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D R A F T

ENVIRONMENTAL STATEMENT

ON

PROPOSED EXPRESS BUSWAY

ON THE SAN BERNARDINO FREEWAY (FAI-10)

INCLUDING

PROPOSED BUS SERVICE AND BUS

ROUTES TO AND FROM THE BUSWAY

A JOINT PROJECT

OF

THE STATE DEPARTMENT OF PUBLIC WORKS, DIVISION OF HIGHWAYS

AND

THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

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Prepared Pursuant to:  
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Division 13 Public Resources  
Code (State) and  
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## EXPRESS BUSWAY

I. PROPOSAL

It is proposed to construct a two-lane Express Busway within the present Southern Pacific Transportation Company (Railroad) right of way north of, and in the median of, the San Bernardino Freeway (Interstate Route 10) between Mission Road near the Santa Ana Freeway in the City of Los Angeles and Santa Anita Avenue in the City of El Monte, a distance of 11 miles. Additional bus service and routes are proposed by the Southern California Rapid Transit District (SCRTD) to utilize and to distribute buses to and from the proposed Express Busway. The new bus routes will serve the Los Angeles Central Business District, Wilshire Boulevard, cities along the Busway in the West San Gabriel Valley and cities east of the Busway in the East San Gabriel, Pomona, and San Bernardino Valleys. Exclusive or reserved curb lanes for buses are proposed to expedite bus movement through the Los Angeles Central Business District and westerly along Wilshire Boulevard to Wilton Place. Two bus stations with parking facilities and two without parking are proposed along the Busway.

Attached Exhibit "A" is an overall map showing the relationship of the project to the general area.

The overall proposal is viewed as a project to determine the feasibility of new concepts of joint highway-bus operation. Federal financial assistance is being requested from the Federal Department of Transportation through the Federal Highway Administration (FHWA) and the Urban Mass Transportation Administration (UMTA). Other agencies cooperating in the planning and financing are the Cities of Los Angeles, San Gabriel, and El Monte, and the Railroad. The three cities involved, and the City of Alhambra, have passed resolutions favoring the project concept. The Southern California Association of Governments (SCAG) has favorably reviewed the project on February 18, 1970.

II. OBJECTIVES

The objectives of this project are:

A. To collect and evaluate data:

(1) To determine the usage and operational characteristics of a bus mass transit system on exclusive bus lanes in the median of the freeway in an auto-oriented, major metropolitan area.

(2) To determine the feasibility and characteristics of mixed-mode operation of the Busway.

(3) To determine the feasibility of providing three modes of transportation (auto, bus, rail) in a single corridor.

(4) To establish a rational basis for planning future freeways incorporating mass transit facilities.

(5) To determine the performance of alternate types of rubber-tired vehicles and communication and control systems suitable for use under these conditions.

B. To increase the people-carrying capacity of the San Bernardino Freeway Corridor with the least possible adverse impact on community and environmental values.

C. To provide improved bus service to areas and communities along the Freeway, to reduce congestion in those areas, and enhance opportunities for further community development.

D. To develop a flexible mass transit facility on which controlled experiments can be run to test the effects on volume of patronage and area of influence of the Busway by making variations in schedules, fares, equipment, and all other variables in the service offered, singly, and in combination.

E. To provide an effective facility at the lowest initial cost which would be consistent with the freeway expansion and design and alignment of future mass transit development.

### III. EXISTING FACILITIES

Route 10, the San Bernardino Freeway, is part of the Interstate and Defense Highway System and extends easterly from the Los Angeles Central Business District to and beyond the Los Angeles County easterly line. It is also part of the California Freeway and Expressway System.

The San Bernardino Freeway between the Santa Ana Freeway and the Golden State Freeway is five and six lanes in width. The section between the Golden State Freeway and the Long Beach Freeway is presently being converted to a 12-lane freeway and will be completed in the fall of 1972. The section between the Long Beach Freeway and the Gibson Overhead in El Monte is an 8-lane freeway.

