



May 15, 2024

The Northwest San Pedro Neighborhood Council is pleased to provide input into the 2025-2029 Public Access Investment Plan (PAIP)

The Northwest San Pedro Neighborhood Council worked with the Central Neighborhood Council to gather input. We received comments in a variety of ways including review of the Connectivity Plan and our 2020-2025 recommendations by our Planning and Land Use Committees, public input at a First Thursday event attended by approximately 165 people, and use of a survey monkey with 14 respondents.

In general, the Connectivity Plan contains a plethora of excellent recommendations. Although there are not sufficient funds in the current PAIP to implement all of them, we urge the Port and the Council Office to identify additional funding including Port funds, seeking grants, and partnering with other agencies including DOT and METRO as appropriate.

Additionally, we are very concerned about maintenance of the improvements. A recent examination of the first phase of the promenade, from the Catalina Terminal to the fountain, revealed an appalling lack of maintenance. It is a waste of resources to develop nice amenities only to have them taken over by weeds and become blighted due to insufficient upkeep.

Our goals for the use of the PAIP funds are as follows:

- Improved waterfront access for residents and visitors
- Improved traffic flow
- Safety in case of mass evacuation
- Pedestrian and bicycle safety
- Park once, stay all day
- Improved visual appeal
- Reducing light and noise pollution from the Port

While not a goal, we are concerned about the reconstruction of the Vincent Thomas Bridge and finding ways to minimize disruption.

PRIORITIES FOR USE OF PAIP FUNDS

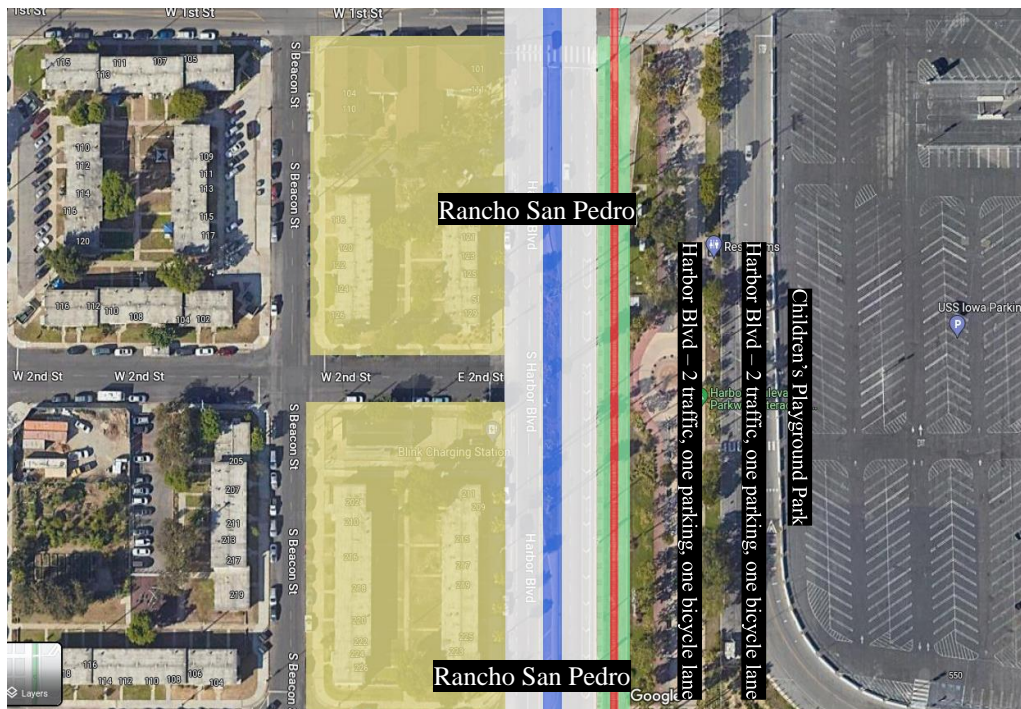
We request that the Port and Council Office provide us with a preliminary estimate of costs for the following priority projects.

Develop Non-Auto Transit on a Separated Right-of-Way

This was one of our top priorities in 2019 and remains so now. It was the overwhelming favorite of those attending the public input session. The Connectivity Plan states that “managing traffic will be an important part of creating a positive visitor experience.” Managing traffic is also important to the residents who must use Harbor Blvd to access both the waterfront and their homes. It had been our expectation that this would be addressed in the Connectivity Plan, but the **mitigation** proposed in that plan is not **a workable solution** in practice.

The northern part of Harbor Blvd is currently a bottleneck as external traffic enters the waterfront from the 110 and/or Highway 47 towards this roadway. The Plan identifies this, stating that “On most days, the area should have good traffic flow with minimal delays...however event days will likely involve heavy traffic”. The plan anticipates that there will be 100 events per year, one event every weekend on each day that is not a holiday, and there may be days with multiple events and the arrival/departure of cruise passengers. The Connectivity Plan proposes reserving a lane of Harbor Blvd for a tram, thus reducing the auto transit to one lane in each direction. This is not a viable solution.

To add context, there is insufficient room to expand lanes in the future without major intrusions to the east side of the traffic lanes or elimination of parking and bicycling lanes (see below).



If we are to have a good traffic flow and to effectively encourage people to “park once and stay all day” some type of **dedicated right-of-way people-moving transportation that does not reduce lanes on Harbor Blvd** must be developed. The rubber tired trolleys are nice but will be insufficient to handle the increased traffic anticipated and would be improved by being on a dedicated right of way.

The logical place for such a people mover is on the Red Car right-of-way. Unfortunately, the Port has created **an ill-sited** park on a portion of that right-of-way adjacent to the existing traffic lanes (with the health and injury hazards to users of this park incumbent with that location). Moreover, the Connectivity Plan has two amenity proposals that, while great concepts on their own, would eliminate additional sections of that right-of-way. It is urgent that before any more of the right-of-way is reallocated to other non-transportation uses a comprehensive people moving plan be developed.

While it has been recognized that the historic Red Car was not in its past implementation either an efficient people mover nor a financially sustainable attraction, the Public's affection for a San Pedro Red Car-themed solution to this problem of waterfront transportation remains very strong. Therefore, we urge that funds be allocated in the PAIP for the development of such a plan **as a high priority.**

San Pedro Waterfront Gateway

The approach to San Pedro when entering from Harbor Blvd should be inviting and informative. When the Connectivity Plan was developed, it was anticipated that the Iowa would move. Now that the Iowa has not moved, it is time to revisit the recommendations for this space. This recommendation incorporates many of the elements proposed in the Connectivity Plan into a larger project that would beautify the entrance from the 47 freeway exit to 4th Street and create connectivity from the Cruise Terminal to the Iowa to the Downtown Harbor and promenade thus inviting visitors to continue to explore the waterfront. Proposed improvements include landscaping, entrance gateway to the Cruise Terminal and Iowa, vastly improved parking, open green space, reduced fencing, a new pathway, roadway improvements, wayfinding, decorative elements, improved public transit connections, and improved pedestrian and bicycle access.

This project would enhance projects already planned in the vicinity of the IOWA including a planned community center, parklet, and luggage storage facility for cruise passengers.

As part of this process consideration should be given to moving, or at least uncovering, the Ralph J. Scott, and relocating Crowley to allow more space for the connection to the downtown Harbor. Attention should also be given to the location for the people mover proposed above.

Wayfinding/Parking Management/Smart Parking

Vehicle wayfinding serves immediate needs for existing projects as well as projects that come on line in the future. It could include directional signage on the freeway as well as port area

surface streets. There should be signs indicating the location of the Catalina Terminal, Cruise Ship Terminal, Battleship Iowa, West Harbor, Cabrillo Beach, Maritime Museum, Aquarium, and Sportfishing as well as directions to related parking lots. There is also a need for changeable signage for special events. Improved wayfinding has the added benefit of improving traffic flow and reducing pollution. There is also a need for pedestrian and bicycle wayfinding.

The existing wayfinding signs at Swinford leading into the Catalina Terminal are very faded and in need of updating. Consideration should be given to replacing these signs with signs that are consistent with the new signage developed under this project.

Parking management identifies where parking is, how it will be accessed, and tools that provide information to the driver. Smart parking signage maximizes technology by investing in a parking system which includes dynamic parking tools and apps. Parking has long been a top community concern. Implementation of smart parking would help to direct visitors to available parking spots and thus reduce traffic and frustration caused by searching for a site.

