

Mobility. Environment. Community. Economy. Technology

I-710 Corridor Project EIR/EIS

metro.net

**I-710 Traffic Forecasting Update**  
presented to the  
**Technical Advisory Committee**  
January 22, 2014

Metro, Caltrans, Gateway Cities, I-5, Port of Long Beach, The Port of Los Angeles, Association of Governments

## What's Changed?

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### Updates in Key Travel Demand Inputs:

- Status of SCIG / ICTF
- Status of SR-710
- Transload Truck Patterns
- New Traffic Count Data / Detailed Truck Class Counts
- 2012 SCAG RTP / Regional Travel Demand Model
- 2035 Socio-Economic Projections
- Modeling Tools: Greater Sensitivity to Tolls
- Port Cargo (TEU) Projections
- Variability in Modeling Input Factors



## What's Changed?

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### Travel Demand Estimates 2035 Forecasts



## Compare Results of 2035 No Build Alt.

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"Before" = DEIR/EIS

"New" = RDEIR/DEIS

Alternative 1

Alternative 1

No Build Improvements

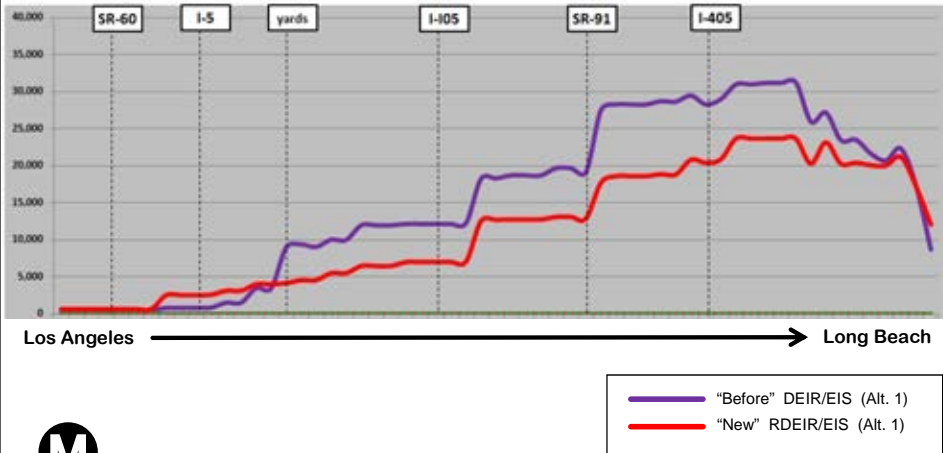
No Build Improvements



## Daily Port Trucks – 2035 No Build

5

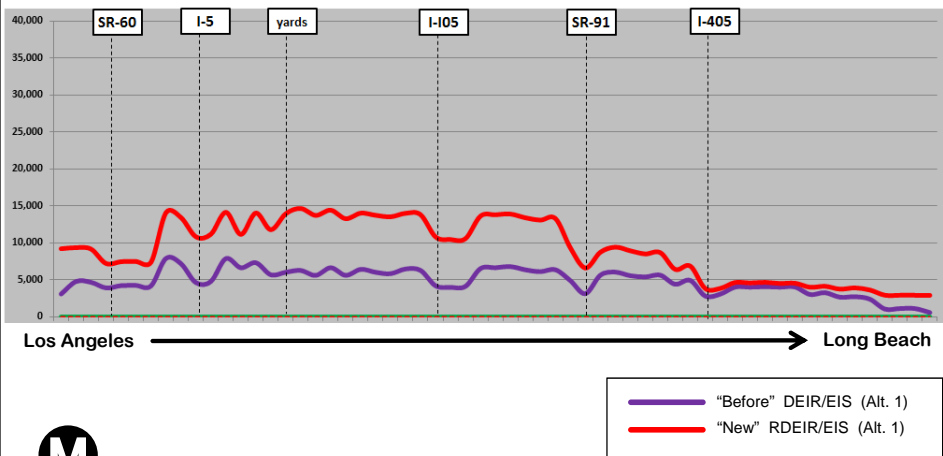
Comparison of I-710 Corridor Port Truck Volumes (Southbound Direction)



