

Wilmington Freight Mitigation Study

Trade, Travel & Tourism Committee Meeting

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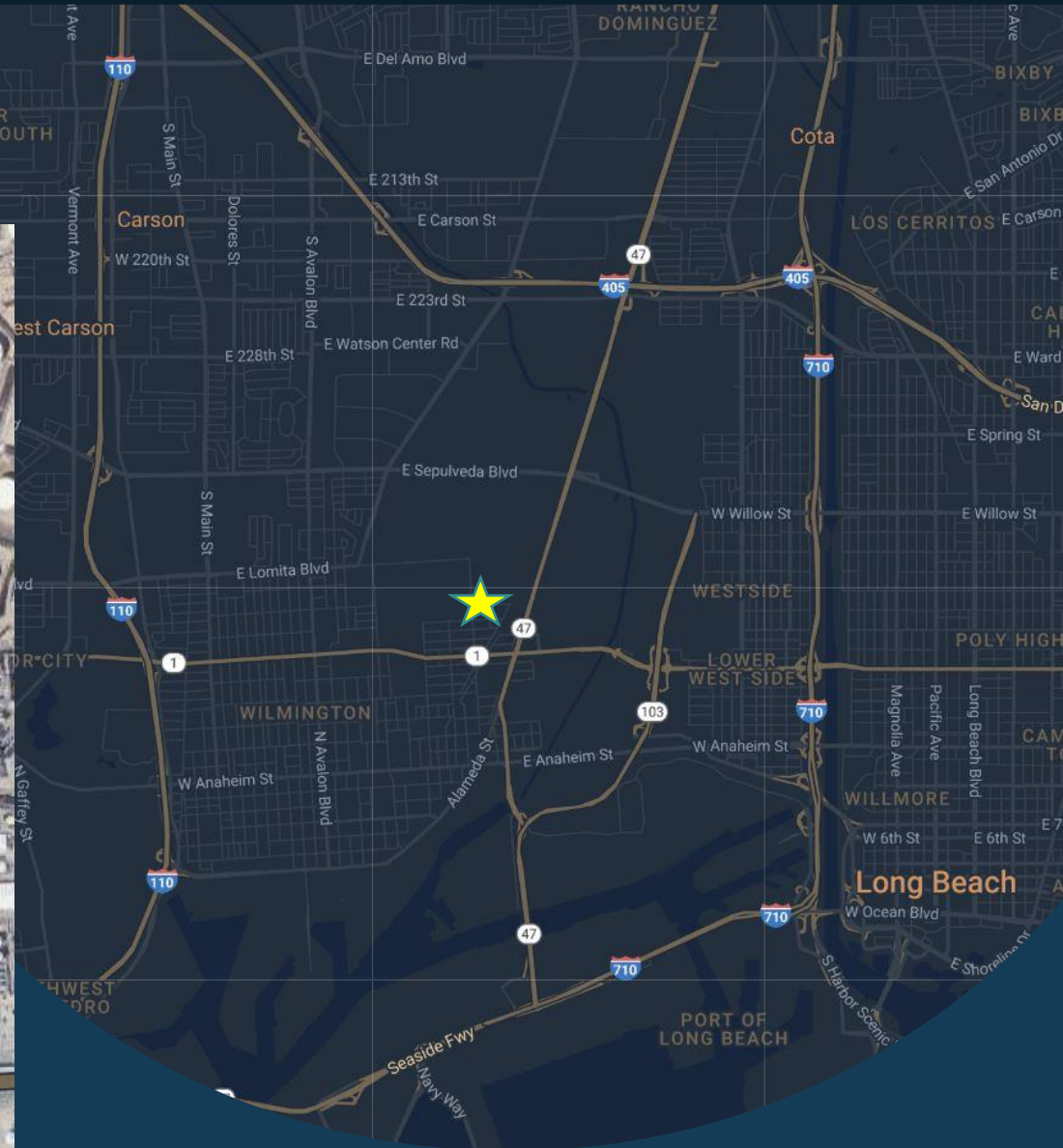
* Note: This presentation is based on the IBI's WFMS presentation at SCAG Transportation Committee meeting in March 2022.

