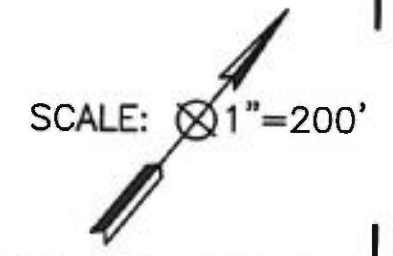
**VAN NUYS BLVD CORRIDOR  
 VENTURA BLVD TO FOOTHILL BLVD**

CONTRACT NO.	PS4350-1018
DRAWING NO.	REV 0
SCALE	1"=200'
SHEET NO.	

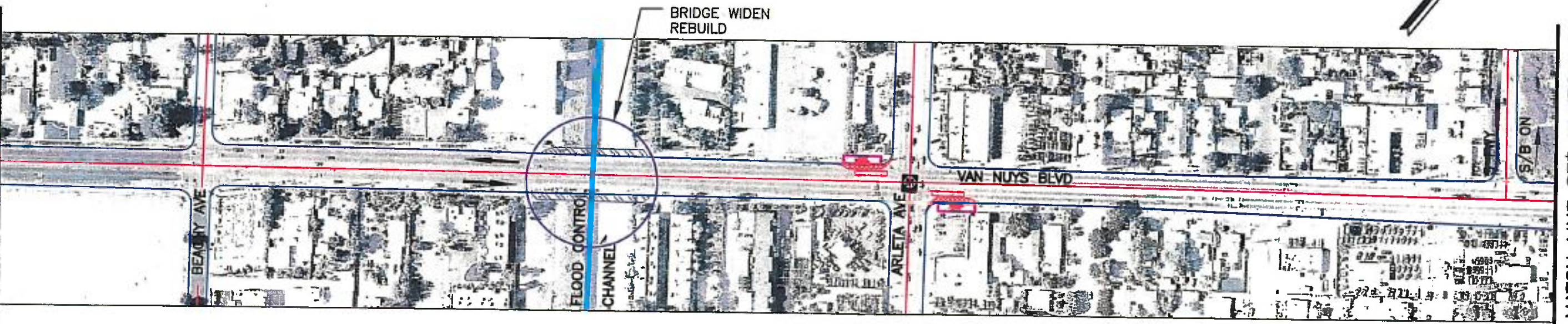
MATCH LINE SEE SHEET 6



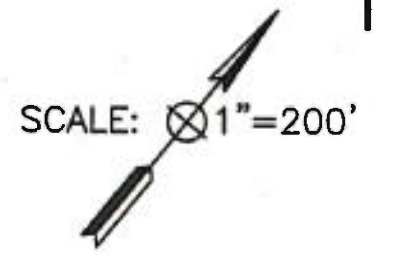
MATCH LINE SEE BELOW LEFT



MATCH LINE SEE ABOVE RIGHT



MATCH LINE SEE SHEET 8



- LEGEND:**
- STATION LOCATION
  - STOP LOCATION
  - PROPOSED BUS STATION
  - EXISTING STREETS
  - EXISTING RIVER/WASH
  - FUTURE EAST-WEST METRO RAPID TRANSITWAY
  - EXISTING FREEWAY
  - MAIN DIRECTION OF FLOW
  - EXISTING ELEMENT
  - INDICATES POP-OUT
  - SIGNAL MODIFICATION
  - BRIDGE WIDENING
  - EXISTING RAILROAD
  - 60' BUS



NOT FOR CONSTRUCTION

REV	DATE	BY	APP	REQ NO	EXPIRES	SCALE	DATE
0	1/03					SOLICITATION LEVEL	

DESIGNED BY	JAF
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IN CHARGE	RRH

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.

MEYER, MOHADES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810  
 LOS ANGELES, CA 90012

**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING - DESIGN - SURVEYING  
 234 DRAKE DRIVE

**VAN NUYS BLVD CORRIDOR  
 VENTURA BLVD TO FOOTHILL BLVD**

CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'

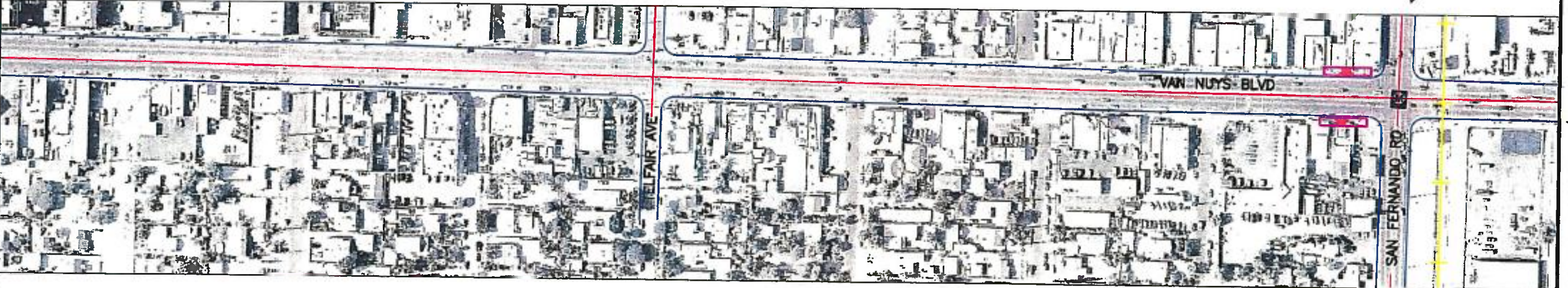


MATCH LINE SEE SHEET 7

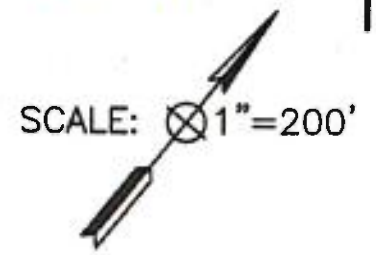


MATCH LINE SEE BELOW LEFT














MATCH LINE SEE ABOVE RIGHT

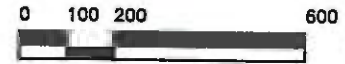


MATCH LINE SEE SHEET 9



LEGEND:

-  STATION LOCATION
-  STOP LOCATION
-  PROPOSED BUS STATION
-  EXISTING STREETS
-  EXISTING RIVER/WASH
-  FUTURE EAST-WEST METRO RAPID TRANSITWAY
-  EXISTING FREEWAY
-  MAIN DIRECTION OF FLOW
-  EXISTING ELEMENT
-  INDICATES POP-OUT
-  SIGNAL MODIFICATION
-  BRIDGE WIDENING
-  EXISTING RAILROAD



NOT FOR CONSTRUCTION

REV	DATE	BY	APP	REV NO	SYMBOL	DESCRIPTION
0	1/03					SOLICITATION LEVEL

DESIGNED BY	JAF
DRAWN BY	JAF
CHECKED BY	MT.
IN CHARGE	RRH
DATE	

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.  
 MEYER, MOHADES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810  
 LOS ANGELES, CA 90017

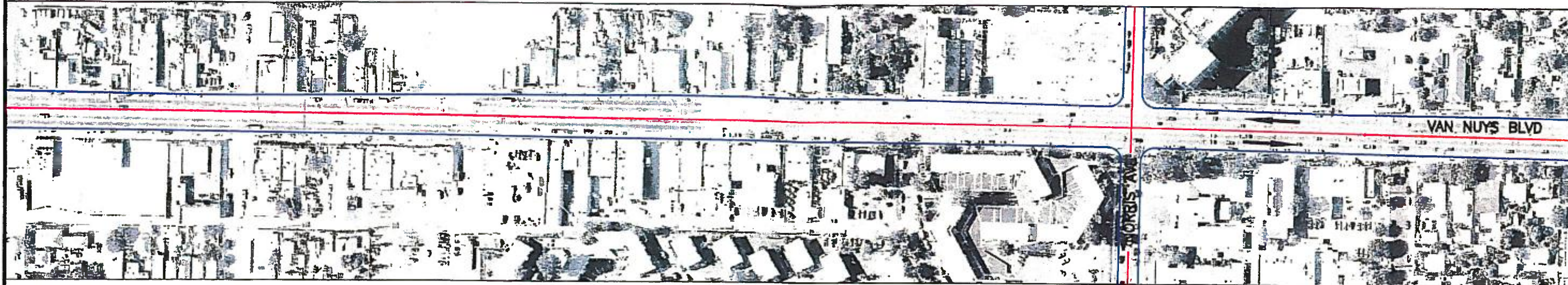
**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING - DESIGN - SURVEYING  
 234 DRAKE DRIVE

VAN NUYS BLVD CORRIDOR  
 VENTURA BLVD TO FOOTHILL BLVD

CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'

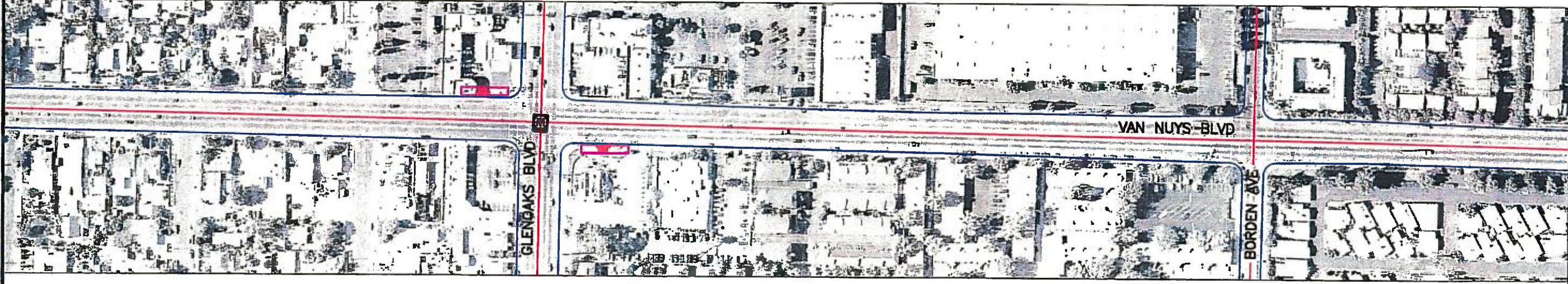
MATCH LINE SEE SHEET 8

MATCH LINE SEE BELOW LEFT



MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE SHEET 10



SCALE: 1"=200'

SCALE: 1"=200'

- LEGEND:**
- STATION LOCATION
  - STOP LOCATION
  - PROPOSED BUS STATION
  - EXISTING STREETS
  - EXISTING RIVER/WASH
  - FUTURE EAST-WEST METRO RAPID TRANSITWAY
  - EXISTING FREEWAY
  - MAIN DIRECTION OF FLOW
  - EXISTING ELEMENT
  - INDICATES POP-OUT
  - SIGNAL MODIFICATION
  - BRIDGE WIDENING
  - EXISTING RAILROAD



NOT FOR CONSTRUCTION

						DESIGNED BY	JAF
						DRAWN BY	JAF
						CHECKED BY	MT.
						IN CHARGE	RRH
0	1/03					SOLICITATION LEVEL	

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.  
 MEYER, MOHADDES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810

**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING - DESIGN - SURVEYING  
 294 BRAKE DRIVE

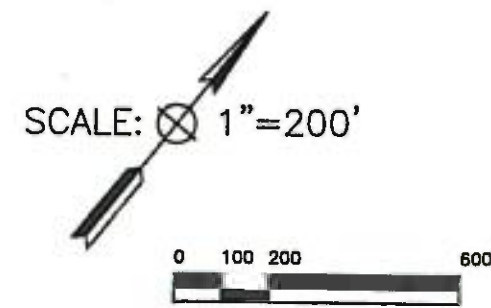
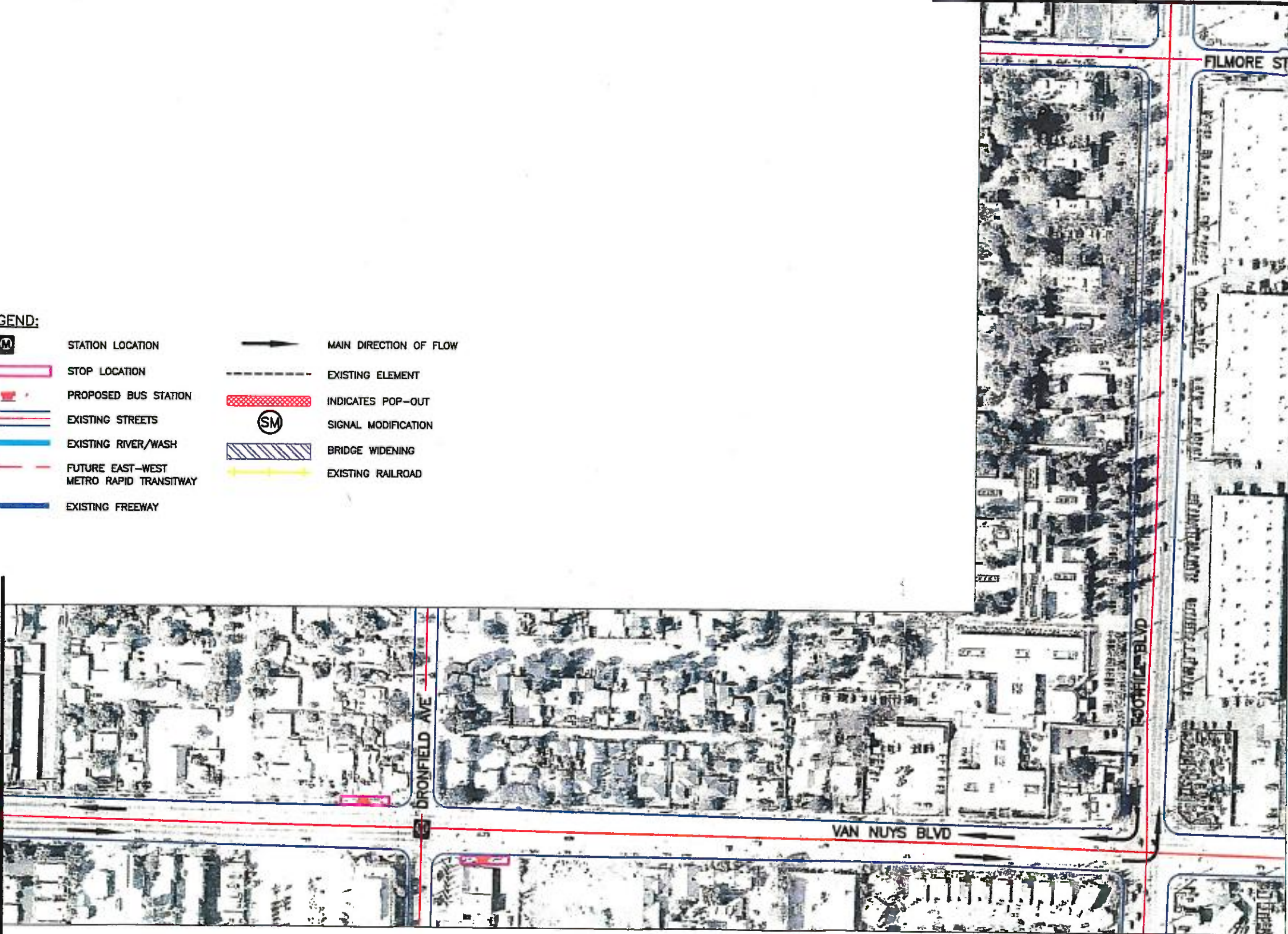
VAN NUYS BLVD CORRIDOR  
 VENTURA BLVD TO FOOTHILL BLVD

CONTRACT NO		PS4350-1018	
DRAWING NO		REV	0
SCALE		1"=200'	

MATCH LINE SEE SHEET 11

- LEGEND:**
- STATION LOCATION
  - STOP LOCATION
  - PROPOSED BUS STATION
  - EXISTING STREETS
  - EXISTING RIVER/WASH
  - FUTURE EAST-WEST METRO RAPID TRANSITWAY
  - EXISTING FREEWAY
  - MAIN DIRECTION OF FLOW
  - EXISTING ELEMENT
  - INDICATES POP-OUT
  - SIGNAL MODIFICATION
  - BRIDGE WIDENING
  - EXISTING RAILROAD

MATCH LINE SEE SHEET 9



NOT FOR CONSTRUCTION

DESIGNED BY	JAF
DRAWN BY	JAF
CHECKED BY	MT.
IN CHARGE	RRH
DATE	
0	1/03
SOLICITATION LEVEL	

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.

MEYER, MOHADDES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810  
 LOS ANGELES, CA 90047

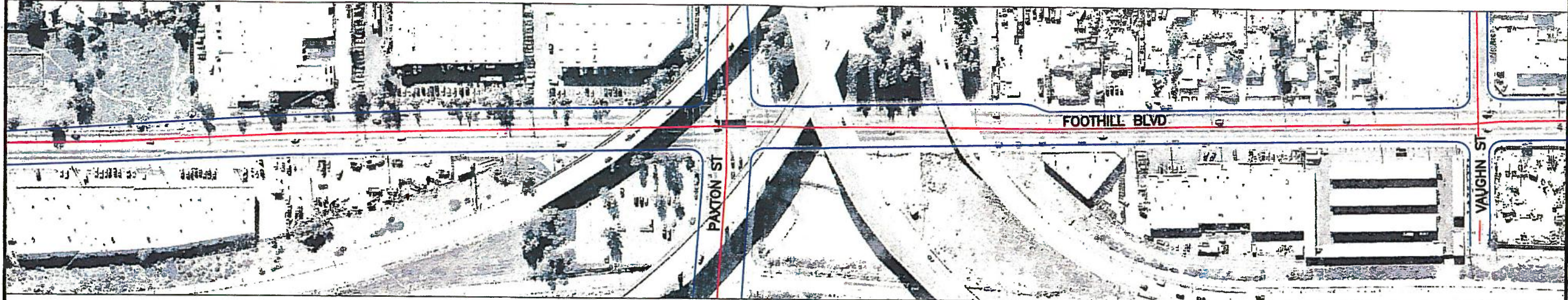
**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING - DESIGN - SURVEYING  
 234 DRAKE DRIVE

**VAN NUYS BLVD CORRIDOR  
 VENTURA BLVD TO FOOTHILL BLVD**

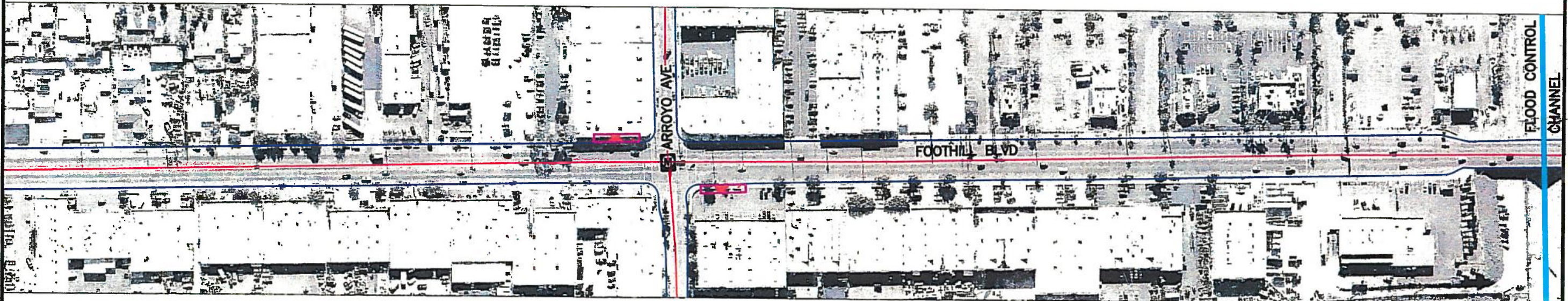
CONTRACT NO. PS4350-1018	
DRAWING NO.	REV 0
SCALE 1"=200'	

MATCH LINE SEE SHEET 10

MATCH LINE SEE ABOVE RIGHT



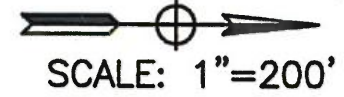
MATCH LINE SEE BELOW LEFT



MATCH LINE SEE SHEET 12

**LEGEND:**

- |  |   |  |                        |
|--|---|--|------------------------|
|  | STATION LOCATION                        |  | MAIN DIRECTION OF FLOW |
|  | STOP LOCATION                           |  | EXISTING ELEMENT       |
|  | PROPOSED BUS STATION                    |  | INDICATES POP-OUT      |
|  | EXISTING STREETS                        |  | SIGNAL MODIFICATION    |
|  | EXISTING RIVER/WASH                     |  | BRIDGE WIDENING        |
|  | FUTURE EAST-WEST METRO RAPID TRANSITWAY |  | EXISTING RAILROAD      |
|  | EXISTING FREEWAY                        |  |                        |



NOT FOR CONSTRUCTION

DESIGNED BY	JAF
DRAWN BY	JAF
CHECKED BY	MT.
IN CHARGE	RRH
DATE	

REV	DATE	BY	APP	DESCRIPTION
0	1/03			SOLICITATION LEVEL

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**  
**SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.**

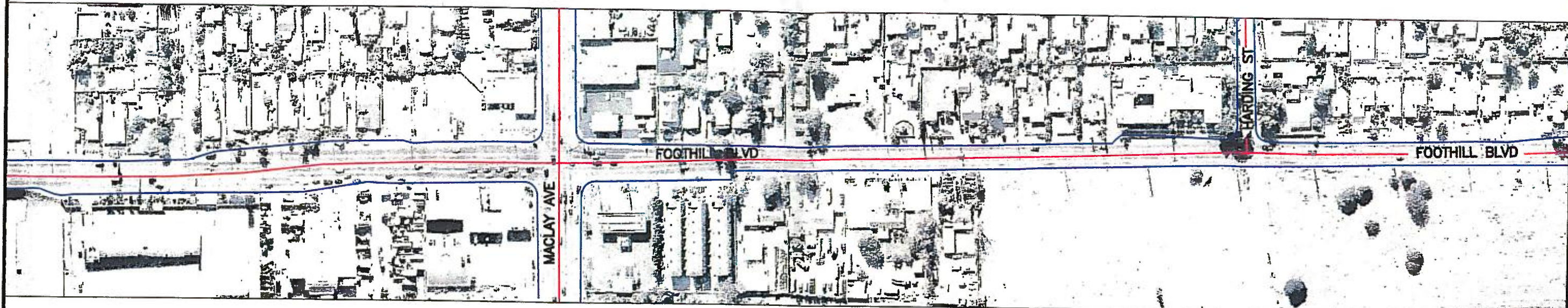
MEYER, MOHADES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810  
 LOS ANGELES, CA 90017

**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING DESIGN SURVEYING  
 234 DRAKE DRIVE

**VAN NUYS BLVD CORRIDOR**  
**FOOTHILL BLVD**  
**VAN NUYS BLVD TO HUBBARD ST**

CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'
SHEET NO	

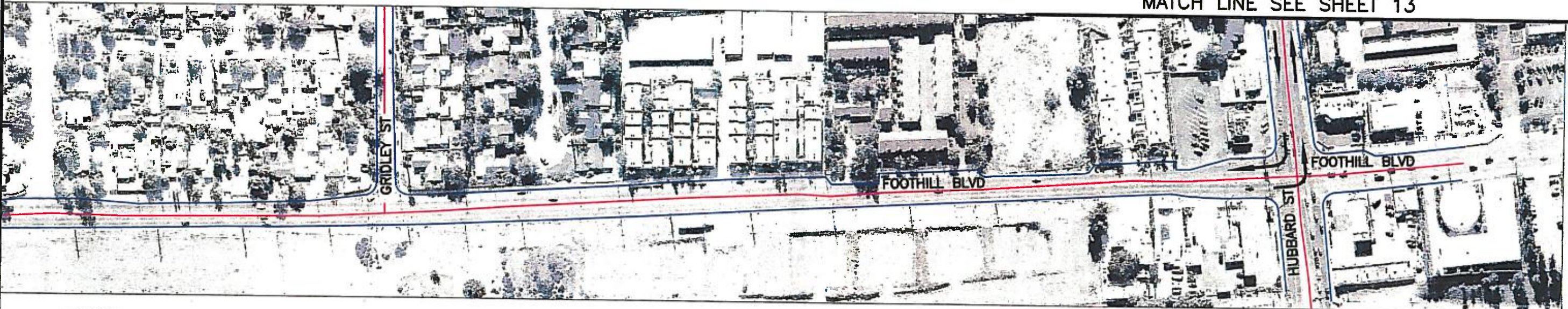
MATCH LINE SEE SHEET 11



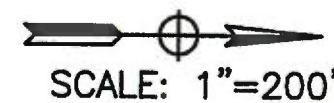
MATCH LINE SEE BELOW LEFT



MATCH LINE SEE ABOVE RIGHT



MATCH LINE SEE SHEET 13



**LEGEND:**

- STATION LOCATION
- STOP LOCATION
- PROPOSED BUS STATION
- EXISTING STREETS
- EXISTING RIVER/WASH
- FUTURE EAST-WEST METRO RAPID TRANSITWAY
- EXISTING FREEWAY
- MAIN DIRECTION OF FLOW
- EXISTING ELEMENT
- INDICATES POP-OUT
- SIGNAL MODIFICATION
- BRIDGE WIDENING
- EXISTING RAILROAD



NOT FOR CONSTRUCTION

0	1/03						SOLICITATION LEVEL

DESIGNED BY	JAF
DRAWN BY	JAF
CHECKED BY	MT.
IN CHARGE	RRH
DATE	

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.

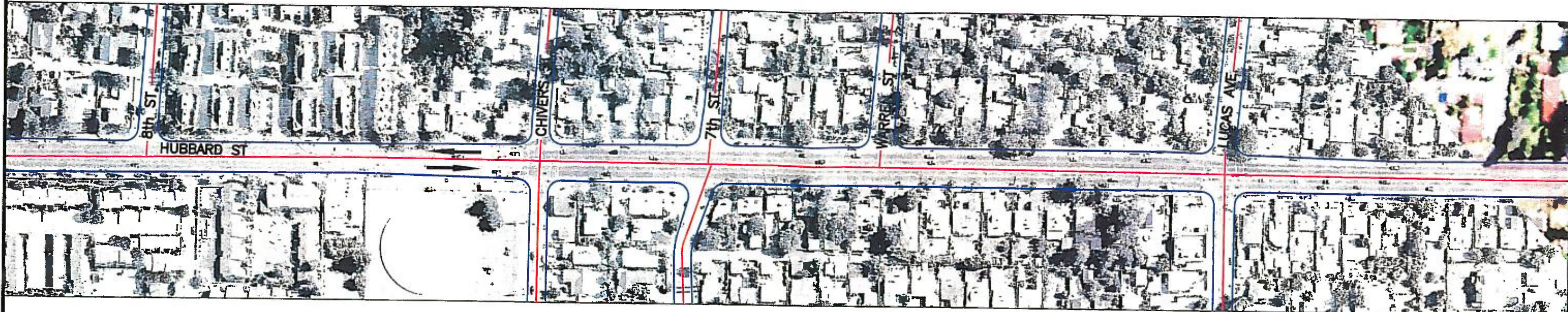
MEYER, MOHADDES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810

**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING ... DESIGN ... SURVEYING

**VAN NUYS BLVD CORRIDOR  
 FOOTHILL BLVD  
 VAN NUYS BLVD TO HUBBARD ST**

CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'

MATCH LINE SEE SHEET 12



MATCH LINE SEE BELOW LEFT

SCALE: 1"=200'

MATCH LINE SEE ABOVE RIGHT



MATCH LINE SEE SHEET 14

SCALE: 1"=200'



NOT FOR CONSTRUCTION

LEGEND:

- STATION LOCATION
- STOP LOCATION
- PROPOSED BUS STATION
- EXISTING STREETS
- EXISTING RIVER/WASH
- FUTURE EAST-WEST METRO RAPID TRANSITWAY
- MAIN DIRECTION OF FLOW
- EXISTING ELEMENT
- INDICATES POP-OUT
- SIGNAL MODIFICATION
- BRIDGE WIDENING

DESIGNED BY	JAF				
DRAWN BY	JAF				
CHECKED BY	MT.				
IN CHARGE	RRH				
DATE					
REV	DATE	BY	APP	REV. NO.	REVISION
0	1/03				SOLICITATION LEVEL

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.

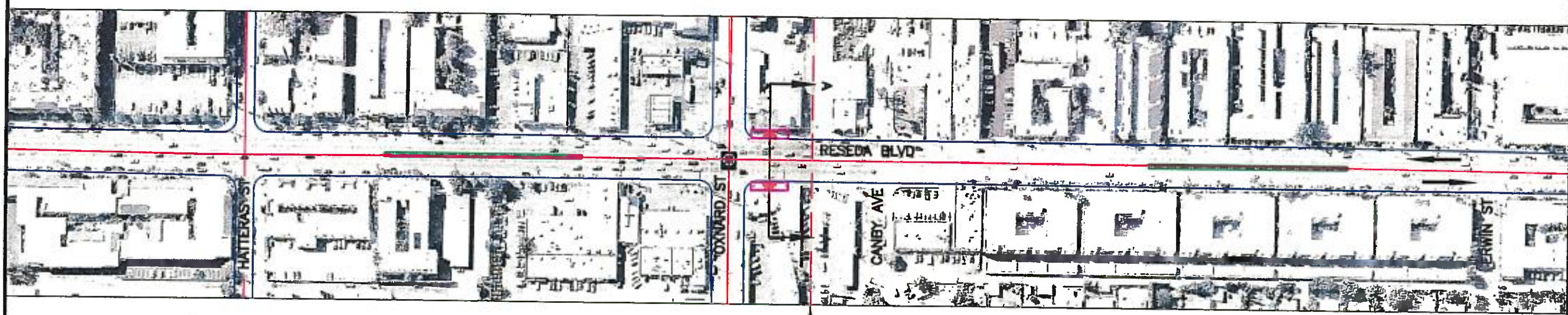
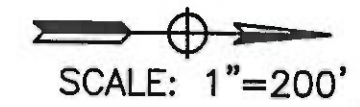
MEYER, MOHADDES ASSOCIATES, INC. **H K** Hernandez, Kroone & Associates, Inc.  
 707 WILSHIRE BLVD., SUITE 4810  
 LOS ANGELES, CA 90047  
 PLANNING - DESIGN - SURVEYING  
 294 ORANGE DRIVE

VAN NUYS BLVD CORRIDOR  
 HUBBARD ST  
 FOOTHILL BLVD TO TRUMAN ST

CONTRACT NO.	PS4350-1018
DRAWING NO.	REV 0
SCALE	1"=200'

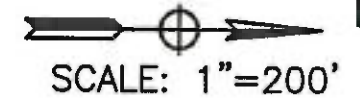


MATCH LINE SEE BELOW LEFT

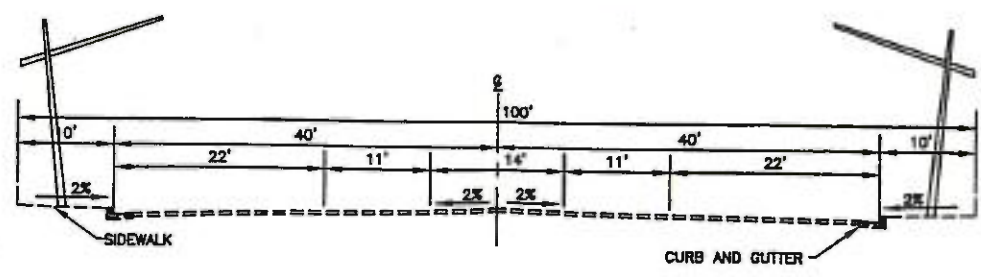


MATCH LINE SEE ABOVE RIGHT

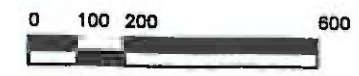
MATCH LINE SEE SHEET 2



- LEGEND:**
- STATION LOCATION
  - STOP LOCATION
  - PROPOSED BUS STATION
  - EXISTING STREETS
  - EXISTING RIVER/WASH
  - FUTURE EAST-WEST METRO RAPID TRANSITWAY
  - LANDSCAPE MEDIAN
  - EXISTING FREEWAY
  - MAIN DIRECTION OF FLOW
  - EXISTING ELEMENT
  - INDICATES POP-OUT



**CROSS SECTION A-A**  
N/S



NOT FOR CONSTRUCTION

REV	DATE	BY	APP	REV. NO.	SYMBOL	DESCRIPTION	SOLICITATION LEVEL
0	1/03						

DESIGNED BY	JAF
DRAWN BY	JAF
CHECKED BY	MT.
IN CHARGE	RRH
DATE	

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.

