

Mobility. Environment. Community. Economy. Technology



I-710 Corridor Project EIR/EIS

metro.net

# Traffic Findings Summary

Project Committee  
January 28, 2010



# Traffic Analysis Overview

- What is the Purpose of the Traffic Analysis?
- What Key Assumptions Most Influence Future Traffic Volumes?
- What Is a Key Finding Regarding Future Traffic Characteristics of the Alternatives?

# Purpose of Traffic Analysis

- Utilize the traffic operations analysis to evaluate and refine the geometric design of the alternatives
- Compare the mobility benefits of the alternatives
- Inform the environmental impact analyses of the alternatives
  - Air quality
  - Noise
  - Traffic and circulation benefits and impacts
  - Energy

# What Key Assumptions Most Influence Future Traffic Volumes?

# Key Input – Socio-Economic Factors

## Population and Employment

Socio-Economic Inputs		Year 2008	Year 2035	Numeric Change	Percent Change
Population	Region-Wide	18,905,000	24,050,000	5,145,000	27%
	I-710 Study Area	1,487,000	1,653,000	166,000	11%
Employment	Region-Wide	8,115,000	10,284,000	2,169,000	27%
	I-710 Study Area	594,000	637,000	43,000	7%

Source: Southern California Association of Governments (SCAG) Regional Travel Demand Forecast Model for Year 2035.

# Key Assumptions – Port Activity

- Cargo Growth and Railroad Mode Share
  - 43 Million Annual Twenty-Foot Equivalent Units (TEUs)
  - 40% Direct Intermodal Rail
  - 26% On-Dock Rail
  - No Near Dock Intermodal Yard Expansion (ICTF and SCIG)

# Project Alternatives

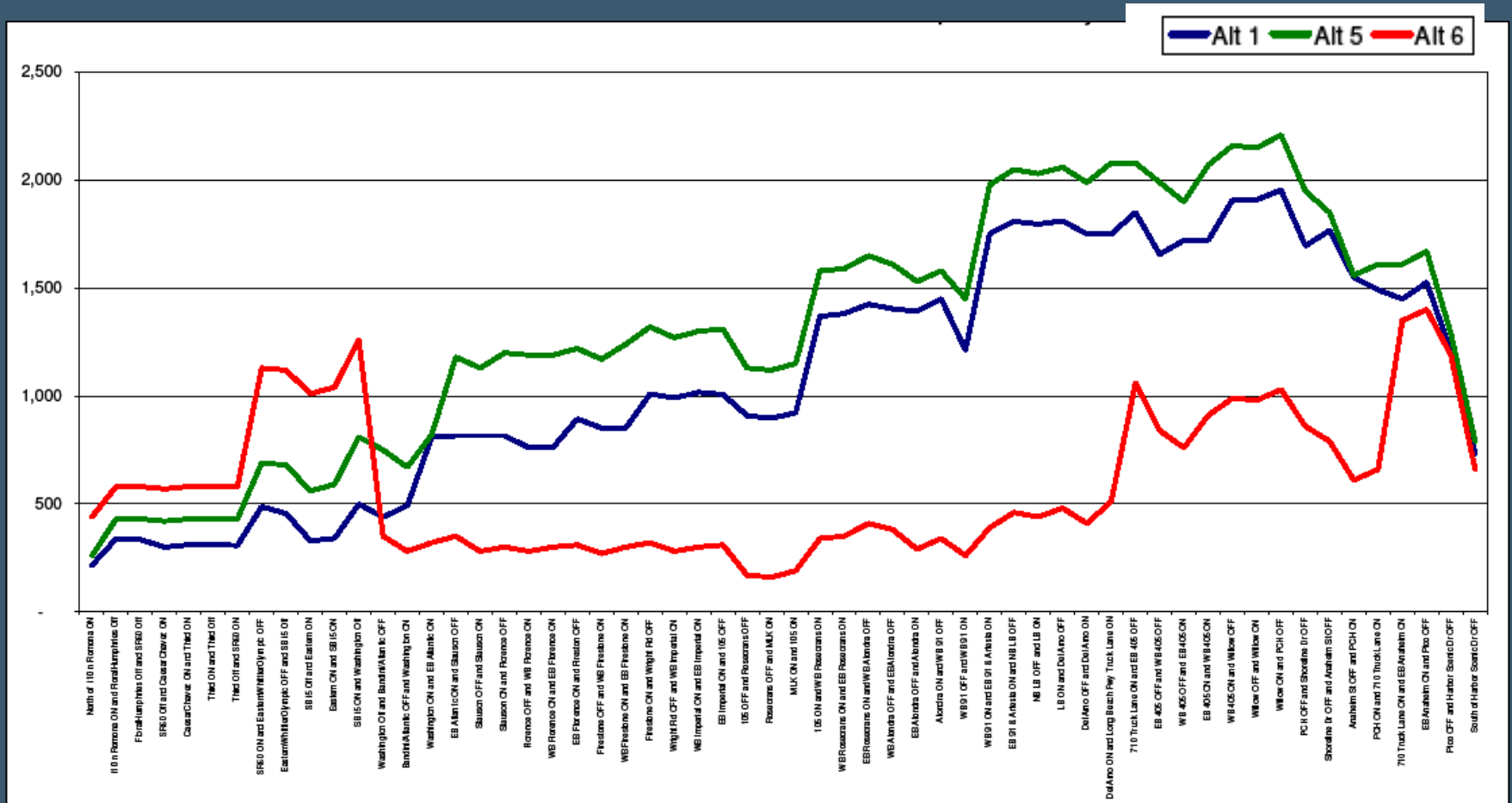
- Alternative 1: No Build Alternative
- Alternative 5A: I-710 Widening and Modernization
  - 10 lanes
  - Redesign of Interchanges
- Alternatives 6A/B: Alt. 5 Improvements Plus Freight Corridor (4 Lanes)
  - Alt. 6A: Trucks on Freight Corridor
  - Alt. 6B: Zero Emissions Vehicles on Freight Corridor

