

**Motion by Supervisor Mark Ridley-Thomas  
and Supervisor Gloria Molina  
Metro Planning and Programming Committee  
September 19, 2012**

### **Rail to River Bikeway**

Metro initiated an Alternatives Analysis study in 2008 for the Harbor Subdivision Transit Corridor, an approximately 26-mile-long Metro-owned right-of-way (ROW) in southwestern Los Angeles County. The Harbor Subdivision was purchased by Metro in the early 1990s from the predecessor of the Burlington Northern Santa Fe (BNSF) Railway, which currently operates freight rail service along the subdivision. The corridor runs from south of downtown Los Angeles at Redondo Junction southwest to Los Angeles International Airport (LAX), then turns southeast through the South Bay area before ending at Watson Yard in Wilmington.

Metro continues to study a variety of future transit uses for the corridor. However, no immediate major investment in the corridor is planned. As it currently stands the right-of-way serves as major blight in the community. Metro should look at intermediate uses for this stretch of right-of-way that would not preclude future transit uses. Of particular interest is the segment of the right-of-way from the Los Angeles River to the West Boulevard Station for the Crenshaw/LAX Light Rail in the City of Inglewood. This segment travels through a number of communities and currently provides no public benefits.

A bikeway along this segment would provide significant enhancements to the regional transportation network, creating a unique benefit to the surrounding communities. Metro plays an important role in bicycle planning across Los Angeles County, facilitating first mile/last mile connections to transit and supporting bicycle transportation through various policies and programs.

A Rail to River Bikeway is consistent with Metro's previous policies and actions of encouraging bicycling as an active and sustainable, emission-free form of transportation.

In addition, the adopted Long Range Transportation Plan (LRTP) supports active transportation by the development of bicycle facilities and pedestrian improvements throughout Los Angeles County.

The transformation of rail lines into pedestrian access routes has been done successfully throughout the country, perhaps most notably on the “High Line” in New York City. The transformation of this right-of-way for bike and pedestrian use could not only become a tremendous benefit for the transportation network, but also achieve significant environmental and economic benefits for the region.

**We, Therefore, Move that the MTA Board of Directors direct the CEO to:**

Report back at the January 2013 Metro Planning and Programming Committee in writing with recommendations along with a funding strategy and timeline for moving forward with a Rail to River Bikeway along the Metro-owned right-of-way from the Los Angeles River to the West Boulevard Station for the Crenshaw/LAX Light Rail Line.