

**JOINT SAN PEDRO NEIGHBORHOOD COUNCILS PLANNING AND LAND USE
COMMITTEES
May 22, 2024**

Central San Pedro Committee Members:

- Javier Gonzalez-Camarillo – present
- Frank Anderson - present
- Eugenia Bulanova -absent
- Lamar Lyons - present
- Jason Woolley – absent

Quorum: yes

Coastal San Pedro Committee Members:

- Robin Rudisill –absent
- Adele Healy – present
- Noel Gould – present
- Gregory Ellis – present
- John Kopczynski – absent
- Allen Franz – absent
- June Smith – absent
- Elise Swanson – present
- Mona Sutton - present

Quorum: Yes

NWSPNC Committee Members:

- Diana Nave – present
- Jason Herring – present
- Linda Alexander – present
- Pat Nave – present
- Rock Ashfield – excused
- Craig Goldfarb – excused
- Thomas Norman - present

Quorum: Yes

Other Attendees: Shante Walker, Corey

EV Clean 15 Project - Shante Walker, CEO, the Niles Foundation

<https://drive.google.com/file/d/16pAQZlxbuu6au9EtpdCw53pOvFZpA6kk/view>

The Niles Foundation has a 3 year grant from DWP to provide free or low cost transit in an EV vehicle in the 15th Council District to destinations such as parks, schools, grocery stores, hospitals, and pharmacies. To that end they have been conducting a community needs assessment.

Needs Assessment in English:

<https://forms.office.com/pages/responsepage.aspx?id=7wZuBmeSsEOeEOyUD3m48VqVwSvatpRItmwHVhXPavJUQUJXQ0pLWTIJNUpsQU0yVknRNjdJOTczTi4u>

Needs assessment in Spanish:

<https://forms.office.com/pages/responsepage.aspx?id=7wZuBmeSsEOeEOyUD3m48VqVwSvatpRItmwHVhXPavJUODRUMEFZRUVBVEQ2WUpBQkY4UTZSTERDRy4u>

They plan to purchase 3-5 vehicles (depending on the size) and hope to launch at the end of 2024 or early 2025. They anticipate purchasing additional vehicles in the subsequent years. They have not determined if transit will be provided on demand or will use a set route. If there are only 3 vehicles, there will be one each in Watts, Wilmington, and San Pedro. They have not yet determined where the vehicles will be housed.

Their needs assessment has also found a need for education about EVs and for more EV infrastructure. They are planning to conduct monthly workshops regarding EVs.

The following recommendations were given to them:

- Work with Metro and Cal Trans
- Assist in getting ILWU workers to Terminal Island during the Vincent Thomas Bridge project
- Work with the Red Trolley to make connections.
- Work with West Harbor and the Cruise Terminals on their needs

Update: One San Pedro Specific Plan – Elise Swanson

Elise presented a draft letter to the planning department requesting assistance in expediting approval of the specific plan for this project.

The draft specific plan was first submitted to the planning department for review in early 2022. Recently planning staff have indicated that the plan must be redone to reflect the new zoning code system. This would add cost and significant delays to the project and possibly require a new EIR. The draft letter asks the Planning Department to move the project forward and schedule a hearing in August 2024.

Several additions to the letter were recommended. The letter as revised is attached.

Coastal: Will take to their next committee meeting

Central: Will take to their next committee meeting

Northwest: Moved by Linda Alexander, seconded by Pat Nave and carried unanimously to approve the letter as amended.

Consider comments on Vincent Thomas Bridge EIR - Pat Nave

Diana Nave reviewed the first part of the draft letter which discusses the four alternatives and then takes a position in support of option one, total closure for 16 months.

She noted that another alternative was suggested at Northwest's Issues committee that would allow only the big trucks to use the bridge during construction and not "normal" motor vehicles.

Pat Nave discussed the remainder of the letter. The letter points out that if they installed four 10-foot segments per day on each of the four lanes it would take 62 days and questioning why the project would take 16 months.

The letter lays out over 11 projects that should have been considered in the cumulative impacts, but were not and asks that they be added.

