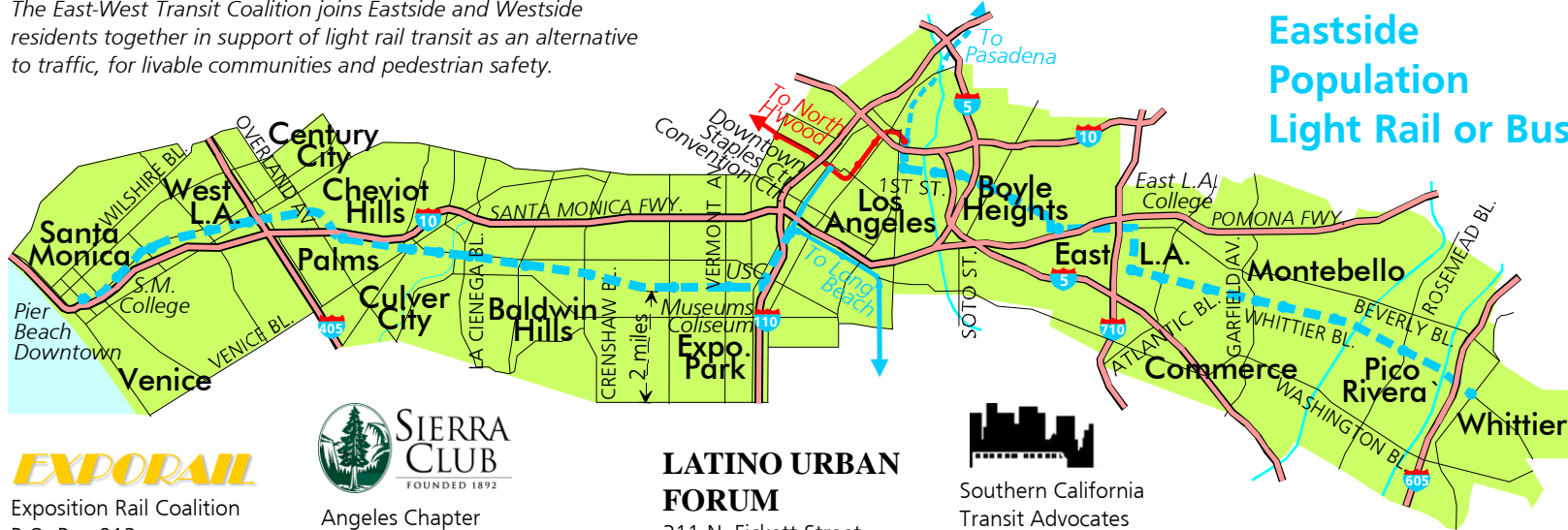


# EAST & WEST LIGHT RAIL

The East-West Transit Coalition joins Eastside and Westside residents together in support of light rail transit as an alternative to traffic, for livable communities and pedestrian safety.

Traffic  
Livable Cities  
Westside  
Eastside  
Population  
Light Rail or Busway?



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# Traffic

Los Angeles was again ranked the most congested city in the United States. **The Santa Monica Freeway** (I-10) is one of the busiest in the world, carrying over 400,000 people per day.

**Traffic is in both directions**—Eastside and Mid-City residents go to **Westside jobs** (the “Digital Coast” from Culver City to Santa Monica) **and recreation** as much as Westside residents go Downtown. And it will only get worse as ever more people live in Los Angeles.

Traffic also **impacts neighborhoods** with noise, pollution, and safety hazards. Traffic killed **1,666** people in L.A. County, including **215 pedestrians**, in 1998 (NHTSA).

But there is **no real alternative to driving**. The transit-dependent suffer long, slow bus rides—like two hours cross-town to get to Westside jobs.

**More highways**—like this new elevated section of the Harbor Freeway—don’t solve traffic; they just add more noise, pollution, and sprawl, and **threaten established neighborhoods**.



