



# CENTRAL SAN PEDRO NEIGHBORHOOD COUNCIL

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October 28, 2014

Councilman Joe Buscaino  
Harbor District Office  
638 S. Beacon Street, Suite 552  
San Pedro, CA 90731

**James P. Allen**  
President

**Debbie Rouser**  
Vice President

**Khixaan Obioma-Sakhu**  
Secretary

**Danielle Sandoval**  
Treasurer

**Donald Galaz**  
Communications/Outreach

Re: Support of the LAX to POLA Light Rail Proposal under consideration

Dear Councilman Joe Buscaino,

The San Pedro Central Neighborhood Council passed a resolution in support of the LAX to POLA light rail proposal that is currently being considered by the South Bay COG as part of the MTA's Matrices in preparation for the 2016 Prop. R Measure. <http://www.metro.net/projects/south-bay/alternatives-analysis-study-november-2009/>

The Harbor Subdivision Transit Corridor is a 28-mile long Metro-owned ROW that runs from the Southeast corner of downtown Los Angeles to LAX, and then southeast through the South Bay, terminating in the Watson Yard in Wilmington. The route travels through Los Angeles (including Hyde Park, Westchester, Harbor City, Wilmington and San Pedro). It would also benefit the cities of Inglewood, El Segundo, Hawthorne, Manhattan Beach, Redondo Beach, Lawndale, Torrance, Carson, and Long Beach.

"The Local South Alternative" extends from the existing Green Line Station at Marine & Redondo Beach Ave (approx) Southeast through Torrance to the intersection of Sepulveda & Vermont (approx), and then East through Wilmington, to Long Beach, connecting with the Blue Line. It is this Local South Alternative that is the most valuable for our district.

The extension of the Metro Green Line to a new Torrance Regional Transit Center (Crenshaw and Torrance Blvd approx), in an at-grade LRT (light rail transit) mode, was the highest rated alternative, and is currently under construction. Overall ridership for the Local South Alternative as a whole was estimated at 12,000 – 14,700 boardings a day. The corridor is wide enough through Inglewood and most of the South Bay to accommodate both a Local or Regional/Express and freight service in the existing ROW (generally about 100 ft wide).

If you consider that this rail line would not only service the 450,000 cruise passengers who come to the Port of Los Angeles every year or that the rail line will service everyone from Palos Verdes, to San Pedro, Harbor City, Harbor Gateway as well as Wilmington and Carson, then the demographic served by this line increases dramatically.

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The benefits from this plan are many fold and would directly affect what happens, in terms of development, at each of the nodes or the rail line stops, including the San Pedro Waterfront. This essential link that connects the Harbor region to Los Angeles is not only vital to the future of your district but to the economic success of the entire South Bay and LA Harbor areas. It could potentially relieve 200,000 vehicle trips per year between the Port and LAX. It would provide better tourist access to the waterfront while providing better travel alternatives for workers, students and seniors transiting both ways on this line. The side benefit is that this will also give greater access to city hall by giving CD15 residents two routes, besides driving, to participate in city government.

For all of these reasons and more the Central San Pedro Neighborhood Council recommends this project to you and asks for your continued support at the South Bay COG and on the City Council.

Sincerely,



James Preston Allen, President  
Central San Pedro Neighborhood Council  
[www.centalsanpedro.org](http://www.centalsanpedro.org)  
310-561-7811

cc: Mayor Eric Garcetti  
Borja Leon, Director of Transportation