



November 30, 2011

Executive Board of the Expo Metro Line Construction Authority
Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Chair Yaroslavsky & Members of the Expo Authority Board:

As a transportation advocate, cyclist, and organizer of Better Bike, a pro-bike advocacy organization in Beverly Hills, I want to express my disappointment with the Expo Authority for backing away from a bike facility at the Venice & Robertson Culver City Expo station.

I frequently bike down to Culver City, and at other times pass through on my way west on Venice to south Santa Monica. Too often I find myself cycling east on Olympic to Downtown – nobody’s idea of a safe bike route. I sure would like a transit option that allows me to park & ride. *Park and ride my bike*, that is!

The Expo Authority’s recent decision to excise the bike facility is short-sighted; it will certainly inhibit Expo line ridership and again raises the conundrum of the proverbial ‘last mile.’ That’s a problem that continues to constrain returns on transit investment. It’s inhibits the value of transit in the popular imagination. In Beverly Hills, for example, nobody’s taking a bus to a rail station. And why ask them to drive and park? If can make that connection from home or work to rail more convenient by bicycle, we can enjoy a relatively safe ride to the Expo station. We can begin to sell transit to the people.

We advocates for active transportation have our work cut out for us already. But if we have to battle regional transportation policymakers, too, in addition to the baked-in resistance to post-automobile travel? I’m optimistic, but the Expo Authority’s stance makes it difficult to believe we’ll ever really get to a post-auto future.

I stand by my fellow regional bicycle organizations, Culver City Bicycle Coalition and Santa Monica Spoke, in asking, How can the Authority justify spending \$900 million on a mass transportation project and NOT include a state of the art bicycle facility? It’s probably the most cost-effective way to get folks out of cars and onto rail. And as a transit user and cyclist, I have to wonder why the lowest-hanging and delicious fruit – bike lanes, racks, and facilities – is often left off the transportation banquet table.

Sincerely,

A handwritten signature in black ink that reads 'Mark Elliot'.

cc: Los Angeles Mayor Villaraigosa; Culver City Mayor O’Leary; Los Angeles County Supervisor Ridley Thomas; & State Assemblymember Holly Mitchell.

Mark Elliot, Organizer (310) 271-7330
212 S. Reeves Dr. #8 Beverly Hills, CA 90212