# Livable Cities

There is a better way—a shift to **transit- and pedestrian-oriented communities**. **Portland**, (left) with its MAX light rail, is well-known.

The **San Diego** Trolley (far left), recently extended to the Padres' Qualcomm Stadium, has also been attracting new housing and offices. Its two lines carry over 70,000 riders per day.

Even sprawling L.A.-like **Dallas** (left) is building transit-oriented developments along its growing DART light rail, and **Houston** plans light rail to its new NFL team's stadium.

Employers in "Silicon Valley" fear gridlock is hurting their ability to fill jobs. **San Jose's** VTA light rail (lower far left) was just extended to help.

Like this park on **San Francisco's** Muni (lower left), the Exposition right-of-way is an opportunity for a greenway and bike path.

Nearly every other western U.S. city has light rail, including **Sacramento, Denver, Salt Lake City**, and (planned) **Seattle**.

L.A.'s own MTA **Long Beach** Blue Line (next page) is the **most successful single light rail line** in the U.S., carrying nearly 60,000 riders per day. (L.A.'s rail lines now total 170,000). And the **Pasadena** Blue Line is resuming construction because corridor residents pushed hard for it.



# Westside



## Downtown Los Angeles, Staples

**Center**, and connections to the rest of LA's rail network are provided by the existing Long Beach Blue Line on Flower Street. Exposition would then continue south on Flower to Exposition Blvd.

**Exposition Park**—home of the new California ScienCenter, IMAX Theater, museums, Rose Garden, and the Coliseum (seen here in the 1984 Olympics)—and the University of Southern California are at the eastern end of the Exposition right-of-way.



People fondly remember the **"Big Red Cars"** (far left). Here is one that used to travel along the Exposition line. Already owned by the MTA, this right-of-way goes all the way to Santa Monica.



**Baldwin Hills's** Magic Johnson Theaters—light rail will bring better transit and needed new development to this area. Crenshaw Blvd. is also a potential light rail branch to Inglewood and LAX.



**Culver City's** studios and restored downtown are the beginning of the "**Digital Coast**"—the new media-technology corridor along Exposition to Santa Monica.

Here's a view of light rail looking west along the median of National Blvd. Moving the track to a landscaped, bermed (to block wheel sound) boulevard median leaves the right-of-way next to houses for a park and bike path.

**Palms** has very high **population density**—over 30,000 people per square mile—and could become a transit-oriented pedestrian town center (probably no parking at Palms station).

Near **Cheviot Hills**, the track is already isolated by an existing trench (left). **For safety and quiet**, we are recommending either **grade-separating street crossings** or **35 mph speeds** in the few residential areas along Exposition.

**West Los Angeles's** Olympic (far left) and Pico Boulevards—home of many jobs and extreme traffic—are within a block or two of Exposition.

**Santa Monica's** Pier (far left), Third Street Promenade, Beach (busiest in California, with 400,000 visitors on a peak day), and many **Westside jobs** (like this new construction at the Water Garden across Olympic Blvd. from Exposition) are within walking distance of Exposition's proposed stations.

