

Mobility. Environment. Community. Economy. Technology

I-710 Corridor Project EIR/EIS



metro.net

Approach to Alternatives Reassessment

presented to the

Technical Advisory Committee

January 22, 2014




Recommended Approach

2

Revise the Range of New Preliminary Alternatives to:

- Better Respond to Purpose and Need
- Incorporate New Data, and
- Use the Most Current Information



Range of Alternatives

3

Amend the Range of New Preliminary Alternatives to:

- Include build elements of “Community Alternative 7”
- Project air quality and health benefit strategies
 - ZE Freight Corridor (lower expected benefits than in DEIR/EIS)
 - Potential programmatic strategies (ZE/NZE incentive programs, exposure reduction programs, etc.)
- Assess location of Freight Corridor ingress/egress to encourage utilization as possible
- Eliminate the Freight Corridor tolling feature to encourage utilization
- Incorporate freeway modernization design features in all alternatives to improve safety and operation



Metro

Range of Alternatives (Continued)

4

Amend the Range of New Preliminary Alternatives to:

- *Be More Affordable.* Reduce project costs (Construction & Right of Way) relative to project benefits (AQ, Safety, & Travel).
- *Be More Flexible.* New transportation infrastructure should accommodate:
 - Future changes in travel markets and patterns
 - Future changes in goods movement logistics
 - Project Phasing (ability to construct the project in phases as funding becomes available)



Metro

Range of Alternatives (Continued)

5

Preliminary Descriptions under Consideration:

- Alternative 7
- Alternative 5C
(See Handouts – Current Drafts)



Alternative 7

6

Freight Corridor Component

- Limits: Pico to Washington
- Use: ZE or NZE Trucks Only
- Section: 4 Lanes (2 per direction)
- Access: 4 System Connections / 4 Local Connections

Freeway (I-710) Component

- Limits: Ocean to SR-60
- Use: Autos and Trucks
- Section: Existing Thru Lanes
- Access: Multiple



Alternative 7 (Continued)

7

Considerations:

- Freeway alignment and structures are positioned to not constrain future GP lane additions
- Interchange modernization strategies will address existing safety and operational deficiencies
 - Reconfiguration
 - Auxiliary Lanes
 - Complete Streets



Alternative 5C

8

New Design Features to Reduce Auto-Truck Conflicts

- Collector-Distributor Roads
- Connector-Ramp Braiding
- Truck Bypass Lanes
- Buffered Lanes

Freeway (I-710) Component

- Limits: Ocean to SR-60
- Use: Autos and Trucks
- Section: Existing GP Lanes + Additional Lanes for Capacity Deficient Segments
- Access: Multiple



Alternative 5C (Continued)

9

Considerations:

- Freeway alignment and structure positioning does not accommodate a future Freight Corridor
 - Reduces Right of Way Impacts
 - Reduces Construction Costs
- Interchange modernization strategies will address existing safety and operational deficiencies
 - Reconfiguration
 - Auxiliary Lanes
 - Complete Streets



Next Steps

10

Preliminary Alternatives:

- Further develop concepts in consultation with Caltrans and FHWA
- Further develop concepts in consultation with LACs
- Further assess performance characteristics
- Present additional details and findings about these concepts for discussion at the February TAC and CAC