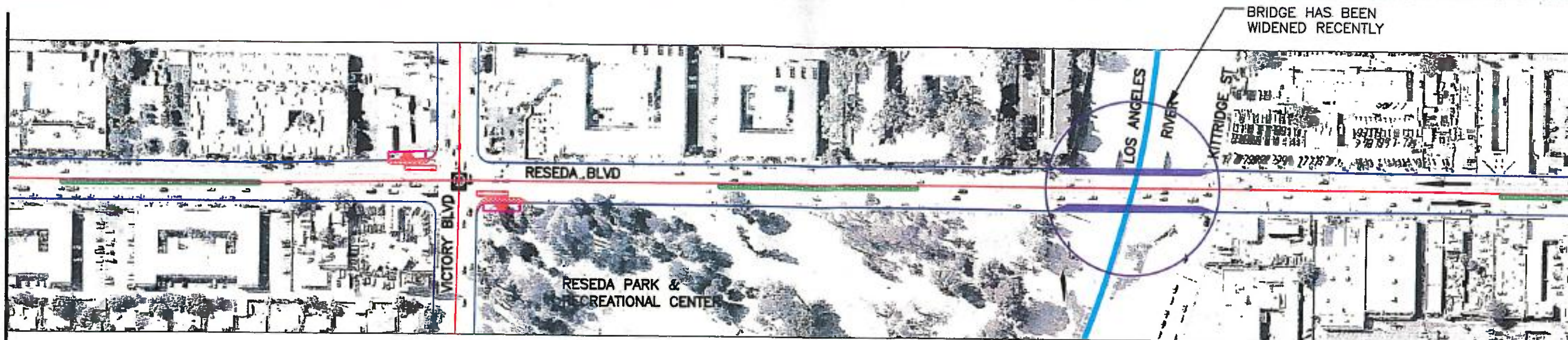
MEYER, MOHADDES ASSOCIATES, INC  
707 WILSHIRE BLVD., SUITE 4810  
LOS ANGELES, CA 90017

**H K** Hernandez, Kroone & Associates, Inc.  
CONSULTING ENGINEERS  
PLANNING - DESIGN - SURVEYING  
234 DRAKE DRIVE

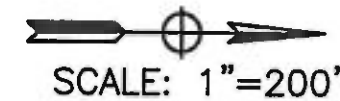
**RESEDA BLVD CORRIDOR**  
**VENTURA BLVD TO NORDHOFF ST**

CONTRACT NO.	PS4350-1018
DRAWING NO.	REV 0
SCALE	1"=200'

MATCH LINE SEE SHEET 1



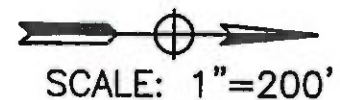
MATCH LINE SEE BELOW LEFT



MATCH LINE SEE ABOVE RIGHT

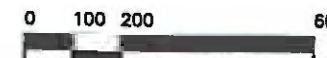


MATCH LINE SEE SHEET 3



**LEGEND:**

- STATION LOCATION
- STOP LOCATION
- PROPOSED BUS STATION
- EXISTING STREETS
- EXISTING RIVER/WASH
- FUTURE EAST-WEST METRO RAPID TRANSITWAY
- LANDSCAPE MEDIAN
- EXISTING FREEWAY
- MAIN DIRECTION OF FLOW
- EXISTING ELEMENT
- INDICATES POP-OUT
- 60' BUS



NOT FOR CONSTRUCTION

REV	DATE	BY	APP	RED NO	EXPIRES	SEAL	NO	DATE
0	1/03							

DESIGNED BY	JAF
DRAWN BY	JAF
CHECKED BY	MT.
IN CHARGE	RRH
DATE	1/03

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.  
 MEYER, MOHADDES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810  
 LOS ANGELES, CA 90017

**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING - DESIGN - SURVEYING  
 234 DRAKE DRIVE

**RESEDA BLVD CORRIDOR  
 VENTURA BLVD TO NORDHOFF ST**

CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'
SHEET NO	



QUEUE JUMP SIGNAL SOUTH BOUND

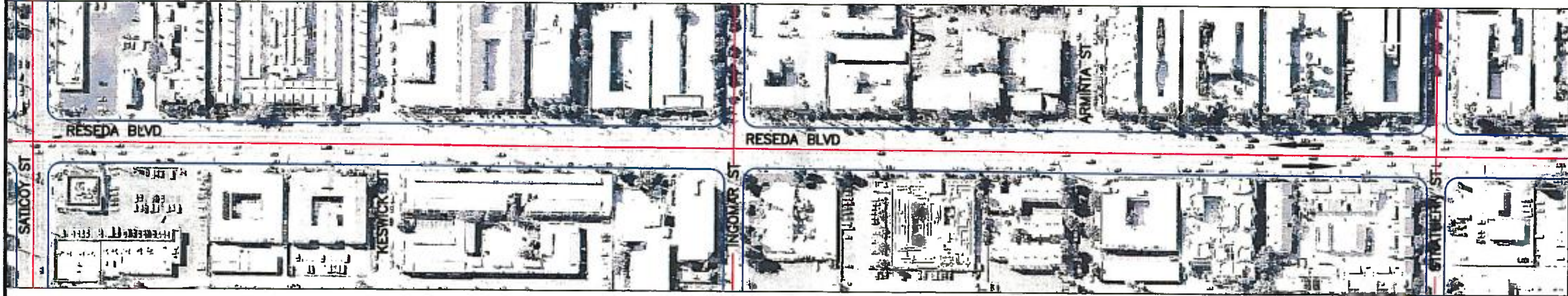
MATCH LINE SEE SHEET 2



MATCH LINE SEE BELOW LEFT

SCALE: 1"=200'

MATCH LINE SEE ABOVE RIGHT

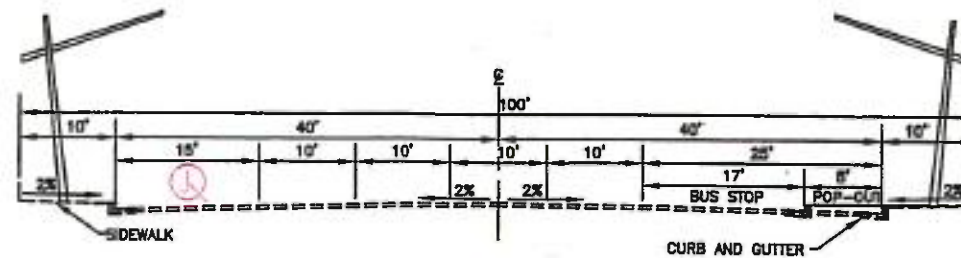


MATCH LINE SEE SHEET 4

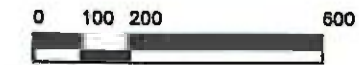
SCALE: 1"=200'

LEGEND:

- STATION LOCATION
- STOP LOCATION
- PROPOSED BUS STATION
- EXISTING STREETS
- QUEUE JUMP
- FUTURE EAST-WEST METRO RAPID TRANSITWAY
- LANDSCAPE MEDIAN
- EXISTING FREEWAY
- MAIN DIRECTION OF FLOW
- EXISTING ELEMENT
- INDICATES POP-OUT
- 60' BUS



CROSS SECTION B-B



NOT FOR CONSTRUCTION

0	1/03							SOLICITATION LEVEL	

DESIGNED BY	JAF
DRAWN BY	JAF
CHECKED BY	MT.
IN CHARGE	RRH
DATE	

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**  
**SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.**  
**MEYER, MOHADDES ASSOCIATES, INC**  
 707 WILSHIRE BLVD., SUITE 4810  
 LOS ANGELES, CA 90047

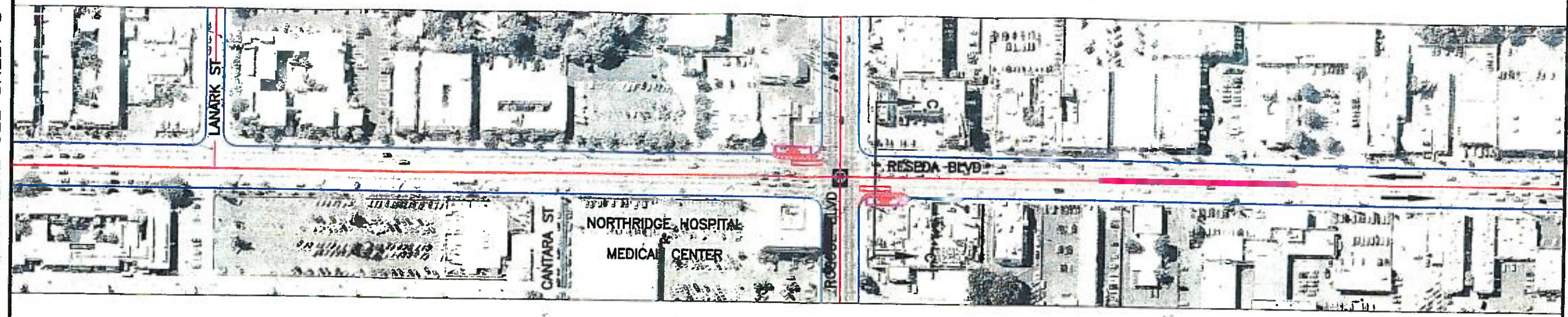
**Hernandez, Kroone & Associates, Inc.**  
**CONSULTING ENGINEERS**  
 PLANNING - DESIGN - SURVEYING  
 234 DRAKE DRIVE

**RESEDA BLVD CORRIDOR**  
**VENTURA BLVD TO NORDHOFF ST**

CONTRACT NO.	PS4350-1018
DRAWING NO.	REV 0
SCALE	1"=200'
SHEET NO.	

MATCH LINE SEE SHEET 3

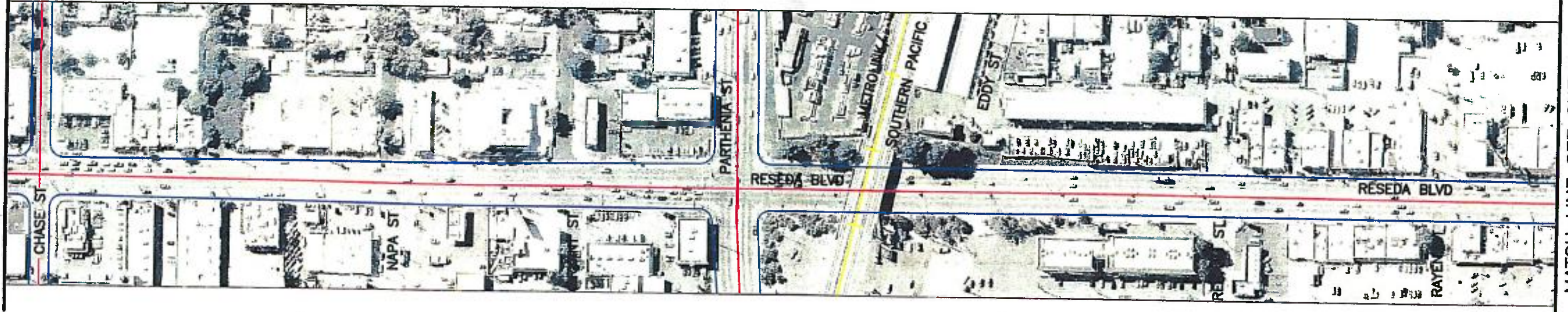
MATCH LINE SEE BELOW LEFT

















  
 SCALE: 1"=200'

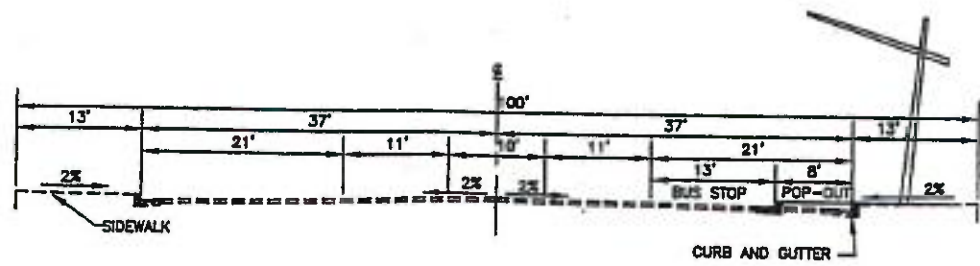
MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE SHEET 5

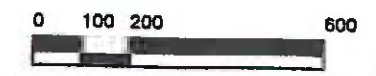


  
 SCALE: 1"=200'

- LEGEND:**
-  STATION LOCATION
  -  STOP LOCATION
  -  PROPOSED BUS STATION
  -  EXISTING FREEWAY
  -  EXISTING STREETS
  -  EXISTING RAILROAD
  -  FUTURE EAST-WEST METRO RAPID TRANSITWAY
  -  LANDSCAPE MEDIAN
  -  EXISTING FREEWAY
  -  MAIN DIRECTION OF FLOW
  -  EXISTING ELEMENT
  -  INDICATES POP-OUT
  -  60' BUS




CROSS SECTION C-C



NOT FOR CONSTRUCTION

DESIGNED BY	JAF	
DRAWN BY	JAF	
CHECKED BY	MT.	
IN CHARGE	RRH	
DATE		
REV	DATE	DESCRIPTION
0	1/03	SOLICITATION LEVEL

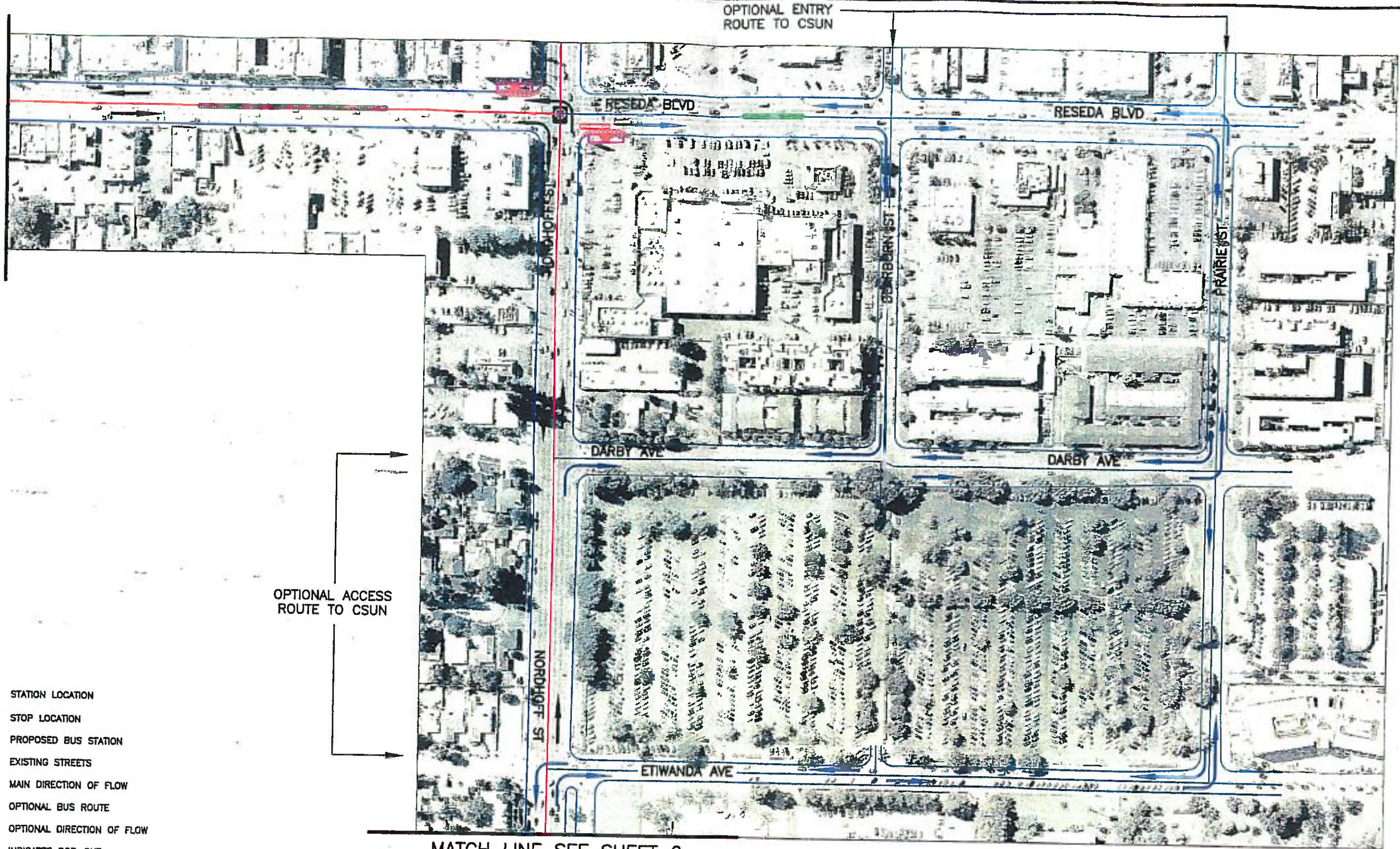

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.  
 MEYER, MOHADES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810


**H K**  
 Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING DESIGN SURVEYING

**RESEDA BLVD CORRIDOR**  
**VENTURA BLVD TO NORDHOFF ST**

CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'

MATCH LINE SEE SHEET 4



OPTIONAL ACCESS ROUTE TO CSUN

OPTIONAL ENTRY ROUTE TO CSUN

MATCH LINE SEE SHEET 6

- LEGEND:**
- STATION LOCATION
  - STOP LOCATION
  - PROPOSED BUS STATION
  - EXISTING STREETS
  - MAIN DIRECTION OF FLOW
  - OPTIONAL BUS ROUTE
  - OPTIONAL DIRECTION OF FLOW
  - INDICATES POP-OUT
  - LANDSCAPE MEDIAN
  - 60' BUS

0 100 200 600 SCALE: 1"=200'  
 NOT FOR CONSTRUCTION

REV	DATE	BY	APP	REQ NO	EXPIRES	SEAL HOLDER	SOLICITATION LEVEL
0	1/03						

DESIGNED BY JAF  
 DRAWN BY JAF  
 CHECKED BY MT.  
 IN CHARGE RRH  
 DATE

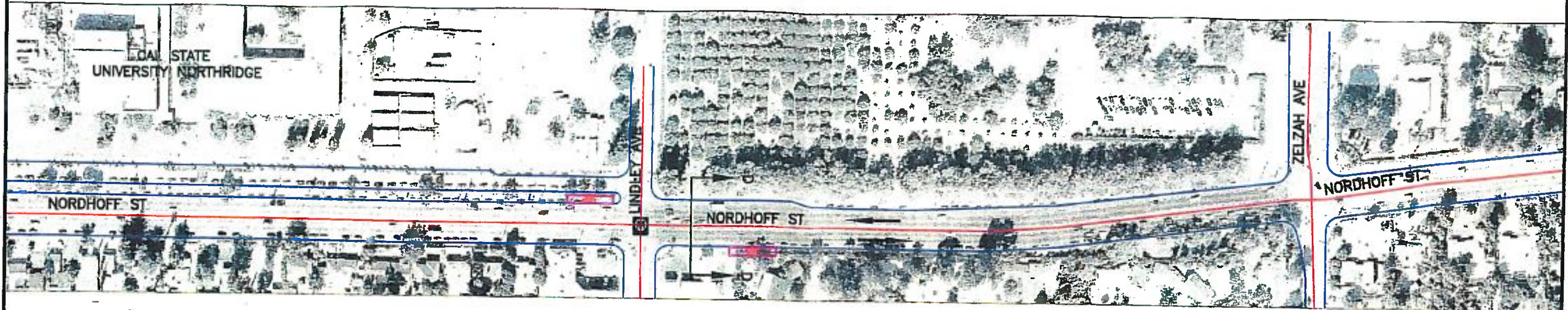
**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.  
 MEYER, MOHADDES ASSOCIATES, INC.  
 707 WILSHIRE BLVD., SUITE 4810  
 LOS ANGELES, CA 90017

**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING DESIGN SURVEYING  
 224 GRAVE DRIVE

RESEDA BLVD CORRIDOR  
 VENTURA BLVD TO NORDHOFF ST

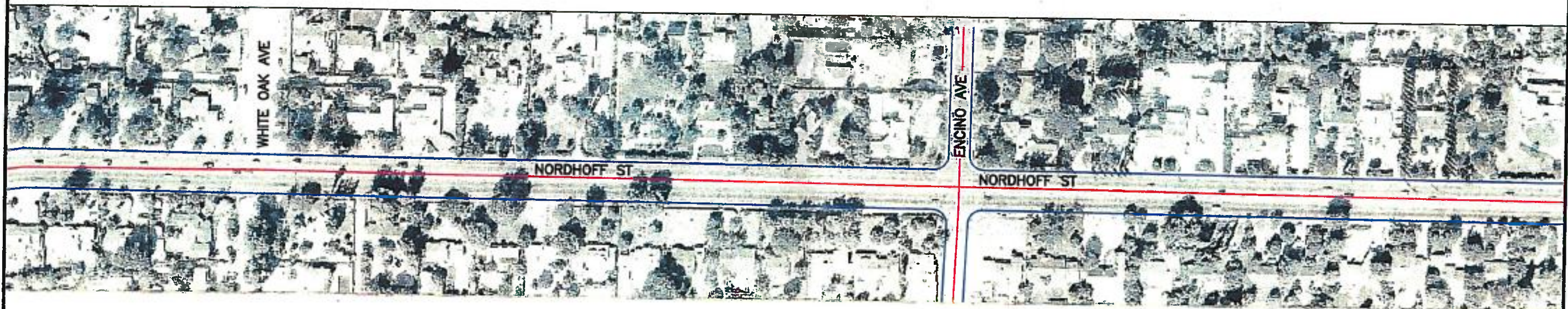
CONTRACT NO PS4350-1018	
DRAWING NO	REV 0
SCALE 1"=200'	

MATCH LINE SEE SHEET 5



MATCH LINE SEE BELOW LEFT

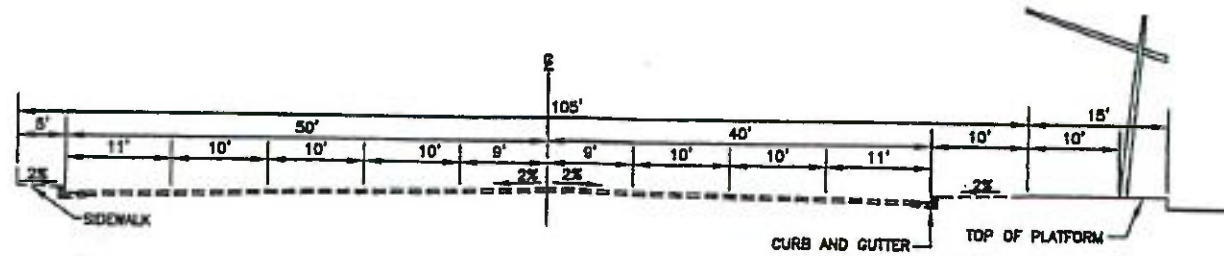
MATCH LINE SEE ABOVE RIGHT



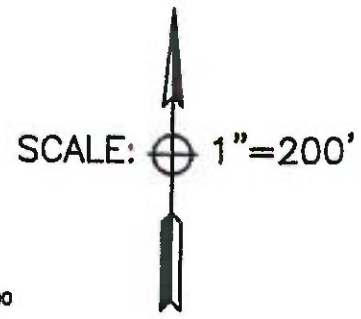
MATCH LINE SEE SHEET 7

LEGEND:

- STATION LOCATION
- STOP LOCATION
- PROPOSED BUS STATION
- EXISTING STREETS
- EXISTING RIVER/WASH
- FUTURE EAST-WEST METRO RAPID TRANSITWAY
- LANDSCAPE MEDIAN
- EXISTING FREEWAY
- MAIN DIRECTION OF FLOW
- EXISTING ELEMENT
- INDICATES POP-OUT
- 60' BUS



CROSS SECTION D-D  
NTS



NOT FOR CONSTRUCTION

DESIGNED BY	JAF			
DRAWN BY	JAF			
CHECKED BY	MT.			
IN CHARGE	RRH			
DATE				
REV	DATE	BY	APP	DESCRIPTION
0	1/03			SOLICITATION LEVEL

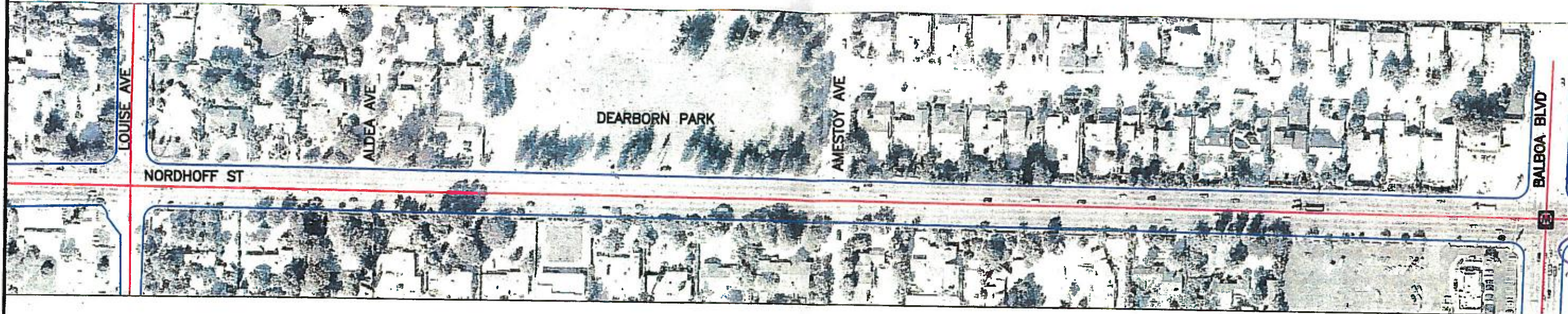
**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.

MEYER, MOHADES ASSOCIATES, INC. **H K** Hernandez, Kroone & Associates, Inc.  
 707 WILSHIRE BLVD., SUITE 4810 CONSULTING ENGINEERS  
 PLANNING DESIGN SURVEYING

RESEDA BLVD CORRIDOR  
 NORDHOFF ST  
 RESEDA BLVD TO WOODLEY AVE

CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'

MATCH LINE SEE SHEET 6







MATCH LINE SEE BELOW LEFT

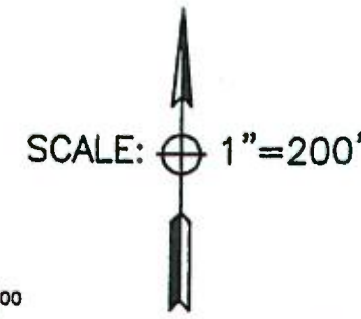
MATCH LINE SEE ABOVE RIGHT



MATCH LINE SEE SHEET 8

LEGEND:

-  STATION LOCATION
-  STOP LOCATION
-  PROPOSED BUS STATION
-  EXISTING STREETS
-  EXISTING RIVER/WASH
-  FUTURE EAST-WEST
-  LANDSCAPE MEDIAN
-  EXISTING FREEWAY
-  MAIN DIRECTION OF FLOW
-  EXISTING ELEMENT
-  INDICATES POP-OUT
-  60' BUS



NOT FOR CONSTRUCTION

DESIGNED BY	JAF
DRAWN BY	JAF
CHECKED BY	MT.
IN CHARGE	RRH
DATE	

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.

