

DEPARTMENT OF TRANSPORTATION

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November 12, 2024

Lisa Wunder, Acting Director
City of Los Angeles Harbor Department
Environmental Management Division
425 S. Palos Verdes Street
San Pedro, CA 90731

RE: The Port of Los Angeles Navy Way
Interchange Project
SCH # 2024100743
Vic. LA-47/PM 2.3
GTS # LA-2024-04656-MND

Dear Lisa Wunder:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The Project augments an existing partial interchange at the intersection of Seaside Avenue/Navy Way, and entails the following core elements:

- a. Removal of the existing traffic signal.
- b. New eastbound, two-lane collector-distributor road between Ferry Street interchange eastbound on-ramp and Pier S Avenue interchange eastbound offramp, with an on-ramp from the collector-distributor road to Ocean Boulevard mainline.
- c. New two-phase traffic signal at intersection of Navy Way/new collector-distributor road.
- d. New westbound auxiliary lane between Pier S Avenue and Navy Way.
- e. Widening of existing westbound underpass off-ramp at Navy Way to create a fifth leg at the Navy Way/Terminal Way intersection, along with dual northbound left turn lanes.

The proposed Project will remove a westbound through lane at Navy Way and Seaside Avenue, where traffic on Seaside Avenue is projected to exceed 750 vehicles per hour per lane for more than two consecutive hours post-completion. The Project will not increase overall VMT, except for minimal trip re-routing from two POLA terminals along port roadways with sufficient capacity. This local VMT increase of about 1.7 miles is designed to improve vehicle safety.

The proposed Project will not add through travel lanes but will include auxiliary lanes less than a mile in length, aimed at enhancing roadway safety. Additionally, project elements (see below) identified in the Transportation Assessment Guidelines (TAG) are considered unlikely to cause a substantial increase in vehicle travel, so an induced travel analysis is not required.

- Addition of auxiliary lanes of less than one mile in length, designed to improve roadway safety.
- Removal of left turn (westbound left turn and northbound left turn) lanes which are not utilized as through lanes.
- Changing lane management in a manner that would not substantially increase vehicle travel.
- Reduction in number of westbound through lanes.
- Removal of traffic control device (traffic signal).

The proposed Project's construction will require temporary partial lane closures on SR-47, but full road closures will not occur, and emergency access will be maintained. According to Mitigation Measure MM-TRAN-1, a Transportation Management Plan (TMP) will be prepared to coordinate closure schedules with emergency providers and ensure sufficient access during construction. With the TMP in place, the Project is expected to avoid significant impacts on emergency access.

After reviewing the project, we have the following comments:

1. Please be reminded that any work performed within the State Right-of-way will require an Encroachment Permit from Caltrans. Any modifications to State facilities must meet all mandatory design standard and specifications.
2. The proposed project is expected to impact access control at the Navy Way/Seaside Avenue (SR-47) intersection. We look forward to reviewing its Intersection Safety and Operational Assessment Process (ISOAP) Report after the CEQA process is completed.
3. As a reminder, any transportation of heavy construction equipment and/or materials which require use of oversized transport vehicles on State highways will need a Caltrans transportation permit. Construction vehicles/equipment should use alternative routes to avoid congested state facilities especially during peak hours. We recommend large-size truck trips be limited to off-peak commute periods. Truck drivers should cover

construction trucks with tarpaulin to avoid debris spillage onto the State Highway.

4. In general, we recommend the port schedule large truck trips during off-peak hours in the operation phase. This approach would help reduce congestion during peak commuting times, improve road safety by reducing conflicts between large trucks and other road users, and minimize delays for both trucks and other road users. Off-peak scheduling also supports more efficient transportation flow and can contribute to reduced emissions by preventing idling and stop-and-go idling during busy periods.
5. The Vincent Thomas Bridge Deck Replacement project (EA 39020) and LA-47 Upgrade TMS project (EA 36250) are both anticipated to have construction activities occurring concurrently along State Route 47 in the Project vicinity. To minimize disruptions and avoid potential construction delays, we recommend coordination between these projects to manage traffic flow effectively and align construction schedules.
6. Construction operations are scheduled to begin in September 2026 and conclude by February 2028. To minimize impacts during the Summer Olympic Games in July 2028, we recommend ensuring that all construction activities are completed well in advance of this event.

Please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2024-04656-MND.

Sincerely,



Anthony Higgins
Acting LDR/CEQA Branch Chief

Cc: State Clearinghouse