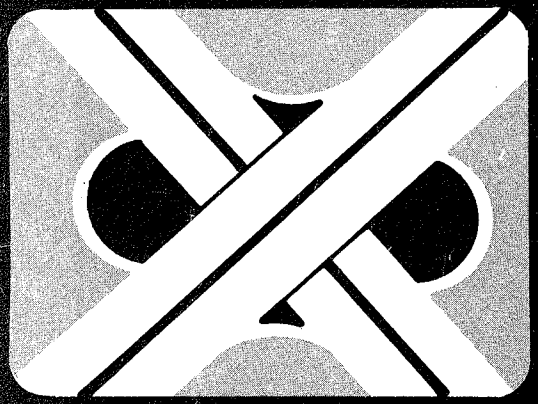

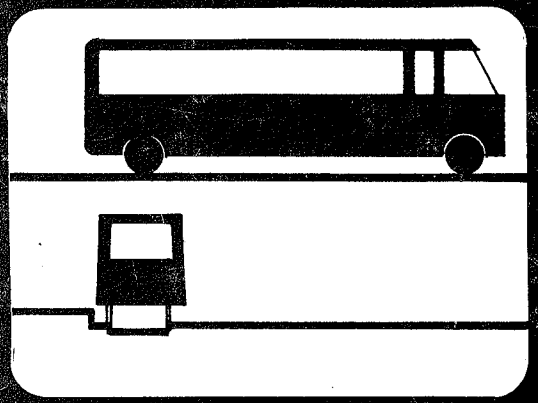

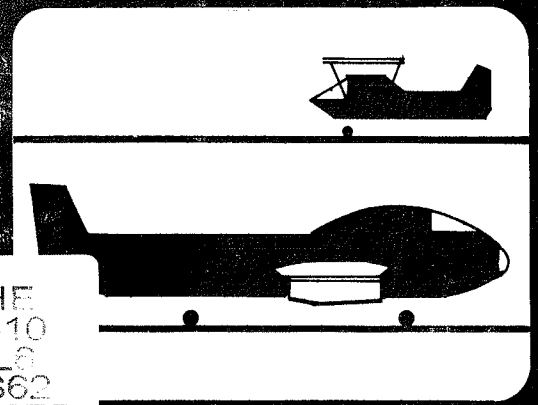

Summary

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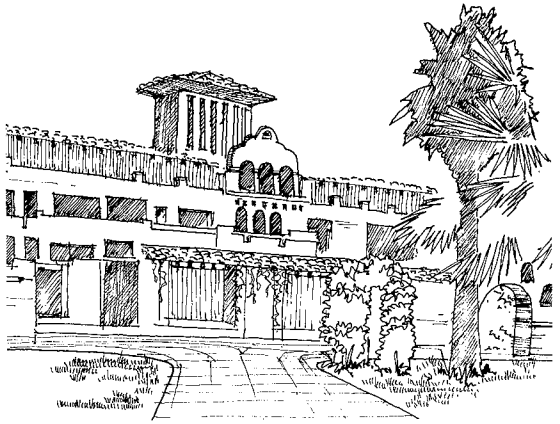
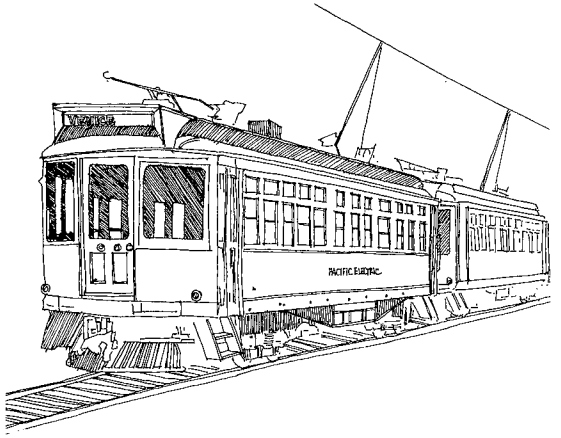
Historical Perspective

Southern California's transportation system was founded on old missionary trails connecting a string of missions from Sonoma to San Diego. Later these trails gave way to wagon roads linking hundreds of small towns. But soon, stagecoach lines and then the railroads opened the land to more growth and faster travel for people and goods.



Red Car

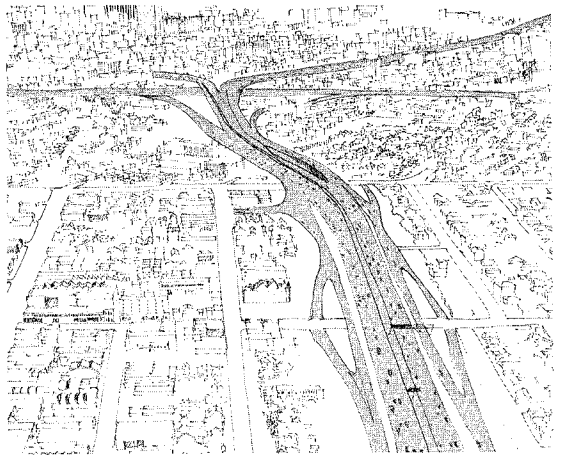
The next 50 years saw a real estate boom and, along with it, spectacular population growth. As the Southland grew, so did the demand for even better transportation. More automobiles meant more and better roads to be built. But, about the same time, the region's first interurban transit system — commonly called the Red Car — went into service, and connected cities with a relatively fast, reliable and inexpensive means of travel.



Support waned for public transit in the Thirties, but during World War II — when gasoline was almost as scarce as new automobiles — people switched back to public transit. However, when Detroit began producing cars again, and the government stopped rationing gasoline, public transit became generally less attractive.

Freeways

The Forties brought a new form of high-speed highway to Southern California — the freeway. It was designed to carry a large volume of vehicles swiftly and safely to their destinations. Today, more than 1,300 miles of such freeways span the Southland.



An estimated 85 per cent of all families own one or more cars, and they drive them just about everywhere throughout the region. In 1970, Southland drivers logged a total of about 144 million miles a day.

Car vs. Bus

Most people prefer to drive their cars rather than ride public transit, because their cars take them where they want to go, when they want to go, in comfort and with relative speed. It's been said that the Southland, especially greater Los Angeles, is the only place in the nation built to the exact specifications of the automobile.

Although six times as much money is pumped into new highway construction as into public transit in Southern California, government agencies have begun to do more, recently, to assist local areas finance public transportation systems.

Even so, bus service still provides less than 3 per cent of all daily person trips (transit serves mainly downtown areas and some streets and freeways). Most people take buses because they have no other choice. Surveys show that a vast majority of people ride buses because they can't drive, can't afford to, or don't own a car.

Transportation Lifeline

We know that transportation is a lifeline of Southern California. Nearly everyone depends on it for employment, education and recreation, and the exchange of goods and ideas. Because so much in our lives depends on access to jobs and other opportunities, it would seem that there should be more choice about how to get around.

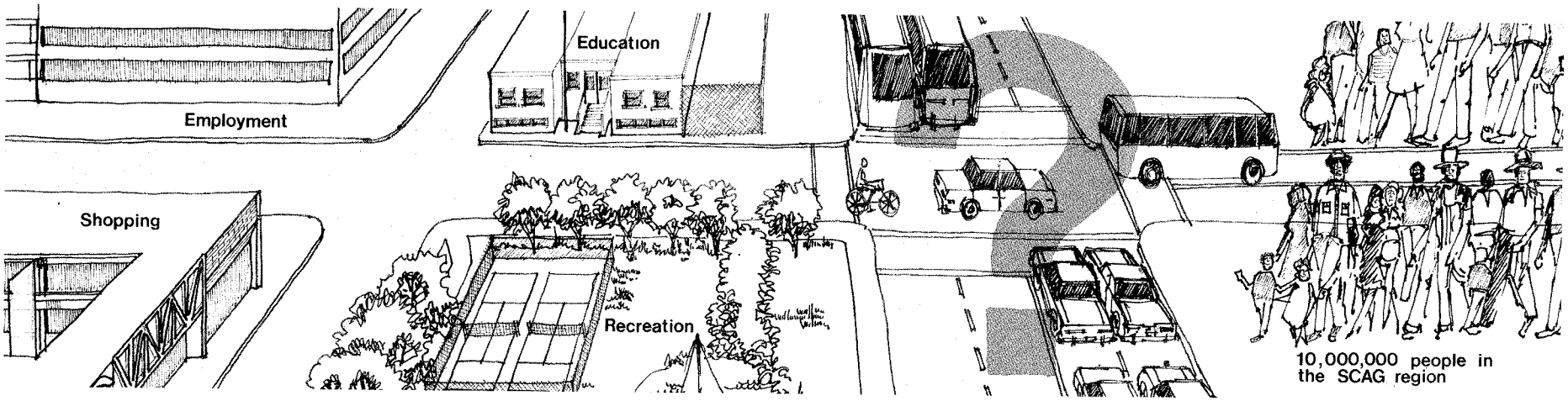
But in the opinion of many people there isn't. Our transportation system has been described by critics as inefficient, expensive, noisy, and harmful to the air and land.

Reappraise the System

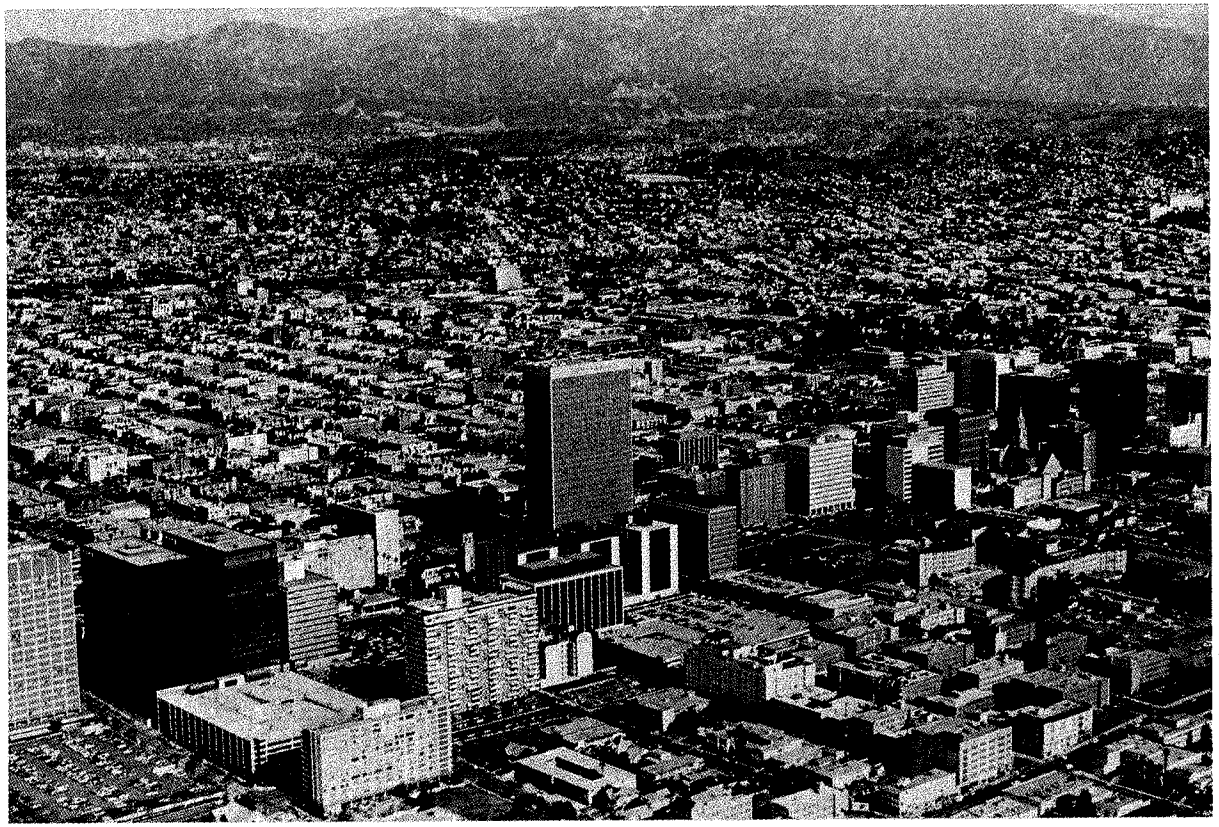
Today, more than 10 million people live in Southern California spread across over 38,000 square miles.

How can we increase the carrying capacity of our transportation network and, at the same time, have cleaner air, better use of energy and resources, and at a price we can afford?

Of course, the answers are not simple. But one choice we have is to thoroughly reappraise our entire transportation system — public transit, highways, airports, goods movement, bicycles, and harbors and pipelines — so we can make better use of it, now and in the future.



Major Issues and Recommendations

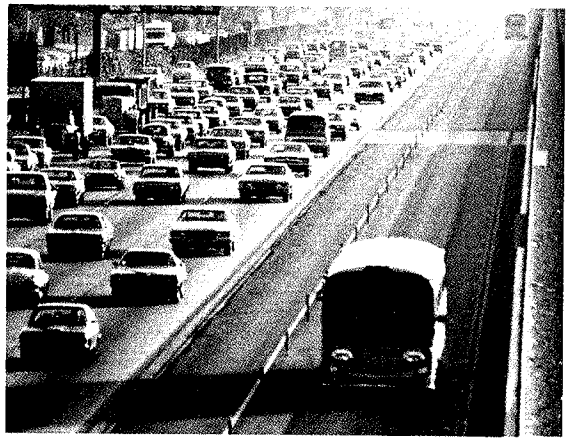


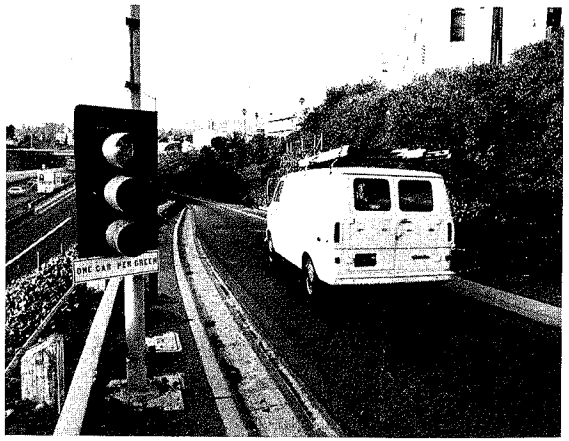
The SCAG transportation plan spells out what is needed to improve our regional transportation system in the near and distant future. A series of recommendations are contained in the plan, in response to these critical issues: air quality and energy, mobility and accessibility, land use, financing, changing technology, institutional responsibility, and phased decision-making.

Air Quality and Energy

One of Southern California's most pressing problems is air pollution. It's been shown to be potentially dangerous to health and harmful to the environment and economy. A major cause of air pollution in the South Coast Air Basin is the automobile. There is a strong chance that we will never reach federal air quality standards by simply adding smog control devices to the engines of today's cars. Two other things must be done.

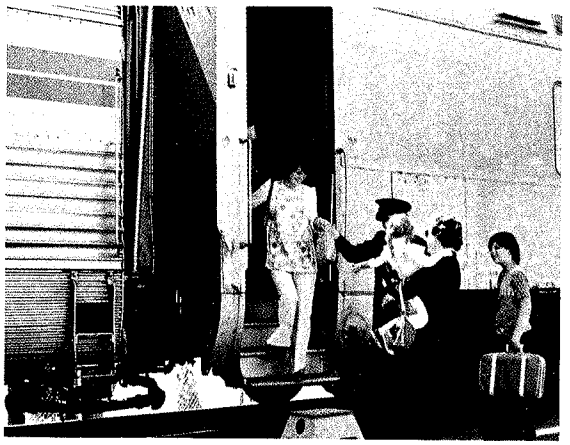
First, we must develop non-polluting auto engines and vehicles that can travel more miles per gallon. Improved auto performance in the future could be achieved by sanctions on the size of the engines, enforcement of auto efficiency standards, development of electric powered vehicles and cleaner burning fuels.





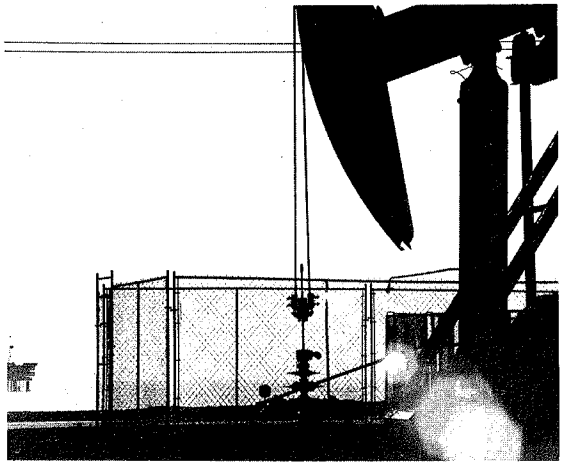
Second, we must take steps to limit auto use. Reducing the number of miles we drive our cars is one important key to cleaning up our air and, for that matter, making better use of our energy. The plan calls for reducing the number of miles traveled by 20 per cent by 1977. A number of potential strategies are recommended to achieve this reduction. They include:

- Preferential treatment of buses and carpools on freeways and arterials
- Traffic control improvements
- Transit improvements and carpool action programs
- Parking management
- Commuter rail service
- Bicycle improvements



In addition, so called "disincentives" to auto use are needed if we are to "see" clean air. These could include increasing the cost of auto operation through tax measures, and restricting auto use in specified areas and times of day.

The long term effect of reducing auto use will probably result in inducing people to live closer to work, increasing ridership on public transit and/or carpooling, reducing certain trips, and eliminating the need for a second car.

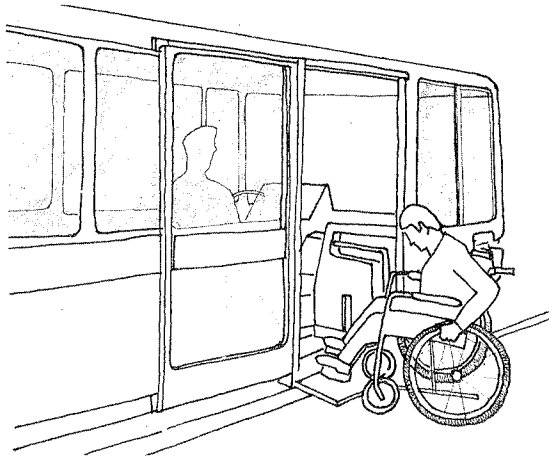


Energy is an issue that is tied to the use of the automobile. Both the number of daily miles that people drive and the gallons of gasoline consumed have tripled over the last 20 years. Fuel shortages have made us realize that our energy supplies may be too limited to meet future demands, unless concerted action is taken now to conserve what we have available.

Mobility and Accessibility

For those who own or have access to a car, the Southland's major transportation system — freeways, highways, roads and streets — offers great mobility. However, many people are not able to drive for various reasons.

Nearly one million persons in the SCAG region are over 65 years of age. Many others are handicapped or disabled to some degree. These people are denied full mobility because of barriers in vehicle design. High bus steps, narrow aisles, electric doors, turnstyles and stairs are examples of transit barriers.



Physical barriers are not the only obstacles. In the SCAG region, a half million persons between the ages of 16 and 65 have incomes below the poverty line. The costs of owning and operating a car are so much that auto use is beyond the reach of many of these people. The result is that they are isolated from jobs, medical services, shopping areas and social events because of inadequate public transit.

SCAG believes that some degree of mobility and accessibility to all citizens is a public obligation. But the way in which this should be accomplished is subject to debate. Even so, the SCAG plan recommends a number of things be done in the years ahead. Among these recommendations are:

- Develop a "starter-leg" of a medium capacity transit guideway to be fully operational within the next five years
- Add at least 1,900 buses to the region's existing fleet
- Expand subscription bus service where needed
- Eliminate transit barriers to the handicapped and elderly
- Use park-and-ride lots where possible as transfer points for bus riders
- Use marketing programs to improve the image of public transit and encourage greater ridership
- Improve access to existing airports to handle future increases in commercial and general air travel
- Complete the missing links of the highway system and improve major roads
- Promote greater use of bicycles, and encourage use of bike racks and safe storage facilities at all major parking areas

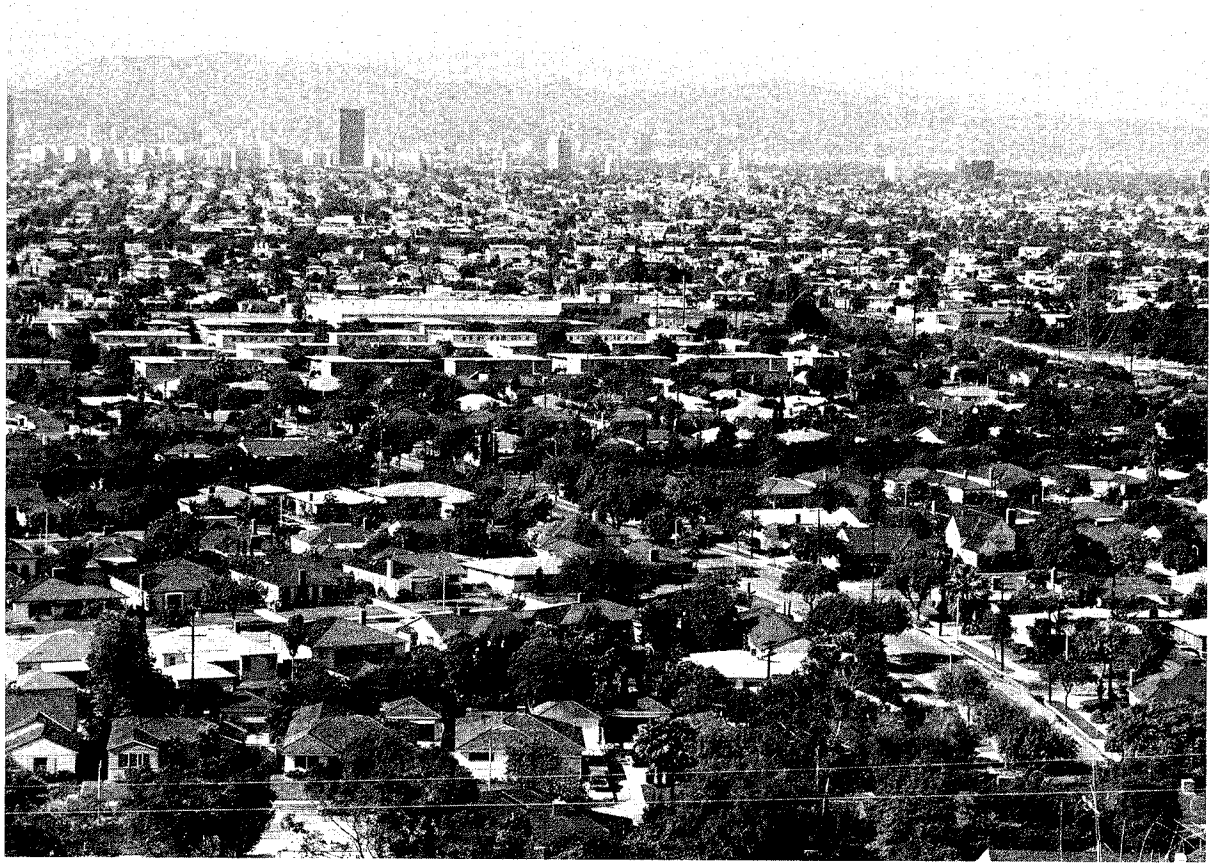
Land Use

If growth happens without a plan, it can be disorderly and wasteful. Valuable open land may be lost, and the ecology of the area may be harmed. Another effect is scattered housing and jobs around the region. The land use pattern, through a lack of planning, becomes haphazard and inefficient.

Transportation planning is a basic tool for achieving balanced development, since people locate where jobs and services are accessible and industry locates where transport conditions are favorable.

In view of this, SCAG has made the following specific land use recommendations:

- Channel transportation expansion to areas of growth and redevelopment
- Emphasize metropolitan and shorter distance transportation improvements
- Support transit service at the community level
- Encourage transportation service appropriate for rural areas

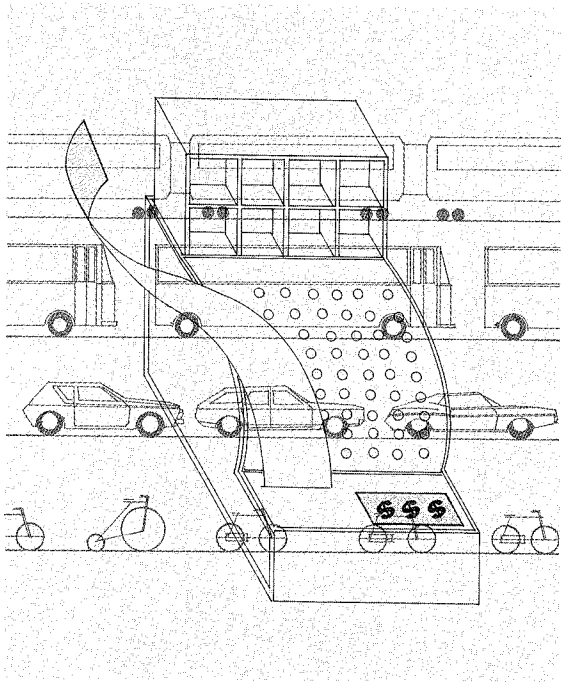


Financing

Improving our regional transportation system is very expensive. If the current proposals of various local, regional and state agencies were carried out, the total price tag would run more than $62 billion. Only about $36 billion of that amount, however, is available for making transportation improvements over the next 20 years.

Although these funds are available, many have strings tied to them as to how they can be spent. The SCAG plan says these constraints should be relaxed so that funds may be used more effectively.

In addition, it is recommended that the state constitution be amended so that motor vehicle tax revenues can be allocated for any type of highway or public transit improvement.

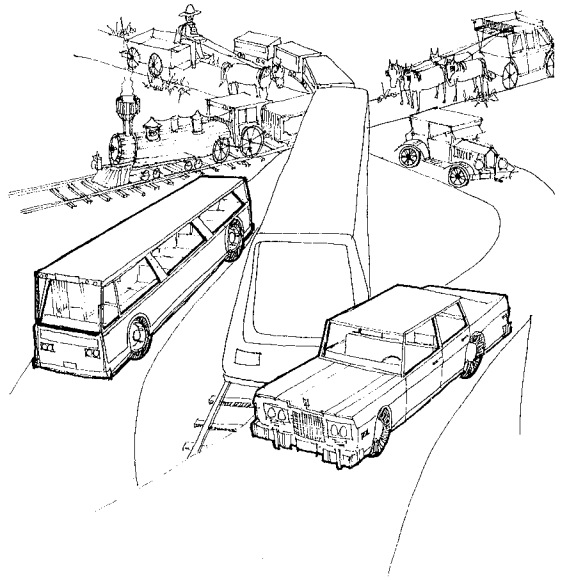


Changing Technology

Because transit has been a neglected part of our transportation system for many years, changes in both the type and operation of transit systems have been very slow in coming. However, because our technology is expanding so rapidly in all aspects of life, dramatic improvements in transit can be expected in the near future.

If we use existing transit technology, we run the risk of developing an obsolete system. But, at the same time, using an emerging but unproven technology runs an equally great risk of developing a system which may not function properly.

Therefore, SCAG recommends that decisions should be made so that technological breakthroughs can be made part of future plans.



Phased Decision-Making

Not only is technology changing, but our total environment can also change rapidly. Air quality and energy problems are examples of this. Therefore, our decisions must be flexible enough to be able to respond quickly to changing conditions.

We should not choose an irrevocable path of action unless there is a high degree of certainty about the effects of that action. It is desirable, then, to make decisions in a sequence, so that actions needed now are taken now, but options are left open for the future.

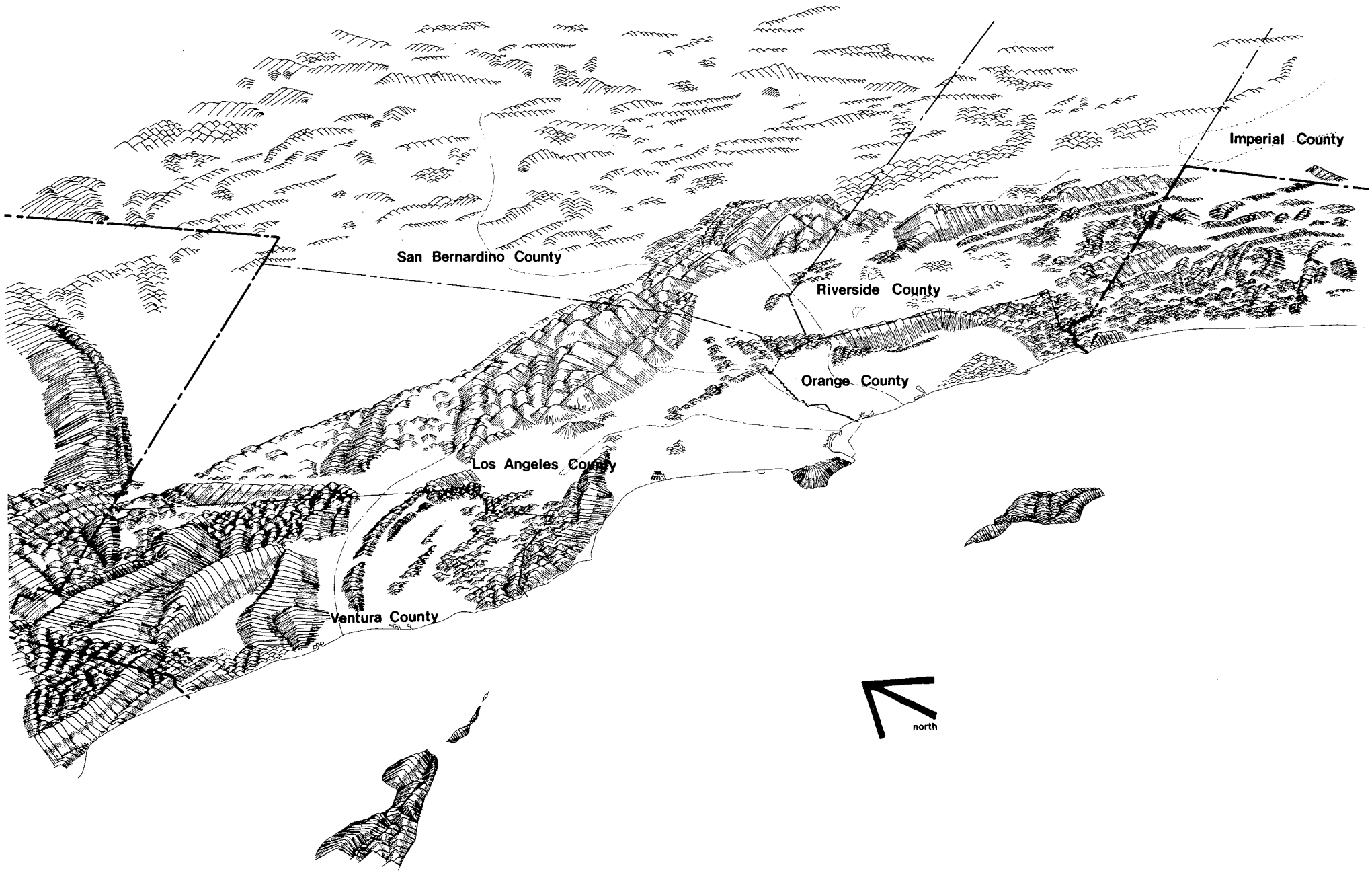
SCAG aims for the phasing of decisions on new transit services over the next year, including the priorities of service, selection of mode and funding.

Institutional Responsibility

In a time when numerous transportation decisions must be made, the region is faced with a fragmented system of responsibility for making those decisions. Unlike past transportation actions which generally involved only a few agencies or levels of government, today's transportation decision-making responsibility is shared by many agencies and levels of government.

It is necessary to provide a framework within which regional decisions can be made, and which can respond to local needs as well as state and federal mandates. The institutional arrangements which may improve the situation may take one of several forms, ranging from relatively simple interagency agreements to complete restructuring agencies and responsibilities.

It is recommended that the regional transportation plan be updated, as required by state legislation, and that more time for public review and comment be provided. This updating process is now underway.


San Bernardino County
Riverside County
Imperial County
Orange County
Los Angeles County
Ventura County
north

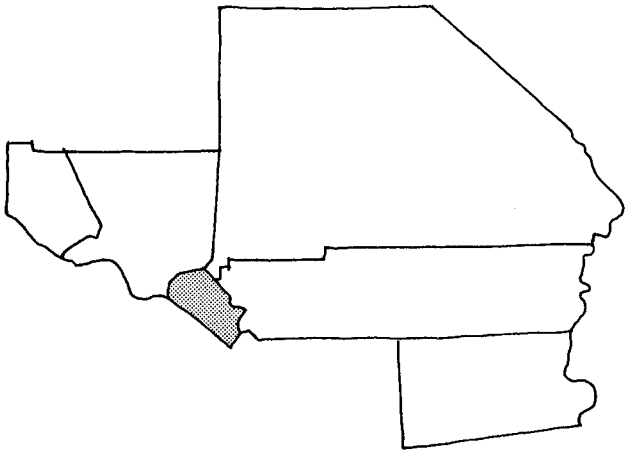
Subregional Transportation Plans

In addition to the regional-level recommendations, each subregion submitted recommendations to be included in the plan. These recommendations outline the transportation improvements each subregion plans to implement over the next few years. They indicate the directions subregions are taking in order to solve transportation problems in their areas.

To date, subregional plans and/or other statements of policy have been received from Orange County (including OCTD), Riverside County (including the Coachella Valley Association of Governments), San Bernardino Associated Governments, Ventura County Association of Governments, Imperial Valley Association of Governments, Southern California Rapid Transit District, city of Los Angeles, and county of Los Angeles. Subregional plans are being developed and will be part of next year's update of the regional transportation plan.

The following is a summary of the major subregional recommendations and policies:

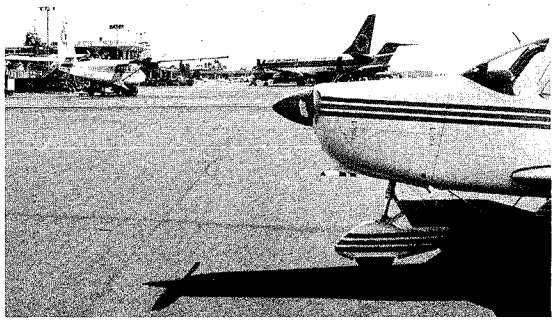
Orange County



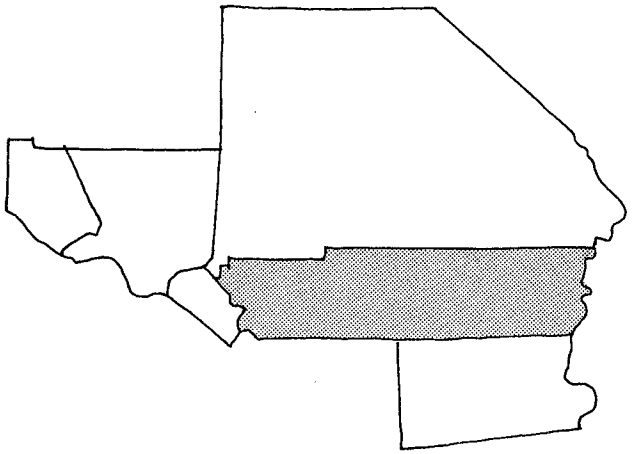
For highways in the county, it is recommended that the current master plan of highways be retained — subject to some changes that are based on more study. These arterials are planned to handle present and future traffic loads, in line with adopted county goals and policies. Dial-a-ride service is called for in a number of cities. These include: Orange, Huntington Beach, Buena Park, Brea, Westminster, Tustin and nearby foothills, Cypress, La Palma and Fullerton.

Long range planning for a rapid transit guideway, based on adopted corridors, is also recommended.

And, for air travel, further airport study is called for by the county. This study will lead to solving key environmental problems, such as aircraft noise.

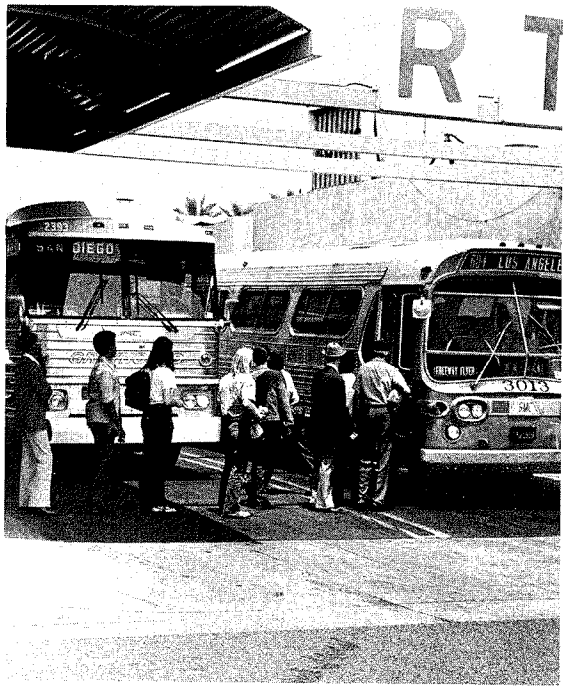


Riverside County

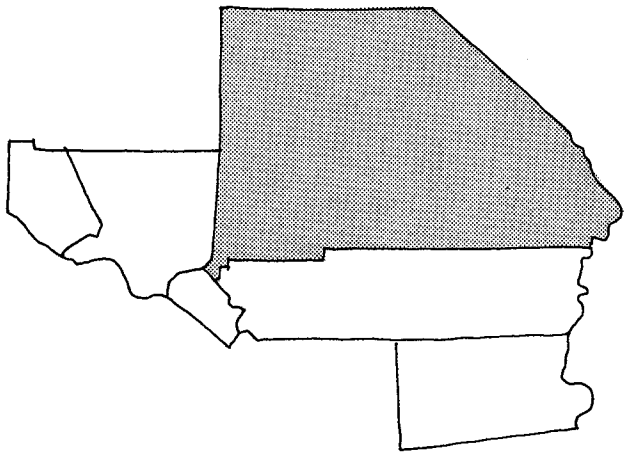


A five-year program to develop transit service is proposed for each of four areas in the county.

Under this program, the city of Riverside would have seven regular bus routes, five small buses for subscription service, and dial-a-ride for three areas. In Corona and Norco, dial-a-ride buses would run on the hour as would fixed-route buses. Proposed for Banning and Beaumont is an intercity bus system of three routes, with future connections to Riverside and Palm Springs. Dial-a-ride and regular bus service are proposed for Hemet-San Jacinto, Perris-Sun City, and Lake Elsinore. New buses and expanded service are proposed for the Coachella Valley as well as the Blythe-Palo Verde Valley.



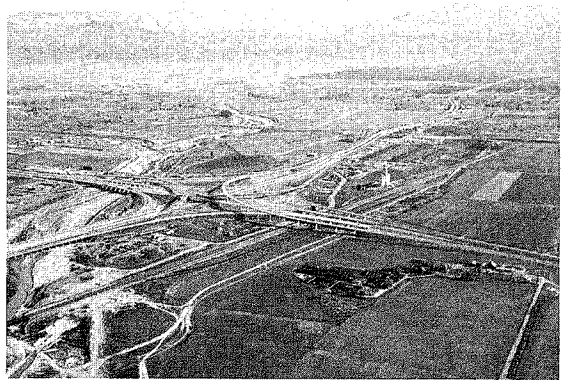
San Bernardino Associated Governments



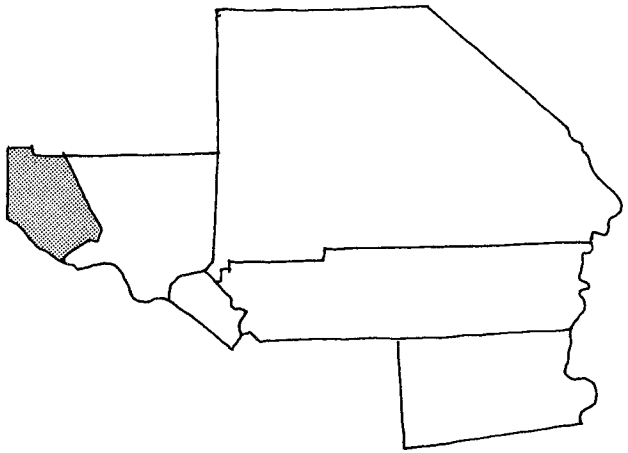
Several transit systems are recommended f(detailed testing to determine their costs and impact on the county. Included are: buses on freeways and streets, separate right-of-way rapid transit, automated small vehicle systems, commuter railroads, and dial-a-ride systems.

Also called for is a five-year short range transit improvement program to expand existing bus service and inaugurate new service to various communities. This program also includes the start of dial-a-ride service in the west valley and the mountain-desert areas, commuter railroad service, and pool-type transit services.

A federally-aided five-year capital improvement program and a one-year county funded program for highways have been recommended for the county.



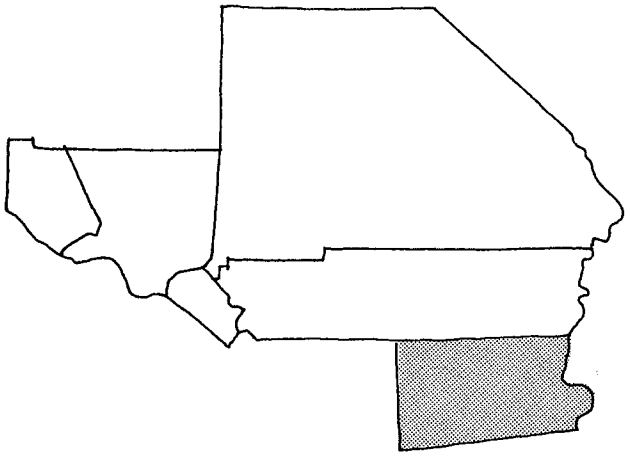
Ventura County Association of Governments



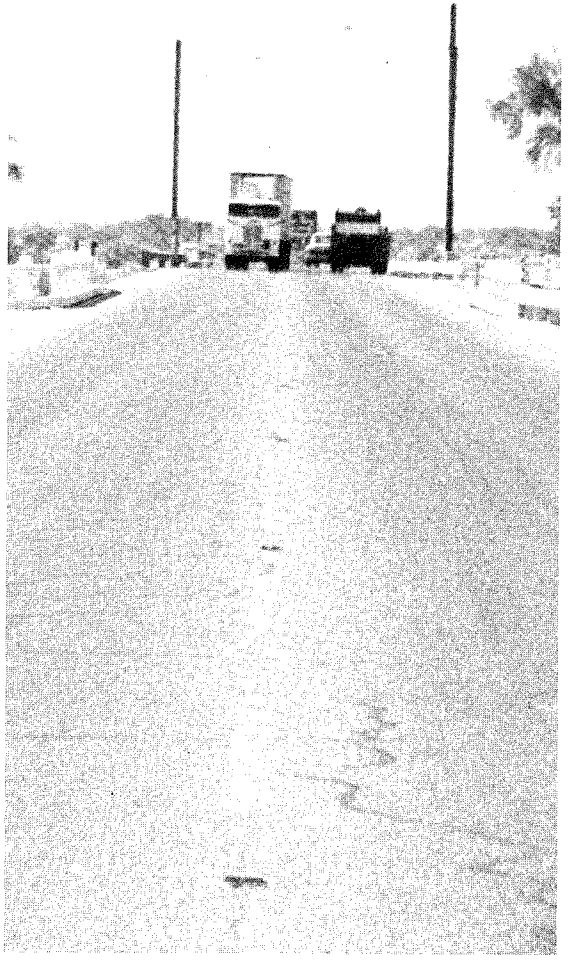
A fixed-route bus system, to be developed over the next five years, is recommended to serve communities in the county, as well as those in Los Angeles and Santa Barbara counties. Carpooling should be encouraged by local agencies and businesses, using various incentives. Intercity rail service should also be considered as a potential system over the next five years.

The existing streets and highway system should continue to be properly maintained and expanded to serve projected needs. It is recommended that three county airports should continue to operate, except for future modifications which may be needed. These are: Santa Paula Airport, Ventura County Airport in Oxnard, and the Point Mugu Naval Air Station.

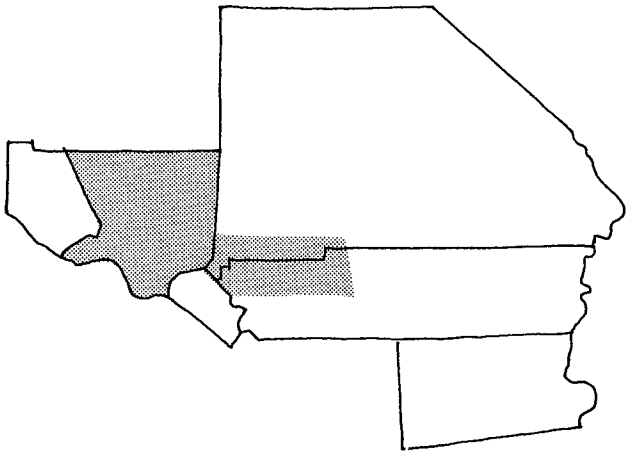
Imperial Valley Association of Governments



IVAG calls for a transportation system based on citizen desires for travel to employment and other activities at a reasonable cost. This system should have a network of streets and highways that provide rapid, efficient, comfortable and safe travel for people and goods. In addition, it should guide and promote efficient growth and land use patterns, as well as serve agricultural needs. For airports, there should be a system capable of handling future growth and compatible with other modes of travel.



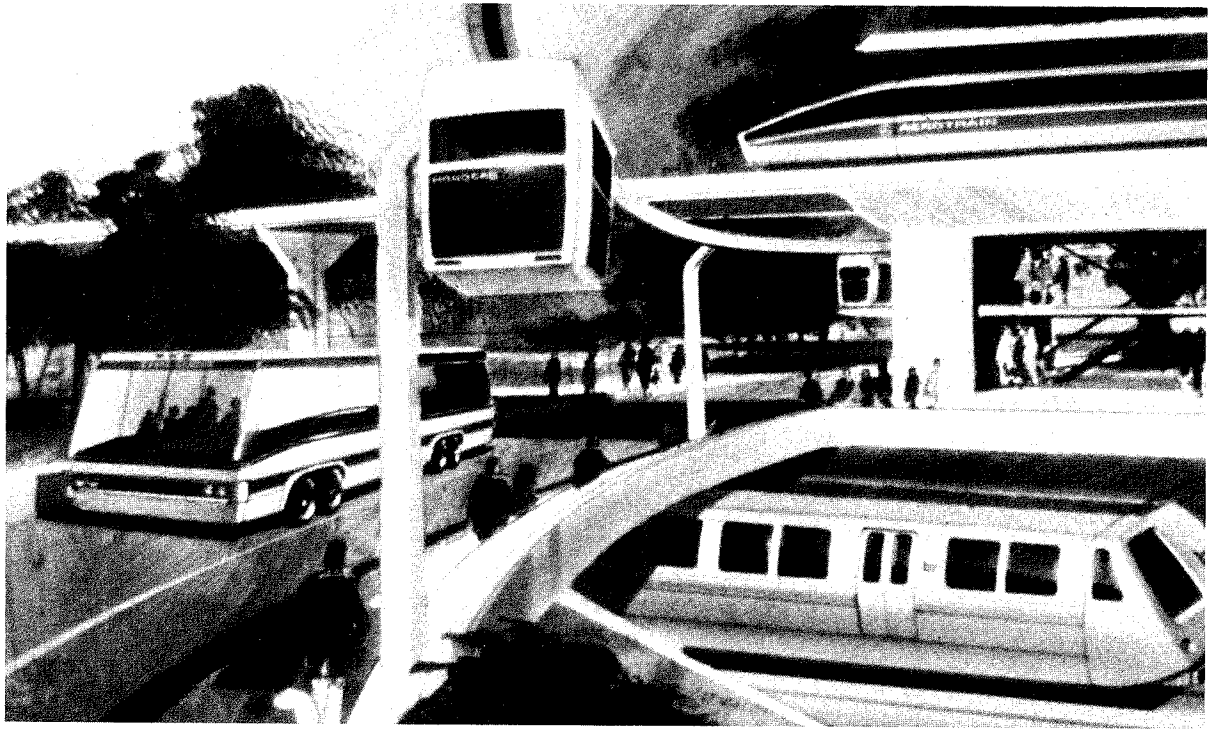
Southern California Rapid Transit District



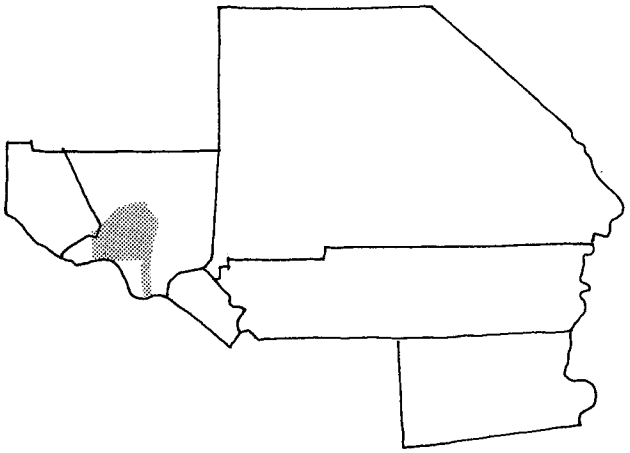
SCRTD recommends a program of short-range bus service improvements, with a goal of 1,000 additional buses within a three year period. These and other buses will be used for three general types of service. First, there will be freeway or line-haul runs, having limited stops in order to speed travel for riders, and in many cases use of park-and-ride lots. Second, there will be bus improvements for shorter trips. Third, there will be better bus service in local areas.

The ultimate goal for rapid transit is a 240-mile master plan of corridors. Within this plan, SCRTD has adopted a 145-mile initial program for guideway construction, along with an extension of the El Monte Busway to the Ontario Airport. A system of this size cannot be constructed all at once, so priorities will have to be set for proper phasing of the system.

The exact location of the rapid transit lines and stations, which portions should be in subway, at grade or elevated, and what technology should be used and operated, have not yet been decided. These decisions await preliminary engineering, environmental impact reports and public hearings for each route.



City of Los Angeles



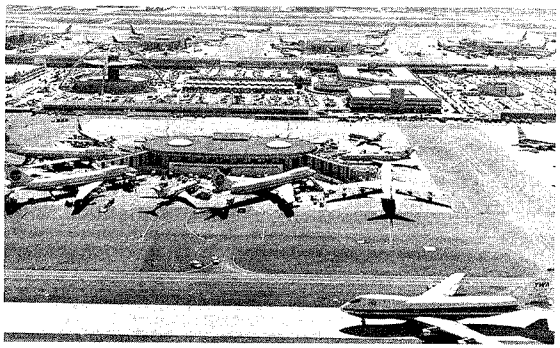
For freeways, the city calls for priorities in construction and improvement to reduce vehicle miles traveled and relieve traffic congestion. Streets and highways should be improved in accordance with the city's five-year plan.

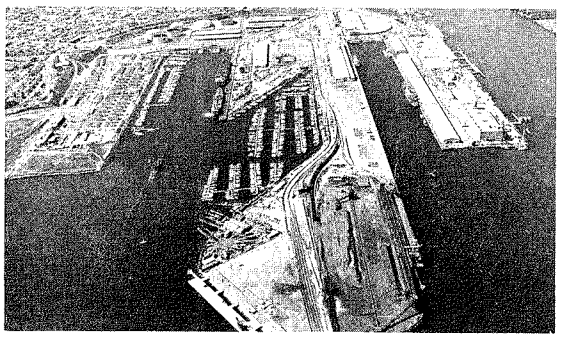
The city is recommending the development of a rapid transit system, including auxiliary networks in major centers and feeder bus service where needed.

Improved bus service also is called for by increasing routes, efficiency and comfort. Other proposals include an exclusive busway within freeways, new routes to reduce transfers and encourage ridership, separate loading areas in heavy traffic and bus stops in more convenient locations, and preferential use of selected streets during peak travel times.

Adequate ground access to airports should be provided, and remote passenger ticketing and baggage handling are needed. And air cargo facilities should be expanded in some cases.

It is recommended there be continued development of the Port of Los Angeles to increase its capacity. In addition, rail service throughout the city should be consolidated and improved to meet industrial demand.





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