He highlighted a question in the method used to compute the Levels of Service at 58 intersections pointing out that trucks should not be counted the same as cars. He noted that it is important to understand what they expect the actual truck traffic will be as well as its potential damage to the streets. He estimated that about 2/3 of the bridge traffic is trucks.

He also noted the expanded language used by Wilmington regarding working with Google Maps and others to provide GPS information on detours, delays, etc and suggested incorporation of similar language into the letter.

Diana shared four comments from Wilmington and suggested they be incorporated into the letter:

- What emergency evacuation routes will be used during construction?
- Support for ILWU request for food trucks to be placed on Terminal Island
- Support ILWU request to coordinate with all railroads in the area to limit rail travel during the times and areas deemed necessary by ILWU to ensure that workers are able to get to their work locations on time
- Support ILWU request for a new traffic study that would more accurately reflect traffic trends

Central: Will take to committee
Coastal: Will take to their committee

Northwest: Moved by Linda Alexander, seconded by Tom Norman, passed unanimously to approve the letter as amended.

A copy of the amended letter is attached hereto

Letter to Metro re C Line Extension – Jason Herring

<https://docs.google.com/document/d/1AKviJVrd7wHk0tyLRxnvJCr7pMqCpLTf/edit>

Jason presented a letter that was already passed by Northwest urging Metro to add the extension of the C line and of the Vermont Corridor to San Pedro to their future plans. He noted that San Pedro was included in the 1980 version of Proposition A. He expressed concern that the Port's reconfiguration of the 47 off-ramp was taking away former rail tracks and the letter urges Metro to work with the Port to secure the right of way. He suggested that Coastal and Central might want to take this letter up.

Outdoor Dining Ordinance – Linda Alexander

Linda commented on the recently passed outdoor dining ordinance. This ordinance does not affect the current outdoor dining in downtown San Pedro as it was grandfathered in under a different process. It would, however, impact any restaurants outside of the BID area that wanted to have outdoor dining.

Request for Support for Alcohol Sales at 7-11, 114 N. Gaffey –

Javier reported that the representative from 7-11 had not been able to attend and did not request a new date to present. This 7-11 has never had a license to sell alcohol. The request would provide for sales until 10 pm. Elise concerns about the strip mall in which it is located which also has a cannabis store as well as safety issues, and its location directly across from the VOA housing.

Mona has worked to clean up the appearance of the strip mall. She says the original store owner tried several times to get an alcohol license and the other liquor store owners in the area were successful in blocking it every time. That owner finally sold the store. The new owner keeps an immaculate, well-stocked store and has a security guard on duty at all times. The problem is with the owner of the strip mall.

It was recommended that the representative of 7-11 be asked to bring to property owner to our meeting if possible. Mona will request the service call log for that location from LAPD.

Draft

Updates on Items of Interest to the Committee

- a. South Shores Crossing with Drive Thru hearing officer recommended approval; being appealed
- b. West Harbor Amphitheater – draft EIR – early Fall
- c. EcoCem – final EIR soon – need to incorporate changes in case law resulting from China Shipping
- d. Doubletree hotel labor issue resolved; will enable a long-term lease needed for improvements
- e. Planned Western Ave improvements - Dec 2026- Jan 2029 from 25th to the 405 Freeway include bicycle lanes, bus pads, upgraded crosswalks, bicycle-oriented signs, curb ramps and added amenities to sidewalks and medians. The improvements, tied to some federal funding that has deadlines, transitions that stretch of Western into what is called a “multimodal” roadway. CalTrans claim no reduction in the number of lanes, some medians and lane width will be reduced. Councilmember McOsker asked to see the EIR, questioned how they could do everything without reducing lanes. Diana requested a detailed map of proposed changes. Does not appear to include any landscaping but RPV does have a beautification plan for their portion of Western. Public Meeting was very acrimonial.
- f. Cruise Terminal RFP expected out soon; followed about a month later by the RFI for Warehouse I
- g. Draft EIR for boatyard expected in Fall
- h. Anticipate lease for Cabrillo Way Marina project by end of year – 2 hotels, restaurants, retail – Bellweather Financial and R E? Olson – they are currently developing Dana Point
- i. The old Marie Callendar's on Western is slated to become a bank (type not yet known, but not a Chase). Conversion should take about a year.
- j. The Harbor Clinic abandoned their plan to purchase the old Bowling Alley/Baxter Hi. It has since sold to a private owner who plans to lease out space possibly to multiple tenants
- k. ED1 and HPOZs. (CF 24-0490)

To view council motion:

https://drive.google.com/file/d/1VqrGwt_XK3X_FAUtZxCmcBHMPPAmyunC/view

The proposed ordinance to codify and make changes to Executive Directive 1 seems to be stalled. As a result, councilwoman Yaroslavsky introduced a motion that contains one of the proposed changes to ED 1.

