

Mobility. Environment. Community. Economy. Technology



I-710 Corridor Project EIR/EIS

metro.net

Community Impact Assessment Technical Study Key Findings presented to the Project Committee March 29, 2012



Project Purpose and Need

- Improve air quality and public health
- Improve traffic safety
- Provide a modern design for the I-710
- Address projected traffic volume increase
- Address projected growth in population, employment and economic activity related to goods movement

Project Alternatives Review

No Build Improvements

- Planned and Committed Projects in 2008 RTIP
- Enhanced Goods Movement by Rail
- Clean Trucks Program
- Expanded Night Gate Ops at Ports
- I-710 Pavement Rehabilitation
- Traffic Signal coordination

TSM/TDM and ITS

- Ramp Metering
- Improved Arterial Signage
- Peak Period Parking Restrictions
- Increased Transit Service
- Upgraded Traffic Signals (ITS)

Arterial System Improvements

- Signal Timing Improvements
- Local Arterial Intersection Improvements at 42 Locations

I-710 Widening

- Widen the I-710 up to 10 Lanes
- Modernize Geometric Design of all of the Local I-710 Interchanges

Freight Corridor

- Separate Four-Lane Freight Corridor

Alternative 1

No Build Improvements



Alternative 5A

I-710 Widening

Modernize I-710 Geometrics

Arterial System Improvements

TSM/TDM & ITS

No Build Improvements

Alternative 6A

Freight Corridor

I-710 Widening

Modernize I-710 Geometrics

Arterial System Improvements

TSM/TDM & ITS

No Build Improvements

Alternative 6B

Zero Emissions Automated Guidance

Freight Corridor

I-710 Widening

Modernize I-710 Geometrics

Arterial System Improvements

TSM/TDM & ITS

No Build Improvements

Alternative 6C

Tolling Feature

Zero Emissions Automated Guidance

Freight Corridor

I-710 Widening

Modernize I-710 Geometrics

Arterial System Improvements

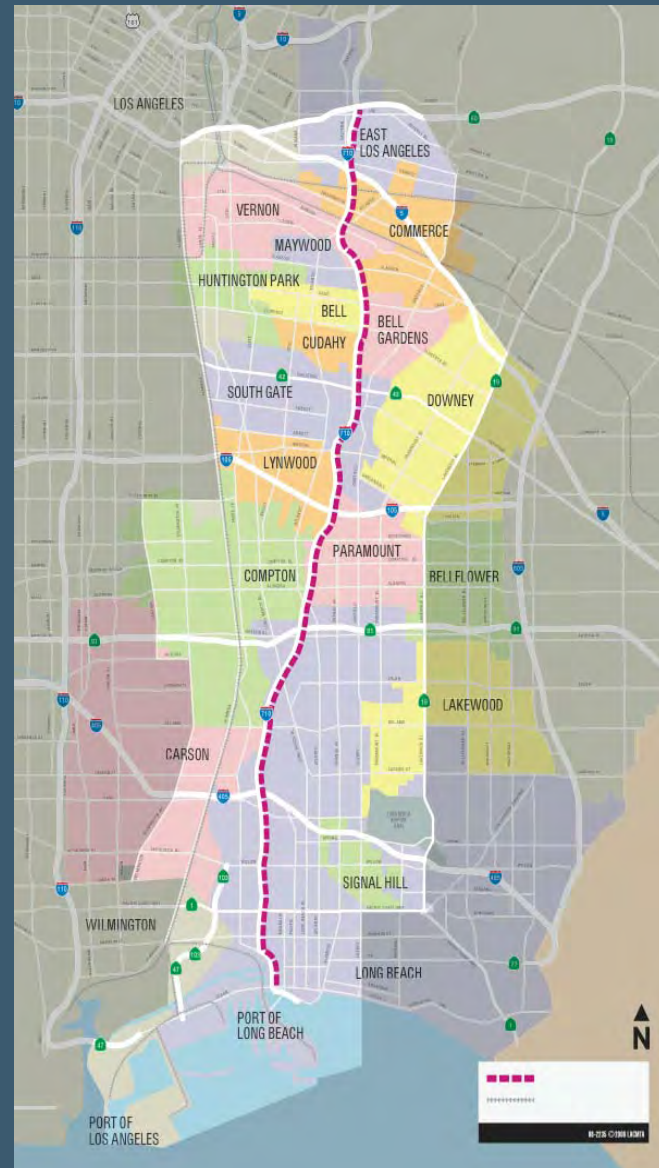
TSM/TDM & ITS

No Build Improvements

CIA Components

Analyze impacts on:

- Community Character & Cohesion
- Property Impacts/Relocations
- Park & Recreation Facilities
- Community Facilities & Services
- Land Use
- Growth & Development Trends
- Economics
- Environmental Justice
- Public Health Considerations
- Access/Parking
- Community Perspectives



Key Findings: Community Character & Cohesion

- Very few impacts due to goal of avoidance of community impacts in project design
- Alternatives 6A/B/C result in adverse impacts to community character and cohesion in:
 - Commerce: Ayers neighborhood (Design Options 1 and 2)
 - Compton/County: new senior housing facility (also impacted by Alternative 5A)
 - Bell Gardens: mobile homes

Key Findings: Estimated Relocations

	Alt 5A	Alt 6 A/B/C		
		Design Option 1	Design Option 2	Design Option 3
Residential Parcels*	28	154	92	62
Nonresidential Parcels	92	175	162	148
Total Parcels	110	329	254	210

**Estimated relocations includes one parcel with an 84 unit apartment complex*

Key Findings: Parks, Rec. & Community Facilities



- Impacts vary by location
 - Temporary construction and Permanent Improvement: Cesar E. Chavez Park
 - Easement: Bandini Park
 - Partial acquisition: Riding Club
 - Full acquisition & relocation: Multi-Service Center, Hunting & Fishing Club, Parque Dos Rios, Fire Station

Key Findings: Economics

- Build Alternatives: job creation, direct and indirect construction jobs
- Small loss in sales tax and property tax revenues if businesses and residents are not relocated within the same community (varies by build alternative and city)
 - Potential property tax loss range from .05% to 1.7%
 - Potential Sales tax loss range from .07% to .6%

Key Findings: Development Trends/Growth

- Regional: Alternatives 6A/B/C have the most beneficial growth-related effects relative to employment and economic activities associated with goods movement
- Local: Because the area is mostly “built out” the Build Alternatives would not substantially influence the location, distribution, or rate of population and housing growth within the Gateway cities