Upon arriving at the Port it should be readily apparent to visitors and residents alike what events are occurring or planned to occur in the Port. Wayfinding should be both through actual signs and virtual through the development of digital tools tied to smart parking and include information about events taking place.

Pedestrian Bridge

The problem of how to connect San Pedro to the waterfront without reliance on motorized transportation can be illustrated visually as Harbor Boulevard serves as visual and physical barrier between the water and the town. The existing at-grade crossings are hostile to pedestrians, as noted in the Connectivity Plan through the suggested intersection improvements. However, these improvements come into conflict with traffic flow enhancements as most physical changes to the intersections will notably slow vehicular traffic as is their intention to improve pedestrian safety.

This situation has been recognized by the Rancho San Pedro redevelopment project in that their initial concept included a pedestrian bridge across Harbor Boulevard (this was subsequently dropped due to projected costs and insufficient project funding). Additionally, the Connectivity Plan proposes a pedestrian bridge somewhere between 8th and 14th streets in a future improvement to be built out along with parking structures against the bluffs.

Both of these crossings could help tie more closely the waterfront to San Pedro. However, neither are sited close enough to downtown San Pedro to be of use to the majority of residents and visitors to the existing business and entertainment core.

A pedestrian bridge access sited somewhere near 6th or 7th street connecting Pepper Tree Plaza or the Plaza Park and Downtown Harbor would create a strong bond between the two separate geographies. Moreover, this would substantially enhance pedestrian safety by

removing automobile interactions completely in this area, and in doing so also enhance traffic throughput on Harbor Boulevard.

This initiative was the third most highly-regarded improvement. As such, we urge that PAIP funds be dedicated to create a conflict-free pedestrian bridge with bicycle and e-scooter access near Downtown, with partial/secondary funding to encourage Rancho San Pedro to re-introduce their concept bridge near 1st street.

Improvements to the 6th and Harbor Blvd Intersection

The intersection at 6th and Harbor is critical to improving the connectivity between the community, the downtown area and the waterfront. We recommend that the pilot project proposed in the Connectivity Plan for First and Harbor, be implemented at this critical intersection including the creating of colorful crosswalks, signage, lighting, and landscaping. These relatively inexpensive improvements could be done quickly and have a visible impact, particularly the decorative crosswalks.

Fisherman's Slip

As described in the Connectivity Plan, this project would beautify the San Pedro Slip creating a parklet and promenade that would connect the West Harbor Promenade with AltaSea and 22nd Street. The promenade would co-exist with the fishing slips by creating a plaza space that is flexible and programmable with waterfront access. Perhaps some of this could be done as part of the already planned Sampson Way improvements. Additionally, the fishermen should be asked to do demonstrations such as net mending.

POLICIES

In addition to the projects identified above we have the following policy recommendations:

1. The original PAIP set aside a specific dollar amount for maintenance. We recommend that a maintenance plan be incorporated into every project approval and that non-PAIP funds be committed for such maintenance
2. Development (or reinstatement) of landscape trainee program. This could be done in conjunction with Harbor Occupational Center and/or Willenberg School.
3. There needs to be an overall art plan. Local artists and local themes should be included in all art projects.

OTHER SUGGESTIONS

Both at the public input event and in the on-line survey, people were given an opportunity to add their own ideas. The following ideas were suggested and although several of them are not be appropriate for PAIP funding, they are included here for information:

- LAMI Seaside Learning Center
- Traffic Signal – Pacific & 3rd
- Traffic Signal at Pacific & 2nd - person making this suggestion indicated that there have been a number of accidents at that corner
- Cruise Ship Luggage Lockers
- Live/work spaces for creative people
- 25th Street signals all turn to walk even if no one is waiting
- Urban Farms
- Addressing homeless situations, building homeless shelters, providing outreach & services
- Bike Path
- Make one of the downtown streets a promenade that somehow connects to the waterfront. This would bring more revenue to the downtown shops as studies have shown that providing walkable streets increases window shopping which increases revenue. You could actually dine out in the fresh air without worrying that a speeding car will hit you.
- I would love to see some wonderful artwork, beautiful tile things with color, lots and lots of plants and trees, connecting out downtown with the waterfront

Thank you for your consideration of these requests. It is our understanding that the process will allow us to make additional recommendations around September of each year.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Regalado". The signature is written in a cursive, flowing style.

Ray Regalado, President
On Behalf of the Northwest San Pedro Neighborhood Council