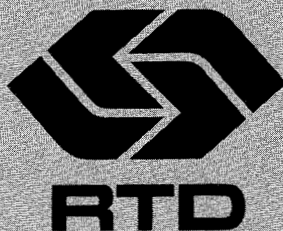


# El Monte · Los Angeles Busway System



Where The Future Rides

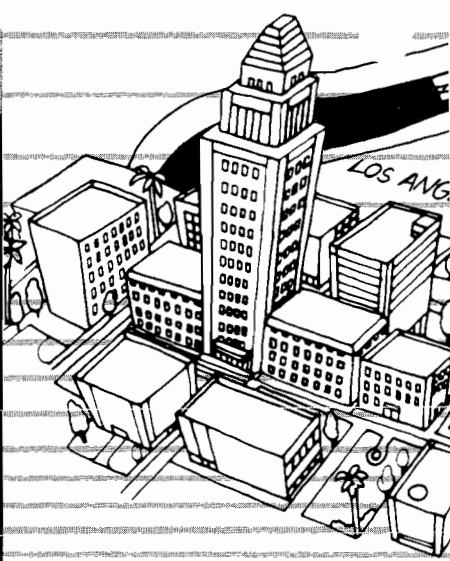
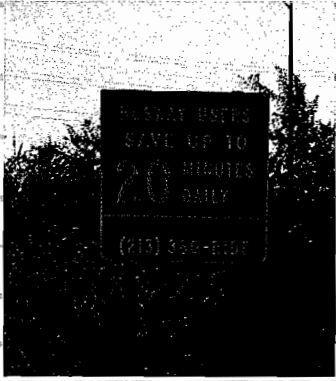
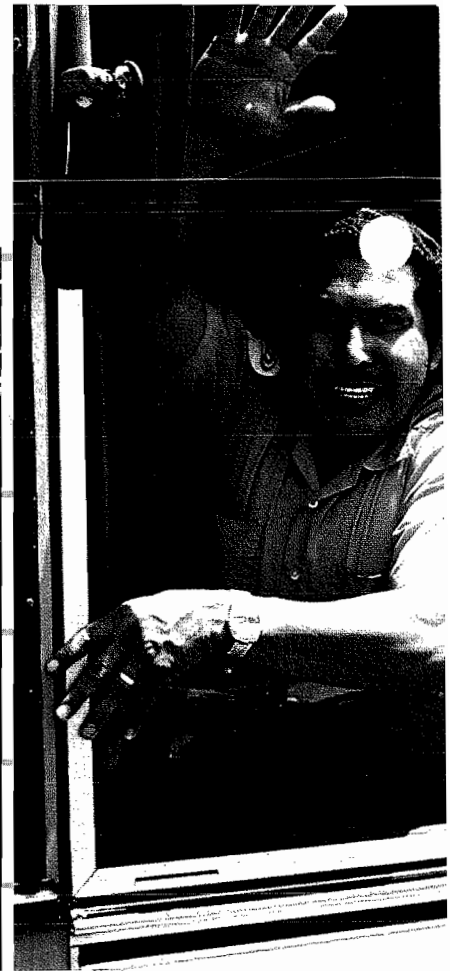
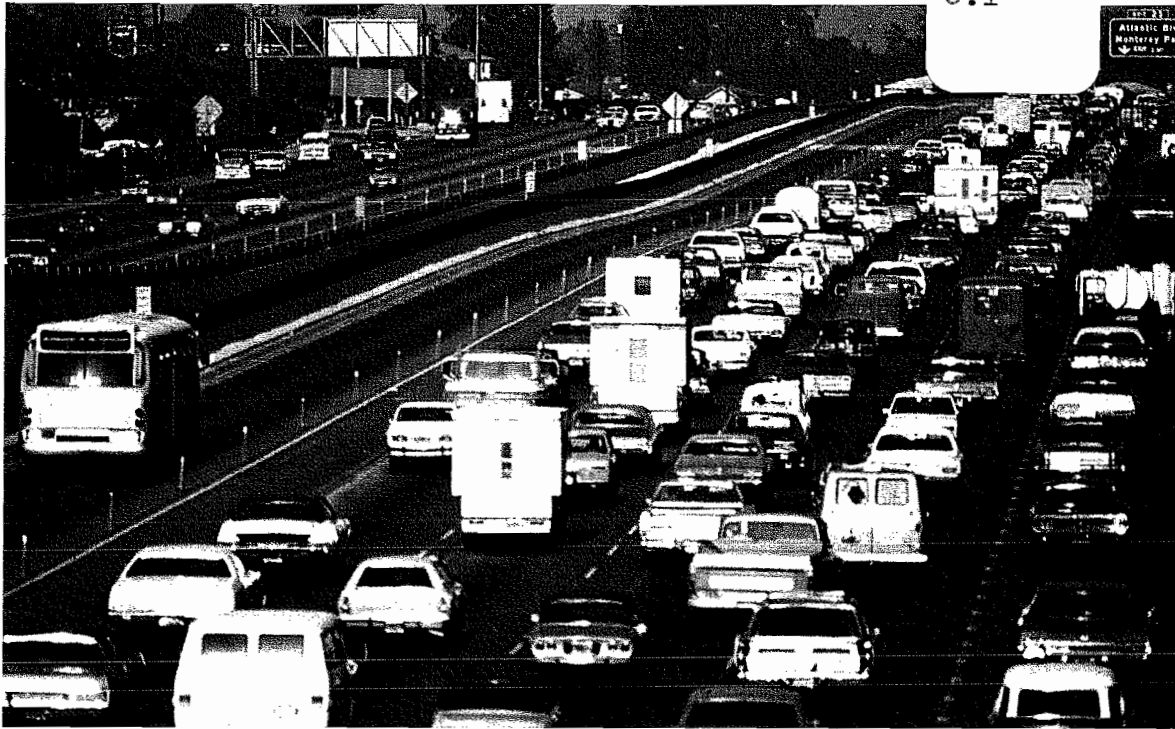


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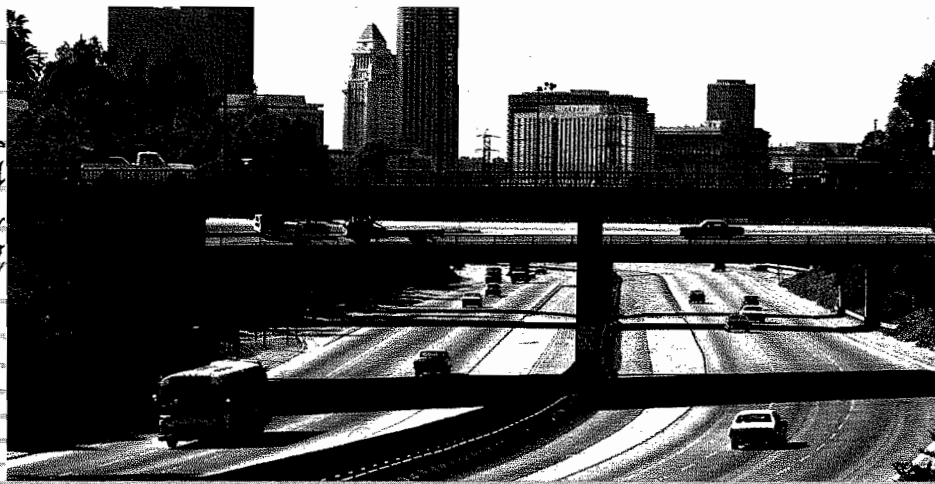
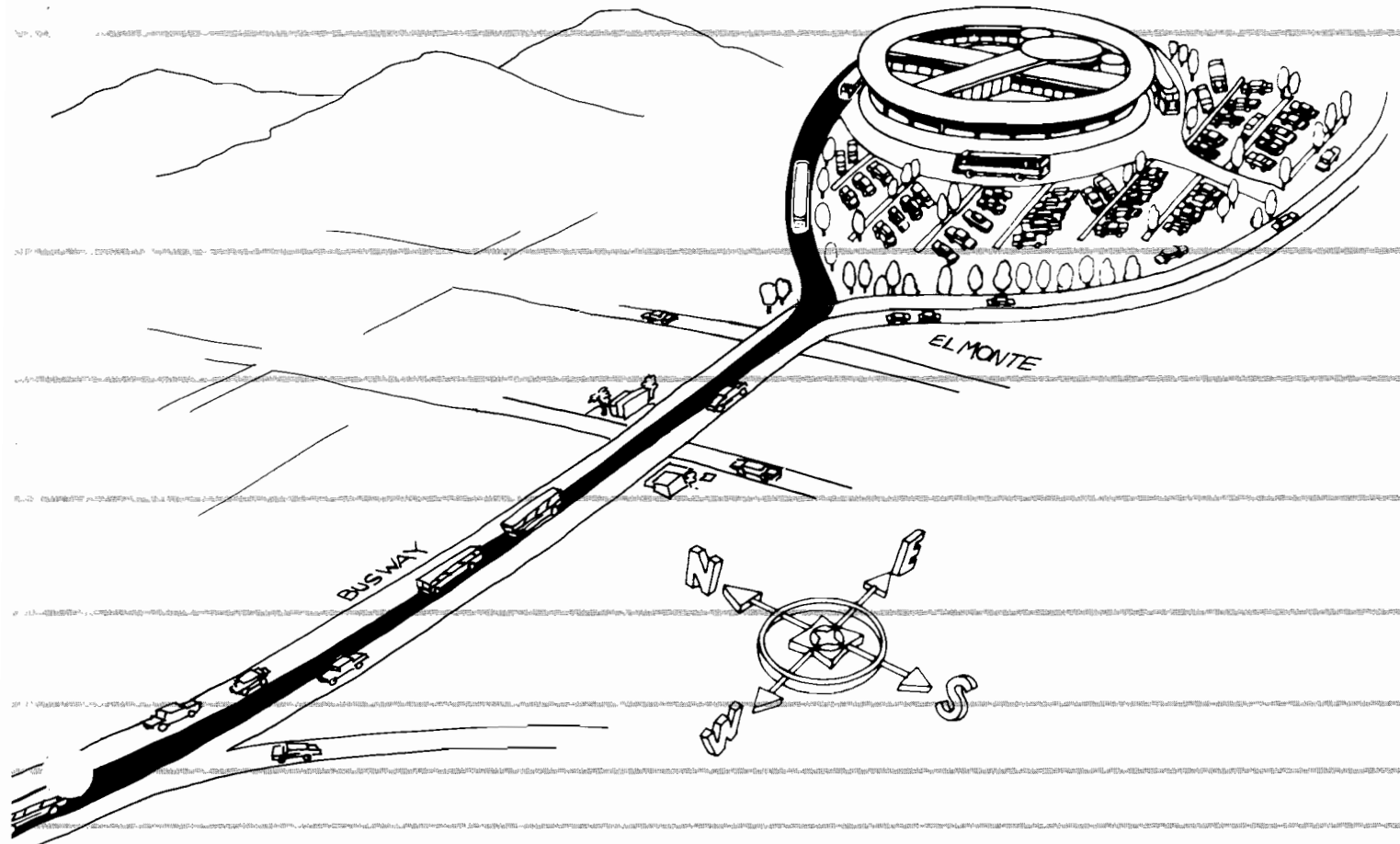
# A Transportation Alternative



The Los Angeles-El Monte Busway -a thriving rapid transit system- daily carries thousands of RTD patrons at high speed through one of the most heavily congested travel corridors in the Southland. Busway service is smooth, comfortable and economical.

Stretching from the Central San Gabriel Valley to downtown Los Angeles, the 11-mile Busway is an engineering marvel in its own right. Yet, for its patrons, it is far more than that. It is their form of transportation.

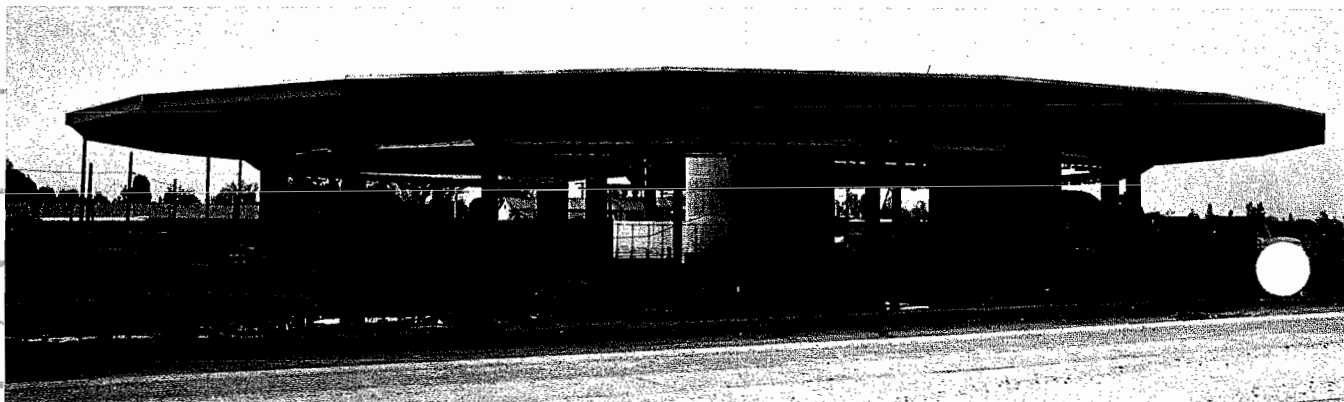
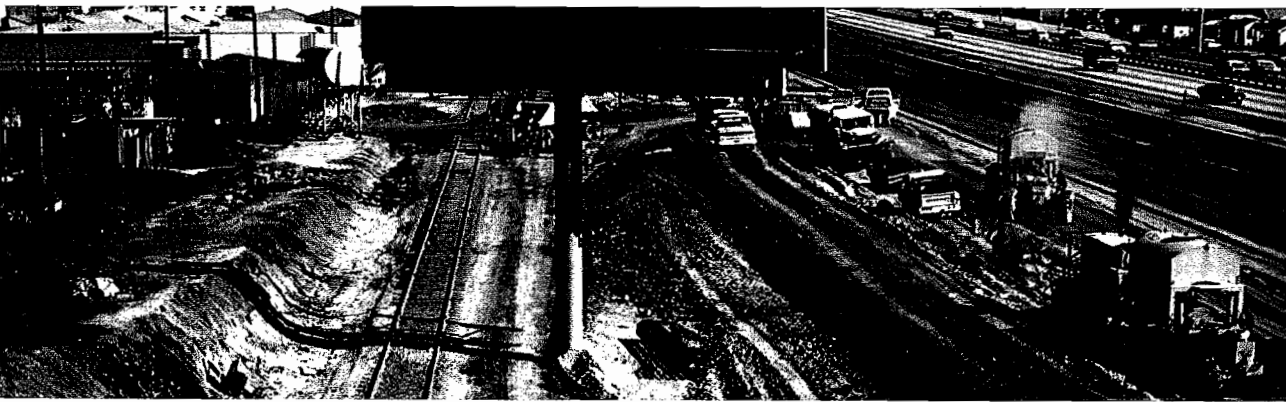
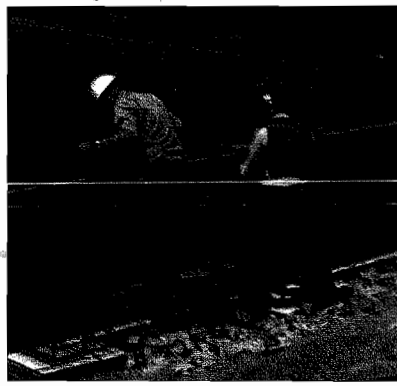
The nation's first specifically planned and designed bus rapid transit system, the Busway proved what rapid transit theorists and advocates knew all along -- that if you save people time they will use an alternative to their cars.



Nearly 90 percent of all people who ride in buses on the Busway have cars available to them, but prefer to glide along the Busway path, saving 15 to 20 minutes over their counterparts who creep along in rush hour traffic on the bordering San Bernardino Freeway.

Ask Busway riders why they use it and they'll tell you: it saves them time and money and gives them freedom from traffic congestion.

# From Dream To Reality



What is reality today was only a dream in the late 60's when the Busway concept was developed by RTD and joint efforts were begun with the California Department of Transportation, Federal Highway Administration and Urban Mass Transportation Administration.

Built for \$61 million—a fraction of the cost of an urban freeway but with three times the passenger-carrying capacity—the Busway carries as many as 25,000 passen-

gers a day, not to mention hundreds of rush hour commuters in car and van pools. That translates into fewer cars, less smog and an estimated annual savings of 6.5 million gallons of gas.

But the translation from dream to reality was not easy.

Consider. To construct the RTD Busway, it was necessary to relocate a railroad line and build or modify 54 highway and railroad

bridges, four pedestrian overcrossings, two highway tunnels and one pedestrian tunnel—at 26 separate locations. In addition, three passenger stations were constructed. And, tons of earth had to be pushed, shoved, graded—and in some cases made to vanish completely. For example, to construct the RTD El Monte Station, dozens of earth movers worked for weeks, excavating debris from a solid waste fill, then importing and compacting new material to form the

# The Busway Begins



base for the award-winning station.

To take a ride on the Busway, starting in Los Angeles, board one of the 20 RTD bus routes which operate along the facility.

You will notice the RTD bus enters the Busway at Mission Road on the left of the roadway. Busway engineers reversed the lanes here on purpose to take advantage of existing freeway on-ramps connecting auto traffic with the westbound

Santa Ana Freeway interchange near Mission.

As the bus heads east, a set of railroad tracks can be seen stretching ahead for miles on the left. These tracks are important. They once stood where the Busway stands today. Owned by the Southern Pacific Transportation Co., the tracks were transplanted to make way for the Busway.



# Hospital Station



Soon, the bus pulls into the first of the Busway's three stops, the RTD Hospital Station. Built near the sprawling Los Angeles County-USC Medical Center, the station was placed between the lanes to allow easy passenger boarding.

In seconds, several passengers climb aboard and the bus is moving again. Watch. Suddenly the westbound Busway lane appears over-

head to the right, then just as suddenly it descends on the left side of the bus.

The engineers switched the lanes for two reasons. First, a natural grade separation made it easy to do. Second, the railroad right-of-way on which the Busway lies eventually connects with the middle of the San Bernardino Freeway.

Since the railroad and both lanes of the Busway must merge onto the median strip, Busway designers wanted to get eastbound buses traveling adjacent to the eastbound freeway traffic and westbound buses traveling next to westbound traffic. Less confusing for motorists, they reasoned.

# University Station



But before the bus drives onto the middle of the San Bernardino Freeway, the bus has one more stop to make -- the RTD University Station.

Built near the California State University campus east of downtown Los Angeles, the award-winning station includes two separate structures connected by an overhead bridge. The station on the left is 38 feet above the one on the right.

The massive concrete wall, rising on the left, supports giant underground steel girders that were driven beneath it. The wall and girders support the westbound traffic lanes and westbound station.

Soon the bus pulls back onto the RTD Busway, descending within seconds onto the median of the San Bernardino Freeway. On this leg of the trip, your bus will pass two special ramps, one connecting buses with the Long Beach Free-



way, the other for buses merging to and from the Busway at Del Mar Avenue.

# The Design Of The Future...



In minutes, the final seven miles of the journey pass and the bus enters a tunnel and ascends to the El Monte Terminal, the final RTD station.

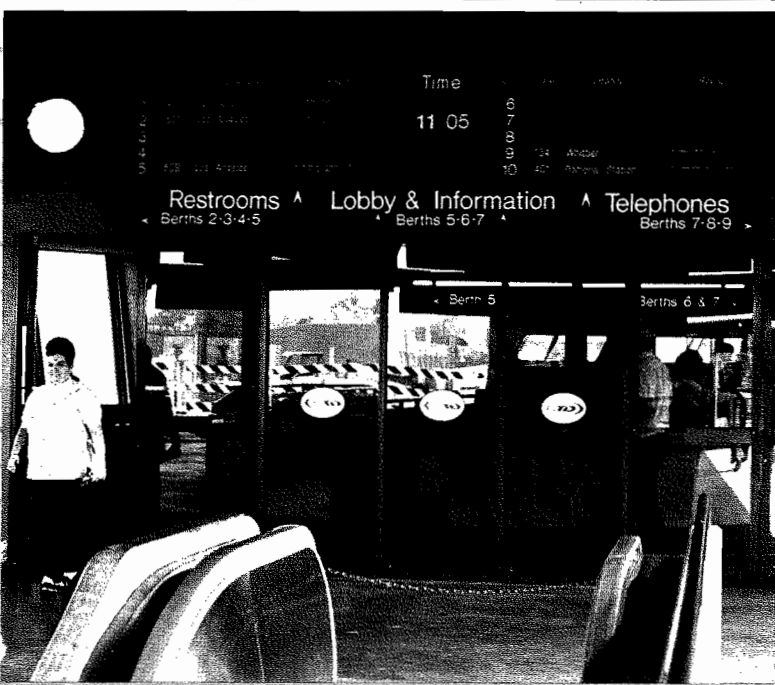
A totally new concept in bus station design, this circular facility, with a diameter of some 160 feet and with 10 berths, was built in the center of a 1,500-car parking lot.

After parking their cars, patrons enter the station via a low tunnel which leads to a landscaped patio. A stairway, escalator and elevator for the handicapped provide access to the upper level lobby, ticket information and bus arrival and departure area.

At the station, you can hear the service director calling out the arriving bus lines as buses are assigned to their loading and unloading berths.



# Today

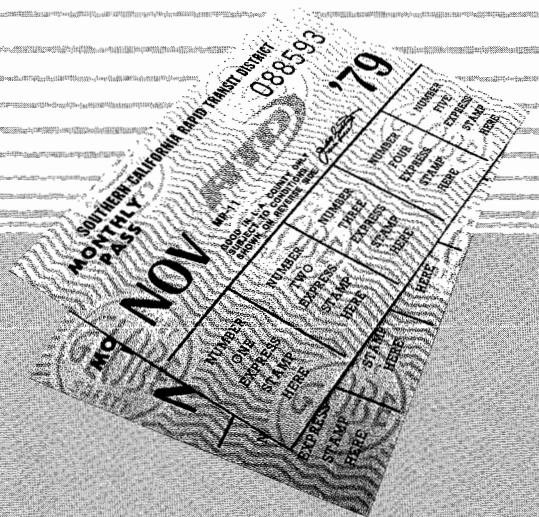


On the return trip, as the bus pulls out of the station, two bridges will appear, one straight ahead, the other stretching across the Rio Hondo River on the right.

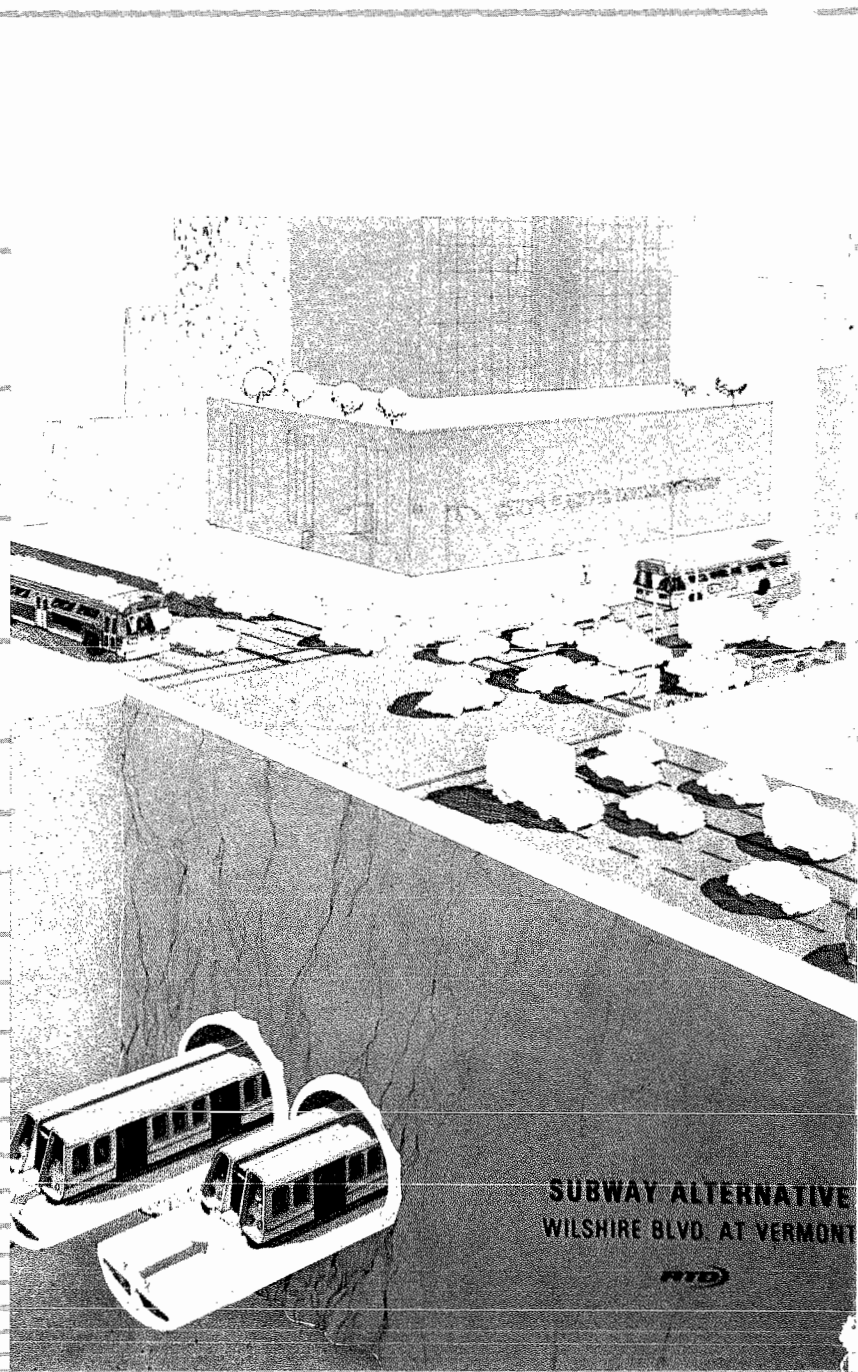
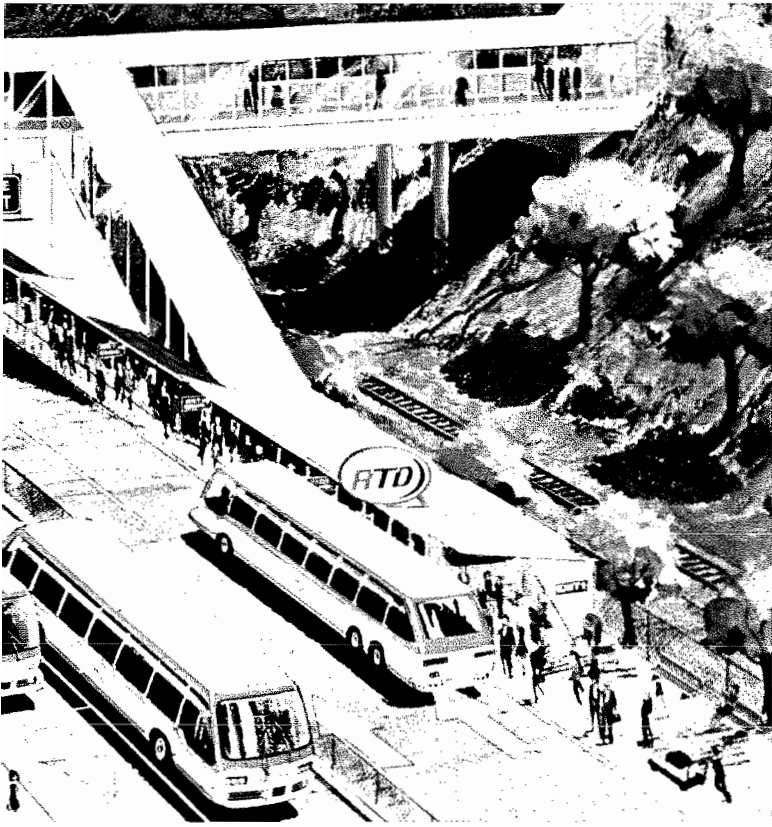
The one ahead was once a train bridge. RTD engineers shortened it and made it into one for buses. The white bridge on the right was built to replace the original train bridge.

Laying out the train and auto-bus lanes this way saved the taxpayers more than \$9 million. That's the increased amount a five-tier structure for the bus lanes, freeway lanes and train tracks would have cost.

Continuing on, the bus glides along the Busway toward downtown Los Angeles, completing the final leg of your trip.



# Meeting Tomorrow's Needs



Successful, practical and timely ideas grow, generating other ideas.

First, the Busway itself will get longer. A one-mile extension is planned from its western terminus at Mission, stretching westward across the Los Angeles River to Alameda Street and Union Station. There, passengers will be able to transfer to Amtrak trains and the proposed downtown "People Mover."

Rapid transit tracks are planned to lie along the path of the Busway. Transportation experts say when bus traffic becomes heavy enough, it will be more economical to transport people on it by rail rather than by bus.

RTD engineers and planners figured that would happen someday. They designed the Busway for easy conversion to rail.

Should the Busway be converted to rail, it would connect with the subway system planned for Los Angeles' "regional core," a 55-square mile area encompassing downtown Los Angeles, the Wilshire area, Hollywood and North Hollywood.

Indeed, the Busway concept has a future as one of the major solutions to mass transit needs in Los Angeles and the Southland.

# Facts About The El Monte · Los Angeles Busway

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## Express Busway

SPECIAL PERMIT



BUSES ONLY



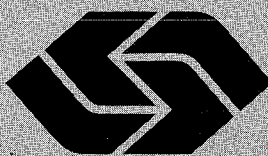
- Idea developed in late 60's
- Construction began in 1972
- Length: 11 miles
- Carries more than 25 percent of all commuter trips from western San Gabriel Valley to downtown Los Angeles.
- Completed in 1974
- Built for \$61 million-fraction of

cost of a six-lane freeway, but can carry three times as many passengers.

- Concept developed by Southern California Rapid Transit District with joint engineering and construction with California Department of Transportation, Federal Highway Administration, Federal Urban Mass Transportation Administration, and cities of El Monte, Los Angeles and San Gabriel.

- Daily Ridership  
1973—4,000 approximately  
1975—exceeding 12,000  
1976—18,000  
1979—25,000

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Southern California Rapid Transit District  
425 South Main Street  
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