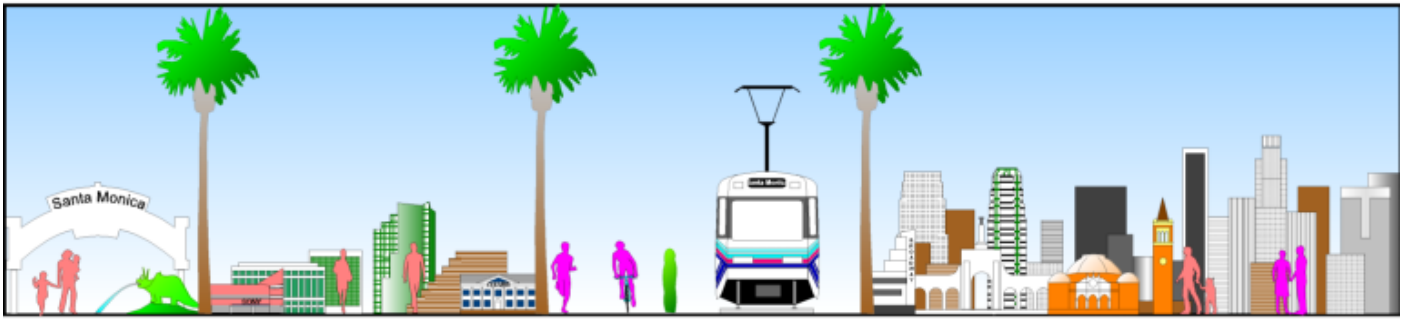


EXPORAIL



A New Vision for the Westside

The Westside is choking on traffic, yet drivers have no real alternative. The Santa Monica Freeway (I-10), in particular, is the busiest freeway in the world, jammed in both directions with over 400,000 people per day.

There is now an opportunity for a fast, comfortable rail transit alternative along this corridor. The MTA (L.A. County Metropolitan Transportation Authority—formerly LACTC) recently bought the old USC-to-Santa Monica Exposition railroad line, and has begun planning its use. This is the *only* place where a Westside light rail line—like the Long Beach Blue Line, and sharing its downtown station—can be built in just a few years, at a fraction of the cost of the subways being built elsewhere in L.A. We call it *EXPORAIL*.

Light rail is *necessary* for *EXPORAIL*'s projected 48,000 trips per day—the result of the *densest light rail corridor population in L.A.*, plus many cross-town riders to Westside jobs and recreation. Buses are too slow and uncomfortable. The Wilshire (Red Line) subway will take at least 20 years and \$2 billion just to reach Westwood, and will *never* serve the destinations and 400,000 people along Exposition in Santa Monica, West L.A., Culver City, Palms, and Baldwin Hills.

EXPORAIL will be a quiet, non-polluting alternative to auto pollution and noise, plus space for “greenways”—a network

of neighborhood parkways, trails, and bicycle paths—across the Westside. Crossing bells are not used where trains run at 35mph or are grade-separated (cross above or below streets). *EXPORAIL* is endorsed by L.A.'s major environmental groups.

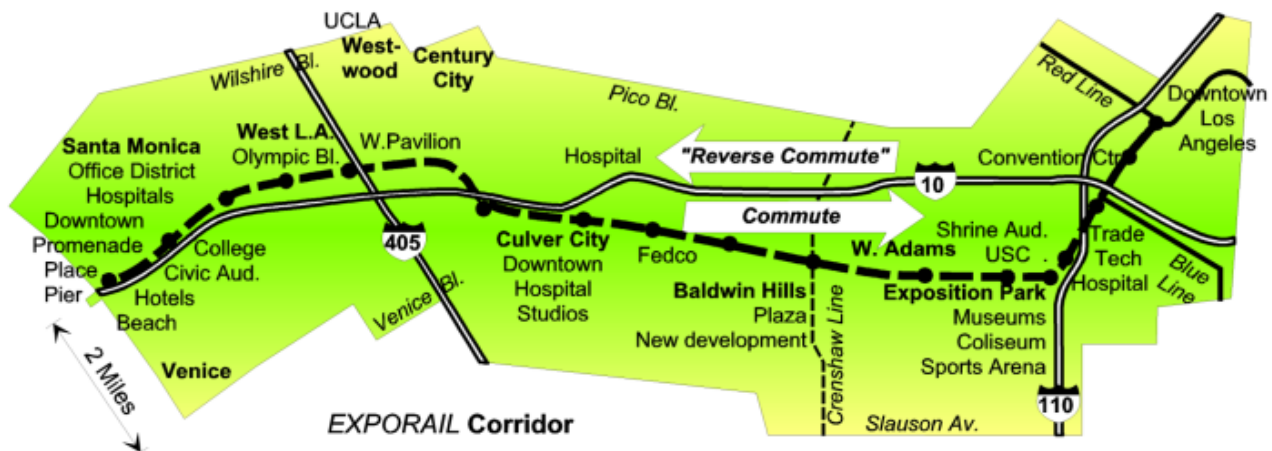
Automobile traffic and pollution are problems *now*. We need fast, comfortable rail transit *soon*—like most other cities enjoy, other parts of Los Angeles are getting, and Exposition corridor voters overwhelmingly supported.

