

Mobility. Environment. Community. Economy. Technology



I-710 Corridor Project EIR/EIS

metro.net

Draft Recommendation: RDEIR/SDEIS Alternatives presented to the

Technical Advisory Committee April 16, 2014



MetroTM



Port of
LONG BEACH
The Green Port

THE PORT LA
OF LOS ANGELES



Background: TAC Meetings

What's Changed Since the DEIR/DEIS	Jan. 2014
Improve Range of Alternatives	Jan. 2014
Alternatives: Alt. 7 and Alt. 5C	Feb. 2014
Preliminary Findings	Feb. / Mar. 2014
Draft Recommendation	April 2014

Purpose and Need

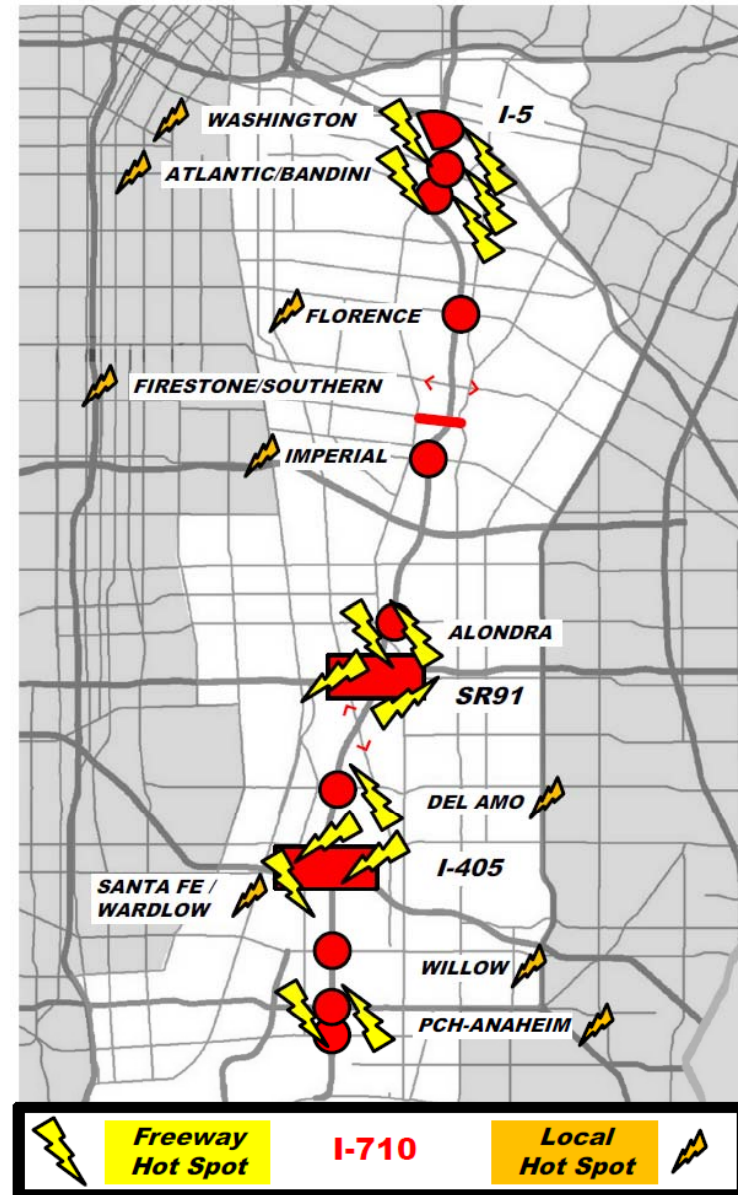
- I-710 Corridor Purpose & Need:
 - Improve air quality and public health
 - Improve traffic safety
 - Address design deficiencies
 - Address projected traffic volume
 - Address projected growth in population, employment and economic activity related to goods movement

What's Changed?

