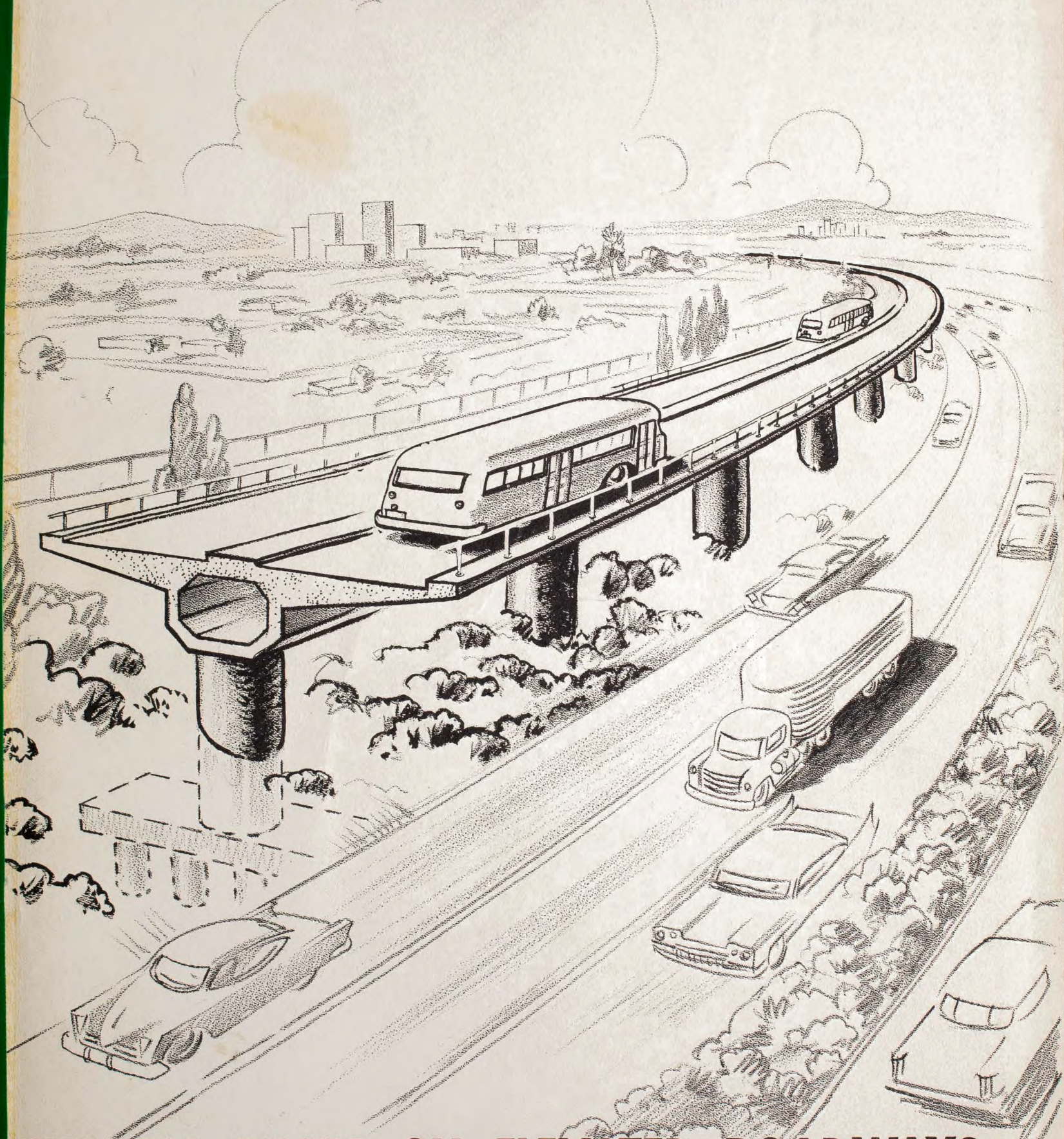


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1957 Supplemental Study of MASS TRANSPORTATION



EXPRESS BUSES ON ELEVATED ROADWAYS
LOS ANGELES METROPOLITAN TRAFFIC ASSOCIATION

1957 SUPPLEMENTAL STUDY OF MASS TRANSPORTATION

EXPRESS BUSES ON ELEVATED ROADWAYS

Submitted to: EXECUTIVE COMMITTEE
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Walter R. Lindersmith Secretary-Manager
Tenya Smalley Assistant Secretary

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May 15, 1957

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Pursuant to authority granted by our Executive Committee March 14, 1956, we herewith submit the following report entitled "1957 SUPPLEMENTAL STUDY OF MASS TRANSPORTATION - EXPRESS BUSES ON ELEVATED ROADWAYS" in line with the comprehensive series issued in past years.

Objective is to present possibilities inherent in the existing, and proposed, freeway system for the Los Angeles Metropolitan Area and the feasibility of utilizing the design and construction of such freeway system for a plan of rapid transit by means of elevated roadways for buses.

It is suggested that this plan of rapid transit would:

- a) provide definite improvement in service and speed
- b) provide substantial beginning for several important portions of the local area and potentialities for a system for the whole metropolitan area
- c) bring cost of such a system within community's ability to pay as compared to monorail, subway, or other rapid transit facilities.

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FOR OVER THIRTY YEARS DEVOTED TO IMPROVEMENT OF TRAFFIC FACILITIES
 ORGANIZED 1922

*PAST PRESIDENTS

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F O R E W O R D

- FIRST -- we plan the streets -- LOS ANGELES MAJOR STREET PLAN -- evolved by this Association in 1925. In the 15 year period following many of our present important surface streets were completed.
- NEXT -- we assist (1939) in the formation of the Citizens Transportation Survey Committee - Transportation Engineering Board - which developed A COMPREHENSIVE PLAN OF FREEWAYS FOR THE LOS ANGELES METROPOLITAN AREA.
- THEN -- we sponsor (1950-51) the Metropolitan Transportation Engineering Board, voluntary group of engineering, administrative and planning officials of state, county and forty some cities within Los Angeles County to ACCELERATE THE FREEWAY CONSTRUCTION PROGRAM.

In the meantime, population in Los Angeles County has grown from 1,572,473 in 1925 to the tremendous figure of 5,451,297 as of April 1957, with proportionate growth of 530,000 automobiles in 1925 to the astounding figure of 2,888,510 as of December 31, 1956 -- 1.9 persons per auto -- creating confusion, congestion and problems, many of them in traffic, transit and mass transportation.

With the trend, we passed from rail to bus mass transportation with the firm conviction that this method of transit would most economically serve the greater number of people within reasonable time. It is generally agreed that the present rail lines cannot be converted into satisfactory rapid transit without unwarranted expenditure for grade separation.

YET, satisfactory mass transportation must be worked out before ^x super-saturation of private automobiles makes it a stern necessity. It is our belief that it is in the public interest to encourage privately operated transit systems as a general aid to the economy of the area. We believe they should be accorded a tax structure that will permit them to earn a reasonable rate of return for capital invested. Tacit agreement that steps recommended in this supplemental study be given the most earnest consideration is indicated in the acknowledgments.

At all times it has been our endeavor to work closely with the State Division of Highways, State Highway Commission, regularly constituted county and city governmental agencies, as well as civic groups and agencies dedicated to improving highway, street, traffic and transit problems.

FREEWAY SYSTEM -- LOS ANGELES METROPOLITAN AREA

Regular highways, freeways and expressways in the State Highway System as shown on Illustration 1-a total 877 miles. A total of 363 miles have been approved by the California Highway Commission as freeway routes. Freeways and expressways, including federal interstate highways, total 530 miles with 153 miles completed, 42 miles under construction and budgeted (1957-58) leaving 335 miles uncompleted.

The proposed ELEVATED BUS ROADWAYS - would include:

<u>On the State System</u>	-- Hollywood Freeway	- estimated cost	\$ 20,000,000
	Glendale	" "	16,000,000
	Pasadena	" "	18,000,000
	Harbor	" "	24,000,000
<u>On the Federal System</u>	- San Bernardino Fwy	- estimated cost	22,000,000
	Olympic or Santa Monica	" "	18,000,000
<u>On Approved Master Plan</u>	- Century Freeway	- estimated cost	14,000,000
	Portion of Long Beach	" "	<u>4,000,000</u>
TOTAL ESTIMATED COST -			\$158,000,000

Proposed PRESENT TERMINALS for elevated bus roadways are also indicated on Illustration 1-a.

ELEVATED BUS FACILITY ON CUT SLOPE adjacent to Freeway

The Illustration on Page 2-a shows clearly the method of construction of the recommended rapid transit bus facility on a cut slope adjacent to the freeway.

While no landscaping has been sketched in the Illustration, it is the intention to screen the higher portions of the elevated roadways in such manner as to afford protection for adjoining development along the freeway against any unsightly appearance and possible exhaust noises occasioned by bus operation thereon.

Note - again - front cover illustration.

It shows the elevated roadway for bus operation in more detail.



ILLUSTRATION SHOWING ELEVATED BUS FACILITY ON CUT SLOPE ADJACENT TO FREEWAY

TRAVEL CHECK -- Coach Line 93

Illustration on Page 3-a shows two important considerations -- patronage and schedules -- which affect use of the elevated plan.

Patronage -- or TRAVEL CHECKS (indicated by figures 1-6 in circles) were made in both A.M. and P.M. so-called "rush" periods. Periods selected for the checks were roughly from 6 to 10 o'clock A.M. and 4 to 7 o'clock P.M.

Schedules -- show governing time points during this period along the route of Coach Line 93.

Downtown stops along Hill Street are shown between Venice Boulevard and Temple Street.

Total passengers for the Line are shown per day and per annum.

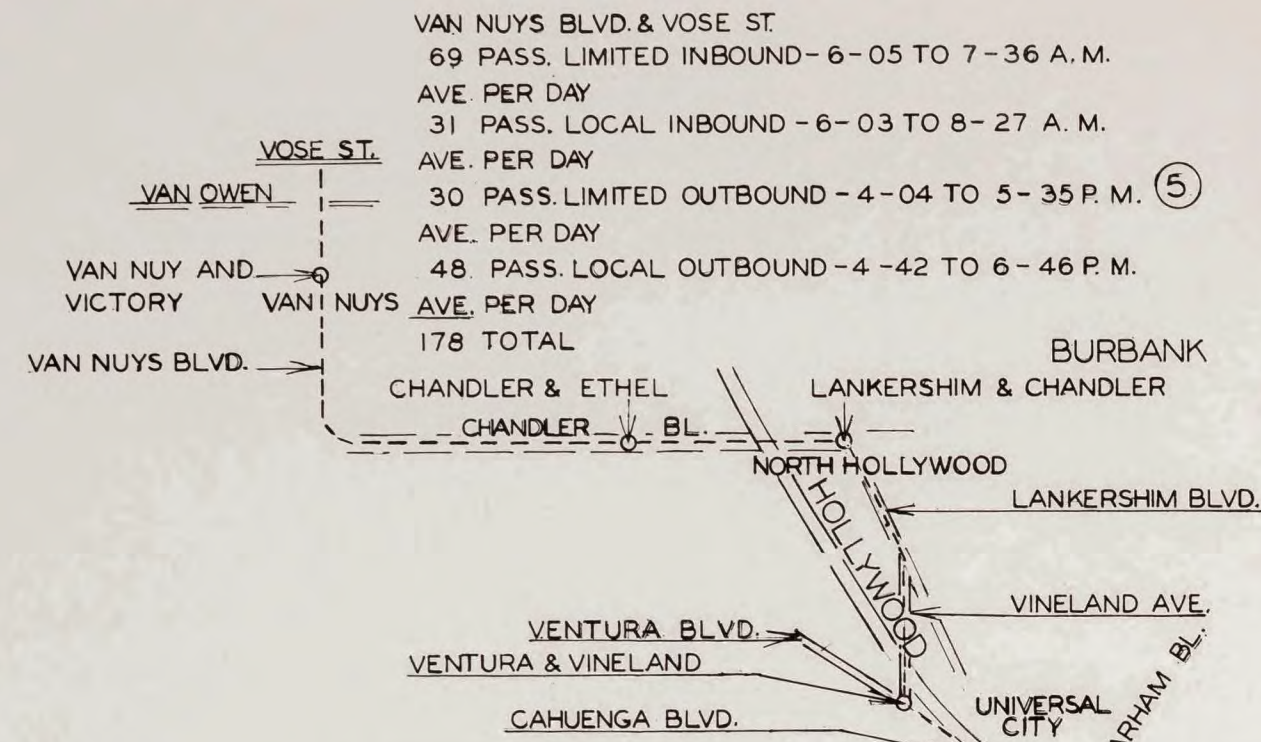
This is one of the important Lines which would use the suggested facility along Hollywood Freeway.

SUMMARY

OUT FROM C.B.D.	AS CHECKED	LOCATION	PER ANNUM	PER DAY FOR ENTIRE LINE
3	1	TEMPLE & GRAND	453,000	
5	2	CAHUENGA & BARHAM	818,100	WEEK DAYS 11,443
4	3	HOLLYWOOD & HIGHLAND	470,100	SATURDAYS 5,287
2	4	FIFTH & GRAND	336,900	SUNDAYS & HOL. 2,948
6	5	VAN NUYS & VOSE	53,400	
1	6	VENICE & OLIVE	489,000	ANNUAL DAYS - WEEK 255
		TRAVEL CHECK TOTAL	2,620,500	SATS. 52
		PASS. FROM HOL. F.	1,000,000	SUN. & H. 58
			3,620,500	365

NOTE-
FOR POSSIBLE PASS. CONTRIBUTED FROM TEMPLE AND SUNSET TRAFFIC FLOW SEE LINE 83s

TOTALS FOR LINE PER ANNUM	
11,443 X 255	2,917,965
5,287 X 52	274,924
2,948 X 58	170,984
	3,363,873



GLENDALE

700 PASS.-LOCAL INBOUND 6-28 TO 9-48 -A M AVE PER DAY
 867 PASS.-LOCAL OUTBOUND 3-08 TO 6-21 -P. M. AVE. PER DAY
 1,567 TOTAL

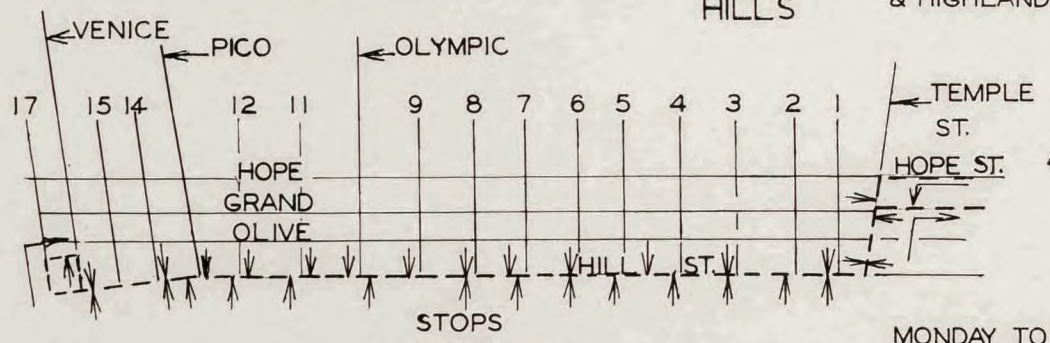
716 PASS.-LOCAL INBOUND -6-22 TO 9-42 A M AVE PER DAY
 694 PASS.-LOCAL OUTBOUND-3-43 TO 6-27 P. M AVE PER DAY
 711 PASS-LIMITED INBOUND 6-42 TO 8-20 A M AVE PER DAY
 606 PASS-LIMITED OUTBOUND 4-44 TO 6-13 P M AVE PER DAY
 2,727 TOTAL

ORDER OF TRAVEL CHECK

SCHEDULED TIME POINTS	EXAMPLE
17TH & OLIVE	4-01
TEMPLE & HILL	4-21
SANTA MONICA & WESTERN	4-33
" " " HIGHLAND	4-42
HOLLYWOOD & " "	4-48
VENTURA & VINELAND	4-58
LANKERSHIM & CHANDLER	5-08
CHANDLER & ETHEL	5-15
VAN NUYS & VICTORY	5-27
" " VOSE	5-32

LIMITED ROUTE LIMITED OPERATES VIA HOLLYWOOD FREEWAY FROM GRAND AVE., LOS ANGELES. TO BARHAM BLVD., STOPPING AT ALVARADO ST. TO RECEIVE PASSENGERS AND AT VERMONT AVE. AND WESTERN AVE. TO RECEIVE AND DISCHARGE

ALL TRAVEL CHECKS ON TUES. & WED. MAR. 13 & 14. 1956



LINE 93 DOWNTOWN

MONDAY TO FRIDAY OUTBOUND OPERATION BEGINS AT 17TH AND OLIVE STS. AT 5-33 A.M. AND CONTINUES AT SCHEDULED INTERVALS UNTIL 12-38 THE FOLLOWING A.M. COACHES LEAVE 17TH & OLIVE STS. APPROXIMATELY EVERY 8 MINUTES FOR VOSE ST. VIA LIMITED ROUTE EVERY 11 MINUTES VIA LOCAL ROUTE BETWEEN 4-04 P.M. AND 5-18 THEN FROM 1 TO 7 MINUTES UNTIL ABOUT 9-P.M. THEN 30 TO 40 UNTIL MIDNIGHT.

TEMPLE ST. AND GRAND AVE.	671 PASS. LIMITED INBOUND 6-56 TO 8-34 A.M. AVE. PER DAY	1
	1,510 839 PASS. LOCAL INBOUND -6-48 TO 10-10 A.M. AVE. PER DAY	
FIFTH ST & GRAND AVE. (OLD ROUTE)	777 PASS.- LOCAL OUTBOUND 2-41 TO 6-06 P.M. AVE. PER DAY	4
	1,347 570 PASS. LIMITED OUTBOUND 4-21 TO 5-50 P.M. AVE. PER DAY	
	2,857 PASS.TOTAL PER DAY 1 & 4	

VENICE BLVD. & OLIVE ST.	673 PASS. LIMITED INBOUND 7-09 TO 8-47 A.M. AVE. PER DAY	6
	957 PASS. LOCAL INBOUND 7-00 TO 10-02 A.M. AVE. PER DAY	
	1,630 PASS. AVE. PER DAY	

TRAVEL CHECK COACH LINE 93 LOCAL ROUTE - LOS ANGELES - NORTH HOLLYWOOD - VAN NUYS VIA HOLLYWOOD - CAHUENGA AND BARHAM BLVDS - PEAK LOADS TEMPLE ST. & GRAND AVE. AND CAHUENGA & BARHAM BLVDS.

VERNON

TRAVEL CHECKS -- Coach Lines F - 91 - 94

The Lines shown on Illustration o Page 4-a are among those which would contribute substantial numbers of passengers to the suggested elevated facilities.

TRAVEL CHECKS show numbers of passengers passing

- (1) Temple and Hill Streets
- (2) Hollywood Boulevard and Bronson Avenue
on week days, Saturdays, and Sundays
per day and also per annum.

Scheduled time points are tabulated for seven places along the Lines.

Lines F and 91 begin at 11th and Olive

Line 94 at 15th and Olive

Terminate in West Hollywood.

Carry 12,790,876 passengers per annum.

Serve Beverly Hills Hotel

J. W. Robinson's

Beverly Hilton Hotel

SUMMARY

OUT FROM C.B.D.	AS CHECKED	LOCATION	PER ANNUM	PER DAY FOR ENTIRE LINE
1	1	TEMPLE & HILL (91)	1,399,500	WEEK DAYS - 91 & F - 24,560
"	"	" " (94)	1,515,900	" " " 94 - 16,784
2	2	HOLLYWOOD & BRONSON	267,900	TOTAL " 94 - 41,344
"	"	LINE F	480,000	SATURDAYS - 91 & F - 18,450
"	"	" 91	3,663,300	" " " 94 - 6,922
TRAVEL CHECK TOTAL				TOTAL " 91 & F - 25,372
NOT COMPLETED - USE				SUN, & HOL, 91 & F - 12,118
LINE TOTALS				" " " 94 - 3,596
				TOTAL " 91 & F - 16,014
				TOTALS PER ANNUM
				41,344 X 255 - - - 10,542,720
				25,372 X 52 - - - 1,319,344
				16,014 X 58 - - - 928,812
				12,790,876

LINE 94

SCHEDULED TIME POINTS	EXAMPLE
15TH & OLIVE	6-44 A.M.
TEMPLE & HILL	6-56
SUNSET & ECHO PARK	7-03
" " SANBORN	7-11
SANTA MONICA & WESTERN	7-19
" " " HIGHLAND	7-28
WEST HOLLYWOOD	7-39

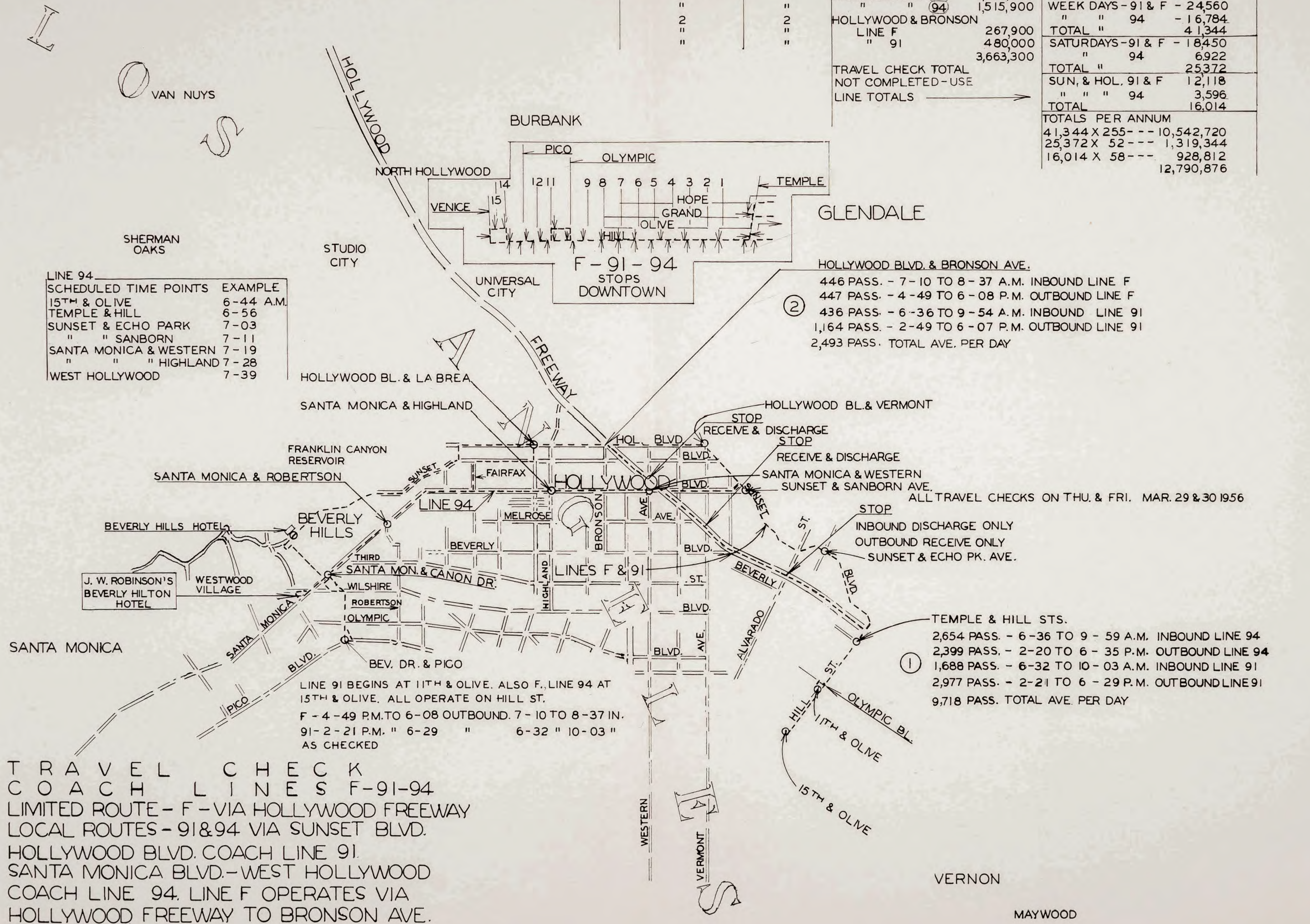
HOLLYWOOD BLVD. & BRONSON AVE.
 446 PASS. - 7-10 TO 8-37 A.M. INBOUND LINE F
 447 PASS. - 4-49 TO 6-08 P.M. OUTBOUND LINE F
 436 PASS. - 6-36 TO 9-54 A.M. INBOUND LINE 91
 1,164 PASS. - 2-49 TO 6-07 P.M. OUTBOUND LINE 91
 2,493 PASS. TOTAL AVE. PER DAY

ALL TRAVEL CHECKS ON THU. & FRI. MAR. 29 & 30 1956

TEMPLE & HILL STS.
 2,654 PASS. - 6-36 TO 9-59 A.M. INBOUND LINE 94
 2,399 PASS. - 2-20 TO 6-35 P.M. OUTBOUND LINE 94
 1,688 PASS. - 6-32 TO 10-03 A.M. INBOUND LINE 91
 2,977 PASS. - 2-21 TO 6-29 P.M. OUTBOUND LINE 91
 9,718 PASS. TOTAL AVE. PER DAY

LINE 91 BEGINS AT 11TH & OLIVE. ALSO F, LINE 94 AT 15TH & OLIVE. ALL OPERATE ON HILL ST.
 F - 4-49 P.M. TO 6-08 OUTBOUND. 7-10 TO 8-37 IN.
 91 - 2-21 P.M. " 6-29 " 6-32 " 10-03 "
 AS CHECKED

TRAVEL CHECK
 COACH LINES F-91-94
 LIMITED ROUTE - F - VIA HOLLYWOOD FREEWAY
 LOCAL ROUTES - 91 & 94 VIA SUNSET BLVD.
 HOLLYWOOD BLVD. COACH LINE 91.
 SANTA MONICA BLVD. - WEST HOLLYWOOD
 COACH LINE 94. LINE F OPERATES VIA
 HOLLYWOOD FREEWAY TO BRONSON AVE.



TRAVEL CHECK - Coach Line 83s

The various points as shown on Illustration on Page 5-a where travel checks were made on this Line include:

- (1) Temple and Hill Streets
- (2) Melrose and Vermont Avenues
- (3) Rosewood and Vermont Avenues
- (4) Sunset Boulevard and Western Avenue
- (5) Sunset Boulevard and La Brea Avenue

Data include per annum totals for the points checked and the per annum total for entire Line.

Operation begins at 9th and Hill Streets at 5:32 A.M. and continues until 12:57 A.M. the following day.

Time between buses varies from 5 to 7 minutes except during rush periods when average time is 3 minutes.

All present service via Hollywood Freeway but none scheduled as "limited".

SUMMARY

OUT FROM C.B. D.	AS CHECKED	LOCATION	PER ANNUM	PER DAY FOR ENTIRE LINE
1	1	TEMPLE & HILL	1,564,500	WEEK DAYS 32,486
3	2	MELROSE & VERMONT	810,600	SATURDAYS 22,789
2	3	ROSEWOOD & VERMONT	733,200	SUNDAYS & HOL. 11,593
4	4	SUNSET & WESTERN	733,500	ANNUAL DAYS - WEEK 255
5	5	SUNSET & LA BREA	321,300	SATS. 52
		MET. COACH	4,163,100	SUN & H. 58
		L. A. T. L.	549,300	365
		SUPPLEMENTAL COUNT	2,130,400	TOTALS FOR LINE PER ANNUM
		TRAVEL CHECK TOTAL	6,842,800	32,486 X 255 8,283,930
		PASS. FRM. TEM. ST.	1,718,100	22,789 X 52 --- 1,185,028
		" " SUN. BL.	3,036,300	11,593 X 58 --- 673,394
		" " HOL. F.WY.	1,000,000	10,142,352
			12,597,200	



COACHES STOP ON HOLLYWOOD FREEWAY AT ALVARADO ST. ONLY TO RECEIVE PASSENGERS OUTBOUND AND DISCHARGE INBOUND

ORDER OF TRAVEL CHECK

⑤ SUNSET BLVD. & LA BREA AV.
527 PASS. - 6-38 TO 9-51 A.M. INBOUND
544 PASS. - 2-11 TO 6-34 P.M. OUTBOUND
1,071 " TOTAL
MARCH 20 AND 21, 1956
LAURAL CANYON BLVD.

SUNSET BLVD. & WESTERN AV.
1,124 PASS. - 6-33 TO 10-01 A.M. INBOUND
1,321 PASS. - 2-08 TO 6-28 P.M. OUTBOUND
2,445 " TOTAL

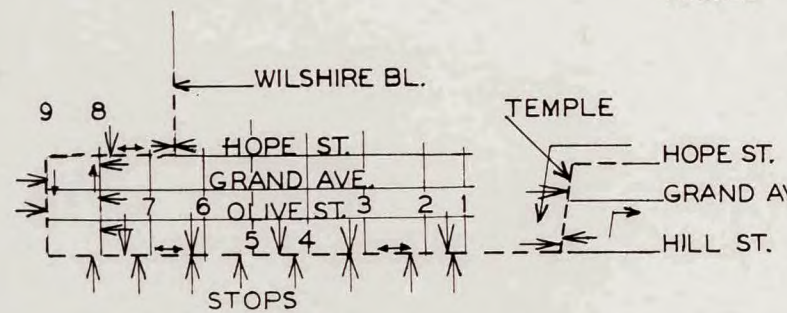
MELROSE & VERMONT AVES.
2,702 PASS. - 2-04 TO 6-27 P.M. OUTBOUND ②

ROSEWOOD & VERMONT AVES.
2,444 PASS. - 6-33 TO 9-57 A.M. INBOUND ③

SUNSET W. OF ALVARADO 20,241 (24 HR)

TEMPLE & HILL STS.
2,395 PASS. - 6-49 TO 9-56 A.M. INBOUND ①
2,820 " - 2-34 " 6-40 P.M. OUTBOUND
5,215 " TOTAL

TEMPLE E. OF VIRGIL 8,410 TRAFFIC 24 HR.
AVERAGE 11,455 - 1,718,100 PASS. TO EL. BUS FAC.
TEMPLE W. OF FIGUEROA 14,590 TRAFFIC 24 HR.



LINE 83s
DOWNTOWN ↑

MONDAY TO FRIDAY OUTBOUND OPERATION BEGINS AT 9TH AND HILL STS. AT 5-32 A.M. AND CONTINUES AT SCHEDULED INTERVALS UNTIL 12 57 A.M. THE FOLLOWING A.M. OUTBOUND 4 TO 7 MINUTES HEADWAY BETWEEN 6-46 AND 8-47 A.M. AND 1 TO 5 MINUTES BETWEEN 4-32 AND 5-51 P.M. INBOUND 2 TO 4 MINUTES HEADWAY BETWEEN 6-43 AND 7-55 A.M. AND 7 TO 8 MINUTES BETWEEN 9-38 AND 11-38 A.M.

AVERAGE DAILY PASSENGERS BY TRAVEL CHECK TUESDAY AND WEDNESDAY MARCH 20 AND 21, 1956

ALL SERVICE VIA HOLLYWOOD FREEWAY BUT NONE SCHEDULED AS "LIMITED"

TRAVEL CHECK COACH LINE 83s
SUNSET BOULEVARD MOTOR COACH LINE
PEAK LOAD POINT - TEMPLE AND HILL STREETS, DOWNTOWN LOS ANGELES. 2,820 PASSENGERS 2-34 TO 6-40 P.M. OUTBOUND PER DAY

TRAVEL CHECK - Coach Line 44

There were three points on this Line where travel checks were made during morning and afternoon rush periods. As shown on Illustration on Page 6-a they include:

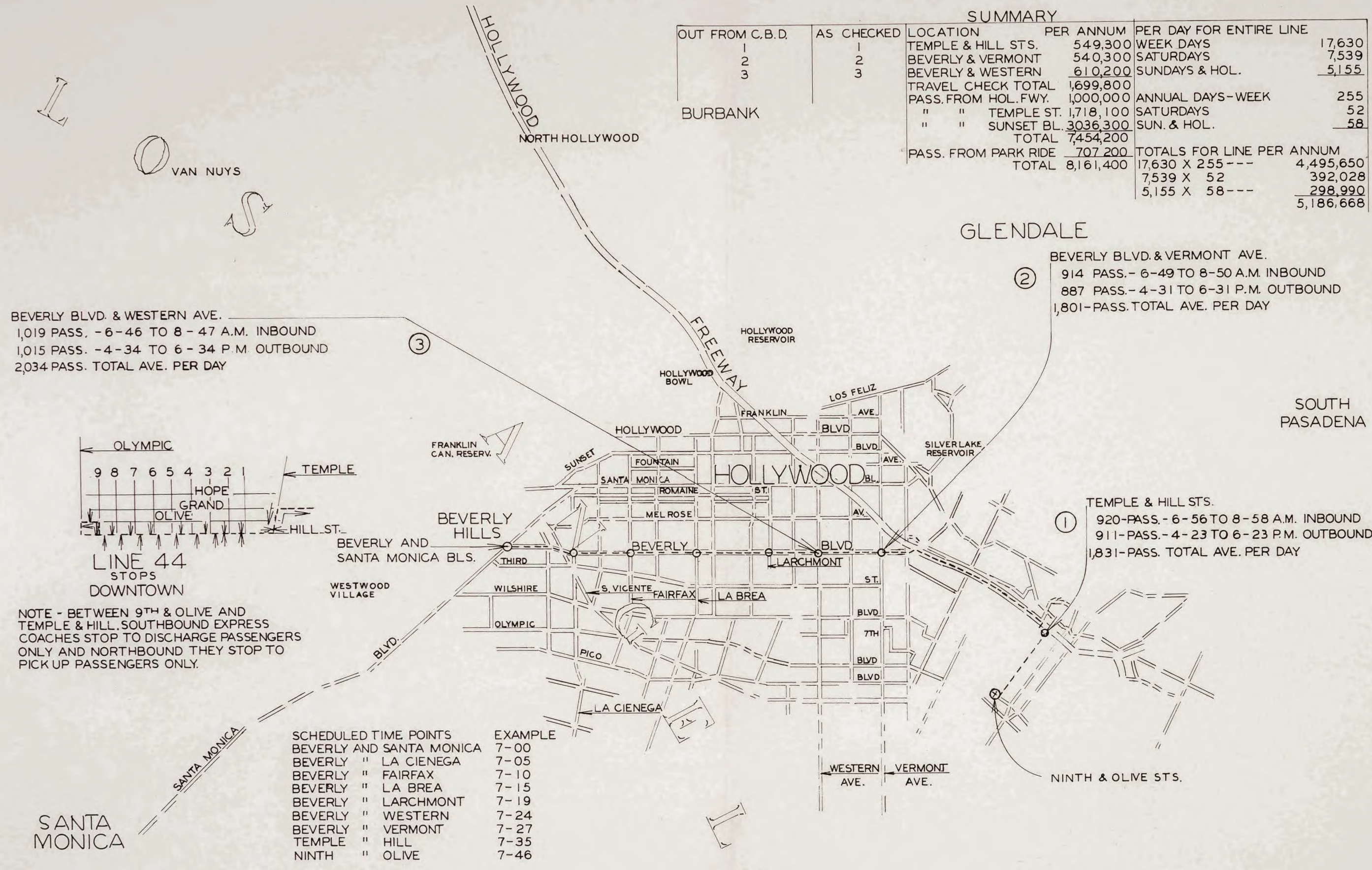
- (1) Temple and Hill
- (2) Beverly Boulevard and Vermont Avenue
- (3) Beverly Boulevard and Western Avenue

Data include per annum totals for the points checked as well as for the entire Line.

Trip time points are tabulated for trip inbound leaving Beverly and Santa Monica Boulevards at 7:00 A.M. and arriving at 9th and Olive Streets at 7:46 A.M.

Line 44 stops downtown are diagramed on Hill Street between Olympic and Temple.

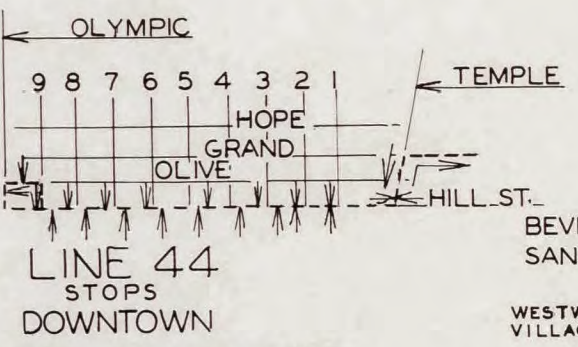
SUMMARY				
OUT FROM C.B.D.	AS CHECKED	LOCATION	PER ANNUM	PER DAY FOR ENTIRE LINE
1	1	TEMPLE & HILL STS.	549,300	WEEK DAYS 17,630
2	2	BEVERLY & VERMONT	540,300	SATURDAYS 7,539
3	3	BEVERLY & WESTERN	610,200	SUNDAYS & HOL. 5,155
		TRAVEL CHECK TOTAL	1,699,800	
		PASS. FROM HOL. FWY.	1,000,000	ANNUAL DAYS-WEEK 255
		" " TEMPLE ST.	1,718,100	SATURDAYS 52
		" " SUNSET BL.	3,036,300	SUN. & HOL. 58
		TOTAL	7,454,200	
		PASS. FROM PARK RIDE	707,200	TOTALS FOR LINE PER ANNUM
		TOTAL	8,161,400	17,630 X 255 --- 4,495,650
				7,539 X 52 392,028
				5,155 X 58 --- 298,990
				5,186,668



BEVERLY BLVD. & WESTERN AVE.
 1,019 PASS. - 6-46 TO 8-47 A.M. INBOUND
 1,015 PASS. - 4-34 TO 6-34 P.M. OUTBOUND
 2,034 PASS. TOTAL AVE. PER DAY

BEVERLY BLVD. & VERMONT AVE.
 914 PASS. - 6-49 TO 8-50 A.M. INBOUND
 887 PASS. - 4-31 TO 6-31 P.M. OUTBOUND
 1,801-PASS. TOTAL AVE. PER DAY

TEMPLE & HILL STS.
 920-PASS. - 6-56 TO 8-58 A.M. INBOUND
 911-PASS. - 4-23 TO 6-23 P.M. OUTBOUND
 1,831-PASS. TOTAL AVE. PER DAY



NOTE - BETWEEN 9TH & OLIVE AND TEMPLE & HILL, SOUTHBOUND EXPRESS COACHES STOP TO DISCHARGE PASSENGERS ONLY AND NORTHBOUND THEY STOP TO PICK UP PASSENGERS ONLY.

SCHEDULED TIME POINTS	EXAMPLE
BEVERLY AND SANTA MONICA	7-00
BEVERLY " LA CIENEGA	7-05
BEVERLY " FAIRFAX	7-10
BEVERLY " LA BREA	7-15
BEVERLY " LARCHMONT	7-19
BEVERLY " WESTERN	7-24
BEVERLY " VERMONT	7-27
TEMPLE " HILL	7-35
NINTH " OLIVE	7-46

TRAVEL CHECK COACH LINE 44
 EXPRESS SERVICE VIA HOLLYWOOD FREEWAY.
 L.A.T.L. BEVERLY BOULEVARD COACH LINE.
 BETWEEN NINTH & HILL STS. DOWNTOWN
 AND BEVERLY & SANTA MONICA BLVDS.
 BEVERLY HILLS

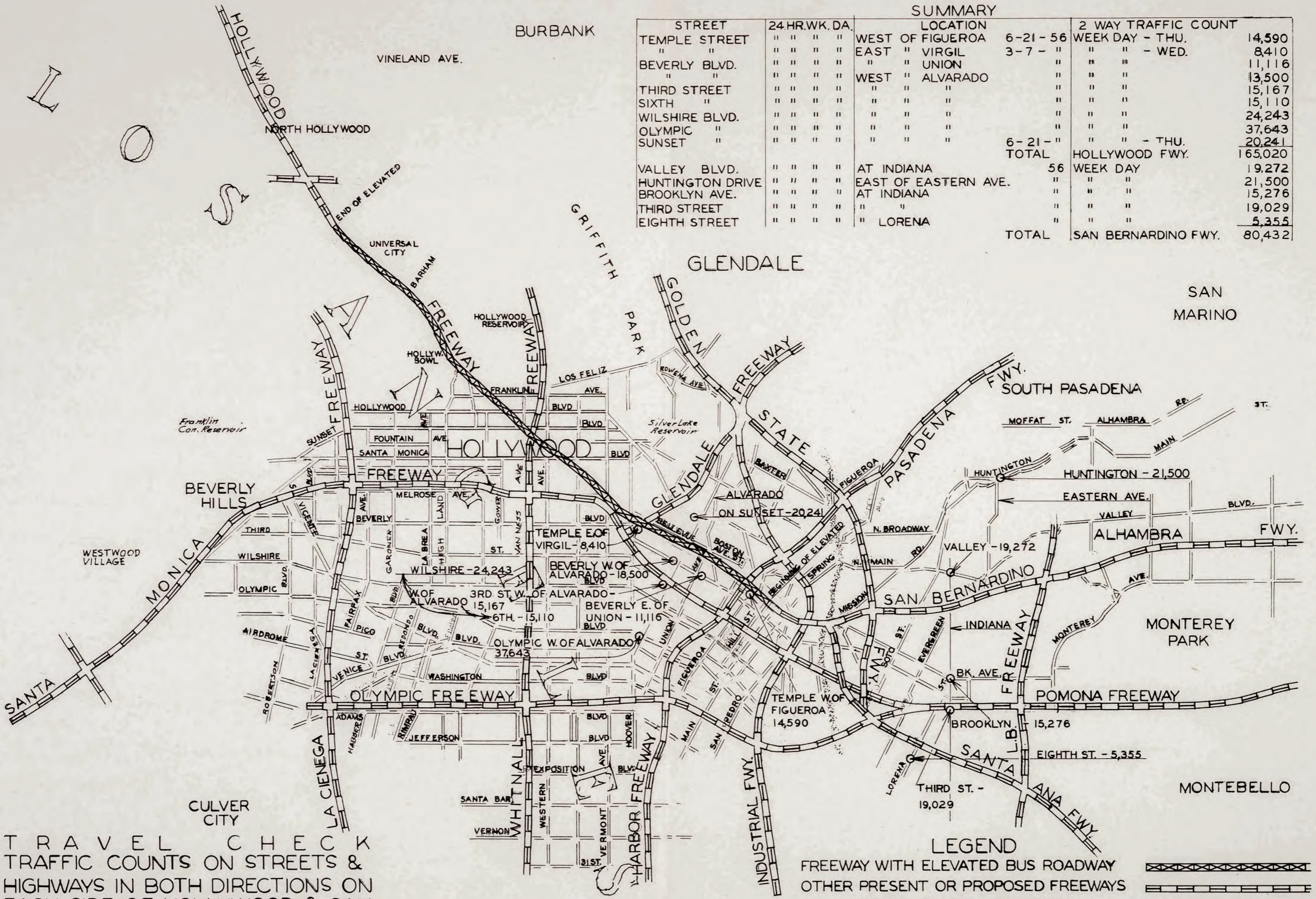
TRAVEL CHECK

Illustration on Page 7-a shows TRAFFIC COUNTS on streets and highways in both directions on each side of Hollywood and San Bernardino Freeways.

Traffic counts were taken week days 6-21-56 and 3-7-56.

Points checked included Temple and Figueroa, Beverly Boulevard east of Union, and numerous others as listed in the summary.

Indirect use of the proposed facilities is indicated by tabulated traffic counts -- noted on individual Line checks discussed on previous pages.



		SUMMARY			
STREET	24 HR. WK. DA.	LOCATION	6-21-56	2 WAY TRAFFIC COUNT	
TEMPLE STREET	" " " "	WEST OF FIGUEROA	6-21-56	WEEK DAY - THU.	14,590
" " "	" " " "	EAST " VIRGIL	3-7 - "	" " - WED.	8,410
BEVERLY BLVD.	" " " "	" " UNION	" " "	" " "	11,116
" " "	" " " "	WEST " ALVARADO	" " "	" " "	13,500
THIRD STREET	" " " "	" " "	" " "	" " "	15,167
SIXTH "	" " " "	" " "	" " "	" " "	15,110
WILSHIRE BLVD.	" " " "	" " "	" " "	" " "	24,243
OLYMPIC "	" " " "	" " "	" " "	" " "	37,643
SUNSET "	" " " "	" " "	6-21-"	" " - THU.	20,241
			TOTAL	HOLLYWOOD FWY.	165,020
VALLEY BLVD.	" " " "	AT INDIANA	56	WEEK DAY	19,272
HUNTINGTON DRIVE	" " " "	EAST OF EASTERN AVE.	"	" "	21,500
BROOKLYN AVE.	" " " "	AT INDIANA	"	" "	15,276
THIRD STREET	" " " "	" "	"	" "	19,029
EIGHTH STREET	" " " "	" LORENA	"	" "	5,355
			TOTAL	SAN BERNARDINO FWY.	80,432

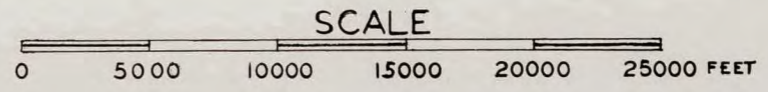
TRAVEL CHECK
TRAFFIC COUNTS ON STREETS &
HIGHWAYS IN BOTH DIRECTIONS ON
EACH SIDE OF HOLLYWOOD & SAN
BERNARDINO FREEWAYS

LEGEND

FREEWAY WITH ELEVATED BUS ROADWAY

OTHER PRESENT OR PROPOSED FREEWAYS

TRAFFIC COUNT LOCATIONS



LOS ANGELES COUNTY CITIES

The name

boundary, and

population -- are shown for every city in

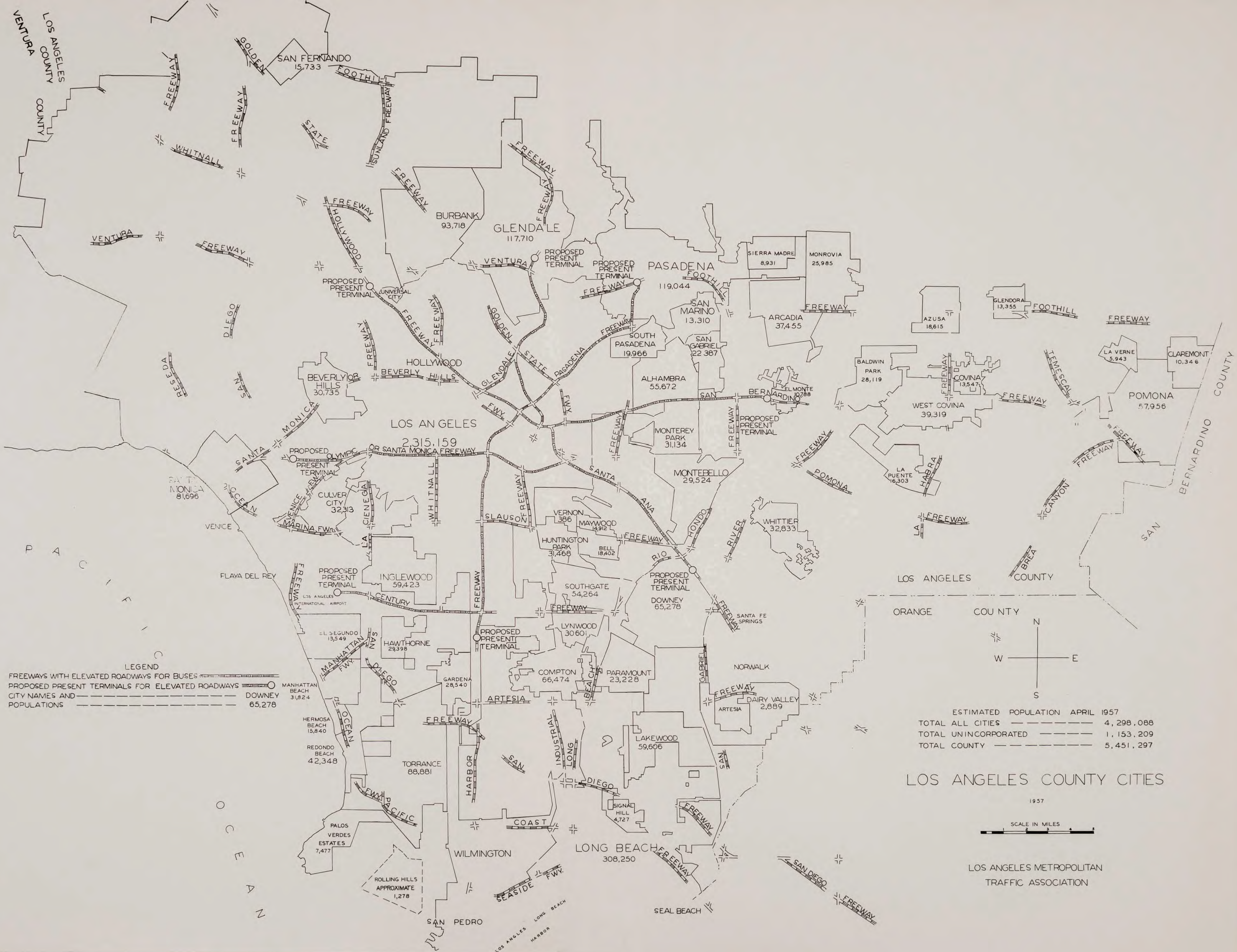
Los Angeles County in the

Illustration on Page 8-a.

Also indicated, so that it may be intelligently related to the various city areas, is the system of proposed elevated bus roadways. It will be noted that the outer ends of the elevated system are marked "PROPOSED PRESENT TERMINALS".

In this respect, the possibility as to how further extension of the elevated system in the future may be easily accomplished becomes evident.

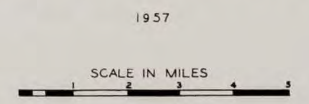
The temporary or present terminal would be designed with a ramp to the surface and a circular turn around provided.



LEGEND
 FREEWAYS WITH ELEVATED ROADWAYS FOR BUSES ————
 PROPOSED PRESENT TERMINALS FOR ELEVATED ROADWAYS ○
 CITY NAMES AND POPULATIONS ————

ESTIMATED POPULATION APRIL 1957	
TOTAL ALL CITIES	4,298,088
TOTAL UNINCORPORATED	1,153,209
TOTAL COUNTY	5,451,297

LOS ANGELES COUNTY CITIES



LOS ANGELES METROPOLITAN
 TRAFFIC ASSOCIATION

ELEVATED BUS ROADWAYS and SURFACE FEEDER BUS LINES

Proposed elevated bus system is shown on
Illustration on Page 9-a.

Indicated by Line numbers enclosed in circles are
the principal existing surface feeder Lines which
would contribute to passenger volume on the
elevated system.

Designated symbols are employed to indicate:

- a) freeways with elevated roadways
- b) proposed or existing freeways
- c) proposed elevated present terminals
- d) existing surface feeder lines
- e) proposed additional feeder lines

The principal contributing feeder lines which would
benefit by the proposal in the case of the San Ber-
nardino Freeway, for example, would be Metropolitan
Coach Lines 60, 63 and 69.



ELEVATED BUS ROADWAYS
AND
SURFACE FEEDER BUS LINES
LEGEND

- FREEWAYS WITH ELEVATED ROADWAYS ————
- PROPOSED OR EXISTING FREEWAYS ————
- PROPOSED PRESENT ELEVATED TERMINAL ●
- SURFACE LINES (5) ———— (5) ———— (5) ———— (5)
- PROPOSED ADDITIONAL LINES ————

LOCATION STUDY

Location line west of Glendale Boulevard is shown on Illustration on Page 10-a. Accompanying profile is also shown.

Also shown is a possible branch line utilizing the existing tunnel which is indicated by location line between the Hollywood Freeway and the outer end of the Subway Terminal Tunnel.

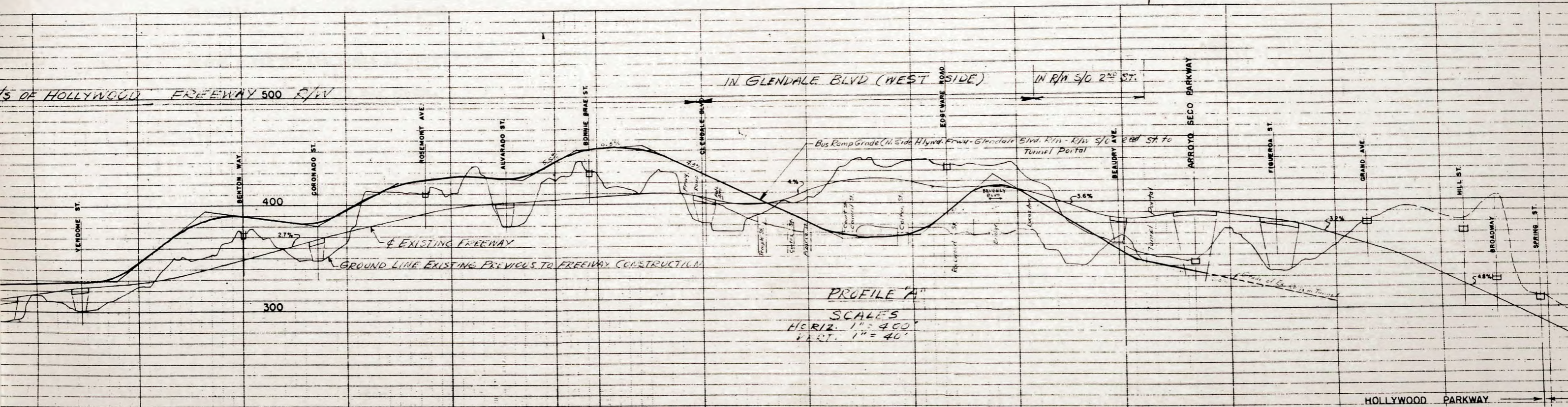
Grades on the elevated structure would not exceed 8 percent -- most of them being substantially less than 8 percent.

The existing freeway grade line is shown as well as the elevated structure grade line.

For example: the freeway grade line west of Alvarado Street is 2.7% while the proposed elevated grade line would be about 5.5% -- not exceeding 8% in any case.



LOCATION STUDY
SUBJECT TO CHANGE



ESTIMATED PASSENGER TRAVEL

ON ELEVATED BUS ROADWAYS

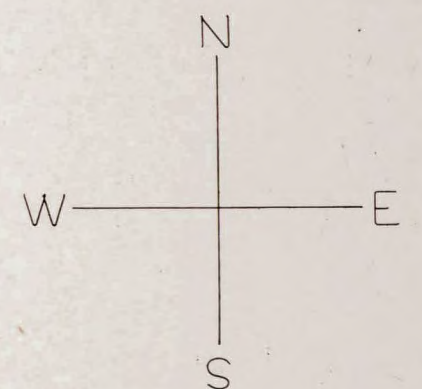
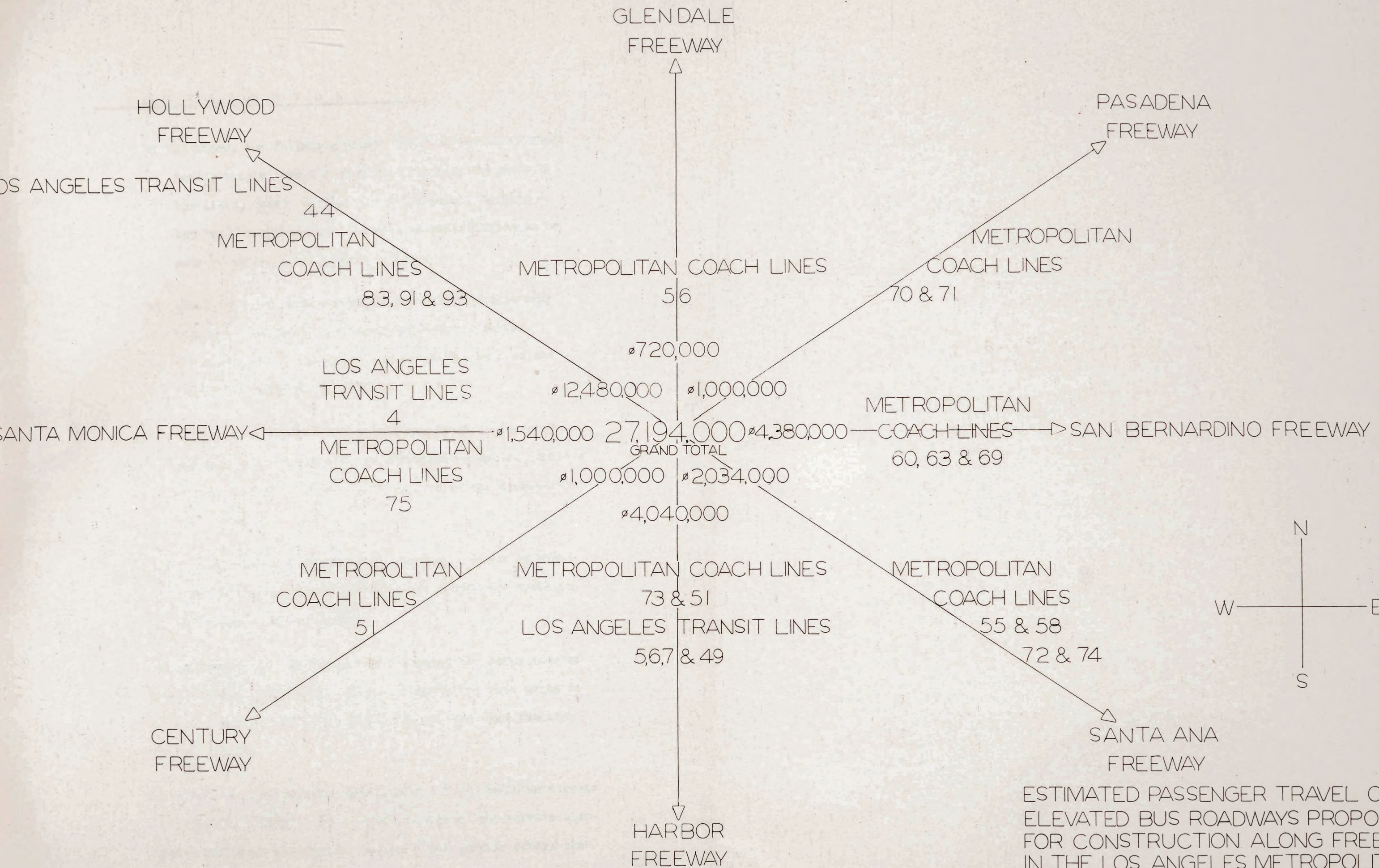
Illustration on Page 11-a shows the estimated annual contribution to passenger totals which would be made by each of the coach lines using the various elevated branches in all directions.

Coach Line numbers are shown adjacent to the diagrammatic representation of the various freeways comprising the proposed system.

The order of importance and corresponding passenger figures would be:

Hollywood Freeway	with	12,480,000	passengers,	down to
Glendale	"	"	720,000	"

Grand total of all lines is shown to be 27,194,000 passengers per annum.



ESTIMATED PASSENGER TRAVEL ON ELEVATED BUS ROADWAYS PROPOSED FOR CONSTRUCTION ALONG FREEWAYS IN THE LOS ANGELES METROPOLITAN AREA

∅ CUMULATIVE PASSENGER TOTALS ANNUALLY

C O N C L U S I O N

At all times, the following points should be borne in mind:

- a) moving people involves streets, freeways, expressways - bus lines, taxis, terminals - automobiles, parking - and traffic engineering, as well as contribution to be made by railroads and rapid transit.
- b) the increasing private automobile supply consistently active in progress, and the great need for public transportation innovations - for example, such as the suggested elevated bus roadways.
- c) the pattern of urban living will continue to increase the number of automobiles in operation -- public carriers will continue to be an essential part of the transportation system.

NOW is the time to look earnestly ahead at transit to maintain public transportation where it can fulfil the tasks it is most capable of performing.

The principal role of transit is to absorb the daily task of travel peaks. Obviously, the speed of the bus line units is an important item in their ability to perform this function satisfactorily.

It should be kept in mind the capacity of the downtown streets is extremely limited. More extensive use of the private automobile would be impractical. Improved bus service offers the

greatest potential for public transportation, both from an operation and economic standpoint, dependent upon utilizing full roadway capacity, as in this present proposal where the right-of-way is already provided and it serves the present established pattern of development.

Rail commuter service and other methods of rapid transit are the most limited facilities now in use. A most impressive feature of this proposed plan is its flexibility and freedom from confinement to hard and fast locations since it may leave the structure at any point to traverse the area of supply which it must serve.

It is suggested the following code of performance be posted in the daily reminder of all interested persons:

- 1- areas tributary to all Lines are preserved as now established
- 2- time is substantially reduced between origin and destination
- 3- proposed plan represents the greatest possible rapid transit achievement for the least expense
- 4- it maintains the most economical operating cost of all know transportation possibilities
- 5- it increases the smooth riding characteristic of rapid movement over a solid roadway
- 6- safety factors are increased many times, being operated by trained professional drivers, as opposed to individually operated private automobiles.

LOS ANGELES METROPOLITAN TRAFFIC ASSOCIATION
610 South Main Street • Room 987
LOS ANGELES 14, CALIFORNIA

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