

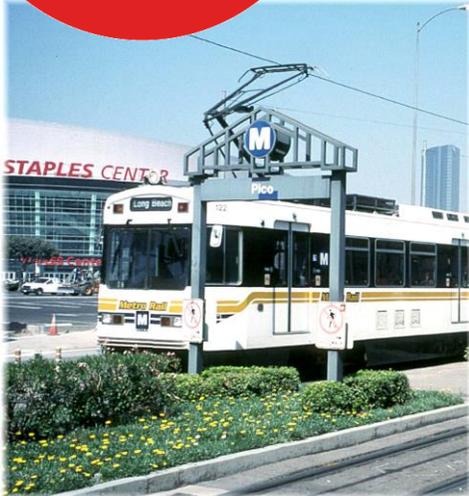


# The Expo Line

Speed • Comfort • Capacity

**Traffic** west of downtown is among the most congested of any American city. The Santa Monica Freeway is one of the **busiest in the world**, with traffic jammed in both directions. And this area is projected to grow by 300,000 residents and 200,000 jobs in the next 20 years!

The Los Angeles County Metropolitan Transportation Authority is studying a light rail line or busway along the Exposition “Red Car” railroad right-of-way (purchased in 1990 by the MTA) from downtown L.A. to Santa Monica. A Draft Environmental Impact Statement / Report is expected in February 2001. And there is funding available—nearly \$500 million of federal and state money for Westside (Wilshire and Exposition) transit projects.



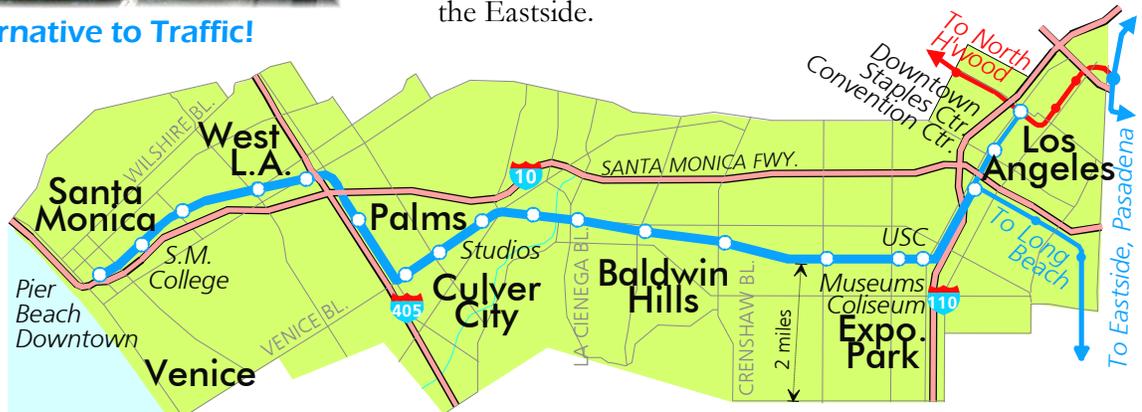
Santa Monica to downtown L.A.



Alternative to Traffic!

The **Exposition Line** will provide access to:

- The many **jobs** from downtown L.A. to Culver City, West L.A., and Santa Monica;
- **Recreation** from Santa Monica Beach (busiest in California) to the Coliseum and Staples Center;
- **Culture**, including Exposition Park museums, concerts, art galleries, and churches;
- **Educational** opportunities including Santa Monica College, USC, and L.A. Trade Tech;
- **Over 800,000 people** who live within two miles (a dense 12,200 per square mile—two to three times other light rail cities);
- The region by **linking with L.A.’s growing rail transit network** to North Hollywood, Long Beach, Pasadena, and the Eastside.



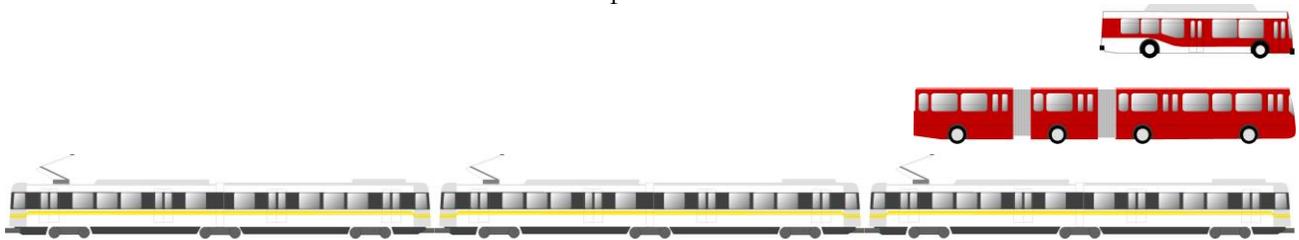


For livable cities (like Portland)

**Light rail is popular, proven, and growing** in nearly every major western U.S. city, from Los Angeles to Portland, San Diego, “Silicon Valley”-San Jose, San Francisco, Sacramento, Salt Lake City, Denver, St. Louis, and Dallas. Light rail lines are planned for Seattle, Phoenix, Houston, Orange County, and Minneapolis. Dallas voters gave an overwhelming **77%** yes vote to expand their system faster last August!

Our Long Beach Blue Line is the busiest light rail line in the U.S. with 66,000 riders per day (and Exposition is even denser); the Red Line subway nearly doubled to 119,000 upon opening to North Hollywood; the Pasadena Blue Line is under construction (opening in 2003); and Eastside light rail is being planned.

Light rail offers **speed, comfort, and capacity**. One three-car train has the capacity of six regular buses (or four articulated buses). To match light rail’s capacity with buses would require a bus a minute in each direction, forcing buses to stop at many red lights and drastically slow travel. And light rail costs only 2/3 as much to operate as buses.



The environmental review process and good design can assure that light rail will be a **good neighbor**—quieter than traffic, safe and exhaust-free, with attractive landscaping and a bike path. Cities such as Portland, San Diego and San Jose offer good design examples.

Light rail encourages **neighborhood revitalization** and economic development by **increasing accessibility to jobs, shopping, and recreation**. It alleviates parking problems for businesses and the public, and provides residents, commuters, and visitors an affordable alternative to automobiles. And homes have become more valuable near stations in other cities.

We are an independent group of volunteers—**please contact us** for more information or to help!



Along this old “Red Car” line

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