

PORT OF LOS ANGELES ADVISORY COMMITTEE
TRAFFIC SUBCOMMITTEE
Port of Los Angeles
425 S. Palos Verdes Street
San Pedro, California

Minutes
November 19, 2008

ATTENDEES:

COMMITTEE/PCAC MEMBERS

Patrick Wilson, Chair
Donna Ethington, Voting
John Schafer, Voting

PUBLIC PARTICPATION

Diana Nave
Chuck Taylor

PORT STAFF

Jan Green Rebstock
Mimi Gutierrez
Sue Lai

PORT CONSULTANTS

Netai Basu – Fehr & Peers
Steve Crosley – Fehr & Peers

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

- A. Call to Order: Patrick Wilson: Chair, 8:15AM
- B. Sign-In/Introductions
- C. Agenda Approved
- D. Minutes Approved for the September 17, 2008 and October 15, 2008 Traffic Subcommittee Meetings
- E. Presentations:
 - Traffic Components of San Pedro Waterfront Project
Jan Green Rebstock, from the POLA Environmental Management Division stated that the San Pedro Waterfront DEIR/DEIS had been released. Hard copies and CDs are available at the Port of LA. There was also a Readers Guide which is a condensed version of the document.

Netai Basu and Steve Crosley, from Fehr & Peers Transportation Consultants, facilitated a discussion on the traffic components of the proposed project as well as the alternative projects.

Fehr & Peers prepared the traffic and parking study that is part of the EIR/EIS currently being circulated. Mr. Basu spoke on the traffic study methodology, the assumptions, and the proposed mitigation measures.

Components of the project would include:

- A major improvement to Sampson Way (expansion to a 4 lane blvd.) all the way from 7th Street to 22nd Street. The intersections at 5th and 6th Streets would be eliminated as major access points to the areas south. That access would be focused at 7th Street and the realigned Sampson Way interchange.
- The extension and the improvement of the Red Car Line. The project proposes to expand the line down towards the Outer Harbor to the Cabrillo Beach area (4.6 miles in length with 16 stations including the existing stations). The rails would be double tracked except between 5th and 7th Streets. It would run on the east side of Harbor Boulevard as far as 13th Street where it would transition to the west side as it continues around over Minor Street with a branch going south to the Outer Harbor and one going west to Cabrillo Beach.

The MTA is conducting a study, The Harbor Subdivision Line, and as part of that study they are going to consider a connection to the Port's Red Car system.

- The development of four parking structures in the bluff area between Sampson Way and Harbor Boulevard to serve Ports O' Call.
- Two of the alternatives studied in the DEIS/DEIR would truncate Harbor Boulevard at 13th Street and Sampson Way and would be the main thoroughfare for that area.
- Under Alternative Three, Harbor Boulevard would be reduced to one lane in each direction south of 7th Street but would still be available for thru traffic.
- The redevelopment of Ports O' Call would put the parking for that redevelopment in the Bluff between Sampson Way and Harbor Boulevard.
- All of the alternatives call for the realignment of Sampson Way
- Alternative Three is the reduced project alternative, which calls for the least amount of development at Ports O' Call (out of 150,000 sq. ft of existing space, only 40,000 sq. ft. would be demolished and redeveloped).
- The major variables of the Alternatives are:
 - i. The size of the Ports O' Call Development
 - ii. The berthing options for the cruise ships
 - iii. The transportation improvements that are being considered
- The Proposed project and three of the alternatives look at developing the Outer Harbor Cruise Terminal. The proposed project will provide two berths at the Outer Harbor and two in the Inner Harbor. Alternative One looks at providing three berths at the Inner Harbor and one in the Outer Harbor. Alternative three would provide two at the Inner Harbor and one in the Outer Harbor. Alternative two would be similar in that it would provide two in the Inner Harbor and two in the Outer Harbor. Under all of the alternatives, with the Outer Harbor terminal, except for alternative two, the parking for cruise ship patrons would be located at the Inner Harbor at

the existing World Cruise Center. Shuttles would take patrons to and from the Outer Harbor with their luggage.