## Daily Non-Port Trucks – 2035 No Build

6

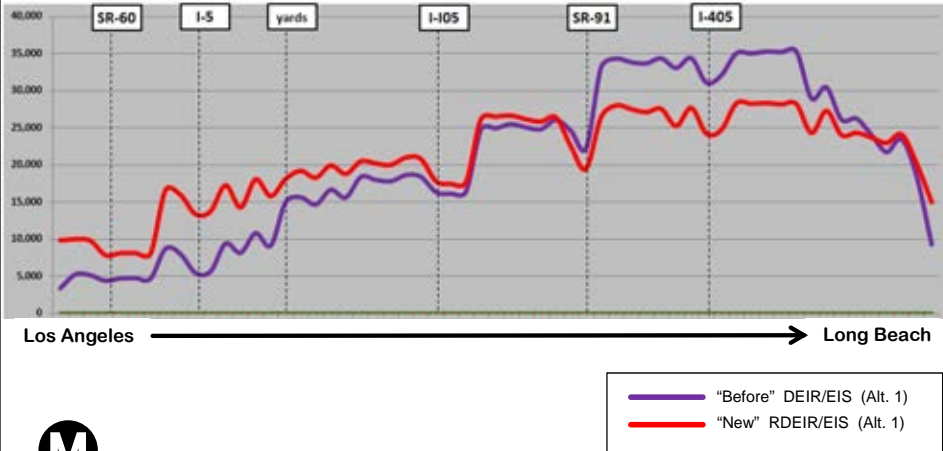
Comparison of I-710 Corridor Non-Port Truck Volumes (Southbound Direction)



# Daily Total Trucks – 2035 No Build

7

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

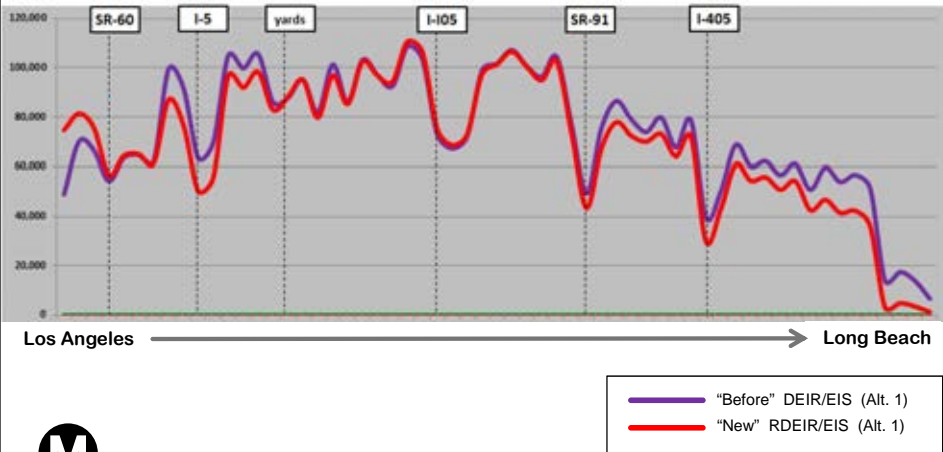


- "Before" DEIR/EIS (Alt. 1)
- "New" RDEIR/EIS (Alt. 1)

# Daily Autos – 2035 No Build

8

Comparison of I-710 Corridor Auto Volumes (Southbound Direction)

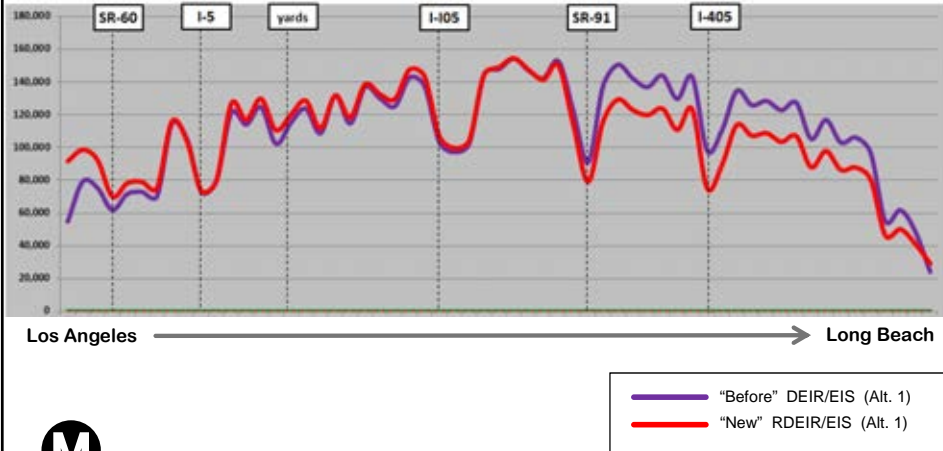


- "Before" DEIR/EIS (Alt. 1)
- "New" RDEIR/EIS (Alt. 1)