MEYER, MOHADDES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810










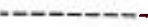


**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING DESIGN SURVEYING

RESEDA BLVD CORRIDOR  
 NORDHOFF ST  
 RESEDA BLVD TO WOODLEY AVE

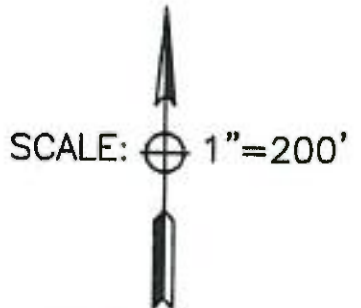
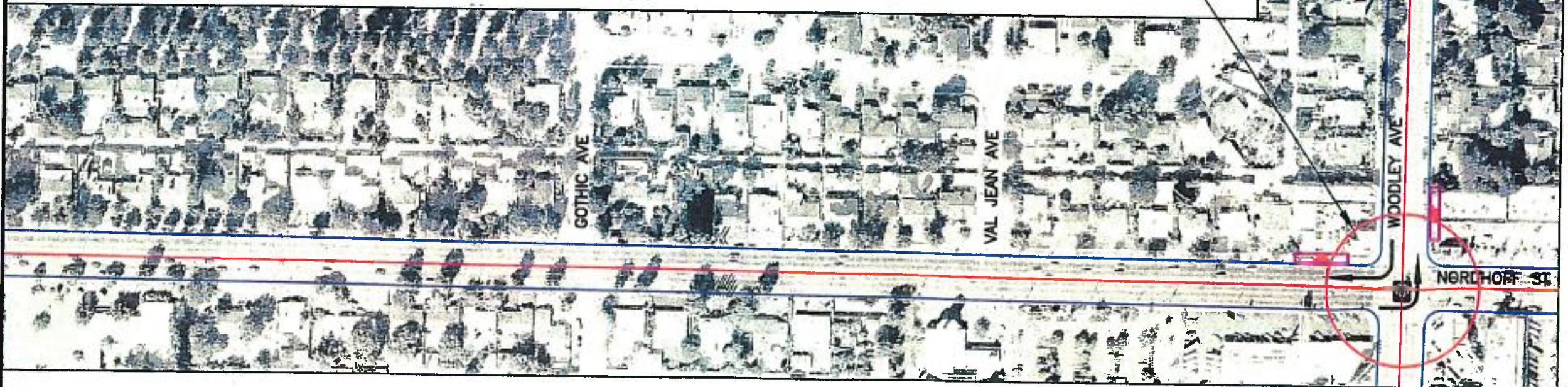
CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'

MATCH LINE SEE SHEET 9

LEGEND:

-  STATION LOCATION
-  STOP LOCATION
-  PROPOSED BUS STATION
-  EXISTING STREETS
-  EXISTING RIVER/WASH
-  FUTURE EAST-WEST METRO RAPID TRANSITWAY
-  LANDSCAPE MEDIAN
-  EXISTING FREEWAY
-  MAIN DIRECTION OF FLOW
-  EXISTING ELEMENT
-  INDICATES POP-OUT
-  60' BUS

MATCH LINE SEE SHEET 7



NOT FOR CONSTRUCTION

DESIGNED BY	JAF			
DRAWN BY	JAF			
CHECKED BY	MT.			
IN CHARGE	RRH			
DATE				
REV	DATE	BY	APP	DESCRIPTION
0	1/03			SOLICITATION LEVEL

DESIGNED BY	JAF
DRAWN BY	JAF
CHECKED BY	MT.
IN CHARGE	RRH
DATE	

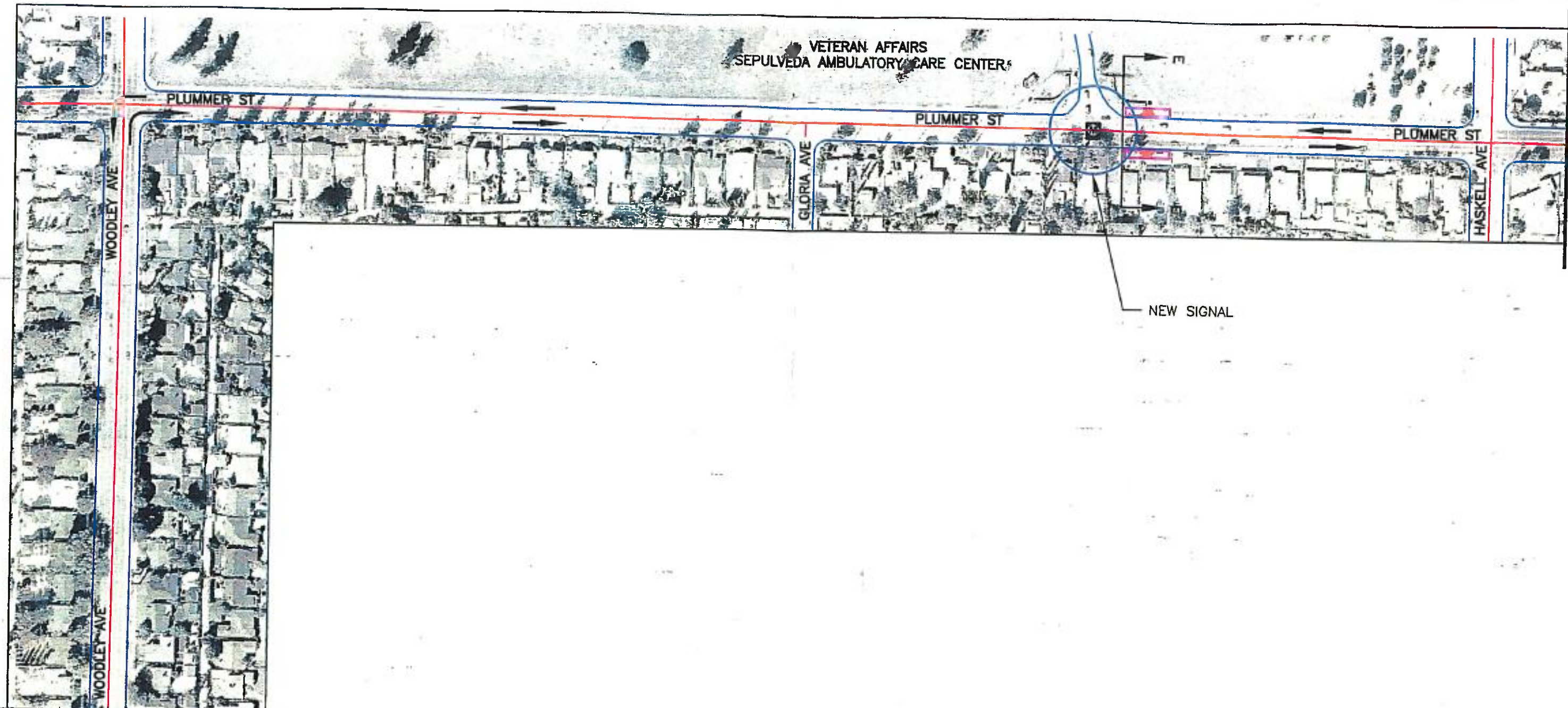
**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.

MEYER, MOHADDES ASSOCIATES, INC  
707 WILSHIRE BLVD., SUITE 4810  
LOS ANGELES, CA 90017

**H K** Hernandez, Kroone & Associates, Inc.  
CONSULTING ENGINEERS  
PLANNING - DESIGN - SURVEYING

RESEDA BLVD CORRIDOR  
NORDHOFF ST  
RESEDA BLVD TO WOODLEY AVE

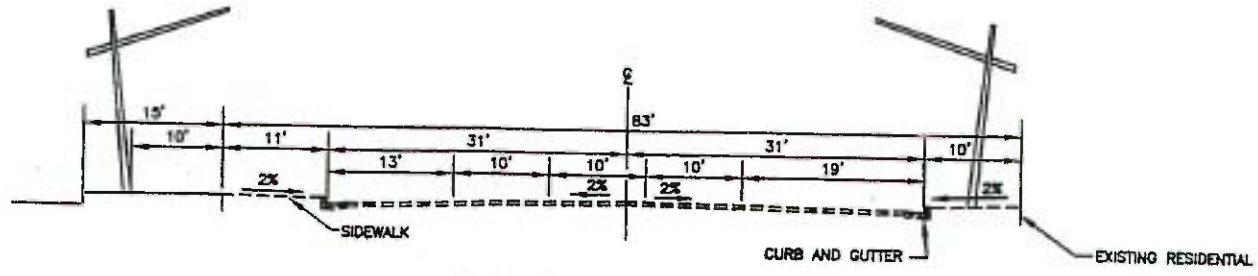
CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'



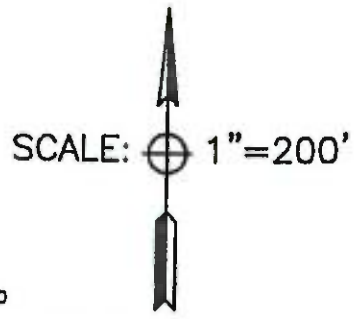
MATCH LINE SEE SHEET 10

MATCH LINE SEE SHEET 8

- LEGEND:**
- STATION LOCATION
  - STOP LOCATION
  - PROPOSED BUS STATION
  - EXISTING STREETS
  - EXISTING RIVER/WASH
  - FUTURE EAST-WEST METRO RAPID TRANSITWAY
  - LANDSCAPE MEDIAN
  - EXISTING FREEWAY
  - MAIN DIRECTION OF FLOW
  - EXISTING ELEMENT
  - INDICATES POP-OUT
  - 60' BUS



**CROSS SECTION E-E**  
MIS



SCALE: 1"=200'

NOT FOR CONSTRUCTION

DESIGNED BY	JAF
DRAWN BY	JAF
CHECKED BY	MT.
IN CHARGE	RRH
DATE	

REV	DATE	BY	APP	REQ NO	EXPIRES	SEAL HOLDER	SOLICITATION LEVEL
0	1/03						

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**  
**SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.**

MEYER, MOHADDES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810  
 LOS ANGELES, CA 90047

**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING - DESIGN - SURVEYING  
 224 ORANGE DRIVE

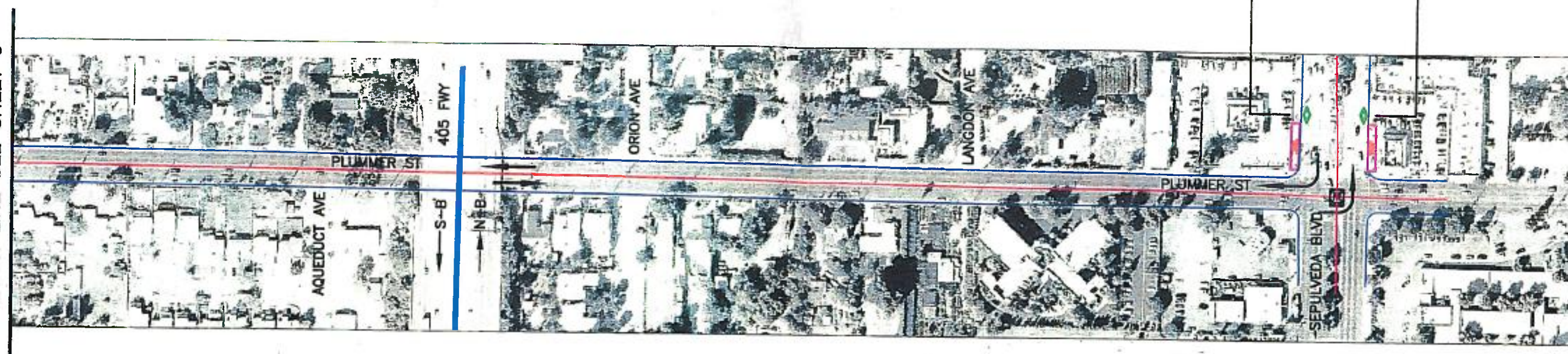
**RESEDA BLVD CORRIDOR**  
**PLUMMER ST**  
**WOODLEY AVE TO SEPULVEDA BLVD**

CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'

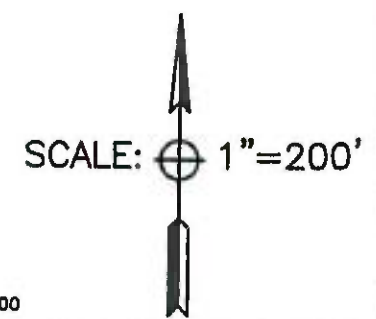
BEGIN NORTH/SOUTH BOUND  
PEAK PERIOD HOUR LANES

MATCH LINE SEE SHEET 9

MATCH LINE SEE SHEET 11



- LEGEND:**
- STATION LOCATION
  - STOP LOCATION
  - PROPOSED BUS STATION
  - EXISTING STREETS
  - EXISTING FREEWAY
  - MAIN DIRECTION OF FLOW
  - PEAK PERIOD BUS LANE



NOT FOR CONSTRUCTION

REV	DATE	BY	APP	DO	UN	SYMBOL	SCALE
0	1/03						SOLICITATION LEVEL

DESIGNED BY	JAF
DRAWN BY	JAF
CHECKED BY	MT.
IN CHARGE	RRH
DATE	

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.

MEYER, MOHADDES ASSOCIATES, INC  
707 WILSHIRE BLVD., SUITE 4810  
LOS ANGELES, CA 90017

Hernandez, Kroone & Associates, Inc.  
CONSULTING ENGINEERS  
PLANNING - DESIGN - SURVEYING  
234 DRAKE DRIVE

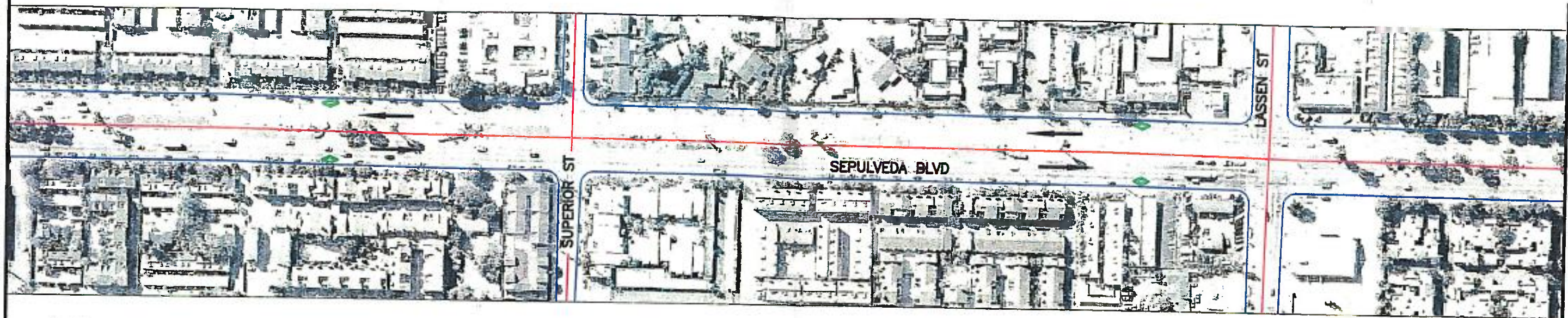
RESEDA BLVD CORRIDOR  
PLUMMER ST  
WOODLEY AVE TO SEPULVEDA BLVD

CONTRACT NO	PS-4350-1018
DRAWING NO	REV 0
SCALE	1"=200'



MATCH LINE SEE SHEET 10

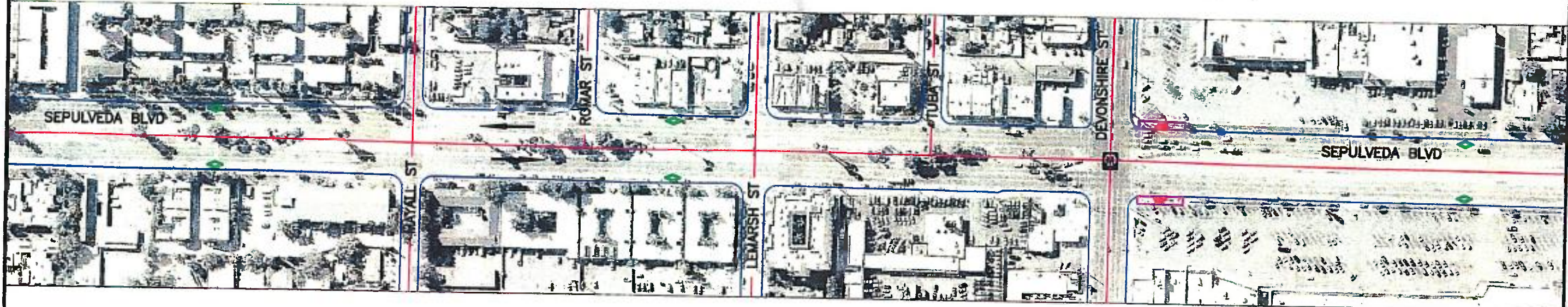
MATCH LINE SEE BELOW LEFT



SCALE: 1"=200'

MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE SHEET 12



SCALE: 1"=200'

- LEGEND:**
- STATION LOCATION
  - STOP LOCATION
  - PROPOSED BUS STATION
  - EXISTING STREETS
  - MAIN DIRECTION OF FLOW
  - EXISTING FREEWAY
  - PEAK PERIOD BUS LANE



NOT FOR CONSTRUCTION

REV	DATE	BY	APP	REQ NO	EXPIRES	SEAL HOLDER	SOLICITATION LEVEL
0	1/03						

DESIGNED BY	JAF
DRAWN BY	JAF
CHECKED BY	MT.
IN CHARGE	RRH
DATE	

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.

MEYER, MOHADDES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810  
 LOS ANGELES, CA 90017

**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING - DESIGN - SURVEYING  
 234 DRAKE DRIVE

RESEDA BLVD CORRIDOR  
 SEPULVEDA BLVD  
 PLUMMER ST TO BRAND BLVD

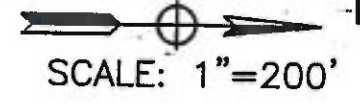
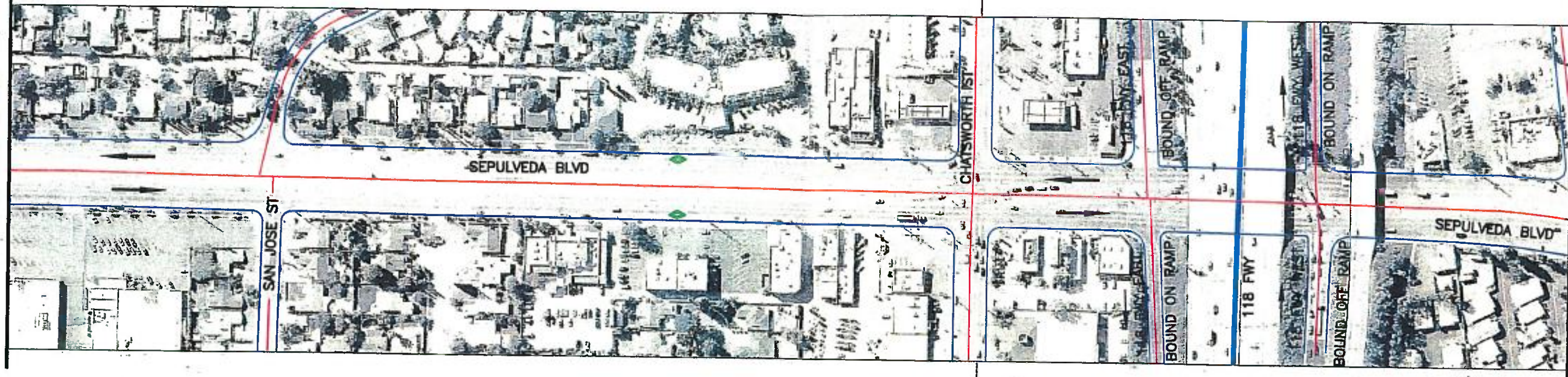
CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'

END NORTH/SOUTH BOUND  
PEAK PERIOD HOUR LANES

END NORTH/SOUTH BOUND  
PEAK PERIOD HOUR LANES

MATCH LINE SEE SHEET 11

MATCH LINE SEE BELOW LEFT



**LEGEND:**

- STATION LOCATION
- STOP LOCATION
- PROPOSED BUS STATION
- EXISTING STREETS
- MAIN DIRECTION OF FLOW
- EXISTING FREEWAY
- PEAK PERIOD BUS LANE



NOT FOR CONSTRUCTION

0	1/03								SOLICITATION LEVEL

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CHECKED BY	MT.
IN CHARGE	RRH
DATE	

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**  
**SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.**

MEYER, MOHADES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810

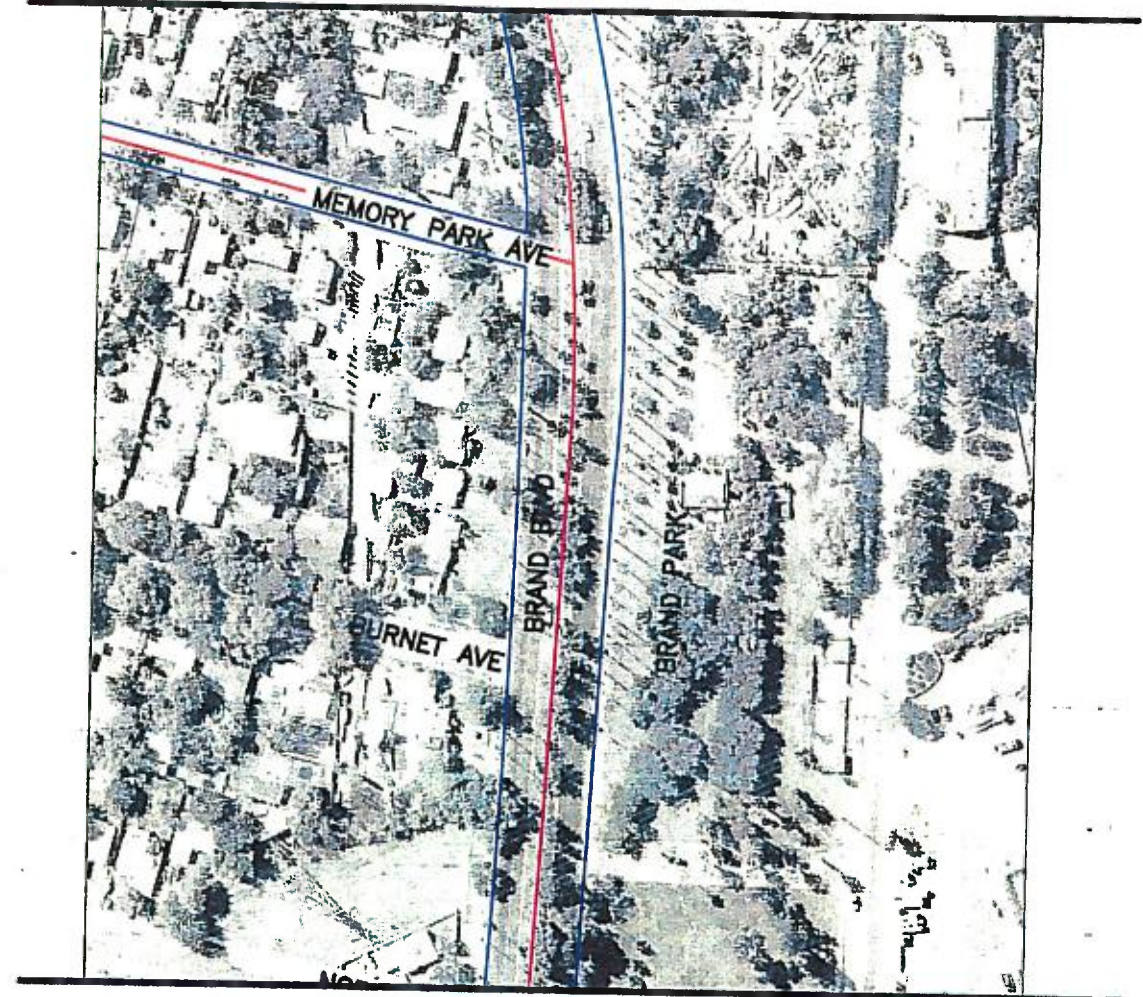
**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING DESIGN SURVEYING

**RESEDA BLVD CORRIDOR**  
**SEPULVEDA BLVD**  
**PLUMMER ST TO BRAND BLVD**

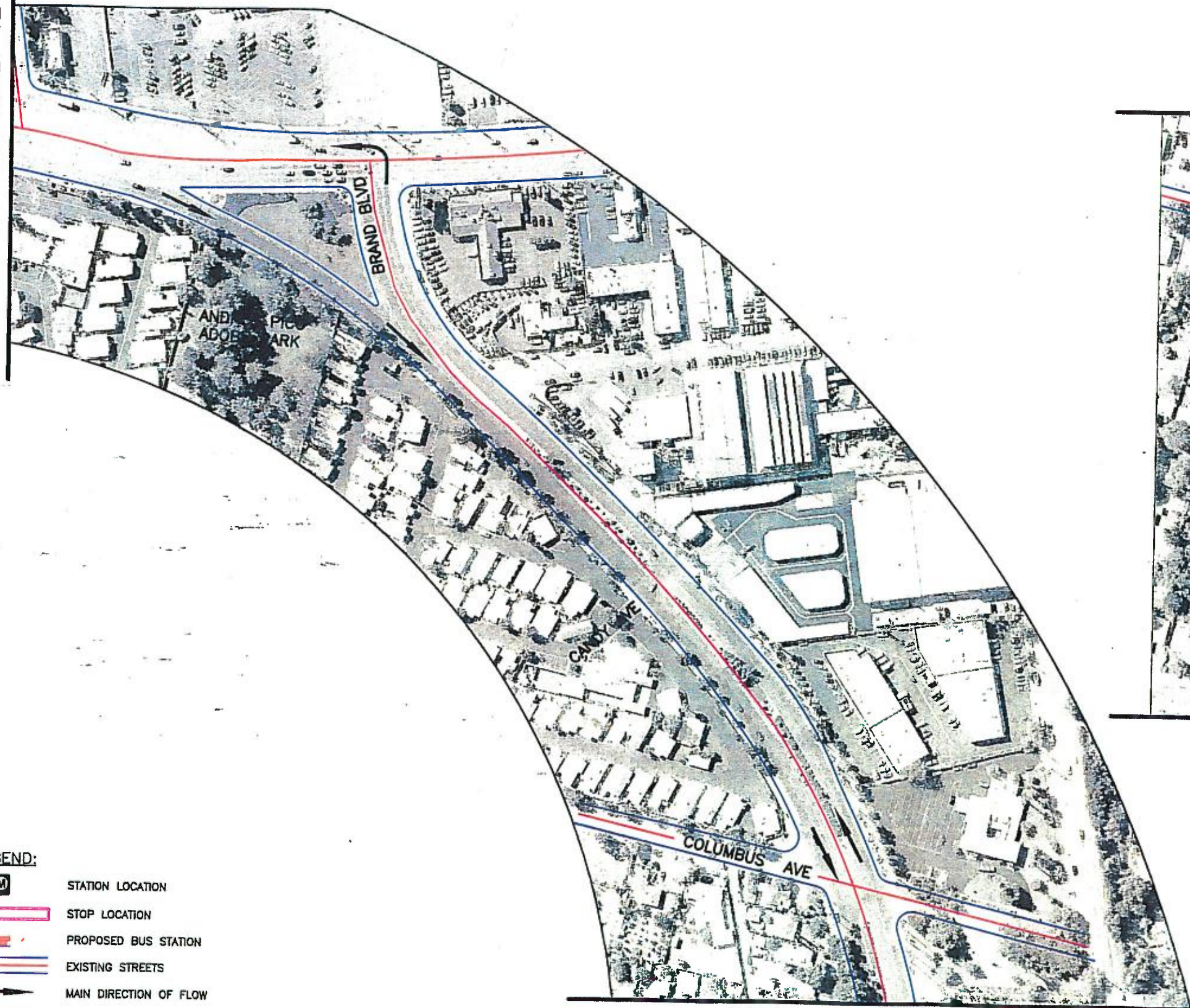
CONTRACT NO		PS4350-1018
DRAWING NO	REV	0
SCALE		1"=200'

MATCH LINE SEE SHEET 12

MATCH LINE SEE BELOW LEFT



MATCH LINE SEE SHEET 14



MATCH LINE SEE ABOVE RIGHT

- LEGEND:**
- STATION LOCATION
  - STOP LOCATION
  - PROPOSED BUS STATION
  - EXISTING STREETS
  - MAIN DIRECTION OF FLOW
  - EXISTING FREEWAY

SCALE: 1"=200'



NOT FOR CONSTRUCTION

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION
0	1/03						SOLICITATION LEVEL

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JAF

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JAF

CHECKED BY  
MT.

IN CHARGE  
RRH

DATE  
1/03

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.

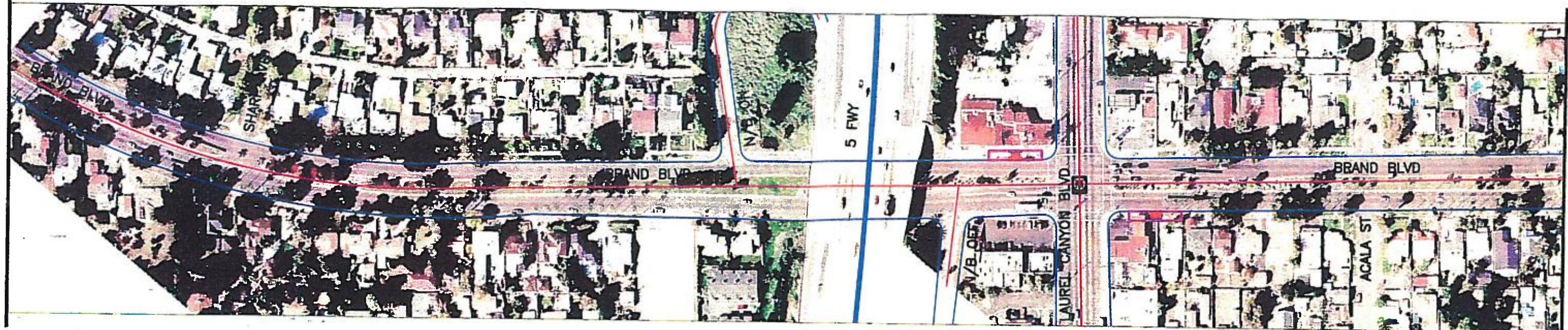
MEYER, MOHADDES ASSOCIATES, INC  
707 WILSHIRE BLVD., SUITE 4810  
LOS ANGELES, CA 90017

**H K** Hernandez, Kroone & Associates, Inc.  
CONSULTING ENGINEERS  
PLANNING - DESIGN - SURVEYING  
234 DRAKE DRIVE

RESEDA BLVD CORRIDOR  
BRAND BLVD  
SEPULVEDA BLVD TO TRUMAN ST

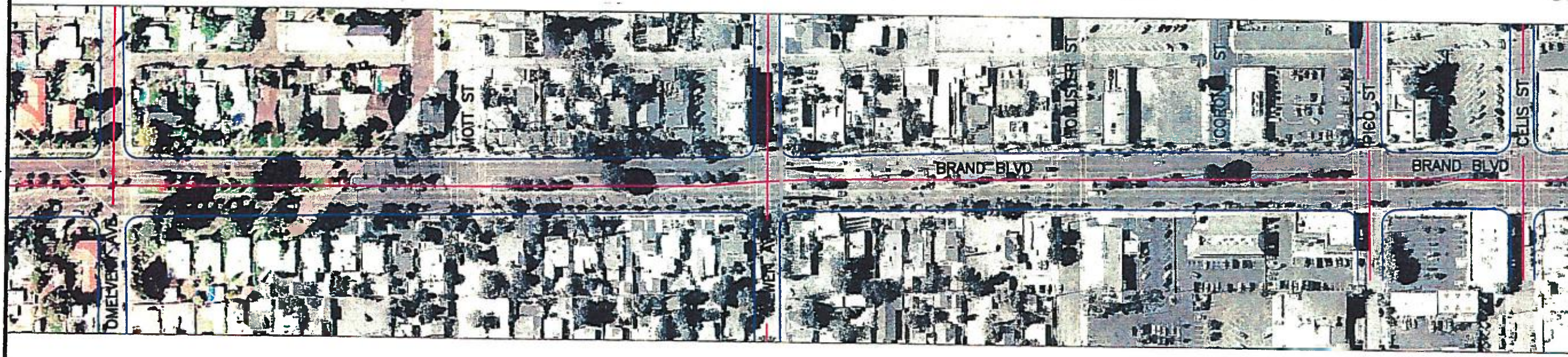
CONTRACT NO PS4350-1018	
DRAWING NO	REV 0
SCALE 1"=200'	

MATCH LINE SEE SHEET 13










MATCH LINE SEE BELOW LEFT

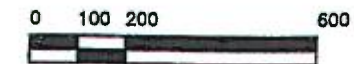
MATCH LINE SEE ABOVE RIGHT



MATCH LINE SEE SHEET 15

**LEGEND:**

-  STATION LOCATION
-  STOP LOCATION
-  PROPOSED BUS STATION
-  EXISTING STREETS
-  EXISTING RIVER/WASH
-  EXISTING FREEWAY
-  MAIN DIRECTION OF FLOW



NOT FOR CONSTRUCTION

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IN CHARGE	RRH
DATE	
0 1/03	SOLICITATION LEVEL

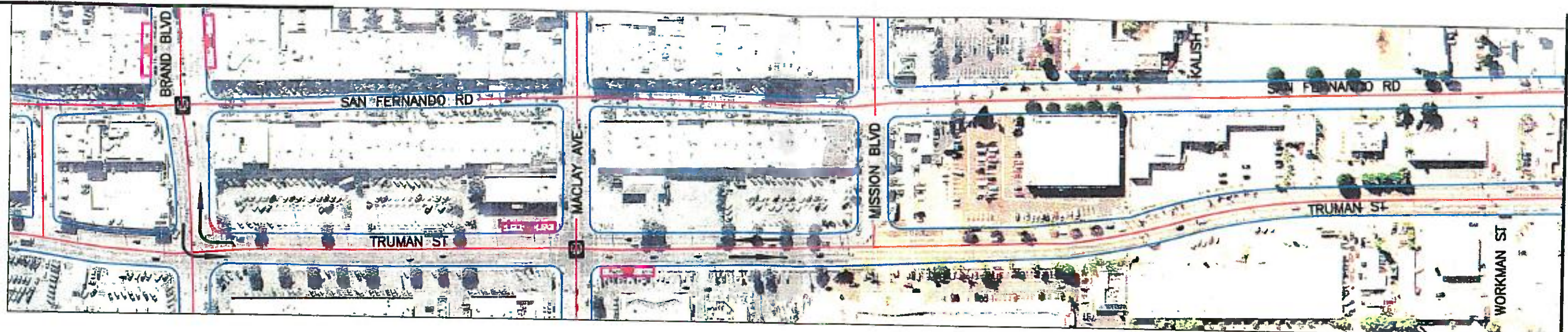
**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.  
 MEYER, MOHADES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810

