

3.6

GROUND TRANSPORTATION AND CIRCULATION

3.6.1 Introduction

3.6.2 Environmental Setting

3.6.2.1 Regional and Local Access

Roadways

Regional access to the harbor area is provided by a network of freeways and highways. The freeways in the network consist of the Harbor Freeway (Interstate [I]-110), the Long Beach Freeway (I-710), and the Terminal Island Freeway (State Route [SR] 47/103). The Pacific Coast Highway (Route 1) is also a part of the network. Primary access to the freeways from Terminal Island is via the Terminal Island Freeway and Seaside Avenue/Ocean Boulevard. Three major highway bridges also connect Terminal Island to regional and local streets and highways: the Vincent Thomas Bridge (part of SR 47); the Commodore Schuyler F. Heim Bridge (part of SR 103); and the Gerald Desmond Bridge (part of Ocean Boulevard).

The arterial street network that serves the proposed Project area includes Seaside Avenue/Ocean Boulevard, Anaheim Street, Alameda Street, Henry Ford Avenue, New Dock Street, and Terminal Way. The local street network that provides access to Pier 400 includes Seaside Avenue/Ocean Boulevard, Navy Way, Terminal Way, and Reeves Avenue (see Figure 3.6-1).

The relationship of the proposed Project sites to the regional transportation network is shown in Figure 3.6-1. The regional, arterial and local access routes are described below:

Long Beach Freeway (I-710) and Harbor Freeway (I-110) are north-south highways that extend from the port area to downtown Los Angeles. They each have six lanes in the vicinity of the harbor and widen to eight lanes to the north of the harbor.

1 *Terminal Island Freeway (SR 47/SR 103)* is a north-south highway grade separated
2 from Ocean Boulevard that extends from Terminal Island across the Commodore
3 Schuyler F. Heim Bridge and terminates at Willow Street approximately 245 m (800
4 ft) east of the Southern Pacific Intermodal Container Transfer Facility (ICTF). It is
5 six lanes wide on the southern segment, narrowing to four lanes at Anaheim Street.

6 *Pacific Coast Highway (Route 1)* is a four lane, east-west highway that runs through
7 Wilmington and Long Beach. Pacific Coast Highway (PCH) has interchanges with
8 the Terminal Island Freeway, the Long Beach Freeway, and the Harbor Freeway.

9 *Seaside Avenue/Ocean Boulevard* runs east-west from downtown Long Beach, over
10 the Gerald Desmond Bridge and includes a grade separated over-crossing to the
11 terminus of the Terminal Island Freeway (SR 47/SR 103). Ocean Boulevard is
12 designated as SR 47 between I-710 and SR 47. Ocean Boulevard/Seaside Avenue is
13 designated SR 47 between I-110 and the Terminal Island Freeway. Ocean Boulevard
14 has six lanes and left-turn lanes at intersections. Seaside Avenue is renamed Ocean
15 Boulevard in Long Beach and continues to the east to the Gerald Desmond Bridge.
16 Seaside Avenue/Ocean Boulevard is the primary access route to Terminal Island
17 from the City of Los Angeles and San Pedro. Since the completion of the
18 interchange at SR 47/SR 103, the only signalized intersection along Seaside
19 Avenue/Ocean Boulevard is at Navy Way.

20 *Anaheim Street* is a four lane, east-west street that runs through Wilmington and
21 Long Beach. Anaheim Street has interchanges with the Long Beach Freeway and the
22 Harbor Freeway. It is designated as a no-truck route in Wilmington.

23 *Alameda Street* is a north-south street that runs parallel to the Union Pacific railroad
24 tracks connecting the Port to downtown Los Angeles and several rail yards. Alameda
25 Street has roadway width to provide for three lanes between Henry Ford Avenue and
26 the Riverside Freeway (SR 91), although it is striped for two lanes each way over
27 most of its length. Alameda Street turns into Harry Bridges Boulevard near the
28 Union Pacific Railroad tracks in Wilmington. Most of the intersections along
29 Alameda Street are now grade separated.

30 *Henry Ford Avenue* is a two lane street that connects New Dock Street with Ocean
31 Boulevard on Terminal Island. North of Terminal Island, Henry Ford Avenue is a
32 three lane street that connects the Terminal Island Freeway with Alameda Street.

33 *New Dock Street* is a two lane, east-west street that connects Terminal Island and the
34 Terminal Island Freeway. New Dock Street has interchanges (southbound off and
35 northbound on-ramps) with the Terminal Island Freeway.

36 *Terminal Way* is a four to six lane, generally east-west street providing access to Pier
37 300 and the U.S. Coast Guard Base. It turns into Ferry Street on its west end and
38 Navy Way on its east end at Reeves Avenue.

39 *Navy Way and Ferry Street* are internal Port roadways that provide local access to
40 Pier 300 and Pier 400 from Seaside Avenue/Ocean Boulevard and the Terminal
41 Island Freeway (SR 47/SR 103). Navy Way connects Terminal Island to Pier 400.

1 There are no pedestrian access or public transit routes located within the proposed
2 Marine Terminal area, Tank Farm Site 1 or Tank Farm Site 2, or along proposed
3 pipeline rights-of-way.

4 The transportation environmental setting for the proposed Project includes those
5 streets and intersections that would be used by both automobile and truck operations
6 traffic to gain access to and from the Marine Terminal and Tank Farm Site 1, Tank
7 Farm Site 2, and pipelines, as well as those streets that would be used by construction
8 traffic (i.e., equipment and commuting workers). The streets most likely to be
9 impacted by Project-related auto and truck traffic for daily operations or daily
10 construction activity include the following: Seaside Avenue/Ocean Boulevard, Navy
11 Way, Anaheim Street, Ferry Street, Alameda Street, and Henry Ford Avenue. The
12 proposed Project would also generate auto and truck traffic on certain regional
13 highways, including I-110, I-710, and SR 47. The four study intersections include the
14 following (see Figure 3.6-1 for illustration of study intersection locations):

- 15 • Navy Way/Seaside Avenue
- 16 • Henry Ford Avenue/Anaheim Street
- 17 • Alameda Street/Anaheim Street
- 18 • Ferry Street/SR-47 Eastbound (EB) On/Off Ramps

19 All other project traffic would utilize the freeway system or where they pass-through
20 intersections, the number of project trips would be nominal (less than five) and thus
21 would not warrant analysis.

22 Rail Systems

23 The Terminal Island Container Transfer Facility (TICTF) provides rail connections to
24 existing container terminals on Terminal Island. The TICTF consists of 4 intermodal
25 facilities that directly transfer marine cargo containers to on-dock rail yards at the
26 Global Gateway South, Evergreen, Yusen, and APM Terminals (APM) container
27 terminals. The APM on-dock railyard, located on the eastern portion of Pier 400,
28 encompasses 40 ac (16 ha) and consists of a loading yard and 12 tracks (i.e., working
29 and storage tracks).

30 Pedestrian Access and Non-Motorized Circulation

31 There are no significant pedestrian access routes or networks that are commonly used
32 for non-motorized travel (e.g., bicycle paths) in the Port or in areas outside the port
33 that would be affected by the proposed Project or its alternatives.

34 3.6.2.2 Existing Area Traffic Conditions

35 3.6.2.3 Existing Transit Service

1 **3.6.3 Applicable Regulations**

2 **3.6.4 Impacts and Mitigation Measures**