The motion is specific to HPOZ (historic preservation overlay zones), such as the vinegar hill section of San Pedro. Basically, it would restore the review process that is designed to ensure that all development, including 100% affordable housing, is not out of scale and is in compliance with the HPOZ Preservation Plan. Northwest passed a CIS in support of this motion:

https://docs.google.com/document/d/19EqxTAp6u9THr5I_eiNf2kW7cLCmYzl/edit

- l. If you are concerned about historic preservation, you will also want to look at AB 2580
- m. State Bill 7, would remove a local jurisdiction's ability to challenge State RHNA numbers and mandates consideration of all restrictive zones for potential upzoning
- n. ArtPort is a proposal to convert the old warehouse at 22nd and Mesa into an arts center and to also place sculpture at 22nd St Park. They will be invited to give a presentation at a future meeting
- o. 1309 Pacific- the tagged scaffolding is coming down; a construction fence will probably be put up; the developers are working through the development issues; there is a homeless encampment forming that will be addressed
- p. AB 2560 (Alvarez) was amended and then passed unanimously. The amended language basically says that development needs to harmonize the need for housing density with public access and protection of coastal resources. A Coastal Permit will still be required for density bonus projects.

Public Comment

None

Adjourn – Next Joint Meeting: Wed July 24

Draft

DRAFT LETTER RE VINCENT THOMAS BRIDGE PROJECT

Jason Roach
Division of Environmental Planning
CalTrans

caltransvtb@virtualeventroom.net

Mr. Roach,

The community of Northwest San Pedro, through its neighborhood council, submits the following comments in response to the CalTrans draft EIR for the proposed Vincent Thomas Bridge Redecking Project.

Northwest San Pedro is a community with a diverse population of more than 38,000. Some say San Pedro is a blue-collar community because many of its people work the various jobs associated with the Port of Los Angeles; however, it is also a community of professionals working in government, private industry and self-employment. Northwest San Pedro is an active community engaging in civic service, athletic activities for the young and young at heart, and volunteerism. One thing the community shares in is its reliance on transportation, both public or private.

Commuting is important in this community. The ability to get from one location to another is vital to our residents. We understand the need to redeck the bridge to lengthen its life span; we want to impress upon the project developers that the community would like project to impact our lives as little as possible.

We do not believe that Caltrans has fully taken into consideration the impacts on the San Pedro and Wilmington communities. This is evident with the numerous omissions and errors throughout the DEIR.

The DEIR proposes the following options for the project:

- **Single-Stage Construction:** This construction staging option consists of a full closure of the bridge that would last approximately 16 months with detour routes and 24/7 work.
- **Two-Stage Construction:** This construction staging option would leave one lane open in each direction for each stage (two stages). The work would require

multiple weekend (55-hour) full closures and overnight full closures of the bridge. Construction would last approximately 25 months.

- **Three-Stage Construction:** This construction staging option construction would leave one lane open in each direction and would require multiple weekend (55-hour) full bridge closures and full overnight bridge closures. Construction would last approximately 32 months.
- **Nighttime Bridge Closure.** This construction staging option would leave the bridge fully open during daytime traffic hours (6:00 a.m.–7:00 p.m.). The work would fully close the bridge during nighttime hours (7:00 p.m.–6:00 a.m.) every day. Construction would last approximately 48 months.

