



Information Management Policies Assessment for City Transportation Systems

Forum International des Grandes Métropoles pour l'évaluation et le développement des Systèmes de Transports Intelligents

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Presentation of individual Cities experiences

LOS ANGELES

GOODS MOVEMENT IMPROVEMENT PROGRAM Phase I

EXECUTIVE SUMMARY

This report, ancillary maps, software and presentation materials, constitute deliverable products for Phase I of the City of Los Angeles' Goods Movement Improvement Program, a multi-year project which began in 1995.

The City of Los Angeles Department of Transportation (LADOT), in conjunction with the Southern California Association of Governments, has undertaken this Program to identify problems with truck movement and access to intermodal facilities, distribution centers, industrial uses and freeways in the City and to recommend specific mitigation projects eligible for inclusion in the Regional Transportation Improvement Program. This study focuses mainly on shorter term, implementable solutions. Larger scale changes are still necessary to maximize the efficiency of the street network for truck movement. However, those changes will require more comprehensive policy and planning actions and substantial funding commitments.

The Goods Movement Improvement Program was started with a joint effort by SCAG the City and the California Trucking Association (CTA) to improve truck access to the Los Angeles Intermodal Center in the Central City North area. This was the first, and in some respects the most significant, problem identified in the Program. As a result of the combined efforts of City, SCAG, CTA staff and the private sector, a traffic signal has now been installed at this critical intersection.

The Goods Movement Improvement Program Phase I study area runs from Central City North to the Port of Los Angeles, and from the Harbor Freeway to the eastern boundary of the City (Figure 1). Much of the study area is characterized by older, narrow streets which, in the industrial portions, is largely in a state of damage and disrepair from heavy truck usage. The area contains the Port of Los Angeles, portions of the Alameda Corridor, the Los Angeles Intermodal Center discussed above, a large manufacturing base, and numerous truck distribution centers. It is also near the Hobart and East LA intermodal yards (adjacent to the City). The Phase I study area adjoins the Gateway Cities Subregion, which is the subject of the SCAG-funded "Gateway Cities Trucking Study" utilized as a resource for this project.

The Phase I study examines Central City East, a geographically-concentrated, heavily industrialized area east of Downtown LA, for specific truck movement problems and solutions. Most deficiencies in this urban industrial district can be traced to a local street network that was built nearly a century ago. Along with a growing industrial and distribution base, the doubling of average tractor-trailer length has exacerbated the street infrastructure problems in this area. The major impediments to truck movement here are the streets themselves and traffic control devices (e.g., traffic signalization, striping and stop signs), resulting in freeway access problems, site access problems and en route delays. The Phase I study identifies forty-three separate problem locations within this six square mile area, as well as a typology of solutions to address these and other truck movement problems. This typology includes operational, traffic engineering, capital improvement and programmatic/policy measures to ease truck access.

Phase I work has resulted in a reproducible methodology for identifying and analyzing truck movement and access problems in urban industrial districts. Existing and new data, field work, Geographic Information System (GIS) mapping and an LADOT-developed database integrator were utilized in this methodology to identify truck movement problems and solutions in Central City East. The work has resulted in a successful bid for \$1.8 million in funding through the 1999 Regional Transportation Improvement Program to implement recommended mitigation improvements for six of the most significant problem locations (not including the signal installation for the Los Angeles Intermodal Center.)

We have found that proactive treatment of truck movement problems by the public sector constitutes a paradigm shift in transportation planning, in light of government's historically restrictive/prescriptive approach to controlling truck activity on local streets. Once problems and potential solutions have been clearly identified and presented to stakeholders within the context of maintaining local economic health, truck movement improvement becomes a "mom and apple pie" issue which nearly everyone can support.