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TRANSPORTATION

09-2790

### MOTION

The Harbor Subdivision Transit Corridor is one of the new proposed extensions of the Los Angeles County Metropolitan Transportation Authority's (Metro) Metro Rail System. The Harbor Subdivision is a freight rail corridor, approximately 26 miles in length that traverses southwest Los Angeles County from Vernon to Wilmington. The Subdivision begins at Redondo Junction and heads southwest to Los Angeles International Airport (LAX), paralleling Slauson Avenue, Florence Avenue, and Aviation Boulevard for much of its route. At LAX, the alignment turns southeast, traversing the South Bay area before ending near the Carson/Los Angeles border just north of the Port of Los Angeles. Metro has concluded an Alternatives Analysis (AA) study to evaluate potential transit alternatives that could be operated along the corridor. In the early 1990s, Metro purchased the portion of the corridor between Redondo Junction and Watson Yard, along with several other rail rights-of-way, to further the development of the region's rapid transit system.

The AA evaluated a broad range of alternatives including Bus Rapid Transit (BRT) with dedicated bus lanes, various types of rail technology such as Light Rail Transit (LRT) and commuter rail, as well as "no-build" and Transportation Systems Management improvements. Though alternatives will generally follow the Harbor Subdivision corridor, potential alignment and improvement options outside the immediate Harbor Subdivision right-of-way were also studied. In addition, the AA examined potential financing mechanisms outside the traditional funding sources commonly used for constructing and operating transit service.

At the conclusion of the AA, Metro staff will recommend a course of action to the Metro Board, including possibly proceeding with an environmental document consistent with both federal and state requirements. The Los Angeles Department of Transportation (LADOT) and the Los Angeles Department of City Planning (Planning) will be asked to prepare a response to the AA and it is critical that support for the following items be included in the City's comments:

- The preferred system for the City of Los Angeles is the Local North Alternative.
- There must be a provision of local transit service through the South Los Angeles area. Residents in this area are highly transit dependent and could benefit from the connections to jobs and services in downtown Los Angeles, LAX and the South Bay that the proposed transit line would offer.
- Design concepts and reconstruction of Slauson Avenue must include walkable sidewalks on the north and south side of the street in order to create a pedestrian-friendly environment.
- A continuous bike must be installed with appropriate bike facilities along the entire Harbor Subdivision right-of-way with a green parkway.
- The addition of a set of tracks along the Long Beach Avenue corridor alongside the existing Blue Line tracks from Washington Boulevard to Slauson Avenue provides the opportunity to upgrade the corridor which is in poor shape. Bikeway and greening efforts should be included along this portion of Long Beach Avenue.
- There must be substantial safety measures along Slauson Avenue especially at the intersections of the busier commercial corridors such as Central Avenue, Figueroa Street, and Vermont Avenue.

ORIGINAL

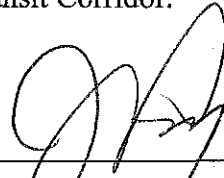
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- There needs to be construction of parking facilities and/or appropriate parking accommodations along the Slauson Avenue transportation corridor. Specific emphasis should be given to major north/south transportation corridors, such as Central Avenue, Main Street, Broadway, Figueroa Street and Vermont Avenue to develop park and ride facilities to accommodate single mode ridership.
- There must be compliance with all Federal Transportation Agency (FTA) construction standards.
- There will be inclusion of local hiring provisions for construction of the project.
- There must be installation of sound walls of a sufficient height to reduce noise from the project in the immediate and surrounding communities and that eliminate two-way negative visual.
- There should be coordinated efforts of the City of Los Angeles, Metro, SCAG and other stakeholders to bring additional federal and state funds to the construction.

**I THEREFORE MOVE** that the City Council direct LADOT and Planning, in coordination with any other appropriate Departments, to include the above issues in the City's comments on the Alternatives Analysis Study (AA) for the Harbor Subdivision Transit Corridor.

**I FURTHER MOVE** that the Community Redevelopment Agency of Los Angeles work in coordination with the above mentioned departments to incorporate their input on the Alternatives Analysis Study (AA) for the Harbor Subdivision Transit Corridor.

**PRESENTED BY:** \_\_\_\_\_



JAN PERRY  
Councilmember, District Nine

**SECONDED BY:** \_\_\_\_\_