Given the options presented we think that the best option is the **Single Stage Construction** option with pre cast or orthotropic construction and with financial incentives and disincentives. Reasons for this include the following:

- This is a 24/7 port so night time closures are almost as problematic as day time closures
- Weekend closures are also problematic for special events such as Fleet Week, concerts at West Harbor, the Olympics, and cruise ship passengers
- Full closure will be less confusing. With the partial closures people would need to remember the time it is closed and know whether it is closed that particular night or weekend.
- If there is an accident or a truck breaks down with only one lane open in each direction it will create a traffic nightmare
- This is one of the few exits from San Pedro in case of disaster, so should be closed for the shortest time possible.
- It is reasonable to assume that given the limitation on hours and the potential for accidents and traffic back up, most people will choose to detour even if there is one lane open.

We hereby submit the following comments and questions related to the EIR and the project:

Why will it take so long?

First, we do not understand why the project will take 16 months, 480 days. The bridge is 2513 feet long; if Caltrans places just four 10' lengths each day on each of the four lanes, the job will be finished in 62 days, just two months. Please explain why it will take eight times longer.

The DEIR is deficient in its study of cumulative impacts

CAITrans needs to coordinate with all other projects currently planned to occur at the same time (e.g., Western Ave., Alameda), including on the Terminal Island/Long Beach side (e.g., Navy Way) of the bridge.

The DEIR needs to be amended to add the following pending projects to the study of cumulative impacts:

1. The MOTEMS project in Wilmington (Berths 148-151). The start date for this project is within the next few months. During the VTB meetings in 2023, this was provided as a concern, but is not listed or addressed in the DEIR.
2. The Port of LA ORCEM/EcoCem project (Berths 191-194), with an estimated 180 truck trips per day, with a DEIR projected start date of 2024. During the VTB meetings in 2023, this was provided as a concern, but is not listed or addressed in the DEIR.
3. The proposed Port of LA John S Gibson Truck and Chassis parking lot that is anticipated to generate 1794 truck trips per day. During the VTB meetings in 2023, this was provided as a concern, but is not listed or addressed in the DEIR.
4. The Rancho San Pedro redevelopment with approximately 1550 units being built near First and Harbor, with construction due to start late 2026 or early 2027 and take 15 years.
5. The 505 Centre Street project with 300 new units and a haul route designated up Harbor Boulevard with construction scheduled to start in late 2024 or early 2025.
6. The Caltrans project on Western Avenue from 25th Street to the 405 Freeway, with construction due to last from 2026 to 2029. This project will cause traffic congestion, driving people to go west into Palos Verdes or east down Capitol, Westmont, etc. If the projects overlap, traffic will grind to a halt on these streets, particularly during Taper Ave. Elementary School/Dodson Middle School, and Mary Star drop off and pickup times.
7. West Harbor is incorrectly shown as completing construction in 2024. That is only the first stage. Construction has just begun on phase 1B to be followed by phase 1C and construction of the 6,200 seat amphitheater
8. The proposed outer harbor cruise terminal at Berth 46 that will not only have impacts during construction but also after completion as

passengers will access the terminal and related parking via Harbor Blvd.

9. The Port's contract with the Cabrillo Way Partners that will result in construction of 2 hotels, retail, and restaurants in the Cabrillo Way Marina
10. The DEIR does not take into consideration numerous other planned events, including the World Cup, the Olympics, Fleet Week, and cruise ship traffic.
11. The DEIR also does not consider other approved projects including 281 units at 625 S. Beacon St, 100 units at 1309 S. Pacific, 109 units at 2111 S. Pacific, a boutique hotel at 544 S. Pacific, conversion of the Topaz building at 222 6th Street into 224 apartments, construction of a boatyard at Berth 43, and the disruptions that will be caused by the LADOT's Connecting San Pedro.

