

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at NCsupport@lacity.org.

This is an automated response, please do not reply to this email.

Contact Information

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The Board approved this CIS by a vote of: Yea(8) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 04/03/2022

Type of NC Board Action: Against unless Amended

Impact Information

Date: 04/04/2022

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 22-0342

Agenda Date:

Item Number:

Summary: Although we are for the mitigation measures of freight traffic. We are against what is being proposed unless it is amended to take in the current law under AB 617 and eliminate trucks from going through our residential streets. The proposed action does not mitigate freight traffic, it simply reshuffles traffic in the same area. Please see the attached document that our board approved.



Wilmington Neighborhood Council

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Gayle Fleury, Co-Chair

Samantha Martinez, Treasurer

Mayra Zamora, Secretary

Valerie Contreras, Parliamentarian

CIS for CF 22-0342

The Wilmington Neighborhood Council is in favor if AMENDED.

The Wilmington neighborhood Council is in favor of the mitigation of port traffic however the mitigation measures proposed in the SCAG study DO NOT MITIGATE truck traffic in the residential areas of Wilmington, it simply reshuffles the traffic and allows for more traffic in other residential areas. We also do not understand why the City would spend so much money on measures that do not mitigate or solve the issues at hand and implement options that completely go against the law outlined in AB 617. To spend all that money and not actually address the issues is a disservice to our community and to the city as a whole. The very definition of mitigation is to lessen the severity or painfulness of something. However, all the recommendations do none of these. Our stakeholders are entitled to the same protections as every other Angeleno. Anything short of being treated equally is unacceptable.

Per the State of California, Department of Conservation definition of Environment Justice is: That all people – regardless of their race, color, nation or origin or income – are able to enjoy equally high levels of environmental protection. Environmental justice communities are commonly identified as those where residents are predominantly minorities or low-income; where residents have been excluded from the environmental policy setting or decision-making process; where they are subject to a disproportionate impact from one or more environmental hazards; and where residents experience disparate implementation of environmental regulations, requirements, practices and activities in their communities. Environmental justice efforts attempt to address the inequities of environmental protection in these communities.

No other community in Los Angeles would be asked to have trucks and container yards running rampant through their community. Neither should Wilmington. We should not be forced or expected to suffer the brunt of the supply chain. The residents affected have been their longer than the container yards or trucking companies, yet their health and well-being is completely disregarded in this entire process.

A recent study by CalMatters states: *“the cancer risk — predominantly from diesel exhaust spewed by trucks, ships and trains — is 98% higher in Wilmington than in the rest of the Los Angeles basin.”* The report further goes on to state, *“On 23 days last year, fine particles violated the nation’s health standard*

— some days were so polluted that concentrations of fine particles were more than twice the standard, according to [data](#) from the ports of Los Angeles and Long Beach. On those days, the air was deemed unhealthy for all residents to breathe.” The report also tells us “that residents also are routinely exposed to industrial chemicals in their air. Industries in [Wilmington](#) and [Carson](#) reported emitting almost 1.7 million pounds of toxic air contaminants in 2020, including [ammonia](#), [hydrogen cyanide](#) and [benzene](#)”. We are attaching a copy of that report for you to review.¹

Not a single recommendation in this study took into consideration our stakeholders request to eliminate trucks from entering their residential neighborhoods and to prohibit future container yards within our residential communities. There is no mention of how our residential streets are not equipped to handle nonstop truck traffic and the crumbling effect on our streets and infrastructure. Enforcement of local ordinances was not addressed and in fact, one recommendation was to widen a street where homes are located and another limited emergency services. All recommendations completely ignore AB 617. Which was put in place to protect our community and its air. By allowing more trucks, causes more pollution, all to the detriment of the health of our stakeholders. Since this entire area is surrounded by mountains of Containers some over 6 high and place on a hill, this virtually places this area in a valley where not only is pollution concentrated it is trapped unable to escape.

The only proper mitigation is for there to be mitigation that takes into consideration AB 617 and the health and well-being of our stakeholders, including a proper truck route that does not go through our residential streets as well as ongoing enforcement of local ordinances.

Below we outline each option proposed in the SCAG study and how this does not affect mitigation in our residential areas and in some instances allows for more truck traffic.

Option#1 Street Widening of Drumm Avenue- Street Widening of Drumm Avenue does not address AB 617 and the air quality for residence. Although this may to some degree lessen traffic on other streets It also allows for MORE trucks on Drumm Avenue. It does not mitigate the traffic at all it simply burdens the residents that live on Drumm and adjacent to Drumm to suffer more.

¹ <https://calmatters.org/environment/2022/02/california-environmental-justice-by-the-numbers/>

Problem Area #1: Intersection of Drumm Ave and Pacific Coast Highway

SOLUTION: Increase roadway width of Drumm Ave from 32' to 40' and increase curb radii from 30' to 35'.

BENEFITS: Greater maneuverability, removes some conflict with on-street parking

**Full mitigation of this location would require right-of-way acquisition*



Option 2 Cul De Sacs- A cul de sac does not address the heavy traffic on Drumm Avenue. It only blocks other streets. By the study's own admission emergency access would become limited. Safety and access to emergency services should not have to be compromised to accommodate truck traffic-

Problem Area #3: Intersections of Drumm Ave with E Colon St, E O St, E Cruces St

OPTION 4 SOLUTION: Cul-De-Sac (Full Closure)

BENEFITS: Prevents trucks from using these streets

CONSIDERATIONS: Limited accommodations for emergency vehicles as turnaround is restricted, would need approval from LAFD.



