The Expo Line
Speed · Comfort · Capacity

• Alternative to gridlock!
• Access to jobs, education, culture, recreation, and L.A.’s rail network
• Light rail for livable communities
• Speed, comfort, capacity for dense corridor
• MTA decision – May 2001

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friends4expo@aol.com
www.friends4expo.org

3/01
Westside Traffic

- World-record traffic, in both directions
- Projected growth – 300,000 residents, 200,000 jobs
- Housing shortage & affordability linked to transportation
- Demolish homes for more freeways?
Exposition Opportunity

- **MTA-owned “Red Car” right-of-way** (c.1950 – below)
- **Westside link to L.A.’s growing rail network** – already 248,000 trips/day (Long Beach, below)
- **EIR process now** – Draft due 1Q ’01
- **Federal & State funding for Westside** – nearly $500 million
Access to...

- Jobs
  - Westside — Santa Monica, West L.A., Culver City
  - Downtown & Eastside
  - Ladder for upward economic mobility
Access to...

- **Education**
  - Santa Monica College, USC, L.A. Trade Tech

- **Recreation**
  - Coliseum (future NFL team or Olympics?)
  - Staples Center
  - Santa Monica Beach (busiest in California)
  - Theaters & shopping

- **Culture**
  - Museums, galleries, churches, concerts
Light Rail Success

- Popular, proven, & growing in nearly every major western U.S. City (photos – Portland, San Francisco, Sacramento, Denver, Long Beach, San Diego, Dallas)
- U.S. light rail riders up 6.3% (2Q00)
- 77% Yes vote for Dallas light rail expansion bonds (Aug. 2000)
- Transit-oriented development
Population Densities

Wilshire 11,900 people/sq.mi.  
Exposition 12,200

Source: 1990 U.S. Census tracts  
(majority of tract within 1/2 mile of line)

Dense Population

- 826,000 people – 13,100/sq.mi. – within 2 mi.
- > Blue Line, > Wilshire west of Western
- 2–3 times San Diego or Portland
- Denser employment than Blue Line’s 10,900

New West Coast Light Rail Corridors’ Population Densities

- Within 1/2 mile
- Within 2 miles

<table>
<thead>
<tr>
<th>Location</th>
<th>Within 1/2 mile</th>
<th>Within 2 miles</th>
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<tbody>
<tr>
<td>Exposition</td>
<td>13.1</td>
<td>10.0</td>
</tr>
<tr>
<td>E.L.A.-Whittier</td>
<td>13.7</td>
<td>10.0</td>
</tr>
<tr>
<td>Long Beach</td>
<td>12.2</td>
<td>9.1</td>
</tr>
<tr>
<td>Green Line</td>
<td>11.5</td>
<td>8.9</td>
</tr>
<tr>
<td>Pasadena</td>
<td>11.9</td>
<td>8.1</td>
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<td>S.F. Valley</td>
<td>9.1</td>
<td>7.9</td>
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<tr>
<td>San Diego</td>
<td>9.1</td>
<td>6.0</td>
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<tr>
<td>San Jose</td>
<td>6.0</td>
<td>5.1</td>
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<tr>
<td>Portland</td>
<td>5.4</td>
<td>4.7</td>
</tr>
<tr>
<td>Sacramento</td>
<td>4.0</td>
<td>4.6</td>
</tr>
</tbody>
</table>

(000 People per Sq. Mile - 1990)
### Speed, Comfort, Capacity

- **1 train** (228 seats)
  - = **6 regular buses** (@40 seats)
  - = **4 articulated buses** (@57 seats)

- **Light Rail = Best Investment**
  - **Speed** – 40-45 minutes vs. 1 hour or more for busway alternative
  - **Comfort** for both current drivers and bus riders
  - **Capacity** for **50,000+** riders/day
  - Lower operating and capital cost/passenger than busway
  - Busway would permanently under-serve the Westside

<table>
<thead>
<tr>
<th></th>
<th><strong>Light Rail</strong></th>
<th><strong>Busway</strong></th>
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</thead>
<tbody>
<tr>
<td><strong>Capacity</strong> (@ Blue Line schedule)</td>
<td>98,000 (@ 150 x 3 per train)</td>
<td>20,000 (@ 90 per articulated bus)</td>
</tr>
<tr>
<td></td>
<td>10,500 per hour = ½ of I-10 freeway</td>
<td>2,160 per hour</td>
</tr>
<tr>
<td><strong>Riders</strong> per day</td>
<td>50,000+ (Longer Blue Line’s 66,000 x 80% = 53,000)</td>
<td>Limited by capacity and slow speed</td>
</tr>
<tr>
<td><strong>Capital Cost</strong></td>
<td>~$5-600 million</td>
<td>~$200 million</td>
</tr>
<tr>
<td>(per trip @ 6% discount rate)</td>
<td>$1.16-1.39 per trip @ 98,000 trips/day</td>
<td>$2.27 per trip @ 20,000trips/day</td>
</tr>
<tr>
<td><strong>Operating Cost</strong></td>
<td>$ .33 per passenger mile</td>
<td>$ .51 per passenger mile</td>
</tr>
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</table>
Neighbors

- Plan for safety & quiet
- Parks and a bike path – 50 or 100-foot-wide right-of-way (Culver City, above)
- Value of rail access – ads below
- Follow good design examples from other cities – Portland, Shaker Heights, Strasbourg, Innsbruck

Sacramento Bee
- WALK to river, lite rail. Butterfield 4br 2 1/2 ba

Los Angeles Times
- LB 2br cond, gar, park flr, 4 blks to bch + blu line, ...

SAN DIEGO UNION-TRIBUNE
- 2000sf, 5br, 2ba fam rm... on quiet cul-de-sac walk to trolley & park. ...

Contra Costa Times
- RARE FIND! 3000 sq. ft., 5 bdrm., ... family room, formal dining room, minutes to BART. ...
Contacts

Education
Santa Monica College, Pres. Piedad Robertson
L.A. Trade Tech College, Pres. Daniel Castro
USC*
Dorsey High School parents and principal*

Business-Professional
Culver City Chamber of Commerce
Santa Monica Chamber of Commerce
Westside Council of Chambers of Commerce
Exposition Park Stakeholders
Shrine Auditorium
California Science Center Board of Directors
Coliseum Commission*
Culver City Rotary Club
Pacific Palisades Rotary Club
L.A. Association of Black Journalists*
Center City Association
Crenshaw Chamber of Commerce*

Environmental -Transit-Civic Groups
Sierra Club Angeles Chapter
Coalition for Clean Air*
CRSP (Cooperative Resources & Services Project)
Ecology Center of Southern California
Southern California Transit Advocates
Rail Passenger Association of Ca. (RailPAC)
Train Riders Association of California (TRAC)
Latino Urban Forum

Religious
St. Paul’s Presbyterian Church
Ward AME*
First AME*

Neighborhood Groups
Santa Monica
North of Montana Association
Ocean Park Community Organization
Friends of Sunset Park
Mid-City Neighbors
Wilshire-Montana Neighborhood Assn.
Pico Neighborhood Assn.
Northeast Neighbors

Los Angeles Westside
South Robertson Neighborhood Council
Westwood Gardens Civic Association
Westside Village Civic Association
Crestview Neighborhood Assn.*
South Robertson Neighborhoods Council
Tract 7260 Association

Los Angeles Mid-City
Community Advisory Committee of the
Crenshaw CRA
Project Area Committee of the Hoover CRA
North Area Neighborhood Development Council
(of the 8th Empowerment Congress)
Cherrywood Block Club
Hoover Jefferson Neighborhood Stakeholders
North Area Neighborhood Development Council
(of the 8th Empowerment Congress)
Hoover PAC*

*Upcoming

Elected Officials
Los Angeles City Council
Michael Feuer
Ruth Galanter
Mark Ridley-Thomas
Rita Walters staff
Nate Holden
Cindy Miscikowski staff
Marvin Braude

Mayoral Candidates
Antonio Villaraigosa
Steve Soberoff
Joel Wachs staff
Xavier Becerra

City of Santa Monica
Mayor Michael Feinstein
All Councilmembers

City of Culver City
Councilmembers Ed Wolkowitz, Steve Rose

Assembly
Fran Pavley*
Paul Koretz*
Gil Cedillo*
Herb J. Wesson, Jr.*
Rod Wright*
Jerome Horton

State Senate
Sheila Kuehl
Kevin Murray
Richard Polanco staff

Congress
Henry Waxman staff
Julian Dixon
Candidate Diane Watson*
The Expo Line
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“I could walk to the station and ride to Staples Center or Santa Monica. It would change the way I feel about Los Angeles.”