Traffic, Detours and Alternative Routes

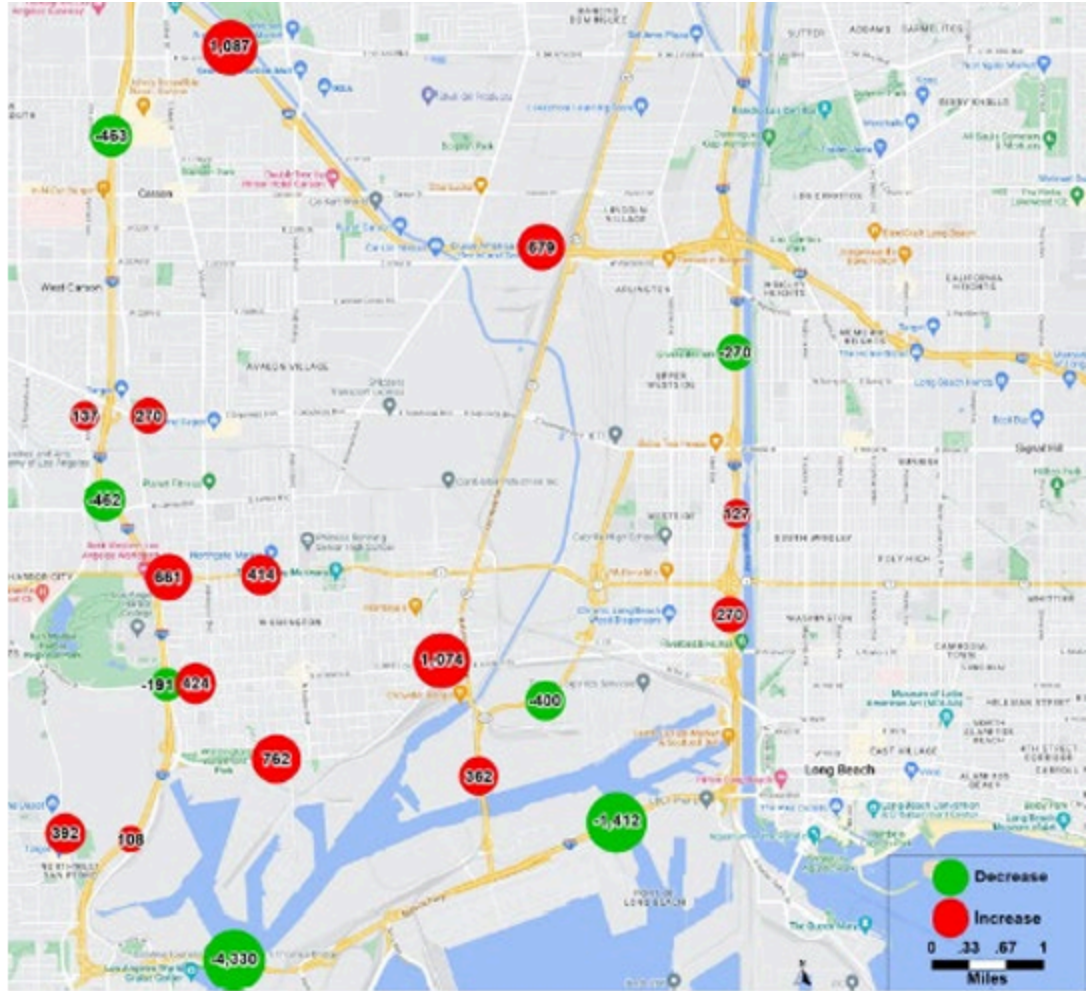
12. The DEIR provides the following information with regard to detour routes:

During construction, detour route(s) will be necessary to divert traffic from the project area and continue to provide access to Terminal Island and east/west corridors for the traveling public. Detour route(s) will potentially include Harry Bridges Boulevard/Alameda Street, Anaheim Street, Highway 1 (Pacific Coast Highway [PCH]), Sepulveda Boulevard, and Interstate 405 (I-405)

It is clear that virtually every truck and car that diverted from the VTB will be routed along the surface streets straight through Wilmington. This is an unacceptable impact on this underprivileged and disadvantaged small community of color.

13. Alameda is a stated detour route so the work on Alameda must be complete before any work begins on the Vincent Thomas Bridge. We request that Caltrans take any and all measures, financial or otherwise to help reduce the time it takes for the City of Los Angeles to complete the Alameda Street Improvement project to help eliminate traffic congestion throughout the community of Wilmington including but not limited to financial assistance in the completion of the Alameda project to assist with 24/7 shifts to complete the project.