- Henry Ford Rail Junction
Sue Lai, from the POLA Engineering Division, displayed an aerial view of the area, and explained that currently there were three rail tracks blocking access in and out of the Wilmington marinas. ACTA has worked with LA DOT to improve the rail signalization to allow for more green lights when the trains are coming through. However, it left other areas still blocked depending on the direction of the trains.

The Alameda Corridor Transportation Authority (ACTA) and Cal Trans are working on a project to extend the SR 47 and to replace the Schuyler Heim Bridge. They were asked to look at a connection to the marinas through this project.

Donna Ethington explained that there was a motion going through that proposes an internal road in and out of the marinas, which follows the inside of the rail spur, from Broad Street to Avalon.

Ms. Lai stated that she would look into the existing Berth 200 Rail Yard Project that may be integrating the idea of an internal road.

- Port Wide Transportation Study
Ms. Lai provided an update on the Port Wide Transportation Study which was done by Parson Transportation. The study began in 2004 and ended in 2007. The project started out as the Port Wide Transportation Master Plan and has since evolved into the Port of Los Angeles Road Way Study. In 2004 when the project began there were certain assumptions that were used that have now changed, for example, the projection of the maximum number of TEUs for the year 2030 has been drastically reduced from its original 44.7 Million TEUs. Other assumptions that have changed are related to particular projects that would have been constructed, as well as assumptions that were made in the original Bridge to Breakwater Development project.

The Port is moving forward with:

- The grade separation in South Wilmington at Lagoon Avenue, which will provide access to the Wilmington Waterfront area and to the TraPac terminal
- The John S. Gibson Bl. & SR 47 / I-110 Connector Improvement where traffic coming from the Vincent Thomas Bridge is merging into one lane with traffic coming up from Front Street/Harbor Boulevard to get the I-110 north. This project will add an additional lane on the connector with improvements at the intersection of John S. Gibson and the freeway ramps.
- C Street and I-110 Ramp Improvements, which is presently under design, will entail combining two intersections into one (Figueroa and C Street) & (Harry Bridges and John S. Gibson). Improvements will provide direct

access from the NB freeway onto a flyover to Harry Bridges Boulevard. The TraPac Terminal Entrance will be relocated and there will be a cul-de-sac at C Street. The project is all Port, City, and Cal Trans property. A major element for this project is utility relocation. Estimated construction cost for this project is approximately \$21 Million. TCIF and MTA Metro will provide \$14.9 Million. The project will be done in conjunction with the I-110/SR-47 Interchange & John S. Gibson Intersection/NB I-110 Ramp Access project, and will follow the same environmental process.

There will be a public open house community meeting for the C Street Project and the John S. Gibson Project sometime in January 2009.

Potential Future Projects:

- Front Street Ramps improvement which will accommodate traffic coming from the Long Beach direction toward San Pedro
- Gaffey Street Flyover improvement (from the I-110 to the SR 47) would redirect traffic on Gaffey Street toward Long Beach, eliminating the merge onto the Vincent Thomas Bridge
- Miraflores is of the same concept to eliminate the traffic weave, to redirect the traffic underneath the flyover to the Vincent Thomas Bridge or off on to Harbor Boulevard

F. Public Comment:

The EIR for the Wilmington Waterfront Project is expected to be released in November.

Chuck Taylor, from Butterfield Communications announced that the Pacific LA Marine Terminal, Pier 400 project would be holding its certification hearing on Thursday, November 20th at 6:00PM at the Banning's Landing.

G. December Traffic Subcommittee Meeting was Cancelled

H. Agenda Items for the January 21, 2009 Traffic Subcommittee Meeting:

- Berth 200 Rail Yard / PHL Relocation - Ron Groves

I. Adjournment: 10:00 AM

Signature on File

Patrick Wilson, Chair
PCAC Traffic Subcommittee

Signature on File

Debra Babcock-Doherty, PCAC Executive Assistant