- Context Sensitive Design Elements
- Traffic Forecasts
- Air Quality

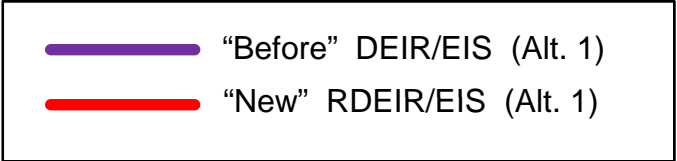
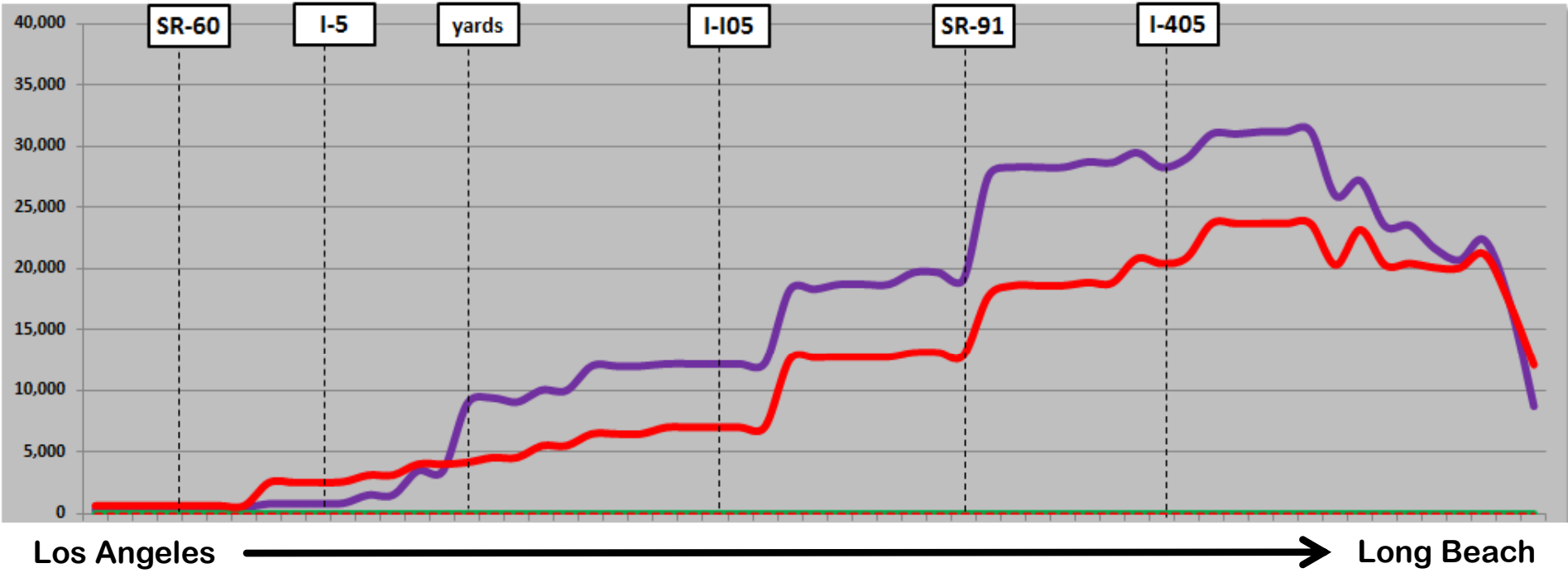
Context Sensitive Design - Freeway Modernization

- Agreement among stakeholders regarding need
- Improves traffic safety
- Reduces traffic congestion
- Nature of deficiencies are better understood at each location