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- The map displays the Port of Los Angeles area with the following features:
- Proposed Routes:**
 - Non-commercial Vehicle Route:** Indicated by a green line, starting from the south, passing through the Terminal Island, and heading north towards the Gateway Bridge.
 - Commercial Trucks Big Rigs-Detour Route:** Indicated by a yellow line, starting from the south, passing through the Terminal Island, and heading north towards the Gateway Bridge.
 - Major Roads:**
 - Sepulveda Blvd.
 - Lomita Blvd.
 - Wilmington Blvd.
 - Avalon Blvd.
 - Anaheim St.
 - Harry Bridges Blvd.
 - Alameda St.
 - Santa Fe Ave.
 - Infrastructure:**
 - Gateway Bridge
 - LB Int'l Gateway Bridge
 - Terminal Island
 - VTB
 - Scale and Orientation:**
 - Scale bar: 0 to 1 Miles
 - North arrow pointing up



17. Under the Traffic Study Segment (Table 2.10-2) it lists study segment #11 as PCH between Figueroa and Frigate. It is our understanding that this would be impossible as PCH and Frigate run parallel to each other. Can you please clarify what exactly was studied in Segment #11?
18. Under the Traffic Study Segment (Table 2.10-2) it lists study segment #15 as Anaheim Street between Frigate and Hawaiian Avenue. It is our understanding that this would be impossible as Anaheim and Frigate run parallel to each other. Can you please clarify what exactly was studied in Segment #15?
19. Figure 2.10-13 that lists peak traffic increases is of such poor quality (even when it is enlarged) that although we can see the increase and decrease amounts the actual intersections cannot be read. A legible

map needs to be included. We are entitled to know how we will be impacted and in what areas.

20. Tables 2.10-13 through 2.10-16 list the projected delays in travel time to and from a destination. We notice however that not a single one of these scenarios list forecasted delay times for travel in Wilmington. The DEIR lists delays for those in San Pedro, Torrance, Long Beach, Carson, and Harbor City but there isn't one forecasted delay for the community that is being forced to absorb this traffic. Why was Wilmington excluded in forecasted delays? Can we get forecasted delays for travelling up and down Pacific Coast Hwy from Figueroa to the 710 Fwy, Anaheim from Figueroa to the 710 Fwy, Figueroa from Sepulveda to Harry Bridges, and from Harry Bridges and Figueroa to Alameda?

Table 2.10-13: Origin-Destination Pairs #1 through #5 Travel Time Increase

No.	O-D Pair	Most Likely Route for No Construction/Alternative D (One Lane Open in Each Direction)	Most Likely Route for Construction Alternative A	Increase in Travel Time
1	San Pedro to/from Pier T	Gaffey Street/Vincent Thomas Bridge/Pier T Access Road	Gaffey Street/I-110/Harry Bridges Boulevard/Pier T Access Road	2 to 15 minutes
2	Palos Verdes Shores to/from Queen Mary	San Pedro Streets/Vincent Thomas Bridge/Seaside Freeway/Ocean Boulevard/Harbor Scenic Drive/Queens Highway	San Pedro Streets/I-110/Harry Bridges Boulevard/Alameda Street/Anaheim Street/I-710/Harbor Scenic Drive/Queens Highway	1 to 13 minutes
3	Harbor-UCLA Medical Center (Carson) to/from FMS Terminal	I-110/Vincent Thomas Bridge/Ferry Street	Vermont Avenue/Sepulveda Boulevard/TIF/Seaside Freeway/Terminal Way	2 to 9 minutes
4	San Pedro to/from Cabrillo High School	Gaffey Street/Vincent Thomas Bridge/TIF/PCH	Gaffey Street/I-110/PCH	2 to 9 minutes
5	San Pedro to/from Long Beach Museum of Art	Gaffey Street/Vincent Thomas Bridge/Ocean Boulevard	Gaffey Street/I-110/Harry Bridges/Alameda Street/Anaheim Street/Shoreline Drive/Ocean Boulevard	1 to 13 minutes

Source: Traffic and Operations Analysis Report (2023).

