

Mobility. Environment. Community. Economy. Technology



I-710 Corridor Project EIR/EIS

metro.net

Community Impact Assessment Key Findings

presented to the

Technical Advisory Committee

February 15, 2012



Technical Study Briefing Agenda

1. Project Purpose and Need
2. Alternatives Recap
3. Community Impact Assessment (CIA) Process
4. CIA Key Findings
5. Next Steps

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

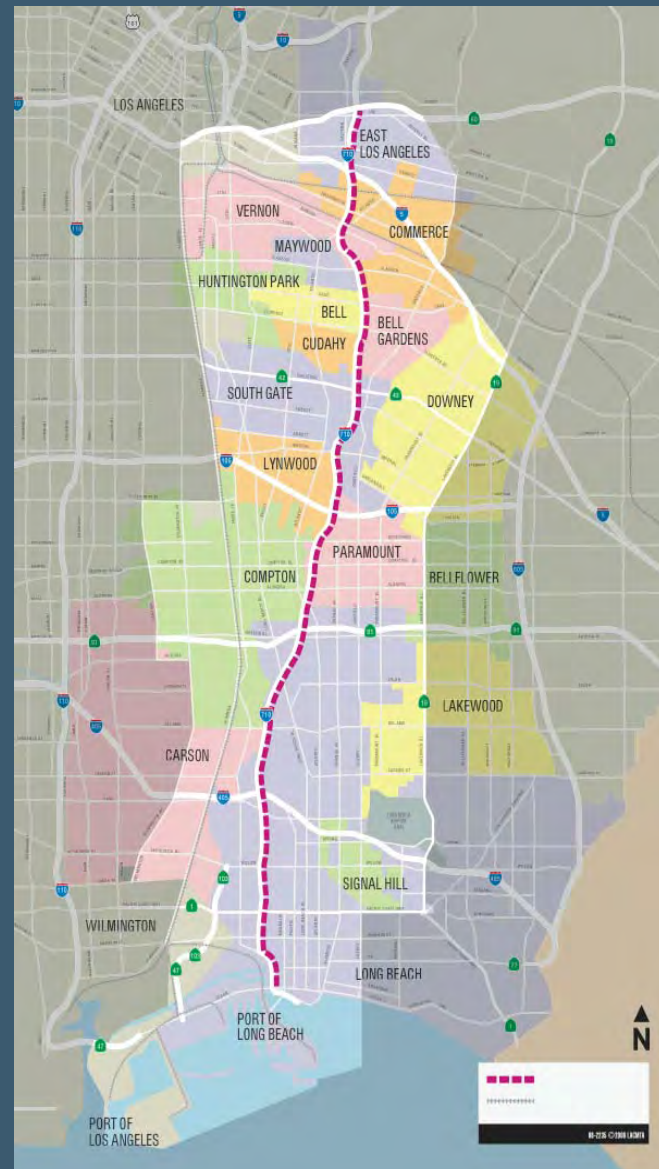
CIA Process

- Assess community impacts (positive and negative) not evaluated in the other technical studies
- Establish baseline and affected environment for CIA components
- Analyze impacts for CIA components
 - Conduct both quantitative and qualitative analyses
 - Integrate consideration of public health concerns
- Develop avoidance, minimization, mitigation, and enhancement measures

CIA Components

Analyze impacts on:

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

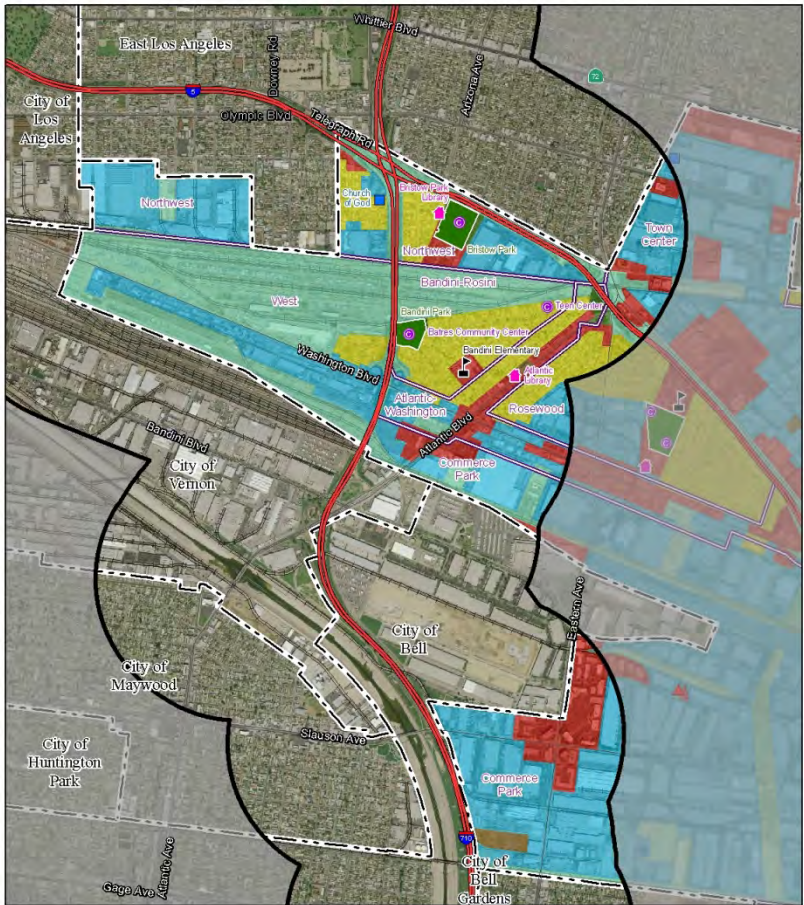


Community Profile Maps – Example



LEGEND

- School
- Library
- Fire Station
- Community Center
- Places of Worship
- Park



LEGEND

- 1-710 Focus Area
- School
- Library
- Fire Station
- Community Center
- Places of Worship
- Park
- Agriculture
- Commercial and Services
- Mixed Commercial and Industrial
- Mixed Urban
- Open Space and Recreation
- Residential
- Transportation and Utilities
- Vacant
- Planning Areas

Key Findings: Land Use

- Build Alternatives are generally compatible with existing and planned land uses
- Primary impact to existing land use is property acquisition
- Minor amendments required to affected city General Plans to reflect new/modified interchange connections and changes in land use due to property acquisition
- Visual impacts analyzed in VIA study

Key Findings: Parks & Recreation

- Cesar E. Chavez Park has temporary construction impacts resulting in permanent improvement in park access and increased park area
- Bandini Park requires an aerial easement for ramp structure, with no reduction in park area or impact to park amenities
- Compton Hunting and Fishing Club requires relocation under all Build Alternatives
- Rancho Rio Verde Riding Club partially impacted by property acquisition, can remain operational

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:
 - The Ayers neighborhood in the City of Commerce as a result of relocations under Design Options 1 and 2
 - Compton due to relocation of a new senior housing facility (also impacted by Alternative 5A)
 - Bell Gardens due to relocation of mobile homes

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 County as a whole
- 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: 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: Economics

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

Key Findings: Community Facilities

- Direct Impacts (Relocations)
 - Multi-Service Center (Long Beach)
 - Fire Station No. 4 (Vernon)
- Indirect impacts occur at several community facilities
 - temporary access impacts during construction
 - visual impacts

Key Findings: Access & Parking

Access:

- Commerce: (Alternatives 6A/B/C Option 3 only)
 - Potential closure of the I-710/Washington Blvd. interchange
- Long Beach: (Build Alternatives)
 - Removal of the ramps at the I-710/ Wardlow Rd.
 - Removal of direct circulation between I-710 & Santa Fe Ave.
 - Closure of 9th St. and 10th St.
 - Removal of the ramp connecting Pacific Pl. to I-710.
- Maywood/Commerce/Bell/Vernon: (Build Alternatives)
 - Addition of the Slauson Interchange

Parking: (Build Alternatives)

- Parking restrictions during peak periods along segments of Atlantic Blvd., Cherry Ave./Garfield Ave., Eastern Ave. and Long Beach Blvd.

Key Findings: Public Health Considerations

- Beneficial effects due to improved sidewalks, bike lanes, and roadway 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 resulting in death or injury
- Near roadway impacts analyzed in Air Quality/Health Risk Assessment
- Noise impacts evaluated in Noise study

Potential Mitigation Measures

- Cities update General Plans to reflect changes resulting from Build Alternatives
- 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 community facilities prior to construction

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