Freeway median widths are 46 feet between the Santa Ana Freeway and the Golden State Freeway; 22 feet between the Golden State Freeway and the Long Beach Freeway; 74 feet (minimum) including railroad right of way between the Long Beach Freeway and the Gibson Overhead; and 16 feet between the Gibson Overhead and Santa Anita Avenue.

The Railroad has an operating one-track, Baldwin Park branch line rail facility located adjacent to and in the median of the San Bernardino Freeway. It is adjacent to and northerly of the freeway between Mission Road and the Long Beach Freeway (3.8 miles). It is in the median of the freeway between the Long Beach Freeway and the Gibson Overhead (6.6 miles). Easterly of the Gibson Overhead, the rail facility continues easterly while the freeway curves away in a southeasterly direction. The Railroad plans to upgrade this facility to mainline standards within the very near future to supplement the present El Paso mainline which cannot accommodate additional rail traffic. The Railroad proposes to operate trains in one direction on this facility, and in the opposite direction on the El Paso line.

Photographs of existing facilities are shown on the following page

IV. FREEWAY TRAFFIC

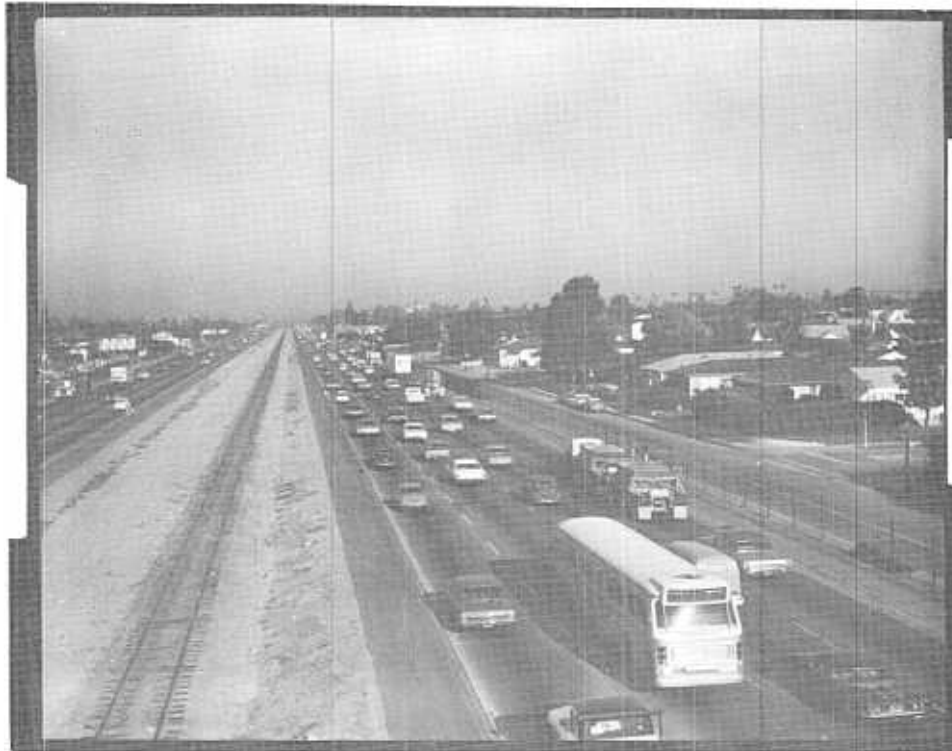
The 1969 average daily and peak hour (one-way) traffic volumes on the San Bernardino Freeway for various segments are tabulated below:

	<u>ADT</u>	<u>Pk.Hr.</u>	Exist. No. Lanes
Santa Ana Fwy. to Golden State Fwy.	64,000	3,200	5&6
Golden State Fwy. to Long Beach Fwy.	140,000	7,000	6
Long Beach Fwy. to Santa Anita Ave.	150,000	7,500	8

Forecasts of future traffic for the San Bernardino Freeway Corridor were prepared in 1969, utilizing data from the Los Angeles Regional Transportation Study (LARTS). Forecasts for 1975 and 1990 have been made taking into account the results of subregional studies of the West San Gabriel Valley and the Los Angeles Central area made in cooperation with Los Angeles County, the City of Los Angeles, and the other cities in the San Gabriel Valley. These forecasts for the freeway traffic are listed below:

	1975		1990	
	<u>ADT</u>	<u>Pk.Hr.</u>	<u>ADT</u>	<u>Pk.Hr.</u>
Santa Ana Fwy. to Golden State Fwy.	82,000	4,100	129,000	6,450
Golden State Fwy. to Long Beach Fwy.	157,000	7,850	216,000	10,800
Long Beach Fwy. to Santa Anita Ave.	166,000	8,300	222,000	11,100

Traffic forecasts indicate that a minimum of five freeway lanes in each direction will be required in the future regardless of the mass transit facilities provided. Thus, it has been concluded that future transit facilities will not reduce freeway traffic, but they will reduce congestion and travel on local streets and increase the overall people-carrying capacity of the San Bernardino Freeway Corridor.



Morning Westbound commuter traffic  
approximately three miles east of the Long Beach Freeway



Morning Westbound commuter traffic  
approximately one mile west of the Long Beach Freeway

### EXISTING AND PROPOSED BUS SERVICE

The SCRTD now utilizes the San Bernardino Freeway for four of its present lines serving the West San Gabriel Valley and points easterly. Weekday passenger patronage in 1969 was approximately 3,390 persons in the westbound direction and 3,670 in the eastbound direction.

In addition to new equipment, higher speeds and additional service points on the Busway, SCRTD plans new routes to and from the Busway in the West San Gabriel Valley and improved service in the Central City area of Los Angeles. With the Busway in operation, it is forecasted that approximately 4,840 automobile passengers would be diverted to buses in the westbound direction and 5,250 in the eastbound direction. A total of 17,150 bus passengers daily would be carried compared to 7,060 at present. Peak hour passenger loads after the first year of operation are estimated to be 4,000. Average headways and bus spacing are estimated to be a minimum of 46 seconds and 0.74 mile. By 1980, it is forecasted that the average weekday two direction Busway volume might attain the figure of 27,000 passengers.

SCRTD, in an effort to improve service and attract passengers, will be utilizing new, more powerful, air-conditioned buses on the Busway. It is also their plan to operate sufficient buses so that there will be a seat for every passenger, thus eliminating standing passengers. It is anticipated that the diversion of auto passengers to buses will be encouraged since the average bus cruising speed of 55-65 mph is expected to be considerably higher than that of freeway traffic during peak hours. SCRTD intends to try other bus designs, including articulated units.

Existing and proposed bus routes, passenger usage, and operating schedules are described in appended Exhibits "B" - Method of Bus Operation; "C" - Use of Project Facilities; "D" - Map - West End Bus Routing; and "E" - Map - Bus Routes. The route to and from the Busway at Mission Road may be adjusted if traffic conditions so warrant. A major feature of the improved service will be the use of curbs lanes, (restricted against parking during peak hours), as previously indicated.

### DESCRIPTION OF EXPERIMENTAL EVALUATION PROCEDURES

The first five years of the Busway operation will be experimental as required by UMTA. Data will be collected to evaluate various aspects of mixed-mode operation and to establish a rational basis for planning future freeways incorporating mass transit facilities.

The experimental period is to consist of two phases as follows:

Phase 1 - This consists of exclusive use of the Busway lanes by buses for the initial two-year period. During Phase 1 of the Busway Experimental Period, by mutual consent of both agencies, vehicles other than buses may be admitted to the facility during periods of reduced bus usage, as, for example, weekend recreation traffic.

Phase 2 - This will be the remainder of the five-year period. It is proposed to introduce passenger cars into the Busway during the weekday peak hours or recreational peaks, if they develop. The number of passenger cars introduced would be limited to a volume where additional vehicles would increase the travel time significantly for buses. The autos would be metered into the Busway near the Gibson Overhead and at the San Gabriel Station for westbound traffic and at Mission Road and near the Long Beach Freeway for eastbound traffic. Autos would be able to exit from the Busway at these same locations.

At the conclusion of the first year of Phase 2, an evaluation of both Phase 1 and the first year of Phase 2 will be made jointly by the State and SCRTD with optional participation by FHWA and UMTA to determine the method of operation of the Busway for the final two years of the experimental period.

The data to be collected before and during the experimental phases will consist of statistics on passenger usage, travel time studies on the Busway, the San Bernardino and Pomona Freeways and major streets in the Corridor; accidents on all of the above described routes, safety considerations involved in the concurrent operations of the three modes of transportation; sales tax information for all cities in the Corridor; and land usage and other socio-economic changes for all cities. It is expected that origin and destination information, as well as passenger usage, will be collected on all bus facilities serving the Corridor.

## VII. DESCRIPTION OF PROPOSED BUSWAY FACILITIES

### A. Mission Road to Long Beach Freeway

The Railroad occupies a variable width right of way adjacent to the north side of the San Bernardino Freeway for the 3.8 miles between Mission Road and the Long Beach Freeway. To accommodate the Busway lanes, it is proposed to shift the railroad tracks northerly a sufficient distance to develop a 54-foot wide Busway between the tracks and the westbound freeway lanes. The typical Busway section consisting of a 12-foot lane and an 8-foot right and 4-foot left shoulder in each direction, separated by a positive barrier, is shown on the strip map, Exhibit "F".



For the most part, the Busway-Railroad section can be accommodated within the existing railroad right of way. Because of restrictive controls imposed by existing bridges on several short segments, it will be necessary to acquire strips of additional right of way, primarily undeveloped property. Some retaining wall construction is proposed along the north railroad property line to minimize encroachment on private property and conserve land area.

Bus and auto connections to and from the Busway will be provided in the vicinity of Mission Road and the Santa Ana Freeway. It is also proposed to provide connections for buses only to the Busway from the Long Beach Freeway (to and from the north only). These ramps are also indicated on Exhibit "F". The eastbound to northbound movement occurs within the existing right of way. The southbound to westbound movement will require a strip of undeveloped hillside from the California State College at Los Angeles property.

The estimated cost of development of this portion of the Busway is \$12,000,000, including \$5,600,000 for right of way. These costs include the Long Beach freeway ramps.

SCRTD proposes passenger stations along the Busway to serve the Los Angeles County-USC Medical Center near State Street and California State College at Los Angeles, located just westerly of the Long Beach Freeway. No parking facilities are proposed at these stations.

It is not practical to place the Busway lanes in the median in this reach. The 12-lane reconstruction of the San Bernardino Freeway now in progress provides only a 22-foot median. Widening the median is not feasible because it would require the removal of bridge structures recently completed. Utilization of the unused railroad right of way in the proposed Busway plan is the only feasible plan of development.

#### B. Long Beach Freeway to Gibson Overhead

The Railroad branch line shifts to the median of the San Bernardino Freeway just east of the Long Beach Freeway Interchange. The proposed Busway section consisting of 17-foot lanes on each side of the Railroad is shown on the strip map, Exhibit "F". Also shown are the proposed locations of two bus passenger stations and fringe parking lots located near San Gabriel Boulevard in San Gabriel and at the eastern terminus in El Monte.

Direct ramps to the Busway are proposed from the San Gabriel Station parking lot. To accommodate the ramps, it will be necessary to shift the westbound freeway lanes northerly. This will require acquisition of 43 properties.

The proposed plan of development for this 6.6 mile portion is estimated to cost approximately \$17,400,000, including \$4,100,000 for rights of way. These costs include the ramps to the San Gabriel Station and auto metering facilities in the vicinity of the Gibson Overhead. Station and fringe parking facility costs are not included in these estimates so these items are discussed in a later section of the report. Not included in the above costs is the 0.7 mile portion of the Busway easterly of the Gibson Overhead to the El Monte Station which is a transit agency responsibility.

The properties involved easterly of the Gibson Overhead are industrial.

#### C. Rio Hondo Railroad Project

The Busway at the terminal end in El Monte cannot operate effectively if buses and autos on Santa Anita Avenue destined for the Station and parking lot are required to cross the Railroad tracks at grade. The Railroad estimates a daily operation of 20 to 30 mainline trains. The elimination of all the grade crossing in this area, crossed by buses and autos destined for the Busway, is considered an integral and necessary part of the overall project. The relocation is considerably less costly than the construction of the several grade separations which would otherwise be necessary along the existing branch line and is more acceptable to the City of El Monte.

Therefore, for reasons of safety and operating efficiency, costs, and community factors, it is proposed to relocate the railroad tracks northeasterly along the Rio Hondo to connect with the present mainline track in the vicinity of Santa Anita Avenue.

The proposed relocation is on a viaduct structure for most of its length and is shown schematically on Exhibit "F". The estimated cost of the Rio Hondo Railroad Project is \$2,700,000, including \$400,000 for rights of way.

#### D. Fringe Parking

As previously noted, fringe parking lots are proposed at the El Monte and San Gabriel Stations. The general positioning of the parking areas is shown on Exhibit "F".

The El Monte parking lot is proposed to accommodate 1,500 vehicles, and the San Gabriel lot 700 vehicles. In conjunction with the stations, private property will be required. At the El Monte site, the properties involved are industrial. Modestly priced residences are involved at the San Gabriel site.

The estimated cost of fringe parking facilities, including stations and other bus facilities, is \$6,100,000, including \$3,000,000 for rights of way. Approximately 57 properties are required, including three industrial properties.

#### VIII. PROPOSED PROJECT SCHEDULE

Because the project offers great potential for optimizing the movement of people in a vast urbanized area, every effort is being made by the involved agencies to expedite their processes. Preliminary design is under way and the necessary inter-agency agreements are being negotiated.

A public hearing covering the project is scheduled for March 2, 1971. As soon after the hearing as formal Federal approvals can be obtained, right of way acquisition will commence. It is hoped to be in a position to advertise for bids for project construction about February, 1972, with contract award by April, 1972. Consideration will be given to advertising some components in the latter part of 1971. The overall Busway is proposed to be open to traffic about May, 1973, but portions may be open by late Fall of 1972.

#### IX. ENVIRONMENTAL IMPACT

The project is within an existing and major transportation corridor. The adjacent areas are urbanized and consist of a mixture of residential, commercial, institutional, and industrial uses. The terrain ranges from hilly to flat. The following cities are located along the San Bernardino Freeway corridor: Los Angeles, Alhambra, Monterey Park, Rosemead, San Gabriel, and El Monte.

As previously described, the proposed Busway occupies the right of way of the railroad lying either north of or within the median of the San Bernardino Freeway. The area involved is generally barren of trees or shrubbery. In the vicinity of the San Gabriel Station and the Gibson Overhead, it is necessary to shift the westbound freeway lanes northerly to provide access to the Busway. The properties required consist of modestly priced residential units at the San Gabriel location with no property needed in the vicinity of Gibson Overhead. In both cases, the right of way acquisition is an encroachment into but not a severance of existing land use patterns. The

added southbound to westbound ramp at the Long Beach Freeway involves grass-covered hillside land. Construction of retaining walls is proposed at appropriate locations to minimize encroachment on private properties and to conserve land area.

The fringe parking facilities and widening at the San Gabriel Station require the taking of approximately 108 dwelling units. The take is adjacent to the freeway and does not isolate or pocket any residential units. Saint Anthony's Catholic Church and School are located immediately to the northeast of the proposed parking facility.

The fringe parking facilities at the El Monte Station involve three industrial properties. Again the proposed take does not isolate or change methods of access to remaining properties. The parking area will be adjacent to Fletcher Park which contains 3.7 acres. However, access to the park will not be changed and will be independent of the operation of the fringe parking facilities. The First Lutheran Church is located to the east of this parking facility.

The proposed relocation of the railroad is along the east bank of the Rio Hondo adjacent to Pioneer Park. Pioneer Park is an active sports recreation facility essentially consisting of several baseball diamonds and is approximately 8.4 acres in size. Some picnic facilities are also available. An aerial encroachment by the railroad structure of four feet for a distance of 500 feet into a landscaped portion of the park will result. After construction of the viaduct, the area can be replanted and the original use restored with no long-range detrimental effect. Northerly of the park, the proposed relocation continues along the east bank of the Rio Hondo crossing over Valley Boulevard and Santa Anita Avenue before connecting to the Southern Pacific El Paso mainline. The Rio Hondo is a concrete lined channel under the jurisdiction of the Los Angeles County Flood Control District. There are few trees or other vegetation within the channel right of way. Some vacant commercially zoned property is involved outside the Rio Hondo Channel right of way.

The overall proposal involves increased bus service on existing bus routes and new bus routes connecting to the Busway. For the most part, these routes are on major arterials and would not basically change the character of traffic or its operation.

The operation of the Busway itself is not expected to materially change ambient noise levels in adjacent areas. The San Bernardino Freeway and the operation of trains in the corridor has established a compatible background noise environment. (Noise studies of the existing corridor are under way and will be included in the final environmental statement). Off the Busway, the effect of noise due

to increased bus service or new service on existing surface streets is difficult to measure. Most of these streets already carry large trucks. In addition, some of the proposed service will consist of new buses of experimental design having undetermined noise characteristics. Noise attenuation qualities are to be a consideration in the purchase of buses.

The operation of the parking lots will result in changed traffic patterns and some change in background noise environment in the adjacent areas. However, the adverse impacts are considered relatively minimal as the major portion of the El Monte lot abuts an industrial area. The San Gabriel lot is adjacent to an interchange with heavily traveled San Gabriel Boulevard and the San Bernardino Freeway. Furthermore, the area is in transition and it is reasonable to expect accelerated land use change around the parking lot.

The greatest change in noise levels will occur in connection with the Rio Hondo Railroad relocation. There will be trains running on an aerial structure for a 3,000+-foot distance along the east bank of the Rio Hondo where none ran before. Development along and adjacent to the proposed relocation is very sparse but does involve passing alongside El Monte's Pioneer Park with the trains approximately 30 feet above the park. The effects of the relocation are considered to be more than offset by the removal of trains from the downtown area of El Monte. This includes the safety benefits of the elimination of seven existing street grade crossings of the existing tracks. The proposed railroad relocation will be separated from local streets throughout its length to enhance safety.

Consideration has been given to a location along the west bank of the Rio Hondo. It costs approximately \$500,000 more than the east bank alignment. Approximately 30 trailer units of a 90-unit park would be relocated and the remaining units would be exposed to train noise. Either alignment affects a proposed K-Mart store at the northeast corner of Santa Anita Avenue and Valley Boulevard, but should not preclude its construction.

The project should result in some short-term improvement of the quality of air environment. Long-term improvement is being accomplished by legal restrictions on the exhaust emissions of automobiles and on other sources of air pollution. The overall project will enhance air quality to the extent that the Busway attracts and diverts present automobile users to buses. This will result in reduced congestion and travel on city streets, thus providing free flow operation and a decrease in auto exhaust emissions.

Except as previously discussed, the Busway construction will not result in any basic changes in general accessibility to schools, parks, recreation areas, and other cultural features. No unique or unusual geology is known to be encountered. No basic changes in drainage patterns are anticipated. Scenic values are considered to remain unchanged. Because of the present urban development, wildlife and wildlife habitat are not known to be affected, nor are any streams having fish resources involved.

Additional landscaping will be planted in the vicinity of San Gabriel Boulevard where a right of way wider than the existing will result due to higher present-day standards.

X. UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS AND MITIGATION MEASURES

The primary adverse environmental effect is the displacement of people. Approximately 375 people will be displaced in connection with the shifting of westbound freeway lanes for the San Gabriel parking facility. No persons are affected by the El Monte parking lot.

A number of ways to provide assistance are available for those to be displaced. These include relocation advisory assistance, moving expenses, replacement housing supplements, and rent supplements. An in-depth housing availability and replacement program plan is underway to determine the extent of available relocation housing, the need for supplemental payments, and the suitability of the involved residences to be moved. The results will be included in the final statement. Suitable replacement housing will be found or developed for all displacees.