Table 2.10-15: AM Peak-Hour Travel Times for Origin-Destination Pairs

No.	Origin/Destination		Direction	No Construction	Alternative A (Full Closure)		Alternative D (One Lane Open in Each Direction)	
	X	Y		Travel Time (min)	Travel Time (min)	% Increase	Travel Time (min)	% Increase
1	San Pedro	Pier T	X → Y	11	22	100%	15	36%
			Y → X	9	20	122%	12	33%
2	West San Pedro	Queen Mary	X → Y	22	32	45%	25	14%
			Y → X	21	30	43%	23	10%
3	Harbor-UCLA Medical Center	FMS Terminal	X → Y	12	19	58%	16	33%
			Y → X	14	21	50%	17	21%
4	7th/Gaffey in San Pedro	Cabrillo High School	X → Y	15	21	40%	18	20%
			Y → X	14	19	36%	16	14%
5	7th/Gaffey in San Pedro	Long Beach Museum of Art	X → Y	18	27	50%	21	17%
			Y → X	18	27	50%	20	11%
6	Rolling Hills Plaza	Long Beach Poly	X → Y	19	21	11%	19	0%
			Y → X	23	25	9%	24	4%
7	Torrance Park	Kinder Morgan Terminal (east of Alameda Street)	X → Y	12	13	8%	12	0%
			Y → X	14	16	14%	15	7%
8	Ken Malloy Harbor Regional Park	Long Beach Rescue Mission	X → Y	12	15	25%	13	8%
			Y → X	15	18	20%	16	7%
Average				16	22	43%	18	15%
Total				249	346	39%	282	13%

Source: Traffic and Operations Analysis Report (2023).

Table 2.10-16: PM Peak-Hour Travel Times for Origin-Destination Pairs

No.	Origin/Destination		Direction	No Construction	Alternative A (Full Closure)		Alternative D (One Lane Open in Each Direction)	
	X	Y		Travel Time (minutes)	Travel Time (minutes)	% Increase	Travel Time (minutes)	% Increase
1	San Pedro	Pier T	X → Y	10	21	110%	14	40%
			Y → X	12	27	125%	17	42%
2	West San Pedro	Queen Mary	X → Y	21	31	48%	24	14%
			Y → X	24	37	54%	28	17%
3	Harbor-UCLA Medical Center	FMS Terminal	X → Y	15	22	47%	18	20%
			Y → X	13	21	62%	19	46%
4	7th/Gaffey in San Pedro	Cabrillo High School	X → Y	14	20	43%	17	21%
			Y → X	17	26	53%	21	24%
5	7th/Gaffey in San Pedro	Long Beach Museum of Art	X → Y	18	27	50%	21	17%
			Y → X	20	33	65%	24	20%
6	Rolling Hills Plaza	Long Beach Poly	X → Y	23	25	9%	23	0%
			Y → X	22	25	14%	23	5%
7	Torrance Park	Kinder Morgan Terminal (east of Alameda Street)	X → Y	15	17	13%	16	7%
			Y → X	13	15	15%	14	8%
8	Ken Malloy Harbor Regional Park	Long Beach Rescue Mission	X → Y	15	18	20%	16	7%
			Y → X	15	18	20%	16	7%
Average				17	24	47%	19	18%
Total				267	383	54%	311	25%

Source: Traffic and Operations Analysis Report (2023).

21. Related to delay times is the method used to compute Levels of Service [LOS] at the 58 described intersections. It is not clear how trucks were incorporated in those analyses. Anyone caught in traffic with a single truck [they average 72' with a trailer] means a substantial delay, usually through at least one signal series. They can drive any C level intersection to an F level. Please clarify what traffic mix was used to compute the LOS figures used. This will also reveal what Caltrans expects for actual truck traffic diversion.
22. Section 2.22.2.7 states Anaheim is to be used as a potential detour. Ironically under section 1.4.7 "Detours" Anaheim is not mentioned as a detour nor is it outlined in Figure 1-5 as a detour. Anaheim is not a truck route and any we request that Anaheim be excluded from the detour route all together. We further request that fines be imposed for trucks using Anaheim or any residential street as their own personal

truck route during construction. We recommend using the same fee structure as a carpool violation with a minimum fine of \$490.00 plus any penalty assessment fees to ensure that trucks use the proper route during construction. We also recommend that since Anaheim is mentioned several times throughout the DEIR as a possible detour that the road diet that was recently imposed be removed for the duration of the project.

