



NEWS

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METRO GREEN LINE TO OPEN IN MID-1995

The Metro Green Line, a light rail system that will transport passengers from Norwalk to Redondo Beach, will open this summer, adding 20 miles to the Los Angeles Metro Rail system.

The new line has 14 stations serving the communities of Norwalk, Downey, Bellflower, Paramount, South Gate, Lynwood, Watts, Willowbrook, Compton, Los Angeles, Gardena, Inglewood, Hawthorne, El Segundo, Westchester, Lawndale, Manhattan Beach, Hermosa Beach and Redondo Beach.

Some 16.5 miles of the Green Line track, from the I-605 Freeway in the City of Norwalk to Aviation Boulevard, near LAX, have been built in the center of the I-105 Freeway. At Imperial/Aviation the line curves three-and-one-half miles south on its own elevated guideway until it reaches the end at Marine Avenue near the I-405 Freeway in the city of Redondo Beach. Stations are accessible to the public through stairs, escalators and elevators.

The Metro Green Line is projected to cost \$717.8 million. The project was funded by local and state money. Local dollars come from sales taxes collected in Los Angeles County, through Proposition A and Proposition C. Both propositions were approved by voters in 1980 and 1990, to support public transit.

"Convenient access to the Green Line is a major priority," said Supervisor Michael Antonovich, chairman of the MTA Board. "The MTA is still receiving public comment on a comprehensive bus-rail interface plan that ensures access to each rail station from the nearby communities."

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Under the plan, each station will be accessible through buses or shuttles operated by the MTA, other municipal bus operators and employer shuttles. Two public hearings were held in December regarding proposed modifications to MTA bus routes near the I-105 freeway to serve Metro Green Line passengers. In addition, a task force of 24 members of the El Segundo Employers Association is completing a study to recommend a system of circulators to provide service between five Green Line stations and the El Segundo Employment Center. A shuttle to and from the Los Angeles Airport has been proposed to carry passengers to the Green Line's Aviation Station.

"With our population constantly growing, the opening of the Metro Green Line will be a critically important transportation tool, one that will help ease the threat of 10 m.p.h. freeways by 2015," MTA Board member and Supervisor Deane Dana said.

The Green Line project was approved for construction by a predecessor agency of the MTA in 1984. Groundbreaking took place in 1991. Subsequently, the Metro Green Line/I-105 Freeway Project was highlighted as a nationwide example of the multimodal transportation solutions envisioned by the 1991 Surface Transportation Act, which provided a 5-year authorization for federal highway and transit programs.

The multimodal components of the Metro Green Line/I-105 freeway project include the 17.5-mile I-105 Freeway; 17.5 miles of HOV lanes in each direction; 20 miles of light rail; the county's first HOV lane freeway connection, at the Harbor Freeway; Park and Ride facilities at 12 stations; bus/rail interface at 14 stations; and a connection to the Metro Blue Line at the Imperial/Wilmington Station.

Green Line ridership is projected to be 10,000 each weekday during the first year of operations. Ridership is expected to increase as people become more familiar with the line, more buses connect to the stations, and construction of the Harbor

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Transitway is completed. According to the latest long range plan estimates, by the year 2015, Green Line ridership is projected to be approximately 30,000 a day. This ridership estimate goes in line with the Metro Blue Line counts when the line opened five years ago. When the Blue Line fare-paying period began in August 1, 1990 the line carried 14,000 people daily. The weekday average rose to 18,800 in the first six months, and to 22,300 at the end of the first year of operations.

After five years of operations Blue Line ridership has increased to 36,000 weekday boardings.

The Green Line will operate with cars identical to the Metro Blue Line vehicles. The cars have 76 seats, carry 230 seating and standing passengers and receive power from overhead electrical wires. Unlike the Blue Line, the Metro Green Line operates separately from roadway traffic. Trains will not have to stop at traffic lights or intersections and will travel at higher speeds of up to 65 miles-per-hour.

"Especially exciting are the outstanding contributions made by artists to the design of the Green Line stations," said City of Gardena Councilman Jim Cragin, member of the MTA Board. "Community based panels selected artists to work with architects on station design teams. As a result of this unique team work effort passengers will enjoy artwork incorporated into stations' paving patterns, canopy shapes, walls, seating amenities and landscape elements."

"In 1996, Green Line passengers will have the option of transferring to buses traveling along the Harbor Transitway currently under construction in the Harbor Freeway," said Huntington Park Councilman Raul Perez, MTA Board member.

Green Line passengers will connect to the Metro Blue Line at the Imperial/Wilmington Station, just north of the City of Compton. The Blue Line operates south to Long Beach and north to downtown Los Angeles, ending at a shared station

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with the Metro Red Line. The Red Line opened in January 1993 and travels 4.4 miles between Union Station and MacArthur Park. Extensions of the Red Line are currently under construction to reach Wilshire/Western and the San Fernando Valley. Another extension is in preliminary engineering to East Los Angeles.

"The Metro Green Line will bring the number of operating Metro Rail miles to 46 and the number of rail stations to 39," said Franklin White, MTA's chief executive officer.

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