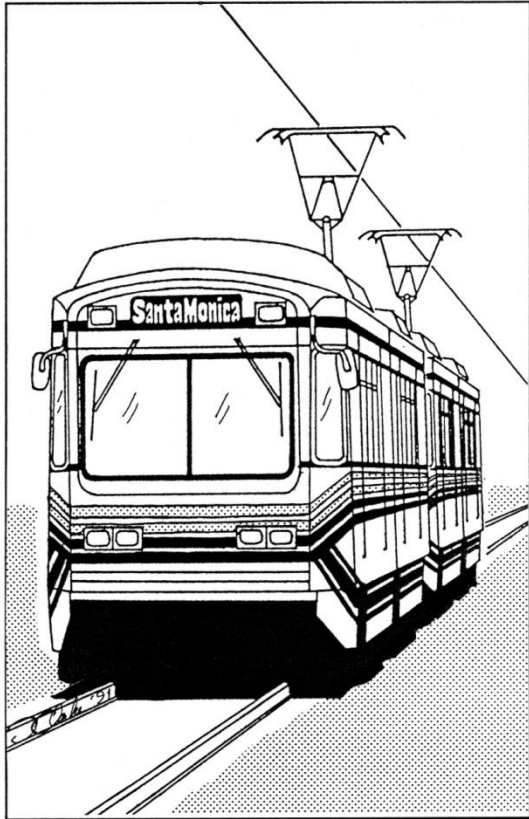


EXPORAIL

Cost-effective Traffic Alternative • Voters' Preference • Environmental Benefits



The **EXPORAIL** Opportunity

Traffic congestion on the Westside is intolerable—and getting worse—yet drivers have no real alternative. Buses are slow and uncomfortable, and, while rail transit is coming to other parts of Los Angeles, the “Orange Line” subway along Wilshire is only planned to reach Westwood after 2010—20 years from now. Automobile traffic and pollution are problems now, and we need alternatives soon.

The L.A. County Transportation Commission (LACTC) recently purchased the Santa Monica-to-downtown Exposition railroad right-of-way, and is now doing a Preliminary Planning Study on its use. This 15.5-mile line is our opportunity for ExpoRail—a fast, comfortable light rail transit line that can begin service in a few years, not decades.

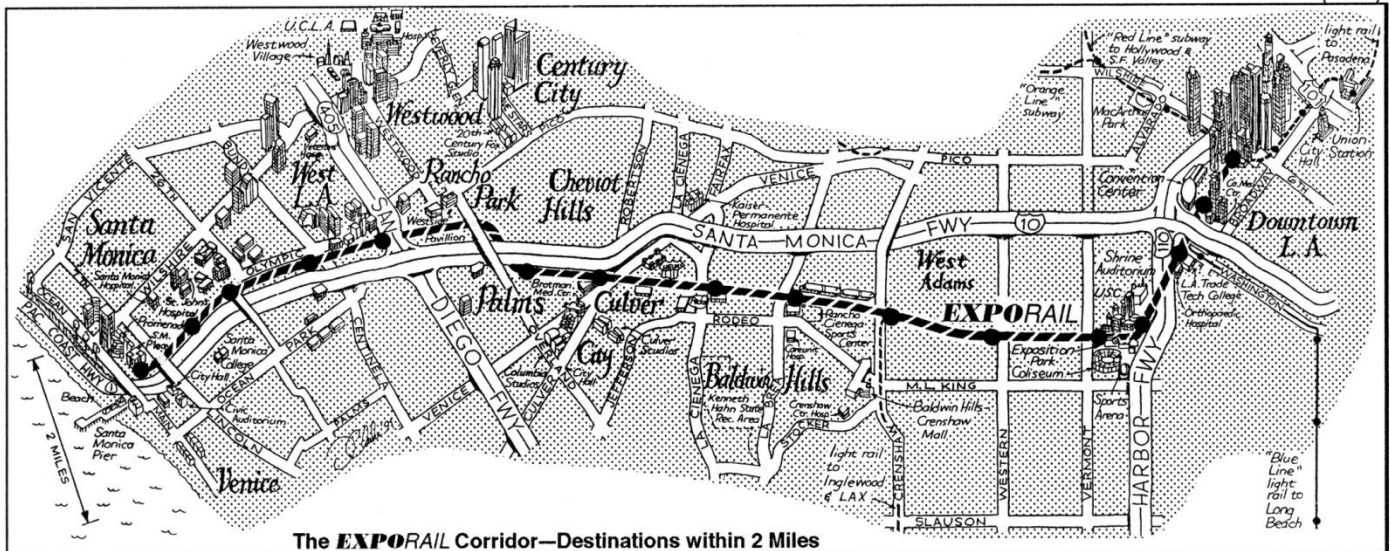
EXPORAIL Corridor Destinations

ExpoRail will serve business and retail destinations all along the Santa Monica Freeway corridor, and connect with the rest of the L.A. rail 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 U.S.C. (30,000 students), U.C.L.A. (33,000 students), Santa Monica College, the Coliseum (92,000 seats), Sports Arena, and Exposition Park, 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 east of downtown to Westside employment—will be able to use the ExpoRail connection to the Long Beach and Pasadena light rail lines and east-side commute trains.