## Daily Total PCEs – 2035 No Build

9

Comparison of I-710 Corridor Passenger Car Equivalent (PCE) Volumes (Southbound Direction)



Los Angeles → Long Beach

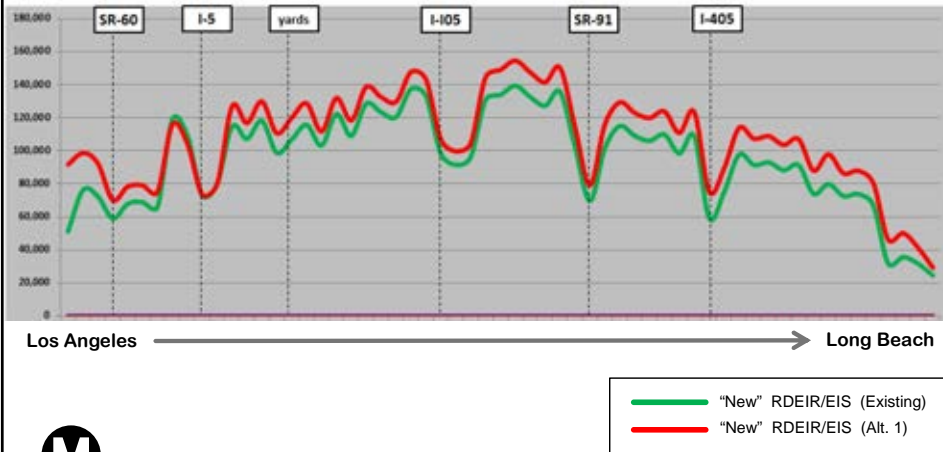


- "Before" DEIR/EIS (Alt. 1)
- "New" RDEIR/EIS (Alt. 1)

