

PORT OF LOS ANGELES COMMUNITY ADVISORY COMMITTEE
425 S. PALOS VERDES STREET, SAN PEDRO, CA 90731

TRAFFIC SUBCOMMITTEE MEETING
Wednesday, May 20, 2009

MEETING LOCATION:
Banning Residence Museum
401 E. "M" Street
Wilmington, CA

8:00AM

NOTICE AND AGENDA

- A. Call to Order – Patrick Wilson, Chair
- B. Sign In/ Introductions
- C. Approval of Agenda
- D. Approval of Minutes for April 15, 2009 Traffic Subcommittee Meeting
- E. POLA Updates:
 - Plans for the Intersection Improvements at Alameda and Anaheim (as part of the TraPac EIR Mitigation Measures). (POLA Engineering Division).
 - Far East Wilmington Plans – Update Since the Presentation Originally Given by Kathryn McDermott to the Board (2008) / Status of the Voluntary Land Acquisition Program (Michael Galvin/POLA Real Estate Division)
- F. Potential Action Item:
Motion Regarding Internal Road and Infrastructure Improvements in the Marinas (See Attached)
- G. Public Comment:
- H. Agenda Items for Next Traffic Subcommittee Meeting: June 17, 2009
- I. Adjournment

Proposed resolution for Traffic Subcommittee
May 20, 2009

Whereas, to accommodate the TraPac intermodal rail yard, PHL's Pier A yard will be relocated to a 70-acre area between the Consolidated Slip and Alameda Street adjacent to the Wilmington marinas;

Whereas, the relocation site is used for storage of new vehicles which does not generate any noise;

Whereas, PHL operates 24-hours-a-day and the relocated yard will have 46 tracks with train engines coupling and uncoupling groups of railroad cars, shuttling cars back and forth on different tracks and generating noise levels of 68-80 dBA;

Whereas, there is nothing but open water and land between the proposed rail yard and the Wilmington marinas and offshore winds or atmospheric conditions can amplify noise;

Whereas, the rail yard project includes construction of an east-west track across Henry Ford Avenue which is the only access road to the Wilmington marinas;

Whereas, vehicular access to the marinas is already significantly impacted by trains using the four existing rail lines and a West Basin spur that cross Henry Ford Avenue as a result of the reconfiguration of Henry Ford Avenue during the 2001 Alameda Corridor railway construction;

Whereas, the ultimate goal of the ports is to ship 50% of all cargo by rail, which will potentially cause a substantial increase in train movements across these tracks;

Whereas, there is no mitigation proposed by any agency (ACTA, Port of LA, Port of Long Beach, CalTrans or LADOT) to resolve the current marina access problem and, further, no mitigation is proposed in the TraPac EIR or engineering plans for the new rail yard to eliminate the access problem or to buffer rail yard noise;

Therefore, be it resolved that the PCAC Traffic Subcommittee recommends that PCAC request the Harbor Commission to urge Port staff to include in the rail yard engineering plans an internal road that bypasses all Henry Ford Avenue rail lines and a sound wall between the rail yard and marinas as proposed numerous times by the Wilmington Boat Owners Association.

Attached is a map of the project area.

