

MOTION

The Port of Los Angeles stands as one of the busiest container ports in the Western Hemisphere and serves as a critical gateway for regional, national, and global trade. Handling millions of containers each year, it plays a central role in the United States supply chain while generating substantial economic activity and supporting thousands of jobs across Southern California and beyond.

At the same time, the Port is directly adjacent to the communities of San Pedro and Wilmington, where residents experience the daily impacts of port-related truck traffic, emissions, and congestion. Periods of increased empty container returns often lead to concentrated truck volumes along key access routes, particularly John S. Gibson Boulevard and nearby Port corridors. These surges place strain on local infrastructure, worsen air quality, and create serious public safety concerns when emergency access routes are obstructed. As cargo volumes shift and terminal activity intensifies, roadway design, traffic management strategies, and terminal scheduling practices must evolve to support efficient goods movement while minimizing impacts on surrounding neighborhoods.

I THEREFORE MOVE that the City Council direct the Los Angeles Department of Transportation, in coordination with Caltrans and the Port of Los Angeles, to evaluate and develop a re-striping and traffic reconfiguration plan within 90 days for John S. Gibson Boulevard and other relevant public rights-of-way serving Port terminals. This evaluation should also examine internal circulation improvements within terminal facilities, including the West Basin Container Terminal, to identify feasible changes to queuing, staging, and lane configurations. The plan should recognize the goal to increase operational capacity for trucks returning empty containers, reduce spillover onto public roadways, and maintain emergency access and traffic safety standards.

I FURTHER MOVE that the City Council request the Port of Los Angeles to work with shipping lines and terminal operators to assess scheduling practices that contribute to concentrated empty container return surges. The Port should report back with recommendations for coordinated appointment systems, vessel discharge scheduling adjustments, and other operational strategies aimed at distributing truck volumes more evenly throughout operating hours. This report should also include implementation timelines, jurisdictional considerations, funding requirements, and any necessary agreements among the City, State, terminal operators, and private stakeholders needed to carry out these improvements.

PRESENTED BY:



TIM McOSKER
Councilmember, 15th District

SECONDED BY:




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