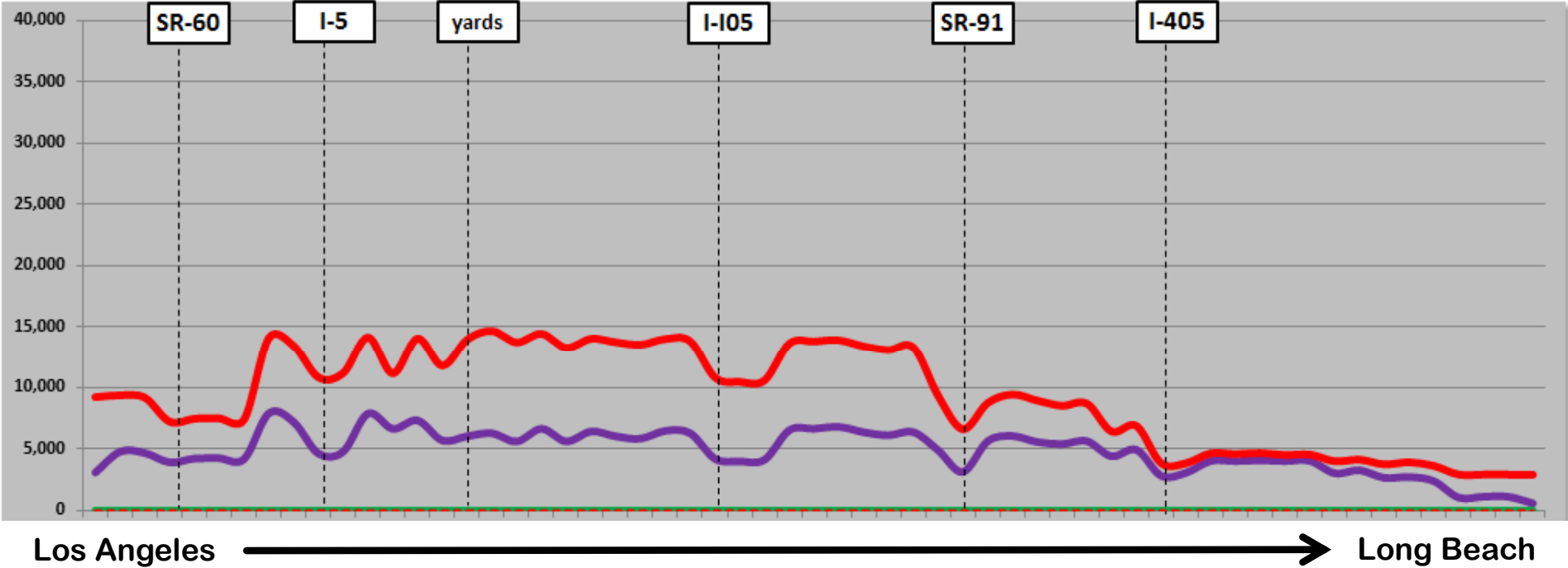
Daily Port Trucks – 2035 No Build

Comparison of I-710 Corridor Port Truck Volumes (Southbound Direction)



Daily Non-Port Trucks – 2035 No Build

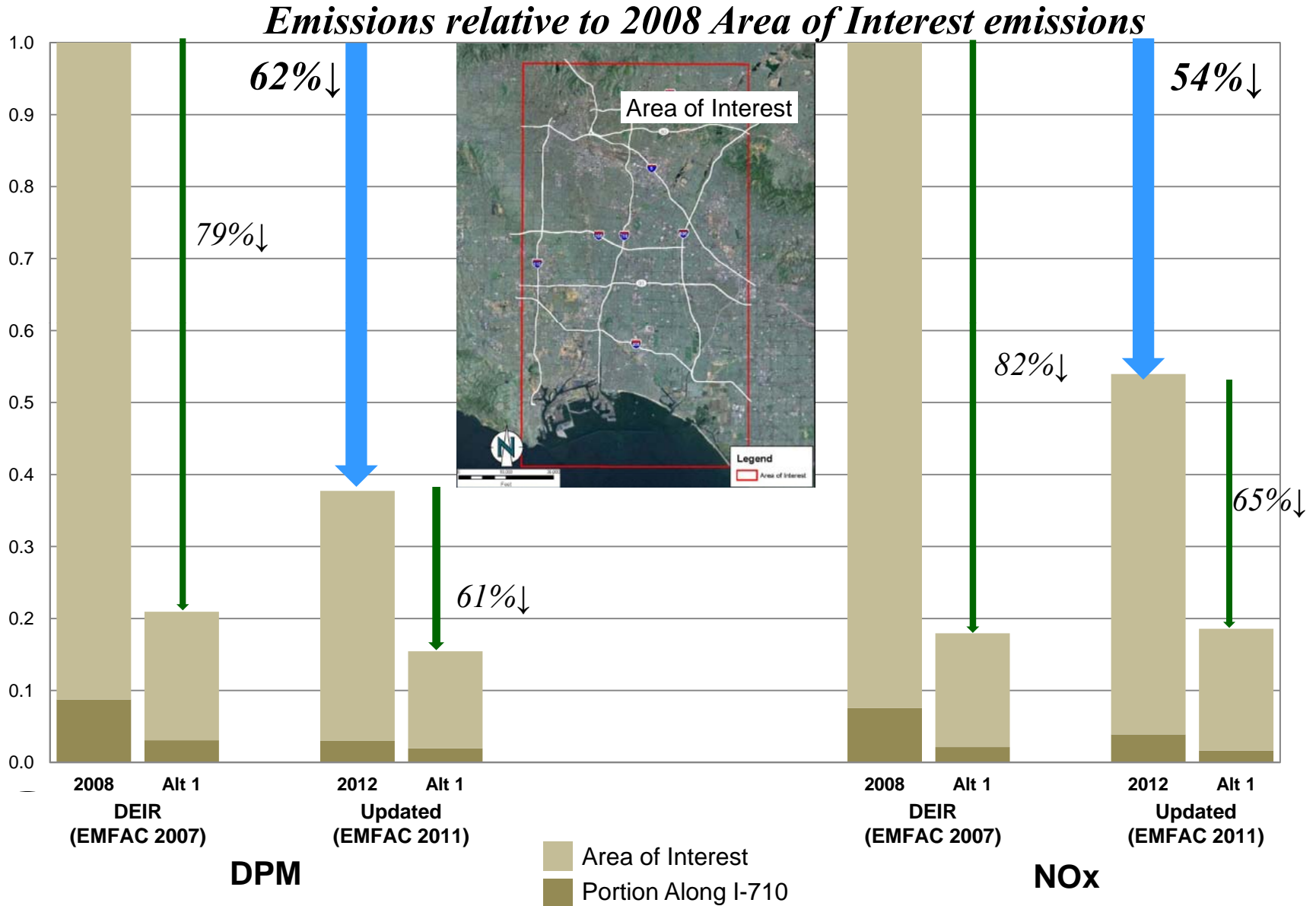
Comparison of I-710 Corridor Non-Port Truck Volumes (Southbound Direction)