Project OVERVIEW



- SCAG and the City of Los Angeles identified environmental and traffic burdens related to the Port of LA and goods movement in the Wilmington Community
- Study funded through the Caltrans Sustainable Transportation Planning Grant
- Cooperative effort between the City, Port, California Public Utilities Commission (CPUC), LADOT and CD-15
- Implications of vacating Watson Road Crossing, which serves as a critical link in the local freight network
- Preliminary Mitigations Presented and Refined

Project definition



Project objectives



1

Reduce truck and train conflicts and reduce truck intrusion into the adjacent disadvantaged community

2

Develop design treatments within the existing right-of-way to accommodate safe and efficient goods movement

3

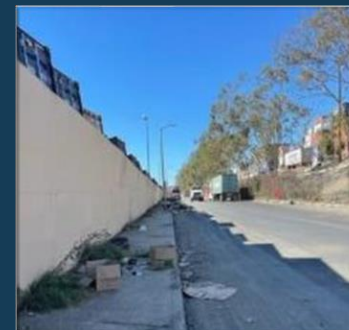
Provide design treatments for multimodal, complete, and safe streets

Study area and land use context



Existing conditions

- Site Visits
- Interviews/Outreach
- Business Operational Data
- Traffic Counts
- Signage Inventory
- Truck Routing
- Roadway Conditions
- Traffic Analysis (LOS/Queuing)



Community outreach and engagement



- Focus Groups
- One-on-One Interviews
- Community Meeting
- CicLAvia Pop-Up Event
- Technical Working Group
- WNC and Residents
- Community Briefing



Making walking, driving and bicycling around east Wilmington safer and easier.

You Are Invited!

Join us to share your feedback on suggested solutions to limit truck traffic through your neighborhood.

**Saturday, July 31, 2021
2:30-4pm**

With your help, we can:

- Increase safety for residents
- Improve access to schools, work and recreation
- Invest in cleaner air, less traffic congestion

The project team will be sharing a wide range of solutions for your input, changes that could include curb extensions or new cul de sac and mini roundabouts.

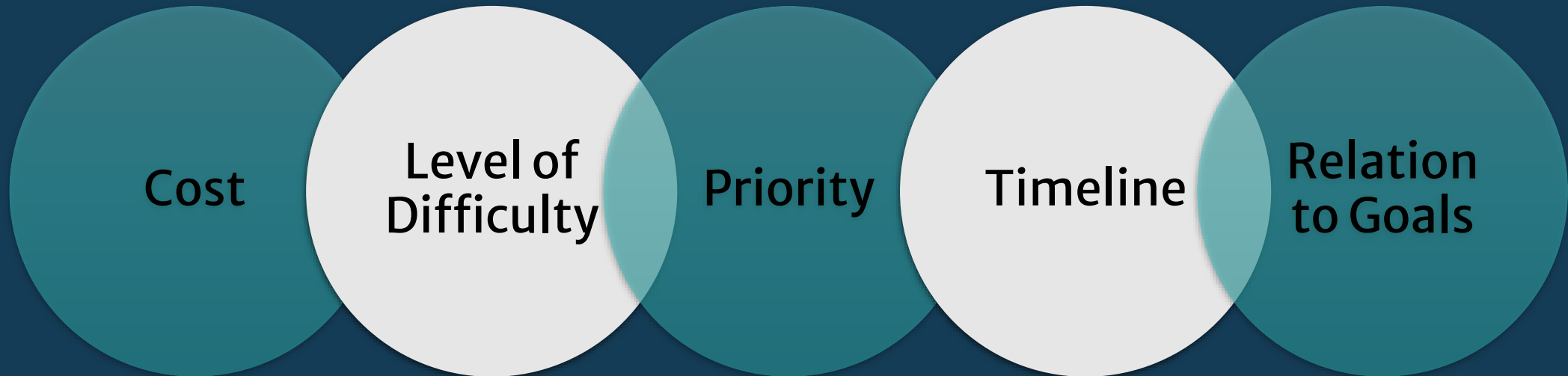
VIRTUAL MEETING HOSTED ON ZOOM
In English with simultaneous interpretation in Spanish.
Zoom Link: bit.ly/WFMScommunitymeeting
Passcode: 381259

By telephone: +1 253 215 8782 or +1 346 248 7799 or +1 646 558 8656
Webinar ID: 892 4643 5080
Passcode: 381259

About the Study
The goal of the Wilmington Freight Mitigation Study is to assess the impacts of increased truck travel in the Wilmington area. Now we'd like to share recommendations with you to reduce truck travel and improve residents' quality of life.



