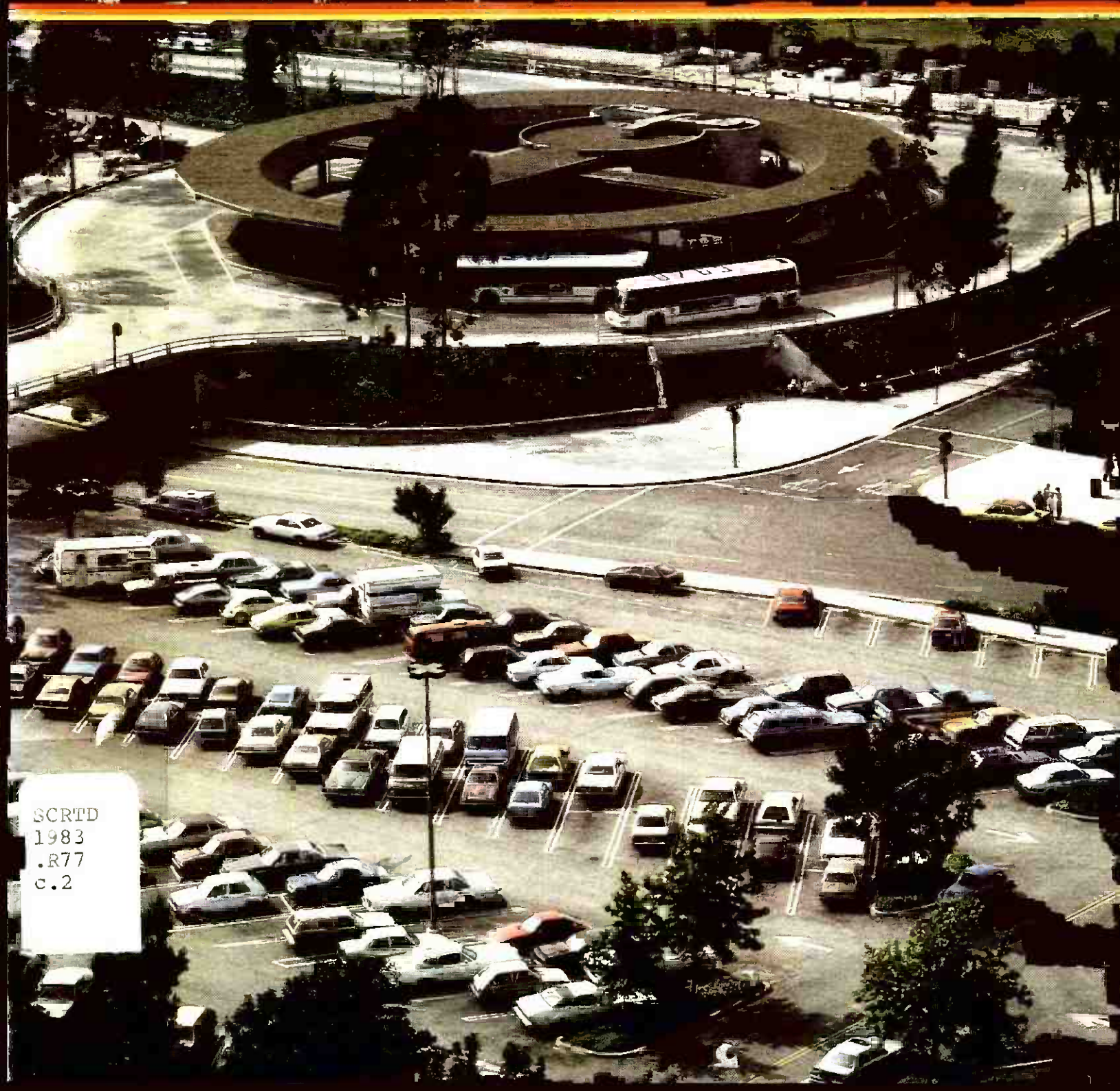


# RTD El Monte/Los Angeles Busway

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## Riders Prove the Value of Public Transit

San Gabriel Valley commuters are observing their tenth year of benefits from their own special rapid transit—the El Monte-Los Angeles Express Busway.

The success of the Busway is proven by the 50 million passenger trips that commuters have made over the preferential lane system since service began in 1973.

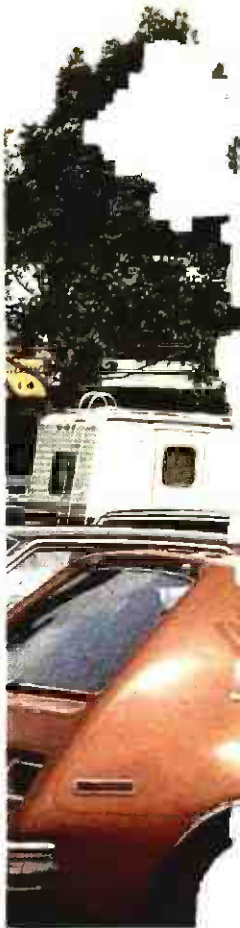
RTD riders use the 11-mile Busway at the rate of 20,000 boardings each weekday, silencing the skeptics who more than a decade ago warned that buses could not provide rapid transit.

In many respects the El Monte Busway resembles the type of service to be offered by the RTD's

Metro Rail, now progressing toward the construction stage.

The Busway has demonstrated that:

- Los Angeles area residents are eager for the benefits of rapid transit.
- Many commuters will gladly forsake automobiles for high-speed transit.
- Highway users and passengers both benefit.
- Exclusive bus lanes can be operated successfully alongside automobile traffic.
- The \$60 million cost of the Busway was an outstanding bargain.
- Energy is conserved and air quality improved.
- Riders save 20 minutes per round trip over motorists during rush hours.
- Riders save over \$3,000 a year in transportation costs.





Many Busway customers are able to eliminate the cost of one car from the family budget. Latest surveys indicate the cost of operating one car for a distance of 25 miles a day (round trip) is from \$3,000 to \$4,000 per year, depending on the car. This figure does not include the cost of parking. By purchasing the RTD Monthly Pass, a commuter can ride the Busway a whole year, and save 38% of the cost of operating a car.

These cash savings are being used by Busway riders to help defray house payments, to buy new furniture and appliances, to take vacations, and to invest in savings plans.

Similar savings are available to carpool riders who use the Busway, at the rate of about 15,000 personal trips per day. Vehicles must contain at least three riders to legally use the preferential lanes.

Even the drivers who cope with the crowded freeways benefit from the Busway. Studies show that 12,000 to 15,000 vehicles are removed from freeway congestion





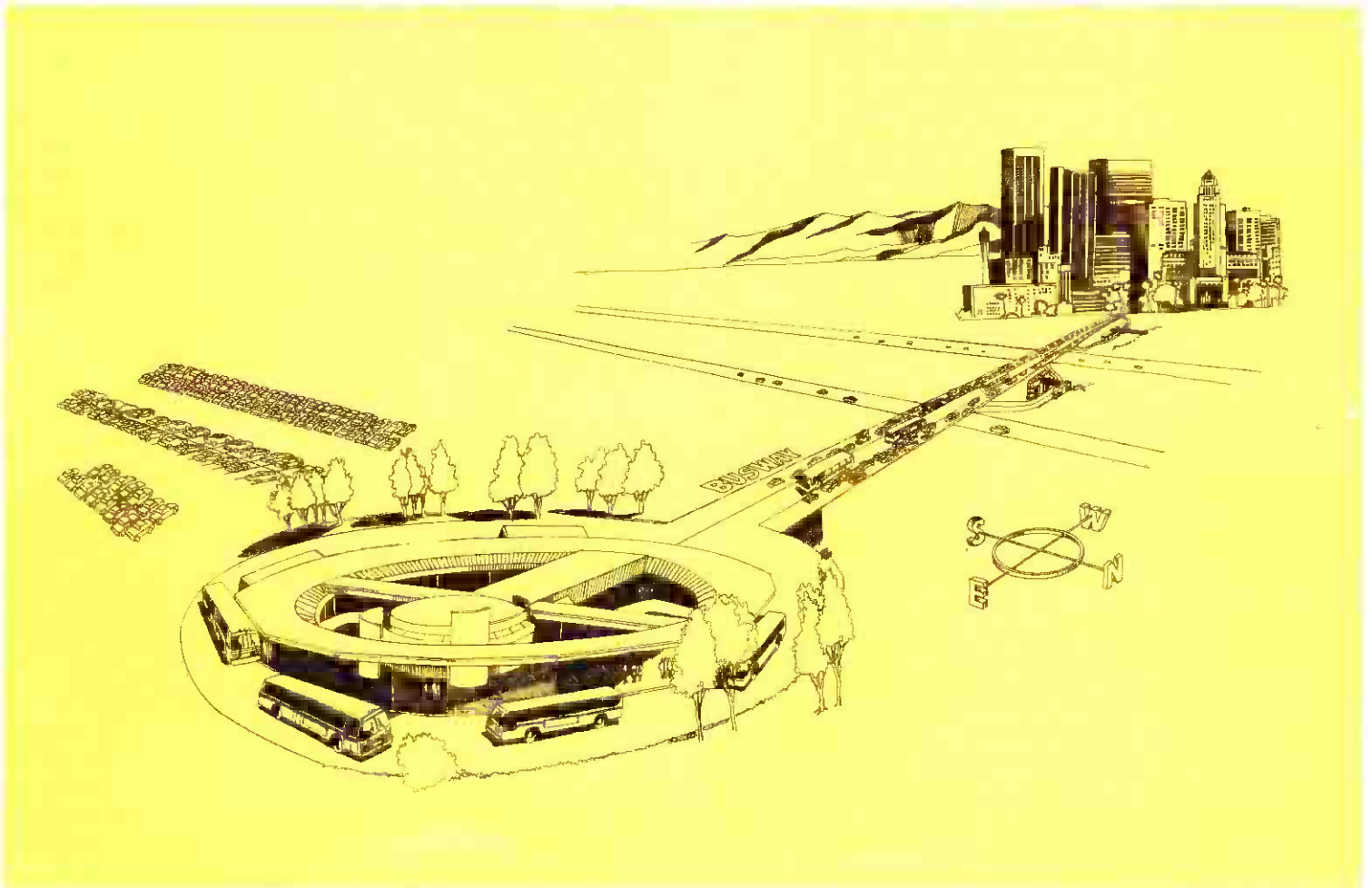
during peak hours because of the Busway.

Traveling west, the El Monte Busway ends at Mission Road and Elliott Street, a few yards north of the point where the San Bernardino Freeway passes over Mission Road before crossing the Los Angeles River.

A one-mile, \$20 million extension of the Busway westward across the Los Angeles River to the

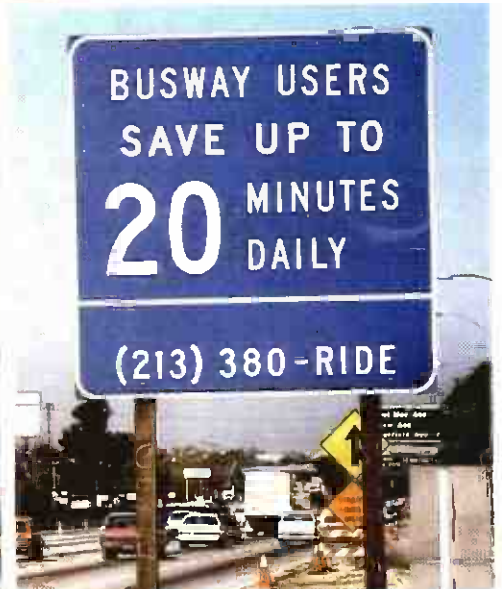
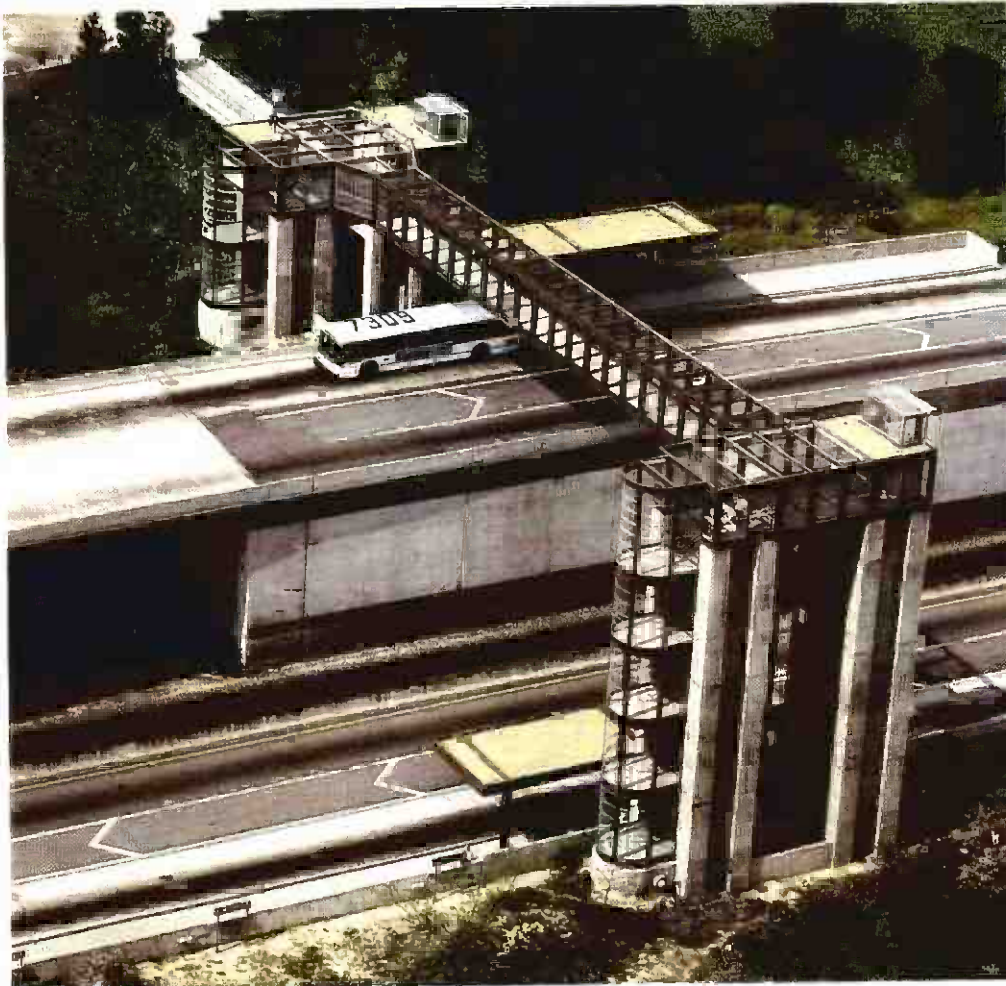
Union Station transportation center is planned. This extension will shorten commuter travel time between El Monte Station and the downtown area even more. In addition, it will provide direct connections to the numerous cultural activities in Downtown Los Angeles, public and private bus lines, trains and taxi companies serving Union Station, which will also represent the eastern terminal

of RTD's Metro Rail. The Busway was designed and constructed so that it could be converted to a rail transportation system. Once Metro Rail is completed, planners consider conversion of the Busway to rail as a practical step in developing a rail network for Los Angeles County.



## An Engineering Achievement

The Busway is regarded as an exceptional engineering accomplishment. The challenge was to design two preferential lanes into one of America's most heavily traveled traffic corridors, already occupied by eight freeway lanes, a railroad track and a labyrinth of access roads.







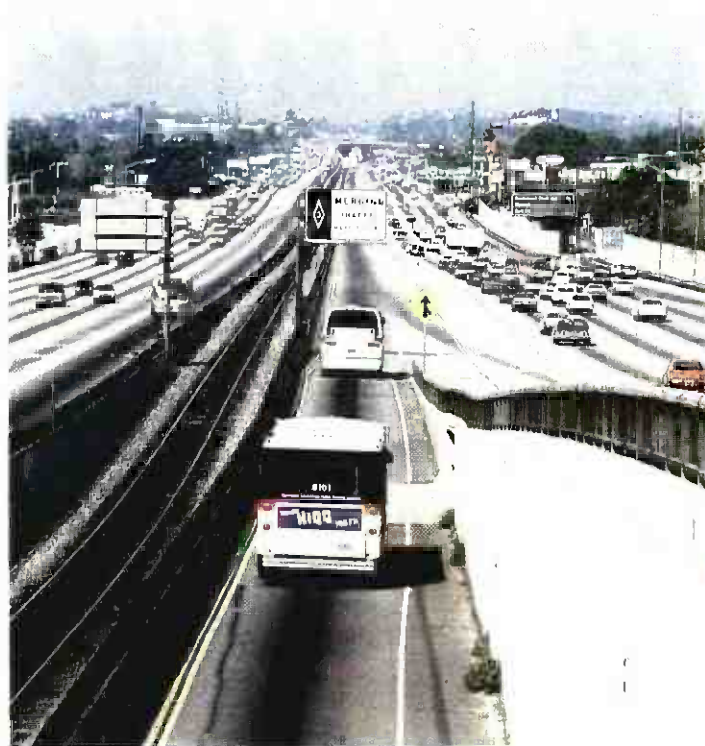
Industry executives and engineers have traveled to Los Angeles from all over the world to inspect and witness the operation. To construct the Busway it was necessary to relocate a railroad line and build or modify 54 highway and railroad bridges, four pedestrian overcrossings, two highway tunnels and one pedestrian tunnel. It also was necessary to construct three passenger stations: the eastern transportation center, known as El

Monte Station, the University Station at California State University, Los Angeles, and the Hospital Station at Los Angeles County-U.S.C. Medical Center. All three represent innovative architectural solutions to the problem of separating pedestrian and vehicular traffic, while providing freeflow for buses.

The easiest way to inspect the Busway is to take a rush-hour round trip tour, beginning at the attractive, award-winning El Monte Station. Located in the

center of a 1,400-car parking lot, the circular station's architecture and its highly-functional design has earned it an Award for Excellence and Honor Award from the American Institute of Architects. In addition, the National Society of American Registered Architects has given the station its Citation Award and Award of Honor.

A totally new concept in bus station design, the facility is 160 feet in diameter and has 10 berths



for buses that arrive and depart as often as every 30 seconds during peak hours.

The passengers arrive by feeder bus lines or cars. There is no charge for parking on the paved and landscaped lot.

After entering through a pedestrian tunnel, a stairway, escalator or elevator brings passengers to the upper-level lobby where ticket counters, information and bus berths are located. A public address system informs commuters of arriving and departing buses. Another popular attraction for Busway passengers is the chance to ride aboard one of the District's fleet of doubledeck buses.

The bus, pulling out of the El Monte Station, quickly emerges to join the median of the San Bernardino Freeway in its own preferential lane.

The Busway's popularity is immediately apparent. While the bus travels westward at a speed of nearly 55 miles an hour, traffic congestion alongside stretches to the horizon. For Busway riders, it's a calm, easy trip. Interspersed between buses are cars with three or more riders. One of the design problems that faced the Busway was finding a way to safely intermix carpools and buses in the same preferential lane. A system of

exclusive on-ramps and well-marked access areas provided the solution.

## Busway Facts

- The Busway attracts most of its patronage from the 250,000 residents of the San Gabriel Valley.
- Twenty-four percent of the commuters who travel to downtown Los Angeles from the corridor area travel by bus. Most use the Busway Express service, but some use the regular service lines that parallel the Busway on arterial streets.
- Over 85% of those arriving in the downtown area are able to walk to work from their disembarking point.
- Around 33% use the El Monte Park 'n' Ride lot.
- Approximately 90% have access to one or more cars, but prefer to ride the Busway.
- Total vehicle miles traveled on the Freeway have been reduced by as much as 150,000 miles per day.
- Energy consumption has been reduced by 6.5 million gallons of gas per year.
- Air pollution has been reduced by as much as 17-20%.

The Busway concept was developed by the Southern California Rapid Transit District in conjunction with the California Department of Transportation, Federal Highway Administration, Federal Urban Mass Transportation Administration, the Southern Pacific Transportation Company, and the cities of El Monte, Los Angeles, and San Gabriel