# Eastside

## For a Safer, Quieter, Better Eastside Community

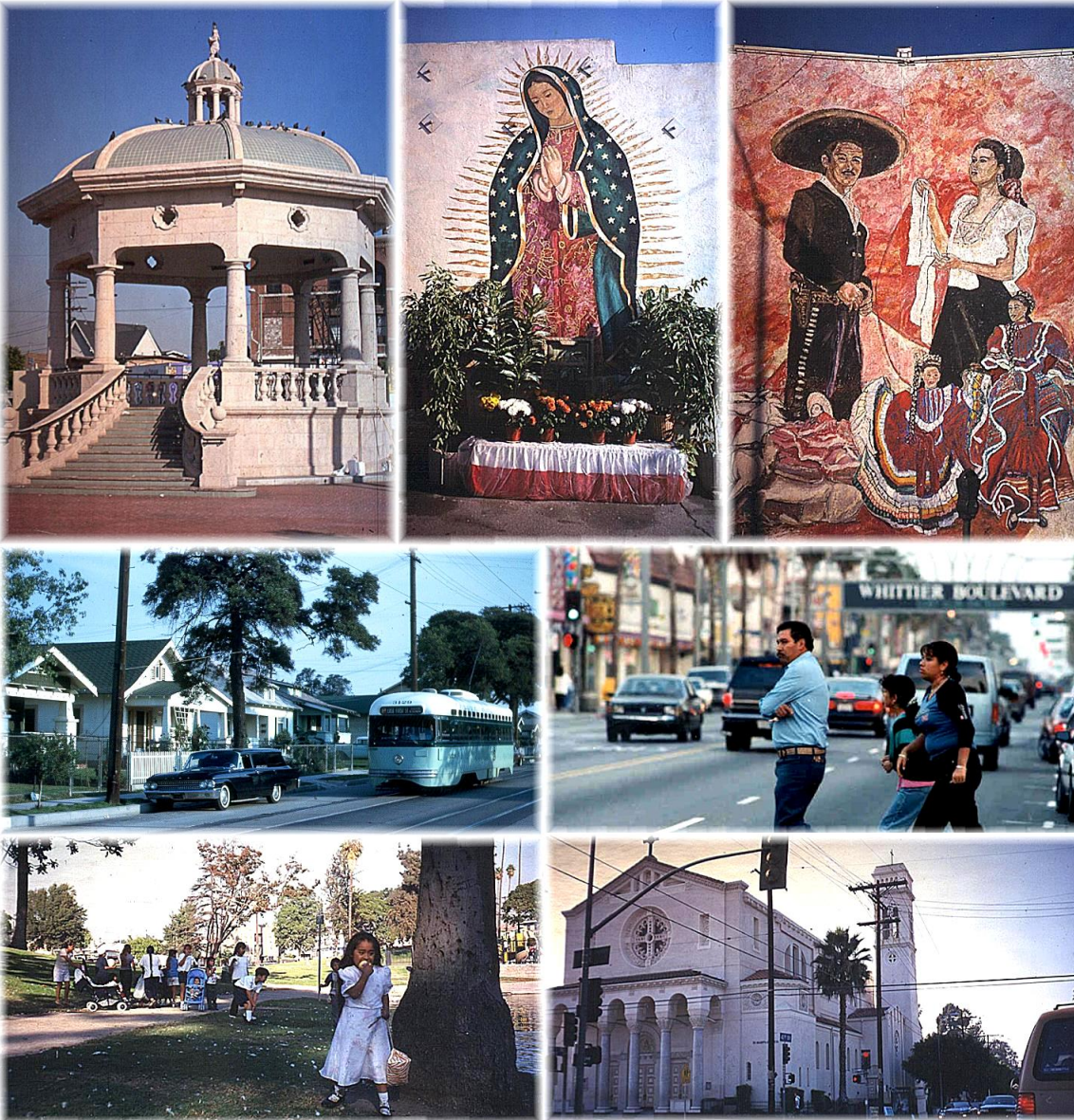
Light rail from Union Station along First and Fourth Streets and Whittier Blvd. would link L.A. to **Boyle Heights, East L.A., Montebello, Pico Rivera, and Whittier.**

Older residents fondly recall the convenient, reliable **streetcars** that once served Los Angeles. But the street cars were removed, 10,000 residents were relocated to build the **five freeways** that traverse the Eastside, and neighborhoods are now **clogged with cars**. Eastside streets are becoming **death traps** for **pedestrians**—being hit by a car is the second leading cause of death for Latino children.