## Daily Total PCEs – Existing & 2035 No Build

10

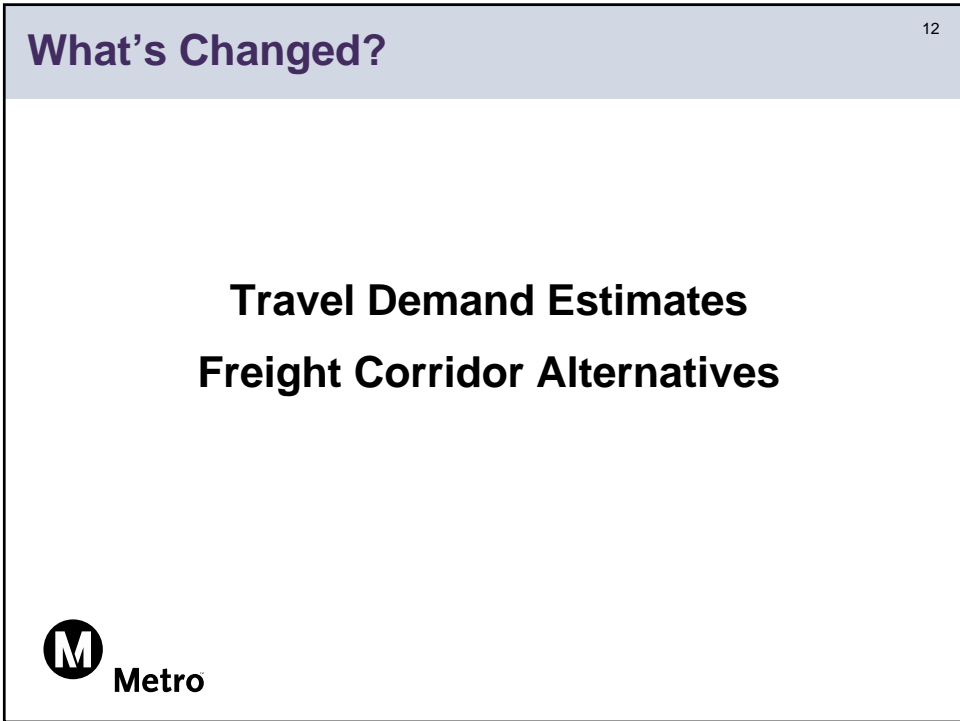
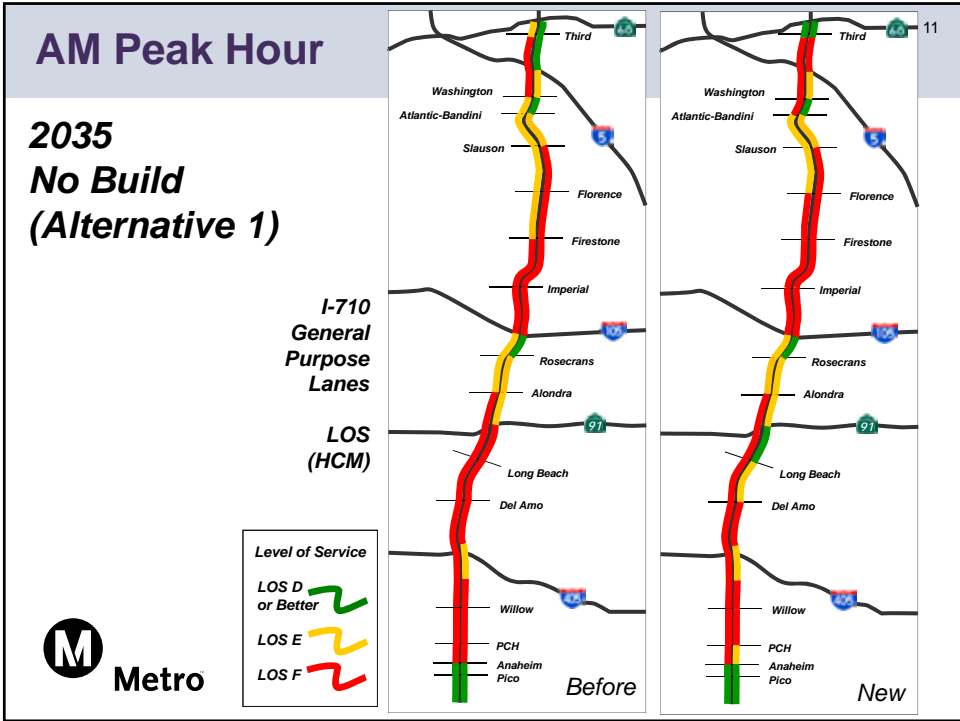
Comparison of I-710 Corridor Passenger Car Equivalent (PCE) Volumes (Southbound Direction)



Los Angeles → Long Beach



- "New" RDEIR/EIS (Existing)
- "New" RDEIR/EIS (Alt. 1)



# Compare Results of Freight Corridor Alts

"Before" = DEIR/EIS

"New" = Alt. 6C Modified

"New" = Alt. 6D

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 Modified

Tolling Feature

Zero Emissions
Automated Guidance

Freight Corridor

I-710 Widening

Modernize I-710 Geometrics  
 Arterial System Improvements  
 TSM/TDM, ITS and Transit  
 No Build Improvements

Alternative 6D/CA\*

Tolling Feature

Zero Emissions
Automated Guidance

Freight Corridor

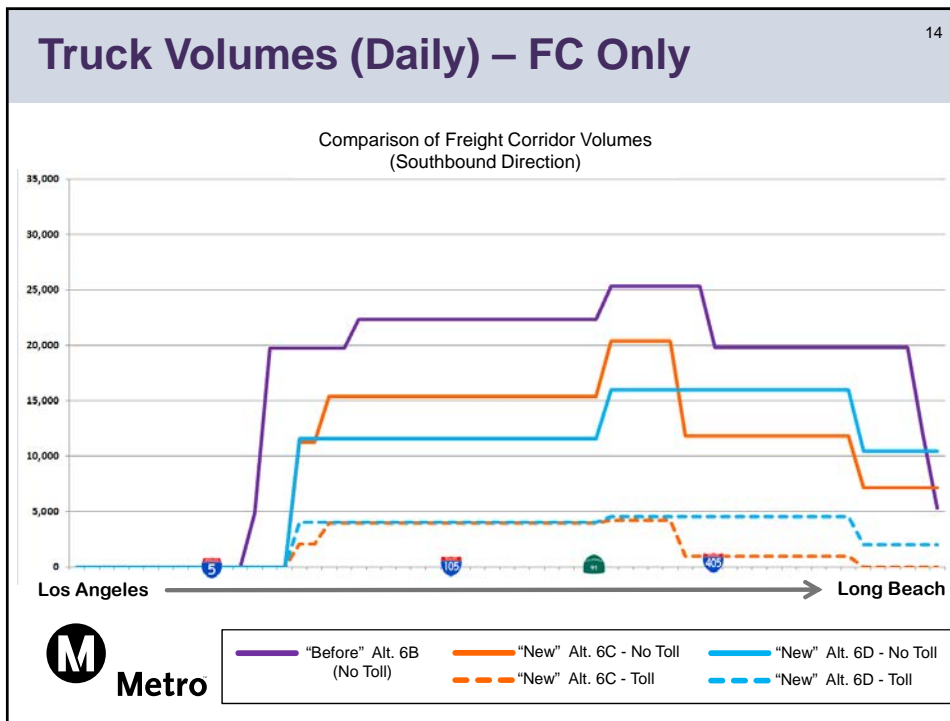
Partial Modernization I-710 Geometrics

Arterial System Improvements  
 TSM/TDM, ITS and Transit  
 Focused Improvements   
 No Build Improvements

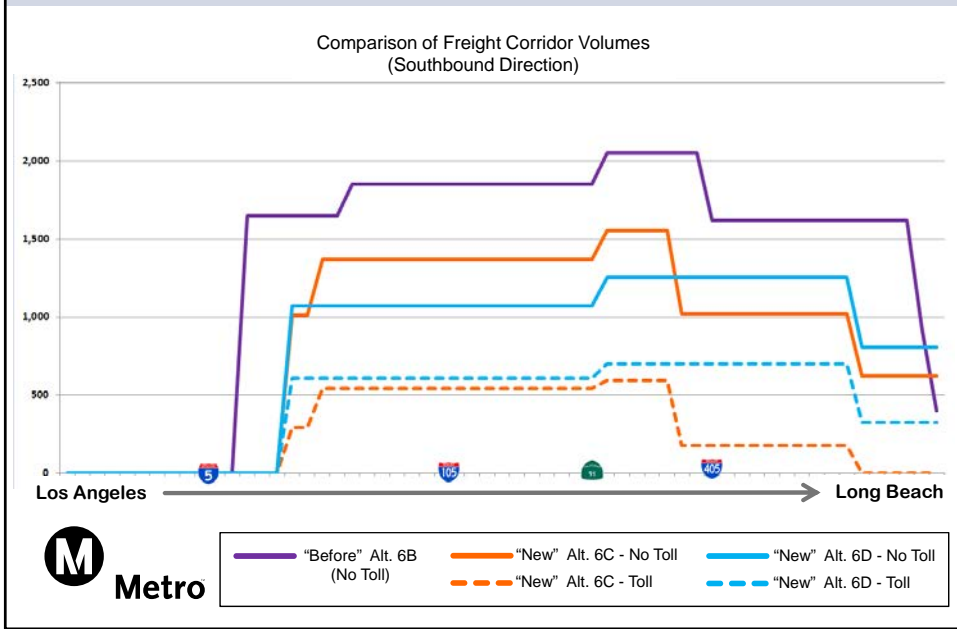
**Metro**

\* Physical/operational improvements only – other elements of CA7 are also being studied.

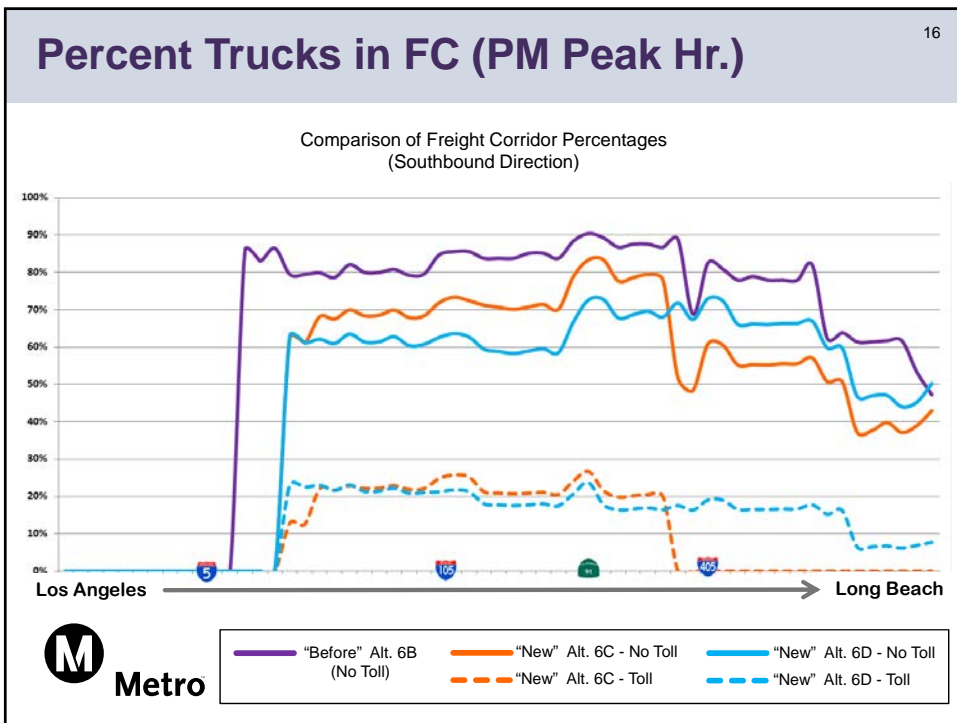
# Truck Volumes (Daily) – FC Only



# Truck Volumes (MD Peak Hr.) – FC Only



# Percent Trucks in FC (PM Peak Hr.)





## What Does It Mean?

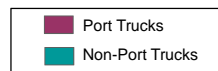
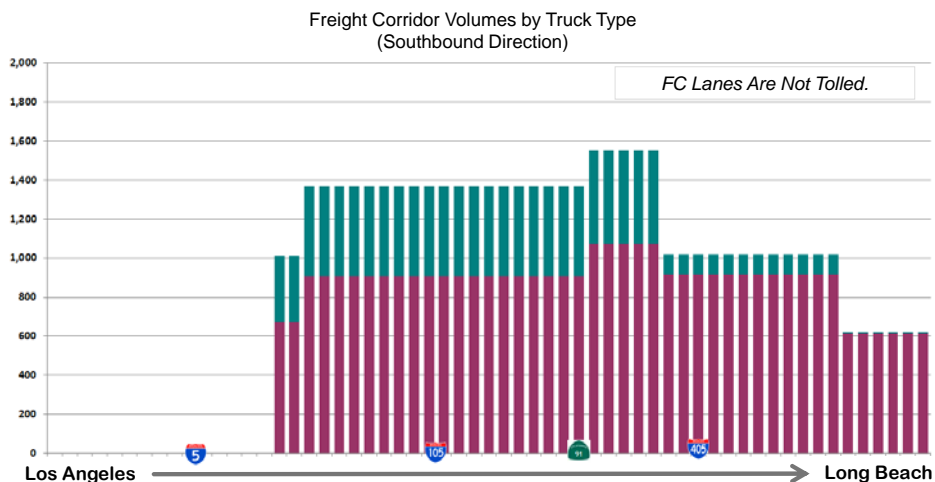
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- **Forecast Usage of Freight Corridor Is Lower than Before**
  - Total Trucks in Freight Corridor
  - Lower Utilization of Available Freight Corridor Capacity
  - Draws Lower Fraction of Trucks from I-710 General Purpose Lanes