Context-sensitive solutions



Mitigation Measures



Mitigation-1: Drumm and PCH turning radius

Mitigation-2: Drumm and Q street turning radius

Mitigation-3A: Drumm ave raised curb extensions at Cruces, o, and Colon

Mitigation-3B: Cul-de-sac intersections of Cruces, o, and Colon with Drumm

Mitigation-4A: Mini roundabouts on Blinn, Watson, and Sanford

Mitigation-4B: Vertical Clearance Treatments and Raised Medians

Mitigation-5: PCH treatments

Mitigation-6A: New connection at Cruces via Coil

Mitigation-6B: New connection at Q street via Coil

Mitigation-7: Blinn Avenue Widening (Q Street to Lomita Boulevard)

Mitigation-8: New connection at Q street via Coil

Mitigation-9: Gamble ave Vertical Clearance Restriction and Enforcement

MITIGATION-3b: Cul-de-sac intersections of Cruces, O, and Colon with Drumm



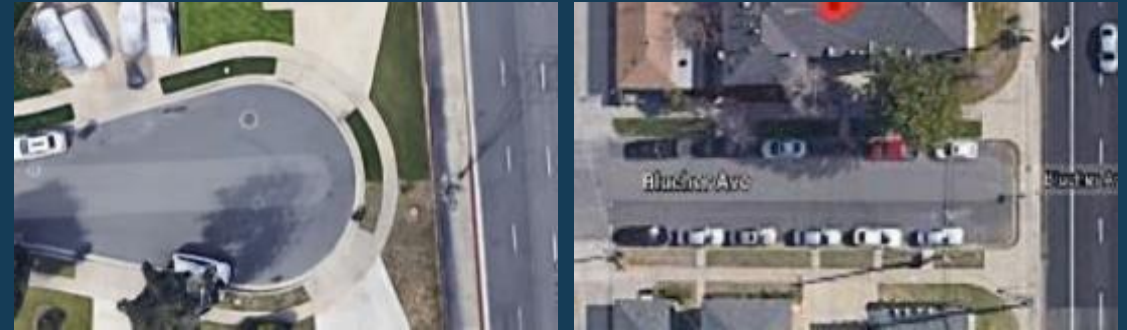
Issue: Trucks driving through these east/west neighborhood streets to bypass Drumm Avenue or turning from the north/south streets from Watson of Blinn; broken curbs and sidewalks

Mitigation TRA-3B: Cul-De-Sac (Full Closure, no vehicular access to/from Drumm Avenue)

Goal(s) Achieved: Eliminates trucks' use of Cruces, O, and Colon to bypass Drumm, provides safer environment for pedestrians and residents, and is supported by the Wilmington Community Plan.

Performance Measures: Accessibility; Safety and Comfort; Culture and Community, Equity

Considerations: Modifies existing emergency and fire access (requires additional coordination), residents no longer can use those intersections for vehicular access; however, residents can still park on the west side of Drumm Avenue and walk to their homes (no loss of parking).



MITIGATION-4a: mini roundabouts on Blinn, Watson, and Sanford

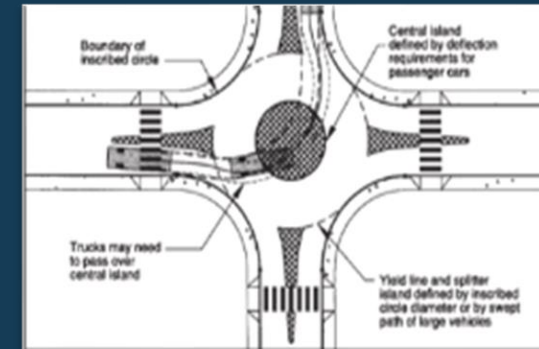
Issue: Despite signage prohibiting trucks over 6,000 pounds, trucks are still present on these residential north and south streets (Sanford/Watson/Blinn), many of which end up on Sandison Street as well.

Mitigation TRA-4A: Mini Roundabouts/Traffic Circles designed per Federal Highway Administration with a 28' diameter center mountable island at Sanford/O Street, Watson/Colon, and Blinn/Colon. Pedestrian crosswalks would be provided on each approach.

Goal(s) Achieved: Reduces truck intrusion into the neighborhood, mini roundabouts with mountable curbs will discourage truck traffic, emergency vehicles will still be able to access the residential areas by traversing over the central island, designed for standard side-loading waste trucks, provision of crosswalks and pedestrian refuge areas, promotes slower vehicular speeds (traffic calming).

Performance Measures: Accessibility; Safety and Comfort; Culture and Community, Equity

Considerations: Requires displacement of approximately 20 parking spaces at each roundabout location (total parking loss of approximately 60 on-street spaces) to accommodate design according to LA County standards. Trucks may still run over curb.



Thank you

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