**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING DESIGN SURVEYING

**RESEDA BLVD CORRIDOR**  
**BRAND BLVD**  
 (RESEDA BLVD TO TRUMAN ST)

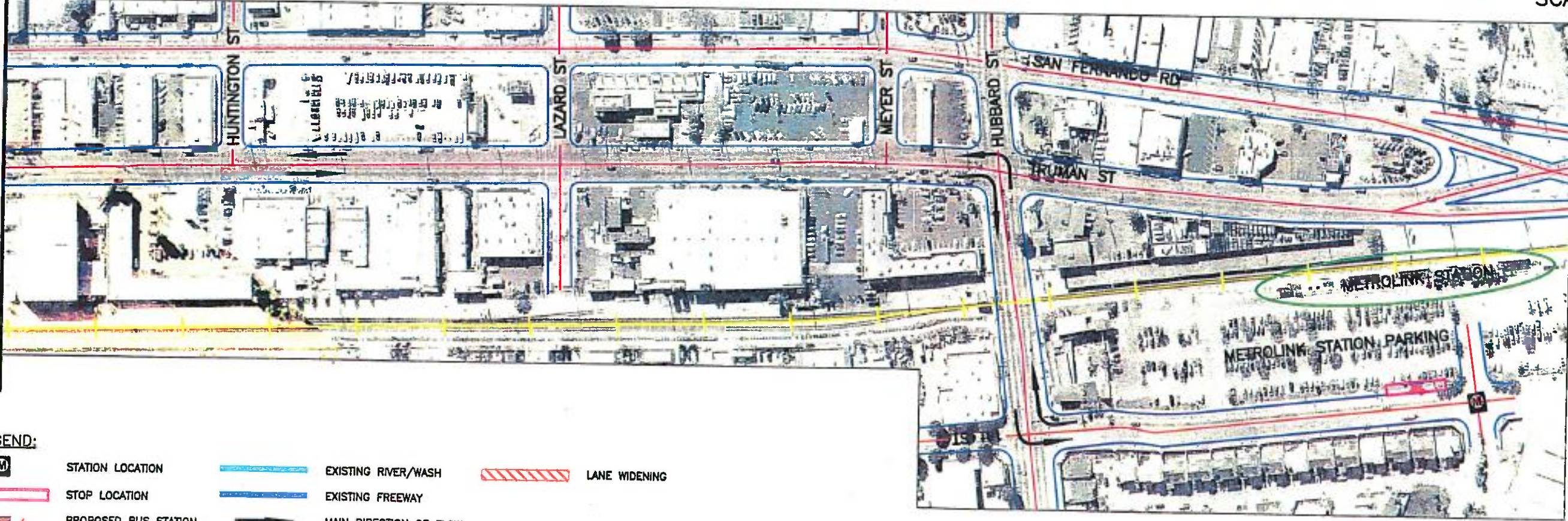
CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'

MATCH LINE SEE SHEET 14



MATCH LINE SEE BELOW LEFT

MATCH LINE SEE ABOVE RIGHT



SCALE: 1"=200'

SCALE: 1"=200'

- LEGEND:**
- STATION LOCATION
  - STOP LOCATION
  - PROPOSED BUS STATION
  - EXISTING STREETS
  - EXISTING RIVER/WASH
  - EXISTING FREEWAY
  - MAIN DIRECTION OF FLOW
  - EXISTING RAILROAD
  - LANE WIDENING



NOT FOR CONSTRUCTION

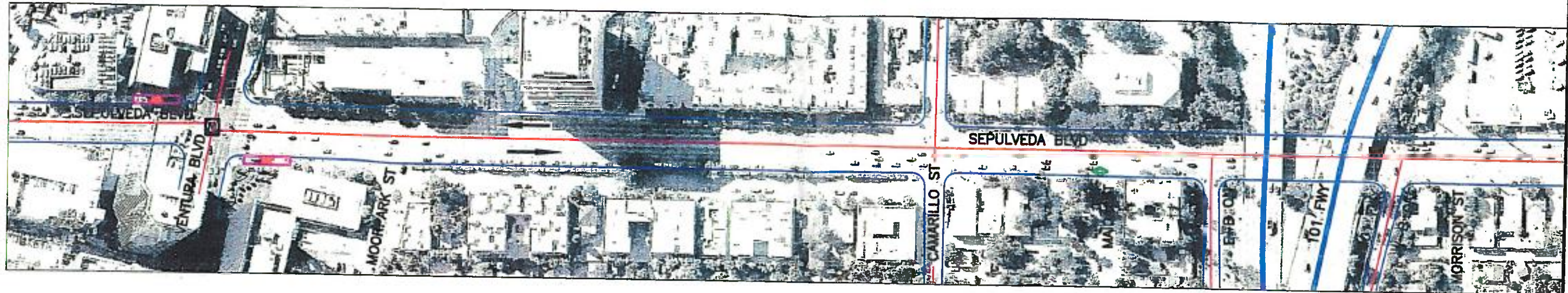
DESIGNED BY	JAF
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IN CHARGE	RRH
DATE	
SOLICITATION LEVEL	

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.  
 MEYER, MOHADDES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810

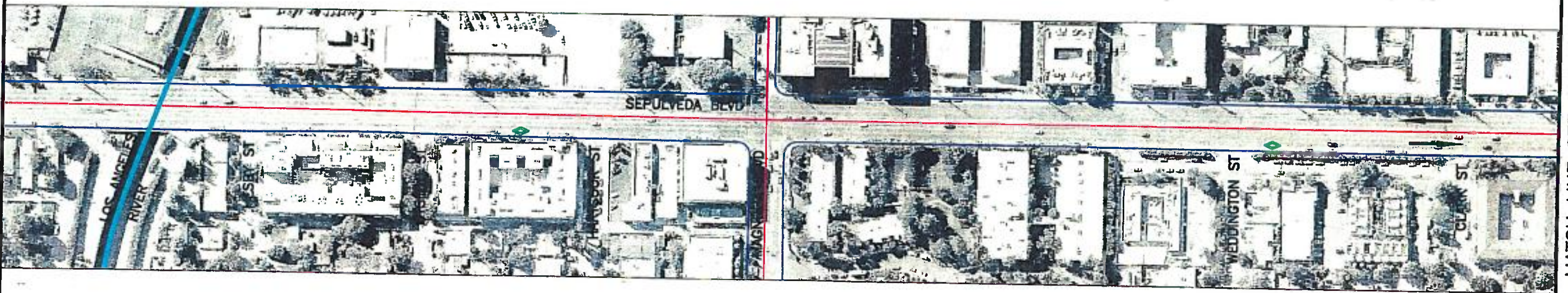
**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING - DESIGN - SURVEYING

**RESEDA BLVD CORRIDOR**  
**TRUMAN ST**  
 BRAND BLVD TO HUBBARD ST

CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'



MATCH LINE SEE BELOW LEFT



MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE SHEET 2

**LEGEND:**

- STATION LOCATION
- STOP LOCATION
- PROPOSED BUS STATION
- EXISTING STREETS
- EXISTING RAILROAD
- FUTURE EAST-WEST METRO RAPID TRANSITWAY
- LANE WIDENING
- EXISTING FREEWAY
- MAIN DIRECTION OF FLOW
- EXISTING ELEMENT
- PEAK PERIOD BUS LANE
- EXISTING RIVER/WASH

**NOTE:**  
 RESTRIPE PROVIDES NORTH BOUND  
 PEAK PERIOD BUS LANE

SCALE: 1"=200'



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IN CHARGE	RRH											
DATE												
REV	DATE	BY	APP	REV	DATE	BY	APP	REV	DATE	BY	APP	SOLICITATION LEVEL
0	1/03											

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.

MEYER, MOHADDES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810

**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING DESIGN SURVEYING

SEPULVEDA BLVD CORRIDOR  
 VENTURA BLVD TO TRUMAN ST

CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'

MATCH LINE SEE SHEET 1

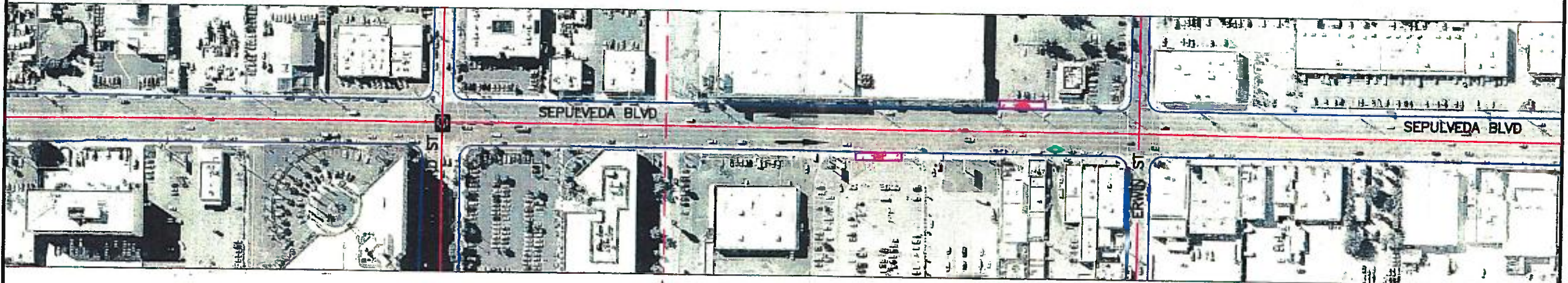
MATCH LINE SEE BELOW LEFT



SCALE: 1"=200'

MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE SHEET 3



SCALE: 1"=200'

FUTURE EAST-WEST METRO RAPID TRANSITWAY

LEGEND:

- STATION LOCATION
- STOP LOCATION
- PROPOSED BUS STATION
- EXISTING STREETS
- EXISTING RAILROAD
- FUTURE EAST-WEST METRO RAPID TRANSITWAY
- LANE WIDENING
- EXISTING FREEWAY
- MAIN DIRECTION OF FLOW
- EXISTING ELEMENT
- PEAK PERIOD BUS LANE
- EXISTING RIVER/WASH



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0	1/03	SOLICITATION LEVEL
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DATE	

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.

MEYER, MOHADDES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810

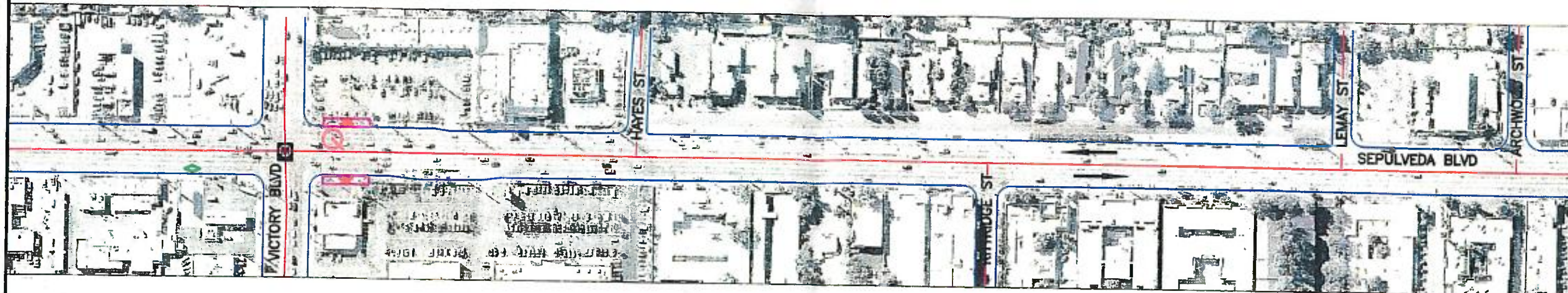
Hernandez, Krohn & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING DESIGN SURVEYING

SEPULVEDA BLVD CORRIDOR  
 VENTURA BLVD TO TRUMAN ST

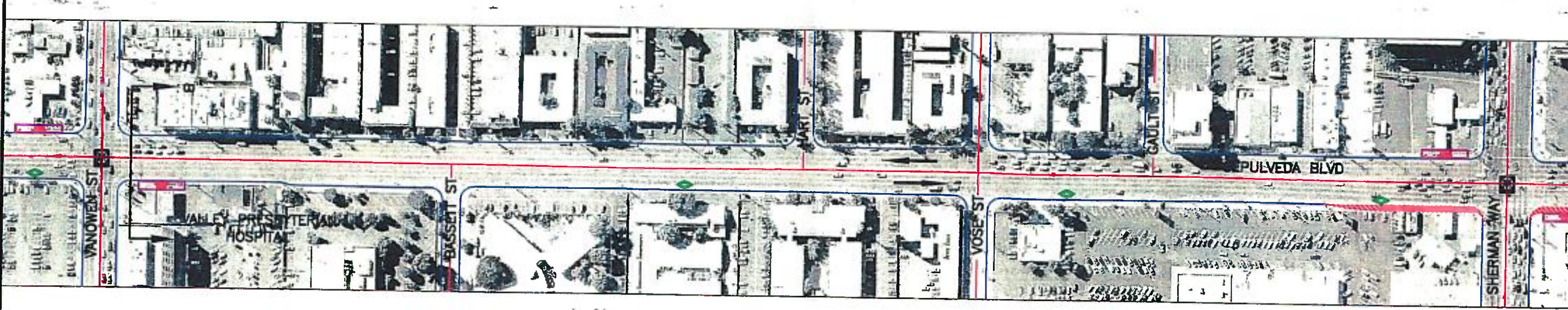
CONTRACT NO	
PS4350-1018	
DRAWING NO	REV
	0
SCALE	
1"=200'	

MATCH LINE SEE SHEET 2

MATCH LINE SEE ABOVE RIGHT

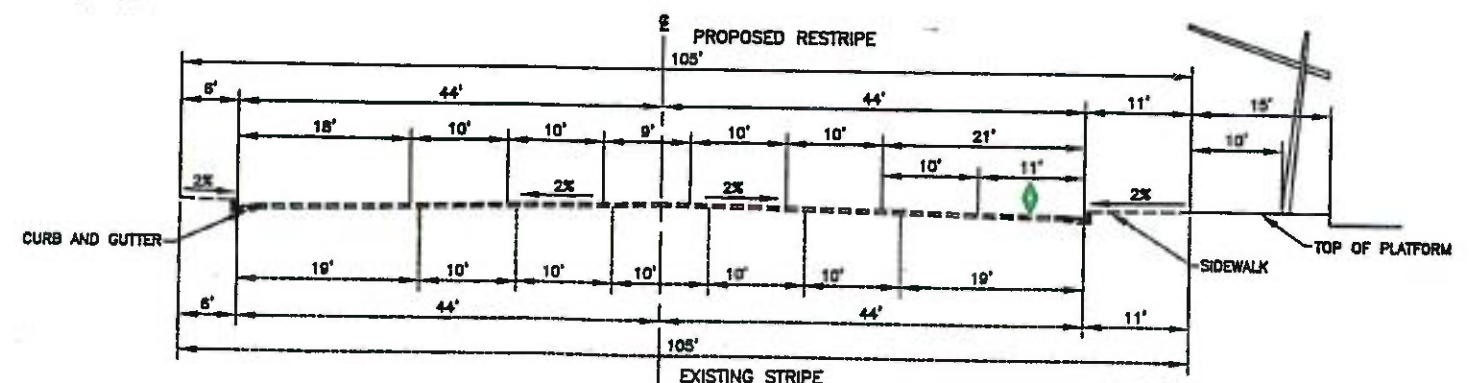


MATCH LINE SEE BELOW LEFT



MATCH LINE SEE SHEET 4

- LEGEND:**
- STATION LOCATION
  - STOP LOCATION
  - PROPOSED BUS STATION
  - EXISTING FREEWAY
  - EXISTING STREETS
  - EXISTING RAILROAD
  - FUTURE EAST-WEST METRO RAPID TRANSITWAY
  - LANE WIDENING
  - EXISTING FREEWAY
  - QUEUE JUMP SIGNAL
  - EXISTING ELEMENT
  - PEAK PERIOD BUS LANE
  - MAIN DIRECTION OF FLOW



SCALE: 1"=200'



**CROSS SECTION B-B**  
NTS

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IN CHARGE	RRH					
DATE						
REV	DATE	BY	APP	REV NO	REVISION	SOLICITATION LEVEL
0	1/03					

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.

MEYER, MOHADDES ASSOCIATES, INC  
707 WILSHIRE BLVD., SUITE 4810  
LOS ANGELES, CA 90047

**H K** Hernandez, Kroone & Associates, Inc.  
CONSULTING ENGINEERS  
PLANNING DESIGN SURVEYING

SEPULVEDA BLVD CORRIDOR  
VENTURA BLVD TO TRUMAN ST

CONTRACT NO	PS4350-1018
DRAWING NO	
SCALE	1"=200'
REV	0

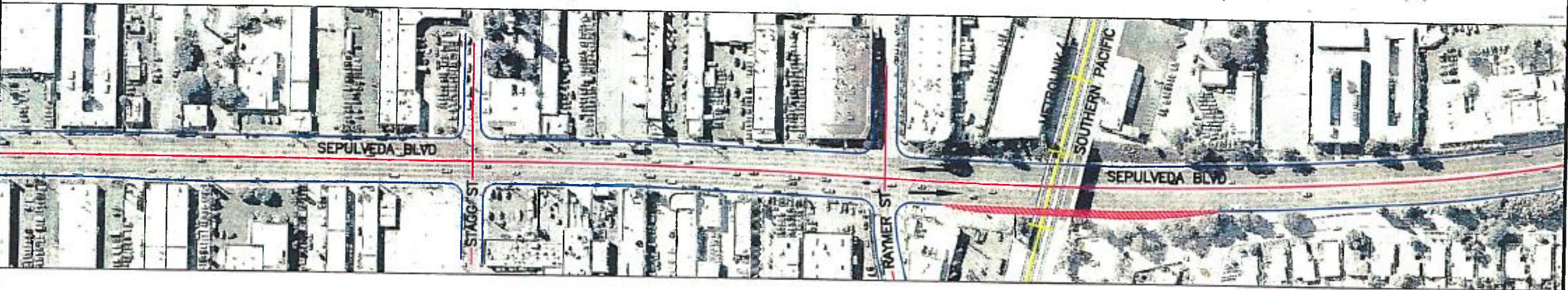
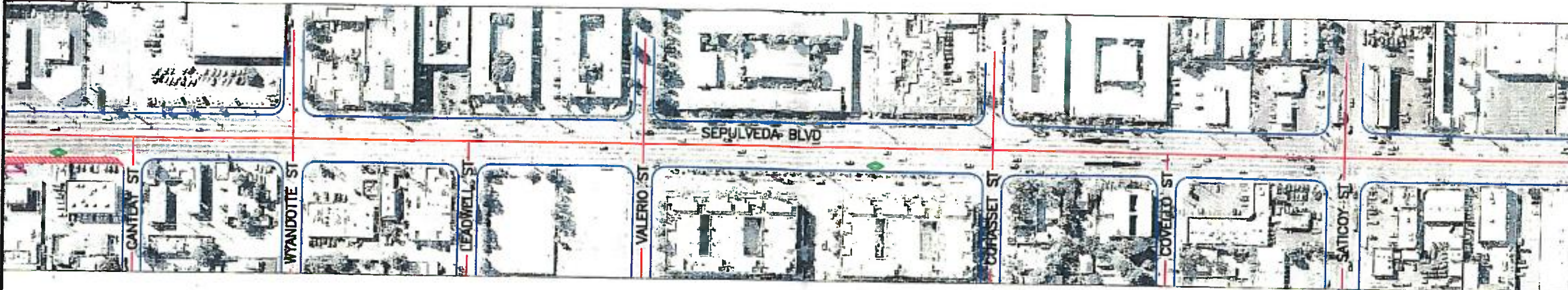


MATCH LINE SEE SHEET 3













MATCH LINE SEE ABOVE RIGHT

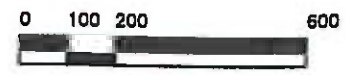
MATCH LINE SEE BELOW LEFT

MATCH LINE SEE SHEET 5



**LEGEND:**

-  STATION LOCATION
-  STOP LOCATION
-  PROPOSED BUS STATION
-  EXISTING STREETS
-  EXISTING RAILROAD
-  FUTURE EAST-WEST METRO RAPID TRANSITWAY
-  LANE WIDENING
-  EXISTING FREEWAY
-  MAIN DIRECTION OF FLOW
-  EXISTING ELEMENT
-  PEAK PERIOD BUS LANE
-  EXISTING RIVER/WASH



NOT FOR CONSTRUCTION

0	1/03	SOLICITATION LEVEL
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IN CHARGE	RRH

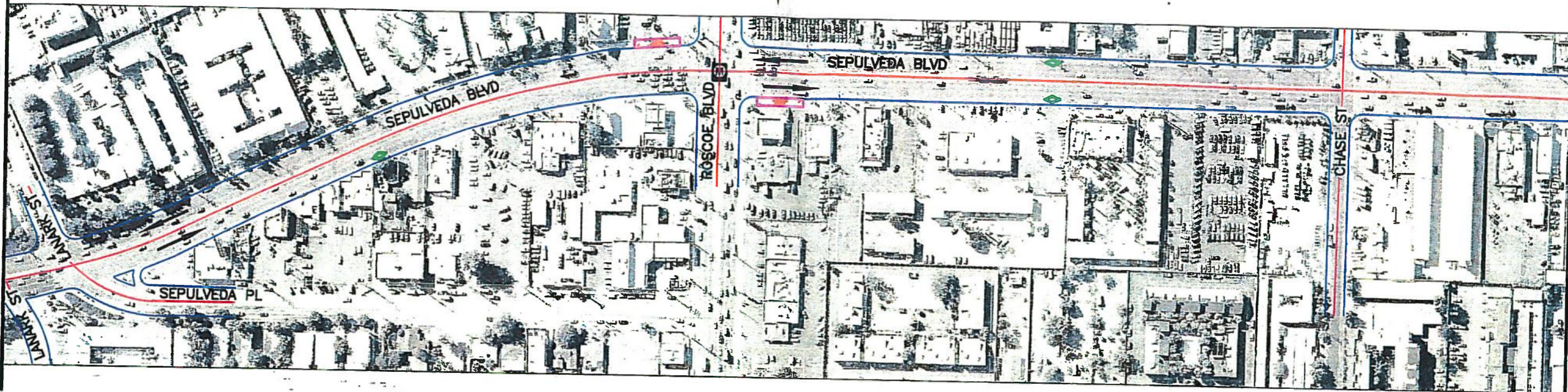
**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.  
 MEYER, MOHADDES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810

**H K** Hernandez, Krone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING - DESIGN - SURVEYING

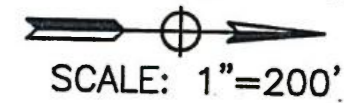
SEPULVEDA BLVD CORRIDOR  
VENTURA BLVD TO TRUMAN ST

CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'

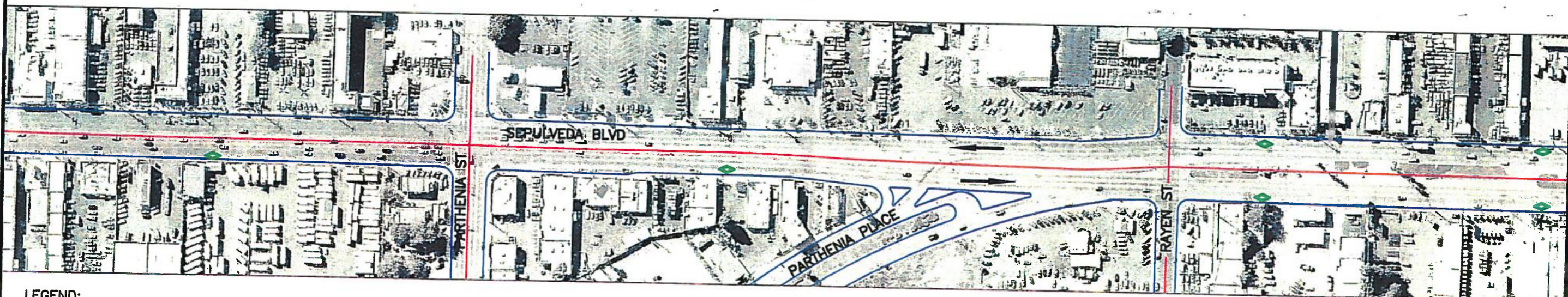
MATCH LINE SEE SHEET 4



MATCH LINE SEE BELOW LEFT



MATCH LINE SEE ABOVE RIGHT



MATCH LINE SEE SHEET 6

**LEGEND:**

- |  |                      |  |                        |
|--|----------------------|--|------------------------|
|  | STATION LOCATION     |  | LANE WIDENING          |
|  | STOP LOCATION        |  | EXISTING FREEWAY       |
|  | PROPOSED BUS STATION |  | MAIN DIRECTION OF FLOW |
|  | EXISTING STREETS     |  | EXISTING FREEWAY       |



MATCH LINE SEE SHEET 5

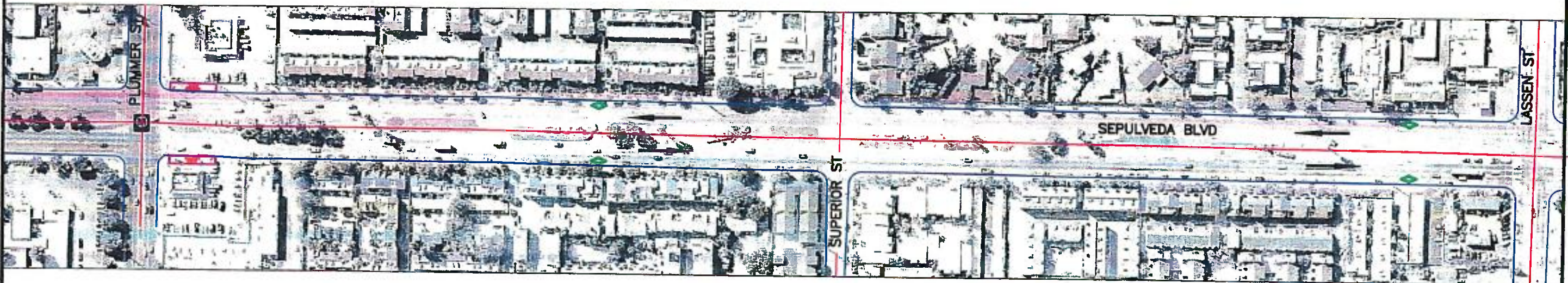
MATCH LINE SEE ABOVE RIGHT



IF RESEDA AND SEPULVEDA CORRIDOR ARE BOTH IMPLEMENTED, ELIMINATE STATIONS @ NORDHOFF ST

SCALE: 1"=200'

MATCH LINE SEE BELOW LEFT



SCALE: 1"=200'

MATCH LINE SEE SHEET 7

LEGEND:

- STATION LOCATION
- STOP LOCATION
- PROPOSED BUS STATION
- EXISTING STREETS
- FUTURE EAST-WEST METRO RAPID TRANSITWAY
- LANE WIDENING
- MAIN DIRECTION OF FLOW
- EXISTING ELEMENT
- PEAK PERIOD BUS LANE
- EXISTING RIVER/WASH



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IN CHARGE	RRH						
DATE	1/03						
REV	DATE	BY	APP	REQ NO	EXPIRES	SEAL HOLDER	SOLICITATION LEVEL
0	1/03						

DESIGNED BY	JAF
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CHECKED BY	MT.
IN CHARGE	RRH
DATE	1/03

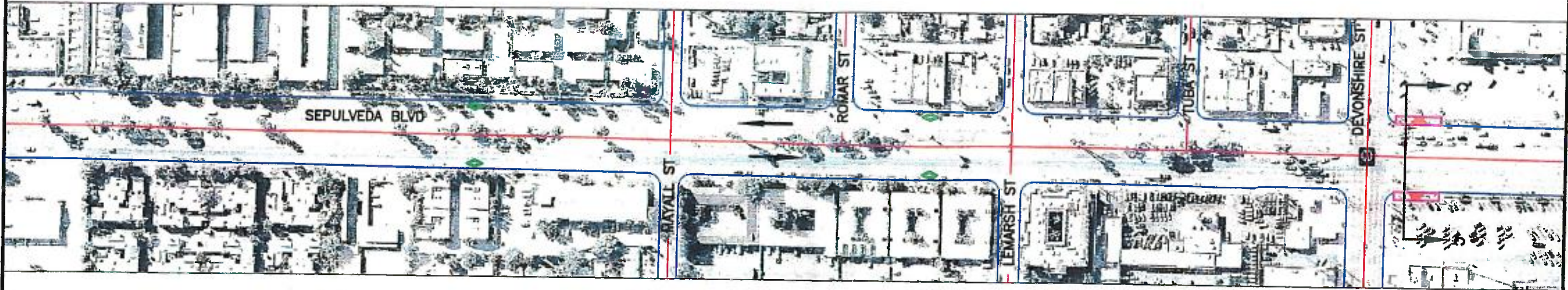
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.  
 MEYER, MOHADES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810  
 LOS ANGELES, CA 90017

Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING DESIGN SURVEYING  
 234 DRAKE DRIVE

SEPULVEDA BLVD CORRIDOR  
 VENTURA BLVD TO TRUMAN ST

CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'

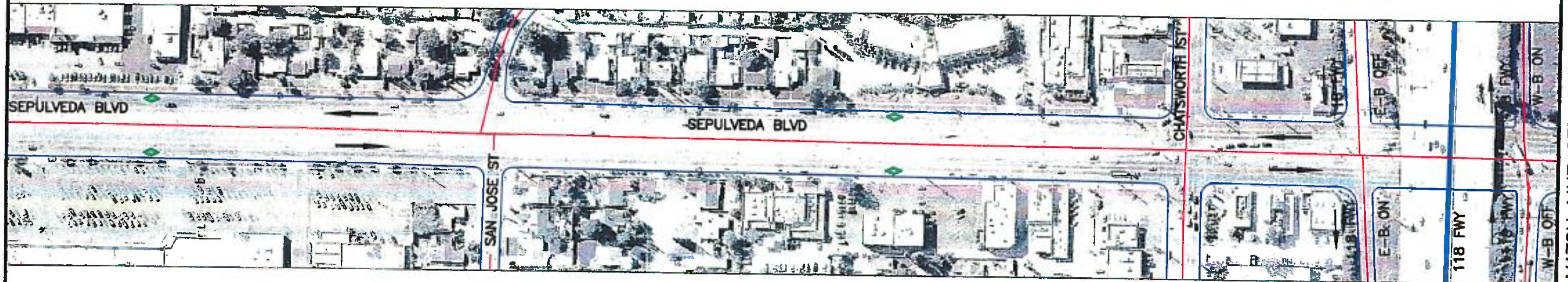
MATCH LINE SEE SHEET 6




MATCH LINE SEE BELOW LEFT

  
 SCALE: 1"=200'













MATCH LINE SEE ABOVE RIGHT

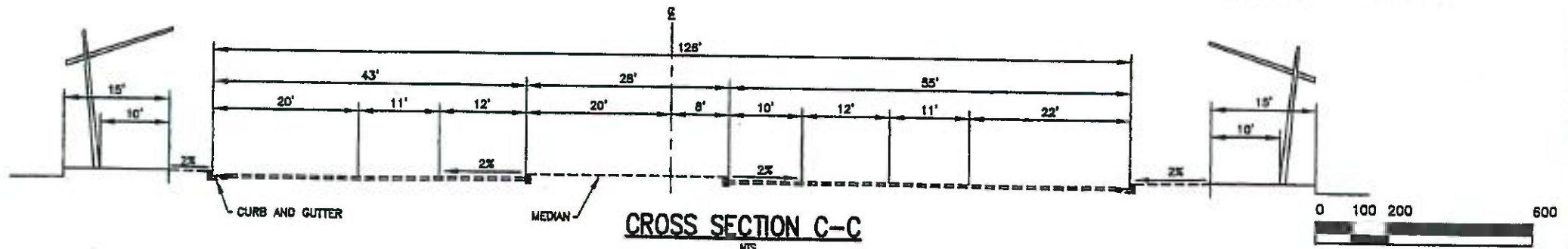


MATCH LINE SEE SHEET 8

  
 SCALE: 1"=200'

**LEGEND:**


-  STATION LOCATION
-  STOP LOCATION
-  PROPOSED BUS STATION
-  EXISTING STREETS
-  EXISTING RAILROAD
-  FUTURE EAST-WEST METRO RAPID TRANSITWAY
-  LANE WIDENING
-  EXISTING FREEWAY
-  MAIN DIRECTION OF FLOW
-  EXISTING ELEMENT
-  PEAK PERIOD BUS LANE
-  EXISTING RIVER/WASH



NOT FOR CONSTRUCTION

REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	SOLICITATION LEVEL
0	1/03						

DESIGNED BY	JAF
DRAWN BY	JAF
CHECKED BY	MT.
IN CHARGE	RRH
DATE	1/03


**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**  
**SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.**  
 MEYER, MOHADDES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810  
 LOS ANGELES, CA 90017


**Hernandez, Kroone & Associates, Inc.**  
 CONSULTING ENGINEERS  
 PLANNING - DESIGN - SURVEYING  
 234 DRAKE DRIVE

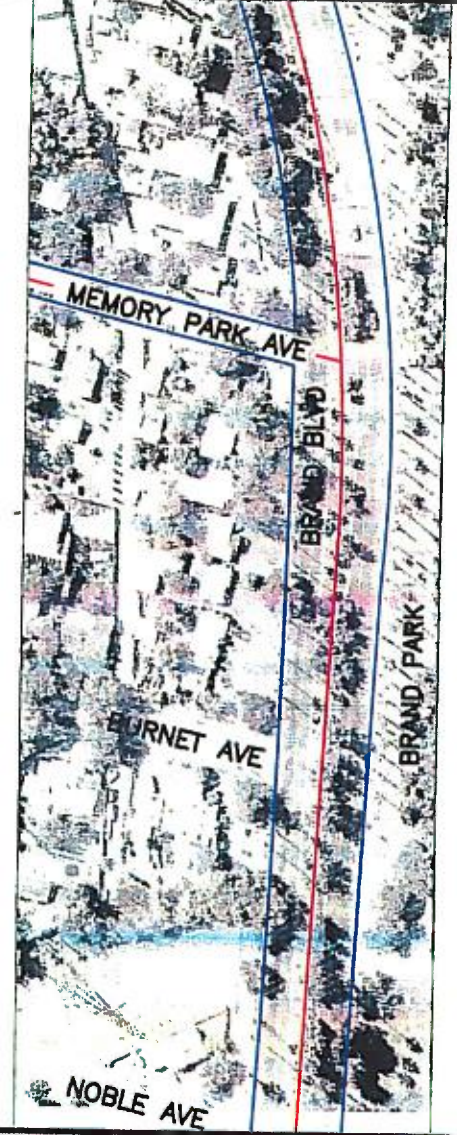
**SEPULVEDA BLVD CORRIDOR**  
**VENTURA BLVD TO TRUMAN ST**

CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'

MATCH LINE SEE SHEET 7



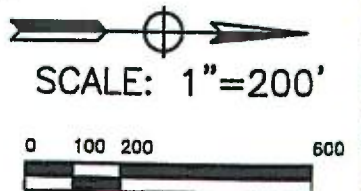
MATCH LINE SEE BELOW LEFT



MATCH LINE SEE SHEET 9

- LEGEND:**
- STATION LOCATION
  - STOP LOCATION
  - PROPOSED BUS STATION
  - EXISTING STREETS
  - EXISTING RAILROAD
  - FUTURE EAST-WEST METRO RAPID TRANSITWAY
  - LANE WIDENING
  - EXISTING FREEWAY
  - MAIN DIRECTION OF FLOW
  - EXISTING ELEMENT
  - PEAK PERIOD BUS LANE
  - EXISTING RIVER/WASH

MATCH LINE SEE ABOVE RIGHT



NOT FOR CONSTRUCTION

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DRAWN BY	JAF						
CHECKED BY	MT.						
IN CHARGE	RRH						
DATE							
REV	DATE	BY	APP	REG NO	EXPLANATION	SEAL HOLDER	SOLICITATION LEVEL
0	1/03						

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.  
 MEYER, MOHADDES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810  
 LOS ANGELES, CA 90017

**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING - DESIGN - SURVEYING  
 234 DRAKE DRIVE

SEPULVEDA BLVD CORRIDOR  
 VENTURA BLVD TO TRUMAN ST

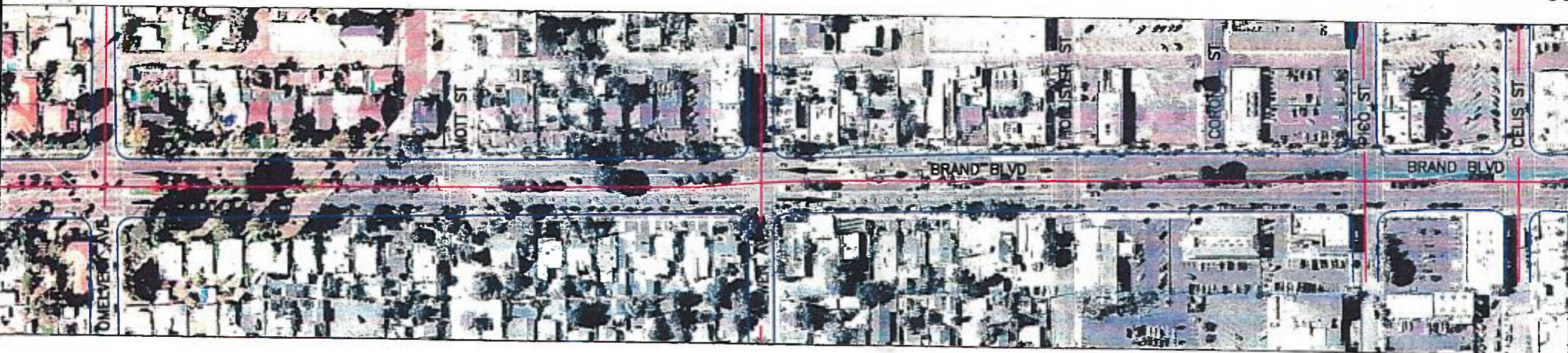
CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'

MATCH LINE SEE SHEET 8

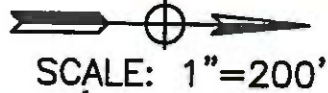


MATCH LINE SEE BELOW LEFT

MATCH LINE SEE ABOVE RIGHT



MATCH LINE SEE SHEET 10



NOT FOR CONSTRUCTION

- LEGEND:**
- STATION LOCATION
  - STOP LOCATION
  - PROPOSED BUS STATION
  - EXISTING STREETS
  - EXISTING RIVER/WASH
  - EXISTING FREEWAY
  - MAIN DIRECTION OF FLOW

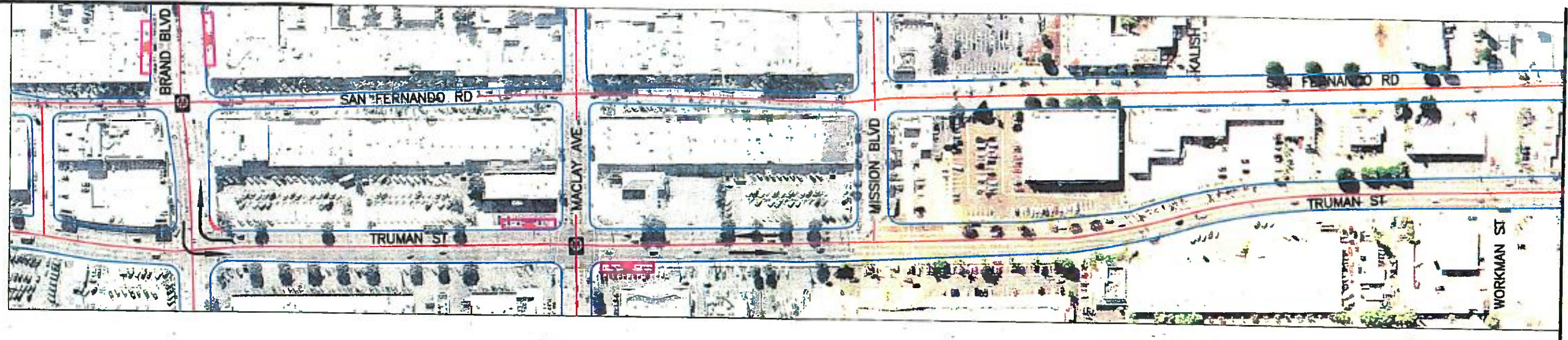

DESIGNED BY  
JAF  
DRAWN BY  
JAF  
CHECKED BY  
MT.  
IN CHARGE  
RRH

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.  
MEYER, MOHADES ASSOCIATES, INC Hernandez, Kroone & Associates, Inc. CONSULTING ENGINEERS

SEPULVEDA BLVD CORRIDOR  
BRAND BLVD

CONTRACT NO PS4350-1018	REV 0
DRAWING NO	SCALE

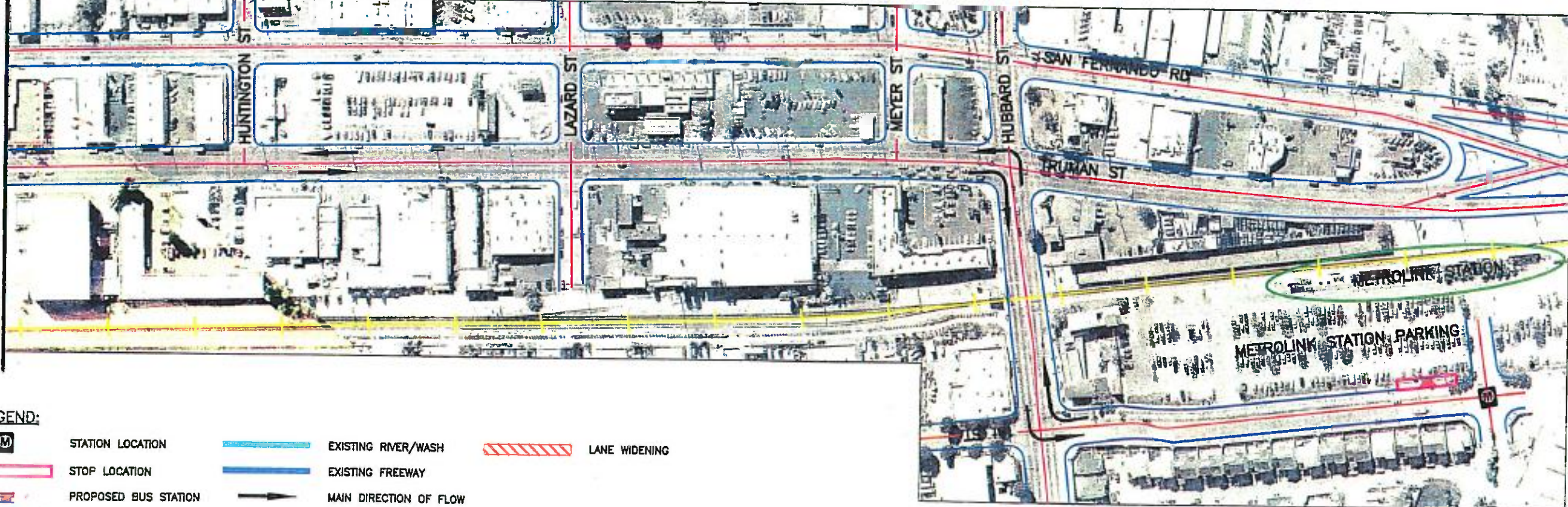
MATCH LINE SEE SHEET 9



MATCH LINE SEE BELOW LEFT

SCALE: 1"=200'

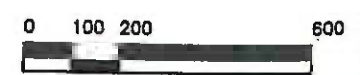
MATCH LINE SEE ABOVE RIGHT



SCALE: 1"=200'

**LEGEND:**

	STATION LOCATION		EXISTING RIVER/WASH		LANE WIDENING
	STOP LOCATION		EXISTING FREEWAY		MAIN DIRECTION OF FLOW
	PROPOSED BUS STATION		EXISTING RAILROAD		
	EXISTING STREETS				



NOT FOR CONSTRUCTION

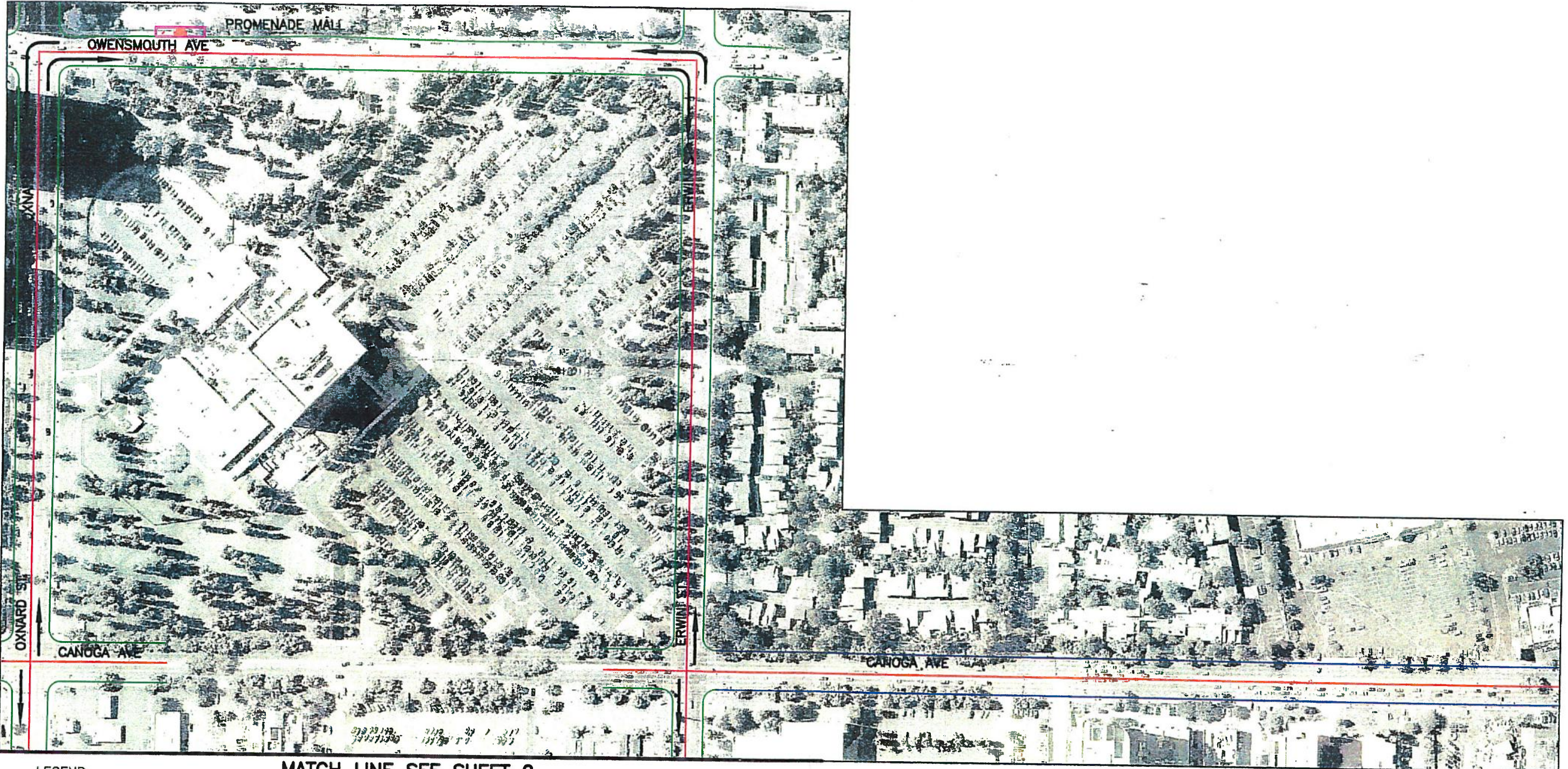
DESIGNED BY	JAF
DRAWN BY	JAF
CHECKED BY	MT.
IN CHARGE	RRH
DATE	
0	1/03
SOLICITATION LEVEL	





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 MEYER, MOHADDES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810

**H K** Hernandez, Krohn & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING DESIGN SURVEYING

**SEPULVEDA BLVD CORRIDOR**  
**TRUMAN ST**  
 BRAND BLVD TO HUBBARD ST

CONTRACT NO.	PS4350-1018
DRAWING NO.	REV 0
SCALE	1"=200'



- LEGEND:**
-  BUS ROUTE
  -  EXISTING STREETS
  -  STOP LOCATION
  -  MAIN DIRECTION OF FLOW

MATCH LINE SEE SHEET 2


SCALE: 1"=200'



NOT FOR CONSTRUCTION

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**MEYER, MOHADES ASSOCIATES, INC.**  
 707 WILSHIRE BLVD., SUITE 4810

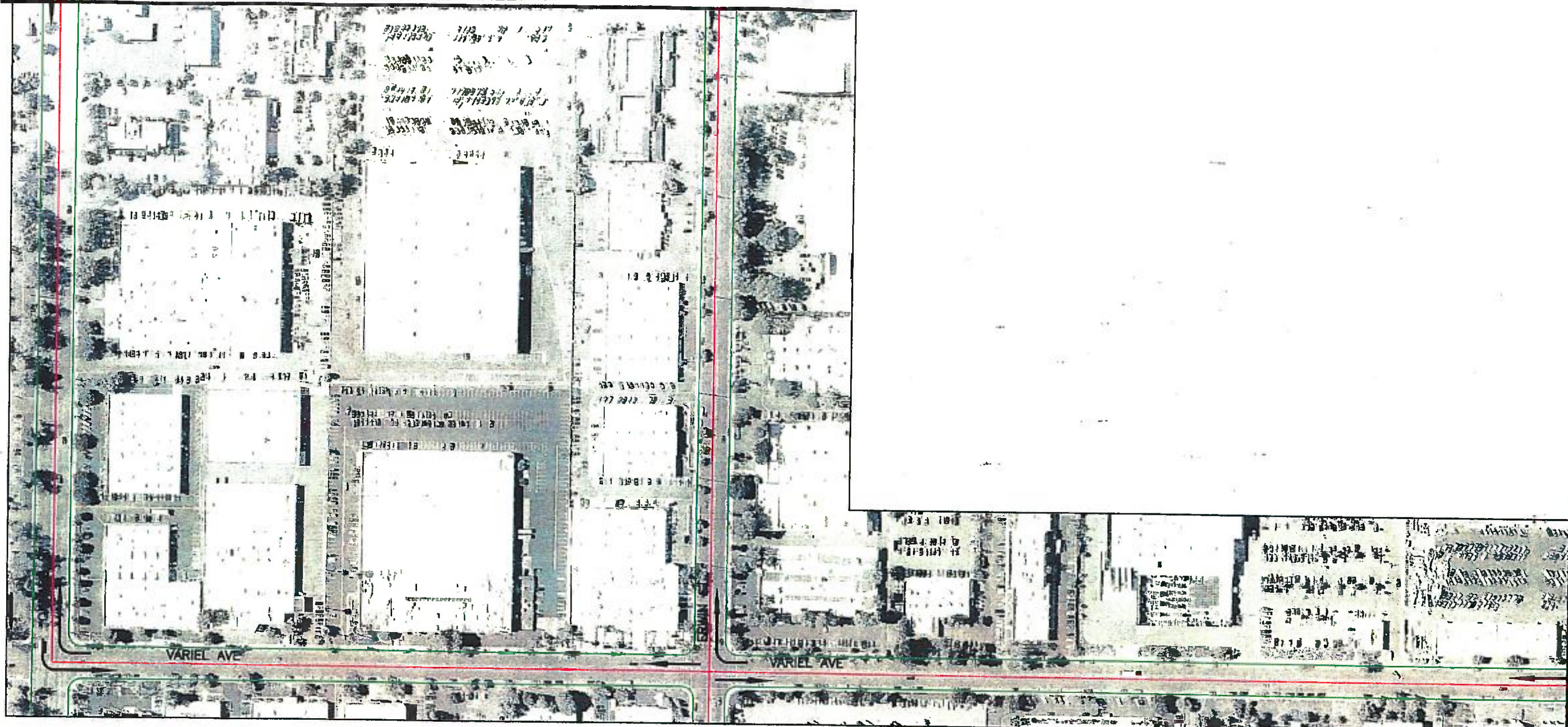

**H K**  
 Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING - DESIGN - SURVEYING

**CANOGA AVE CORRIDOR**  
**OXNARD ST TO LASSEN ST**

CONTRACT NO		PS4350-1018
DRAWING NO	REV	0
SCALE		1"=200'





MATCH LINE SEE SHEET 1



MATCH LINE SEE SHEET 3

LEGEND:

-  BUS ROUTE
-  MAIN DIRECTION OF FLOW


SCALE: 1"=200'



NOT FOR CONSTRUCTION

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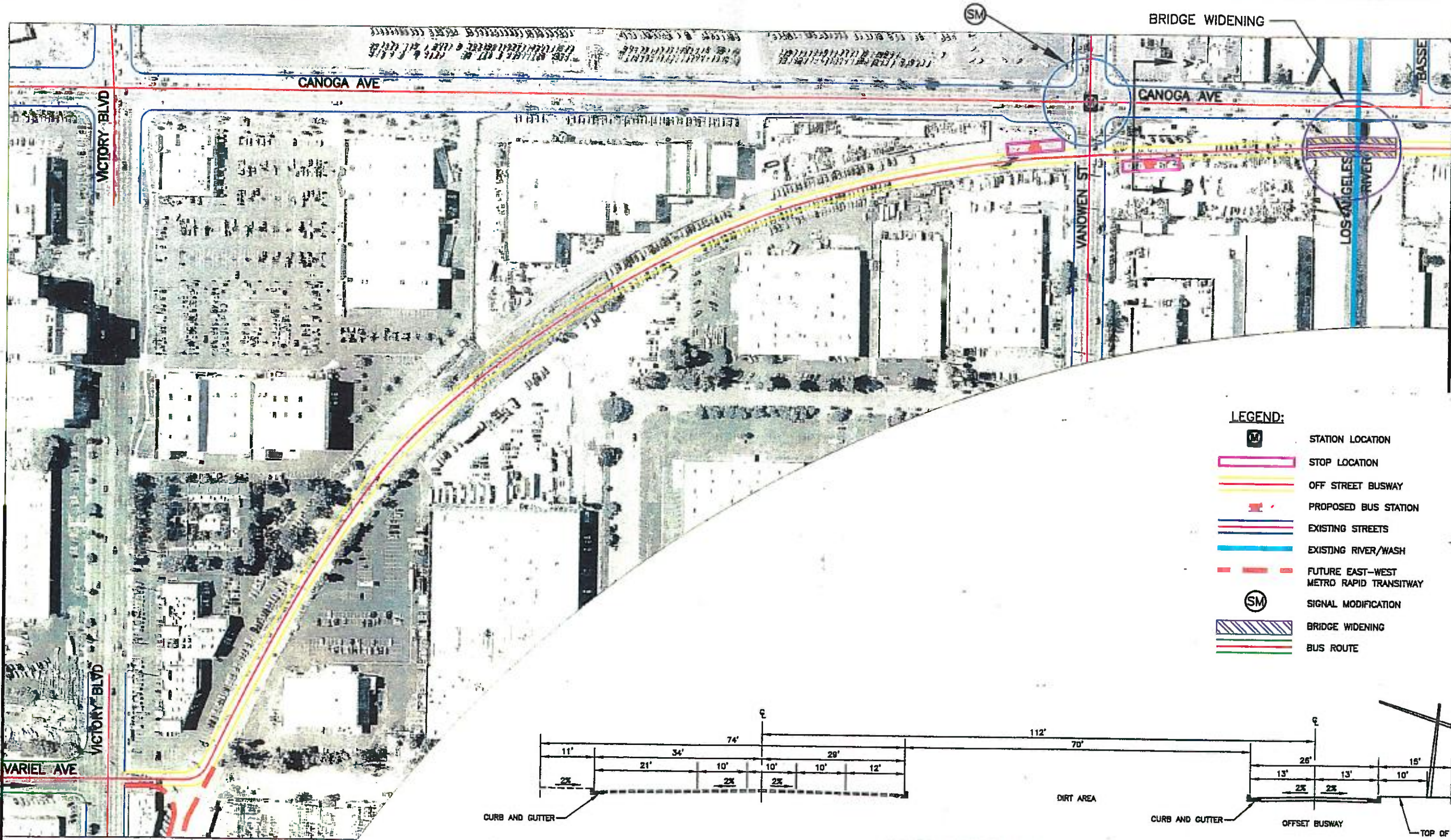
 LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.  
 MEYER, MOHADES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810

 Hernandez, Kroons & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING - DESIGN - SURVEYING

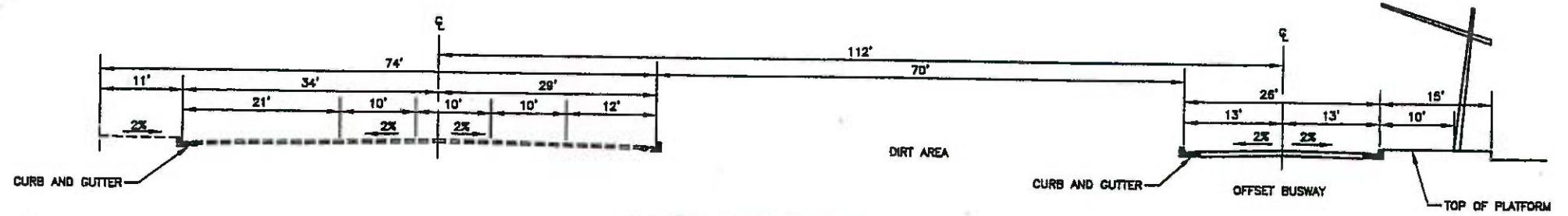
CANOGA AVE CORRIDOR  
 OXNARD ST TO LASSEN ST

CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'

MATCH LINE SEE SHEET 4



- LEGEND:**
- STATION LOCATION
  - STOP LOCATION
  - OFF STREET BUSWAY
  - PROPOSED BUS STATION
  - EXISTING STREETS
  - EXISTING RIVER/WASH
  - FUTURE EAST-WEST METRO RAPID TRANSITWAY
  - SIGNAL MODIFICATION
  - BRIDGE WIDENING
  - BUS ROUTE



**CROSS SECTION A-A**  
NTS

SCALE: 1"=200'

NOT FOR CONSTRUCTION

MATCH LINE SEE SHEET 2

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CHECKED BY	MT.
IN CHARGE	RRH
DATE	
0 1/03	SOLICITATION LEVEL

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.

MEYER, MOHADES ASSOCIATES, INC. Hernandez, Kroone & Associates, Inc.  
707 WILSHIRE BLVD., SUITE 4810 CONSULTING ENGINEERS  
PLANNING DESIGN SURVEYING

**CANOGA AVE CORRIDOR**  
**OXNARD ST TO LASSEN ST**

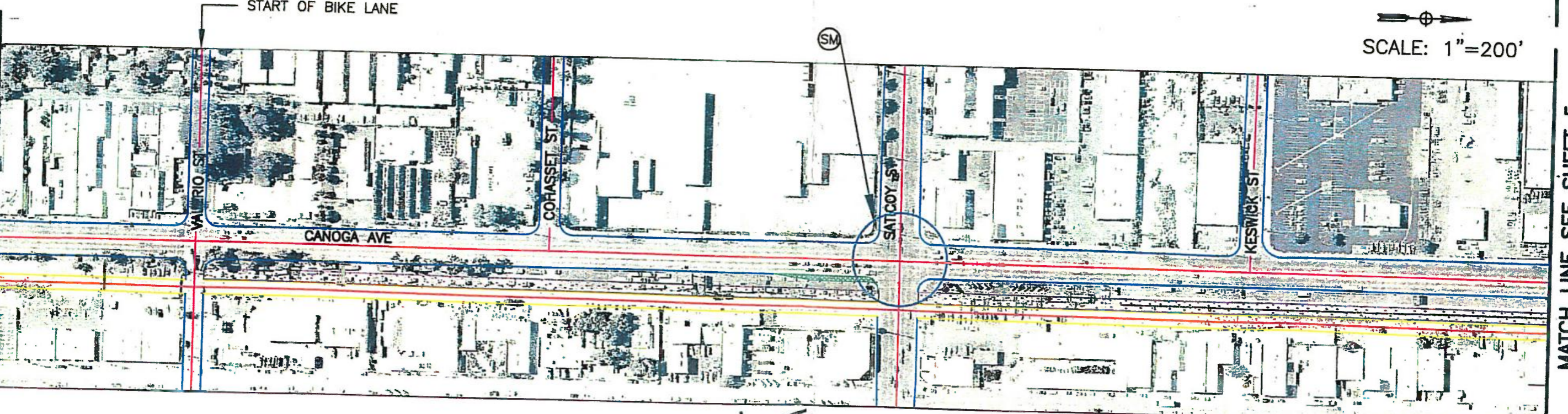
CONTRACT NO.	PS4350-1018
DRAWING NO.	REV 0
SCALE	1"=200'

MATCH LINE SEE SHEET 3







MATCH LINE SEE BELOW LEFT

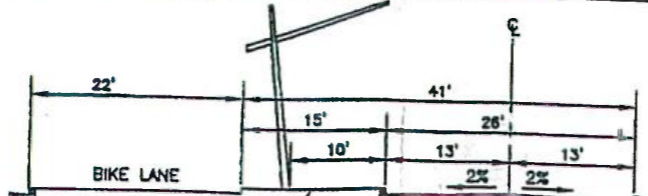
MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE SHEET 5



LEGEND:

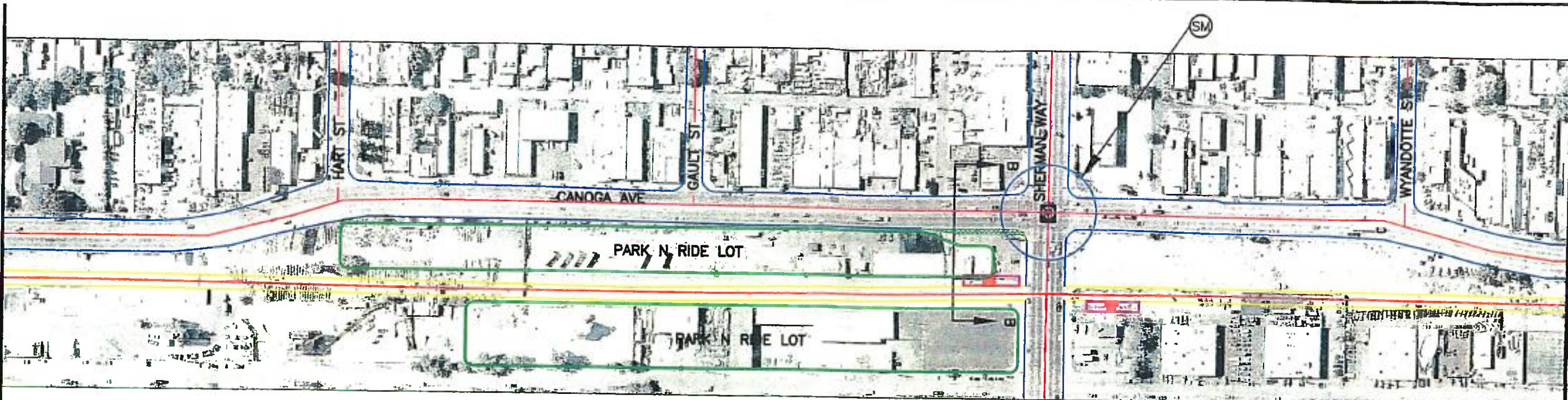
-  STATION LOCATION
-  STOP LOCATION
-  OFF STREET BUSWAY
-  RIGHT TURN LANE WIDENING
-  EXISTING STREETS
-  SIGNAL INDICATOR



SCALE: 1"=200'

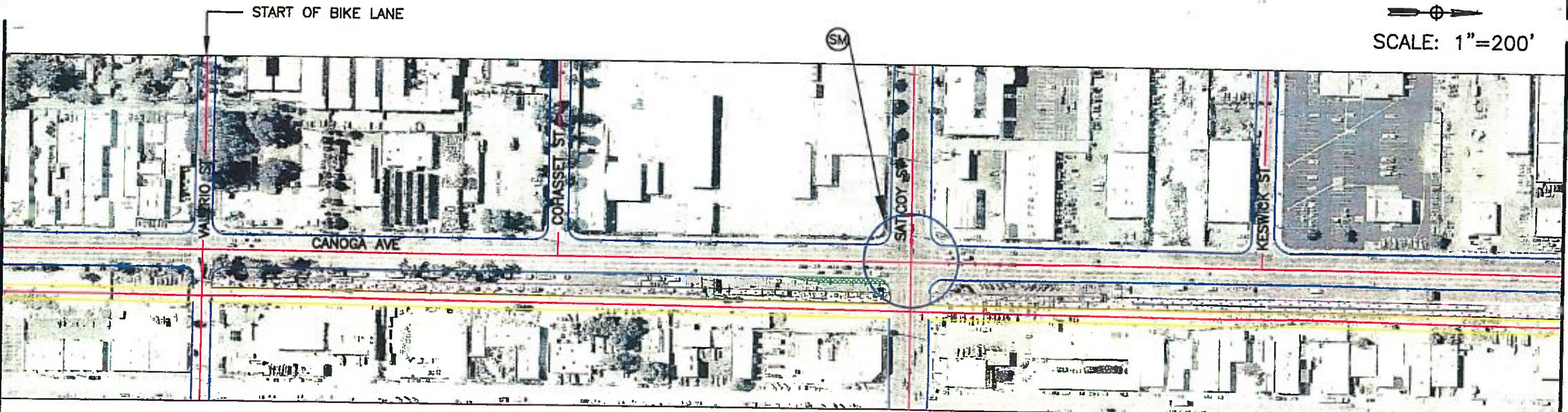
MATCH LINE SEE SHEET 3

MATCH LINE SEE BELOW LEFT



MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE SHEET 5



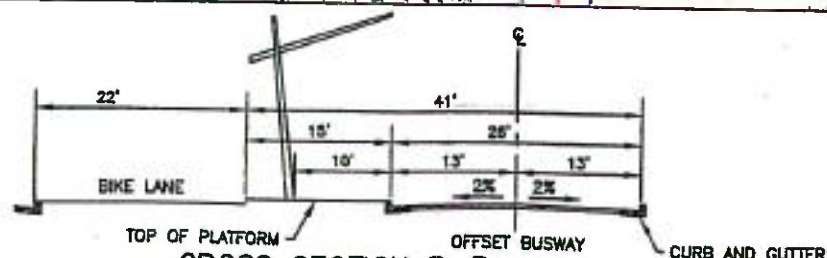
SCALE: 1"=200'

SCALE: 1"=200'



LEGEND:

- STATION LOCATION
- STOP LOCATION
- OFF STREET BUSWAY
- PROPOSED BUS STATION
- RIGHT TURN LANE WIDENING
- EXISTING STREETS
- SIGNAL MODIFICATION
- BIKE LANE



CROSS SECTION B-B  
NTS

NOT FOR CONSTRUCTION

0	1/03								
		SOLICITATION LEVEL							

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 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.  
 MEYER, MOHADDES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810

Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING - DESIGN - CONSTRUCTION

CANOGA AVE CORRIDOR  
 OXNARD ST TO LASSEN ST

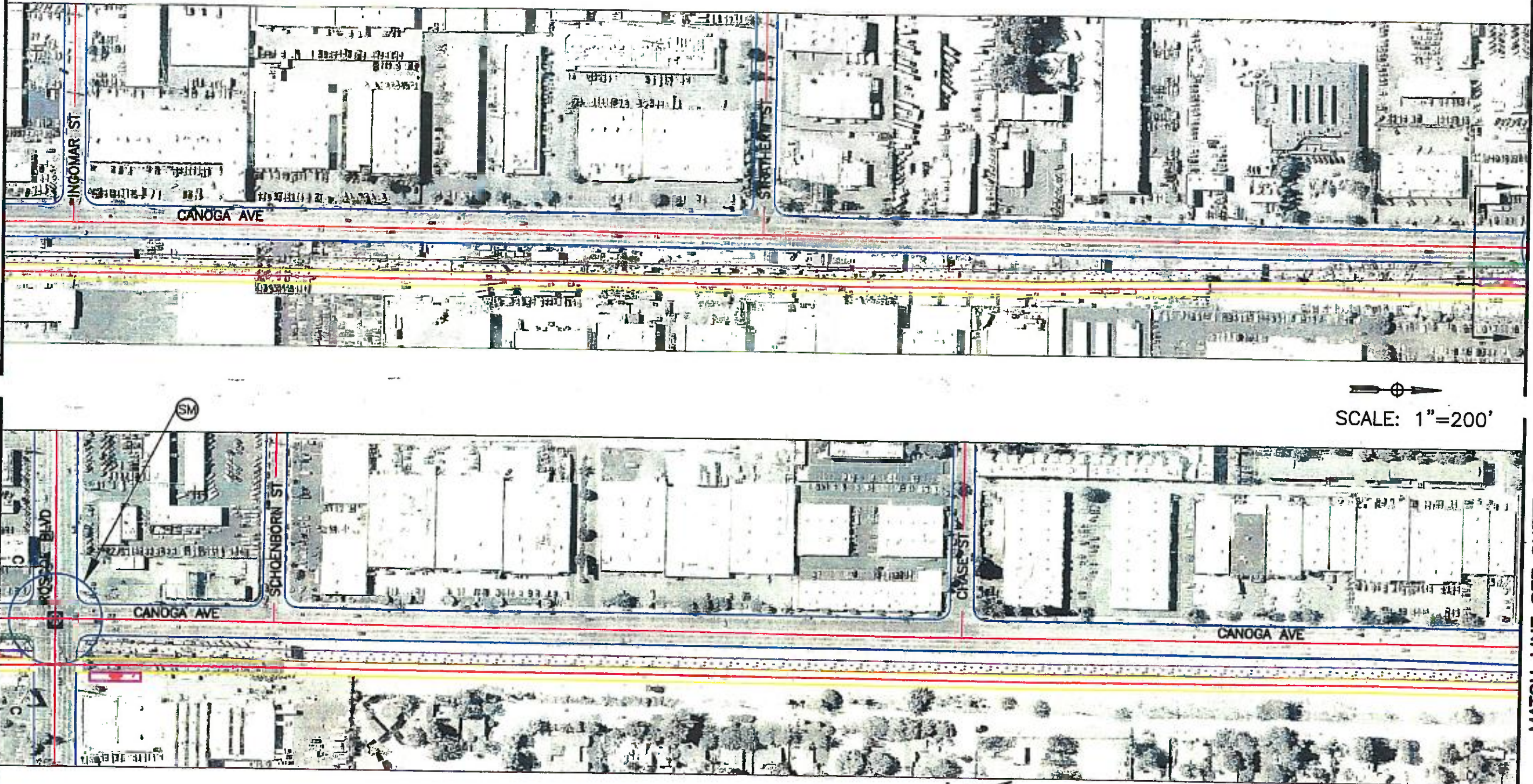
CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'


MATCH LINE SEE SHEET 4


MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE BELOW LEFT









MATCH LINE SEE SHEET 6

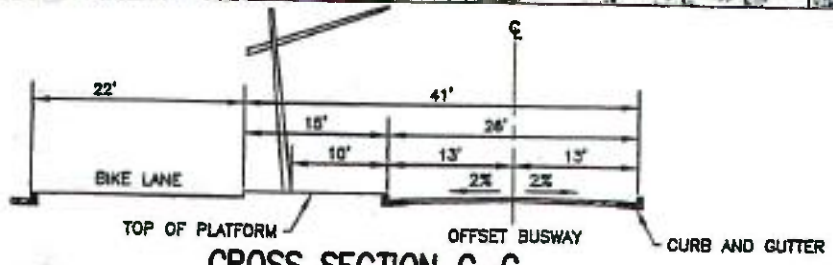


  
 SCALE: 1"=200'

  
 SCALE: 1"=200'




- LEGEND:**
-  STATION LOCATION
  -  STOP LOCATION
  -  OFF STREET BUSWAY
  -  PROPOSED BUS STATION
  -  BIKE LANE
  -  RIGHT TURN LANE WIDENING
  -  EXISTING STREETS
  -  SIGNAL MODIFICATION



NOT FOR CONSTRUCTION

0	1/03								SOLICITATION LEVEL

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 MEYER, MOHADDES ASSOCIATES, INC  
 707 WILSHIRE BLVD. SUITE 4010

 Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS

**CANOGA AVE CORRIDOR**  
**OXNARD ST TO LASSEN ST**

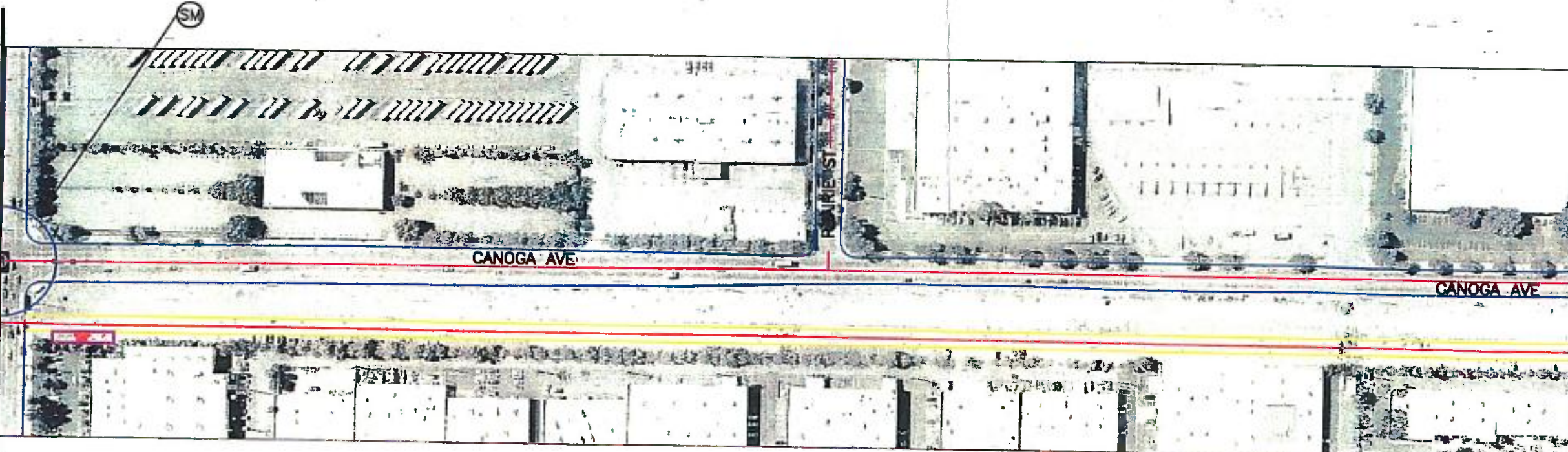
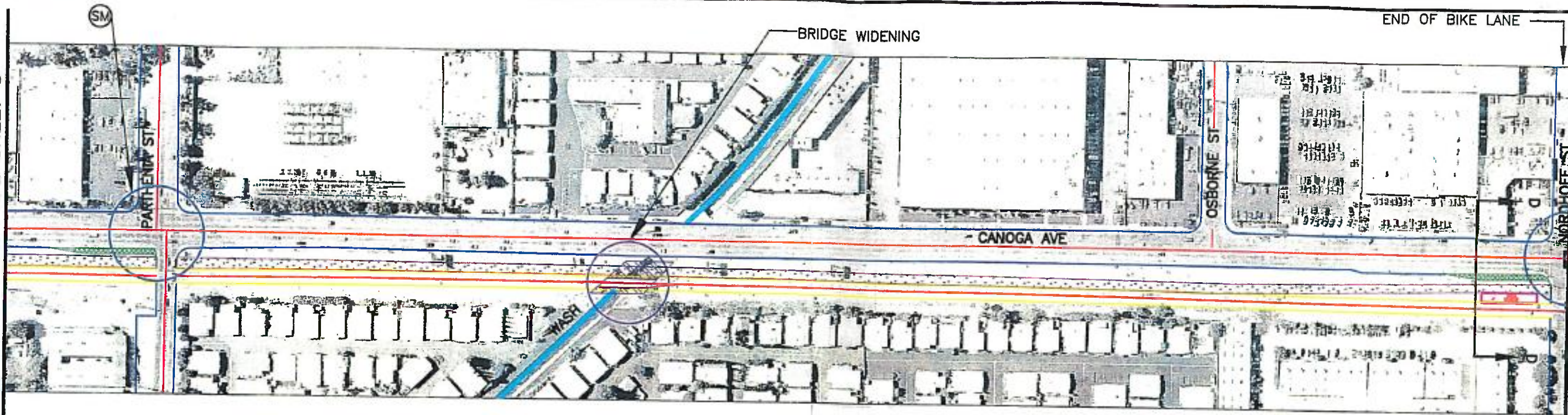
CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'

MATCH LINE SEE SHEET 5

MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE BELOW LEFT

END OF BIKE LANE



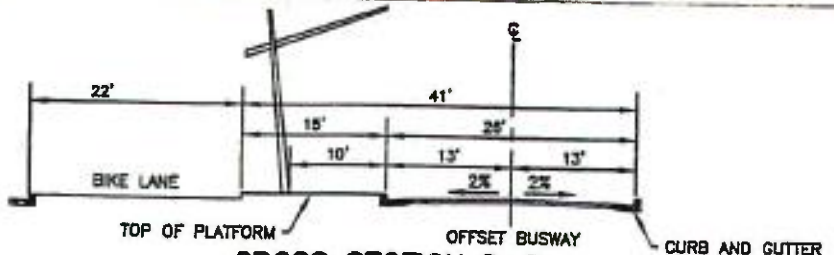
SCALE: 1"=200'

SCALE: 1"=200'



LEGEND:

- STATION LOCATION
- STOP LOCATION
- OFF STREET BUSWAY
- PROPOSED BUS STATION
- BRIDGE WIDENING
- RIGHT TURN LANE WIDENING
- EXISTING STREETS
- EXISTING RIVER/WASH
- BIKE LANE
- SIGNAL MODIFICATION



CROSS SECTION D-D

NOT FOR CONSTRUCTION

0	1/03	SOLICITATION LEVEL
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DRAWN BY	JAF
CHECKED BY	MT.
IN CHARGE	RRH

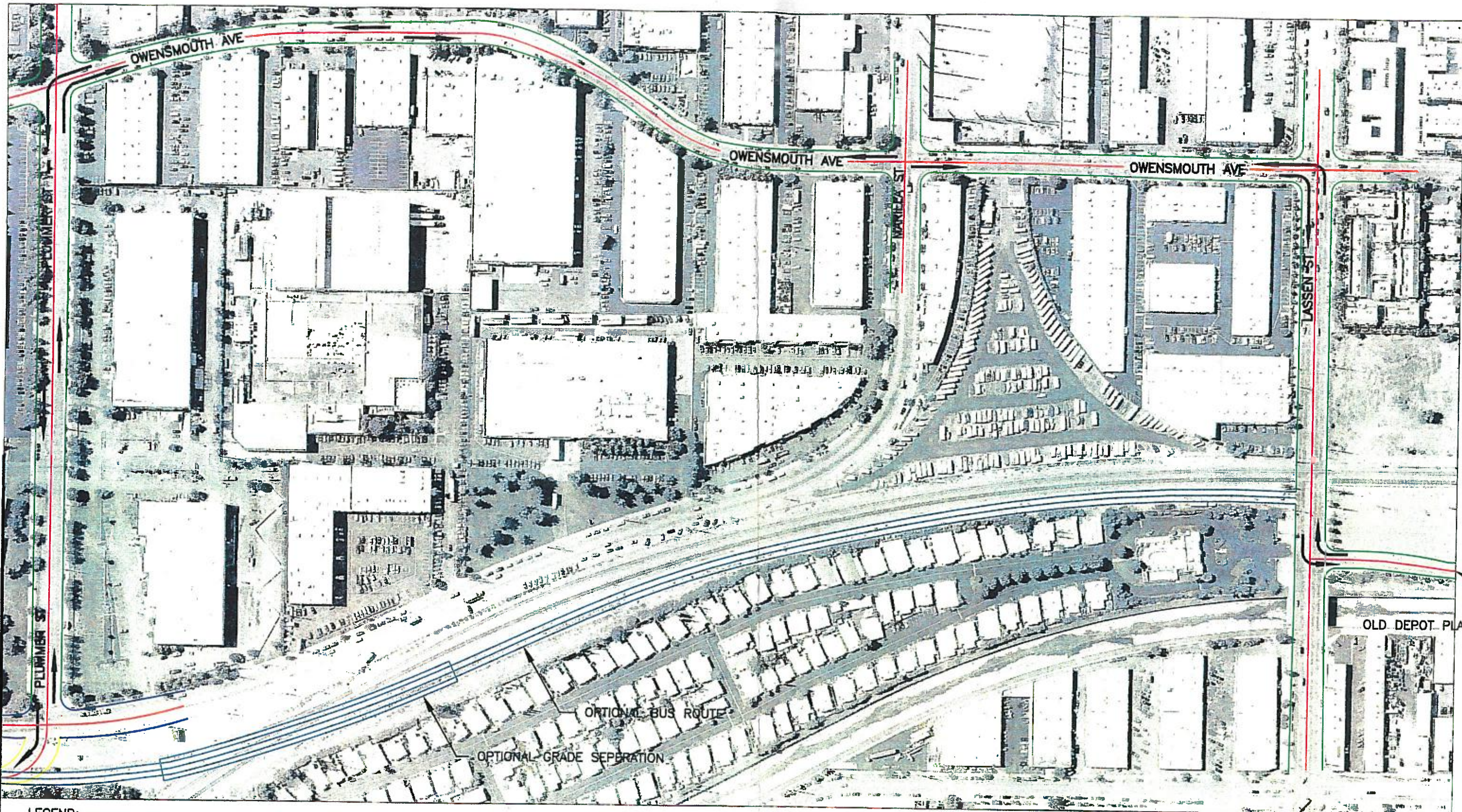
**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**  
**SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.**  
 MEYER, MOHADDES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810

**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING - DESIGN - SURVEYING

**CANOGA AVE CORRIDOR**  
**OXNARD ST TO LASSEN ST**

CONTRACT NO	PS4350-1018
DRAWING NO	REV 0
SCALE	1"=200'

MATCH LINE SEE SHEET 6



**LEGEND:**

- BUS ROUTE
- ALTERNATIVE BUS ROUTE W/GRADE SEPERATION
- OFF STREET BUSWAY
- EXISTING STREETS
- MAIN DIRECTION OF FLOW

SCALE: 1"=200'

0 100 200 600

NOT FOR CONSTRUCTION

0	1/03	SOLICITATION LEVEL
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DRAWN BY	JAF
CHECKED BY	MT.
IN CHARGE	RRH

**M** LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 SAN FERNANDO VALLEY NORTH-SOUTH TRANSITWAY CORRIDOR M.I.S.

MEYER, MOHADES ASSOCIATES, INC  
 707 WILSHIRE BLVD., SUITE 4810

**H K** Hernandez, Kroone & Associates, Inc.  
 CONSULTING ENGINEERS  
 PLANNING DESIGN SURVEYING

**CANOGA AVE CORRIDOR**  
**OXNARD ST TO LASSEN ST**

CONTRACT NO		PS4350-1018
DRAWING NO	REV	0
SCALE		1"=200'

**Appendix C**  
**Cost Estimates**





**PROJECT DESCRIPTION: Lankershim Boulevard-San Fernando Road Corridor**

**Limits: Lankershim Boulevard at Hollywood Freeway north to San Fernando Road, San Fernando Road north to Hubbard Street**

**Proposed Improvement:****SUMMARY OF PROJECT COST ESTIMATE**

TOTAL ROADWAY ITEMS	\$4,143,800
ALTERNATIVE COST: ADDITIONAL 5' ROADWAY WIDENING	\$1,091,618
TOTAL STRUCTURE ITEMS: RED LINE PORTAL	\$11,500,000
STATION ELEMENTS	\$1,940,000
URBAN DESIGN ENHANCEMENTS TOTAL	\$5,010,000
SUBTOTAL BASE CONSTRUCTION COSTS	\$6,083,800
SUBTOTAL ENHANCED CONSTRUCTION COSTS	\$17,601,618
RIGHT OF WAY	\$0
EQUIPMENT: CORRIDOR BUSES	\$9,100,000
EQUIPMENT: FEEDER BUSES	\$31,200,000
MAINTENANCE FACILITY CONTRIBUTION	\$27,500,000
TOTAL PROJECT BASE CAPITAL OUTLAY COSTS	\$73,883,800
TOTAL PROJECT COSTS (BASE + ENHANCED)	\$91,485,418

**I. ROADWAY ITEMS**

<u>Section 1 Earthwork</u>	Length	Width	Quantity	Unit	Unit Price	Item Cost	Section Cost
Road Excavation	0	0	0	cy	\$35	\$0	
Imported Borrow	0	0	0	cy	\$30	\$0	
Clearing, Grubbing & Demolition	0	0	0	sf	\$2.00	\$0	
Remove AC			0	cf	\$64	\$0	
Develop Water Supply (Per m3 earthwork)			0	cf	\$0	\$0	
Subtotal 1 Earthwork							\$0
<u>Section 1 Earthwork, 5' Additional Widening at south end</u>	Length	Width	Quantity	Unit	Unit Price	Item Cost	Section Cost
Road Excavation	4,500	5	1,250	cy	\$35	\$43,750	
Imported Borrow	0	0	0	cy	\$30	\$0	
Clearing, Grubbing & Demolition	4,500	5	22,500	sf	\$2.00	\$45,000	
Remove AC			0	cf	\$64	\$0	
Develop Water Supply (Per m3 earthwork)			0	cf	\$0	\$0	
Subtotal 1 Earthwork							\$88,750
<u>Section 2 Pavement Structural Section*</u>			Quantity	Unit	Unit Price	Item Cost	Section Cost
Asphalt Concrete, 0.5 feet thick	0	0	0	ton	\$150	\$0	
Aggregate Base, 1 foot thick	0	0	0	cy	\$50	\$0	
PCC Curb & Gutter	0	0	0	lf	\$30	\$0	
Minor Concrete Sidewalk	0	0	0	cf	\$5	\$0	
Subtotal 2 Pavement Items							\$0
<u>Section 2 Pavement Structural Section* 5' Additional Widening at south end</u>			Quantity	Unit	Unit Price	Item Cost	Section Cost
Asphalt Concrete, 0.5 feet thick	4,500	5	810	ton	\$150	\$121,500	
Aggregate Base, 1 foot thick	4,500	5	833	cy	\$50	\$41,650	
PCC Curb & Gutter	4,500		4,500	lf	\$30	\$135,000	
Minor Concrete Sidewalk	4,500	8	18,000	cf	\$5	\$90,000	
Subtotal 2 Pavement Items							\$388,150
<u>Section 3 Drainage</u>			Quantity	Unit	Unit Price	Item Cost	Section Cost
Large Drainage Facilities			0	ea	\$0	\$0	
Storm Drains			0	ea	\$0	\$0	
Storm Water Pollution Prevention Plan			1	ea	\$10,000	\$10,000	
Project Drainage			0	ea	\$0	\$0	
Subtotal 3 Drainage							\$10,000

**Section 3 Drainage 5' Additional Widening at south end**

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Large Drainage Facilities	0	ea	\$0	\$0	
Storm Drains	0	ea	\$0	\$0	
Storm Water Pollution Prevention Plan	0	ea	\$7,500	\$7,500	
Project Drainage	0	ea	\$200,000	\$200,000	
Subtotal 3 Drainage					\$207,500

**Section 4 Specialty Items**

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Retaining Walls	0	ls	\$0	\$0	
Noise Barriers	0	ls	\$0	\$0	
Barriers and Guardrails	0	ls	\$0	\$0	
Replacement Planting	0	ls	\$0	\$0	
Irrigation Modification	0	ls	\$10,000	\$10,000	
Relocate Utilities	30	ls	\$50,000	\$1,500,000	
Erosion Control	0	ls	\$0	\$0	
Slope Protection	0	ls	\$0	\$0	
Water Pollution Control	0	ls	\$40,000	\$40,000	
Hazardous Waste Mitigation Work	0	ls	\$0	\$0	
Environmental Mitigation	0	ls	\$0	\$0	
Resident Engineer Office Space	0	months	\$1,000	\$1,000	
Subtotal 4 Specialty Items					\$1,551,000

**Section 5 Traffic Items**

	Quantity	Unit	Unit Price	Item Cost	Section Cost	
Lighting		0	ls	\$0	\$0	
Traffic Delineation Striping	34500	2	69,000	lf	\$4.00	\$276,000
Remove Striping	34500	2	69,000	lf	\$4.00	\$276,000
Traffic Delineation Markings		30	crossing	\$2,500	\$75,000	
Traffic Signals, Modification		0	ls	\$15,000	\$15,000	
Overhead Sign Structures		0	ea	\$20,000	\$20,000	
Roadside Signs		50	ea	\$500	\$25,000	
Traffic Control Systems		20	ea	\$15,000	\$300,000	
Transportation Management Plan		1	ea	\$50,000	\$50,000	
Subtotal 5 Traffic Items					\$1,037,000	

<b>TOTAL SECTIONS 1 thru 5</b>	<b>\$2,598,000</b>
<b>TOTAL SECTIONS 1 thru 5</b>	<b>\$684,400</b>

Additional 5' Widening, Optional

**Section 6 Minor Items**

	\$2,598,000	10%	=	\$259,800
	(Subtotal Sections 1 thru 5)			
<b>Additional 5' Widening, Optional</b>	\$684,400	10%	=	\$68,440
	(Subtotal Sections 1 thru 5)			
	<b>TOTAL MINOR ITEMS</b>			<b>\$259,800</b>
<b>Additional 5' Widening, Optional</b>	<b>TOTAL MINOR ITEMS</b>			<b>\$68,440</b>

**Section 7 Roadway Mobilization**

	\$2,857,800	10%	=	\$285,780
	(Subtotal Sections 1 thru 6)			
	\$752,840	10%	=	\$75,284
	(Subtotal Sections 1 thru 6)			
	<b>TOTAL ROADWAY MOBILIZATION</b>			<b>\$285,780</b>
<b>Additional 5' Widening, Optional</b>	<b>TOTAL ROADWAY MOBILIZATION</b>			<b>\$75,284</b>

**Section 8 Roadway Additions**

<b>Supplemental Work</b>	\$2,857,800	10%	=	\$285,780
	(Subtotal Sections 1 thru 6)			
<b>Supplemental Work</b>	\$752,840	10%	=	\$75,284
<b>Additional 5' Widening, Optional</b>	(Subtotal Sections 1 thru 6)			
<b>Contingencies</b>	\$2,857,800	25%	=	\$714,450
	(Subtotal Sections 1 thru 6)			
<b>Contingencies</b>	\$752,840	25%	=	\$188,210
<b>Additional 5' Widening, Optional</b>	(Subtotal Sections 1 thru 6)			
	<b>TOTAL ROADWAY ADDITIONS</b>			<b>\$1,000,230</b>
<b>Additional 5' Widening, Optional</b>	<b>TOTAL ROADWAY ADDITIONS</b>			<b>\$263,494</b>
	<b>TOTAL ROADWAY ITEMS</b>			<b>\$4,143,810</b>
	(Subtotal Sections 1 thru 8)			
<b>Additional 5' Widening, Optional</b>	<b>TOTAL ROADWAY ITEMS</b>			<b>\$1,091,618</b>
	(Subtotal Sections 1 thru 8)			

**II. STRUCTURES ITEMS**

Name	Structure New Portal at North Hollywood Redline Station	Structure (2)	Structure (3)
Bridge Name	\$11,500,000	\$0	\$0
Structure Type			
Total Cost for Structure			
<b>SUBTOTAL STRUCTURES ITEMS</b>			<b>\$11,500,000</b>
(Sum of Total Cost for Structures)			

Railroad Related Costs:

<b>SUBTOTAL RAILROAD ITEMS</b>	<b>\$0</b>
--------------------------------	------------

<b>TOTAL STRUCTURES ITEMS</b>	<b>\$11,500,000</b>
(Sum of Structures Items plus Railroad Items)	

**III. RIGHT OF WAY ITEMS**

A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$0	\$0
B. Utility Relocation (State share)	\$0	\$0
C. Relocation Assistance	\$0	\$0
D. Clearance/Demolition	\$0	\$0
E. Title and Escrow Fees	\$0	\$0

<b>TOTAL RIGHT OF WAY ITEMS</b>	<b>\$0</b>
(Escalated Value)	

<b>Anticipated Date of Right of Way Certification</b>	<b>0</b>
(Date to which Values are Escalated)	

Estimate Prepared By Matt Tsugawa/Nancy Cooper

Phone: (909) 884-3222

Date: February 2003

Estimate Checked By Richard Hernandez

Phone: (909) 884-3222

Date: February 2003

**PROJECT DESCRIPTION: Van Nuys Boulevard Corridor**

**Limits: Van Nuys Boulevard at Ventura Boulevard north to Foothill Boulevard, Foothill Boulevard north to Hubbard Street**