— “Before” DEIR/EIS (Alt. 1)
— “New” RDEIR/EIS (Alt. 1)



New CARB Information: Updated Emissions ⁸



Updated Approach

Revise the Range of Alternatives to:

- Better Respond to Purpose and Need
- Incorporate New Data
- Use the Most Current Adopted Information (2012)
- Be Fundable & Affordable
- Facilitate and Enhance Use of ZE/NZE Vehicles



Range of Alternatives

Amend the Range of Alternatives to :

- Include I-710 Freeway build elements of “Community Alternative 7”
- Include Project air quality and health benefit strategies
 - ZE/NZE Freight Corridor (lower expected benefits than in DEIR/DEIS)
 - programmatic approaches to increase number of ZE/NZE Trucks and improve public health (incentive programs, exposure reduction programs, etc.)
- Assess locations of Freight Corridor ingress/egress, as possible, to encourage utilization
- Eliminate Freight Corridor tolling to increase utilization
- Incorporate freeway modernization design features to improve safety and operations



Metro[™]

Range of Alternatives (Continued)

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)

Draft Recommendation: RDEIR/SDEIS Alternatives



Draft Recommendation

RDEIR/SDEIS to Analyze:

- **Alternative 7** (ZE/NZE Freight Corridor with I-710 Freeway Safety and Operational Improvements)
- **Alternative 5C** (Added Freeway General Purpose Lanes with enhanced I-710 Freeway Safety and Operational Improvements)

Draft Recommendation

Both Alternative 7 and Alternative 5C include:

- Maximum Goods Movement by Rail
- TSM/TDM/ITS Improvements
- Transit Improvements
- Arterial Improvements
- Active Transportation Improvements
- Consideration of Public-Private Partnership (PPP) for Financing, Delivery, and Operation
- ZE/NZE Truck deployment enhancement programs

Alternative 7

I-710 Freight Corridor

- Limits: Pico Ave. to Washington Blvd.
- Use: ZE/NZE Trucks Only
- Section: 4 Lanes (2 per direction)
- Access: 4 System Connections / 4 Local Connections
- Tolls: None

I-710 Freeway General Purpose Lanes

- Limits: Ocean Blvd. to SR-60
- Use: Autos and Trucks
- Section: Existing Through Lanes (3-5 lanes per Dir.)
- Access: Multiple



