

Mobility. Environment. Community. Economy. Technology



I-710 Corridor Project EIR/EIS

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Recommendation: RDEIR/SDEIS Alternatives presented to the

Technical Advisory Committee June 18, 2014



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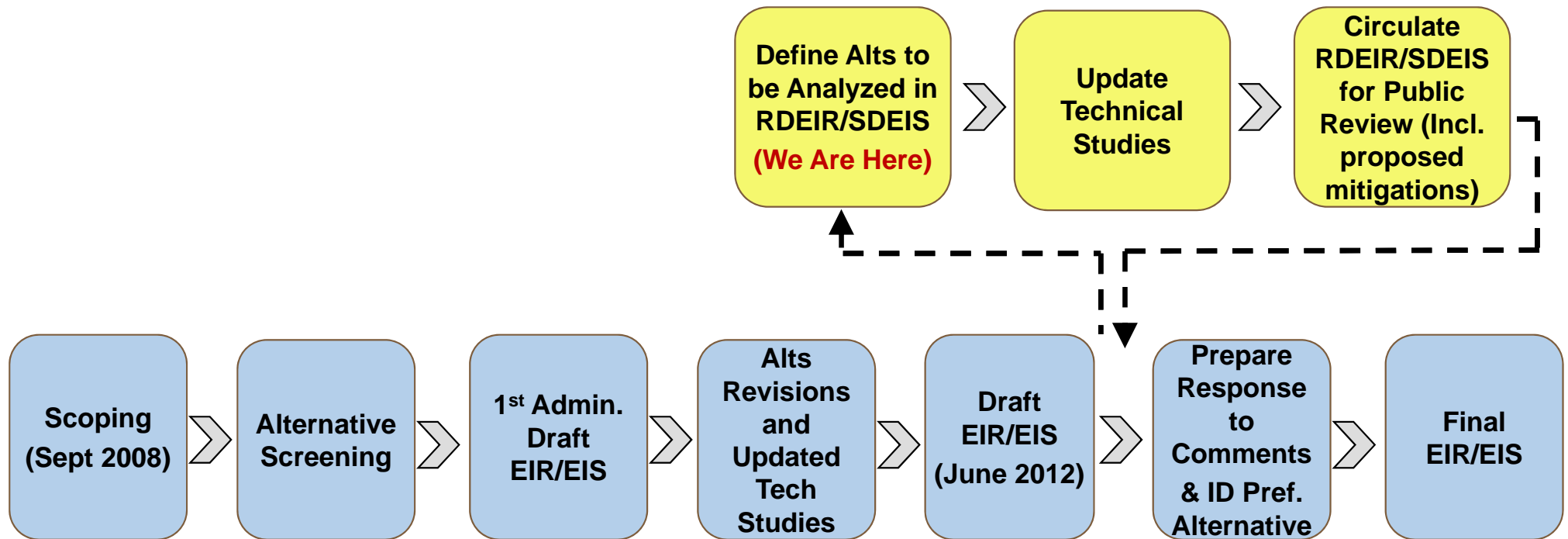
Port of
LONG BEACH
The Green Port

**THE PORT
OF LOS ANGELES** LA



Key Milestones - Current Process

I-710 Corridor Recirculated Draft EIR / EIS



Background: TAC Meetings

What's Changed ?	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
Preliminary Recommendation	June 2014
Final Recommendation	July 2014



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Updated Approach

Revised 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

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

Range of Alternatives

Amended 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



Range of Alternatives (Continued)

Amended the Range of 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)

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)

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
- Community Health Program



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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



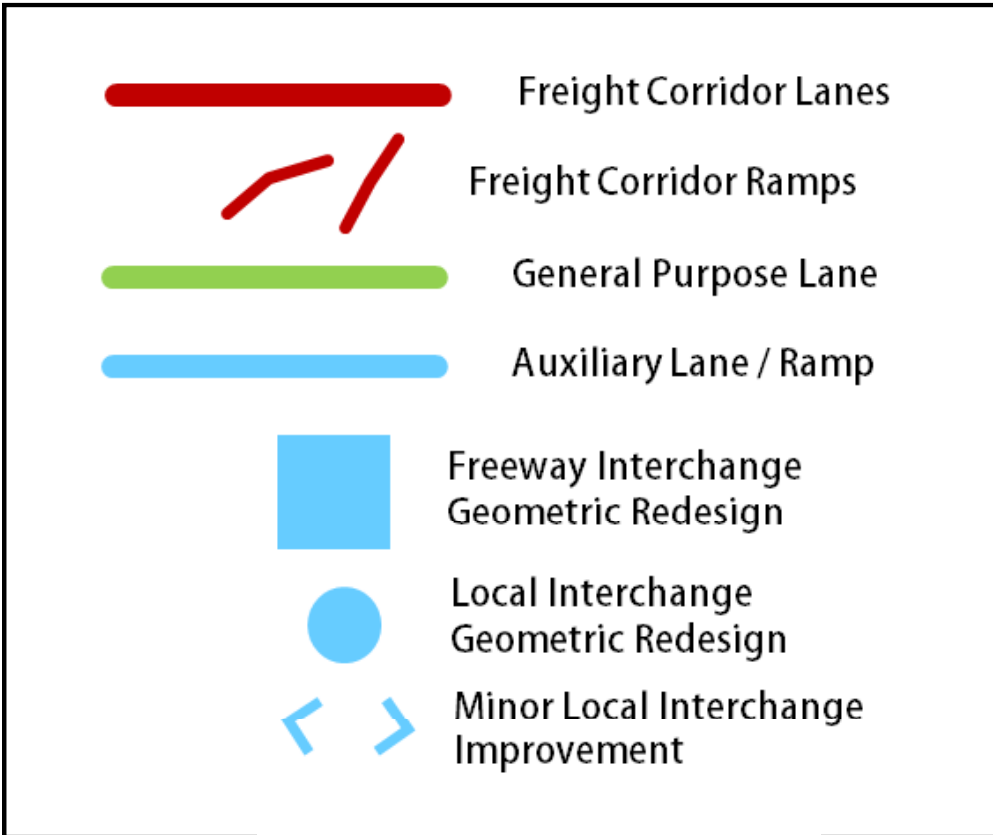
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Alternative 7 (Continued)

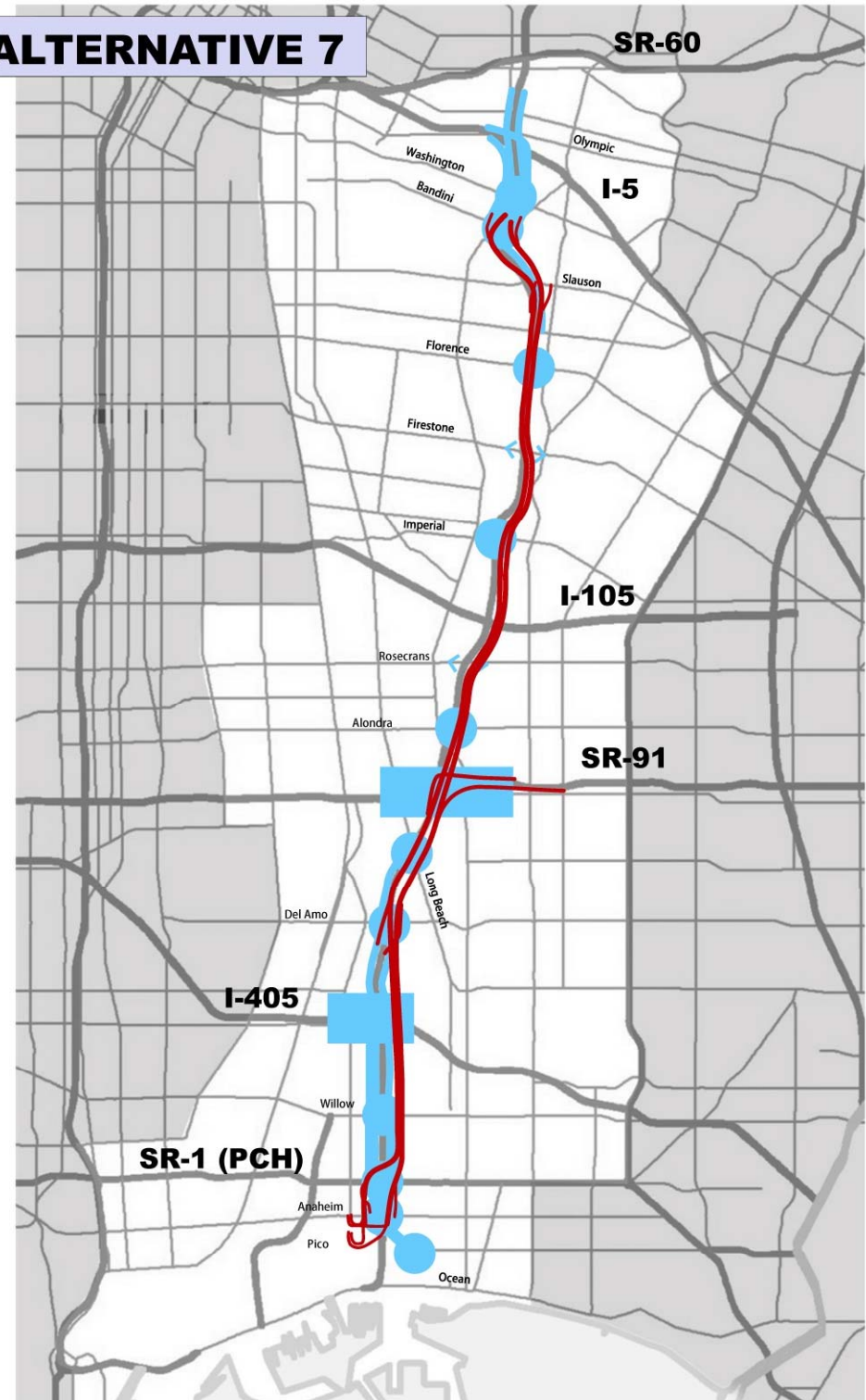
Freeway Design Considerations:

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

Alternative 7



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



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Alternative 5C (Continued)




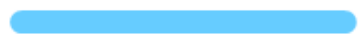



Considerations:

- 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



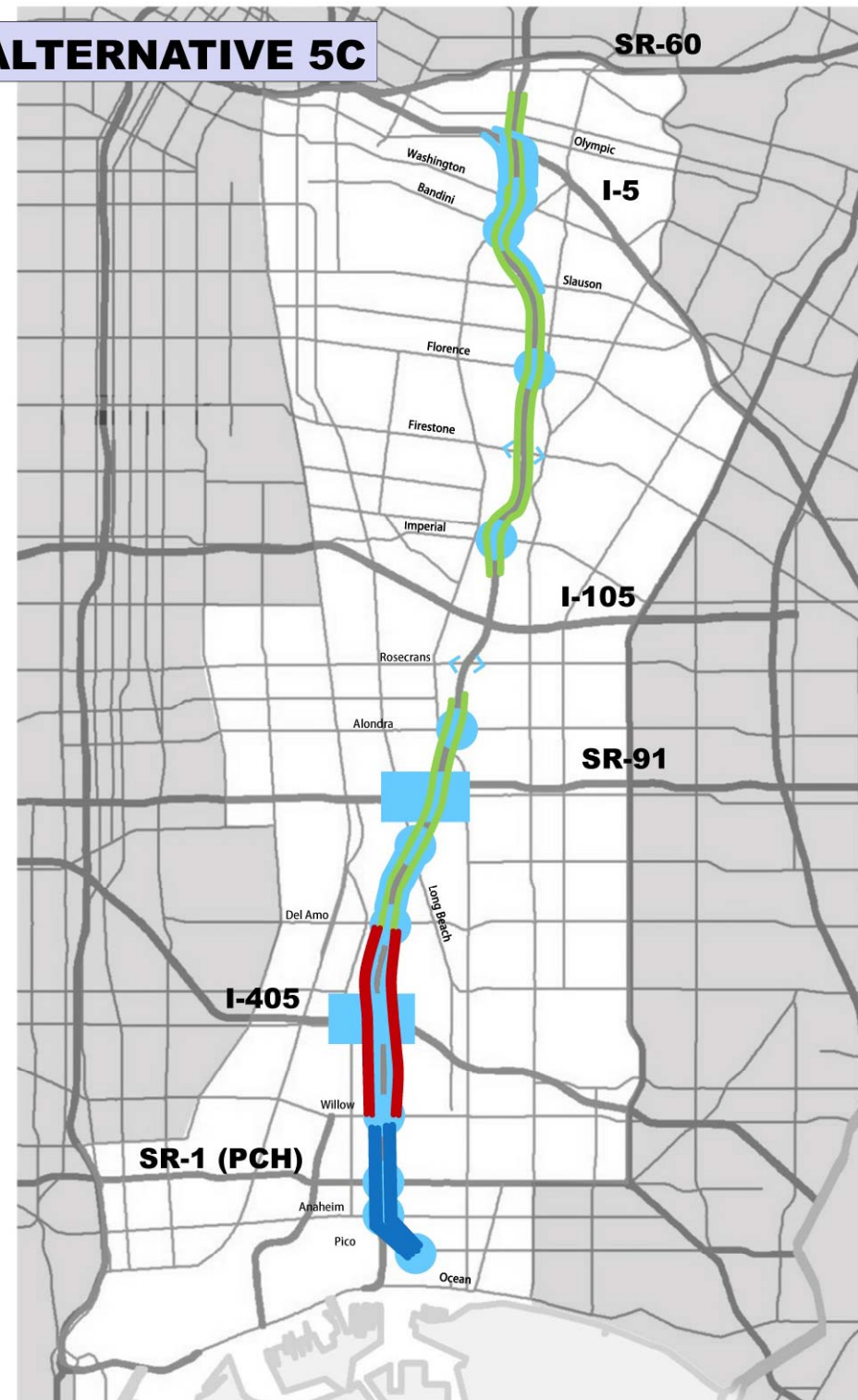
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ALTERNATIVE 5C

-  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
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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



RDEIR/SDEIS Alternatives

Alternative 1

No Build Improvements



Alternative 5C

Air Quality Measures



I-710 Widening

Modernize I-710 Geometrics

Arterial System Improvements

TSM/TDM & ITS

No Build Improvements

Focused Improvements

Alternative 7

Air Quality Measures

Zero/
Near Zero Emissions Automated Guidance

Freight Corridor



Modernize I-710 Geometrics

Arterial System Improvements

TSM/TDM & ITS

No Build Improvements

Focused Improvements

Next Steps

June 18, 2014: Preliminary TAC Recommendation to Project Committee

June 19, 2014: Preliminary CAC Recommendation to Project Committee

July 16, 2014: Final TAC Recommendation to Project Committee

July 17, 2014: Final CAC Recommendation to Project Committee

July 31, 2014: Project Committee Recommendation