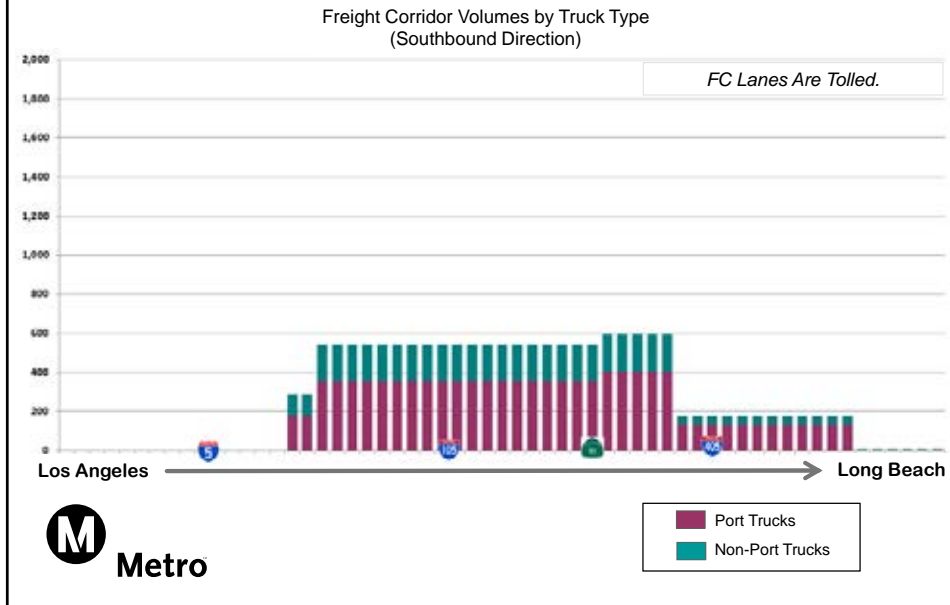
## Alt. 6C Trucks (MD Peak Hr.) – FC Only

18



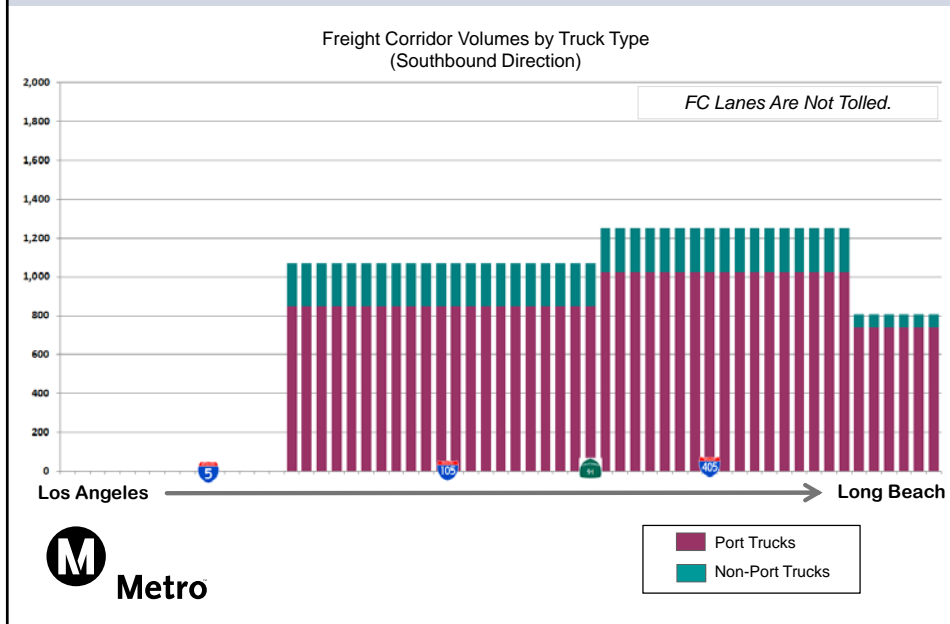
## Alt. 6C Trucks (MD Peak Hr.) – FC Only