23. As outlined in the DEIR Section 2.22.2.12 MM-TR-2, baseline repairs are recommended for detour routes. Caltrans will partner with the City of Los Angeles to seek opportunities to repair detour routes prior to and after the construction of the project. We request that this be mandatory for all of the detour routes. To not do so goes against every Environmental Justice and Equity tenet.
24. Maps need to show not only detour routes, but planned road closures (e.g., Gaffey St onramp to VTB/Harbor Blvd., Southbound Harbor Fwy/110 exit to VTB/harbor Blvd.).
25. The detour maps do not show anything west of Gaffey St. Please correct this. We know traffic will go up Channel, Capitol, Westmont and Western, as well as south on Gaffey.
26. Research [re]starting a ferry across the harbor as a mitigation and detour route, similar to the park 'n' ride that Metro uses.
27. The closure electronic board messages should be used early and frequently, prior to project start and before the 105 freeway in the southbound direction, as well as locally including the Gaffey on-ramp to the 47 Freeway.
28. We request that CalTrans work with Google Maps, Waze, and others apps to provide GPS information on detours, delays and the like.
29. What traffic mitigations are suggested for anticipated traffic problems in San Pedro? Harry Bridges, Gaffey, and Harbor Blvd will be impacted during this time and no suggested mitigations have been identified.
30. We support the ILWU's request for a new traffic study. Traffic studies need to be conducted on weekends and need to include how traffic related to container ships, cruise ships, and the railroad impacts commuting.
31. Please provide the emergency evacuation routes to be used by San Pedro and Wilmington in case of a disaster during construction.

Other Comments

32. As Wilmington and the area in San Pedro closest to the VTB have a large Spanish speaking population, we request substantive outreach efforts in both English and Spanish with specific outreach to all schools in Wilmington and to Barton Hill, Fifteenth Street, and Cabrillo Avenue in San Pedro, as well as to residents of Rancho San Pedro.
33. Multiple tow trucks that can accommodate large Big Rigs must be available at all times to remove stalled or stranded commercial trucks.
34. We request coordinated efforts between LAPD, Port Police, California Highway Patrol, LASD and LBPd be arranged to ensure the enforcement of all traffic laws along the detour routes and to provide monthly reports on opportunities of improvement and ask that Caltrans fund any additional patrols that will be required.
35. We request that CalTrans provide financial incentives, both positive and negative to ensure timely or early completion of the bridge work. The incentives resulted in early completion of bridges following the Northridge earthquake and the Sepulveda overpass.
36. We request that CalTrans create a local hire program where local is defined as the DEIR study area. The residents most heavily impacted by this project should have the first opportunity for employment in it. Not only is this the just and correct thing to do, but it also helps reduce emissions and traffic due to workers commuting from farther away.
37. We request that the CAC and TAC meetings continue for the life of this project.
38. The graphics presented for options 2 and 3 contained the exact same language – it was difficult to determine the difference.
39. The new decking option was shown as part of Option 1, but not in options 2, 3, and 4.
40. Please amend table 2.4-1 to add the N. Gaffey Promenade and the 22nd St Park
41. Please add Mary Star Elementary School and Mary Star High School to the list of schools

42. The EIR should evaluate reliability/estimated lifetime of the different deck methods being considered (e.g., orthotropic, precast, cast in place).
43. The EIR should evaluate quality control for the different deck methods (e.g., orthotropic, precast, cast in place). For example, if precast is used, slabs can crack in transport from the manufacturer to the bridge; how will they check for that? If cast in place is used, bubbles could form as the deck sets; how will they check for that and what will they do if there are problems, since they may not be able to simply lift the slab out and start over?
44. A project alternative should be added and studied to build a second bridge over the harbor.
45. We support our local ILWU members in their request for food trucks to be placed on Terminal Island for the duration of this project.
46. We support our local ILWU members in their request for coordination with all railroads in the area to limit rail movements during the times and areas deemed necessary by ILWU to ensure that workers are able to get to their work locations on time without significant train delays.

We reserve the right to provide further comment and we look forward to your response in this matter.

Respectfully Submitted,

Cc: Councilman Tim McOsker
Port of Los Angeles Gene Seroka
Port of LA Commissioners
Assemblyman Mike Gipson
State Senator Steven Bradford
Mayor Karen Bass

Draft