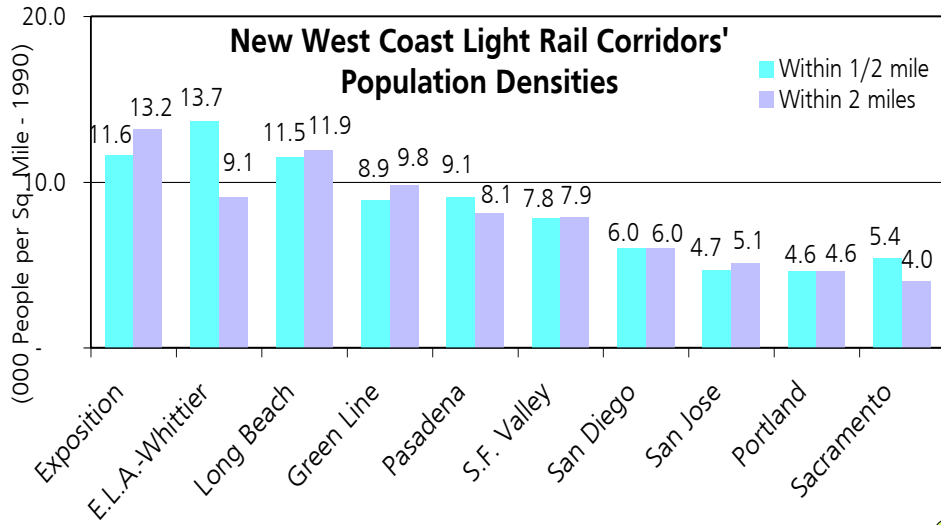
The Eastside is one of the most **transit dependent** communities in L.A. County—in Boyle Heights up to 50% of workers rely on public transportation. Eastside population is projected to grow 25% over the next 20 years. And it suffers a lack of economic investment.

**We support the MTA Eastside light rail alternatives #5 or #6. The speed, capacity, and convenience of light rail will:**

- Enhance our community's livability
- Reduce traffic, noise, and air pollution, and increase pedestrian safety
- Bring needed investment to the Eastside
- Improve the urban aesthetics of the Eastside
- End the isolation of East Los Angeles.