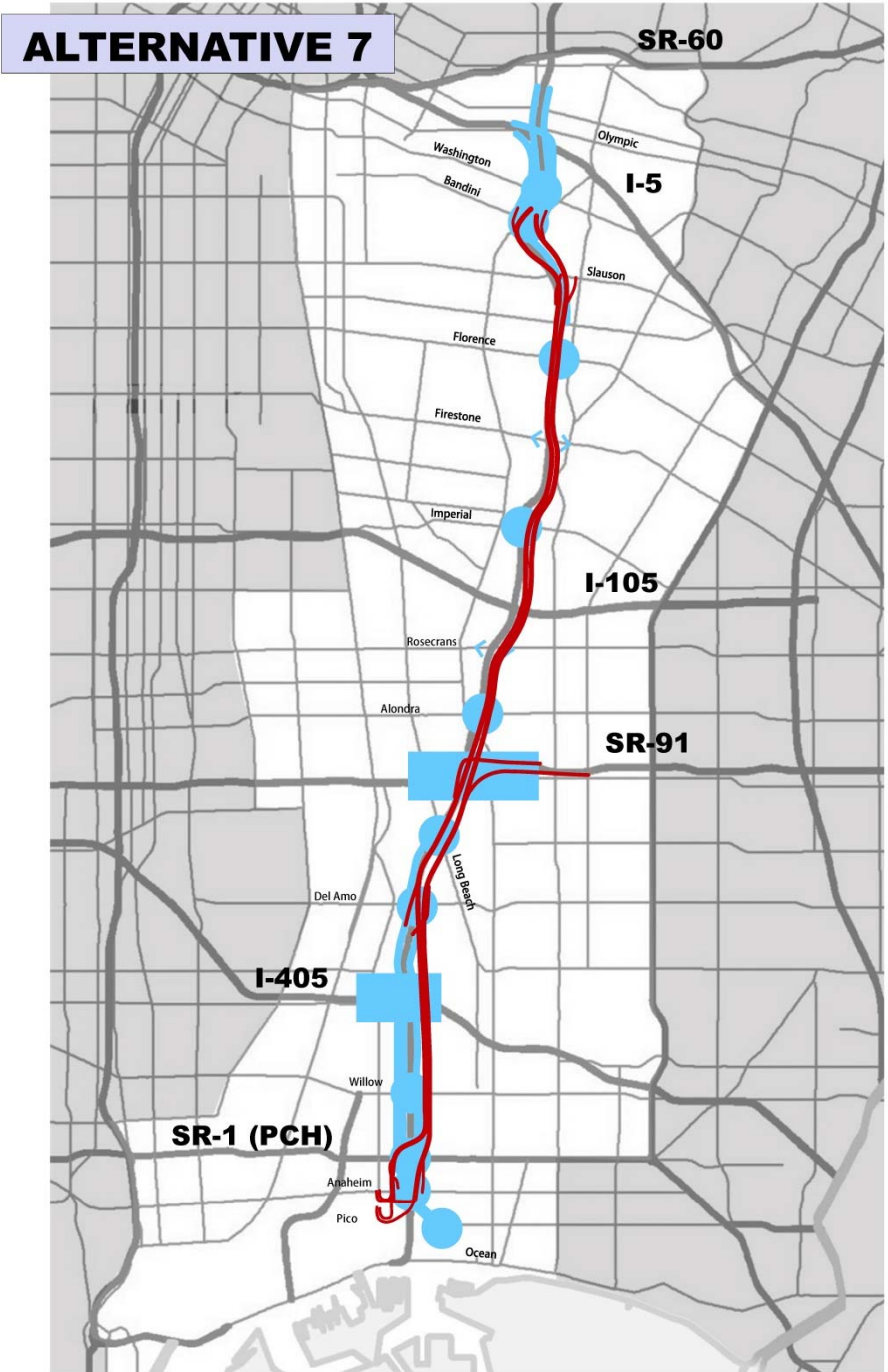
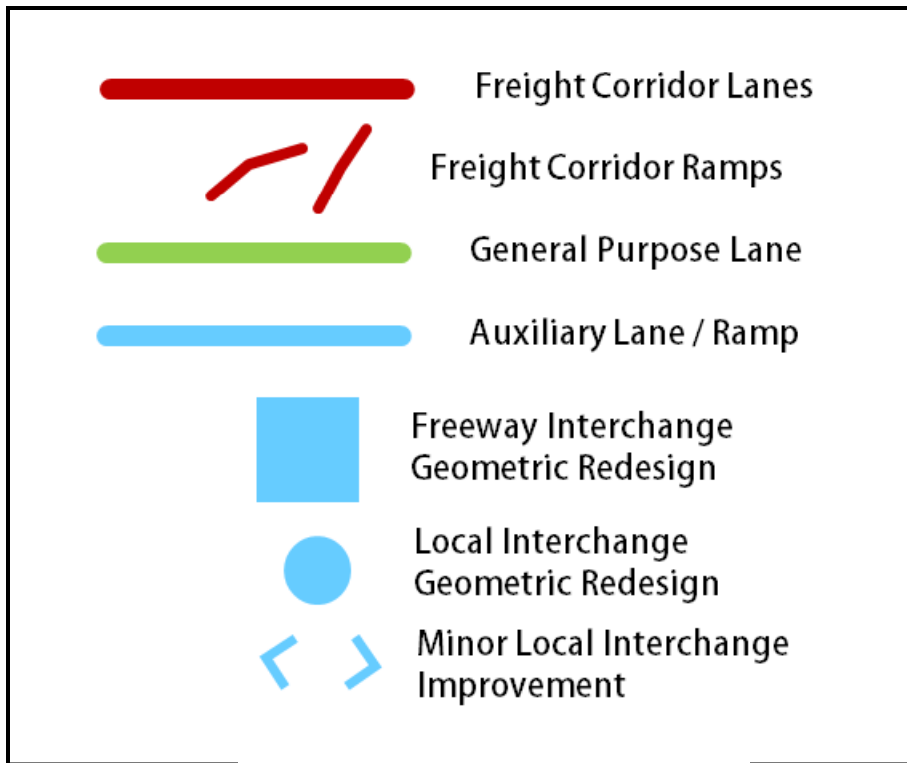
Metro

Alternative 7 (Continued)

Freeway Design Considerations:

- Freeway alignment and structures are designed to allow for post-2035 GP lane additions (*but these lanes are not “cleared” in the RDEIR/SDEIS*)
- Interchange modernization elements will address existing safety and operational deficiencies
 - Reconfiguration
 - Auxiliary Lanes
 - Complete Streets

Alternative 7



Alternative 5C

I-710 Design Features to Reduce Auto/Truck Conflicts

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

I-710 Freeway General Purpose Lanes

- Limits: Ocean Blvd. to SR-60
- Use: Autos and Trucks (4-5 lanes per direction)
- Section: Existing Through Lanes + Additional Through Lanes for capacity deficient segments
- Access: Multiple










Metro

Alternative 5C (Continued)

Considerations:

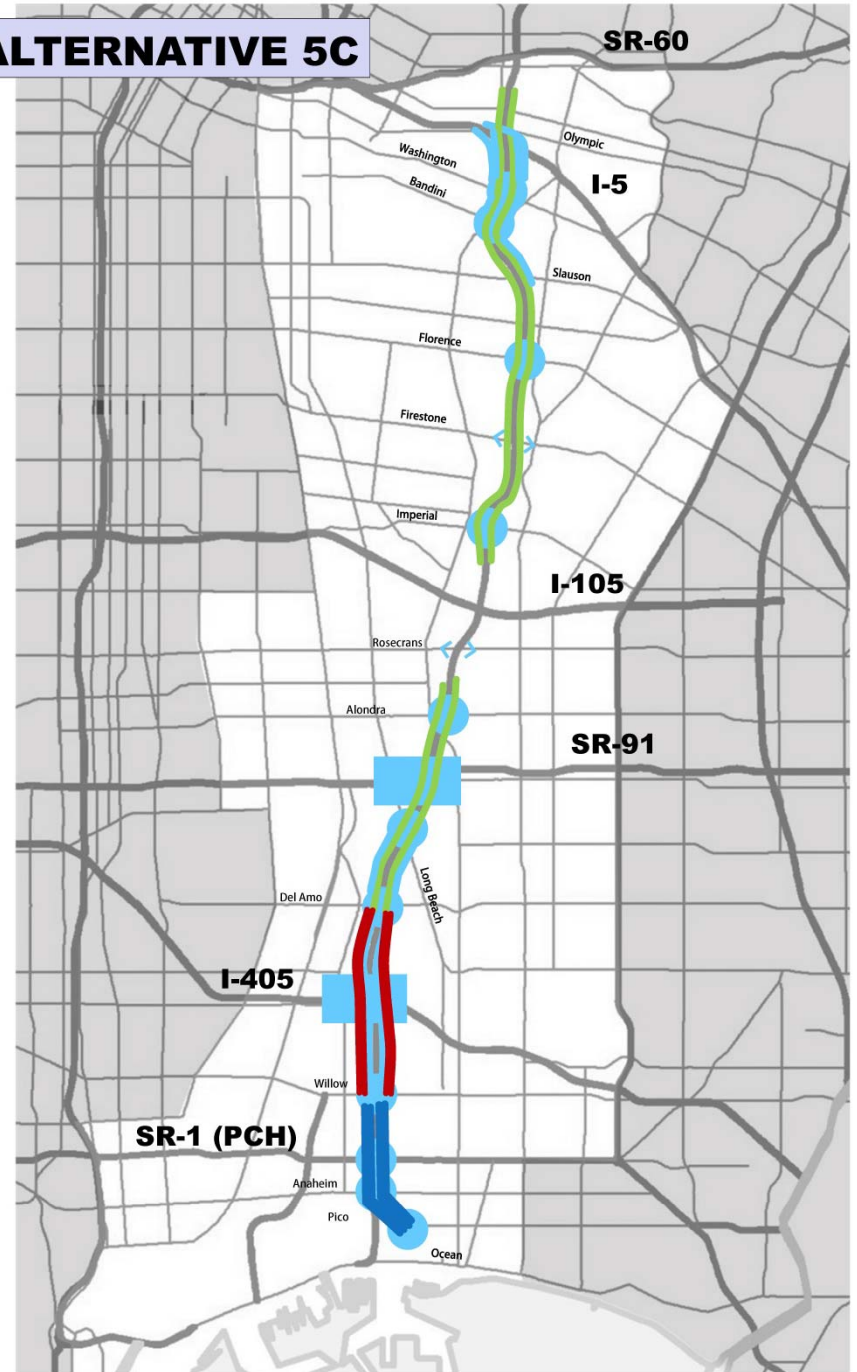
- Freeway alignment and structure positioning does not accommodate a future Freight Corridor
 - Reduces Right of Way Impacts
 - Reduces Construction Costs
 - Closer to Affordability
- Interchange modernization strategies will address existing safety and operational deficiencies
 - Reconfiguration
 -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