The Rio Hondo Railroad relocation will result in about 3,000 feet of operating railroad in a new area. Though a sparsely populated corridor, the relocation is adjacent to El Monte's Pioneer Park. Since baseball diamonds are the primary facilities of Pioneer Park, the noise of trains should not detract materially from its recreational value. The railroad is proposed to be on elevated viaduct, which is more favorable from a noise standpoint than a ground level location. A depressed location for the railroad is not feasible. During design of the railroad viaduct, consideration will be given to noise control measures on the structure.

The San Gabriel parking facility will be bounded on the west by residential housing, in transition from single to multiple family units. This transition will probably be accelerated by the project. Some commercial uses may also be stimulated. Although bordering a residential neighborhood, the operation of the parking lot from the standpoints of noise, air pollution, aesthetics, etc., should not have serious adverse effects. A concrete block wall will be constructed around the periphery of the area to minimize any adverse effects.

The introduction of additional or new bus service probably will not adversely affect noise levels. In general, the streets or corridors to be used are already used by commercial vehicles. New buses to be purchased will have the most effective noise suppression designs practical.

### ALTERNATIVES TO THE PROPOSED PROJECT

Travel demand to move people in the San Bernardino Freeway corridor continues to increase yearly as the result of the revitalization and high-rise development of downtown Los Angeles as well as continued development of the communities along the corridor. If the proposed Busway project were not to be implemented, the alternative would be the construction of more freeway lanes and the widening and/or construction of paralleling city streets. A mass rapid transit facility is also a possible alternative; however, the proposed Busway appears to be the most logical and feasible project for this corridor at this time.

The alternative of more freeway lanes and conventional street capacity (which could result in greater displacement of people and air pollution) cannot substitute for the purpose of the proposed project, which is to determine the feasibility of bus mass transit and to develop busway designs and design criteria suitable for application in other freeway corridors.

### XII. RELATIONSHIP BETWEEN LOCAL SHORT TERM ENVIRONMENTAL USES AND MAINTENANCE AND ENHANCEMENT OF LONG TERM PRODUCTIVITY

The project has both short term and long term implications. For the short term, there is need to reduce dependence on the private automobile in order to reduce traffic congestion and to minimize air pollution due to exhaust emissions. The extent that the Busway project is successful in diverting automobile passengers to buses will control the degree of environmental benefits. Reduction of both total miles of vehicle travel and congestion result in less exhaust emissions, less fuel resources used, and less need for the many materials used in the manufacture of vehicles.

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In addition to the land use plans of each local governmental body, a comprehensive continuing planning process on a regional basis is underway by the Southern California Association of Governments. This is a coordinated effort with all affected agencies to assure orderly growth and to protect and enhance the environmental quality of the style and atmosphere of the region.

Over the long term, legislative controls should minimize air pollution caused by autos. However, the need to move people in the San Bernardino Freeway corridor as efficiently as possible will not diminish and will increase in importance as the objectives of the local and regional plans are accomplished. The Busway is to be designed such that additional people moving capacity can be constructed when warranted. There are several possibilities for accomplishing this, including viaduct over the railroad or relocation of the railroad to a different corridor.

The establishment of attractive fast and convenient public mass transit facilities as a means of lessening the area's dependence upon the private automobile could be a long term result of the Busway project. Public acceptance in the short term is essential to realization of long term benefits. Both the quality of living and use of natural resources will benefit by an optimal mix of transportation modes.

#### XIII. IRREVERSIBLE OR IRRETRIEVABLE COMMITMENTS OF RESOURCES

For the most part, except as noted below, the Busway project does not involve major changes in land form or land uses. While the proposed shifting of westbound freeway lanes at San Gabriel Station and the fringe parking lots are to be of permanent type construction displacing existing residential and industrial uses, they are not of a physically irreversible nature. They could later be converted to the previous or other uses.

From a practical standpoint, the project requirements actually involve an exchange of existing urban uses rather than a loss or commitment of natural resources.

#### XIV. PROJECT COORDINATION

Since initiation of studies in early 1969, the project has been coordinated with all affected local governmental jurisdictions as well as numerous other interested agencies. In addition, there has been widespread news-media publicity, both locally and nationally.

This draft environmental impact statement is being submitted for review and comment to the agencies listed on attached Exhibit G. Following receipt of written comments and those received at the public hearing, a final statement will be prepared.