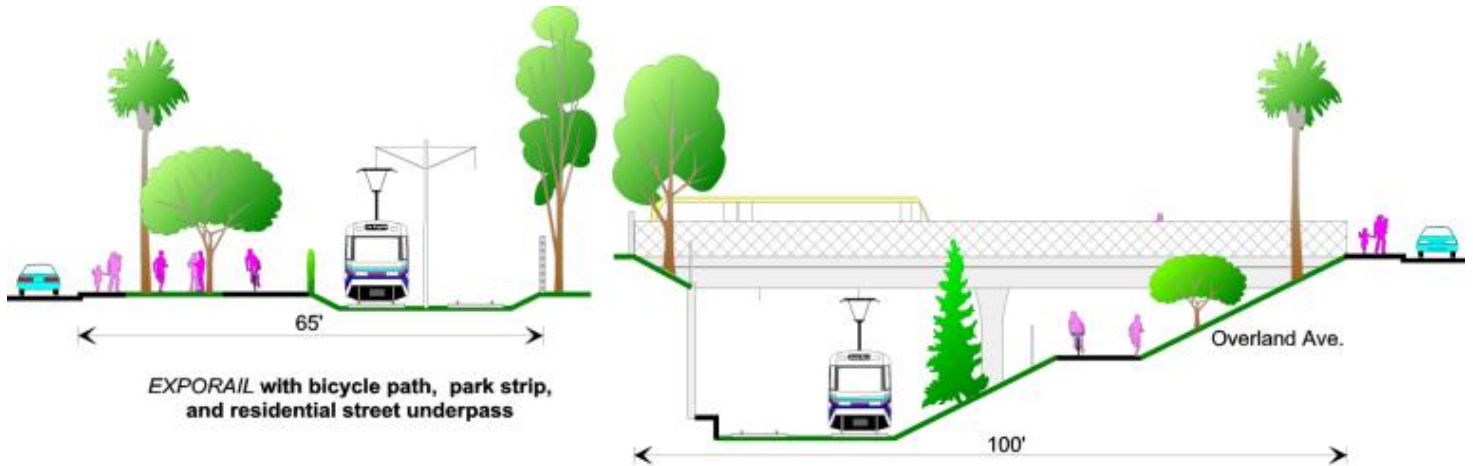
West Coast Light Rail Success

People like the speed and comfort of rail transit. They've found it a desirable alternative to car traffic, as shown by the growing ridership of all new west-coast light rail systems. The new Long Beach Blue Line's daily ridership reached 36,000 in only two years. San Diego's trips increased 82% in two years, to 53,700, in a corridor of less population and *half* the population density of *EXPORAIL*.

Corridor Destinations and Population

EXPORAIL will serve business, retail, and recreation destinations all along the Santa Monica Freeway corridor, and connect with the rest of the L.A. rail and bus network. This corridor includes downtown Los Angeles, Crenshaw-Baldwin Hills, Culver City, West L.A., and Santa Monica, as well as Century City and Westwood via shuttle.





It includes USC (30,000 students), Santa Monica College, the Coliseum (92,000 seats), Sports Arena, and Exposition Park museums, and Santa Monica Beach—the state's busiest at as many as 300,000 people a day.

The Westside's many "reverse" commuters—people suffering a cross-town commute from the Eastside to Westside employment—will be able to use the *EXPORAIL* connection to the Long Beach and Pasadena light rail lines and MetroLink commute trains.

More than 800,000 people live within two miles (a ten minute bus ride) of *EXPORAIL*—all of Santa Monica, over half of Culver City, and 1/5 of Los Angeles (and more than the entire city of San Francisco).

EXPORAIL's population density—11,600 people per square mile (within 1/2 mile)—is *greater than any other light rail line in L.A.*; twice that of successful light rail lines in San Diego (6,400), Sacramento (4,300), Santa Clara (4,700), and Portland (5,400); twice the proposed Valley monorail/subway (5,700); and even equals the future Wilshire subway!

Community and Voter Support

More than 50 environmental, community, and professional groups, and 4300 petition signers, endorsed the recent purchase of the Exposition right-of-way.

Exposition corridor voters (within 1/2 mile) demonstrated their overwhelming preference for rail transit, and willingness to pay for it, *four* times in 1990 and 1992—voting over 66%-74% Yes for Propositions 108, 116, C, and 156. At 1/5 the cost of subway construction, *EXPORAIL* will be a very cost-effective use of these voters' tax dollars.

The Next Step

The good news is that the MTA owns the land and will begin the Environmental Impact Report (EIR) planning process this spring. The EIR will include both light rail and bus alternatives, however, with possible detours. The Exposition corridor's *traffic, destinations, and population require the speed and capacity of light rail*—not buses—and Venice Blvd. does not serve the residents and major destinations in West L.A. and Santa Monica.

The bad news is that many parts of L.A. want rail lines, and while *their* politicians are lobbying, few of *our* local politicians are pushing for *EXPORAIL*. The facts are clear: Westside voters and drivers want a rail alternative to automobile gridlock, and Exposition is L.A.'s most cost-effective rail line. It's time for all of us who suffer Westside traffic to be heard! Here's how you can help:

Write to the MTA that you support light rail (not a busway) along Exposition, soon, with appropriate neighborhood mitigation but no detours:

Ms. Carol Inge
 Project Manager
 L.A. County Metropolitan Transportation Authority
 818 West 7th Street, Suite 1100
 Los Angeles, CA 90099-3269

- Write to your local politicians (City Council, County Supervisor, Assembly, State Senate, Congress), urging them to actively support Exposition light rail.
- Attend the MTA's EIR public hearings this year.
- Tell more people about the *EXPORAIL* opportunity.



Please call or write for more information. We are an independent citizens' group, volunteering time for Exposition and other rail transit in Los Angeles.

Exposition Rail Committee
 P.O. Box 34-1483
 Los Angeles, CA 90034
 (310) 573-0161 FAX (213) 664-5529