**Proposed Improvement:**

**SUMMARY OF PROJECT COST ESTIMATE**

TOTAL ROADWAY ITEMS		<b>\$4,911,800</b>
ALTERNATIVE COST: INTERCHANGE CONTRIBUTION AT VENTURA FREEWAY		<b>\$5,000,000</b>
TOTAL STRUCTURE ITEMS	CHANNEL BRIDGE WIDENING	<b>\$500,000</b>
STATION ELEMENTS		<b>\$1,980,000</b>
URBAN DESIGN ENHANCEMENTS		<b>\$8,450,000</b>
	SUBTOTAL BASE CONSTRUCTION COSTS	<b>\$7,391,800</b>
	SUBTOTAL ENHANCED CONSTRUCTION COSTS	<b>\$13,450,000</b>
RIGHT OF WAY		<b>\$0</b>
EQUIPMENT: CORRIDOR BUSES		<b>\$23,400,000</b>
EQUIPMENT: FEEDER BUSES		<b>\$38,680,000</b>
MAINTENANCE FACILITY CONTRIBUTION		<b>\$38,750,000</b>
	TOTAL PROJECT BASE CAPITAL OUTLAY COSTS	<b>\$108,221,800</b>
	TOTAL PROJECT COSTS (BASE + OPTIONAL/ALTERNATIVE)	<b>\$121,671,800</b>

**I. ROADWAY ITEMS****Section 1 Earthwork**

	Length	Width	Quantity	Unit	Unit Price	Item Cost	Section Cost
Road Excavation	1,500	7	583	cy	\$35	\$20,405	
Road Excavation	550	15	4,583	cy	\$35	\$160,405	
Imported Borrow	550	15	4,583	cy	\$30	\$137,490	
Clearing, Grubbing & Demolition	2,600	7	18,200	sf	\$2.00	\$36,400	
Remove AC			0	cf	\$64	\$0	
Develop Water Supply (Per m3 earthwork)			0	cf	\$0	\$0	
<b>Subtotal 1 Earthwork</b>							<b>\$354,700</b>

**Section 2 Pavement Structural Section\***

	Length	Width	Quantity	Unit	Unit Price	Item Cost	Section Cost
Asphalt Concrete, 0.5 feet thick	1,500	5	270	ton	\$150	\$40,500	
Aggregate Base, 1 foot thick	1,500	7	389	cy	\$50	\$19,450	
PCC Curb & Gutter	2,050		4,100	lf	\$30	\$123,000	
Minor Concrete Sidewalk	550	10	2,750	cf	\$5	\$13,750	
<b>Subtotal 2 Pavement Items</b>							<b>\$196,700</b>

**Section 3 Drainage**

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Large Drainage Facilities	0	ea	\$0	\$0	
Storm Drains	0	ea	\$0	\$0	
Storm Water Pollution Prevention Plan	1	ea	\$20,000	\$20,000	
Project Drainage	0	ea	\$500,000	\$500,000	
<b>Subtotal 3 Drainage</b>					<b>\$520,000</b>

**Section 4 Specialty Items**

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Retaining Walls	0	ls	\$0	\$0	
Noise Barriers	0	ls	\$0	\$0	
Barriers and Guardrails	0	ls	\$0	\$0	
Intersection Pop Outs	10	ea	\$35,000	\$350,000	
Highway Planting	0	ls	\$0	\$0	
Replacement Planting	0	ls	\$0	\$0	
Irrigation Modification	0	ls	\$10,000	\$10,000	
Relocate Utilities	3	ls	\$50,000	\$150,000	
Erosion Control	0	ls	\$0	\$0	
Slope Protection	0	ls	\$0	\$0	
Water Pollution Control	0	ls	\$40,000	\$40,000	
Hazardous Waste Mitigation Work	0	ls	\$0	\$0	
Environmental Mitigation	0	ls	\$0	\$0	
Resident Engineer Office Space	0	months	\$1,000	\$1,000	
<b>Subtotal 4 Specialty Items</b>					<b>\$551,000</b>

**Section 5 Traffic Items**

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Lighting	0	ls	\$0	\$0	
Traffic Delineation Striping	68,390	lf	\$4.00	\$273,560	
Remove Striping	68,390	lf	\$4.00	\$273,560	
Traffic Delineation Markings	50	crossing	\$2,500	\$125,000	
Traffic Signals, Modification	0	ls	\$15,000	\$15,000	
Intersection Modification	1	ea	\$250,000	\$250,000	
New Traffic Signal at Chandler	1	ea	\$125,000	\$125,000	
Overhead Sign Structures	0	ea	\$20,000	\$20,000	
Roadside Signs	50	ea	\$500	\$25,000	
Traffic Control Systems	20	ea	\$15,000	\$300,000	
Transportation Management Plan	1	ea	\$50,000	\$50,000	
			Subtotal 5 Traffic Items		\$1,457,120

**TOTAL SECTIONS 1 thru 5** **\$3,079,520**

**Section 6 Minor Items**

\$3,079,520 10% = \$307,952  
(Subtotal Sections 1 thru 5)

**TOTAL MINOR ITEMS** **\$307,952**

**Section 7 Roadway Mobilization**

\$3,387,472 10% = \$338,747  
(Subtotal Sections 1 thru 6)

**TOTAL ROADWAY MOBILIZATION** **\$338,747**

**Section 8 Roadway Additions**

Supplemental Work

\$3,387,472 10% = \$338,747  
(Subtotal Sections 1 thru 6)

Contingencies

\$3,387,472 25% = \$846,868  
(Subtotal Sections 1 thru 6)

**TOTAL ROADWAY ADDITIONS** **\$1,185,615**

**TOTAL ROADWAY ITEMS** **\$4,911,834**

(Subtotal Sections 1 thru 8)

**Alternative Cost: Interchange Contribution at Ventura Freeway**

**TOTAL ALTERNATIVE COST** **\$5,000,000**



**II. STRUCTURES ITEMS**

	Structure Channel	Structure (2)	Structure (3)
Name			
Bridge Name	\$500,000	\$0	\$0
Structure Type			
Total Cost for Structure			
<b>SUBTOTAL STRUCTURES ITEMS</b>			<b>\$500,000</b>
(Sum of Total Cost for Structures)			

Railroad Related Costs:

<b>SUBTOTAL RAILROAD ITEMS</b>	<b>\$0</b>
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<b>TOTAL STRUCTURES ITEMS</b>	<b>\$500,000</b>
(Sum of Structures Items plus Railroad Items)	

**III. RIGHT OF WAY ITEMS**

A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$0	\$0
B. Utility Relocation (State share)	\$0	\$0
C. Relocation Assistance	\$0	\$0
D. Clearance/Demolition	\$0	\$0
E. Title and Escrow Fees	\$0	\$0
<b>TOTAL RIGHT OF WAY ITEMS</b>		<b>\$0</b>
(Escalated Value)		

<b>Anticipated Date of Right of Way Certification</b>	<b>0</b>
(Date to which Values are Escalated)	

Estimate Prepared By Matt Tsugawa/Nancy Cooper

Phone: (909) 884-3222

Date: February 2003

Estimate Checked By Richard Hernandez

Phone: (909) 884-3222

Date: February 2003

**PROJECT DESCRIPTION: Sepulveda Boulevard Corridor**

**Limits: Sepulveda Boulevard at Ventura Boulevard north to Brand Boulevard, Brand Boulevard north to San Fernando Road**

**Proposed Improvement:**

**SUMMARY OF PROJECT COST ESTIMATE**

TOTAL ROADWAY ITEMS		\$6,669,530
TOTAL STRUCTURE ITEMS	METROLINK WIDENING	\$250,000
STATION ELEMENTS		\$2,920,000
URBAN DESIGN ENHANCEMENTS		\$5,480,000
	SUBTOTAL BASE CONSTRUCTION COSTS	\$9,839,530
	SUBTOTAL ENHANCED CONSTRUCTION COSTS	\$5,480,000
RIGHT OF WAY		\$17,970,000
EQUIPMENT: CORRIDOR BUSES		\$27,950,000
EQUIPMENT: FEEDER BUSES		\$37,050,000
MAINTENANCE FACILITY CONTRIBUTION		\$39,250,000
	TOTAL PROJECT BASE CAPITAL OUTLAY COSTS	\$132,059,530
	TOTAL PROJECT COSTS (BASE + OPTIONAL/ALTERNATIVE)	\$137,539,530

**I. ROADWAY ITEMS****Section 1 Earthwork**

	Length	Width	Quantity	Unit	Unit Price	Item Cost	Section Cost
Road Excavation	1,715	15	1,429	cy	\$35	\$50,021	
Imported Borrow, 1000 x 60 x 30	0	0	0	cy	\$30	\$0	
Clearing, Grubbing & Demolition	1,715	15	25,725	sf	\$2.00	\$51,450	
Remove AC			210	cf	\$64	\$13,440	
Develop Water Supply (Per m3 earthwork)			0	cf	\$0	\$0	
Subtotal 1 Earthwork							\$114,911

**Section 2 Pavement Structural Section**

	Length	Width	Quantity	Unit	Unit Price	Item Cost	Section Cost
Asphalt Concrete, 0.5 feet thick	1,715	10	617	ton	\$150	\$92,610	
Aggregate Base, 1 foot thick	1,715	15	953	cy	\$50	\$47,639	
PCC Curb & Gutter			4,455	lf	\$25	\$111,375	
Minor Concrete Sidewalk	1,715	10	17,150	sf	\$5	\$85,750	
Subtotal 2 Pavement Items							\$337,374

**Section 3 Drainage**

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Large Drainage Facilities	0	ea	\$0	\$0	
Storm Drains	0	ea	\$0	\$0	
Storm Water Pollution Prevention Plan	1	ea	\$20,000	\$20,000	
Project Drainage	0	ea	\$400,000	\$400,000	
Subtotal 3 Drainage					\$420,000

**Section 4 Specialty Items**

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Retaining Walls	0	ls	\$0	\$0	
Noise Barriers	0	ls	\$0	\$0	
Barriers and Guardrails	0	ls	\$0	\$0	
Highway Planting	1	ls	\$0	\$0	
Replacement Planting	0	ls	\$0	\$0	
Irrigation Modification	1	ls	\$10,000	\$10,000	
Relocate Utilities	20	ls	\$50,000	\$1,000,000	
Erosion Control	0	ls	\$0	\$0	
Slope Protection	0	ls	\$0	\$0	
Water Pollution Control	1	ls	\$40,000	\$40,000	
Hazardous Waste Mitigation Work	0	ls	\$0	\$0	
Environmental Mitigation	0	ls	\$0	\$0	
Resident Engineer Office Space	0	months	\$1,000	\$0	
Subtotal 4 Specialty Items					\$1,050,000

**Section 5 Traffic Items**

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Lighting	0	ls	\$0	\$0	
Traffic Delineation Striping	35,505	6	213,030	lf	\$4.00 \$852,120
Remove Striping	35,505	6	213,030	lf	\$4.00 \$852,120
Traffic Delineation Markings	70	crossing	\$2,500		\$175,000
Traffic Signals, Modification	1	ls	\$15,000		\$15,000
Overhead Sign Structures	0	ea	\$20,000		\$0
Roadside Signs	50	ea	\$500		\$25,000
Traffic Control Systems	20	ea	\$15,000		\$300,000
Transportation Management Plan	1	ea	\$40,000		\$40,000
Subtotal 5 Traffic Items					\$2,259,240

**TOTAL SECTIONS 1 thru 5 \$4,181,525**

**Section 6 Minor Items**

\$4,181,525 10% = \$418,152  
**TOTAL MINOR ITEMS \$418,152**

**Section 7 Roadway Mobilization**

\$4,599,677 10% = \$459,967  
 (Subtotal Sections 1 thru 6)  
**TOTAL ROADWAY MOBILIZATION \$459,967**

**Section 8 Roadway Additions**

Supplemental Work \$4,599,677 10% = \$459,967  
 (Subtotal Sections 1 thru 6)

Contingencies \$4,599,677 25% = \$1,149,919  
 (Subtotal Sections 1 thru 6)

**TOTAL ROADWAY ADDITIONS \$1,609,886**

**TOTAL ROADWAY ITEMS \$6,669,530**

(Subtotal Sections 1 thru 8)

**II. STRUCTURES ITEMS**

Name	Structure Metrolink widening	Structure (2)	Structure (2)
Bridge Name	\$250,000	\$0	\$0
Structure Type			
Total Cost for Structure			
<b>SUBTOTAL STRUCTURES ITEMS</b>			<b>\$250,000</b>
(Sum of Total Cost for Structures)			

Railroad Related Costs:

<b>SUBTOTAL RAILROAD ITEMS</b>	<b>\$0</b>
--------------------------------	------------

<b>TOTAL STRUCTURES ITEMS</b>	<b>\$250,000</b>
(Sum of Structures Items plus Railroad Items)	

**III. RIGHT OF WAY ITEMS**

A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$0	\$0
B. Utility Relocation (State share)	\$0	\$0
C. Relocation Assistance	\$0	\$0
D. Clearance/Demolition	\$0	\$0
E. Title and Escrow Fees	\$0	\$0
<b>TOTAL RIGHT OF WAY ITEMS</b>		<b>\$0</b>
(Escalated Value)		
<b>Anticipated Date of Right of Way Certification</b>	<b>0</b>	
(Date to which Values are Escalated)		

Estimate Prepared By Matt Tsugawa/Nancy Cooper

Phone: (909) 884-3222

Date: February 2003

Estimate Checked By Richard Hernandez

Phone: (909) 884-3222

Date: February 2003

**PROJECT DESCRIPTION: Reseda Boulevard Corridor**

**Limits: Reseda Boulevard at Ventura Boulevard north to Nordoff Street, Nordoff Street east to Woodley Avenue, Woodley Avenue north to Plummer Street, Plummer Street east to Sepulveda Boulevard, Sepulveda Boulevard north to Brand Boulevard, Brand Boulevard north to San Fernando Road, San Fernando Road to Hubbard Street**

**Proposed Improvement:****SUMMARY OF PROJECT COST ESTIMATE**

TOTAL ROADWAY ITEMS	\$3,974,500
TOTAL STRUCTURE ITEMS:	\$0
STATION ELEMENTS	\$4,300,000
URBAN DESIGN ENHANCEMENTS	\$7,900,000
SUBTOTAL BASE CONSTRUCTION COSTS	\$8,274,500
SUBTOTAL ENHANCED CONSTRUCTION COSTS	\$7,900,000
TOTAL RIGHT OF WAY ITEMS	\$0
EQUIPMENT: CORRIDOR BUSES	\$18,850,000
EQUIPMENT: FEEDER BUSES	\$25,680,000
MAINTENANCE FACILITY CONTRIBUTION	\$27,000,000
TOTAL PROJECT BASE CAPITAL OUTLAY COSTS	\$79,804,500
TOTAL PROJECT COSTS (BASE + OPTIONAL/ALTERNATIVE)	\$87,704,500

**I. ROADWAY ITEMS**

<u>Section 1 Earthwork</u>	Length	Width	Quantity	Unit	Unit Price	Item Cost	Section Cost
Road Excavation	0	0	23	cy	\$35	\$805	
Imported Borrow	0	0	0	cy	\$30	\$0	
Clearing, Grubbing & Demolition	0	0	1,215	sf	\$2.00	\$2,430	
Remove AC	0	0	210	cf	\$64	\$13,440	
Develop Water Supply (Per m3 earthwork)			0	cf	\$0	\$0	
							Subtotal 1 Earthwork
							\$16,675
<u>Section 2 Pavement Structural Section*</u>	Length	Width	Quantity	Unit	Unit Price	Item Cost	Section Cost
Asphalt Concrete, 0.5 feet thick	0	0	1	ton	\$150	\$150	
Aggregate Base, 1 foot thick	0	0	16	cy	\$50	\$800	
PCC Curb & Gutter	0	0	75	lf	\$30	\$2,250	
Minor Concrete Sidewalk	0	0	383	cf		\$0	
							Subtotal 2 Pavement Items
							\$3,200
<u>Section 3 Drainage</u>			Quantity	Unit	Unit Price	Item Cost	Section Cost
Large Drainage Facilities			0	ea	\$0	\$0	
Storm Drains			0	ea	\$0	\$0	
Storm Water Pollution Prevention Plan			1	ea	\$17,500	\$17,500	
Project Drainage			1	ea	\$125,000	\$125,000	
							Subtotal 3 Drainage
							\$142,500
<u>Section 4 Specialty Items</u>			Quantity	Unit	Unit Price	Item Cost	Section Cost
Retaining Walls			0	ls	\$0	\$0	
Noise Barriers			0	ls	\$0	\$0	
Barriers and Guardrails			0	ls	\$0	\$0	
Intersection Pop-outs			9	ea	\$35,000	\$315,000	
Entry Upgrade at VA Hospital			0	ls	\$400,000	\$400,000	
Replacement Planting			0	ls	\$0	\$0	
Irrigation Modification			0	ls	\$13,500	\$13,500	
Relocate Utilities			9	ls	\$50,000	\$450,000	
Erosion Control			0	ls	\$0	\$0	
Slope Protection			0	ls	\$0	\$0	
Water Pollution Control			0	ls	\$52,500	\$52,500	
Hazardous Waste Mitigation Work			0	ls	\$0	\$0	
Environmental Mitigation			0	ls	\$0	\$0	
Resident Engineer Office Space			0	months	\$1,000	\$1,000	
							Subtotal 4 Specialty Items
							\$1,232,000

**Section 5 Traffic Items**

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Lighting	0	ls	\$0	\$0	
Traffic Delineation Striping	0	lf	\$4.00	\$0	
Removal Striping	0	lf	\$4.00	\$0	
Traffic Delineation Markings	130	crossing	\$2,500	\$325,000	
Traffic Signals, Modification	3	ls	\$15,000	\$45,000	
Traffic Signals, New	1	ls	\$125,000	\$125,000	
Overhead Sign Structures	0	ea	\$20,000	\$20,000	
Roadside Signs	65	ea	\$500	\$32,500	
Traffic Control Systems	27	ea	\$15,000	\$405,000	
Queue-Jump at Sherman Intersection	0	ls	\$100,000	\$100,000	
Transportation Management Plan	1	ea	\$45,000	\$45,000	
			Subtotal 5 Traffic Items		\$1,097,500

**TOTAL SECTIONS 1 thru 5 \$2,491,875**

**Section 6 Minor Items**

\$2,491,875 10% = \$249,187  
(Subtotal Sections 1 thru 5)

**TOTAL MINOR ITEMS \$249,187**

**Section 7 Roadway Mobilization**

\$2,741,062 10% = \$274,106  
(Subtotal Sections 1 thru 6)

**TOTAL ROADWAY MOBILIZATION \$274,106**

**Section 8 Roadway Additions**

Supplemental Work

\$2,741,062 10% = \$274,106  
(Subtotal Sections 1 thru 6)

Contingencies

\$2,741,062 25% = \$685,265  
(Subtotal Sections 1 thru 6)

**TOTAL ROADWAY ADDITIONS \$959,371**

**TOTAL ROADWAY ITEMS \$3,974,539**

(Subtotal Sections 1 thru 8)



**II. STRUCTURES ITEMS**

Name	Structure (1)	Structure (2)	Structure (3)
Bridge Name	\$0	\$0	\$0
Structure Type			
Total Cost for Structure			
<b>SUBTOTAL STRUCTURES ITEMS</b>			<b>\$0</b>
(Sum of Total Cost for Structures)			

## Railroad Related Costs:

<b>SUBTOTAL RAILROAD ITEMS</b>	<b>\$0</b>
<b>TOTAL STRUCTURES ITEMS</b>	<b>\$0</b>
(Sum of Structures Items plus Railroad Items)	

**III. RIGHT OF WAY ITEMS**

A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$0	\$0
B. Utility Relocation (State share)	\$0	\$0
C. Relocation Assistance	\$0	\$0
D. Clearance/Demolition	\$0	\$0
E. Title and Escrow Fees	\$0	\$0
<b>TOTAL RIGHT OF WAY ITEMS</b>	<b>\$0</b>	
(Escalated Value)		
<b>Anticipated Date of Right of Way Certification</b>	<b>0</b>	
(Date to which Values are Escalated)		

Estimate Prepared By Matt Tsugawa/Nancy Cooper

Phone: (909) 884-3222

Date: February 2003

Estimate Checked By Richard Hernandez

Phone: (909) 884-3222

Date: February 2003

**PROJECT DESCRIPTION: Canoga Avenue Corridor**

Limits: Canoga Avenue at Oxnard Street to Variel Avenue north to Lassen Street

**Proposed Improvement:**

**SUMMARY OF PROJECT COST ESTIMATE**

TOTAL ROADWAY ITEMS	\$24,086,500
TOTAL STRUCTURE ITEMS	\$1,050,000
ALTERNATIVE/OPTIONAL COSTS	\$19,750,000
STATION ELEMENTS	\$10,740,000
URBAN DESIGN ENHANCEMENTS	\$580,000
SUBTOTAL BASE CONSTRUCTION COSTS	\$35,876,500
SUBTOTAL ALTERNATIVE CONSTRUCTION COSTS	\$20,330,000
RIGHT OF WAY	\$7,000,000
RIGHT OF WAY ENHANCED COSTS	\$6,070,000
EQUIPMENT: CORRIDOR BUSES	\$6,500,000
EQUIPMENT: FEEDER BUSES	\$23,080,000
MAINTENANCE FACILITY CONTRIBUTION	\$20,250,000
TOTAL PROJECT BASE CAPITAL OUTLAY COSTS	\$92,706,500
TOTAL PROJECT COSTS (BASE + OPTIONAL/ALTERNATIVE)	\$119,106,500

**I. ROADWAY ITEMS****Section 1 Earthwork**

	Length	Width	Quantity	Unit	Unit Price	Item Cost	Section Cost
Road Excavation	23,000	30	38,333	cy	\$35	\$1,341,655	
Imported Borrow, 1000 x 60 x 30	1000	60	66,667	cy	\$30	\$2,000,010	
Clearing, Grubbing & Demolition	32,020	30	960,600	sf	\$2.00	\$1,921,200	
Remove AC			0	cf	\$64	\$0	
Develop Water Supply (Per m3 earthwork)			0	cf	\$0	\$0	
<b>Subtotal 1 Earthwork</b>							<b>\$5,262,865</b>

**Section 2 Pavement Structural Section\***

	Length	Width	Quantity	Unit	Unit Price	Item Cost	Section Cost
Asphalt Concrete, 0.5 feet thick	23,000	26	21,528	ton	\$150	\$3,229,200	
Aggregate Base, 1 foot thick	23,000	30	25,556	cy	\$50	\$1,277,800	
PCC Curb & Gutter	23,000		46,000	lf	\$30	\$1,380,000	
Minor Concrete Sidewalk			0	cf		\$0	
Bike Path, 0.25 feet thick	14,300	22	5,663	ton	\$150	\$849,420	
<b>Subtotal 2 Pavement Items</b>							<b>\$6,736,420</b>

**Section 3 Drainage**

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Large Drainage Facilities	0	ea	\$0	\$0	
Storm Drains	0	ea	\$0	\$0	
Storm Water Pollution Prevention Plan	1	ea	\$35,000	\$35,000	
Project Drainage	1	ea	\$500,000	\$500,000	
<b>Subtotal 3 Drainage</b>					<b>\$535,000</b>

**Section 4 Specialty Items**

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Noise Barriers	0	ls	\$0	\$0	
Barriers and Guardrails	0	ls	\$0	\$0	
Replacement Planting	0	ls	\$0	\$0	
Irrigation Modification	0	ls	\$10,000	\$10,000	
Relocate Utilities	30	ls	\$50,000	\$1,500,000	
Erosion Control	0	ls	\$200,000	\$200,000	
Slope Protection	0	ls	\$0	\$0	
Water Pollution Control	0	ls	\$40,000	\$40,000	
Hazardous Waste Mitigation Work	0	ls	\$0	\$0	
Environmental Mitigation	0	ls	\$0	\$0	
Resident Engineer Office Space	0	months	\$1,000	\$1,000	
<b>Subtotal 4 Specialty Items</b>					<b>\$1,751,000</b>

**Section 5 Traffic Items**

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Lighting	1	ls	\$0	\$0	
Traffic Delineation Striping	69,000	lf	\$4.00	\$276,000	
Traffic Delineation Markings	30	crossing	\$2,500	\$75,000	
Traffic Signals, Modification	6	ls	\$15,000	\$90,000	
Overhead Sign Structures	0	ea	\$20,000	\$20,000	
Roadside Signs	50	ea	\$500	\$25,000	
Traffic Control Systems	20	ea	\$15,000	\$300,000	
Transportation Management Plan	1	ea	\$30,000	\$30,000	
			Subtotal 5 Traffic Items		\$816,000

**TOTAL SECTIONS 1 thru 5 \$15,101,285**

**Section 6 Minor Items**

\$15,101,285 10% = \$1,510,128  
 (Subtotal Sections 1 thru 5)

**TOTAL MINOR ITEMS \$1,510,128**

**Section 7 Roadway Mobilization**

\$16,611,413 10% = \$1,661,141  
 (Subtotal Sections 1 thru 6)

**TOTAL ROADWAY MOBILIZATION \$1,661,141**

**Section 8 Roadway Additions**

Supplemental Work

\$16,611,413 10% = \$1,661,141  
 (Subtotal Sections 1 thru 6)

Contingencies

\$16,611,413 25% = \$4,152,853  
 (Subtotal Sections 1 thru 6)

**TOTAL ROADWAY ADDITIONS \$5,813,994**

**TOTAL ROADWAY ITEMS \$24,086,548**

(Subtotal Sections 1 thru 8)

**II. STRUCTURES ITEMS**

Name	Structure (1)	Structure Channel widening	Optional Structure Grade Separation	Optional Structure 500-car Parking at Warner Center
Bridge Name	\$0	\$750,000	\$10,000,000	\$7,500,000
Structure Type				
Total Cost for Structure				

**SUBTOTAL STRUCTURES ITEMS \$750,000**

(Sum of Total Cost for Structures, not including Optional Structures)

Railroad Related Costs:

**SUBTOTAL RAILROAD ITEMS \$300,000**

**TOTAL STRUCTURES ITEMS \$1,050,000**

(Sum of Structures Items plus Railroad Items)

Optional Item Costs

Grade Separation	1	\$10,000,000
500-car Parking Lot at Warner Center	2	\$7,500,000
Parking Lot near Sherman	3	\$2,250,000
		<b>TOTAL OPTIONAL ITEMS \$19,750,000</b>

**III. RIGHT OF WAY ITEMS**

A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$0	\$0
B. Utility Relocation (State share)	\$0	\$0
C. Relocation Assistance	\$0	\$0
D. Clearance/Demolition	\$0	\$0
E. Title and Escrow Fees	\$0	\$0
		<b>TOTAL RIGHT OF WAY ITEMS \$0</b>

(Escalated Value)

**Anticipated Date of Right of Way Certification 0**  
(Date to which Values are Escalated)

Estimate Prepared By Matt Tsugawa/Nancy Cooper

Phone: (909) 884-3222

Date: February 2003

HKA

Alignment 1

02-1021

Estimate Checked By Richard Hernandez

Phone: (909) 884-3222

Date: February 2003

**Appendix D**

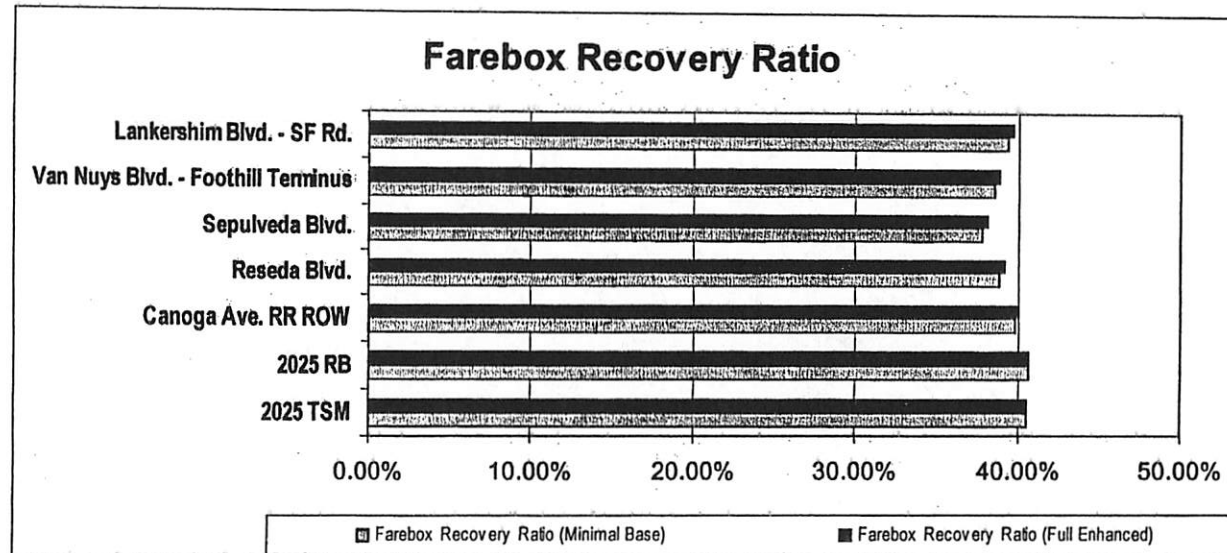
**Cost Effectiveness Tables**



APPENDIX ITEMS

Table 5.9-5 – Cost Effectiveness Summary- Key Indicators

CRITERIA	CORRIDOR ALTERNATIVES						
	2025 TSM	2025 RB	Canoga Ave. RR ROW	Reseda Blvd.	Sepulveda Blvd.	Van Nuys Blvd. - Foothill Terminus	Lankershim Blvd. - SF Rd.
Weekday Boardings per Mile* (Minimal Base)	n/a	n/a	653	751	890	939	1,625
Weekday Boardings per Mile* (Full Enhanced)	n/a	n/a	816	939	1,113	1,173	2,031
Farebox Recovery Ratio (Minimal Base)	40.62%	40.70%	39.78%	38.86%	37.78%	38.53%	39.41%
Farebox Recovery Ratio (Full Enhanced)	40.62%	40.70%	40.02%	39.17%	38.14%	38.92%	39.76%
Capital Cost (Minimal Base)	n/a	\$4,510,000	\$41,950,000	\$8,280,000	\$27,810,000	\$7,390,000	\$6,080,000
Capital Cost (Full Enhanced)	n/a	\$4,510,000	\$68,351,000	\$16,180,000	\$33,290,000	\$20,840,000	\$23,690,000
Operating Cost per Mile (Minimal and Full)	n/a	n/a	\$36,621,709	\$14,090,113	\$10,012,665	\$9,703,829	\$16,167,521
Capital Cost per Mile (Minimal Base)	n/a	n/a	\$7,768,519	\$571,034	\$1,318,009	\$345,327	\$486,400
Capital Cost per Mile (Full Enhanced)	n/a	n/a	\$12,657,593	\$1,115,862	\$1,577,725	\$973,832	\$1,895,200
Capital Cost per Passgr (Minimal Base)	n/a	\$0.0044	\$0.0296	\$0.0066	\$0.0179	\$0.0052	\$0.0044
Capital Cost per Passgr (Full Enhanced)	n/a	\$0.0044	\$0.0499	\$0.0140	\$0.0229	\$0.0161	\$0.0178
Incremental Cost Per New Trip (Minimal Base)	\$3.93	\$11.52	\$7.25	\$6.31	\$7.32	\$5.78	\$5.16
Incremental Cost Per New Trip (Full Enhanced)	\$3.93	\$11.52	\$6.50	\$5.24	\$5.96	\$4.84	\$4.43







