



Northwest San Pedro Neighborhood Council

"Your Community Voice"

June 29, 2016

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Ray Regalado
President

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Re: Request the Red Car Line be Included in Ports O' Call Development Plans

On May 13, 2016 the Northwest San Pedro Council (NWSPNC) passed a motion supporting the extensions of the Red Car Line as outlined in the 2009 Wilson and Company RCLFFR and requests the Red Car Line be included in the Ports O' Call redevelopment plans. The wording of the motion follows:

Whereas the developer in its reconstruction of Ports O' Call Village to San Pedro Public Market will include a Red line for the length of the redevelopment site; and

Whereas the 2009 Wilson & Company Red Car Line Final Feasibility Report (RCLFFR) cited the realignment of Sampson Way at the waterfront as a key opportunity to implement the Red Car line in the context of the Grand Boulevard vision in the San Pedro Waterfront Master Plan; and

Whereas the 2009 Wilson & Company RCLFFR ranked ridership potential high along the Sampson way, Cabrillo Beach/Marina, and Downtown extensions prior to the announcement of AltaSea and the scope of the waterfront development which will exceed 2009 ridership projections; and

Whereas the MTA 1999 Downtown San Pedro transit Hub Mixed Use Development Study and the MTA/LADOT South Bay & Gateway Transit Restructuring Study identified the need for a regional hub transit center in San Pedro which would provide linkage between 8 regionally significant bus lines and local circulator service which an extended Red Car Line would fulfill; and

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Whereas an expanded Red Car Line connecting activity centers and parking locations will encourage a "park once" philosophy and reduce traffic while enhancing capacity; and

Whereas a key factor in establishing public transit is to establish a critical mass of coverage such that activity centers and parking accommodations are connected by one system; and

Whereas the Port of LA has verbalized intentions to use a shared right-of-way along Harbor Boulevard which includes an interface to a busy on-ramp to Interstate 110 in any Red Car Line expansion to Wilmington; and

Whereas the Port of LA has verbalized difficulty with the expanded Red Car Line route's grade at 22nd Street and downtown while streetcars can traverse a maximum grade of 9% and the maximum calculated route grade is less than 7%; and

Whereas it would be highly desirable to connect potential parking locations along the extension of the Red Car line north including a potential structure under the Vincent Thomas Bridge and in Wilmington; and

Now therefore, the Northwest San Pedro Neighborhood Council supports the extensions of the Red Car Line as outlined in the 2009 Wilson and Company RCLFFR implemented in the order of ridership potential with emphasis on dedicated right-of-way where ever possible and strongly encourages an update of the RCLFFR document in light of recent developments at the waterfront.

Further, the Red Car platform used should be capable of sufficient range to traverse the expanded route as outlined in RCLFFR and not limited by battery capacity.

Please keep us apprised of the Red Car in the Ports O' Call Redevelopment plans and contact us with any questions.

Sincerely,



Ray Regalado, NWSPNC President
on behalf of the NWSPNC Board