Key Findings: Environmental Justice

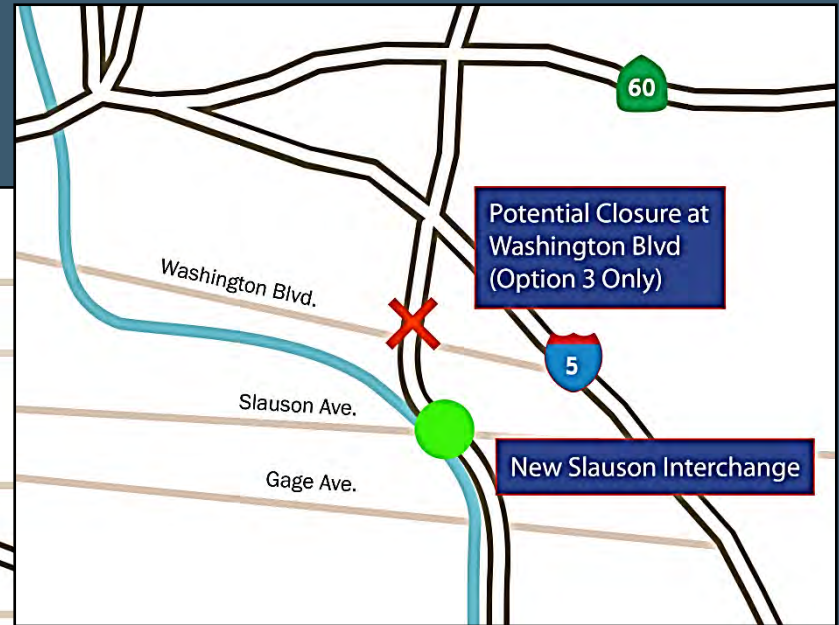
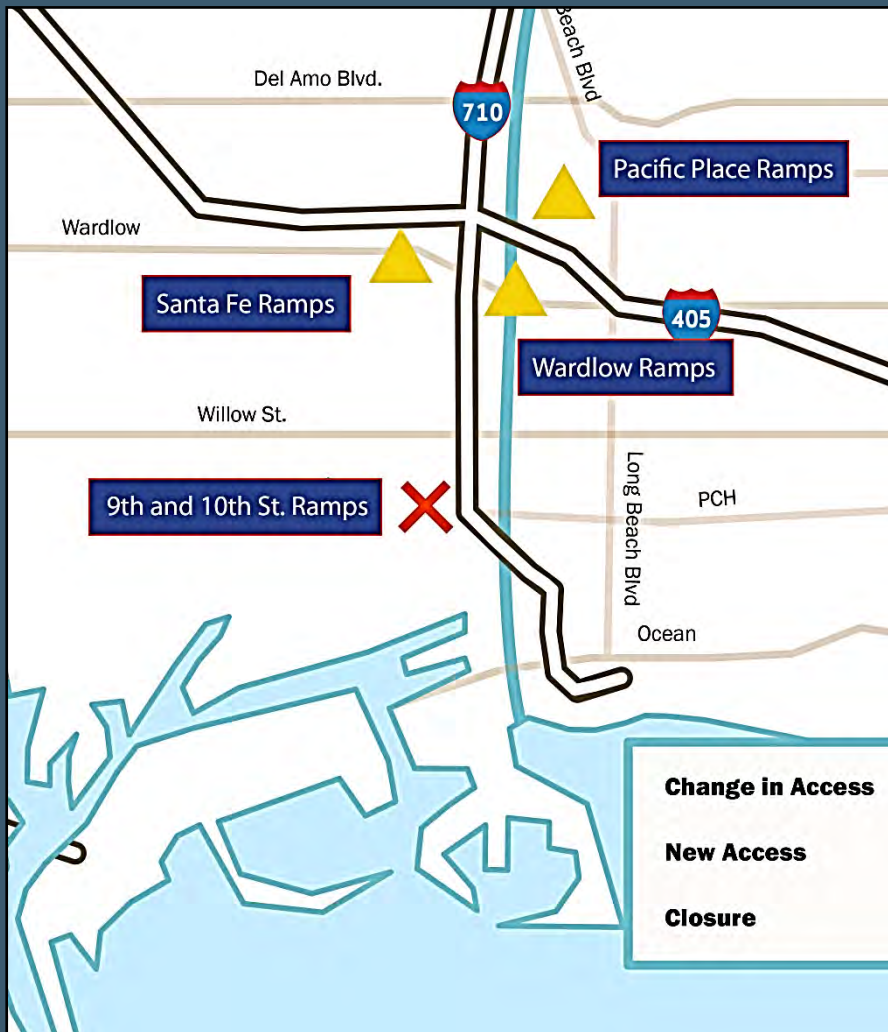
- Many study area communities have high percentage of minority and/or low income populations compared to overall County population
- While these communities will benefit from the Build Alternatives, they will also experience adverse impacts in some locations due to relocations, visual impacts, and noise
- Alternative 6C tolling may have a financial impact on drayage truck owner/operators who are predominantly minority and have low net earnings

Key Findings: Public Health Considerations

- Beneficial effects with improved sidewalks, bike lanes, and roadways on local street crossings
- No adverse effects on students' modes of travel or safe routes to schools
- Relocation assistance program provides residents with resources to relocate within their existing communities
- Safety improvements reduce potential for accidents
- Near roadway impacts analyzed in Air Quality/Health Risk Assessment
- Noise impacts evaluated in Noise study

Key Findings: Access & Parking

Changes in Freeway Access



Peak Period Parking Restrictions: Atlantic Blvd., Cherry Ave., Garfield Ave., Eastern Ave. and Long Beach Blvd.

Proposed Mitigation Measures

- Traffic Management Plan to minimize impacts of construction on local access
- Compliance with Uniform Relocation Assistance and Real Property Acquisitions Policies Act (Uniform Act) of 1970 for relocation impacts
- Relocation of residents/businesses within existing communities
- Relocation of community facilities prior to construction
- Park enhancements/replacements

Next Steps

- Incorporate study results into Draft EIR/EIS
- Circulate Draft EIR/EIS for public review
- Hold public hearings and workshops
- Identify and select Preferred Alternative
- Complete the Final EIR/EIS