

P R E F A C E

This presentation was prepared to document our findings and conclusions as of the indicated date. This material will be subject to continuing up-dating and/or modification as the work progresses and therefore, the information contained herein should be treated as "preliminary only and not for publication."

PRELIMINARY ROUTE AND STATION STUDIES

SAN BERNARDINO CORRIDOR

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I. INTRODUCTION

The following material presents the preliminary route and station location map and station schematic drawings for the proposed transit system in the San Bernardino Corridor. This material is preliminary only and is presented for review by the affected communities.

Alternate routes are shown on the route and station location map which will be evaluated in terms of:

1. Service to adjacent land uses.
2. Traffic consideration, including access from the arterial street system, bus feeder systems, and local street patterns.
3. Community factors, including community goals of on-line cities, possible redevelopment programs, and future development potentials.
4. Facility design criteria, including transit way configurations, transit stations, automobile parking, and other interfacing travel modes.

We have initiated a planning process based on available data obtained from the various cities in the San Gabriel Valley. With the objective of planning the best mass rapid transit system for the area and in your corridor, an interchange of information is vital to the progress of the project from this point on. To be specific, review of the alternate routes and station locations shown herein should be initiated as soon as possible by each of the communities affected. This evaluation should consider present and future intent for the following items as they relate to transit:

1. Community Goals
2. Population and Employment Distribution
3. Land Use
4. Traffic Circulation
5. Public Facilities
6. Community Renewal Programs
7. Capital Improvement Program and Capital Budget.

The Joint Venture is developing more specific economic implications for the San Bernardino Corridor as well as civil engineering data and this information will be reviewed with each city in the near future. Representatives from the District will make the necessary contacts to schedule a series of individual meetings.

ALTERNATIVE ROUTE DESCRIPTIONS

There are essentially two alternative route locations being considered in the San Bernardino Corridor. These are broken up into route segments as shown on the following map and designated A-1, A-2, B-1, B-2, and C-1. These alternative segments may be combined into several route potentials. The following descriptions will consider only the primary routes:

Segment A-1. This segment leaves the central business district near Union Station, and parallels the Southern Pacific Railway right-of-way on the north side using private right-of-way. This segment ends at the Long Beach Freeway. Stations on this route would be located near County General Hospital and near Eastern Avenue serving California State College.

Segment A-2. This segment is a continuation of A-1, also paralleling the San Bernardino Freeway on the north side in private right-of-way. It extends from the Long Beach Freeway to the vicinity of Peck Road in El Monte which would be the Terminal Station of the First Phase San Bernardino Corridor. Stations on this route would be located near Fremont, Garfield, San Gabriel, Rosemead, Tyler, and Peck Road. Parking would be provided at stations east of the Long Beach Freeway as indicated on the accompanying station diagrams.

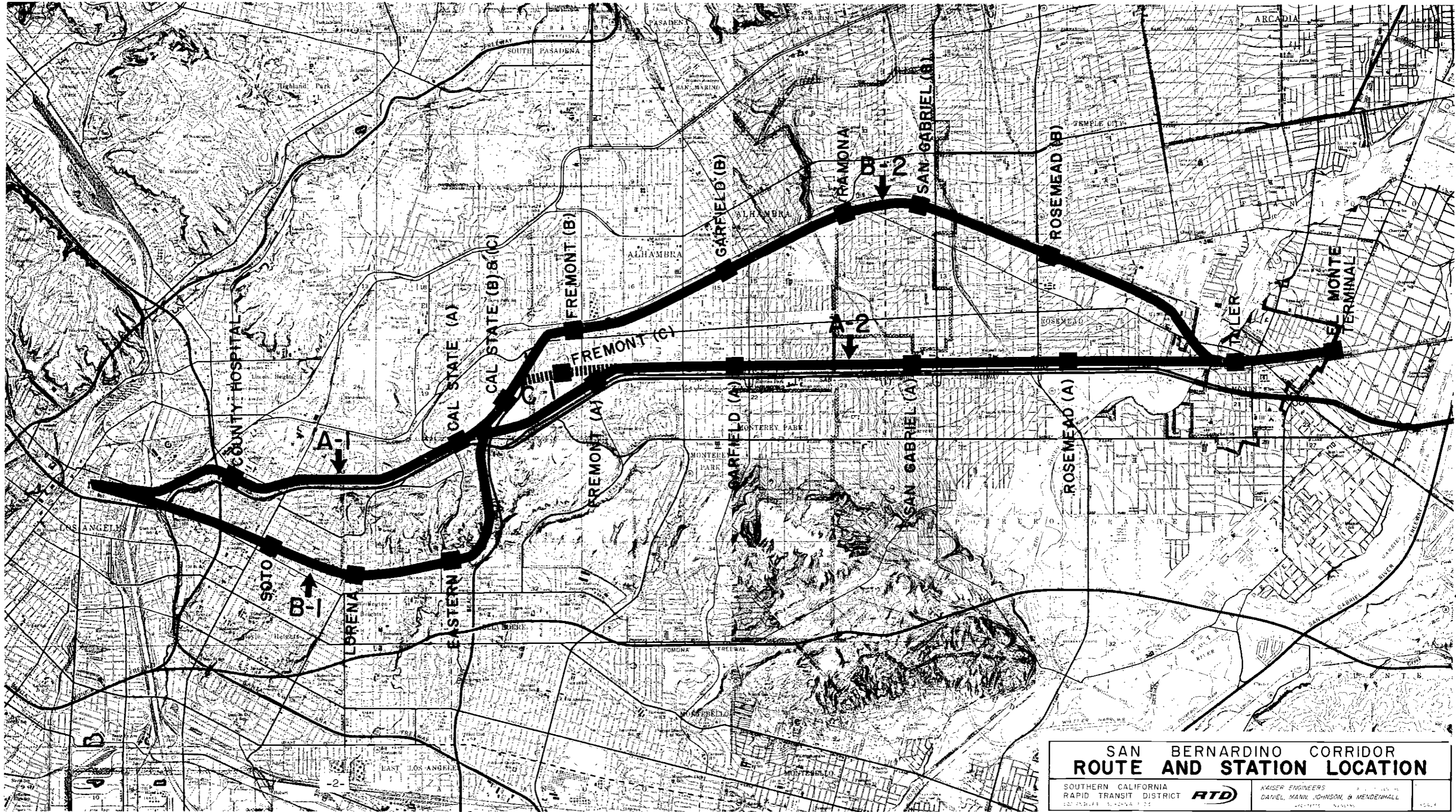
This alignment would utilize private right-of-way for its entire length. A similar alignment will continue to be studied utilizing existing railroad rights-of-way north of and in the median of San Bernardino Freeway. Stations would be located at approximately equivalent points. Such a route would

be essentially the same as routes prepared in 1963.

Segment B-1. This segment departs the central business district at Union Station, paralleling Macy Street to Brooklyn Avenue and proceeding in Brooklyn in a subway configuration with a portal near St. Louis Street. From this point the routing follows private right-of-way in open cut and mound configuration parallel with Brooklyn Avenue. Near Eastern Avenue a route turns northward paralleling the Long Beach Freeway also utilizing private right-of-way. This segment terminates at the intersection of Long Beach and San Bernardino Freeways. Stations would be located in the vicinity of Soto Street Lorena Street and Eastern Avenue.

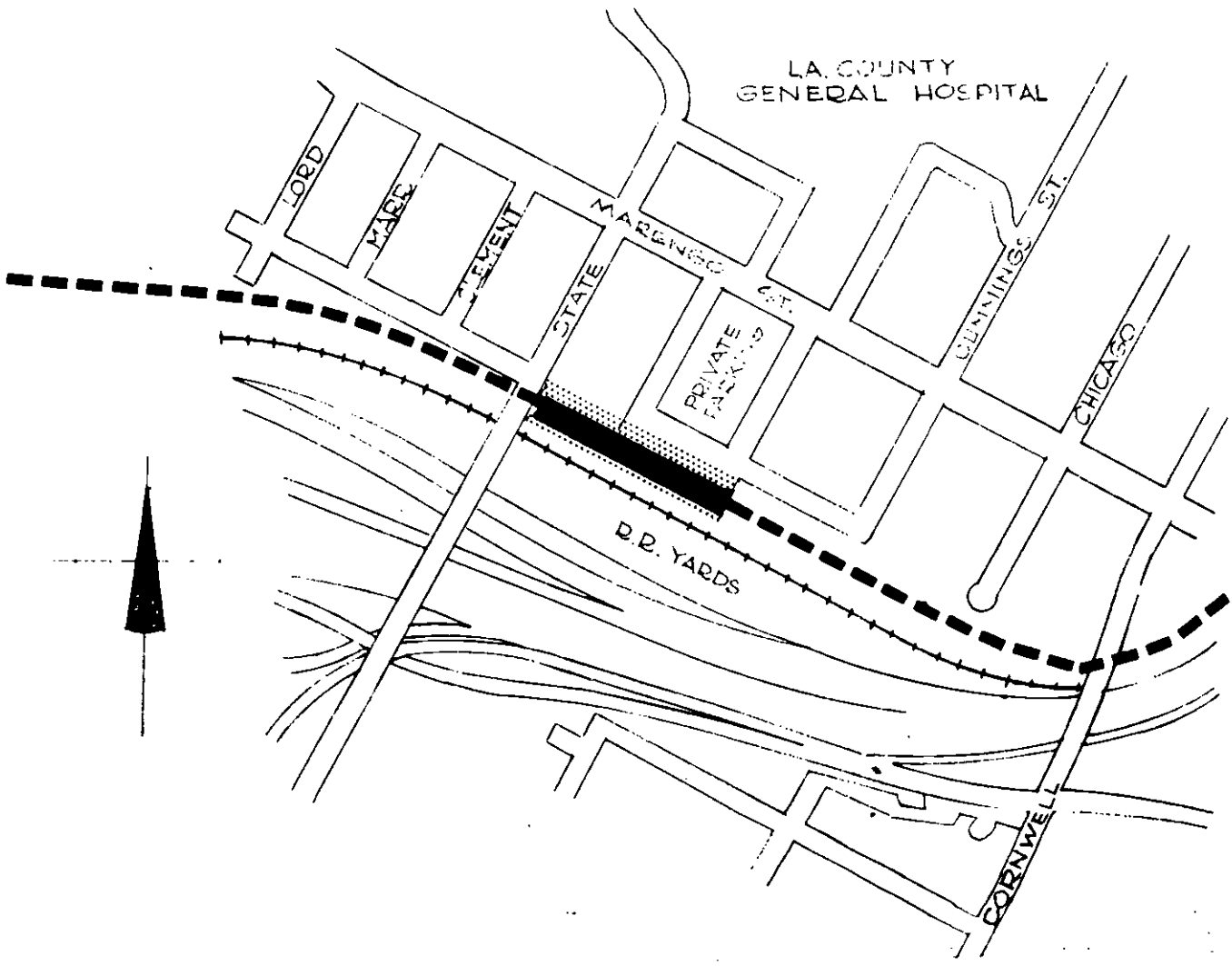
Segment B-2. This segment is a continuation of B-1 paralleling the extension of the Long Beach Freeway past California State College to a point near Valley Boulevard. From this point the routing would turn easterly paralleling the south side of the Southern Pacific Railroad right-of-way on private right-of-way. The routing would continue along the railroad right-of-way to a point near El Monte where it would turn southerly to join Segment A-2. Stations on this routing would be located at California State College, Fremont Avenue, Garfield Avenue, Ramona Street, San Gabriel Boulevard, Rosemead Boulevard, Tyler, and Peck Road.

Segment C-1. This segment is a connection between Segments B-2 and A-2, which would provide a possibility of interconnecting Segments B-1 and A-2, while providing a station to service California State College. This segment also uses private-right-of-way.



**SAN BERNARDINO CORRIDOR
ROUTE AND STATION LOCATION**

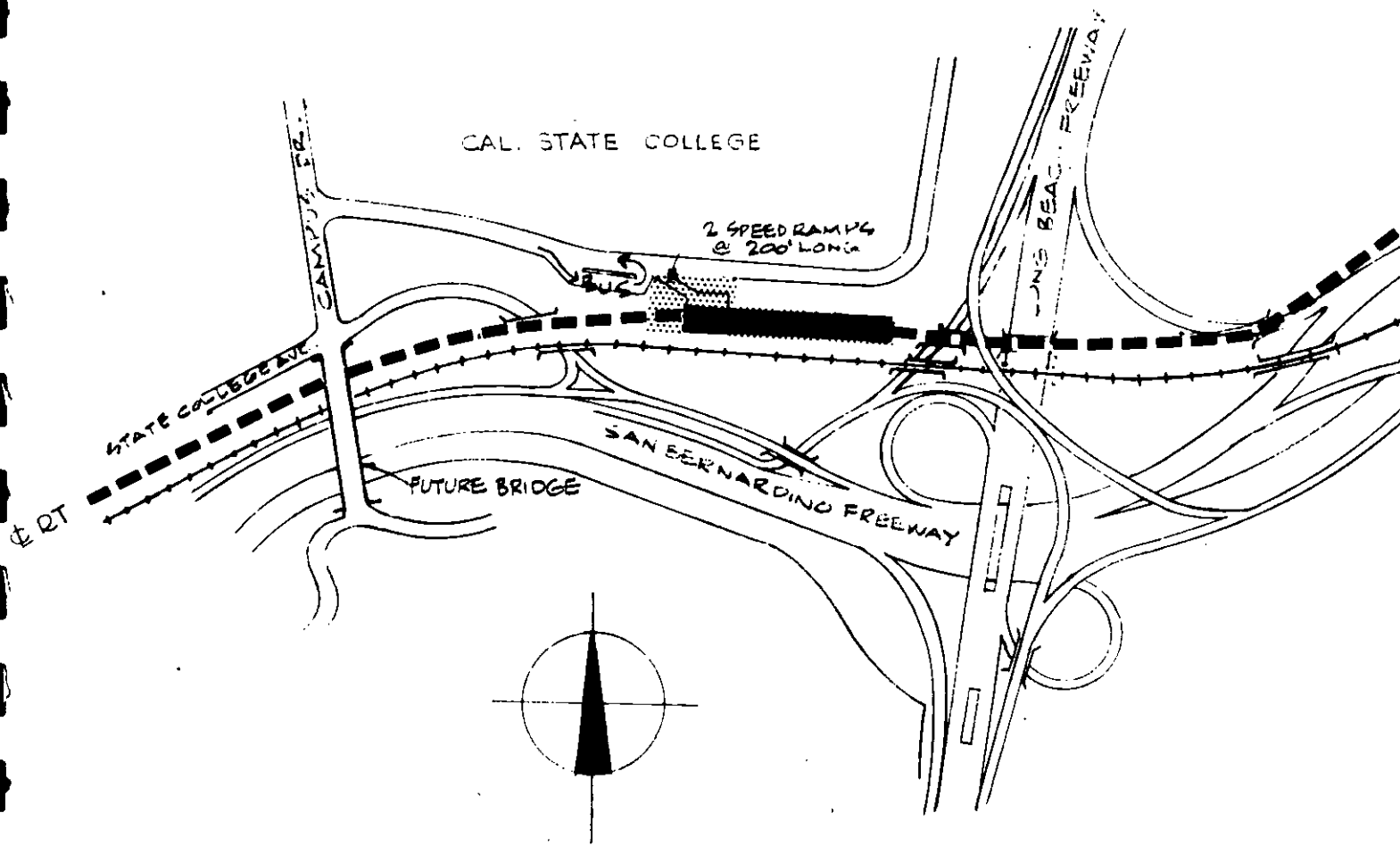
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT		KAISER ENGINEERS DANIEL, MANN, JOHNSON, & MENDELHALL
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SCHEMATIC SITE PLAN

COUNTY HOSPITAL TRANSIT STATION (ROUTE "A")

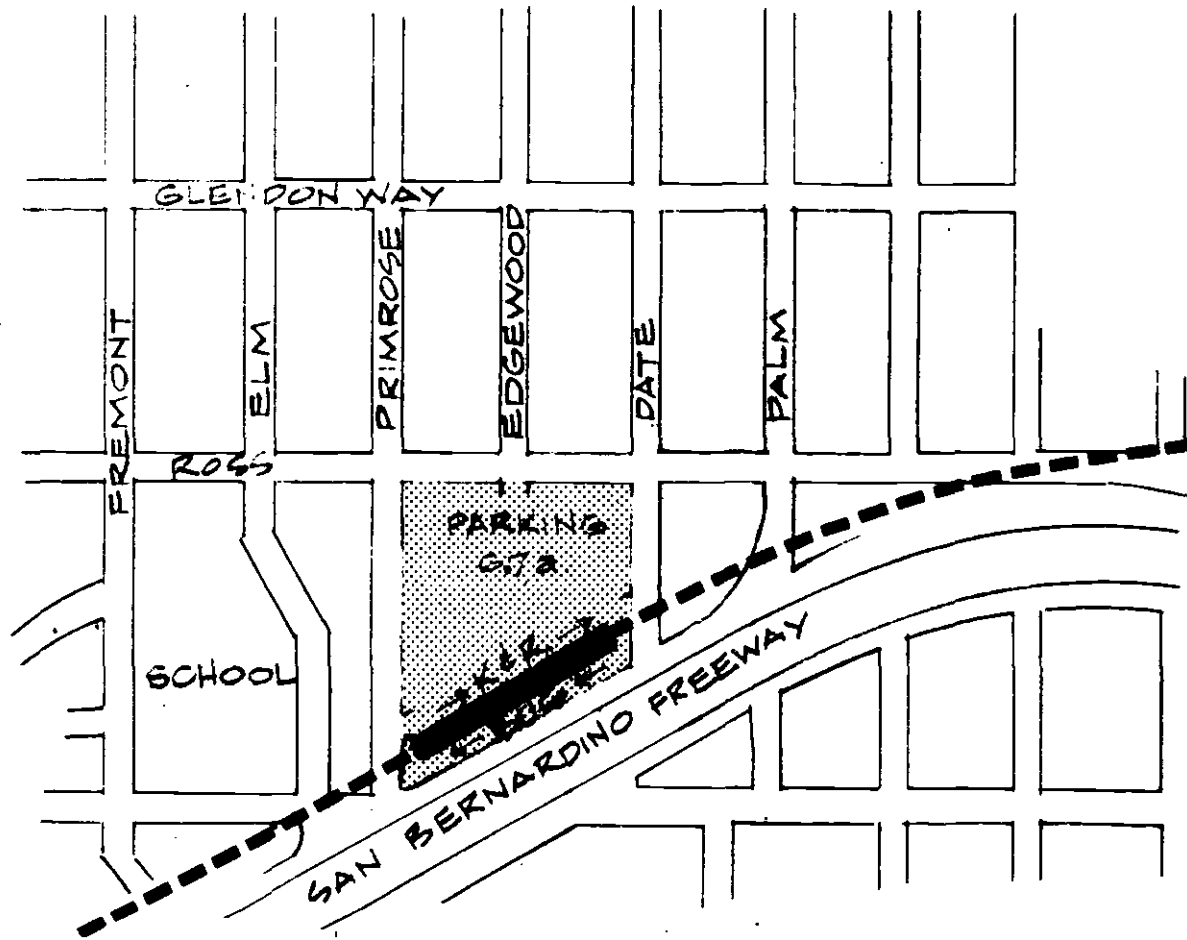
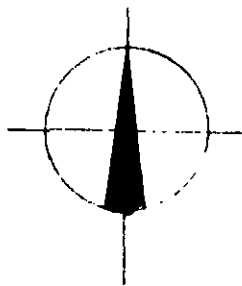
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SCHEMATIC SITE PLAN

CAL STATE TRANSIT STATION (ROUTE "A")

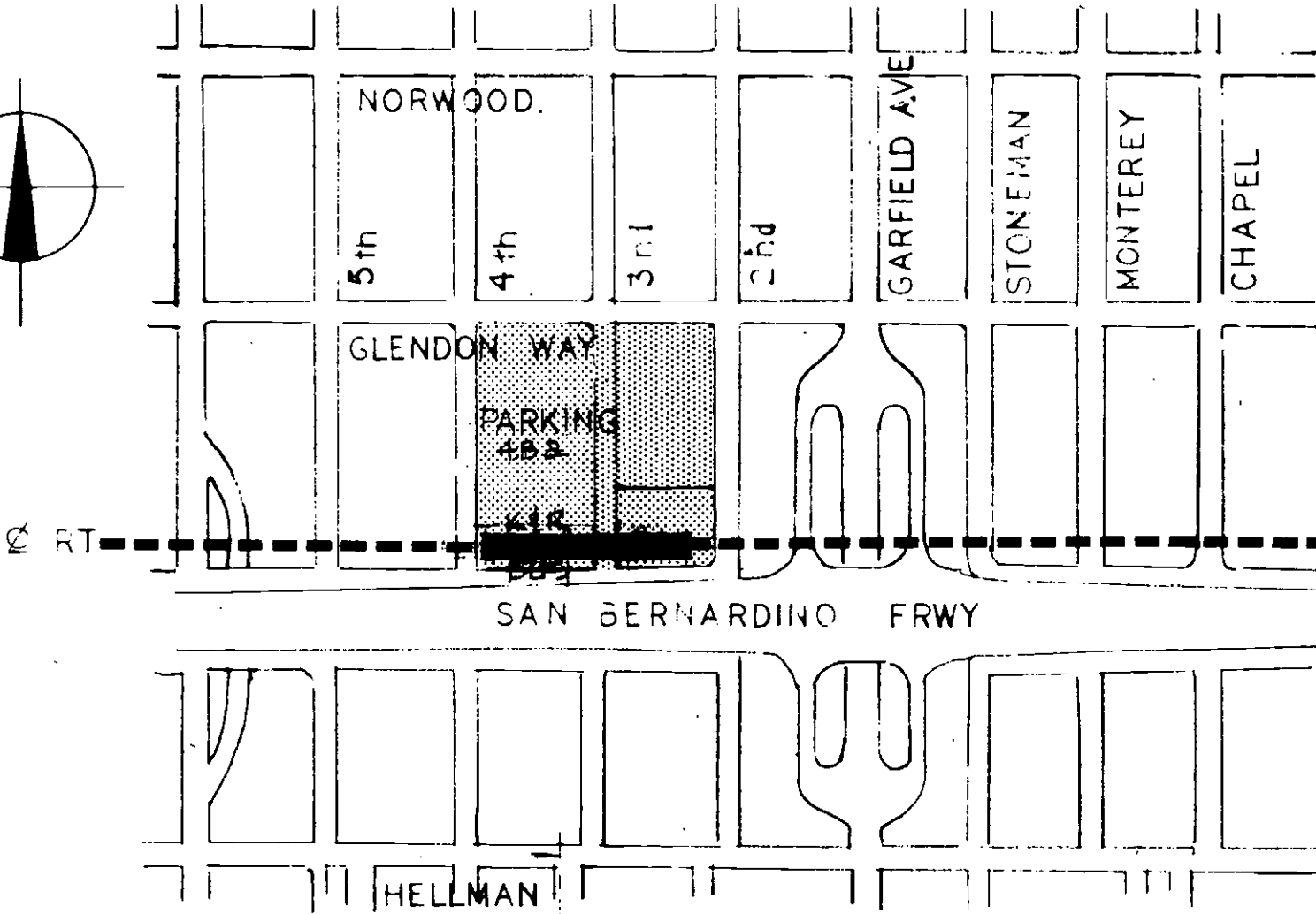
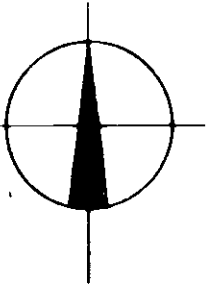
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SCHEMATIC SITE PLAN

FREMONT TRANSIT STATION (ROUTE "A")

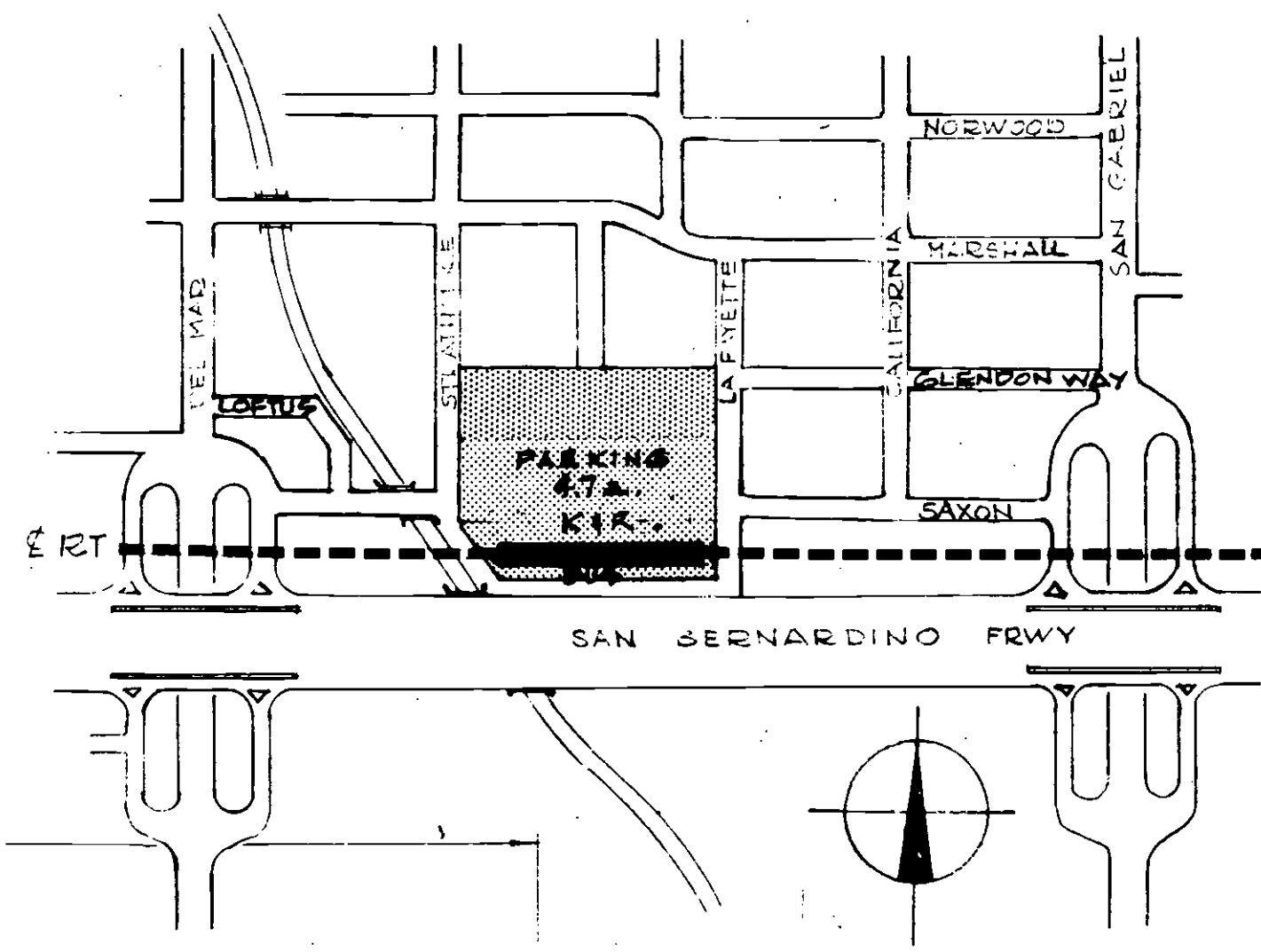
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SCHEMATIC SITE PLAN

GARFIELD TRANSIT STATION (ROUTE "A")

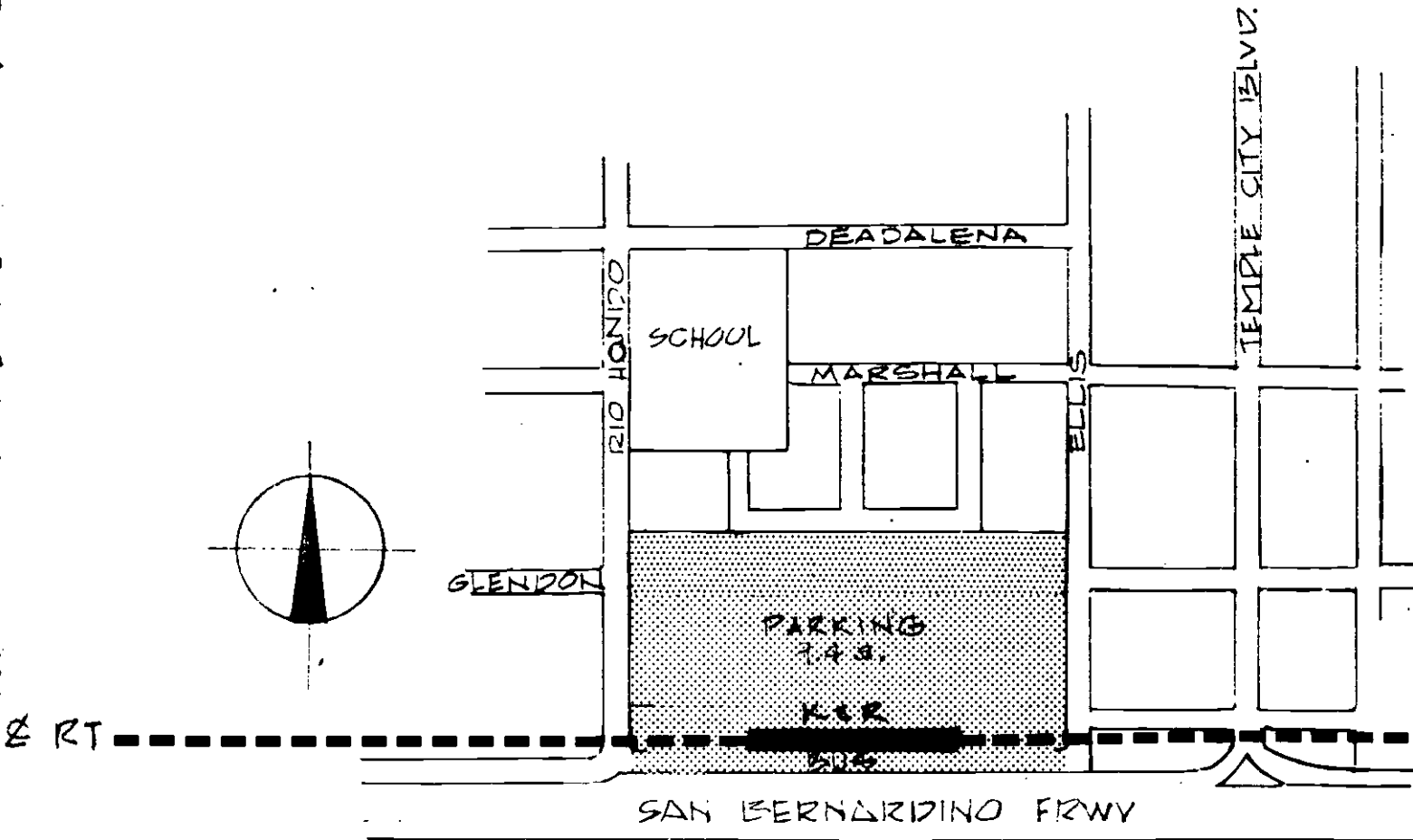
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SCHEMATIC SITE PLAN

SAN GABRIEL TRANSIT STATION (ROUTE "A")

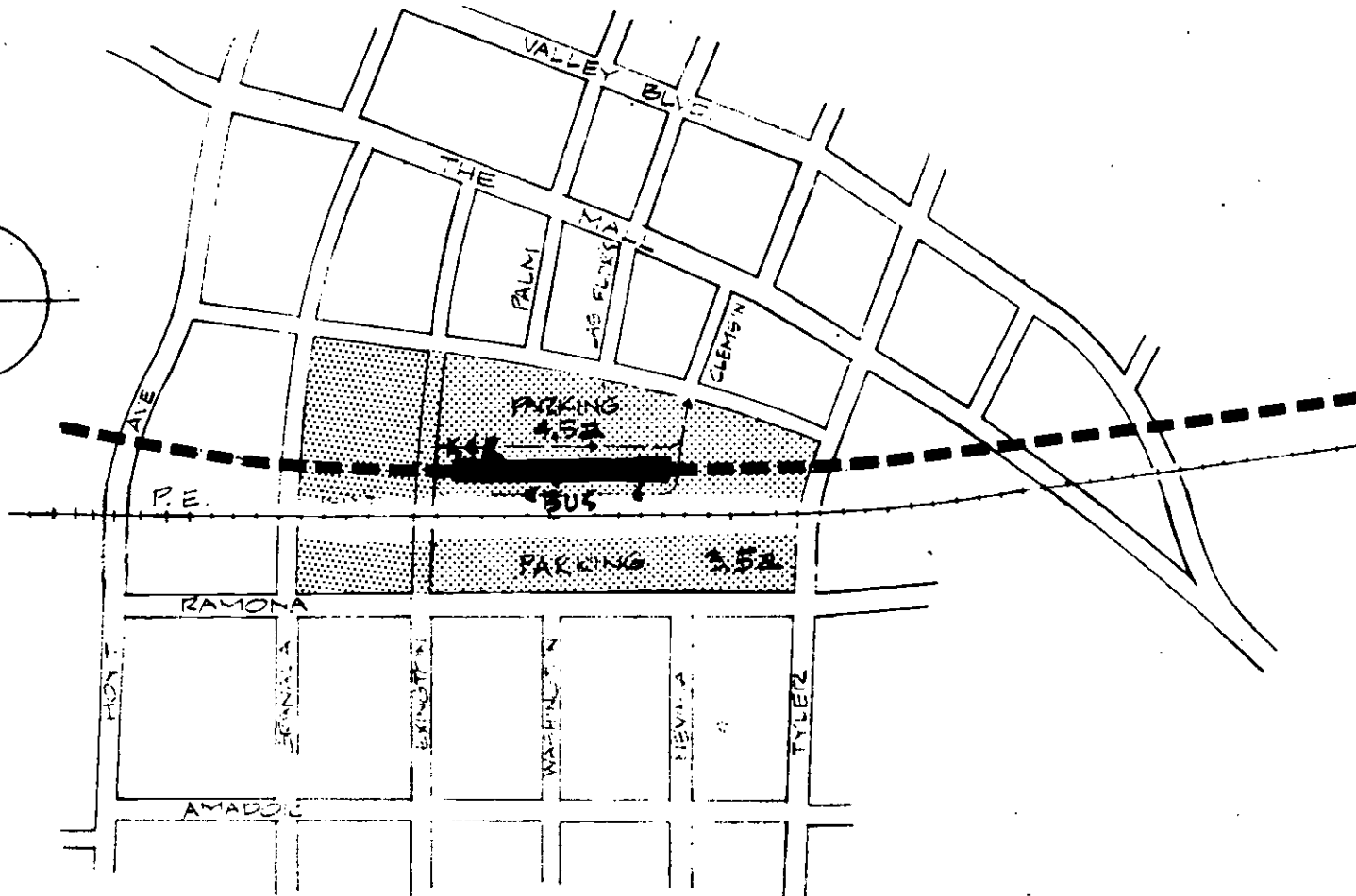
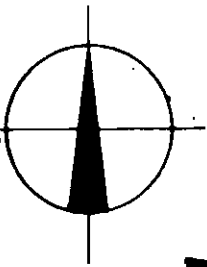
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SCHEMATIC SITE PLAN

ROSEMEAD TRANSIT STATION (ROUTE "A")

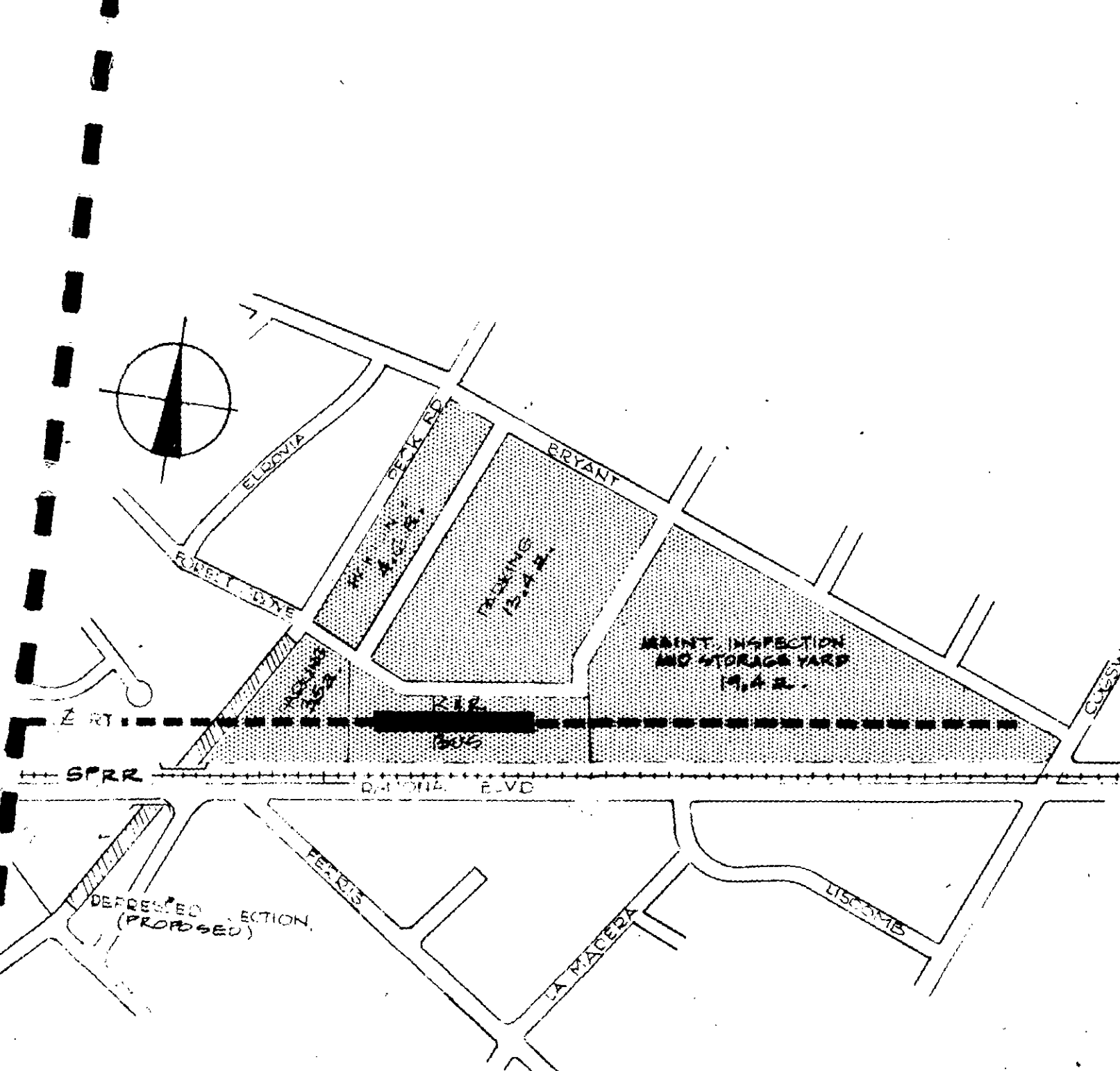
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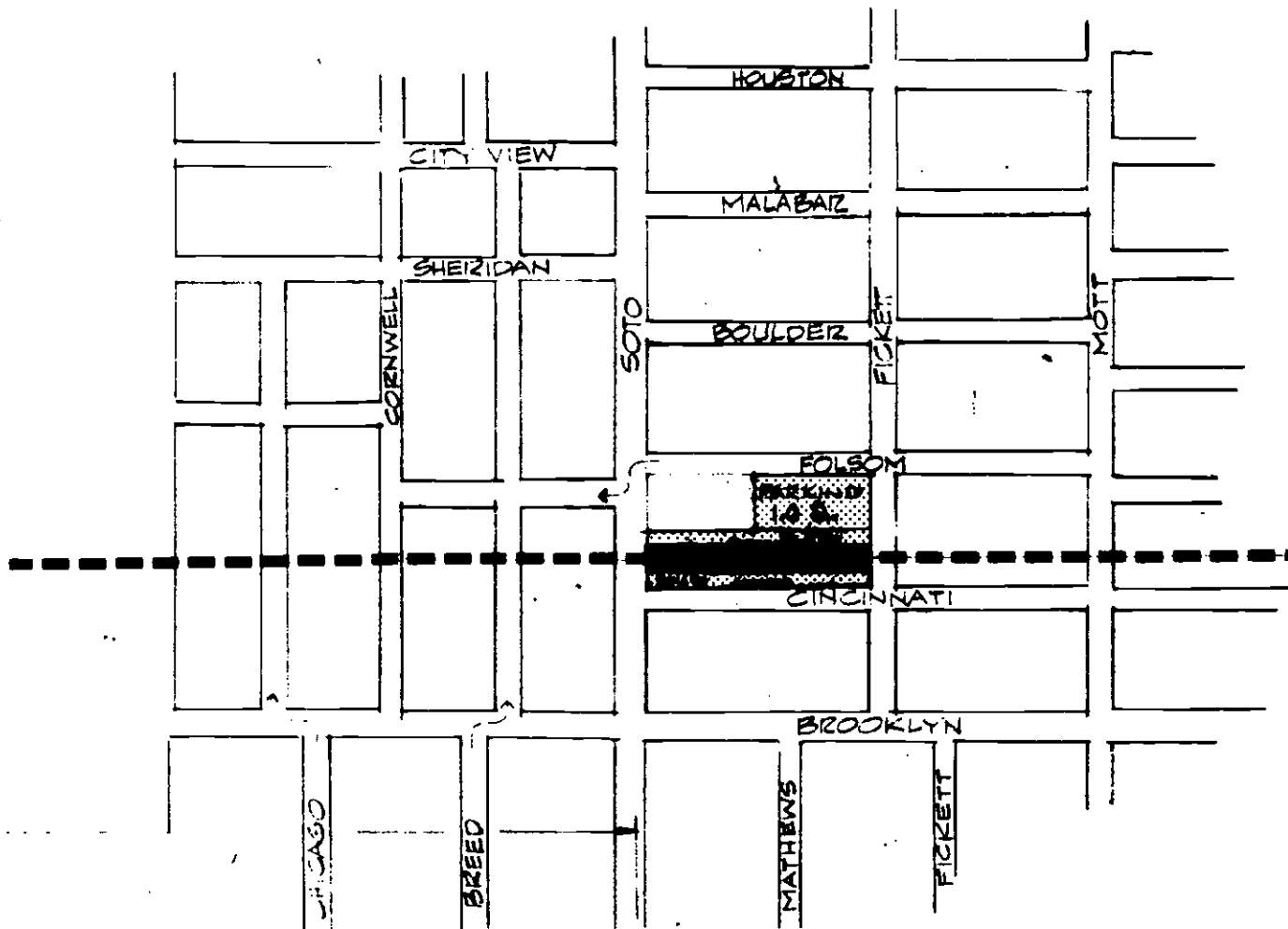
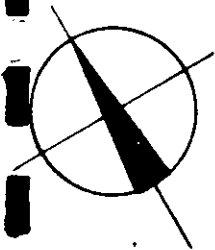
SCHEMATIC SITE PLAN

TYLER TRANSIT STATION

SCALE: 1" = 500'



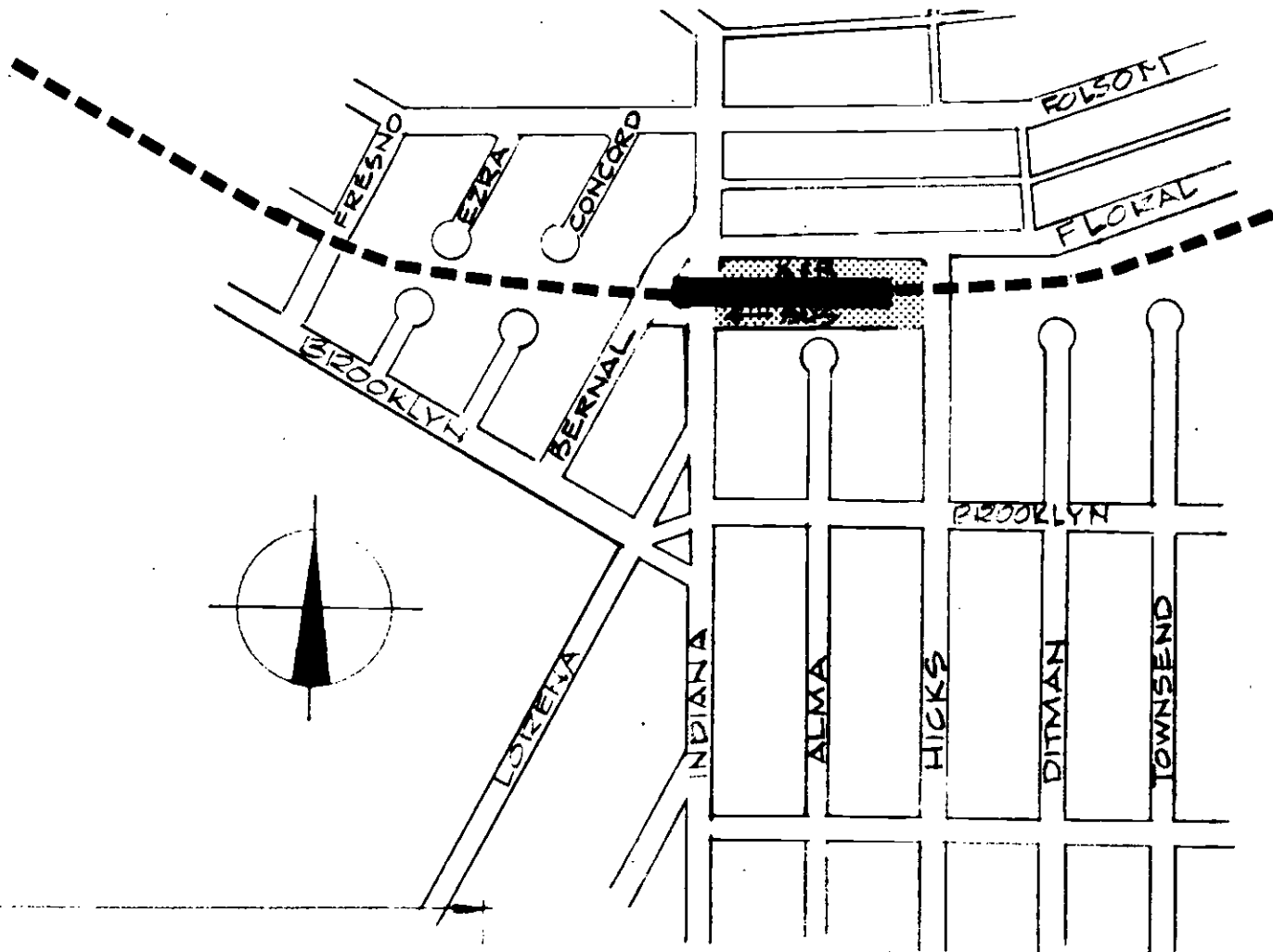
SCHEMATIC SITE PLAN
 EL MONTE TERMINAL
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SCHEMATIC SITE PLAN

SOTO TRANSIT STATION (ROUTE "B")

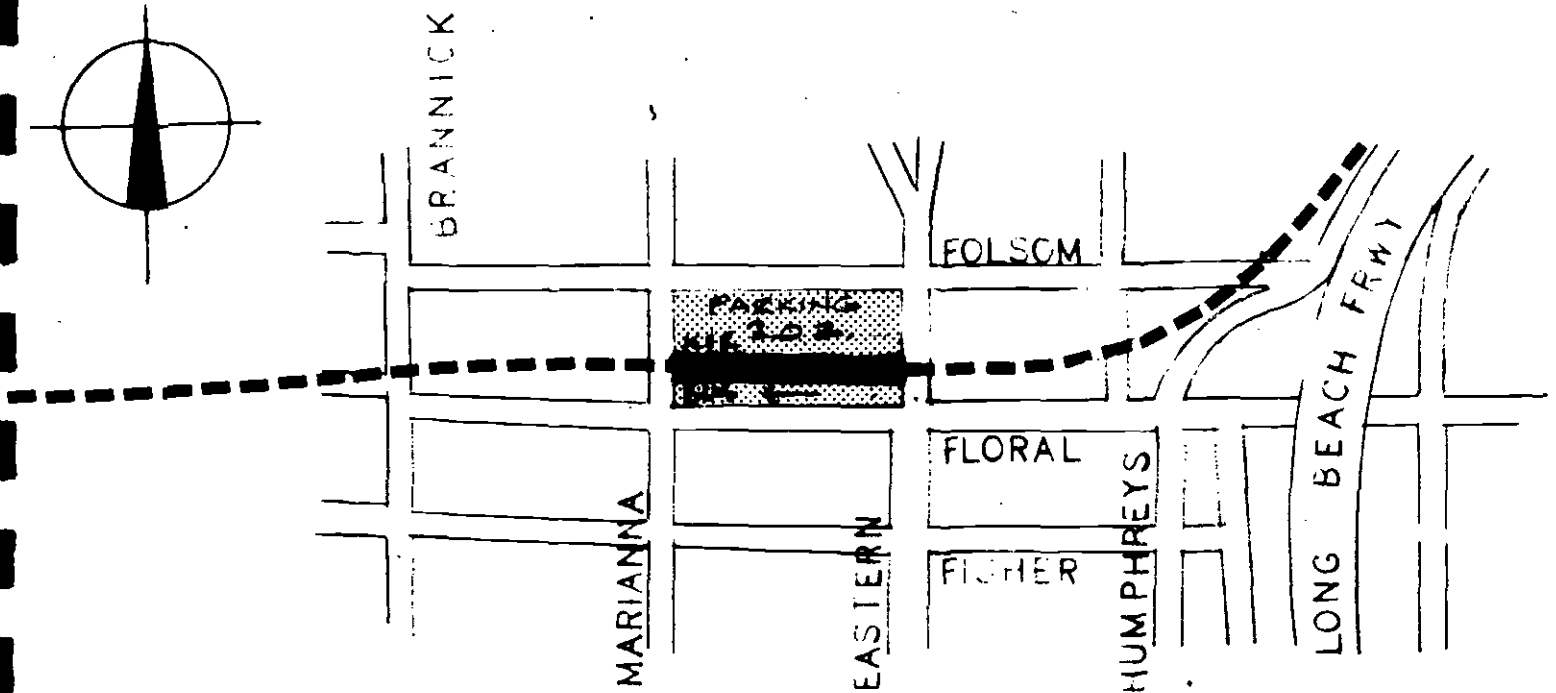
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SCHEMATIC SITE PLAN

LORENA TRANSIT STATION (ROUTE "B")

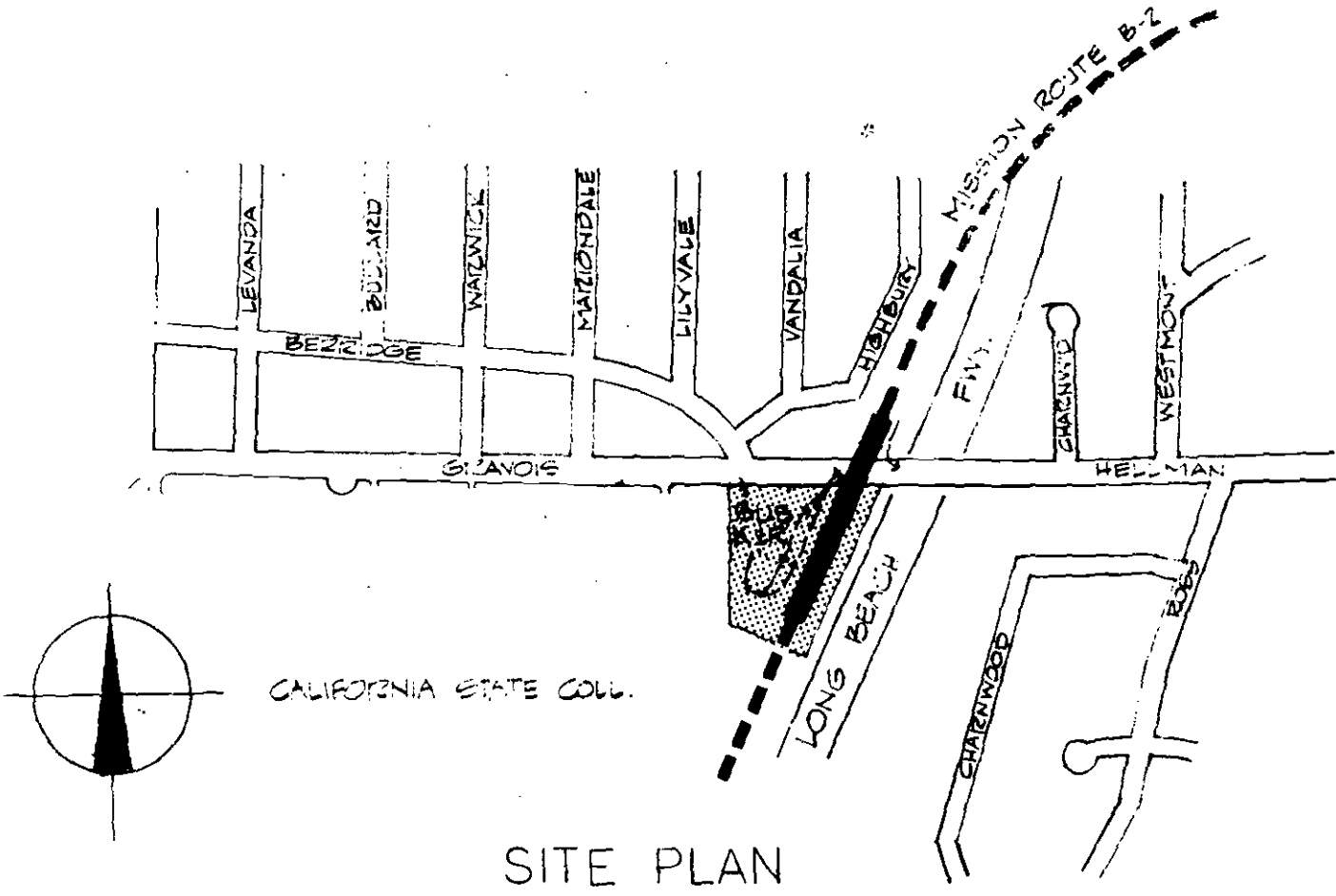
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SCHEMATIC SITE PLAN

EASTERN TRANSIT STATION (ROUTE "B")

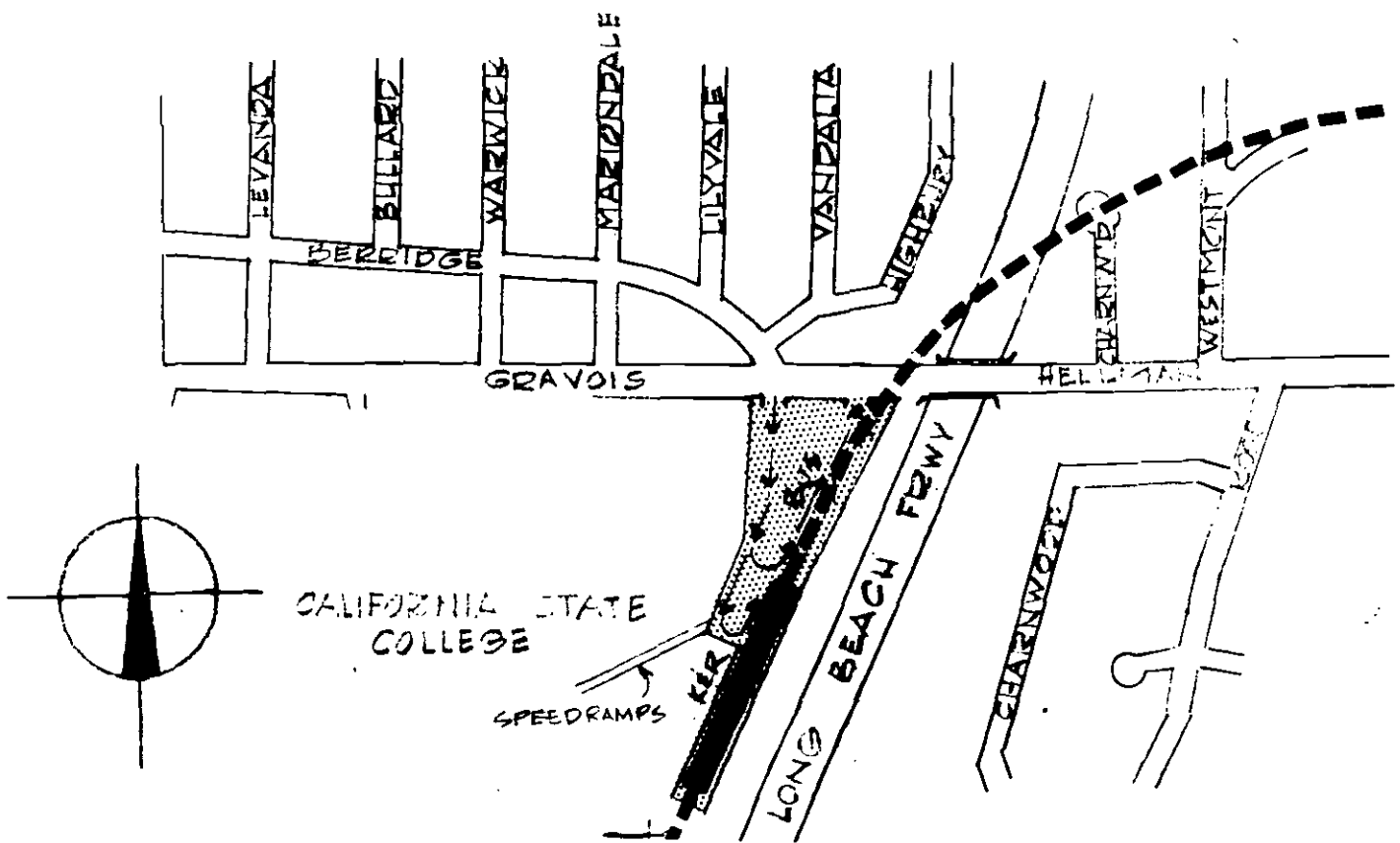
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SCHEMATIC SITE PLAN

CAL STATE TRANSIT STATION (ROUTE "B")

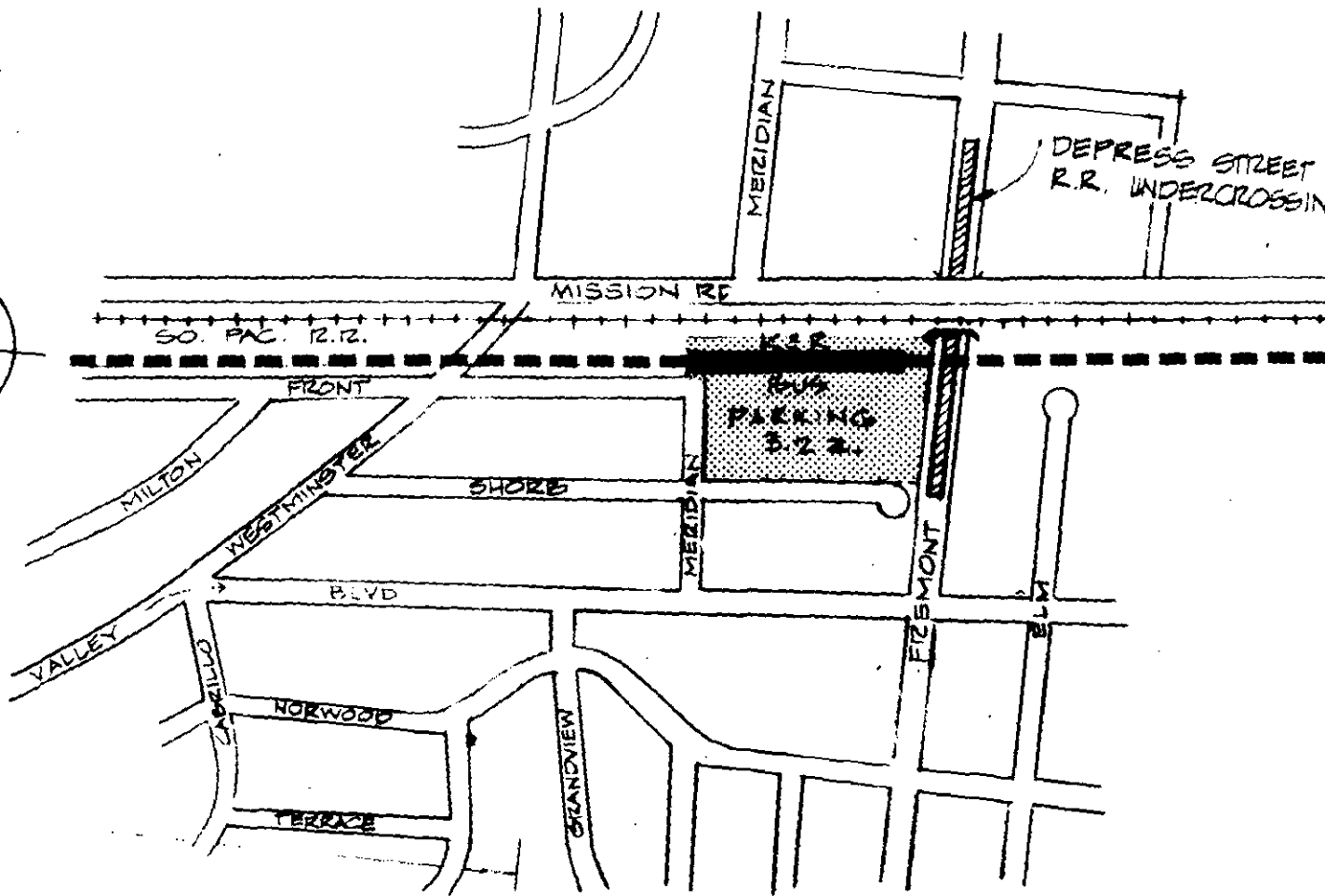
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SCHEMATIC SITE PLAN

CAL STATE TRANSIT STATION (ROUTE "C")

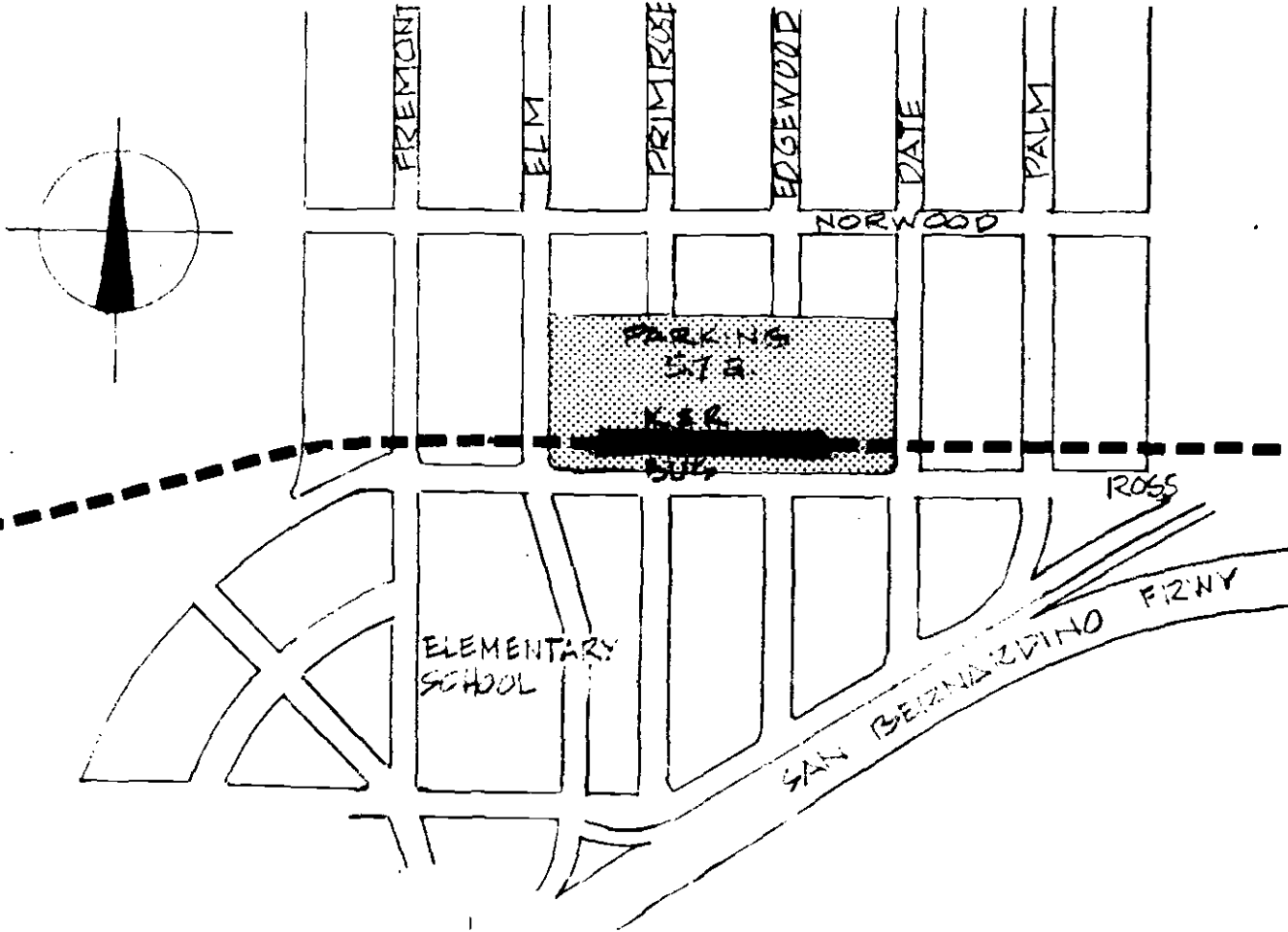
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SCHEMATIC SITE PLAN

FREMONT TRANSIT STATION (ROUTE "B")

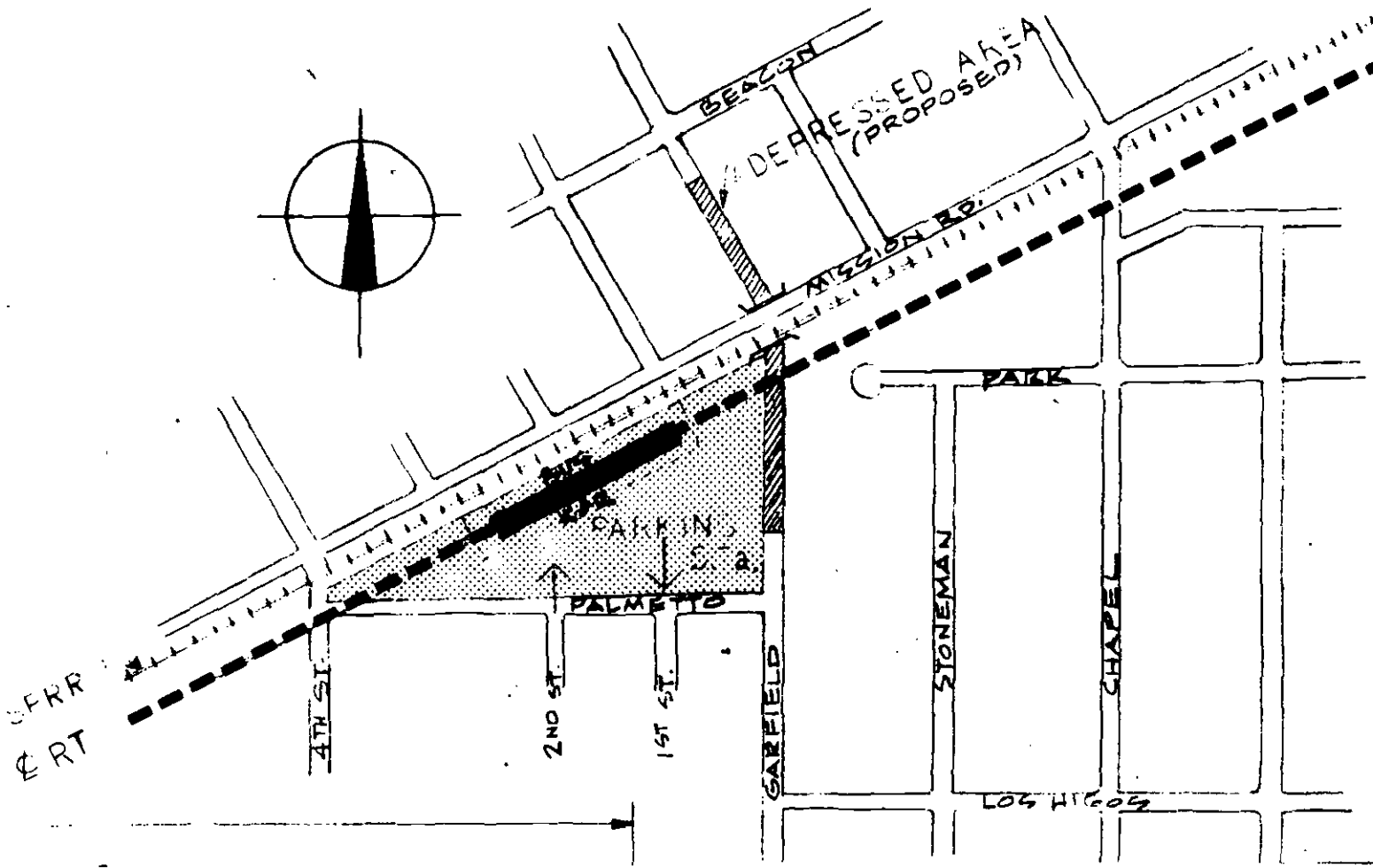
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SCHEMATIC SITE PLAN

FREMONT TRANSIT STATION (ROUTE "C")

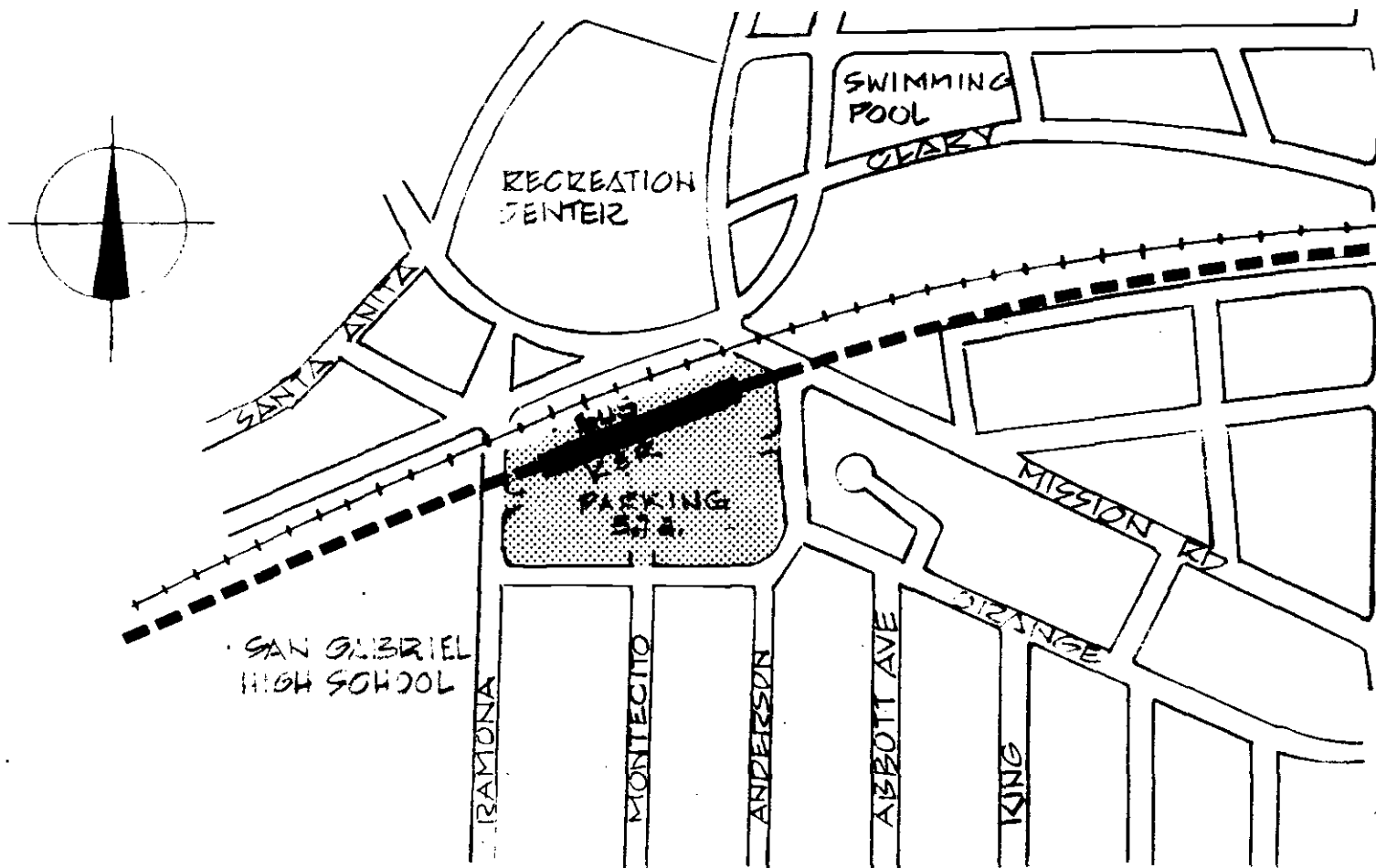
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SCHEMATIC SITE PLAN

GARFIELD TRANSIT STATION (ROUTE "B")

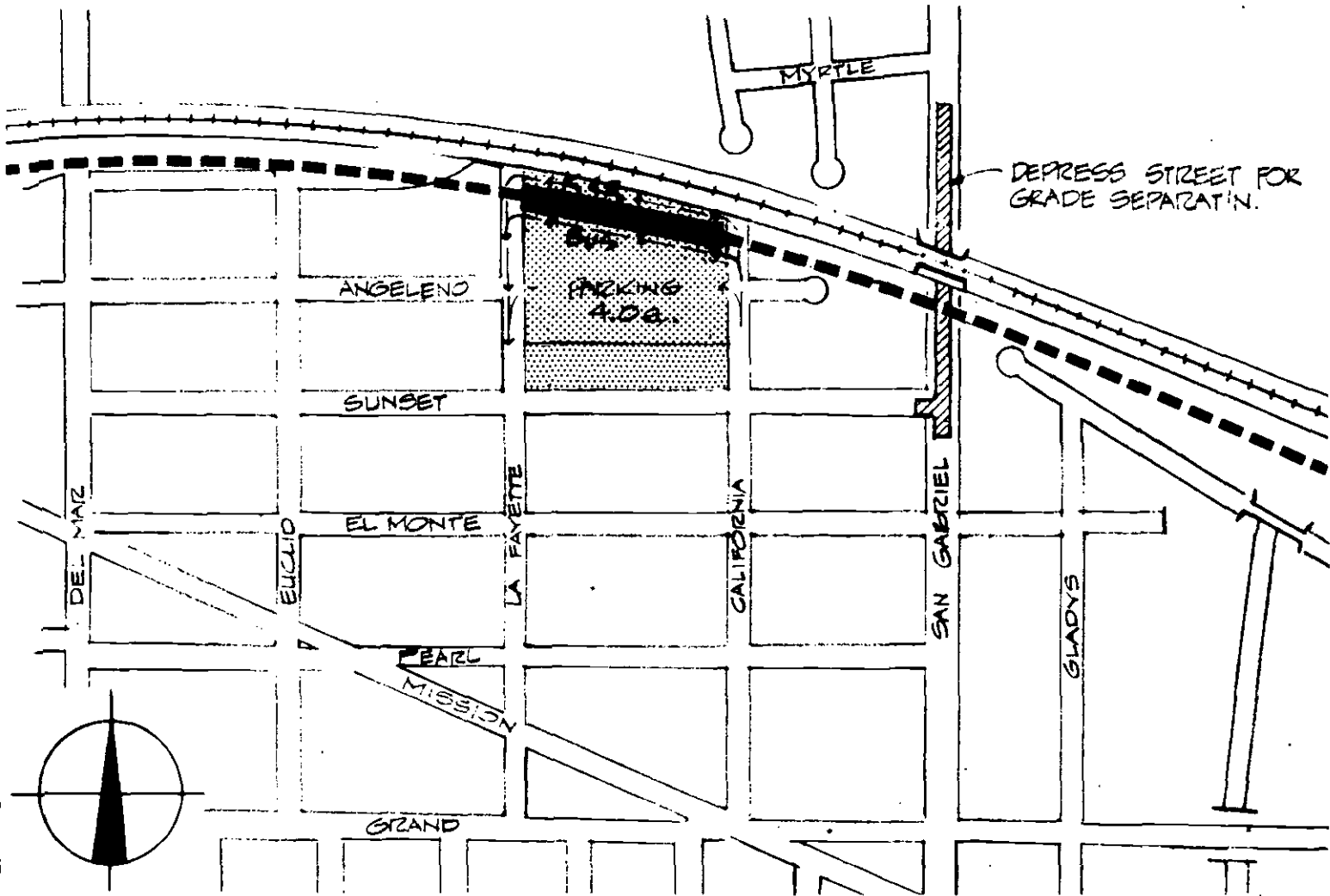
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SCHEMATIC SITE PLAN

RAMONA TRANSIT STATION (ROUTE "B")

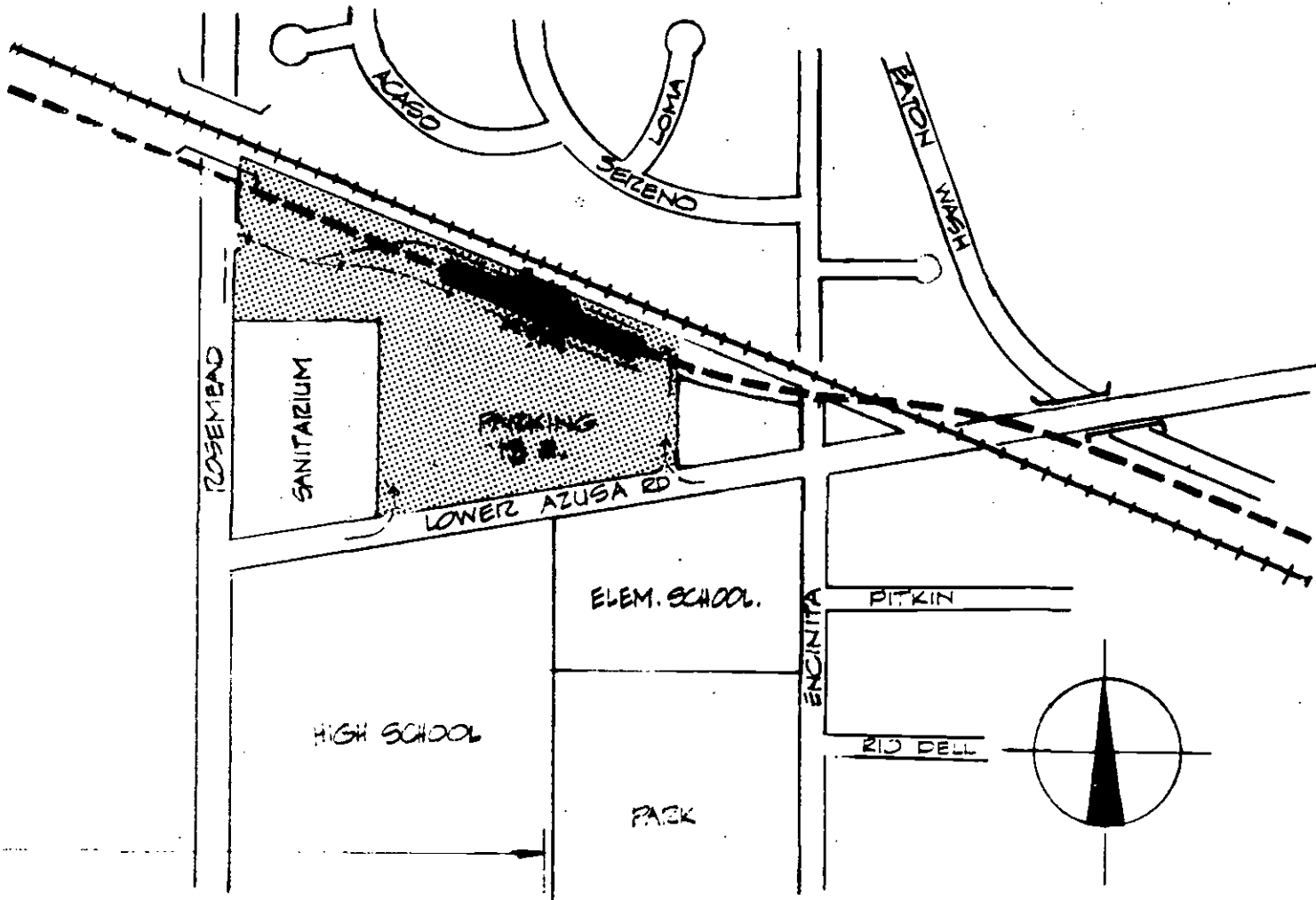
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SCHEMATIC SITE PLAN

SAN GABRIEL TRANSIT STATION (ROUTE "B")

SCALE: 1" = 500'



SCHEMATIC SITE PLAN

ROSEMEAD TRANSIT STATION (ROUTE "B")

SCALE: 1" = 500'