(over)

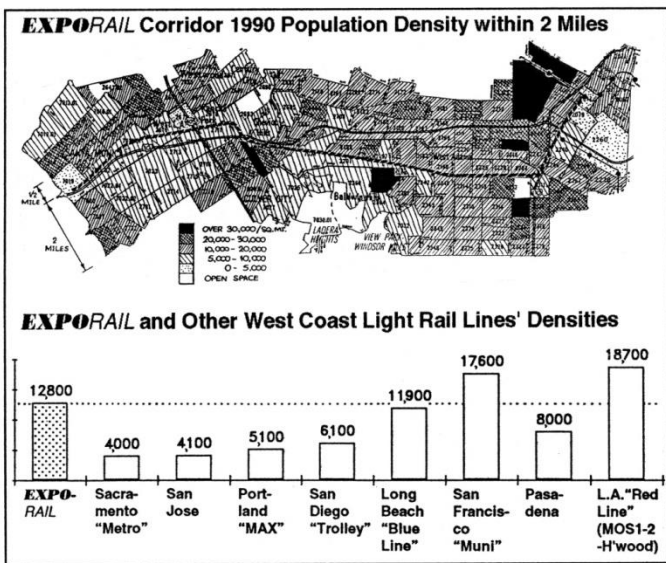


The **EXPORAIL** Corridor—Destinations within 2 Miles

EXPORAIL Corridor Population

Light rail transit is not only justified, it is *necessary* to support the population and trip volumes along the Exposition corridor:

- More than 340,000 vehicles per day travel the Santa Monica Freeway, the busiest in the world.
- More than 800,000 people live within 2 miles of ExpoRail—all of Santa Monica, over half of Culver City, and 1/5 of Los Angeles (more than the entire city of San Francisco).
- ExpoRail's *population density*—12,800 per square mile—is *two to three times* that of other successful light rail lines in San Diego, Sacramento, and Portland. Its density is about *equal* to the "Orange Line" (Wilshire) subway extension, and is *second only* in L.A. to the "Red Line" (Hollywood) subway.



West Coast Light Rail Success

People like the speed and comfort of rail transit. They've been finding it a desirable alternative to car traffic and parking, as shown by the significantly-rising ridership of *all* new west-coast light rail systems over the last two years.

In San Diego, for example, riders grew 82% in 2 years, to 53,700 average weekday trips, in a corridor of *less* population and *half* the population density of ExpoRail. Fares pay over 90% of its operating costs (over twice that of most bus systems). The Long Beach "Blue Line's" daily ridership grew to 31,000 only 9 months after opening.

Environmental Benefits

ExpoRail provides *environmental benefits* as a quiet, non-polluting alternative to auto pollution and noise, and as space for "greenways"—a network of neighborhood parkways, trails, and bicycle paths—along the transit line, across the Westside.

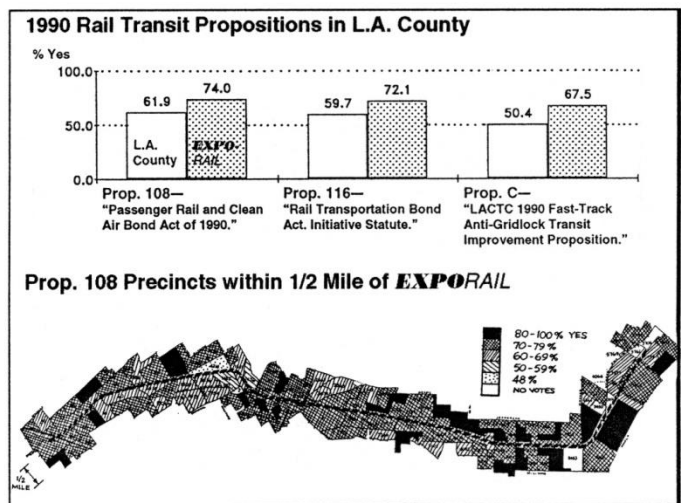
Neighborhoods

Electric light rail vehicles are *much quieter than existing traffic*. Crossing bells are not used where trains run at 35mph with signals or are grade-separated (cross above or below streets).

Community and Voter Support

The recent LACTC purchase of the Exposition right-of-way was endorsed by more than 50 environmental, community, and professional groups, and 4300 petition signers.

Exposition corridor *voters* demonstrated their *overwhelming preference for rail transit*, and willingness to pay for it, three times in 1990—Propositions 108, 116, and C. For example, *voters within 1/2 mile of Exposition* passed Prop. 108 by 74%! At 1/6 the cost of subway construction, ExpoRail will be a very *cost-effective* use of these voters' tax dollars.



The Next Step

It is *very important* to tell the LACTC and local politicians that *you support light rail* (not an RTD busway) *along Exposition*, with appropriate neighborhood mitigation but *no detours*, and that *it should be built soon*.

L.A. County had the vision to acquire the Exposition right-of-way. The voters mandated rail transit in 1990. Now, let's build ExpoRail, to provide 800,000 people a real alternative to driving!

The Exposition Rail Committee (formerly Committee to Preserve the Right-of-way) is an independent citizens' group, volunteering time in support of the Exposition right-of-way's best use as a light rail line serving the Westside.

Exposition Rail Committee
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