**What is a Key Finding Regarding  
Future Traffic Characteristics of the  
Alternatives?**



# Truck Volumes on I-710 GP Lanes

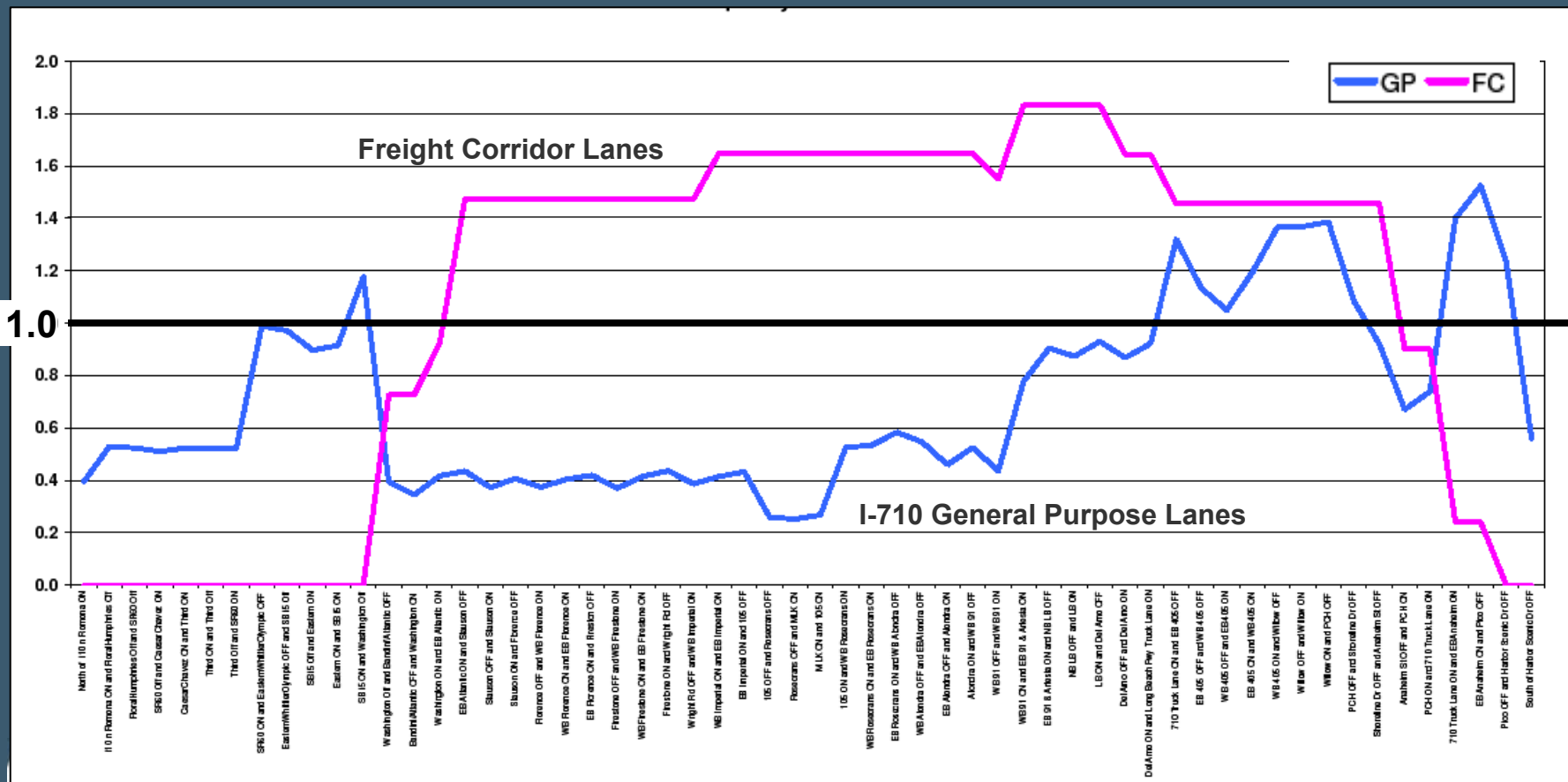
Compare Truck Traffic on I-710 General Purpose (GP) Lanes Southbound Direction, AM Peak Hour



# Alt. 6 – Closer Look

## Number of Lanes Used by Trucks Alternative 6, Southbound Direction, Midday Peak Hour

Amount of Capacity Used by Trucks (Number of Lanes)



# Alt. 6 – Closer Look

- Freight Corridor is well utilized; however, some trucks remain on the I-710 General Purpose Lanes
- More than one lane's volume of trucks in the General Purpose lanes in certain locations for those time periods when the Freight Corridor is most utilized
  - Midday Peak Hour, Southbound Direction
  - Midday Peak Hour, Northbound Direction
  - PM Peak Hour, Northbound Direction

# CAC/TAC Recommendation

- Consider further refinements of Alternative 6 to support better utilization of the Freight Corridor and relieve the I-710 General Purpose lanes as much as possible
- Evaluate Alternative 6A (conventional trucks) Freight Corridor “Enhanced” Capacity Scenario (2,350 vplph)
- Evaluate Alternative 6B (zero emission vehicles) Freight Corridor “Enhanced” Capacity Scenario (3,000 vplph)
- Include design modifications, as required, to accommodate each enhanced capacity scenario
- Include assessment of the number of General Purpose lanes required under these scenarios