ALTERNATIVE 5C

-  Truck Bypass Lane
-  Buffered Downtown Only Lane
-  General Purpose Lane
-  Auxiliary Lane / Ramp
-  Freeway Interchange Geometric Redesign
-  Local Interchange Geometric Redesign
-  Minor Local Interchange Improvement



ALTERNATIVE 5C



Optimized Range of Alternatives

ALT 7 Include I-710 Build Elements of “Community Alternative 7”

Include Project Air Quality and Health Benefit Strategies:

- ALT 7 ALT 5C
- ZE/NZE Freight Corridor ALT 7
 - Programmatic Approaches to Increase ZE/NZE Trucks and Improve Public Health ALT 5C ALT 7
-

ALT 7 Improve Locations of Freight Corridor Ingress/Egress, as possible, to encourage utilization

ALT 7 Eliminate Freight Corridor Tolling to Increase Utilization

ALT 7 ALT 5C Incorporate freeway modernization design features to improve safety and operations

ALT 5C Be More Affordable. Reduce project costs (Construction & Right of Way) relative to project benefits (AQ, Safety, & Travel).

ALT 5C Be More Flexible. New transportation infrastructure should accommodate:

- Future changes in travel markets and patterns ALT 5C
- Future changes in goods movement logistics ALT 5C
- Project Phasing (ability to construct the project in phases as funding becomes available) ALT 5C ALT 7

Consultation

- **TAC**
- **TAC Members & City Staff**
 - Paramount, Maywood, Bell, Signal Hill, Commerce, Carson, Los Angeles County, Vernon, South Gate, Downey, Long Beach, AQMD, POLA, POLB
- **CAC**
- **LACs**
 - South Gate, Carson, Commerce, East Los Angeles, etc.
- **Stakeholders**
 - SCE, ACOE, CEHAJ, Bell Shelter Partnership
- **Caltrans and FHWA**



Technical Feedback

TAC Members:

- Have a strong understanding of where problems are right now
- Remain focused on preserving key existing uses
 - Critical Infrastructure
 - Major Businesses
 - Communities
- Understand trade-offs between FC/Freeway access and impacts
- Want good value – meaningful benefits for a good price



Next Steps

May 21, 2014: TAC Recommendation to Project Committee

May 22, 2014: CAC Recommendation to Project Committee

May 29, 2014: Project Committee Recommendation