# Population

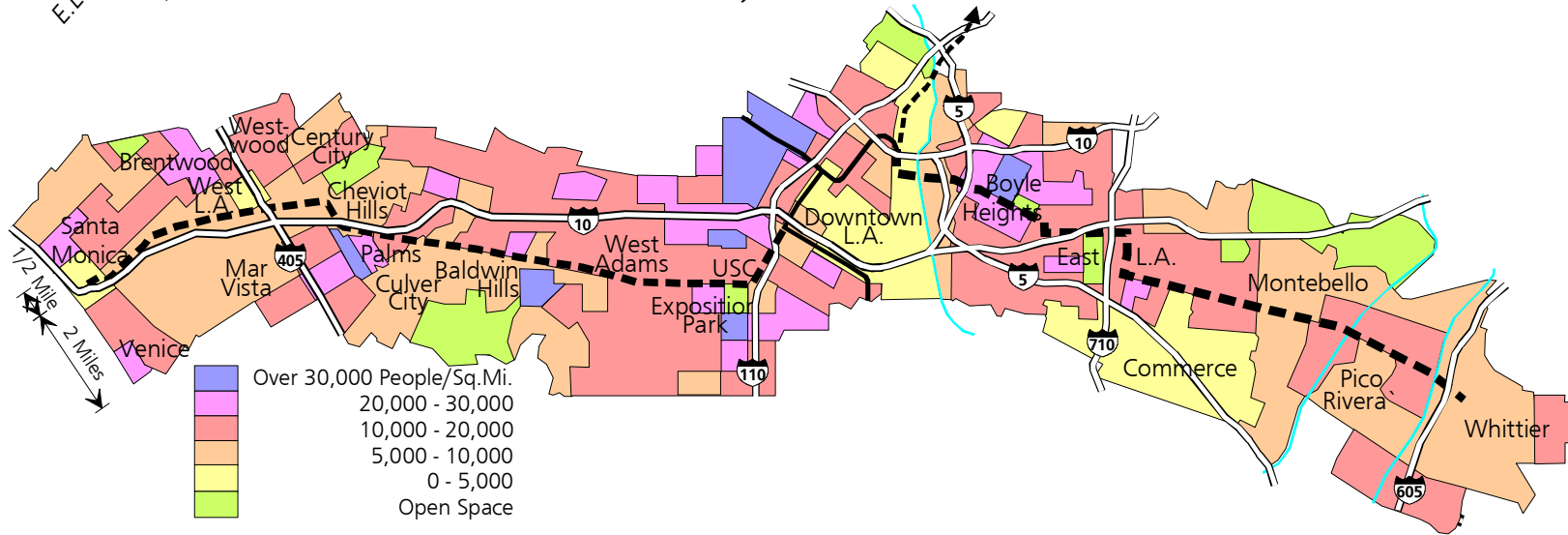


The Westside and Eastside both have **denser populations than even the Long Beach Blue Line**—and **2-3 times** successful lines in Portland and San Diego!

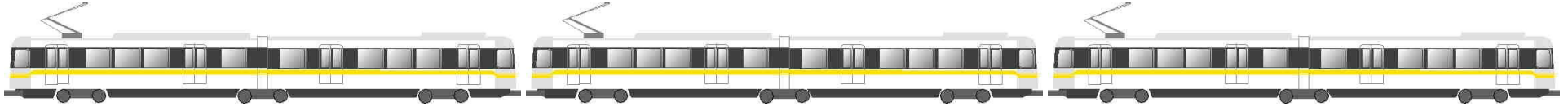
**810,000** people are within 2 miles of the Exposition line.

**474,000** people are within 2 miles of the Eastside line.

The Exposition line serves the high-density neighborhoods in downtown, **Baldwin Hills, Palms, West L.A., and Santa Monica**. The Eastside line goes right through the **high-density center of Boyle Heights**, as well as serving dense population areas all the way to Whittier.



# Light Rail or Busway?



## Capacity

**1 train (228 seats) =**

4 "Curitiba" buses (@57 seats\*) = (\*claimed "270 passengers" are mostly standing!)

**6 regular buses** (@38 seats)

Long Beach 2-car trains are full at 60,000 riders/day

SCAG projected 93,000 riders/day for Exposition

Eastside streets are already full with buses

## Speed

**Rail = 35 minutes** (Santa Monica—downtown L.A.)

Busway = 1 hour (with detours and downtown street sections)

## Cost

Rail capital cost = \$6-700M

Busway = \$2-300M—for many fewer riders

**Rail = Lower capital & operating cost/trip**

## Neighborhoods

For **safety and quiet**, grade-separate or run at 35 mph in residential areas.

Access to rail transit enhances **property values**, as demonstrated by these owners highlighting it (left). Neighborhoods with rail access will become uniquely valuable as an alternative to auto gridlock.

<p><b>Sacramento Bee</b></p> <p><b>WALK to river, <u>lite rail</u>.</b> Butterfield 4br 2 1/2 ba</p>	<p><i>SAN DIEGO UNION-TRIBUNE</i></p> <p>2000sf, 5br, 2ba fam rm... on quiet cul-de-sac <u>walk to trolley</u> &amp; park. ...</p>
<p><b>Los Angeles Times</b></p> <p><b>LB</b> 2br cond, gar, park flr, 4 blks to bch + <u>blu line</u>, ...</p>	<p><b>Contra Costa Times</b></p> <p><b>RARE FIND!</b> 3000 sq. ft., 5 bdrm., 3 bath, family room, formal dining room, <u>minutes to BART</u>. ...</p>

## Recommend MTA continue planning light rail for its—

- **Capacity**—required for these high-density corridors' traffic, destinations, and population
- **Speed & comfort**—to appeal to drivers as well as bus riders
- Support of **sustainable development** for new population
- **Cost effectiveness**—lower cost per trip
- **Success** in other cities



"Rapid Buses" on adjacent streets can be an interim step; save major expenditures for the rail lines we need.