19



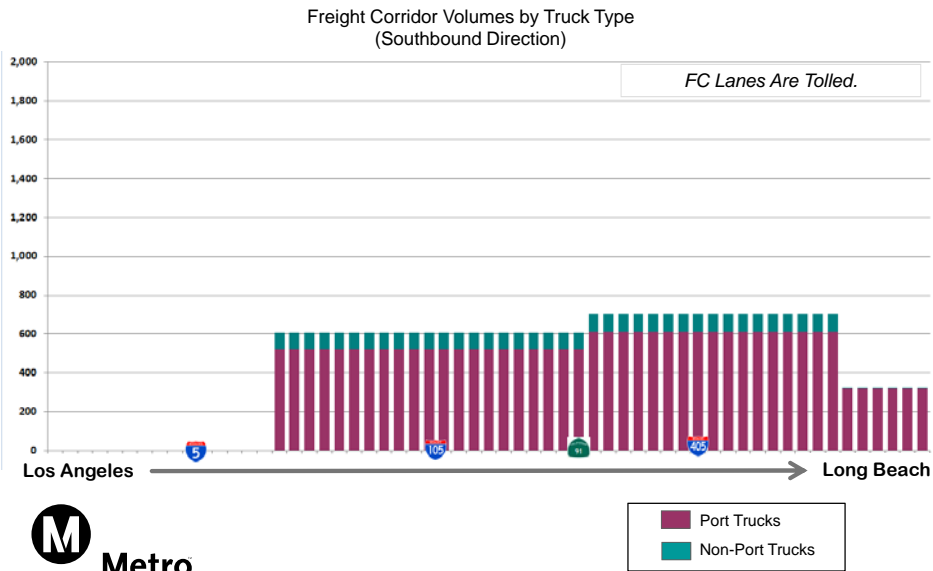
## Alt. 6D Trucks (MD Peak Hr.) – FC Only

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## Alt. 6D Trucks (MD Peak Hr.) – FC Only

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## What Does It Mean?

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- **Freight Corridor Utilization**
  - Highly Sensitive to Tolls
  - Location of Freight Corridor Ingress/Egress Makes a Difference
  - Tap into Different Markets: Port Trucks, Non-Port Trucks



## What Does It Mean?

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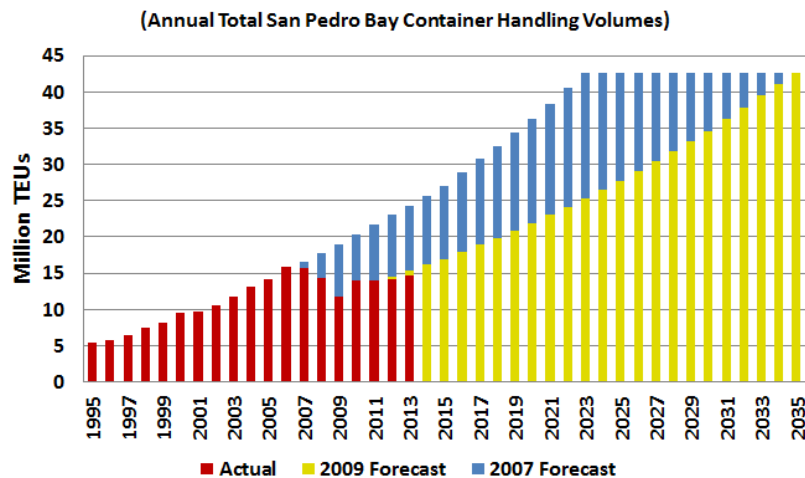
- **Estimates of Freight Corridor truck volumes sensitive to key input assumptions**

- Future port cargo volumes
- Future characteristics of logistics chain
- Future applications of technology to logistics
- Future warehouse and transloading locations
- Future railroad intermodal operations
- Future traffic volumes/congestion on I-710



## Ports Long Term Cargo Forecast

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Source: The Port of Los Angeles, 5-Year Strategic Plan  
Updated with Actual TEU Volumes (2009-2013)

## EIR/EIS Considerations

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- Both CEQA and NEPA acknowledge that an EIR/EIS may include some degree of forecasting and associated uncertainties
- Where uncertainties exist, CEQA and NEPA require a Lead Agency to disclose those uncertainties
- The I-710 Corridor Project RDEIR/SDEIS will discuss:
  - Assumptions used in traffic forecasting and associated uncertainties
  - Results of any sensitivity analyses that test different assumptions
  - Factors considered in reassessing the project alternatives



## EIR/EIS Considerations

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- Commercialization of zero emission trucks and relationship to the I-710 Corridor Project
- Relevant findings from studies being conducted for the GCCOG Strategic Transportation Plan