Option #3 Swing Gates- Option 2 proposes swing gates but again does not address truck traffic on Drumm Avenue going through a residential area or the damage to the gas line that trucks repeatedly run over on Drumm Avenue. Also there previously was a swing-gate located on Blinn Avenue and the trucks

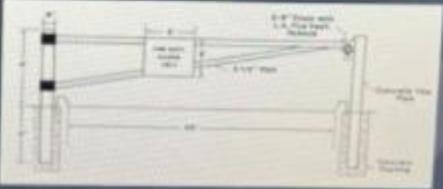
ended up breaking through it. This also does not address the safety of pedestrians, or children playing

Problem Area #3: Intersections of Drumm Ave with E Colon St, E O St, E Cruces St

OPTION 2 SOLUTION: Swing Barrier Gates

BENEFITS: Prevents trucks from using these streets, maintains emergency access (LAFD padlock used to open and lock in emergency situations)

CONSIDERATIONS: Access closed to all vehicular traffic. However, residents can still park on Drumm and walk to their homes



Option #4 Flexible Delineators- We had concrete barriers that were installed in early 2000 trucks repeatedly ran into them and they were completely destroyed within 6 months. Flexible delineators would be less effective and again this does not address the quality of life or protect us from air pollutants and toxic air contaminants. The trucks driving up and down Drumm do so 24/7 they honk their horns and idle in residential areas all day.

Problem Area #3: Intersections of Drumm Ave with E Colon St, E O St, E Cruces St

OPTION 3 SOLUTION: Flexible Delineators

BENEFITS: Prevents trucks from using these streets, maintains emergency access (LAFD padlock used to open and lock in emergency situations)

CONSIDERATIONS: High impact posts for easy emergency vehicle access/exit





Option# 5 Roundabouts (Sanford, Watson Blinn)- As this states, this only discourages trucks. And allows for trucks to mount the curbs which indicates that this study still foresees trucks going into this area.

Problem Area #4: North/South Neighborhood Streets (Sanford/Watson/Blinn)

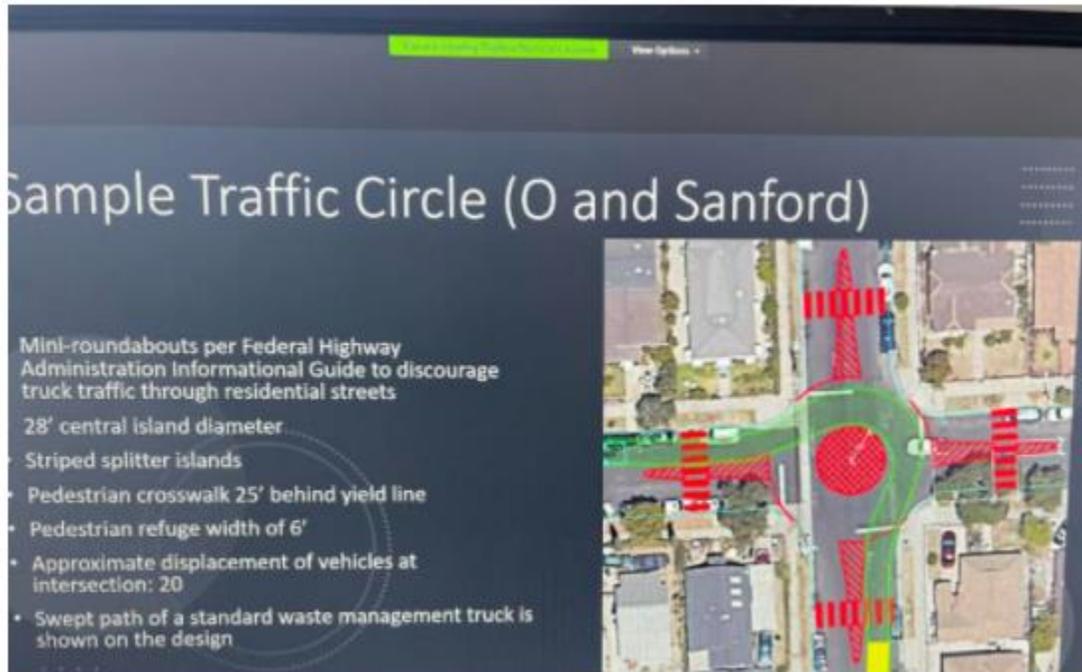
SOLUTION: Traffic Circles (Mountable Curbs or with Delineators)

BENEFITS: 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.

CONSIDERATIONS: Requires displacement of approximately 20 parking spaces to accommodate design according to County standards

Option #6 Traffic Circle O and Sanford- Option 5 only addresses a small part of Sanford and Watson and it still allows trucks to operate in a residential area. Trucks go up down Sanford and Watson from Anaheim to O Street. This option also fails to address air pollutants, toxic air contaminants or the safety

of pedestrians, children or bicyclists.



Truck on Sanford and L street

Although it was never mentioned in the study there is an option to provide a proper truck route by accessing the container yards via Alameda. This would not require any trucks going through our residences, would not cause the crumbling of our streets and infrastructure and would be a proper truck route. We ask that you consider this option:

