Alternative 7

General Description

Alternative 7 starts with the previously defined concept of a zero emission freight corridor that was analyzed in the June 2012 Draft EIR/EIS. The design concept for this alternative has been refocused to feature the I-710 build components described in "Community Alternative 7." Alternative 7 retains a four-lane Zero Emission/Near Zero Emission (ZE/NZE) freight corridor. However, the conceptual design for Alternative 7 does not propose adding general purpose through lane capacity to the mainline of I-710. Rather, proposed geometric modifications to I-710 will incorporate "Safety Modernization" operational elements to address traffic flow and safety. Major components of Alternative 7 are further described in the following overview.

ZE/NZE Freight Corridor

The ZE/NZE Freight Corridor features two lanes in each direction for use by zero emission and near-zero emission trucks only, between the Southern Terminus located near the Port Complex in Long Beach (Pico/Anaheim) and the Northern Terminus located near the Rail Yard Complex in Commerce/Vernon (Bandini/Washington). The ZE/NZE Freight Corridor would not be tolled.

Freight corridor access points include:

- North/South mainline connections to/from I-710 located:
  - Near Anaheim St. in the Harbor Section of Long Beach
  - Near Del Amo Blvd. in North Long Beach
  - Near Bandini Blvd. in Vernon
- East/West system connections to/from SR-91, located between Atlantic Ave. and Cherry Ave. in North Long Beach
- Local ramp connections serving:
  - Pico Ave. in the Harbor Section of Long Beach
  - Anaheim St. in the Harbor Section of Long Beach
  - Slauson Ave. in Commerce
  - Washington Blvd. in Commerce

Freeway

Geometric development will maintain the *existing* general purpose (GP) through lanes on I-710 as a principal feature.

In addition:

- The mainline alignment will be positioned so as not to preclude future GP lane additions should the need for these be warranted at some future date.
- Abutments/Columns for overcrossing structures will also be positioned to provide room for GP lane additions should these become necessary at some point in the future.

Interchanges

Safety Modernization improvements feature interchange reconfigurations that correct/improve existing deficient traffic operations. Deficiencies include high accident locations and conflict locations that degrade capacity. Configuration strategies will include:

- Combining ramp entrances/exits to remove mainline conflict points.
- Braiding ramps to separate conflict points.
- Limiting or removing local ramps within system interchanges to remove conflict points.
- Adding or extending auxiliary lanes to correct/improve deficient merging/diverging operations.
- Correcting/improving poor geometrics, such as sight distance, curve design speed, clearances, and other key features.
- Controlling ramp intersections and modifying adjacent intersections on local streets.

Air Quality Improvement Measures

In addition to the provision of a dedicated four lane freight corridor for use by ZE/NZE trucks only as described above, the following measures are proposed as programmatic features to be included in the overall funding commitments for Alternative 7. Specific funding amounts are still to be determined, but the measures listed below would be in addition to any specific mitigation measures included in the RDEIR/SDEIS to address air quality/health risk impacts resulting from project construction or operation:

- Funding of facilities needed to support ZE/NZE trucks within the I-710 Corridor, such as electric charging stations and hydrogen refueling stations.
- Funding of ZE/NZE trucks through existing programs (e.g., Measures ONRD-01 through ONRD-04 in the 2012 Air Quality Management Plan) and/or through new programs such as the Gateway Cities Technology Deployment Program currently under development. Funding will require that a fixed percentage (e.g., 80%) of the vehicle miles traveled (VMT) of these new ZE/NZE trucks would occur within a defined air quality improvement “zone” within the I-710 Corridor.

- Funding of an I-710 Corridor Community Health Program, similar to the Port of Long Beach's Community Mitigation Grant Program.

Other Components

- I-710 Study Area Arterial Intersection Improvements, incorporating modifications needed to address deficiencies based on updated traffic forecasting results.
- Active Transportation Features (New Enhancements), such as River-Park Pathway Connections (selected from the Gateway Cities Active Transportation Plan) and improved bicycle and pedestrian elements of I-710 arterial interchange modifications.
- TSM/TDM/ITS Improvements, such as adaptive ramp metering on I-710, peak period parking restrictions on selected key arterials, and updated traffic signals.
- Transit Improvements, including increased light rail service (Blue Line, Green Line), Metrolink commuter rail service, express bus service, and local bus service, within the I-710 Study Area.
- Alternative 1 (No Build) Improvements (including maximum goods movement by rail).
- Consideration of Public/Private Partnership (PPP) options to finance and construct Alternative 7.

ALTERNATIVE 7