

FREEWAY TRANSIT ANNUAL REPORT

Fiscal Year 1981-82

Southern California Rapid Transit District

Planning Department

July 1982

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August 20, 1982

John A. Dyer
General Manager

To: Board of Directors

From: John A. Dyer

Subject: REPORT OF FREEWAY TRANSIT ACTIVITIES - FISCAL YEAR 1981-82

INTRODUCTION

Freeway transit development is one component of the four-part Regional Transit Development Program jointly developed by the SCRTD, Caltrans and the City of Los Angeles. This element originally envisioned the provision of expedited bus service on existing and planned freeway facilities, including some exclusive bus/carpool lanes as necessary, supported by On-Line Facilities (freeway bus stops, freeway-to-freeway stations) and Off-Line Facilities (transit centers, park/ride lots). However, it does not preclude the selection of a rail mode as the initial operation.

Highlights of accomplishments and activity in Freeway Transit during Fiscal Year 1981-82 are as follows:

1. Service Improvements

During 1981-82, two new freeway express lines were established bringing the total number of freeway lines operating on twelve freeways to fifty-eight. Minor route modifications to thirteen lines in or near downtown Los Angeles to improve service accessibility and minimize travel time were also implemented. In addition, minor route modifications to three freeway lines in other areas were made to improve service coverage. Current weekday freeway transit ridership is estimated to be 56,850 passengers.

2. Transit Centers

There are presently two Transit Centers (El Monte, Fullerton) in operation and being served by District bus lines. During the previous fiscal year, significant progress was made towards the implementation of two additional Transit Centers: West Los Angeles (target date: December 1982) and Los Angeles International Airport (target date: late Summer 1983). Future plans call for the development of nine additional Transit Centers by 1995 dispersed throughout the District's service area. These Transit Centers will serve as focal points for District local and regional service and other operators' service and provide passenger amenities and parking.

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3. Park/Ride Lots

At the beginning of 1981-82, there were sixteen park/ride lots in Los Angeles County served by District bus lines. During the year two new lots were opened and are now being served by District lines (Diamond Bar and Rimerton Road). Fifteen additional park/ride facilities are proposed for development in the future. District staff is presently investigating the feasibility of serving these proposed lots with existing bus lines. Many of the lots are planned by Caltrans utilizing existing highway rights-of-way.

4. Freeway Bus Stops

There are presently eleven bus stops on the following freeways in Los Angeles County: Hollywood, San Bernardino (includes the El Monte Busway) and Harbor Freeways. Eight of these stops will be upgraded with the provision of shelters and improved lighting by late Fall of 1982. In addition, the District has requested that Caltrans investigate the feasibility of establishing five new freeway stops on the Ventura Freeway. By 1995 an additional twenty-five new on-line freeway stops are proposed as part of future transitway development on three freeways (Harbor, Santa Ana and Century).

5. Transitway Development

Transitway facilities are proposed for two existing (Harbor, Santa Ana) and one planned (Century) freeways. The status of progress of these facilities is as follows:

A) Century Freeway Transitway

As part of the Century Freeway project scheduled for completion in early 1990, Caltrans will be constructing a transitway within the freeway median. To date, the alignment and eight on-line freeway stations sites have been finalized. In addition, the method of bus operation on the transitway and at the stations has been agreed upon. Near-term activities include finalization of station design and revisions to a preliminary bus operating plan. Caltrans staff is currently proceeding to design the transitway as a Bus/HOV facility. However, this does not preclude an initial rail operation if that decision is made and appropriate funding provided.

B) Harbor and Santa Ana Freeway Transitways

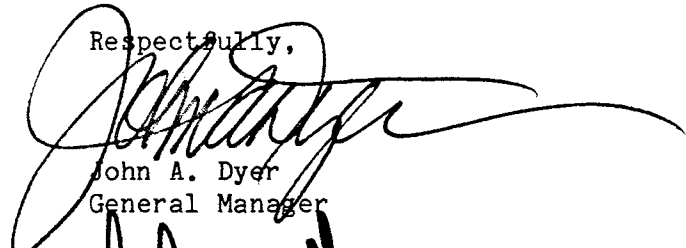
Caltrans is also evaluating the feasibility of building transitway facilities within the Harbor and Santa Ana Freeway corridors. The agency is looking at the following alternatives: no-build, TSM, two-way Bus/HOV Guideway, peak-directional Bus/HOV Guideway, intermediate capacity rail system, light rail system and heavy rail system (Harbor corridor only). During 1981-82 District staff, working closely with a private consultant, developed operating and costing plans for each alternative. Draft public-review EIS documents for both corridors are scheduled for release

in early Fall of 1982. Revised documents will be sent to Caltrans headquarters in March 1983, for review, final approval and transmittal to the Federal Highway Administration (FHWA). After final FHWA review and approval scheduled for July 1983, a grant application to the appropriate federal agency for project funding will be prepared by the State and forwarded in September 1983.

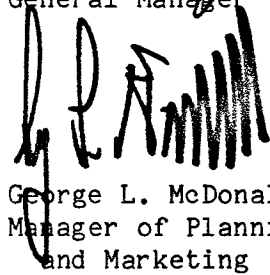
Attached is a report detailing current and future Freeway Transit activities. Of particular interest is the section showing the evolution of today's facilities into a planned future 1995 system (Exhibits 2-7 through 2-10).

Staff will continue to apprise your Board of all Freeway Transit activities on a periodic basis.

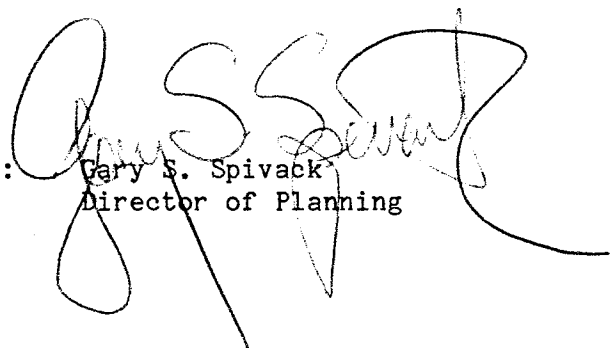
Respectfully,



John A. Dyer
General Manager



By: George L. McDonald
Manager of Planning
and Marketing



By: Gary S. Spivack
Director of Planning

Attachment

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SECTION I

INTRODUCTION

The purpose of this document is to provide a progress report on the development of a region-wide freeway transit system in Los Angeles County. Freeway transit is one component of the four-part Regional Transit Development Program, developed jointly by the SCRTD, Caltrans and the City of Los Angeles and is based upon the findings of the Regional Transit Alternatives Analysis. The four parts of the Regional Transit Development Program are:

- Element I Improved Bus System using
 Transportation Systems Management
 (TSM) techniques
- Element II A High-level Bus-on-Freeway System,
 including some exclusive bus/carpool
 lanes as necessary to provide
 free-flow freeway transit service
- Element III A Los Angeles CBD
 Circulation/Distribution
- Element IV A Regional Core Transit Element

This report provides an overview of existing freeway transit service and facilities and also changes that have occurred during fiscal year 1981-82. In addition, planned facility and major operational changes proposed within the next fifteen years are also addressed.

Freeway Transit System

The Regional Freeway Transit System recognizes the need to maximize the use of the existing extensive Los Angeles freeway network. In order to compete with the private automobile and provide maximum accessibility to all parts of the region, it is necessary for the District to provide expedited service along the Region's existing and planned freeways. Freeway transit service is consistent with national, state and local goals of energy conservation and improved air quality.

The Freeway Transit System consists of three major components: freeway transit corridors, on-line facilities and off-line facilities. These components and sub-categories are discussed in the following paragraphs.

Freeway Transit Corridors

Freeway transit corridors are those facilities on which buses operate in an express mode without stops due to cross traffic or stop lights. All existing freeway transit service operates a part of its route on local

streets either to pick up, or distribute passengers. However, once on a freeway the advantage of this service is realized in terms of minimum travel time.

1. **MIXED-FLOW FREEWAY FACILITY:** This type of facility represents the vast majority of freeway surface mileage in Los Angeles County. It simply means a freeway where all types of vehicles (buses, carpools, single-occupant automobiles) operate on a freeway with no priority or preference provided. The majority of District-provided freeway transit service operates on this type of facility.
2. **SEPARATE HIGH OCCUPANCY VEHICLE (HOV) FACILITY:** In this type of facility, separate lanes are provided for buses and carpools. Two types of HOV facilities are possible. One approach is to designate an existing freeway lane with appropriate signing and markings, for HOV use. The second approach is to build a separate lane either at-grade, or in an elevated facility to parallel an existing or planned freeway. An example of the former approach was the Santa Monica Freeway Diamond Lane. The El Monte Busway represents an example of the latter approach.

The advantage of an HOV facility over a mixed-flow facility is that it allows a free flow movement of buses by providing a bypass to normal peak-hour freeway congestion. In addition, separate HOV lanes (built in addition to existing freeway lanes) allow the possibility of conversion to rail in the future should demands warrant it.

On-Line Facilities

On-line facilities are a part of a freeway facility and are designed so that freeway bus service does not have to physically exit the freeway to serve them.

1. **ON-LINE STATION:** Each facility would be similar to the University and Hospital Stations on the El Monte Busway. All stations would have passenger shelters and information displays. If heavy station patronage develops at a level approaching that of a TRANSIT CENTER, then ticket and information centers could be provided. All stations would provide parking facilities where possible, as well as be served by a local feeder/distribution system in the area. Kiss/Ride space would be allocated for passenger drop-off and pick-up where feasible.
2. **FREEWAY-TO-FREEWAY TRANSFER STATIONS:** This station would provide the necessary transfer of passengers wishing to change directional travel from one freeway route to another freeway when the feasibility of establishing such a facility can be achieved. In many cases because of their location, freeway-to-freeway stations would be restricted to inter-freeway transfers and would not accommodate people arriving by another mode.

Off-Line Facilities

Off-line facilities, while supportive of freeway transit service, are not part of the freeway facility and buses must exit the freeway to make use of these facilities.

1. **TRANSIT CENTER:** These facilities will serve as the major focal point for local and Freeway Transit services within a sub-region (sector) and travel corridor. A Transit Center will also serve as an inter-agency interface point between (a) regional transit operators and (b) between regional operators and municipal operators where service areas overlap or come together. Passenger amenities such as bus shelters, telephones, transit system information, etc., will be provided at these facilities and significant parking areas can be included if available land exists for this purpose.
2. **PARK/RIDE LOT:** Park/Ride lots provide beginning or intermediate passenger loading/discharge points for freeway transit service. By concentrating boardings/alightings in a few locations, transit service is expedited. Park/Ride lots can either be privately owned (shopping centers, drive-ins, churches) or owned by governmental agencies (most operated by Caltrans).

Two additional observations concerning freeway transit facilities are worth noting. The first is that their development should be viewed as an evolutionary process. That is, a facility may be developed as an interim facility until demand warrants and funding allows upgraded facilities. An example of this is a decision to build a parking lot at a strategic location and as demand and local feeder service grow, building a transit center at a later date. Another example is to initially build a freeway bus stop and add shelters, lighting and a park/ride lot at a future date.

The second observation notes that freeway transit facilities can be developed in various complementary combinations. For example, a transit center could be built with a park/ride lot next to an on-line station. Or an exclusive HOV facility could be built with many on-line stations and with transit centers at each end of the facility.

SECTION 2

FREEWAY TRANSIT FACILITIES

In Section I the freeway transit system was defined to consist of three major components: Freeway Transit Corridors, On-Line Facilities and Off-Line Facilities. A discussion on existing service within the Freeway Transit Corridor presented in Section 3 and Section 4, provides an analysis of major Freeway Transit Corridor improvements in the future. This section addresses the existing and proposed on-line (freeway stops/stations) and off-line (transit centers, park/ride lots) facilities.

Existing Facilities

Transit Centers

There are presently two transit centers served by District bus lines. One center is located at the terminus of the El Monte Busway in El Monte and the other at the Fullerton Park/Ride lot at Orangethorpe and Magnolia Avenues in Fullerton, Orange County. Both facilities provide parking, passenger shelters and other amenities, as well as an interface point for regional and local bus service. In addition, an on-street bus terminal center is located near LAX at 98th Street and Vicksburg Avenue, providing a centralized transfer point between District, local Municipal and Regional service. The terminal is scheduled to be replaced by the LAX Transit Center at the Department of Airports Parking Lot "C" tentatively scheduled for construction in the summer of 1983.

During fiscal year 1981-82, substantial progress has been made on the development of two near-term transit centers: West Los Angeles Transit Center and LAX Transit Center. The progress to date is discussed below:

1. WEST LOS ANGELES TRANSIT CENTER

This facility which will be located beneath the Santa Monica Freeway at Washington Boulevard and Fairfax Avenue, will serve as a terminal for four District lines and one Culver City line. In addition, this center will be served by one through local line and eight express lines. Passenger amenities to be provided include bus shelters, lighting and passenger information signs. Route modifications for District lines serving the Center were approved by the Board of Directors on March 25, 1982, which will commence concurrent with the implementation of this facility tentatively scheduled for December 1982.

2. LOS ANGELES INTERNATIONAL AIRPORT TRANSIT CENTER

This center which is to be built in cooperation with the Department of Airports, will be located within their Parking

EXISTING FREEWAY TRANSIT FACILITIES

TRANSIT CENTERS	NEAR-TERM IMPROVEMENT (Present-1983)	SHORT-RANGE IMPROVEMENT (1984-1986)	MEDIUM-RANGE IMPROVEMENT (1986-1995)	LONG-RANGE RTDP APPROVED DESIGNATION (1995 & Beyond)
El Monte Station, El Monte				El Monte Transit Center
Fullerton Park/Ride Lot, Fullerton Comments: Parking capacity at this site must be significantly expanded				Fullerton Transit Center
98th St. & Vicksburg Ave. Bus Staging Area, LAX Comment: Curbside Operation	To be replaced by LAX Transit Center in Parking Lot "C" to be constructed in FY 1982-83.			LAX Transit Center

Lot "C" on 96th Street, east of Sepulveda Boulevard. Three through lines will serve this location and four local lines will terminate there. It is anticipated that Santa Monica and Culver City Municipal Bus Lines will also serve this center. Upon implementation of this facility, the Department of Airports will provide a shuttle service into the Airport from Lot "C" with their existing shuttle operation, thereby permitting the District to cancel Line 608 (Airport Shuttle). Substantial progress has been made by the District, the City of Los Angeles, affected municipal operators and Caltrans toward finalizing the center's site and operating plans. Tentative operational date of the center is scheduled for late summer of 1983.

In addition to the above District sponsored transit centers, the downtown Long Beach Transit Center is scheduled for opening in late summer of 1982. The transit center which is a City of Long Beach Redevelopment project, will consist of an exclusive transit mall along First Street between Long Beach Boulevard and Pacific Avenue and two exclusive bus lanes provided on Pine Avenue and Long Beach Boulevard, between 7th Street and Ocean Boulevard. The transit center will provide a significant interface point for District, OCTD and Long Beach bus services. Passenger shelters and route information devices will also be provided.

Park/Ride Lots

In the beginning of fiscal year 1981-82, there were 16 park/ride lots in Los Angeles County served by District lines. During the fiscal year two new lots were opened at Diamond Bar (at the interchange of the Pomona and Orange Freeways) and Mulholland Drive (San Diego Freeway and Rimerton Road). Service to Diamond Bar with Line 762 was inaugurated on April 4, 1982, and the Rimerton stop was served with Line 88 on July 18, 1982. Of the current 18 Los Angeles County Park/Ride lots (Exhibit 2-2), 13 are privately owned, four are owned by Caltrans and one is owned by Los Angeles County.

On-Line Facilities

There are presently eleven bus stops on three Los Angeles County Freeways served by District lines (Exhibit 2-3). All but one are on-line stops with the exception of the stop at Via Verde Avenue on the San Bernardino Freeway, due to geometric considerations that require buses to exit the freeway in order to serve it. During fiscal year 1981-82, plans were prepared to upgrade all the stops excluding the El Monte Busway Stations and the Via Verde stop. The upgrading, scheduled to be completed in the fall of 1982, will include the provision of lighting, bus shelters and signing on surface streets directing patrons to the stops. In 1981-82, the District also requested that Caltrans study the feasibility of providing on-line stops on the Ventura Freeway at the following locations: Laurel Canyon Boulevard, Van Nuys Boulevard, Balboa Boulevard, Reseda Boulevard and Winnetka Avenue. Caltrans is presently evaluating the District's request.

EXISTING FREEWAY TRANSIT FACILITIES

PARK/RIDE LOTS	NEAR-TERM IMPROVEMENT (Present-1983)	SHORT-RANGE IMPROVEMENT (1984-1986)	MEDIUM-RANGE IMPROVEMENT (1986-1995)	LONG-RANGE RTDP APPROVED DESIGNATION (1995 & Beyond)
Studio City (Ventura Blvd. & Riverton Ave.) <u>Comment:</u> County of Los Angeles owned property.	To be replaced by the Universal City Transit Center on same site.			Universal City Transit Center
Alpine Village (Torrance) <u>Comment:</u> Private Ownership			To be replaced by the South Bay Transit Center	South Bay Transit Center
Eastland Shopping Center (West Covina) <u>Comment:</u> Private Ownership			Replacement for West Covina Transit Center will require joint cooperation of shopping center management, City of West Covina and Caltrans	West Covina Transit Center
Fallbrook Square Shopping Center (Canoga Park) <u>Comment:</u> Private Ownership				
La Mirada (La Mirada Drive-In) <u>Comment:</u> Private Ownership		Relocate to area more central to mid-cities area.		

EXISTING FREEWAY TRANSIT FACILITIES

PARK/RIDE LOTS	NEAR-TERM IMPROVEMENT (Present-1983)	SHORT-RANGE IMPROVEMENT (1984-1986)	MEDIUM-RANGE IMPROVEMENT (1986-1995)	LONG-RANGE RTDP APPROVED DESIGNATION (1995 & Beyond)
Pomona Fairgrounds (Pomona) <u>Comment:</u> Interim Facility				
Pomona (I-10 Fwy. & Garey Ave.) <u>Comment:</u> State-owned property	Completed 6/80			
Puente Hills Shopping Center (City of Industry) <u>Comment:</u> Interim facility and private ownership				
San Pedro <u>Comment:</u> State-owned property				
South Coast (Circle Drive-In, Long Beach) <u>Comment:</u> Private Ownership	To be replaced by P/R Lot at the Long Beach Municipal Airport			

EXISTING FREEWAY TRANSIT FACILITIES

PARK/RIDE LOTS	NEAR-TERM IMPROVEMENT (Present-1983)	SHORT-RANGE IMPROVEMENT (1984-1986)	MEDIUM-RANGE IMPROVEMENT (1986-1995)	LONG-RANGE RTDP APPROVED DESIGNATION (1995 & Beyond)
Topanga Plaza Shopping Center (Canoga Park) <u>Comment:</u> Private Ownership				
Van Nuys (Van Nuys Drive-In) <u>Comment:</u> Interim Facility and Private Ownership	To be phased out due to low utilization			
Diamond Bar <u>Comment:</u> State-owned property SR-60 and SR 57 Interchange	Completed 3/82			
Mulholland Drive <u>Comment:</u> State-owned property San Diego Freeway and Rimerton Rd.	Completed 8/81			
Pasadena (Parsons Co. Parking Lot) <u>Comment:</u> Interim Facility and Private Ownership		Possible relocation to Pasadena Plaza	To be replaced by Pasadena Transit Center	Pasadena Transit Center

EXISTING FREEWAY TRANSIT FACILITIES

PARK/RIDE LOTS	NEAR-TERM IMPROVEMENT (Present-1983)	SHORT-RANGE IMPROVEMENT (1984-1986)	MEDIUM-RANGE IMPROVEMENT (1986-1995)	LONG-RANGE RTDP APPROVED DESIGNATION (1995 & Beyond)
Northridge (Handyman Parking Lot) <u>Comment:</u> Private Ownership				
La Mirada (La Mirada Drive-In) <u>Comment:</u> Private Ownership				To be replaced by the Carmenita Ave. On-line Station
Glendora (Citrus College) <u>Comment:</u> College-owned property				

EXISTING FREEWAY TRANSIT FACILITIES

FREEWAY STOPS		NEAR-TERM IMPROVEMENT (Present-1983)	SHORT-RANGE IMPROVEMENT (1984-1986)	MEDIUM-RANGE IMPROVEMENT (1986-1995)	LONG-RANGE RTDP APPROVED DESIGNATION (1995 & Beyond)
EL MONTE BUSWAY	University On-Line Freeway Station, L.A.				University On-Line Freeway Station
	Hospital On-Line Freeway Station, L.A.				Hospital On-Line Freeway Station
HOLLYWOOD FREEWAY	Alvarado St. On-Line Freeway Stop L.A.	To be upgraded by fall 1982			Alvarado St. On-Line Freeway Stop
	Vermont Ave. On-Line Freeway Stop L.A.	To be upgraded by fall 1982			Vermont Ave. On-Line Freeway Stop
	Western Ave. On-Line Freeway Stop L.A.	To be upgraded by fall 1982			Western Ave. On-Line Freeway Stop

EXISTING FREEWAY TRANSIT FACILITIES

FREEWAY STOPS		NEAR-TERM IMPROVEMENT (Present-1983)	SHORT-RANGE IMPROVEMENT (1984-1986)	MEDIUM-RANGE IMPROVEMENT (1986-1995)	LONG-RANGE RTDP APPROVED DESIGNATION (1995 & Beyond)
HARBOR FREEWAY	Santa Barbara Ave. On-Line Freeway Stop, L.A.	To be upgraded by fall 1982			Santa Barbara On-Line Freeway Station
	Slauson Ave. On-Line Freeway Stop L.A.	To be upgraded by fall 1982			Slauson Ave. On-Line Freeway Station
	Manchester Ave. On-Line Freeway Stop L.A.	To be upgraded by fall 1982			Manchester On-Line Freeway Station
SAN BERNARDINO FREEWAY	Puente Ave. On-Line Freeway Stop, Baldwin Park	To be upgraded by fall 1982			Puente Ave. On-Line Freeway Stop
	Azusa Ave. On-Line Freeway Stop West Covina	To be upgraded by fall 1982			Azusa Ave. On-Line Freeway Stop

EXISTING FREEWAY TRANSIT FACILITIES

FREEWAY STOPS		NEAR-TERM IMPROVEMENT (Present-1983)	SHORT-RANGE IMPROVEMENT (1984-1986)	MEDIUM-RANGE IMPROVEMENT (1986-1995)	LONG-RANGE RTDP APPROVED DESIGNATION (1995 & Beyond)
SAN BERNARDINO FREEWAY	Via Verde Ave. Off-Line Freeway Stop, San Dimas				Via Verde Ave. On-Line Freeway Stop

Planned Facilities

Transit Centers

In addition to the West Los Angeles, LAX and Long Beach Transit Centers discussed in the previous sub-section, there are nine (9) other transit centers proposed for construction (Exhibit 2-4) for a total of 14 (existing and planned) transit centers geographically dispersed throughout the District's service area by 1995. A majority of the proposed transit centers (Universal City, South Bay, South Pomona, West San Fernando Valley, West Covina and Pasadena) are scheduled to replace existing park/ride facilities near the proposed centers. The centers will provide replacement parking, as well as focal points for transit service. The Norwalk and El Segundo/Aerospace Transit Centers are programmed as transitway terminus points in the future Century Freeway project. The Mid-Valley Transit Center is proposed to be part of a possible joint-use venture for the old Division 8 site.

Park/Ride Lots

Caltrans has proposed the construction of thirteen (13) park/ride lots at sites within the service area of District-operated lines. In addition, the District has identified two additional sites, one near the Pasadena Plaza Shopping Center and the other near the Long Beach Municipal Airport. Staff is investigating the possibility of serving these sites with modifications to existing service. The proposed park/ride sites are described in Exhibit 2-5.

On-Line Stations

Thirty (30) On-Line freeway stops are proposed for construction on three existing and one planned freeway (Exhibit 2-6). Five Ventura Freeway stops are proposed for implementation by 1986 and two Santa Ana stops by 1984. The proposed construction of transitways on the Century, Harbor and Santa Ana (includes upgrading of the two 1984 on-line stops) will include twenty-five full on-line stations complete with station parking and full passenger amenities.

A complete listing of existing and planned freeway on and off-line transit facilities is provided below. Exhibits 2-7 through 2-10 provide a cumulative display of facilities through 1995.

PROPOSED FREEWAY TRANSIT FACILITIES

TRANSIT CENTERS	SCHEDULED YEAR(s)			PROGRESS TO DATE
	NEAR-TERM 1982-83	SHORT-RANGE 1984-86	MEDIUM-RANGE to 1995	
West Los Angeles Transit Center (at Fairfax Ave.-Apple St.- Washington Blvd.) Comment: State-owned property. Jointly developed with Caltrans and cooperation of City of Los Angeles.	12/82			District Board has approved General Manager to enter into contract with Caltrans for S.B. 620 funds for construction.
LAX Transit Center (LAX Parking Lot "C") Comment: City of L.A. Department of Airports-owned property.	Summer 1983			District has offered to commit FAU funds as a contri- bution to City of L.A.'s share of development cost.
Long Beach Transit Center (downtown Long Beach) Comment: An element of the Downtown Redevelopment Program.	Fall of 1982			A City of Long Beach project. Transit Mall on 1st Street to be completed in Fall 1982. Bus preferential treatments on Long Beach Blvd. and Pine Street now operational.
Universal City Transit Center (Ventura Blvd. & Riverton Ave., Studio City) Comment: County of Los Angeles- owned property and existing P/R lot.		Date undetermined		District is currently negotiating purchase of property. Caltrans plans to construct a ramp from the facility to southbound Hollywood Freeway.
Mid-Valley Transit Center (Van Nuys-Division 8) Comment: District-owned property at Van Nuys Blvd. & Sherman Way.		Date undetermined		

PROPOSED FREEWAY TRANSIT FACILITIES

TRANSIT CENTERS	SCHLUDUED YEAR(S)			PROGRESS TO DATE
	NEAR-TERM 1982-83	SHORT-RANGE 1984-86	MEDIUM-RANGE to 1995	
El Segundo/Aerospace Transit Center (Aviation Blvd. & Imperial Hwy.) <u>Comment:</u> State-owned property.			Date undetermined	Century Freeway project. Part of "Dual Terminals" for LAX Terminal at Aerospace employment center (El Segundo). At grade facility will have auto parking for park/ride mode; bus/layover facilities; and exclusive transitway ramp.
Norwalk Transit Center (Norwalk) <u>Comment:</u> State-owned property at I-605 and I-105 interchange area			Date undetermined	Project programed to be constructed in conjunction with the Century Freeway Transitway with a 800 car parking facility.
South Bay Transit Center (Gardena) <u>Comment:</u> State-owned property at Vermont Ave. & Artesia Blvd.			Date undetermined	To be developed initially as a Park/Ride lot to be converted into a Transit Center at later date. Must obtain agreement with City of Gardena.
South Pomona Transit Center (SR-60 & Garey Ave.) <u>Comment:</u> State-owned property.			Date undetermined	Existing 150 car park/pool lot; Phase II to expand lot and build Transit Center; RTD to serve center pending funding availability.
West San Fernando Transit Center (Encino) <u>Comment:</u> U.S. Army Corps. of Engineers-owned property being leased by City of L.A. at Magnolia St. & Hayvenhurst Ave.			1985-86 (Tentative)	District is encouraging the City of L.A. to pursue development of a Transit Center to a larger parcel of land opposite the interim park/ride site.

PROPOSED FREEWAY TRANSIT FACILITIES

TRANSIT CENTERS	SCHEDULED YEAR(s)			PROGRESS TO DATE
	NEAR-TERM 1982-83	SHORT-RANGE 1984-86	MEDIUM-RANGE to 1995	
Pasadena Transit Center (Pasadena)			Date undetermined	City of Pasadena currently reviewing candidate locations.
West Covina Transit Center (West Covina)			Date undetermined	Permanent facility needed to replace interim Eastland Shopping Center Park/Ride facility.

PROPOSED FREEWAY TRANSIT FACILITIES

PARK/RIDE LOTS	SCHEDULED YEAR(s)			PROGRESS TO DATE
	NEAR-TERM 1982-83	SHORT-RANGE 1984-86	MEDIUM-RANGE to 1995	
<p>La Canada <u>Comment:</u> State-owned property. S.R. 2 and Foothill Blvd.</p>	1982-83			PSE revised; target 7-82. RTD to investigate feasibility of serving with Lines 406 and 407.
<p>Los Angeles (Pacoima) <u>Comment:</u> State-owned property. Foothill Fwy. and Paxton St.</p>	Date undetermined			PSE target 6-82. RTD to investigate feasibility of serving with Lines 406, 407 and 410.
<p>Long Beach <u>Comment:</u> Tentative location at Long Beach Municipal Airport</p>	1982-83			RTD to investigate feasibility of serving with existing service.
<p>Los Angeles (Encino) <u>Comment:</u> Army Corps of Engineers-owned property leased by City of L.A., Magnolia St. and Hayvenhurst St.</p>		1983-84		State financial contribution only. RTD to investigate feasibility of serving with Lines 35 and 425.
<p>Los Angeles (No. Hollywood) <u>Comment:</u> State-owned property. Hollywood Fwy. and Oxnard St.</p>		1983-84		RTD to investigate feasibility of serving with Lines 412 and 426.

PROPOSED FREEWAY TRANSIT FACILITIES

PARK/RIDE LOTS	SCHEDULED YEAR(s)			PROGRESS TO DATE
	NEAR-TERM 1982-83	SHORT-RANGE 1984-86	MEDIUM-RANGE to 1995	
Ventura County (Thousand Oaks) Comment: State-owned property. Ventura Fwy. and Westlake Blvd.		Date undetermined		Pending lawsuit against Caltrans; implementation date uncertain. RTD to investigate feasibility of serving with Line 123.
Pasadena Comment: Possible location at Pasadena Plaza.		Date undetermined		City of Pasadena presently evaluating potential locations.
Los Angeles Co. (Diamond Bar) Comment: State-owned property Orange and Pomona Fwys. inter- change.			1984-87	Expand existing P/R Lot currently served by Line 762. Possible Los Angeles County Proposition A funding could move implementation date to FY 1982-83.
Pomona Comment: State-owned property. Pomona Fwy. and Garey Ave.			1984-87	Expand existing park and pool lot. RTD to consider serving pending funding availability.
Gardena Comment: State-owned property. Artesia Blvd. and Vermont Ave.			1984-87	RTD to consider serving pending funding availability.

PROPOSED FREEWAY TRANSIT FACILITIES

PARK/RIDE LOTS	SCHEDULED YEAR(s)			PROGRESS TO DATE
	NEAR-TERM 1982-83	SHORT-RANGE 1984-86	MEDIUM-RANGE to 1995	
Los Angeles (Granada Hills) Comment: State-owned property. Simi Valley Fwy. and Balboa Blvd.			1984-87	RTD to consider serving pending funding availability.
Torrance Comment: State-owned property. San Diego Fwy. & Artesia Blvd.			1984-87	RTD to consider serving pending funding availability.
Downey Comment: State-owned property. Santa Ana Fwy. and Lakewood Blvd.			1984-87	RTD to consider serving pending funding availability.
Los Angeles Comment: State-owned property. Marina Expy. and Mindanao Wy.			1984-87	RTD to consider serving pending funding availability.
Los Angeles Co. (Diamond Bar) Comment: State-owned property. Orange Co. Fwy. and Pathfinder Rd.			1984-87	RTD to consider serving pending funding availability.

PROPOSED FREEWAY TRANSIT FACILITIES

FREEWAY STOPS		SCHEDULED YEAR(s)			PROGRESS TO DATE
		NEAR-TERM 1982-83	SHORT-RANGE 1984-86	MEDIUM-RANGE to 1995	
VENTURA FREEWAY	Laurel Cyn. Blvd. (Studio City) Comment: State-owned Right-of-Way		Date undetermined		RTD has requested on-line freeway stops, but due to funding constraints off-line stops may be substituted.
	Van Nuys Blvd. (Sherman Oaks) Comment: State-owned Right-of-Way		Date undetermined		RTD has requested on-line freeway stops, but due to funding constraints off-line stops may be substituted.
	Balboa Blvd. (Encino) Comment: State-owned Right-of-Way		Date undetermined		RTD has requested on-line freeway stops, but due to funding constraints off-line stops may be substituted.
	Reseda Blvd. (Tarzana) Comment: State-owned Right-of-Way		Date undetermined		RTD has requested on-line freeway stops, but due to funding constraints off-line stops may be substituted.
	Winnetka Ave. (Tarzana) Comment: State-owned Right-of-Way		Date undetermined		RTD has requested on-line freeway stops, but due to funding constraints off-line stops may be substituted.

PROPOSED FREEWAY TRANSIT FACILITIES

FREEWAY STOPS		SCHEDULED YEAR(s)			PROGRESS TO DATE
		NEAR-TERM 1982-83	SHORT-RANGE 1984-86	MEDIUM-RANGE to 1995	
SANTA ANA FREEWAY	Lakewood Blvd. (Downey) Comment: State-owned Right-of-Way		1983-84		A Caltrans Project in the State TIP. RTD has requested an on-line freeway stop but due to geometric considerations, an off-line freeway stop may be substituted.
	Norwalk Blvd. (Norwalk) Comment: State-owned Right-of-Way		1983-84		A Caltrans project in the State TIP. Geometric feasibility has been determined for an on-line freeway stop.
CENTURY FREEWAY	Hawthorne Blvd. (Hawthorne) Comment: State-owned Right-of-Way			Date undetermined	Geometric feasibility for an on-line freeway station has been determined. Project programmed as part of Century Freeway.
	Crenshaw Blvd. (Hawthorne/ Inglewood) Comment: State-owned Right-of-Way			Date undetermined	Geometric feasibility for an on-line freeway station has been determined. Project programmed as part of Century Freeway.
	Vermont Ave. (L.A.) Comment: State-owned Right-of-Way			Date undetermined	Geometric feasibility for an on-line freeway station has been determined. Project programmed as part of Century Freeway.

PROPOSED FREEWAY TRANSIT FACILITIES

FREEWAY STOPS		SCHEDULED YEAR(s)			PROGRESS TO DATE
		NEAR-TERM 1982-83	SHORT-RANGE 1984-86	MEDIUM-RANGE to 1995	
CENTURY FREEWAY	Avalon Blvd. (L.A.) Comment: State-owned Right-of-Way			Date undetermined	Geometric feasibility for an on-line freeway station has been determined. Project programmed as part of Century Freeway.
	Wilmington Ave. (L.A.) Comment: State-owned Right-of-Way			Date undetermined	Geometric feasibility for an on-line freeway station has been determined. Project programmed as part of Century Freeway.
	Long Beach Blvd. (Lynwood) Comment: State-owned Right-of-Way			Date undetermined	Geometric feasibility for an on-line freeway station has been determined. Project programmed as part of Century Freeway.
	Long Beach Fwy. Century Fwy. (Lynwood) Comment: State-owned Right-of-Way			Date undetermined	Geometric feasibility for a freeway-to-freeway on-line station has been determined. Project programmed as part of Century Freeway.
	Lakewood Blvd. (Downey) Comment: State-owned Right-of-Way			Date undetermined	Geometric feasibility for an on-line freeway station has been determined. Project programmed as part of Century Freeway.

PROPOSED FREEWAY TRANSIT FACILITIES

FREEWAY STOPS	SCHEDULED YEAR(s)			PROGRESS TO DATE
	NEAR-TERM 1982-83	SHORT-RANGE 1984-86	MEDIUM-RANGE to 1995	
Santa Barbara Ave. (L.A.) Comment: State-owned Right-of-way			Date undetermined	Proposed On-Line Station part of Caltrans I-110 Transitway Alternatives Analysis
Stauson Ave. (L.A.) Comment: State-owned Right-of-way			Date undetermined	Proposed On-Line Station part of Caltrans I-110 Transitway Alternatives Analysis
Manchester Ave. (L.A.) Comment: State-owned Right-of-way			Date undetermined	Proposed On-Line Station part of Caltrans I-110 Transitway Alternatives Analysis
Rosecrans Ave. (L.A.) Comment: State-owned Right-of-way			Date undetermined	Proposed On-Line Station part of Caltrans I-110 Transitway Alternatives Analysis
Artesia Blvd. (L.A.) Comment: State-owned Right-of-way			Date undetermined	Proposed On-Line Station part of Caltrans I-110 Transitway Alternatives Analysis

Harbor Freeway

PROPOSED FREEWAY TRANSIT FACILITIES

FREEWAY STOPS	SCHEDULED YEAR(s)			PROGRESS TO DATE
	NEAR-TERM 1982-83	SHORT-RANGE 1984-86	MEDIUM-RANGE to 1995	
Carson St. (Carson) <u>Comment:</u> State-owned Right-of-Way			Date undetermined	Proposed On-Line Station part of Caltrans I-110 Transitway Alternatives Analysis
Pacific Coast Highway (Wilmington) <u>Comment:</u> State-owned Right-of-Way			Date undetermined	Proposed On-Line Station part of Caltrans I-110 Transitway Alternatives Analysis
Channel Street (San Pedro) <u>Comment:</u> State-owned Right-of-way			Date undetermined	Proposed On-Line Station part of Caltrans I-110 Transitway Alternatives Analysis
Ports O'Call (San Pedro) <u>Comment:</u> State-owned Right-of-way			Date undetermined	Proposed On-Line Station part of Caltrans I-110 Transitway Alternatives Analysis

Harbor Freeway

PROPOSED FREEWAY TRANSIT FACILITIES

FREEWAY STOPS	SCHEDULED YEAR(s)			PROGRESS TO DATE
	NEAR-TERM 1982-83	SHORT-RANGE 1984-86	MEDIUM-RANGE to 1995	
Indiana St. (L.A.) <u>Comment:</u> State-owned Right-of-way			Date undetermined	Proposed On-Line Station part of Caltrans I-5 Transitway Alternatives Analysis
Atlantic Blvd. (Commerce) <u>Comment:</u> State-owned Right-of-way			Date undetermined	Proposed On-Line Station part of Caltrans I-5 Transitway Alternatives Analysis
Greenwood Ave. (Montebello) <u>Comment:</u> State-owned Right-of-way			Date undetermined	Proposed On-Line Station part of Caltrans I-5 Transitway Alternatives Analysis
Lakewood Blvd. (Downey) <u>Comment:</u> State-owned Right-of-way			Date undetermined	Proposed On-Line Station part of Caltrans I-5 Transitway Alternatives Analysis
Florence Blvd. (Santa Fe Springs) <u>Comment:</u> State-owned Right-of-way			Date undetermined	Proposed On-Line Station part of Caltrans I-5 Transitway Alternatives Analysis

Santa Ana Freeway

PROPOSED FREEWAY TRANSIT FACILITIES

FREEWAY STOPS		SCHEDULED YEAR(s)			PROGRESS TO DATE
		NEAR-TERM 1982-83	SHORT-RANGE 1984-86	MEDIUM-RANGE to 1995	
Santa Ana Freeway	Norwalk Blvd. (Norwalk) Comment: State-owned Right-of-way			Date undetermined	Proposed On-Line Station part of Caltrans I-5 Transitway Alternatives Analysis
	Carmenita Rd. (Santa Fe Springs) Comments: State-owned Right-of-way			Date undetermined	Proposed On-Line Station part of Caltrans I-5 Transitway Alternatives Analysis
	Knott Ave. (La Mirada) Comment: State-owned Right-of-way			Date undetermined	Proposed On-Line Station part of Caltrans I-5 Transitway Alternatives Analysis

EXISTING AND PLANNED FREEWAY TRANSIT FACILITIES

MAP KEY

1. El Monte Transit Center - On the El Monte Busway at Santa Anita Avenue
2. Fullerton Transit Center - Santa Ana and Riverside Freeway Interchange, Fullerton
3. 98th Street and Vicksburg Avenue - On-Street Terminal - LAX Interface Center, Westchester
4. Studio City Park/Ride Lot - Lines 35, 93, 150, 152 and 425 Park/Ride Lot at Ventura Boulevard and Riverton Avenue, Studio City
5. Alpine Village Park/Ride Lot - Line 737 Park/Ride Lot at Harbor Freeway and Torrance Boulevard
6. Eastland Park/Ride Lot - Lines 441, 443, 480, 481, 488, 490, 496, and 760 Park/Ride Lot at Eastland Shopping Center, West Covina
6. (a) Citrus College Park/Ride Lot - Line 760 Park/Ride Lot at Citrus Avenue and Foothill Boulevard, Glendora
7. Fallbrook Square Park/Ride Lot - Lines 151, 152, 165 and 716 Park/Ride Lot at Fallbrook Square Shopping Center, Canoga Park.
8. La Mirada Drive-In Park/Ride Lot - Line 758 Park/Ride Lot at Freeway Drive and Alondra Boulevard, La Mirada
8. (a) La Mirada Mall Park/Ride Lot - Line 758 Park/Ride Lot at the La Mirada Mall, La Mirada Boulevard and Ocasso Avenue, La Mirada
9. Pomona Fairgrounds Park/Ride Lot - Line 764 Park/Ride Lot on Pomona Fairgrounds at White and McKinley Avenues, Pomona
10. Pomona Park/Ride Lot - Line 764 Park/Ride Lot at San Bernardino Freeway and Garey Avenue, Pomona
11. Puente Hills Park/Ride Lot - Lines 447, 482, 486, 470, 471 and 762 Park/Ride Lot at Puente Hills Mall near Azusa Avenue and Pomona Freeway, City of Industry
12. San Pedro Park/Ride Lot - Lines 737, 810 and 841 Park/Ride Lot at Harbor Freeway and Channel Street, San Pedro
13. South Coast Park/Ride Lot - Line 755 Park/Ride Lot at Circle Drive-In Theatre, Pacific Coast Highway and Ximeno Avenue, Long Beach

14. Topanga Plaza Park/Ride Lot - Lines 151, 161, 164 and 165
Park/Ride Lot at Topanga Canyon Shopping Center, Canoga Park
15. Van Nuys Park/Ride Lot - Lines 152 and 721 Park/Ride Lot at Van Nuys Drive-In Theater on Roscoe Boulevard and Noble Avenue, Van Nuys
16. Diamond Bar Park/Ride Lot - Lines 482, 490 and 762 Park/Ride Lot at Pomona and Orange Freeways, Diamond Bar
17. Mulholland Park/Ride Lot - Line 88 Park/Ride Lot on San Diego Freeway at Rimerton Road, Los Angeles
18. Pasadena Park/Ride Lot - Line 402 Park/Ride Lot at the Parsons Company Parking Lot at Union Street and Pasadena Avenue, Pasadena
19. Northridge Park/Ride Lot - Line 721 Park/Ride Lot at Plummer Street and Shirley Avenue, Northridge
20. University Station - On-line station on the El Monte Busway at California State University, Los Angeles
21. Hospital Station - On-line station on the El Monte Busway at USC/Los Angeles County General Hospital
22. Alvarado Street Freeway Stop - On-line stop on the Hollywood Freeway, Hollywood
23. Vermont Avenue Freeway Stop - On-line stop on the Hollywood Freeway, Hollywood
24. Western Avenue Freeway Stop - On-line stop on the Hollywood Freeway, Hollywood
25. Santa Barbara Avenue Freeway Stop - On-line stop on the Harbor Freeway, Los Angeles
26. Slauson Avenue Freeway Stop - On-line stop on the Harbor Freeway, Los Angeles
27. Manchester Avenue Freeway Stop - On-line stop on the Harbor Freeway, Los Angeles
28. Puente Avenue Freeway Stop - On-line stop on the San Bernardino Freeway, Baldwin Park
29. Azusa Avenue Freeway Stop - On-line stop on the San Bernardino Freeway, West Covina
30. Via Verde Freeway Stop - Off-line stop on the San Bernardino Freeway, San Dimas
31. West Los Angeles Transit Center - Transit Center at Santa Monica Freeway and Fairfax Avenue, West Los Angeles

32. LAX Transit Center - Replaces #3 and will be developed at Parking Lot "C", LAX
33. Long Beach Transit Center - City of Long Beach Downtown Transit Mall
34. La Canada Park/Ride Lot - Park/Ride Lot at Glendale Freeway and Foothill Boulevard, La Canada
35. Pacoima Park/Ride Lot - Park/Ride Lot at Foothill Freeway and Paxton Street, Pacoima
36. Long Beach Airport Park/Ride Lot - Park/Ride Lot tentatively proposed at Long Beach Municipal Airport
37. Universal City Transit Center - Replaces #4 as facility is upgraded in short-range, at the same location.
38. Mid-Valley Transit Center - Transit Center at Van Nuys Boulevard and Sherman Way (Old Division 8 Site), Van Nuys. To be developed with joint use opportunities in mind.
39. West San Fernando Valley Park/Ride Lot - Park/Ride Lot at Hayvenhurst Avenue and Magnolia Street, Encino
40. North Hollywood Park/Ride Lot - Park/Ride Lot at Hollywood Freeway and Oxnard Street, North Hollywood
41. Thousand Oaks Park/Ride Lot - Park/Ride Lot at Ventura Freeway and Westlake Boulevard, Thousand Oaks, Ventura County
42. Pasadena Park/Ride Lot - Park/Ride Lot at tentative Pasadena Plaza location, replacing #18
43. Laurel Canyon Boulevard Freeway Stop - On-line stop on the Ventura Freeway, Studio City
44. Van Nuys Boulevard Freeway Stop - On-line stop on the Ventura Freeway, Sherman Oaks
45. Balboa Boulevard Freeway Stop - On-line stop on the Ventura Freeway, Encino
46. Reseda Boulevard Freeway Stop - On-line stop on the Ventura Freeway, Tarzana
47. Winnetka Avenue Freeway Stop - On-line stop on the Ventura Freeway, Tarzana
48. Lakewood Boulevard Freeway Stop - On-line stop on the Santa Ana Freeway at Lakewood Boulevard, Downey
49. Norwalk Boulevard Freeway Stop - On-line stop on the Santa Ana Freeway at Norwalk Boulevard, Norwalk

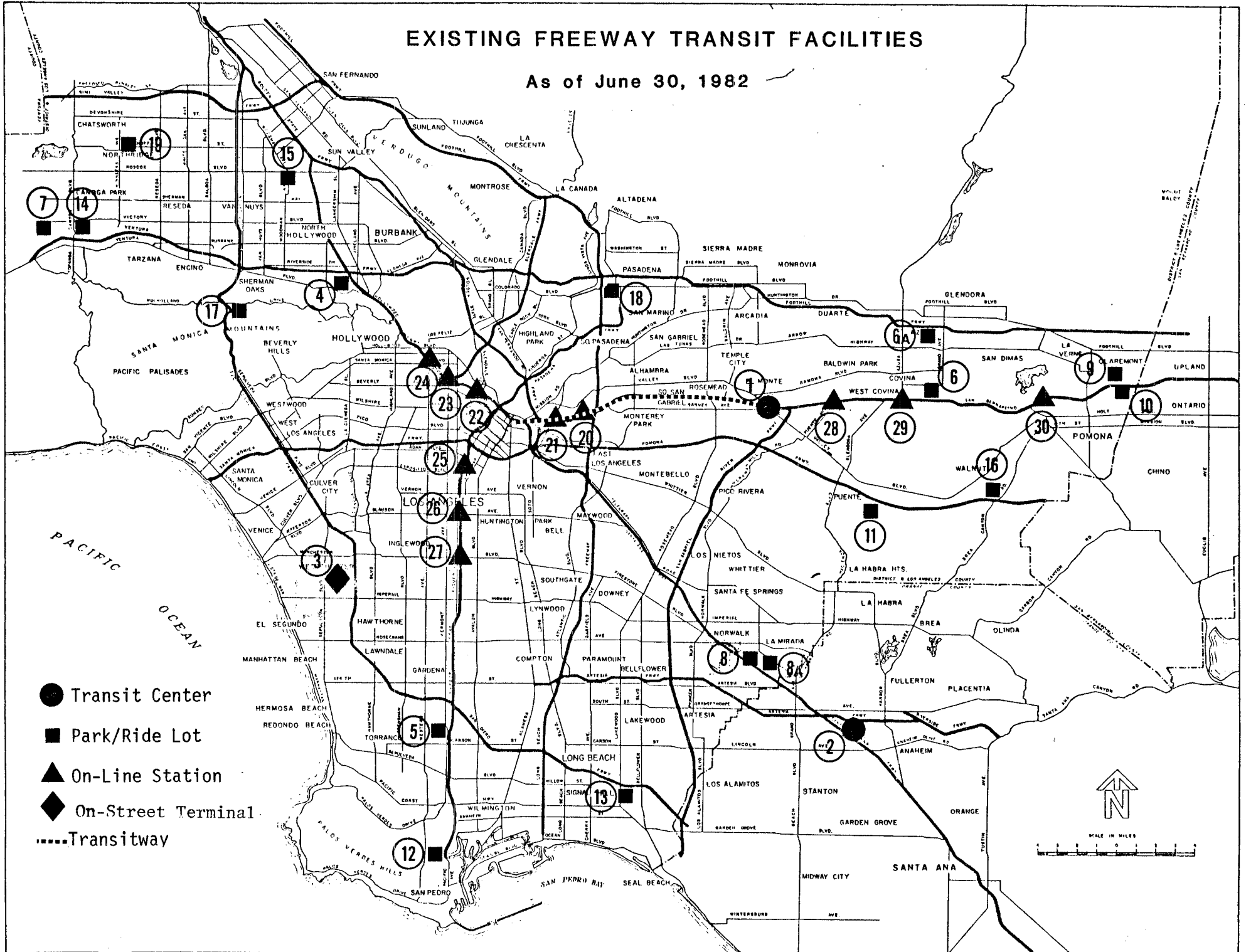
50. El Segundo/Aerospace Transit Center - West Terminal of the Century Freeway Transitway. Part of the "dual terminals" for LAX terminals and Aerospace Employment Center, El Segundo
51. Norwalk Transit Center - East Terminal of Century Freeway, Norwalk
52. South Bay Transit Center - Transit Center on Artesia Boulevard between Vermont and Normandie Avenues, Gardena, replaces #5.
53. South Pomona Transit Center - Transit Center at Pomona Freeway and Garey Avenue, Pomona
54. West San Fernando Transit Center - Transit Center at Hayvenhurst Avenue and Magnolia Street, replacing #39.
55. Pasadena Transit Center - Transit Center in Central Pasadena, replacing #42.
56. West Covina Transit Center - Transit Center near Eastland Shopping Center, replacing #6.
57. Diamond Bar Park/Ride Lot - Expand existing Park/Ride Lot at Pomona and Orange Freeways, Diamond Bar
58. Pomona Park/Ride Lot - Expand existing Park/Pool Lot at Pomona Freeway and Garey Avenue in conjunction with development of South Pomona Transit Center (#53)
59. Gardena Park/Ride Lot - Park/Ride Lot at Artesia Boulevard and Vermont Avenue, Gardena. To be developed in conjunction with South Bay Transit Center (#52)
60. Granada Hills Park/Ride Lot - Park/Ride Lot at Simi Valley Freeway and Balboa Boulevard, Granada Hills
61. Torrance Park/Ride Lot - Park/Ride Lot at San Diego Freeway and Artesia Boulevard, Torrance
62. Downey Park/Ride Lot - Park/Ride Lot at Santa Ana Freeway and Lakewood Boulevard, Downey
63. Marina Del Rey Park/Ride Lot - Park/Ride Lot at Marina Expressway and Mindanao Way, Marina Del Rey
64. Diamond Bar Park/Ride Lot - Park/Ride Lot at Orange County Freeway and Pathfinder Road, Diamond Bar
65. Hawthorne Boulevard Station - On-line station to be part of the Century Transitway, Inglewood/East Hawthorne
66. Crenshaw Boulevard Station - On-line station to be part of the Century Transitway, Los Angeles
67. Vermont Avenue Station - On-line station to be part of the Century Transitway, Los Angeles

68. Avalon Boulevard Station - On-line station to be part of the Century Transitway, Los Angeles
69. Wilmington Avenue Station - On-line station to be part of the Century Transitway, Willowbrook
70. Long Beach Boulevard Station - On-line station to be part of the Century Transitway, Lynwood
71. Long Beach Freeway Station - Freeway-to-freeway station at the Long Beach and Century Freeways Interchange, Lynwood
72. Lakewood Boulevard Station - On-line station to be part of the Century Transitway, Downey
73. Santa Barbara Avenue Station - On-Line station to be part of the Harbor Transitway replacing #25, Los Angeles
74. Slauson Avenue Station - On-line station to be part of the Harbor Transitway replacing #26, Los Angeles
75. Manchester Avenue Station - On-line station to be part of the Harbor Transitway replacing #27, Los Angeles
76. Rosecrans Avenue Station - On-line station to be part of the Harbor Transitway, Los Angeles
77. Artesia Boulevard Station - On-line station to be part of the Harbor Transitway, Los Angeles
78. Carson Street Station - On-line station to be part of the Harbor Transitway, Carson
79. Pacific Coast Highway Station - On-line station to be part of the Harbor Transitway, Wilmington
80. Channel Street Station - On-line station to be part of the Harbor Transitway, San Pedro
81. Ports O' Call Station - On-line station to be part of the Harbor Transitway, San Pedro to replace San Pedro Park/Ride Lot (#12)
82. Indiana Street Station - On-line station to be part of the Santa Ana Transitway, Los Angeles
83. Atlantic Boulevard Station - On-line station to be part of the Santa Ana Transitway, Commerce
84. Greenwood Avenue Station - On-line station to be part of the Santa Ana Transitway, Montebello
85. Lakewood Avenue Station - On-line station to be part of the Santa Ana Transitway, Downey. Replaces #48.

86. Florence Avenue Station - On-line station to be part of the Santa Ana Transitway, Santa Fe Springs
87. Norwalk Boulevard Station - On-line station to be part of the Santa Ana Transitway, Norwalk. Replaces #49.
88. Carmenita Road Station - On-line station to be part of the Santa Ana Transitway, Santa Fe Springs. Replaces #8.
89. Knott Avenue Station - On-line station to be part of the Santa Ana Transitway, La Mirada

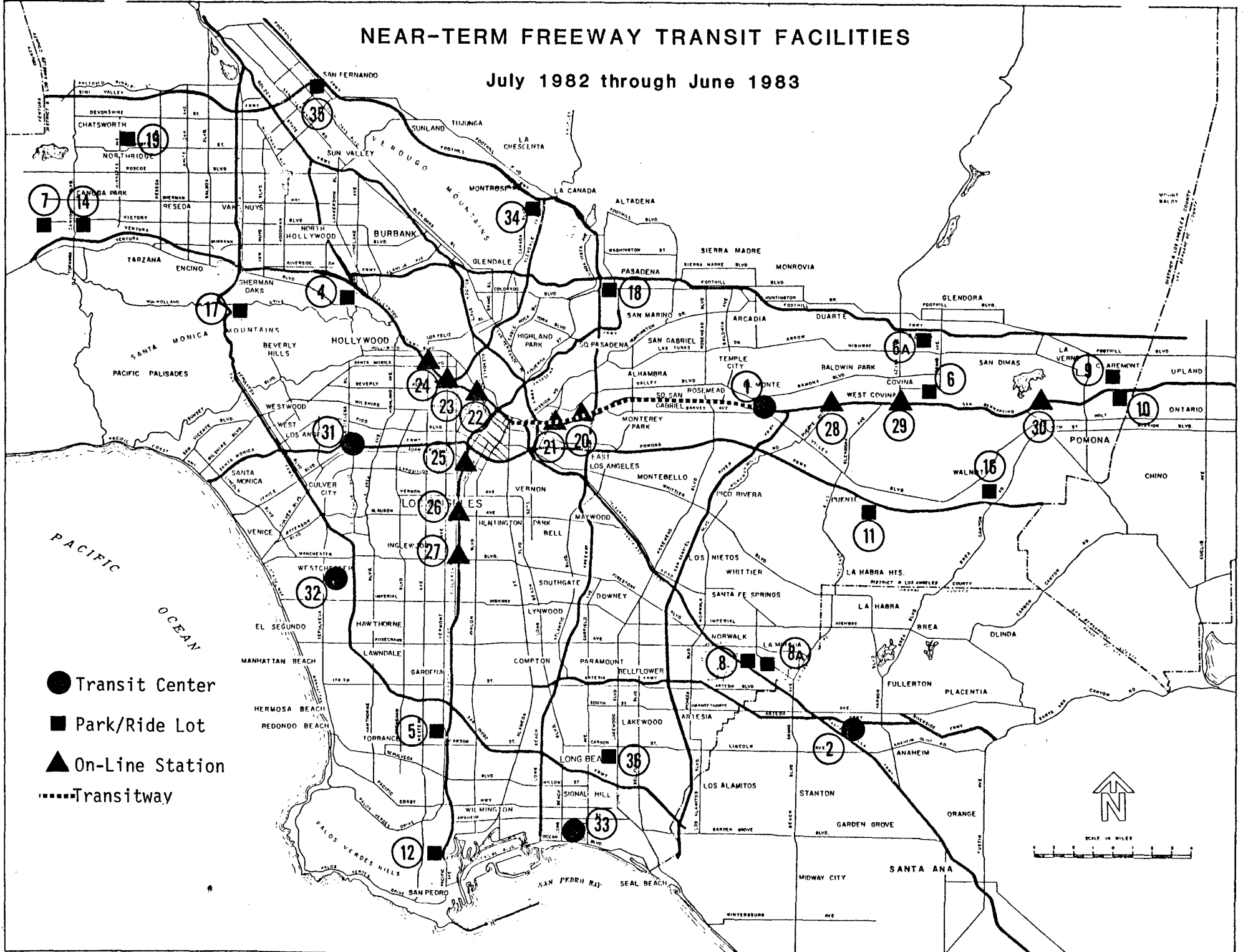
EXISTING FREEWAY TRANSIT FACILITIES

As of June 30, 1982



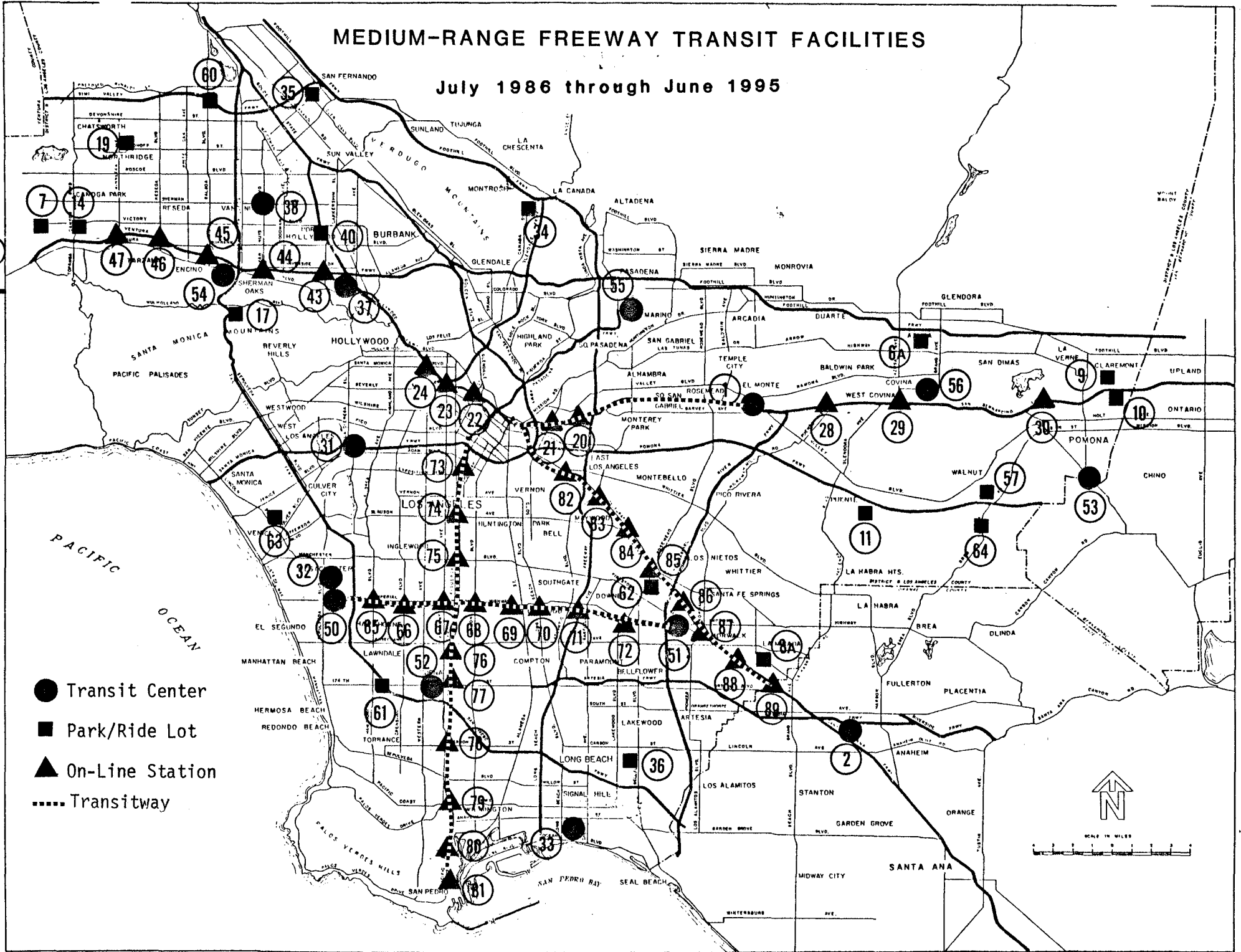
NEAR-TERM FREEWAY TRANSIT FACILITIES

July 1982 through June 1983



MEDIUM-RANGE FREEWAY TRANSIT FACILITIES

July 1986 through June 1995



SECTION 3

FREEWAY TRANSIT SERVICE

Existing Service

The District presently provides a high level of express bus service using the existing freeway system for a portion of the bus routes. At present, 58 express routes operate on twelve freeways in the District's service area. Current weekday ridership is estimated to be 56,850 passengers. All sectors of the service area are served by freeway lines and the breakdown by service sector is provided below:

Mid Cities	8 Lines	(455, 456, 800, 801, 755, 756, 757, 758)
South Bay	8 Lines	(88, 442, 606, 607, 810, 813, 814, 737)
San Fernando Valley	13 Lines	(35, 88, 93, 122, 123, 406, 407, 410, 412, 425, 426, 716, 721)
San Gabriel Valley	21 Lines	(401, 402, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 496, 760, 762, 764)
West Los Angeles	11 Lines	(88, 426, 429, 434, 601, 602, 604, 605, 606, 607, 716)
East Los Angeles	3 Lines	(470, 471, 801)
South Central Los Angeles	3 Lines	(176, 442, 810)

Many of the routes serving one sector also serve other sectors, thus providing service to areas other than downtown Los Angeles.

The majority of District freeway express service operates in mixed-flow traffic. One significant exception is the El Monte Busway operating along a portion of the San Bernardino Freeway. The Busway operates as an exclusive bus and carpool facility with two on-line freeway stations at the USC/County Hospital and at California State University, Los Angeles. The Busway terminates in El Monte at the El Monte Transit Center which also provides park/ride and local bus interface facilities.

Recent freeway transit ridership by freeway corridor is provided below.

	Ridership	Percentage
Glendale Freeway	350	.6%
Golden State Freeway	1,650	2.9%
Harbor Freeway	4,550	8.0%
Ventura/Hollywood Freeways	11,700	20.6%
Long Beach Freeway	3,500	6.2%
Pasadena Freeway	2,800	4.9%
Pomona Freeway	3,450	6.1%
San Bernardino Freeway	18,350	32.3%
Santa Ana Freeway	5,750	10.1%
Santa Monica Freeway	2,450	4.3%
San Diego Freeway	<u>2,300</u>	<u>4.0%</u>
	56,850	100.0%

Service Improvements

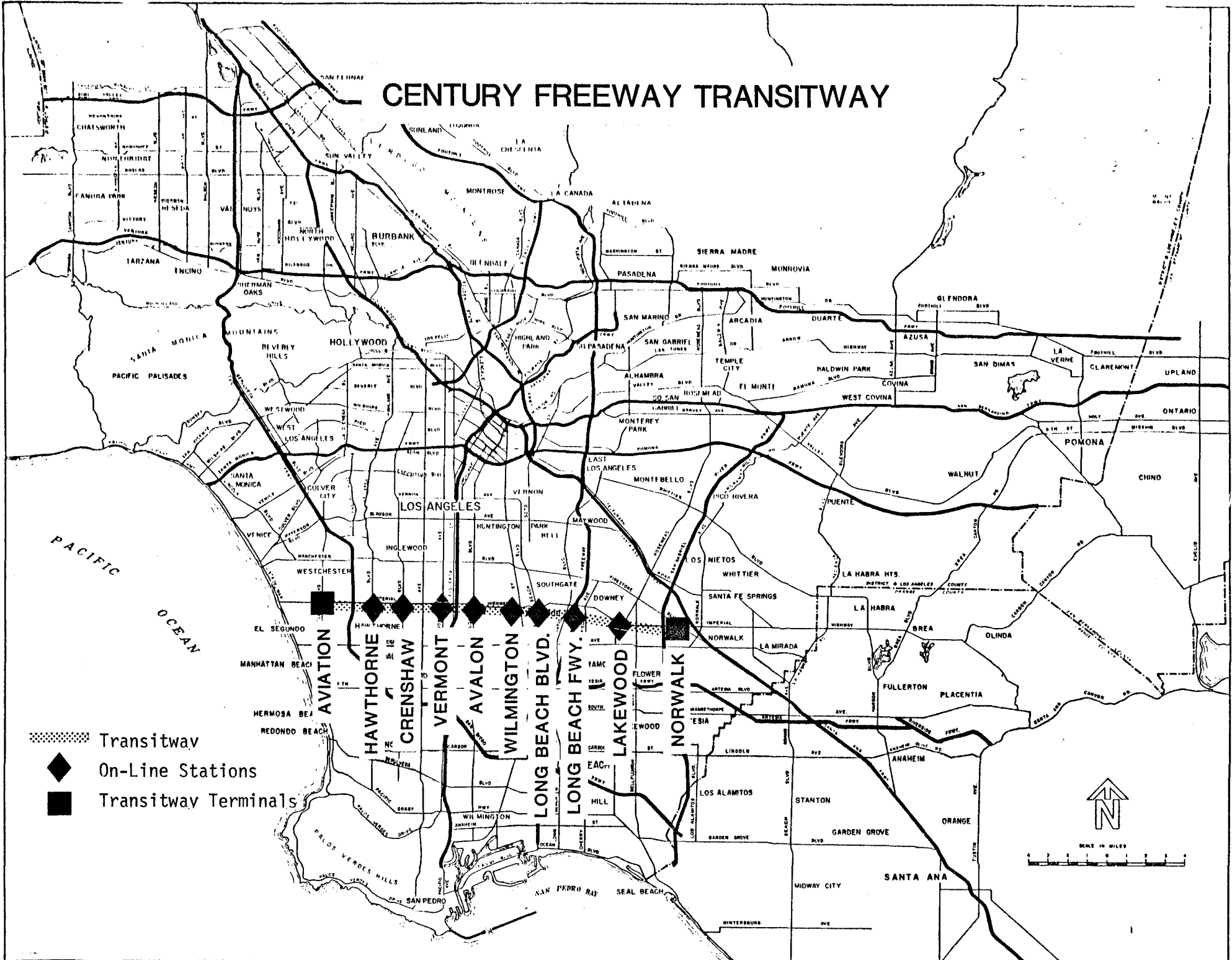
In addition to the development of transit facilities, on-line freeway stops and park/ride lots during fiscal year 1981-82, the District Planning staff has initiated service improvements on the present Freeway Transit System. These improvements described below and summarized in Exhibit 3-1 were all "near-term" in nature; however, they will serve as interim incremental steps of longer-range development of the completed Freeway Transit System.

EXHIBIT 3-1

FY 1981-82 FREEWAY TRANSIT SERVICE CHANGES

<u>Line #</u>	<u>Line Description</u>	<u>Effective Date</u>	<u>Nature of Change</u>
442	Centinella Valley Freeway Express	9/13/81	Re-route service off from Harbor Fwy at Santa Barbara Ave. to service USC and Downtown Los Angeles. Establish Freeway stop at Slauson Ave. and provide limited service in downtown Los Angeles.
737	San Pedro Park/Ride Service	9/13/81	
810	Los Angeles-Carson-Wilmington-San Pedro	9/13/81	
813	Los Angeles-West Torrance-Rolling Hills-Marineland	9/13/81	"
814	Los Angeles-North Torrance-Redondo Beach-Palos Verdes	9/13/81	"
425	Ventura Blvd.-Los Angeles Ltd. Express	9/14/81	New bus route
426	San Fernando Valley-Wilshire Blvd.-Los Angeles Express	9/14/81	New bus route
762	Diamond Bar-Rowland Heights-Park/Ride Service	12/28/81	Minor re-routing at Puente Hills Mall
756	Los Angeles-Los Alamitos Park/Ride Service	2/7/82	New bus route
757	Santa Ana-Fullerton-Los Angeles Park/Ride Service	3/28/82	Extension of route from Fullerton Park/Ride lot to downtown Santa Ana.
758	La Mirada-Los Angeles Park/Ride Service	3/28/82	Extension of route from 5th and Flower Streets to Civic Center in downtown Los Angeles

CENTURY FREEWAY TRANSITWAY



Establishment of New Routes

1. **NEW LIMITED EXPRESS LINE 425:** A new weekday limited service along Ventura Boulevard from the San Fernando Valley to Downtown Los Angeles via the Hollywood Freeway was established on September 14, 1981. Line 425, paralleling Line 35, was designed to provide expedited service along the local street portion in the San Fernando Valley and was developed in response to requests for improved service along Ventura Boulevard. The City of Los Angeles is presently evaluating the feasibility of a signal pre-emption project on Ventura Boulevard between Reseda Boulevard and Vineland Avenue which is tentatively scheduled for implementation in the summer of 1983. A limited operation would be able to maximize travel time benefits that would result because of the pre-emption mode.
2. **NEW LIMITED EXPRESS LINE 426:** A new weekday limited express service from the San Fernando Valley to the Hollywood/Wilshire District and downtown Los Angeles was established on September 14, 1981. The route, which uses the Hollywood Freeway for a portion of its travel, formerly operated as Line 144 and operated with boarding restrictions in Hollywood and along Wilshire Boulevard. In an effort to increase line productivity, boarding restrictions were lifted (excepting downtown Los Angeles) and the line was changed to a limited stop operation to expedite travel.
3. **NEW PARK/RIDE LINE 756:** A new weekday park/ride line from the community of Los Alamitos in western Orange County to downtown Los Angeles along the San Diego, Long Beach and Santa Ana Freeways was established on February 7, 1982. This new service is operated by RTD under contract with the Orange County Transit District which provides an operating subsidy on a per-mile basis.

Existing Route Modifications In Downtown Los Angeles

1. **ROUTE MODIFICATIONS NEAR U.S.C. AND IN DOWNTOWN LOS ANGELES:** Routing and operational changes for Harbor Freeway transit services near USC and in downtown Los Angeles were implemented on September 13, 1981. Lines 442 (formerly 5X), 737, 810, 813 and 814 were rerouted off the Harbor Freeway at Santa Barbara and north on Figueroa Street to downtown Los Angeles with new limited service. The Harbor Freeway stop at Vernon Avenue was abandoned in favor of a new freeway stop established at Slauson Avenue. The service changes resulted in direct service to USC and were intended to maximize local service to downtown Los Angeles.

EXHIBIT 3-1 (cont.)

Page 2 of 2

<u>Line #</u>	<u>Line Description</u>	<u>Effective Date</u>	<u>Nature of Change</u>
762	Diamond Bar-Rowland Heights Park/Ride	4/4/82	Minor re-routing to serve Diamond Bar Park/Ride Lot
425	Ventura Blvd.-Los Angeles Ltd. Express	6/20/82	Establishment of reverse-commuter service
426	San Fernando Valley-Wilshire Blvd.	6/20/82	"
480	Los Angeles-El Monte West Covina-Pomona	6/20/82	Minor re-routing near Civic Center in downtown Los Angeles
487	Los Angeles-San Gabriel-Sierra Madre	6/20/82	"
489	Los Angeles-Rosemead Blvd. Hastings Ranch Drive	6/20/82	"
491	Los Angeles-El Monte-Arcadia-Sierra Madre	6/20/82	"
492	Los Angeles-South Arcadia-San Dimas via Arrow Hwy	6/20/82	"
493	Los Angeles-Monrovia via Myrtle Ave.	6/20/82	"
494	Los Angeles-Monrovia-Glendora- via Foothill Blvd.	6/20/82	"

Planning Dept.
6/30/82:MO
II.1.26:ea

SECTION 4

TRANSITWAY STUDIES

The California Department of Transportation (Caltrans) is responsible for the construction and maintenance of freeways in Los Angeles County. In order to maximize the use of freeways, Caltrans is presently evaluating the provision of transitways in two existing (Harbor, Santa Ana) and one future (Century) freeway. The transitway, if a decision is made to initially go with a busway, would provide a separate facility for buses and carpools, thus maximizing the benefits of freeway transit service. The status of the Caltrans studies are summarized in the following paragraphs.

Century Freeway Corridor

The construction of the new Century Freeway, paralleling Imperial Highway from its western terminus near LAX to its eastern terminus at the interchange with the San Gabriel River Freeway, is scheduled for completion in the early 1990's. The freeway route has been adopted and will include a transitway that can be converted to rail during the initial construction phase at some future date. At present the location of the transitway on-line stations have been finalized (Exhibit 4-1). The method of bus operation on the transitway and at the stations have been agreed upon between the District and Caltrans, so that Caltrans can finalize station design. The freeway median width to accommodate the transitway will be 64 feet between stations and 100 feet at the on-line stations. The District Board of Directors has also passed a resolution approving the use of light rail car design loading, in designing the transitway structures.

During fiscal year 1982-83, the District and Caltrans will finalize on-line station design and local street station interface. District staff will also prepare a revised preliminary bus routing plan for the transitway and final designs for major Transit Centers at the easterly and westerly terminals of the transitway.

Harbor and Santa Ana Freeway Corridors

The California Department of Transportation (Caltrans) is currently evaluating the feasibility of building transitway facilities within the Harbor (I-110) and Santa Ana (I-5) Freeway Corridors (Exhibit 4-2). Caltrans is evaluating five build alternatives within each corridor (a sixth was added to the Harbor Corridor). The alternatives, ranging from a no-build alternative to a full-rail option, are summarized below:

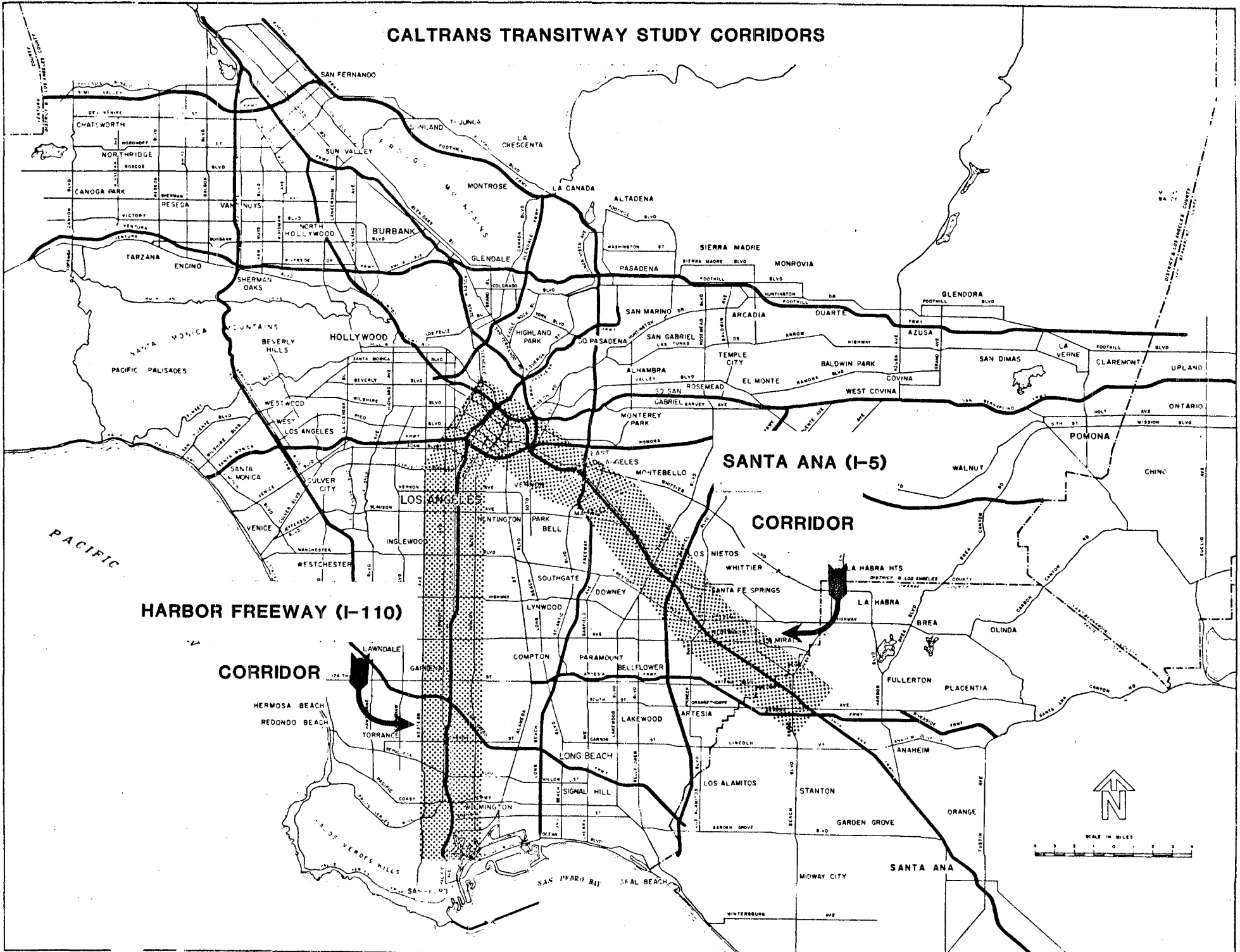
1. **No Build** - No substantial change in the existing service level
2. **TSM Alternative** - Continue operational and low capital improvements as identified in the current SRTP

2. **EXTENSION OF LINE 758 ROUTING IN DOWNTOWN LOS ANGELES:** An extension of Line 758 Park/Ride service from 5th and Flower Streets to the Civic Center in downtown Los Angeles was established on March 28, 1982. The route extension expands the downtown service area of this route which originates in La Mirada.
3. **MINOR ROUTE MODIFICATIONS OF EL MONTE BUSWAY WILSHIRE SERVICE IN DOWNTOWN LOS ANGELES:** Minor reroutings of Lines 480, 487, 489, 491, 492, 493 and 494 in downtown were implemented on June 20, 1982. The changes were designed to avoid traffic congestion in the midday and p.m. peak periods that were causing travel time delays.

Existing Route Modifications In Other Areas

1. **ROUTE MODIFICATION AT PUENTE HILLS MALL:** A minor route modification of Line 762 Park/Ride service at the Puente Hills Mall Park/Ride site was implemented on December 28, 1981. The change was in response to a request by the shopping center management to relocate the bus stop.
2. **EXTENSION OF FULLERTON PARK/RIDE SERVICE TO DOWNTOWN SANTA ANA:** An extension of existing park/ride service from Downtown Los Angeles to Fullerton Park/Ride to the Santa Ana Park/Ride via the Santa Ana Freeway was implemented on March 28, 1982. This service is operated by RTD under contract with the Orange County Transit District.
3. **MODIFICATION OF DIAMOND BAR/ROWLAND HEIGHTS PARK/RIDE TO SERVE NEW PARK/RIDE LOT:** A minor rerouting of Line 762 Park/Ride service to serve a Caltrans Park/Ride lot at Diamond Bar was implemented on April 4, 1982.
4. **REVERSE COMMUTE SERVICE ON LIMITED EXPRESS LINE 425:** Reverse commute service on the Ventura Boulevard-Los Angeles Limited Express service was established on June 20, 1982. This service is designed to maximize the use of District vehicles and provide increased service to persons living in the Downtown Los Angeles area and working in the San Fernando Valley.
5. **REVERSE COMMUTE SERVICE ON LIMITED EXPRESS LINE 426 -** Reverse commute service on the San Fernando Valley - Wilshire Boulevard Limited Express service was established on June 20, 1982. This service is also designed to maximize the use of District vehicles and provide increased service to persons living in the Downtown Los Angeles or Wilshire District and working in the San Fernando Valley.

CALTRANS TRANSITWAY STUDY CORRIDORS



3. **Two-Way Bus/HOV Guideway** - A bi-directional exclusive guideway with upgraded line haul bus service and carpools of 3 or more persons operating on the facility in both directions.
4. **Peak-Directional Bus/HOV Guideway** - A one-way peak period directional guideway with upgraded peak line haul service and carpools of 3 or more persons operating on the facility. Non-peak service in the opposite direction to operate in mixed flow freeway traffic.
5. **Intermediate Capacity Transit System (ICTS)** - An exclusive rail system smaller than a traditional streetcar and similar to the vehicle proposed for the Downtown People Mover.
6. **Light Rail Transit** - An exclusive elevated or at-grade rail system similar to a conventional streetcar.
7. **Heavy Rail Transit (Vermont Avenue-Harbor Corridor Only)** - An exclusive elevated and/or subway rail system similar to our planned Metrorail project.

Caltrans requested District assistance in developing operating and costing plans for each alternative. Lacking adequate time and staff, the District contracted with the private consulting firm of Wilbur Smith and Associates to prepare technical support for the Caltrans studies. Funding for these studies was provided by Caltrans.

During fiscal year 1981-82 the Consultant, working closely with District staff, prepared a series of technical memos detailing operating plans for the transitway alternatives being considered based upon Caltrans-provided transit demand projections and appropriate technology. Corresponding operational and capital cost estimates were also provided, as well as detailed technical papers on methodology and assumptions used in developing the Consultant reports. A final report summarizing the Consultant's work was prepared in June 1982.

Caltrans incorporated the Consultant's technical reports and District staff input into working draft environmental impact reports for both corridors prepared in late spring of 1982. The Caltrans reports evaluated the various alternatives and their impacts on the physical, social and economic environments. The reports were reviewed by appropriate technical staff and are presently undergoing revision prior to their release as public review drafts in early fall 1982. Public hearings are tentatively scheduled for November 1982. A revised EIS (Environmental Impact Statement) will be sent to the Caltrans Sacramento headquarters in March 1983, for review, final approval and transmittal to the Federal Highway Administration (FHWA). After final FHWA review and approval scheduled in July 1983, a grant application to the appropriate federal agency for project funding will be prepared by the State and forwarded in September 1983.

The selection of a recommended alternative in each corridor will impact the District's service levels and resources in two ways. First, the District is likely to be the primary provider of transit service within the corridors and the nature and level of line haul service will vary according to a final alternative selection. Secondly, local District service crossing each corridor will be impacted by the level of line haul service provided within the corridor and the location of possible transit stations. A number of District express routes presently operate within both corridors.

SECTION 5

FREEWAY TRANSIT PLANNING STUDIES

The District Planning Department prepared a number of planning studies and reports in support of Freeway transit during fiscal year 1981-82. Partial funding support for this effort was provided by the Urban Mass Transit Administration in the form of a pass-through grant administered by the Southern California Association of Governments. A listing of the freeway transit work products is provided in Exhibit 5-1.

EXHIBIT 5-1

Planning Activity List - FY 1981-82

PROGRAM SECTIONS 2.0 AND 3.0 WORK TASK PRODUCTS

TASK NO./
PRODUCT NO.TASK PRODUCT

- 2.0 Review and Investigate Current Operating and Routing Problems Together with Solution Recommendation
- 2.1 Letters of Response re: Implementation of New Line 426
- 2.2 Proposed Minor Route Modifications and Tariff Changes for Freeway Transit Service (Board of Directors Report, July 2, 1981).
- 2.3 Establishment of New Line 425 (Los Angeles-Ventura Boulevard Limited Express) (Board of Directors Report, July 16, 1981).
- 2.4 Establishment of Line 426 (San Fernando Valley Wilshire-Los Angeles Limited Express) (Board of Directors Report, July 16, 1981)
- 2.5 I-110 and I-5 Freeway Transit CBD Alignments
- 2.6 Establishment of New Park/Ride Line 756 (Los Alamitos-Los Angeles) (NSRB Report, October 9, 1981).
- 2.6 (a) Park/Ride Line 756 (Letter of Authorization from O.C.T.D.)
- 2.7 Minor Route Modification of Line 762 - Diamond Bar-Rowland Heights Park/Ride (Board of Directors Report, December 11, 1981).
- 2.8 Proposed Minor Route Modifications of El Monte Busway Wilshire Service in Downtown Los Angeles (Lines 480, 487, 489, 491, 492, 493, and 494) (Board of Directors Report, December 11, 1981).
- 2.9 Proposed Experimental Park/Ride Service between the Cities of Los Alamitos and Los Angeles (Board of Directors Report, January 6, 1982).

- 2.10 Minor Route Modification to Line 758 (La Mirada-Los Angeles Park/Ride) in Downtown Los Angeles (Board of Directors, March 4, 1982).
- 2.11 Route Modifications to Lines 34, 455, 456 and 755 in Downtown Los Angeles (NSRB Report, April 6, 1982).
- 2.12 Line 426 - Proposed Minor Route Modifications (NSRB Report, May 17, 1982).

3.0 Conduct Transit Analysis for State SB 620 Program for Park/Pool and Transit Center Development

- 3.1 Proposed Universal City Transit Center Operations and Proposed West Los Angeles Angeles Transit Center Operations
- 3.2 Establishment of the West Los Angeles Transit Center Operations (Board of Directors Report, March 18, 1982).
- 3.3 Route Modifications for the West Los Angeles Transit Center - Tariff Modifications - Lines 176, 434, 601, 602, 604, 605, 606, 607 - Removal of Passenger Restrictions in the CBD (NSRB Board Report, February 19, 1982).
- 3.4 Status Report on the Universal City Transportation Center (May 1982).

ACKNOWLEDGEMENTS

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