Broadway Pier Circulation Plan The layout of the proposed Broadway Pier GTA is in the shape of a "U", with dedicated loading areas for buses, taxis, shuttles, and private vehicles. The Circulation Plan is shown in Exhibit 8. The northern and southern edges of the pier would have 12 feet of dedicated space for pedestrian access (9 feet) and pier equipment (3 feet). The center of the Broadway Pier would contain a 15-foot wide central median, which would be used for passenger loading. Vehicles would enter from Harbor Drive in two lanes traveling westbound on the north side of the pier, stopping just before the entrance to the terminal and crosswalk leading to the central median. After yielding to any pedestrians, traffic in the two lanes would merge into one lane. Following the "U" shape, vehicles would then go south and then eastbound along the south side of the pier. Exiting traffic would use this eastbound circulation lane, which widens to two lanes just before the traffic signal at Harbor Drive. Vehicles would then proceed eastbound onto Broadway Street or southbound onto Harbor Drive. Left-turn movements would be prohibited to allow the existing landscaped center island near this signalized intersection to remain and to avoid existing underground utility conflicts.

The circulation plan features a flexible design to allow for the movement of loading areas and to be able to respond to changes in traffic demands. One variable that may change from time to time is the amount of buses required/expected for an event. The circulation plan maximizes the number of bus loading spaces and has approximately 8 bus spaces. Provision of queuing areas and curb loading for taxis would also be provided. Taxis would have approximately 280 feet of queuing length (8 to 11 taxis), and up to 100 feet (4 taxis) of loading area. The design reflects the nature of taxi loading, using a FIFO (first-in, first-out) set-up, by keeping taxi loading along the westbound lanes. The passenger loading zone would be located along the eastbound side of the central island on the Broadway Pier and would be approximately 270 feet long, which can accommodate approximately 11 vehicles at one time. The southern curbside loading area would be approximately 300 feet of unassigned loading area, which may be used for buses (up to 5), shuttles (up to 8), or passenger vehicles (up to 12), depending on vehicle needs.

The circulation plan includes two entry or westbound circulation lanes, which would be 16 feet and 12 feet wide, with the 16-foot lane closest to the northern pier curbside loading area. Eastbound traffic would use one 16-foot circulation lane to exit. This design provides extra room for bus maneuvering and unloading operations as needed. The roadway radius in front of the terminal and projection of the central median has been designed to facilitate turning movements by buses and other large vehicles. Loading zones would be 9 feet wide along the central median and 12 feet in width along the outside loading areas. The number of entry or westbound lanes could be reduced to one to accommodate angled bus parking along the central median as needed.

Delivery trucks would use the same circulation system, but would be allowed to drive behind the terminal. Truck driving lanes to the north and south of the terminal would be 12 feet wide. Trucks would park in one of 6 stalls aligned perpendicular to the end of the pier. This allows for 18 foot stalls, with 11 feet of clearance along all pier edges. Truck turning software was used to insure that trucks have adequate room to maneuver in and out of the designated stalls and around the terminal.

During the cruise ship passenger disembarking process, which takes approximately three hours on average, passengers would be transferred from the vessel to the terminal by means of the passenger gangway. Once inside the terminal they would proceed to the CBP inspection stations. From there, the passengers would proceed into a baggage area, where their bags would be identified and retrieved. They would then proceed to the terminal exits and out into the GTA.

The required office facilities for CBP would be developed on the ground floor of the terminal, as would a provisions storage area and public restrooms.

During embarkation, which takes approximately 6 hours on average depending on the size of the vessel and duration of the cruise, the passengers would arrive at the terminal from the GTA and leave their bags outside for further processing. Passengers would then enter the terminal at the ground floor where they would be processed through a security point and proceed to an arrival lobby. Passengers would wait until the check-in process begins on the second floor.

Boarding the vessel would be through the same exterior balcony and passenger gangway used for disembarking, now used in a reverse mode. The passengers' bags, which were previously dropped off at the GTA, would proceed to baggage x-ray located in an internal space at the ground floor. Port security standards require that every single bag be inspected before they are loaded into the vessel.

Following the events of September 11, 2001, Ports across the United States have had to modify their operations and ways of doing business to respond to new security issues and challenges. The Port together with the CBP have evaluated existing security facilities and determined that the existing CBP Building is inadequate for ensuring the continued safety of the public and cruise ship passengers. Accordingly, redevelopment of these facilities has been incorporated into the Broadway Pier redevelopment plans.

These specific new CBP operational and procedural requirements were not discussed in the Master EIR or NEVP, nor were they anticipated as both documents were certified prior to the attacks that occurred on September 11, 2001 and subsequent changes to nationwide security measures. These operational, procedural, and security changes would not result in a long-term