**APPENDIX D: Cost Effectiveness Tables**

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**REDACTED SECTION TITLE**



**Table 5.7.6 – Capital Cost Estimates by Project Elements**

*San Fernando Valley North-South Transit Corridor Alternatives Analysis*

Corridor Alternatives	Project Element									Total (\$million)
	Station Elements	Station Access Improvements	Urban Design Elements	Base Roadway Improvements	Additional Roadway Improvements	Grade Separations	Parking Facilities	Red Line Portal	Right of Way	
<b>Base 2025</b>										
Capital Cost (\$million)										\$ -
Annualized Capital Cost (\$million)										\$ -
Annual O&M Cost (\$million)										\$ 181.46
<b>Total Annualized Cost (\$million)</b>										<b>\$ 181.46</b>
<b>2025 TSM</b>										
Capital Cost (\$million)	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Annualized Capital Cost (\$million)										\$ -
Annual O&M Cost (\$million)										\$ 194.87
<b>Total Annualized Cost (\$million)</b>										<b>\$ 194.87</b>
<b>2025 RB</b>										
Capital Cost (\$million)	\$ 4.51	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4.51
Annualized Capital Cost (\$million)										\$ 0.50
Annual O&M Cost (\$million)										\$ 190.03
<b>Total Annualized Cost (\$million)</b>										<b>\$ 190.53</b>
<b>Canoga RR ROW</b>										
Capital Cost (\$million)	\$ 10.74	\$ -		\$ 25.14	\$ -	\$ -	\$ -	\$ -	\$ 6.07	\$ 41.95
Annualized Capital Cost (\$million)										\$ 3.37
Annual O&M Cost (\$million)										\$ 197.76
<b>Total Annualized Cost (\$million)</b>										<b>\$ 201.12</b>

**Table 5.7.7 – Capital Cost Estimates by Project Elements (Appendix [Cont'd])**



San Fernando Valley North-South Transit Corridor Alternatives Analysis

Corridor Alternatives	Project Element									Total (\$million)
	Station Elements	Station Access Improvements	Urban Design Elements	Base Roadway Improvements	Additional Roadway Improvements	Grade Separations	Parking Facilities	Red Line Portal	Right of Way	
<b>Reseda Boulevard</b>										
Capital Cost (\$million)	\$ 4.30	\$ -		\$ 3.98	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8.28
Annualized Capital Cost (\$million)										\$ 0.75
Annual O&M Cost (\$million)										\$ 204.31
<b>Total Annualized Cost (\$million)</b>										<b>\$ 205.06</b>
<b>Sepulveda Boulevard</b>										
Capital Cost (\$million)	\$ 2.92	\$ -		\$ 6.92	\$ -	\$ -	\$ -	\$ -	\$ 17.97	\$ 27.81
Annualized Capital Cost (\$million)										\$ 2.06
Annual O&M Cost (\$million)										\$ 211.27
<b>Total Annualized Cost (\$million)</b>										<b>\$ 213.33</b>
<b>Van Nuys Boulevard - Sylmar Terminus</b>										
Capital Cost (\$million)	\$ 1.98	\$ -		\$ 5.41	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7.39
Annualized Capital Cost (\$million)										\$ 0.60
Annual O&M Cost (\$million)										\$ 207.66
<b>Total Annualized Cost (\$million)</b>										<b>\$ 208.26</b>
<b>Lankershim Boulevard – San Fernando Road</b>										
Capital Cost (\$million)	\$ 1.94	\$ -		\$ 4.14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6.08
Annualized Capital Cost (\$million)										\$ 0.50
Annual O&M Cost (\$million)										\$ 202.09
<b>Total Annualized Cost (\$million)</b>										<b>\$ 202.60</b>



**Table 57.8 – Cost Effectiveness Summary (Minimal Base Scenario)**

*San Fernando Valley North-South Transit Corridor Alternatives Analysis*

Corridor Alternatives	2025 TSM	2025 RB	Canoga Avenue RR ROW	Reseda Boulevard	Sepulveda Boulevard	Van Nuys Boulevard - Sylmar Terminus	Lankershim Boulevard - San Fernando Road
Total Capital Cost (\$million)	\$ -	\$ 4.51	\$ 41.95	\$ 8.28	\$ 27.81	\$ 7.39	\$ 6.08
Annualized Capital Cost (\$million)	\$ -	\$ 0.50	\$ 3.37	\$ 0.75	\$ 2.06	\$ 0.60	\$ 0.50
Annual O&M Cost (\$million)	\$ 194.87	\$ 190.03	\$ 197.76	\$ 204.31	\$ 211.27	\$ 207.66	\$ 202.09
Total Annualized Costs (\$million)	\$ 194.87	\$ 190.53	\$ 201.12	\$ 205.06	\$ 213.33	\$ 208.26	\$ 202.60
Total Annual Ridership (million)	113.71	111.61	113.69	114.72	115.34	115.62	115.08

**Table 5.7.4 – Cost Effectiveness Summary (Fully Enhanced Base Scenario)**

*San Fernando Valley North-South Transit Corridor Alternatives Analysis*

Corridor Alternatives	2025 TSM	2025 RB	Canoga Avenue RR ROW	Reseda Boulevard	Sepulveda Boulevard	Van Nuys Boulevard - Sylmar Terminus	Lankershim Boulevard - San Fernando Road
Total Capital Cost (\$million)	\$ -	\$ 4.51	\$ 68.35	\$ 16.18	\$ 33.29	\$ 20.84	\$ 23.69
Annualized Capital Cost (\$million)	\$ -	\$ 0.50	\$ 5.71	\$ 1.62	\$ 2.67	\$ 1.88	\$ 2.06
Annual O&M Cost (\$million)	\$ 194.87	\$ 190.03	\$ 197.76	\$ 204.31	\$ 211.27	\$ 207.66	\$ 202.09
Total Annualized Costs (\$million)	\$ 194.87	\$ 190.53	\$ 203.47	\$ 205.93	\$ 213.93	\$ 209.54	\$ 204.16
Total Annual Ridership (million)	114.39	111.77	114.37	115.65	116.43	116.78	116.10



**Table 5-7-10 – Capital Cost Estimates by Criteria (Minimal Base Scenario)**

Total Capital and Annualized Cost Estimates

**San Fernando Valley North-South Transit Corridor Alternatives Analysis**

CRITERIA/GOALS	CORRIDOR ALTERNATIVES							
	Base 2025	2025 TSM	2025 RB	Canoga Avenue RR ROW	Reseda Boulevard	Sepulveda Boulevard	Van Nuys Boulevard - Sylmar Terminus	Lankershim Boulevard – San Fernando Road
Route Length (Miles)	n/a	n/a	n/a	5.4	14.5	21.1	21.4	12.5
Annual Vehicle Hours	2,592,339	2,783,801	2,714,708	2,825,103	2,918,666	3,018,103	2,966,599	2,887,057
Weekday Boardings	435,228	445,923	437,695	445,855	449,882	452,311	453,422	451,296
Annual Boardings	110,983,140	113,710,416	111,612,276	113,693,076	114,720,012	115,339,356	115,622,712	115,080,480
Weekday Boardings per Mile*	n/a	n/a	n/a	653	751	890	939	1,625
Weekday Boardings per Vehicle Hour	43	41	41	40	39	38	39	40
Daily Farebox Revenue	\$ 301,177.78	\$ 308,578.85	\$ 302,885.08	\$ 308,531.80	\$ 311,318.62	\$ 312,999.35	\$ 313,768.30	\$ 312,296.83
Farebox Recovery Ratio	42.32%	40.38%	40.64%	39.78%	38.86%	37.78%	38.53%	39.41%
Capital Cost	n/a	n/a	\$ 4,510,000.00	\$ 41,950,000.00	\$ 8,280,000.00	\$ 27,810,000.00	\$ 7,390,000.00	\$ 6,080,000.00
Annualized Capital Cost	n/a	n/a	\$ 496,100.00	\$ 3,366,100.00	\$ 751,600.00	\$ 2,063,500.00	\$ 596,500.00	\$ 503,200.00
Annual O&M Cost	\$181,463,749.95	\$ 194,866,089.95	\$ 190,029,579.95	\$ 197,757,229.95	\$ 204,306,639.95	\$ 211,267,229.95	\$ 207,661,949.95	\$ 202,094,009.95
Total Annualized Cost	\$181,463,749.95	\$ 194,866,089.95	\$ 190,525,679.95	\$ 201,123,329.95	\$ 205,058,239.95	\$ 213,330,729.95	\$ 208,258,449.95	\$ 202,597,209.95
Operating Cost per Mile	n/a	n/a	n/a	\$ 36,621,709.25	\$ 14,090,113.10	\$ 10,012,664.93	\$ 9,703,829.44	\$ 16,167,520.80
Operating Cost per Passgr	\$ 1.64	\$ 1.71	\$ 1.70	\$ 1.74	\$ 1.78	\$ 1.83	\$ 1.80	\$ 1.76
Capital Cost per Mile	n/a	n/a	n/a	\$ 7,768,518.52	\$ 571,034.48	\$ 1,318,009.48	\$ 345,327.10	\$ 486,400.00
Capital Cost per Passgr	n/a	n/a	\$ 0.00	\$ 0.03	\$ 0.01	\$ 0.02	\$ 0.01	\$ 0.00

\* Based on ridership for the N/S corridors only.



**Table 5.7-1 – Capital Cost Estimates by Criteria (Fully Enhanced Base Scenario)**

Total Capital and Annualized Cost Estimates

**San Fernando Valley North-South Transit Corridor Alternatives Analysis**

CRITERIA/GOALS	CORRIDOR ALTERNATIVES							
	Base 2025	2025 TSM	2025 RB	Canoga Avenue RR ROW	Reseda Boulevard	Sepulveda Boulevard	Van Nuys Boulevard - Sylmar Terminus	Lankershim Boulevard – San Fernando Road
Route Length (Miles)	n/a	n/a	n/a	5.4	14.5	21.1	21.4	12.5
Annual Vehicle Hours	2,592,339	2,783,801	2,714,708	2,825,103	2,918,666	3,018,103	2,966,599	2,887,057
Weekday Boardings	435,228	448,597	438,312	448,512	453,546	456,582	457,971	455,313
Annual Boardings	110,983,140	114,392,235	111,769,560	114,370,560	115,654,230	116,428,410	116,782,605	116,104,815
Weekday Boardings per Mile*	n/a	n/a	n/a	816	939	1,113	1,173	2,031
Weekday Boardings per Vehicle Hour	43	41	41	40	40	39	39	40
Daily Farebox Revenue	\$ 301,177.78	\$ 310,429.12	\$ 303,311.90	\$ 310,370.30	\$ 313,853.83	\$ 315,954.74	\$ 316,915.93	\$ 315,076.60
Farebox Recovery Ratio	42.32%	40.62%	40.70%	40.02%	39.17%	38.14%	38.92%	39.76%
Capital Cost	n/a	n/a	\$ 4,510,000.00	\$ 68,351,000.00	\$ 16,180,000.00	\$ 33,290,000.00	\$ 20,840,000.00	\$ 23,690,000.00
Annualized Capital Cost	n/a	n/a	\$ 496,100.00	\$ 5,711,410.00	\$ 1,620,600.00	\$ 2,666,300.00	\$ 1,876,000.00	\$ 2,062,800.00
Annual O&M Cost	\$181,463,749.95	\$ 194,866,089.95	\$ 190,029,579.95	\$ 197,757,229.95	\$ 204,306,639.95	\$ 211,267,229.95	\$ 207,661,949.95	\$ 202,094,009.95
Total Annualized Cost	\$181,463,749.95	\$ 194,866,089.95	\$ 190,525,679.95	\$ 203,468,639.95	\$ 205,927,239.95	\$ 213,933,529.95	\$ 209,537,949.95	\$ 204,156,809.95
Operating Cost per Mile	n/a	n/a	n/a	\$ 36,621,709.25	\$ 14,090,113.10	\$ 10,012,664.93	\$ 9,703,829.44	\$ 16,167,520.80
Operating Cost per Passgr	\$ 1.64	\$ 1.70	\$ 1.70	\$ 1.73	\$ 1.77	\$ 1.81	\$ 1.78	\$ 1.74
Capital Cost per Mile	n/a	n/a	n/a	\$ 12,657,592.59	\$ 1,115,862.07	\$ 1,577,725.12	\$ 973,831.78	\$ 1,895,200.00
Capital Cost per Passgr	n/a	n/a	\$ 0.00	\$ 0.05	\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.02



**APPENDIX D: Cost Effectiveness Tables**

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\* Based on ridership for the N/S corridors only.










**San Fernando Valley  
North-South Transit Corridor  
Regionally Significant Transportation Investment Study**



LOS ANGELES COUNTY  
METROPOLITAN TRANSPORTATION AUTHORITY  
RE: BURBANK SUBDIVISION LINE  
LANDSCAPE IMPROVEMENTS  
ALONG CANOGA AVENUE  
FROM VANOWEN STREET TO ROSCOE BOULEVARD

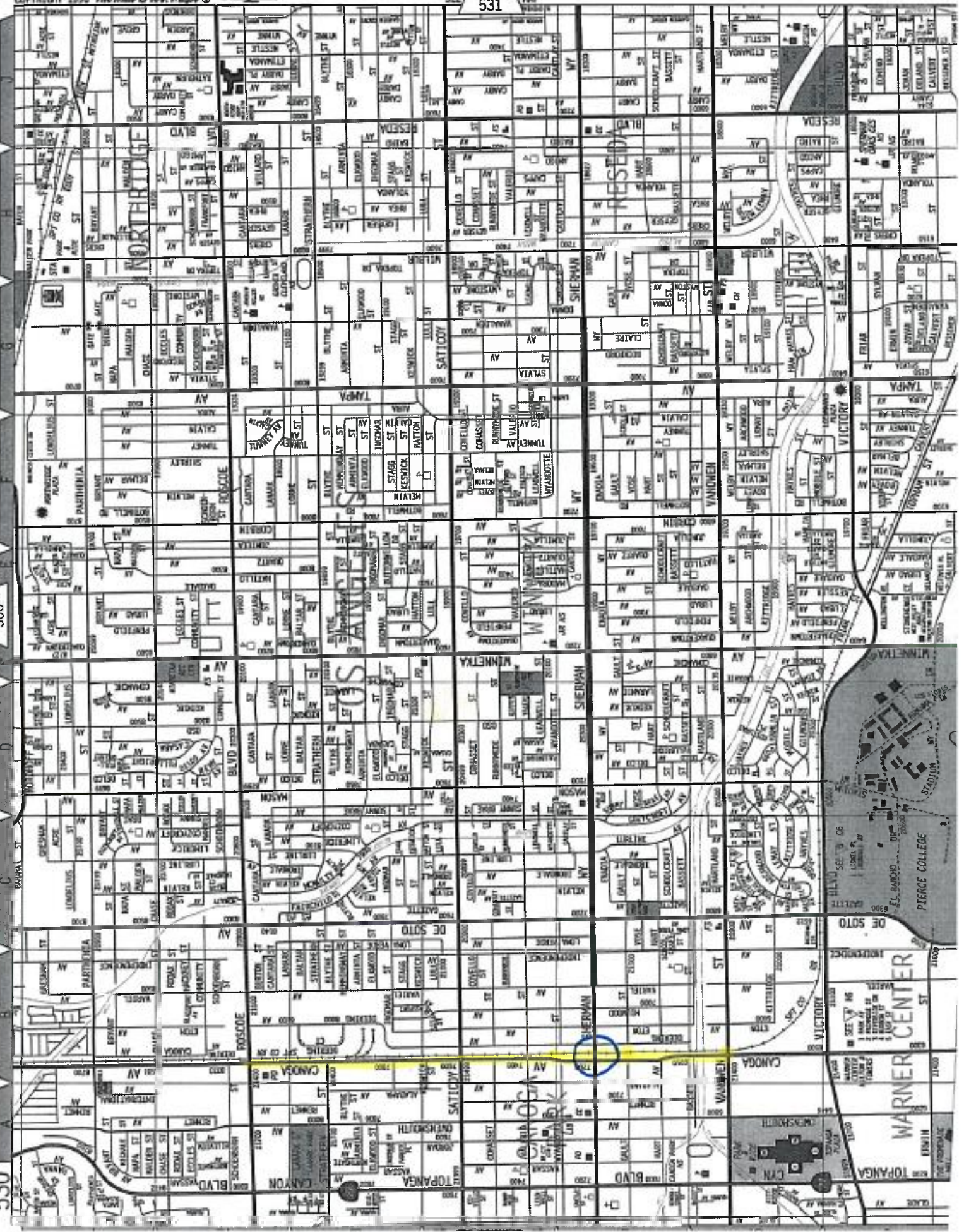
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RIGHT-OF-WAY MAPS & LEGEND:

- : RIGHT-OF-WAY IDENTIFICATION
- : VACANT RIGHT-OF-WAY
- : NON-EXCLUSIVE AREA FOR INGRESS/EGRESS
- : LACMTA LEASE NOS./LESSEES/RENTS/USES
- : NEW STRIP SHOPPING CENTER DEVELOPMENT
- : ADJACENT AND SURROUNDING STREETS
- : CRA OWNED SITE SLATED FOR PARKING

500

530



WARNER CENTER

PIERCE COLLEGE

DE SOTO

WARNER CENTER

TOPANGA

WARNER CENTER

TOPANGA

WARNER CENTER

TOPANGA

WARNER CENTER

TOPANGA

WARNER CENTER

TOPANGA

1" = 150'

1993

2-22-65

REVISE

1-28-6

120519

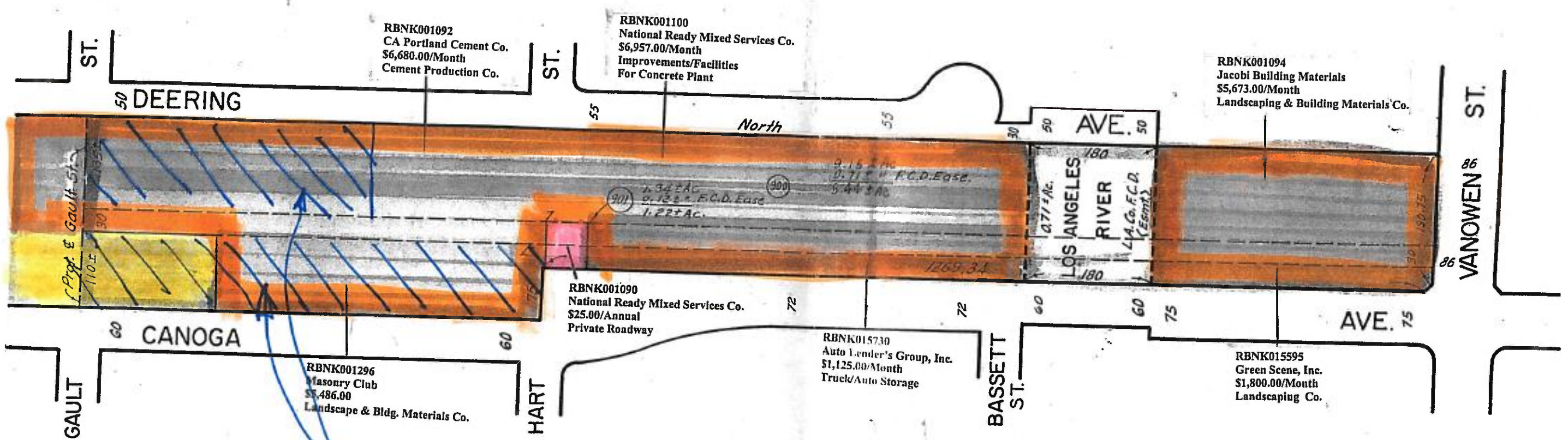
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87072408002001

870903

90082714002001-0

92102102004001-02



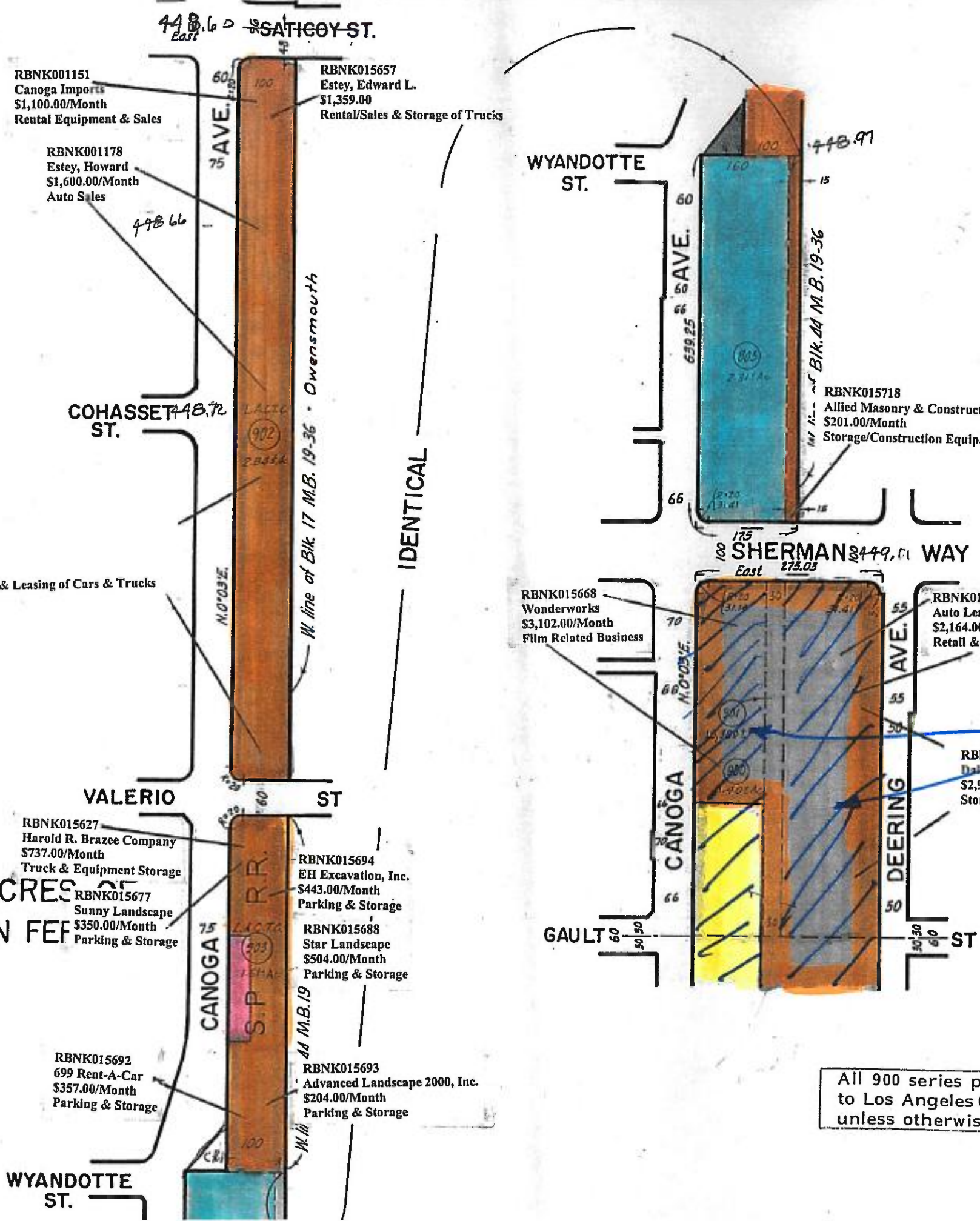
SOUTH 59,550 <sup>80</sup>/<sub>100</sub> ACRES OF  
 RANCHO EX MISSION SAN FERNANDO  
 M.R. 31 - 75

CODE  
 16

All 900 series parcels on this page are assessed to Los Angeles County Transportation Commission, unless otherwise noted.

1994

690818204  
730718  
840319-84  
90082714 001001-02  
92092110020001-02  
93072602009001-02  
930730  
930921



RBNK001151  
Canoga Imports  
\$1,100.00/Month  
Rental Equipment & Sales

RBNK015657  
Estey, Edward L.  
\$1,359.00  
Rental/Sales & Storage of Trucks

RBNK001178  
Estey, Howard  
\$1,600.00/Month  
Auto Sales

RBNK015610  
Estey, Edward  
\$2097.00/Month  
Site for Rental, Sales & Leasing of Cars & Trucks

RBNK015610  
Estey, Edward  
\$2097.00/Month  
Site for Rental, Sales & Leasing of Cars & Trucks

RBNK015627  
Harold R. Brazee Company  
\$737.00/Month  
Truck & Equipment Storage

RBNK015677  
Sunny Landscape  
\$350.00/Month  
Parking & Storage

RBNK015692  
699 Rent-A-Car  
\$357.00/Month  
Parking & Storage

RBNK015694  
EH Excavation, Inc.  
\$443.00/Month  
Parking & Storage

RBNK015688  
Star Landscape  
\$504.00/Month  
Parking & Storage

RBNK015693  
Advanced Landscape 2000, Inc.  
\$204.00/Month  
Parking & Storage

RBNK015668  
Wonderworks  
\$3,102.00/Month  
Film Related Business

RBNK015718  
Allied Masonry & Construction, Inc.  
\$201.00/Month  
Storage/Construction Equip. & Bldg. Materials

RBNK015734  
Auto Lender's Group, Inc.  
\$2,164.00/Month  
Retail & Wholesale of Used Cars

RBNK015743  
Dale Plaine, Inc.  
\$2,938.00/Month  
Storage/Rental/Wholesale of Bldg. Materials

SOUTH 59,550 <sup>80</sup>/<sub>100</sub> ACRES OF  
RANCHO EX MISSION SAN FEF  
M.R. 31-75

CODE 16

FOR PREV. ASSMT. SEE: 240-1

Walt

1" = 200'



721101607  
740410314  
150205206  
180929410

93072005001001 25

1994

2

17

30

K. 79

3  
10.00 AC.

7

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10

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RBNK015682  
Frank's Hauling & Clean Up  
\$676.00/Month  
Storage & Parking

RBNK015537  
Huyuh, Tri  
\$1,224.00/Month  
Wholesale Metal Storage

RBNK001200  
Merlow Wholesale Distributors  
\$3,653.00/Month  
Truck Repair & Operation

RBNK015630  
Swanson, Clark  
\$425.00/Month  
Auto Sales

RBNK015648  
Hernandez, Ovidio  
\$239.00/Month  
Parking

RBNK015656  
Car Corner, Inc.  
\$2,340.00/Month  
Auto Sales

RBNK015541  
Mini-Haulers, Inc.  
\$492.00/Month  
Parking & Storage

RBNK015690  
Hollywood Motors  
\$1,143.00/Month  
Parking & Storage

RBNK015619  
Mellado, Luis  
\$402.00/Month  
Truck & Equipment Storage

RBNK015739  
Caples, Harry  
\$272.00/Month  
Storage

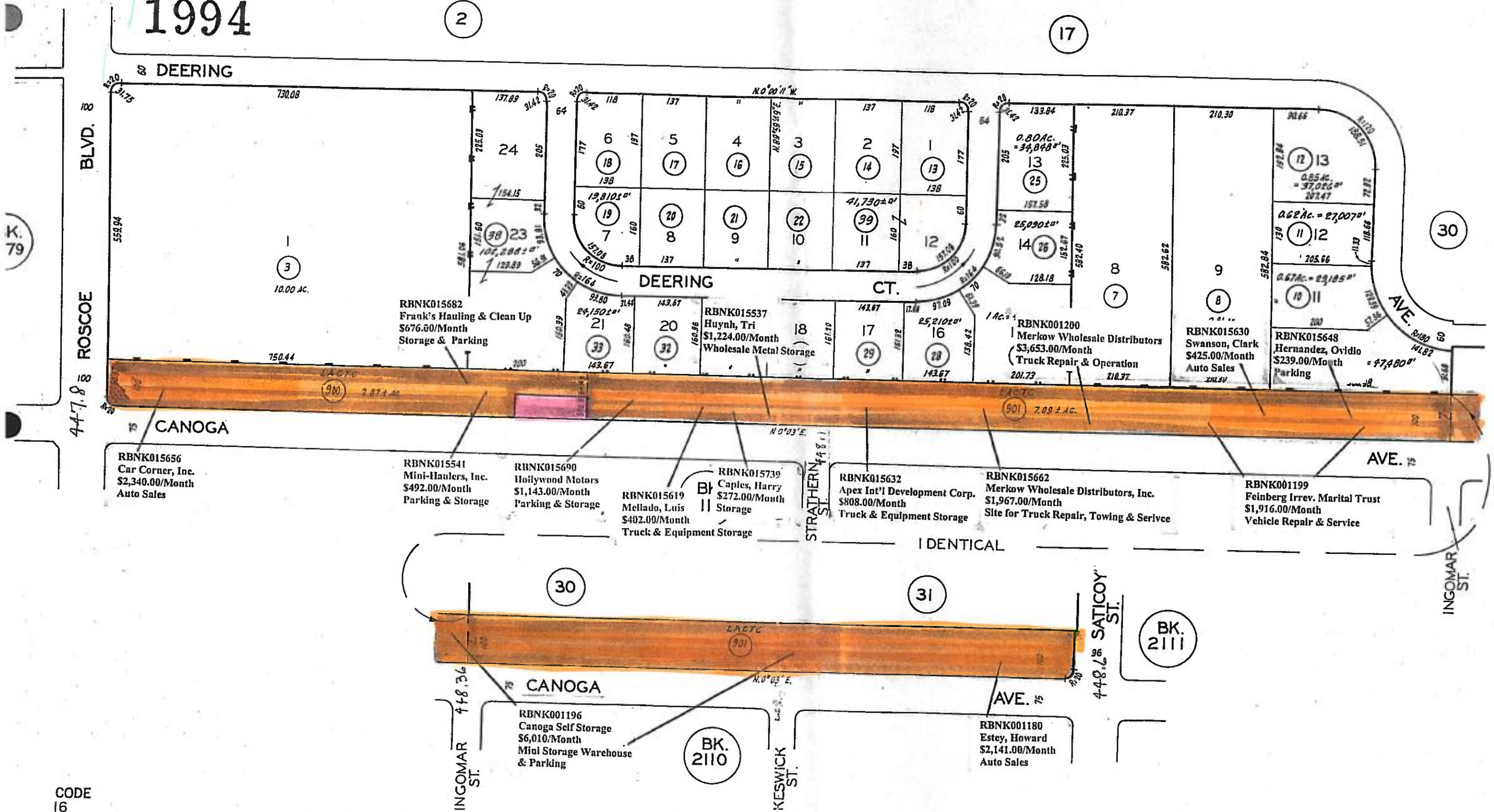
RBNK015632  
Apex Int'l Development Corp.  
\$808.00/Month  
Truck & Equipment Storage

RBNK015662  
Merlow Wholesale Distributors, Inc.  
\$1,967.00/Month  
Site for Truck Repair, Towing & Service

RBNK001199  
Feinberg Irrev. Marital Trust  
\$1,916.00/Month  
Vehicle Repair & Service

RBNK001196  
Canoga Self Storage  
\$6,010/Month  
Mtl Storage Warehouse  
& Parking

RBNK001180  
Estey, Howard  
\$2,141.00/Month  
Auto Sales



CODE 16

EX MISSION DE SAN FERNANDO P 1-605-606

TRACT NO. 26064 M. B. 669-57-59

TRACT NO. 24764 M. B. 821-57-59

FOR PREV. ASSM'T SEE: