Short History of the Transbay Transit Terminal and the Relocation of the San Francisco Greyhound Depot Thereto

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The Transbay Transit Terminal (TTT) in downtown San Francisco is the busiest terminal on the West Coast. Constructed in 1939 as part of the San Francisco–Oakland Bay Bridge railway, the TTT was converted for bus use in 1959. Currently, the Bay Area's four major public bus systems use the structure, as well as Amtrak (bus) and a number of private transit providers. In April 1990 Greyhound Lines moved its San Francisco depot into the TTT. The TTT is adjacent to San Francisco's central business district and at the physical and financial heart of the Bay Area. Many proposals for alternative uses have been made. It was once thought that the construction of the Bay Area Rapid Transit under the bay would render the TTT obsolete. However, the need for the structure and site as a regional transit terminal has been affirmed as transportation problems have become of foremost concern to the people of the region. After years of neglect the California Department of Transportation plans to completely renovate and refurbish the structure. Coupled with the relocation of the Greyhound depot and the planned development of the San Francisco CalTrain terminal adjacent to the TTT, this will allow the structure to become a truly regional transit terminal.

The Transbay Transit Terminal (TTT) in downtown San Francisco is one of the busiest transit facilities in the country. Each weekday more than 50,000 commuters use its stairs, escalators, or ramps. The facility turned 50 in 1989.

Conceived as the western terminus for the San Francisco–Oakland Bay Bridge rail service and constructed as part of the bridge, the TTT is located in San Francisco's central business district. It is within walking distance of two Bay Area Rapid Transit (BART) subway stations and is near access to three major automobile corridors—the bridge, the James Lick Freeway (Highway 101), and I-280 (see Figure 1).

The TTT was converted for bus operations in 1959 and is currently used by the following public operators: Golden Gate Transit (GGT), Alameda and Contra Costa County Transit (AC Transit), San Mateo County Transit District (SamTrans), and the San Francisco Municipal Railway (Muni). Amtrak provides a bus service from its train station in Oakland. Several private tour operators also operate from the TTT during off-peak commute hours.

As gridlock, pollution, and an overburdened, inadequate, jurisdictionally balkanized, and financially divergent mass transit system has increasingly become of concern to the people of the San Francisco Bay Area, the TTT may finally receive the recognition and attention it deserves. Greyhound Lines has recently moved its San Francisco operations into the TTT, and an adjacent site has been proposed as one of the final alternatives for the downtown depot of the west bay commuter rail service, the Peninsula Commute Service (CalTrain). The California Department of Transportation (Caltrans) is committed to renovating the structure as a modern, safe, and efficient multimodal transportation facility.

A brief history of the TTT and the relocation of the Greyhound depot thereto is presented.

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TERMINAL CONSTRUCTION 1937–1939

In 1929 the state legislature created the California Toll Bridge Authority (CTBA) to finance, construct, and operate the San Francisco–Oakland Bay Bridge. Financing for the bridge and the terminal was primarily provided by the federal Reconstruction Finance Corporation (*1*). Originally, the state planned to run a rail service between San Francisco and Emeryville, where it would connect with the Key System and Southern Pacific (SP) electric trains. This plan was abandoned when the Key System and SP offered to terminate their ferry service and run their electric trains over the bridge (*2*).

Consequently, in 1935, CTBA negotiated agreements with the Key System and the Interurban Electric (the SP subsidiary) to provide the first rail connection between San Francisco and the East Bay via the San Francisco–Oakland Bay Bridge (see Figure 2). The "Bridge Railway" included, among other facilities, "the San Francisco Terminal and viaduct and all tracks and appurtenances, between the terminal and connections with the existing lines in Alameda County" (*3*). "On September 4, 1935, the Authority adopted the Plan 'X' terminal located between Beale and Second Streets" (*4*) (Figure 3).

Demolition and Design

The project necessitated the demolition and removal of buildings on 34 parcels of land, including parcels required for viaduct construction. Total demolition costs were $133,944.36, and demolition was completed on August 9, 1937 (Figure 4) (*6*).

CTBA instructed the architects Timothy Pflueger, Arthur Brown, Jr., and J. J. Donovan that the design of the terminal "be governed by the controlling principles of convenience to the passenger and an architectural treatment that was suitable to a public building in a metropolis" (*3,7*). This led to a

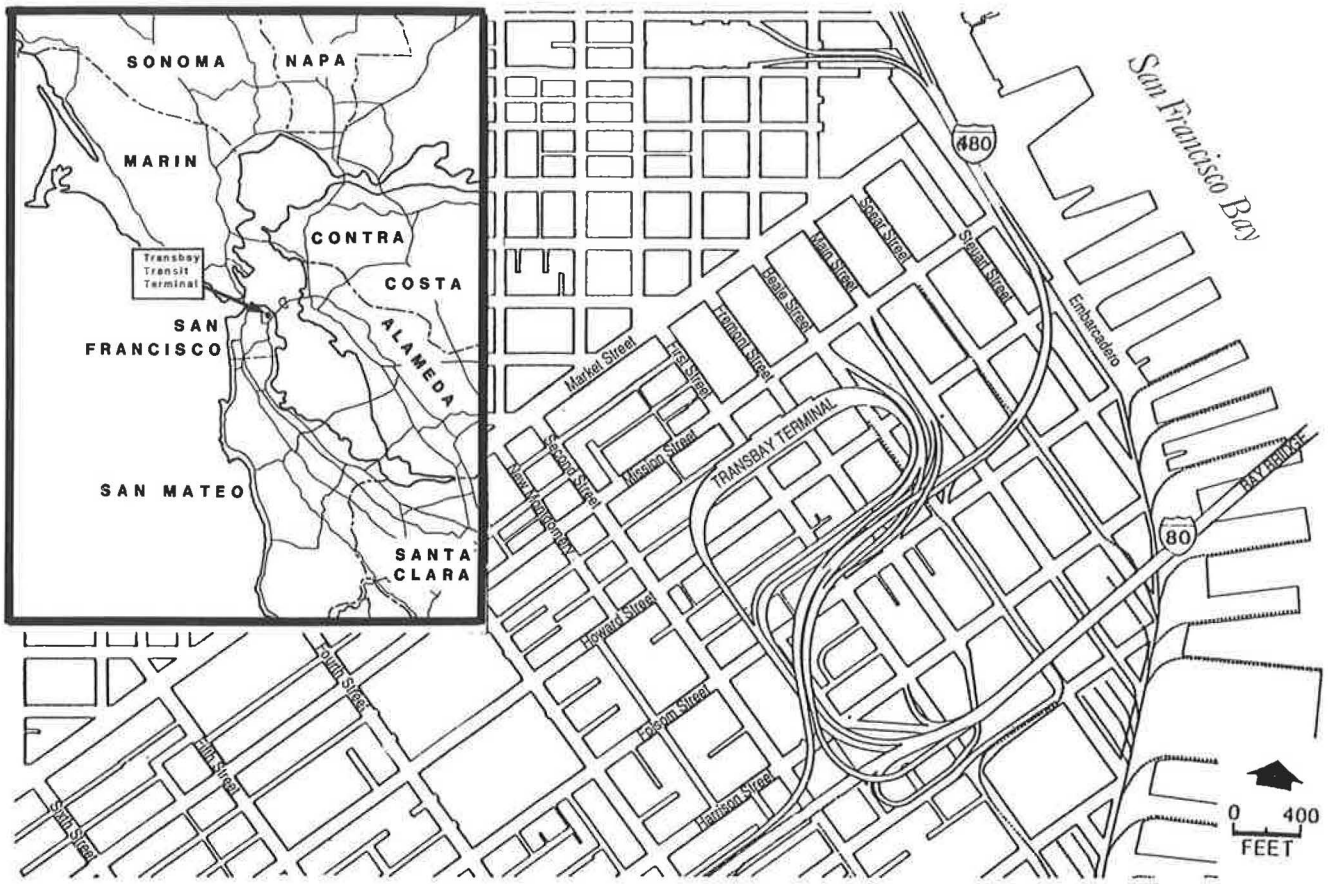

FIGURE 1 Location map.

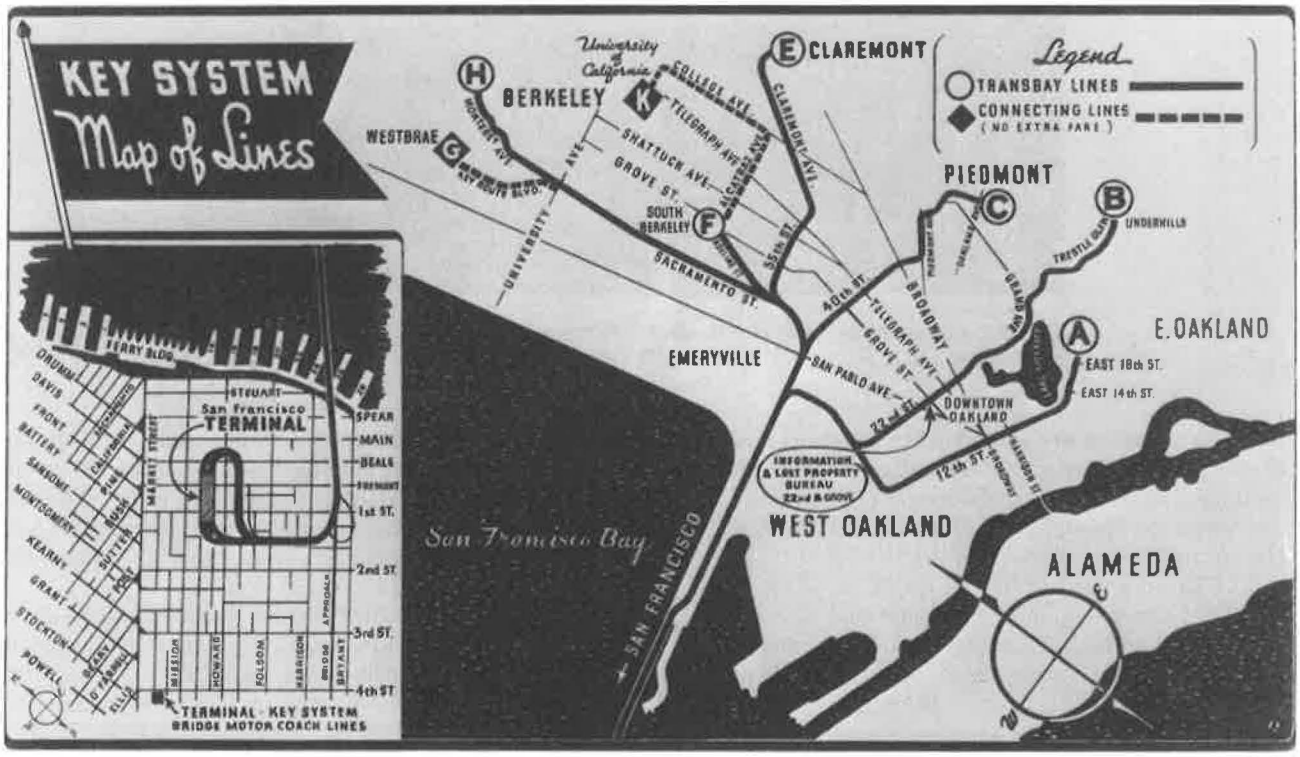

FIGURE 2 Key System (from 1940 Key System schedule, courtesy H. W. Demoro, *San Francisco Chronicle*).

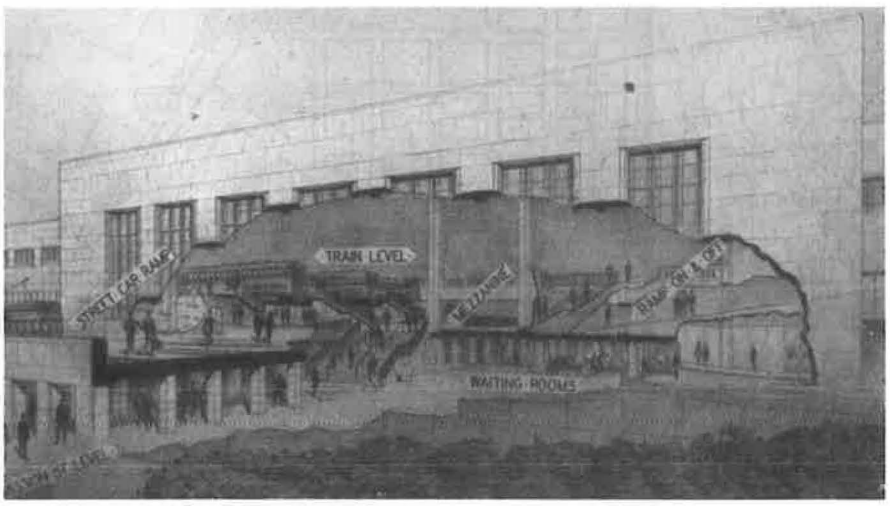

FIGURE 3 Architect's drawing of the terminal (*5*).

FIGURE 4 Demolition of 34 city blocks for terminal and viaduct construction (*3*).

structure with a "system of enclosed ramps and stairs providing the shortest path from any of the adjacent streets to the various trains" rather than a conventional railroad terminal (*3*). The ramp, or "hump," was designed to bring Muni's streetcars to the front mezzanine level.

The TTT was designed to have a length of 870 ft. It is trifurcated by Fremont and First streets into east, center, and west units. The third floor track level extends over the entire structure. All units have a basement, first, mezzanine, and track floor. The first floor is at street grade. This level in the center unit was designed as the waiting room with rest rooms and concessions. Store space was provided on the street floors of the east and west units. The mezzanine floors were to be used as transverse concourses allowing access to all tracks. The east and west units are 164 ft wide, and the center unit is 197 ft wide. Six tracks were constructed to allow trains a 5-min loading and unloading period. Fences between the pairs of tracks prevented passengers from straying on the tracks (Figure 5).

Whereas the Sacramento Northern (under contract with the Key System) and the Key and SP systems were electrically operated and used standard-gage tracks, the latter two used different technology and voltage systems. This complicated the design of the San Francisco–Oakland Bay Bridge and the TTT. Rather than convert all to a common system or put changeover equipment on the Key cars, an overhead 1,200-

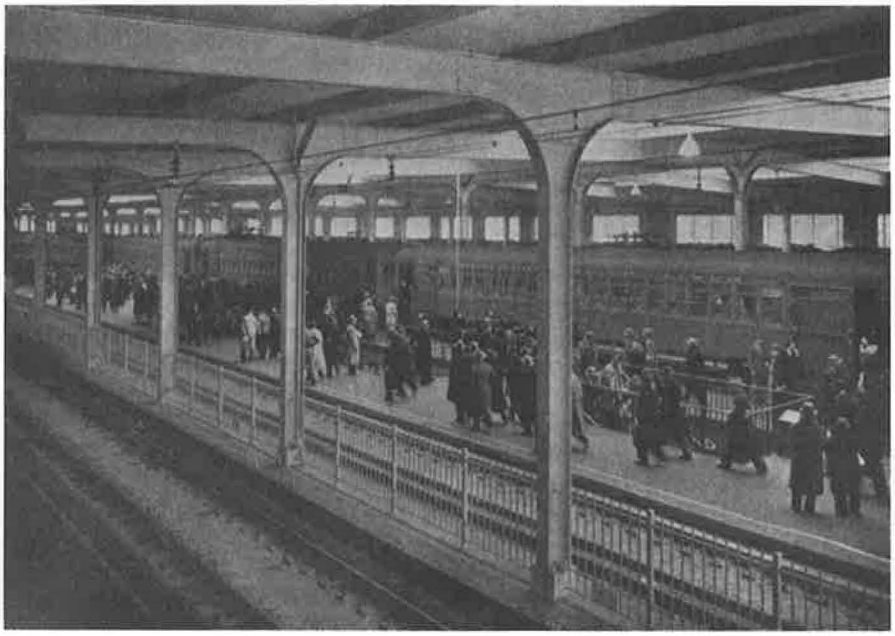

FIGURE 5 Track level of terminal, 1939 (*8*).

V wire was provided for the SP and Sacramento Northern Trains, and the Key trains used a 600-V third rail on the bridge and the TTT and 600-V overhead wire on city streets (*9*). East- and westbound trains shared a viaduct between the bridge and Clementina Street, where the viaduct separated to form a gigantic loop that encompassed the equivalent of seven city blocks (Figure 6).

Garage space for more than 600 cars was provided in the basement, street, and mezzanine floors of the west unit and in the basement of the center unit. Cavernous basement storage space was used during the 1950s and 1960s as a civil defense depository containing emergency food and medical supplies. Greyhound Bus Lines was one of the first tenants, leasing a travel agency and telegraph office. Other original

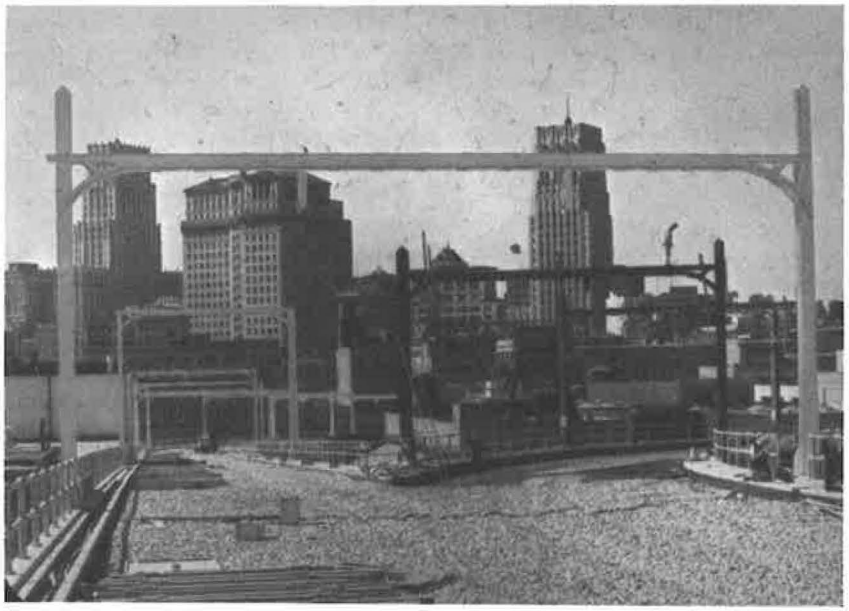

FIGURE 6 Terminal viaduct under construction. Note gravel track ballast and overhead trolley wire support frame. Trains proceeded counterclockwise at the gore. Source: Caltrans.

concessions included a soda fountain and lunch counter, newsstands, flower stands, fruit and candy stands, a drugstore, and a bootblack (*8*).

Construction

Approximately 4,000,000 lb of structural steel was used for the rigid steel frames supporting the tracks over First and Fremont streets, 560,000 lb for the catenary bridges, and 2,800,000 lb of steel roof framing (*10*). Flat-slab concrete completed the shell. The Mission Street facade consists of 4-in. granite slabs from the Sierra Nevada. Interior design called for plastered ceilings, tile walls, and terrazzo floors in the ground floor lobby beneath the streetcar ramp, the waiting room, and the mezzanine concourse of the center unit. East and west unit concourses, the headhouse floor, and all ramps have concrete floor surfaces. During 1937 four major contracts were let for terminal construction: general construction, structural steel, mechanical work, and electrical work. The total construction cost, including minor contracts, was $3,053,818.43 (*6,10*).

The contracts for the Bridge Railway were close enough to completion to permit the start of operations on Sunday, January 15, 1939. The facilities were officially transferred to the use of the interurban companies at ceremonies held in front of the TTT at noon on January 14. Two Key System seven-unit trains carried the official party of 1,500 persons across the bridge from Oakland into the TTT. The ceremonies occurred on the streetcar ramp or "hump." The TTT was opened for public inspection after the formalities (Figure 7).

The TTT was originally named the Bay Bridge Transit Terminal, the name affixed to the facade in 1946. It was renamed the Transbay Transit Terminal in 1958.

TERMINAL RECONSTRUCTION 1958–1959

Automobile and bus competition, coupled with reduced bridge tolls, forced the Interurban Electric and the Sacramento Northern to abandon their lines over the bridge just 2 years after initiation. In addition, the Key System was purchased in 1946 by National City Lines, a front corporation for General Motors, Phillips Petroleum, Mack Truck, Firestone Tire, and Standard Oil. As it did to other trolley systems across the country, National City Lines converted portions of the Key System's passenger transportation to motor coaches, often paralleling service provided by the transbay electric trains. The city of Oakland contributed to the death of the Key System in the mid-1950s by converting downtown streets to a one-way system, incompatible with the two-way trolley (*11*). Naturally, train patronage suffered, declining from a maximum of 37,334,000 in 1945 to 6,113,000 in 1957. In 1955 the Key System petitioned the California Public Utilities Commission for permission to abandon its rail service and inaugurate motor coach service. The commission complied, and the last train crossed the bridge on April 20, 1958 (*12*). In 1956 Alameda and Contra Costa counties organized the AC Transit District, which was to assume responsibilities for the Key System routes.

In 1957 legislation was passed both approving studies on how to convert the lower deck of the San Francisco–Oakland Bay Bridge and the TTT, with approaches thereto, for exclusive use of vehicular traffic and providing $35,000,000 in reconstruction funds over a 4-year period. (Reconstruction costs eventually reached $55 million and were repaid with toll revenues.) Redevelopment of the system for transbay commuter traffic consisted of removing the tracks, paving the vacated areas, and remodeling the TTT for the accommodation of bus service. Included in the remodeling was con-

FIGURE 7 Opening ceremonies, January 14, 1939 (*8*).

struction of a new stairway to the garage area below the street level, installation of fluorescent lights in the main waiting room and on the mezzanine floor, the opening of various previously closed areas for freer movement of pedestrian traffic throughout the building, construction of a new ticket office, and installation of a new stairway flanked on both sides by escalators connecting the lobby to the mezzanine level (*13*).

Considerable planning and coordination were required for the changeover from trains to buses to alleviate the added traffic congestion resulting from the additional buses traversing the streets of San Francisco. Nevertheless, reconstruction started shortly after the cessation of rail service, and 14 bus lines were in operation by July 12, 1958. On February 1, 1960, Greyhound Lines began daily operation of 25 buses between the TTT and the east bay. The bridge opened for unidirectional traffic on October 12, 1963, nearly 5 years after reconstruction on the TTT and the San Francisco approaches began.

As noted, six tracks ran through the terminal in pairs, separated by columns supporting the roof (Figure 8). The tracks were removed, the columns were placed on the offside platforms, and the area paved, providing a roadway width of 25 ft, which allowed room for a moving bus to pass another at the curb. Coach stops were spaced two bus lengths apart, 10 in each roadway, a total of 30 for the three roadways.

STUDIES, PLANS, AND PROPOSALS

Whereas essentially only maintenance work was done between 1960 and 1989, there was no dearth of studies and proposals. Indeed, detailed plans for various Transbay terminals were proposed as early as 1930 (*15*). In 1959 a proposal was put forth for the construction of a Division of Highways (the precursor to Caltrans) office over the terminal providing two stories of office space and a heliport on the roof. Phoenix-like, the heliport concept ascended a number of times until it was finally grounded by the Federal Aviation Administration in 1966. In that year San Francisco's public utility manager proposed the abandonment of the downtown airline bus terminal and the establishment of "a downtown branch of the San Francisco Airport" for a future downtown transportation center at the TTT with "horizonal elevators" to Market Street (*16*). In 1967 a feasibility study was conducted in conjunction with the World Trade Center Authority for the construction of a World Trade Center. In 1969 a proposal was made by Greyhound to operate the facility.

In the early 1960s transportation engineers and conventional transit wisdom had it that the opening of BART service under the bay in 1974 would render transbay bus service and the terminal obsolete. However, a 1972 study commissioned by CTBA examined several alternatives and recommended replacement of the existing terminal with a new terminal built as part of a 2,000,000-ft² mixed-use office complex. The new terminal was to accommodate both continued bus commuter use and long-haul bus service (*17*). Costs were to be largely borne by developers through the purchase or leasing of air rights over the new terminal for high rises. Though public reaction to this proposal was generally favorable and developers showed interest, none could be found to finance the proposal. In 1972 the authority commissioned another study to complete a development plan by late 1974. However, late in 1973 this study was canceled as the passage by the state legislature of AB 3694, creating the San Francisco Bay Area Transportation Terminal Authority (SFBATTA), became imminent. SFBATTA became effective January 1, 1975. Its purpose was to "develop a regional transit terminal in the City and County of San Francisco on or immediately adjacent to the site of the existing transbay terminal."

The authority was composed of representatives of AC Transit, Caltrans, San Francisco, BART, MTC, GGT, SamTrans, and

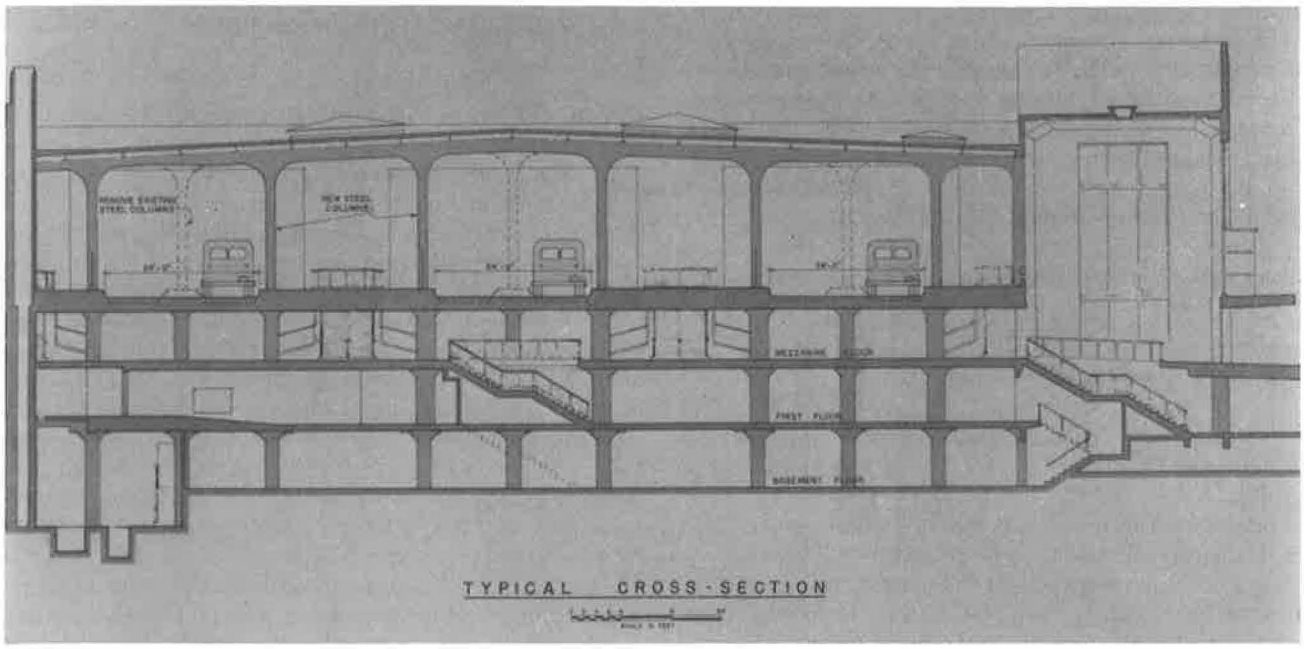

FIGURE 8 Remodeling of track level (*14*).

private transportation interests. SFBATTA commissioned a number of studies and issue papers. Several proposals were brought forward, including demolishing the structure; building over it; turning it into a parking structure, office complex, or urban plaza; expanding it with additional bus decks; providing west- or southbound connecting ramps to Highway 101; excavating underground people movers to the Montgomery BART Station; constructing an elevated pedestrian bridge over Mission Street; creating a joint bus-train station; and selling or leasing the structure.

In 1979 a draft environmental impact review, *San Francisco Bay Area Transportation Terminal Expansion*, was issued. It proposed a $50 million plan that included renovation, a second bus loading deck, lowering the "hump," building a pedestrian bridge across Mission Street, and other features. At that time, Greyhound Corporation representatives informed SFBATTA that they were dissatisfied with the terminal proposals, citing costs, delays, and a recent Greyhound survey of its own passengers indicating a preference for its existing Seventh Street site (*18*).

In 1981 SFBATTA issued its final report for improvements to the TTT (*19*). The "preferred alternative" included

> expansion onto an adjacent site in addition to expansion of the terminal building. . . . acquisition of . . . properties southeast of the existing terminal. These properties to be developed to accommodate package express facilities at the street level and long-haul bus loading zones at the two upper levels.
>
> The terminal would be rehabilitated by adding a second bus deck and new roof. The total floor space . . . would be increased from 400,000 to 780,000 square feet. . . . The terminal structure would be reinforced to meet current seismic safety codes.

This proposal drew a mixed reaction from major commuter bus operators and long-haul bus companies. Among the commuter bus operators, SamTrans elected not to join AC Transit and GGT in concentrating San Francisco operations at the terminal. Greyhound made it clear that it would not join Continental Trailways in making the terminal its primary depot. The Airporter, a private bus line connecting downtown to the airport, also declined to base its operations at the site. Consequently, SFBATTA chose to pursue a modified plan of renovation and expansion. Before approving the final proposal and effectively voting themselves out of business, John Mauro, the SamTrans representative on SFBATTA, expressed the frustrations of many (*20*):

> I don't know what these various agencies are contributing besides confusion. . . . The money has dried up and private developers have lost interest. I keep asking myself why I come to these meetings, except to decide where the money will come from for more consultants.

In accordance with state legislation (SB 702), SFBATTA was dissolved on December 31, 1981, and Caltrans took over the project.

Caltrans elected to implement the SFBATTA project in stages. Design commenced for a Stage 1 SFBATTA project. However, the design work was halted pending the outcome of proposals to relocate the San Francisco CalTrain terminal to a site immediately south of the TTT and to offer an air rights lease for joint development of office buildings over the bus-rail terminal complex. While these issues were debated, the need for renovating the TTT persisted.

A Transbay Transit Terminal Improvement Project was included on a list of projects to be constructed from federal funds originally set aside for completion of I-280 to the San Francisco–Oakland Bay Bridge. This $7 million project was never accomplished. In 1988 the citizens of the Bay Area passed Regional Measure 1, which increased tolls on certain state-owned bridges. Because of this and because the TTT is a part of the San Francisco–Oakland Bay Bridge facility, it was determined that the I-280 transfer funds originally set aside for the TTT would be better used elsewhere. Thus, it was proposed that the Terminal Improvement Project be funded by tolls, allowing the state total financial and jurisdictional control of the project.

In 1989 Caltrans conducted a study and produced schematic designs for major revitalization of the TTT. As a result of this study, a Transbay Transit Terminal Revitalization Project was proposed. The proposal comprised a $54 million project to modernize the interior; provide access facilities for the elderly and handicapped; improve security; implement current building code requirements; and provide mechanical, utility, transit, and tenant improvements. In 1990 the project turned into the presently proposed Transbay Transit Terminal Renovation Project, which has three categories: Category 1, to upgrade the facility to meet current building and safety codes and improve security; Category 2, to improve operational facilities for carriers; and Category 3, to rehabilitate rental space for the provision of modern terminal amenities for transit patrons. The total cost of this project has been estimated to be $54,078,000: $29,975,000 for Category 1, $22,080,000 for Category 2, and $2,023,000 for Category 3. Categories 1 and 3 will be funded through the department toll bridge Measure 1 funds. It is proposed that Category 2 be funded through Metropolitan Transportation Commission Measure 1 funds. Designs for Categories 1 and 3 are scheduled to be completed in 1992, and construction is scheduled to begin in 1993. In addition, Caltrans is investigating the feasibility of a child care facility in the TTT.

RELOCATION OF THE GREYHOUND DEPOT

Greyhound Lines, in its various corporate incarnations, has been involved in a symbiotic relationship with the TTT since its construction. As noted, Greyhound Bus Lines was an original lessee. At that time its buses stopped outside the terminal. In addition, from 1960 until the late 1970s Greyhound operated a commute service to the east bay. The service originated at its Seventh Street depot (see Figure 9) and stopped at the TTT before proceeding over the bridge. In 1969 Greyhound proposed to Caltrans that Greyhound lease the terminal for $200,000 per year. The proposal was for a 30-year lease with two additional 10-year options. Greyhound proposed to occupy two of the three lanes. According to optimistic ridership projections, a fourth bus deck lane would have to be constructed over Natoma Alley behind the terminal to accommodate AC Transit. It was determined that the Greyhound offer would not provide optimum return to the state.

As noted, in 1979, shortly after the completion of the draft environmental impact review *San Francisco Bay Area Trans-*

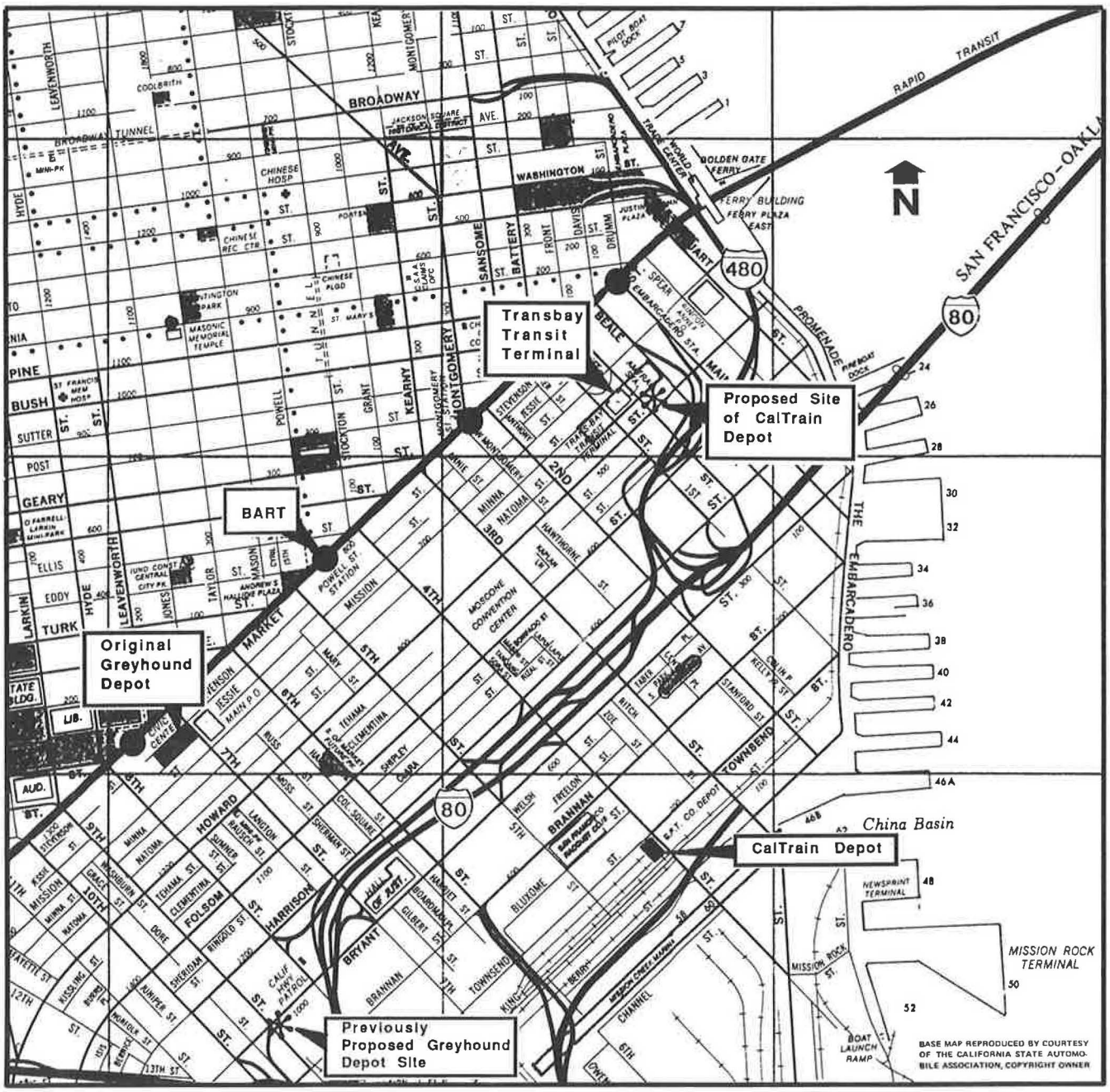

FIGURE 9 Existing and proposed terminals and stations in downtown San Francisco.

portation Terminal Expansion, Greyhound Corporation representatives informed SFBATTA that they were dissatisfied with the terminal proposals. Greyhound's withdrawal ended SFBATTA's grandiose plans, because without Greyhound's participation SFBATTA could not justify expansion of the terminal.

Greyhound continued to seek an alternative to its antiquated and increasingly inadequate facility at Seventh and Mission streets (Figure 9). The Seventh Street depot was constructed in the early 1940s primarily for the movement of troops during World War II. Greyhound officials acknowledged that the barnlike open-air loading shed and the tacky waiting room were, at best, substandard. In 1982 Greyhound executives proposed building a new three-story depot at Bryant and Ninth streets near Showplace Square, an upscale, swank designer enclave. However, Greyhound abandoned the proposal under pressure from local business people, who were concerned about the impact of the depot on their neighborhood, and city officials, who continued to campaign for Greyhound to relocate to the TTT (*21*).

In March 1987, Greyhound Corporation sold Greyhound Lines, the bus operation. The Seventh Street terminal was not included in the sale. In December 1987 Greyhound Corporation sold the terminal site to a local developer, who granted Greyhound Lines a 1-year extension on its lease. Whereas this was later extended, Greyhound Lines was faced with the

necessity of finding a new site for its downtown San Francisco depot (*22*).

Reversing their earlier position, Greyhound officials approached Caltrans on December 23, 1987, about moving their San Francisco bus operations to the TTT. Caltrans, whose policy since the demise of SFBATTA has been to encourage the use of the TTT by Greyhound and other public and private operators, responded enthusiastically to Greyhound's proposal. Caltrans expedited construction because it believed that both the public and Greyhound would benefit. The public would have a depot closer to downtown with improved local and regional transit connections, and Greyhound would have a direct connection to the San Francisco–Oakland Bay Bridge and I-80 as well as a more modern, secure facility. To meet the short time frame brought about by Greyhound's losing its lease, Caltrans agreed to alter its often cumbersome project development process and use a design produced by a Greyhound architect. Caltrans secured appropriate historical and environmental clearances and oversaw actual construction.

Project Description

Greyhound's architect, Scott Windham, developed the preliminary design and overall concept for the project. IDG Architects of Oakland prepared the plans, specifications, and cost estimate. These were revised by Caltrans to meet state standards. Balliet Brothers of South San Francisco was the general contractor. The project included the following:

1. An additional floor anchored to the existing columns in the headhouse area of the TTT center unit was to be built. The new floor, with an area of 7,715 ft^2, matches the grade of the existing bus deck platform, and on it was built Greyhound's passenger ticketing area, rest room and waiting area, and baggage-handling room. Above this level was constructed a 2,340-ft^2 mezzanine office and driver waiting area. An elevator, two escalators, and a stairwell were also constructed to provide access to the new Greyhound passenger service level.

2. Lane 1 of the TTT bus deck was modified to provide "sawtooth" berths for 13 buses. The entire Lane 1 platform received a new architectural surface treatment (Figure 10).

3. A package express facility (11,750 ft^2) was constructed inside the street level area of the east unit. Two side-by-side elevators were constructed to provide rapid parcel transfer capability from the package express facility to the bus deck level. Behind the existing east unit a parking lot was constructed to serve the package express facility.

Construction began on May 25, 1989. Greyhound moved into the facility on April 26, 1990. The original completion date for the project was December 4, 1989. Completion was delayed mainly because of the unique nature of the structure and site. The removal of asbestos before construction caused a delay of 2½ months. Problems encountered during installation of the new east unit elevator caused another major delay. The 19th century shoreline of San Francisco Bay runs directly under the main terminal unit. The east unit is built on bay fill. When drilling under the east unit to provide space for the elevator machinery, an ancient piling from gold rush days was struck. The low ceiling in the basement prohibited the use of large drilling machinery. After 2 weeks of drilling with small augurs, little progress was achieved. It was then

FIGURE 10 Lane 1 and outside of new Greyhound depot in the TTT. Source: Caltrans.

decided to change the elevator to a "telescope" type, which did not require as much space. The new elevator machinery had to be ordered from Germany and took 45 days to deliver.

The new Greyhound facility is in stark contrast to the rest of the TTT. The new depot is brightly lit, clean, and plush with new tile, electronic information signs, and brilliant chandeliers. Leaping gracefully above the patrons, a large renovated 1930s neon sign of the Greyhound dog has been installed. This art deco, canine glass logo is now the only remaining such sign in the country (Figure 11).

Financing

Most of the funding for the project came from the state's toll bridge funds. Improvements solely for Greyhound's use were paid for by Greyhound. The total cost of the project was approximately $3,000,000. Greyhound's share came to approximately $680,000. Greyhound was granted a 20-year lease with options to extend the term for two successive 5-year periods. It is charged monthly rent on the basis of floor space and loading spaces used.

CONCLUSION—FUTURE OF THE TERMINAL

For years the TTT has been plagued by neglect and bad press. It generally came into the public eye only when there was a grandiose development proposal or complaints arose about its condition. Even when Caltrans repainted the interior in 1979, the public scorned the color selection. Allan Temko, Pulitzer Prize-winning architecture critic of the *San Francisco Chronicle,* expressed the public outrage (*23*):

> [The bus deck] is an important space. With its graceful steel framing . . . and the glass surfaces . . . pouring light . . . [it] had a particularly happy welcoming mood: airy, clear, refined.
>
> The mood is gone. Instead of elegance and lucidity, there is turgid, vulgar incoherence: a wild array of ill-assorted colors battling with one another. They are no good individually, and absolutely terrible together. . . . The mess is made worse by the ugliest brown I've seen in a spell: not earthen, or truly warm, but a congealed outhouse paste spread over the steel. . . .
>
> These random, unrelated hues were not taken from a torn-up sample book, but were deliberately picked. In a mad bit of bureaucratic heraldry, Caltrans combined all the colors of the different transportation systems that use the terminal.

The TTT has since been repainted. In 1983, when new transit information displays were erected, the *San Francisco Examiner* announced that "a shiny new Transit Information Center has opened in the shabby innards of the Transbay Terminal . . ." (*24*).

However, favorable impressions were made on a jubilant public when on November 16, 1989, 1 month after the October 17, 1989, Loma Prieta earthquake destroyed a section of the San Francisco–Oakland Bay Bridge, the TTT served as the loading point for the "bridgewalk" and reopening ceremony. Approximately two-thirds of the 13,000 participants queued outside the TTT to be shuttled to Yerba Buena Island, where they trekked to the rebuilt section of the bridge. There the governor and other dignitaries spoke, reminiscent of the Bridge Railway ceremonies only 51 years ago.

Whereas the TTT generally receives media attention during cyclic spasms of boosterism and grandiose development proposals or as a staging ground for ceremonies, its real function is performed every day, by providing a safe and efficient system for the loading and unloading of thousands of passengers.

Through neglect, earthquakes, public scorn, and indifference, the TTT has stood as a silent sentinel, stoically performing its function. Rejuvenated by the addition of the Greyhound facility and awaiting planned improvements, it stands ready to serve yet another half century as the busiest bus terminal west of the Mississippi.

FIGURE 11 Neon greyhound, last of its kind. Source: Caltrans.

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