Interstate 110 High-Occupancy Toll Lanes Flyover Project
Public Hearing

6:00PM to 8:00PM

• Welcome/Display Area Walk Through **6:00 PM to 6:15 PM**
• Presentation **6:15 PM to 6:40 PM**
• Public Comment **6:40 PM to 8:00 PM**
Interstate 110 High-Occupancy Toll Lanes Flyover Project
Public Hearing

Draft Initial Study (IS) with Proposed Mitigated Negative Declaration/Environmental Assessment (EA)
February 23, 2016
Presentation Agenda

- Purpose of the meeting
- Overview of the project
- Environmental review process
- Summary of draft IS/EA findings
- Public comments
Purpose of Meeting

- To provide information to the public on the proposed project.
- To describe the environmental review process and subsequent decision making.
- To solicit input from the public on environmental issues and concerns, including alternatives and mitigation measures.
Overview of Proposed Project
Interstate 110 High-Occupancy Toll Lanes Flyover Project
Draft Initial Study/Environmental Assessment
Overview

- Caltrans, in cooperation with Metro, proposes to construct an elevated off-ramp structure on the northbound Interstate 110 between 30\textsuperscript{th} St. and Figueroa St. in the City of Los Angeles.
- The proposed structure would bypass the bottleneck intersections at Flower St. & Adams Blvd. and northbound I-110 High-Occupancy Toll (HOT) off-ramp to Adams Blvd., connecting the HOT lane traffic to Figueroa Street.
- Coordination with the City of Los Angeles is ongoing to ensure compatibility with My Figueroa project.
Alternatives

Alternative 1 (No-Build Alternative): No physical improvements to the current freeway structures, which would maintain the current configuration of the existing freeway, transitway and off-ramps. Only approved and planned projects included in SCAG’s 2015 Regional Transportation Plan (RTP) are considered part of Alternative 1.

Alternative 2 (Build Alternative): A two-lane flyover off-ramp connector structure (approximately 1,400 feet in length). The structure will connect from the end of the existing viaduct (the Harbor Transitway) to the existing Figueroa Way. Two standard lanes (12 feet in width) will be provided.
Purpose

• To alleviate congestion and reduce the queuing and delay on the managed HOT lanes, Adams Blvd. off-ramp, and associated nearby intersections.

Need

• Termination of the northbound I-110 HOT lanes at Adams Blvd. presents a bottleneck, which affects nearby intersections.
• The existing northbound HOT lane at Adams Blvd. has a higher than average accident rate, which is a safety concern.
Environmental Review Process
Purpose of the Draft Initial Study/Environmental Assessment

- Provide the public and decision makers with detailed information about the project’s environmental effects
- Evaluates ways to minimize the project’s impacts
- Evaluates alternatives to the project
Environmental Process

- Notice of scoping/initiation of studies of the IS/EA: January, 2013
- Complete and circulate draft environmental document: January, 2016
- Public hearing: **We are Here**
- Comments are considered and addressed in the final environmental document: Spring, 2016
- Approve final environmental document: Summer, 2016
Summary of Draft IS/EA Findings
Topics Evaluated in the Draft IS/EA

- Land Use
- Consistency with State, Regional, and Local Plans and Programs
- Parks and Recreational Facilities
- Growth
- Community Character and Cohesion
- Environmental Justice
- Utilities Impacts/Relocations & Emergency Services
- Traffic and Transportation/ Pedestrian and Bicycle Facilities
- Relocations and Real Acquisition (Business/Housing Displacements)
- Visual/Aesthetics Impacts
- Cultural Resources
- Water Quality and Storm Water Runoff
- Geology, Soils, Seismicity and Topography
- Paleontology
- Hazardous Waste
- Air Quality
- Noise and Vibration
- Biological Resources
- Cumulative Impacts

Thirteen alternatives were considered, and eleven alternatives were eliminated from further study for various reasons (see page 23 of the Draft IS/EA). The No-Build and the proposed Build Alternative are explored further in the Draft IS/EA.
Potential Traffic Benefits with the Proposed Project

• The total number of existing monthly trips NB 110 ExpressLanes at Adams Blvd. has increased from **61,281** in November 2012 to **204,786** in November 2015.

• There are currently **213** transit trips/weekday that travel on the NB I-110 Express Lanes and exit at Adams Blvd.

• The results of the SimTraffic simulation for current HOT lanes users using the proposed flyover structure indicates a savings of **five to ten minutes** per vehicle trip during AM and PM peak hours.

• Consequently, the traffic travel time on local streets would potentially improve by one to two minutes per vehicle trip during peak hours because of the re-distribution of traffic. The elevated structure will decrease the demand on the HOT off-ramp at Adams Blvd.

• Currently, there are **1,600** trips exiting the ExpressLanes at Adams Blvd. per weekday during the AM peak. If each trip saves approximately 101 seconds of delay, the total time savings would be **44.4 hours** every morning.

The reduction in traffic congestion will potentially reduce traffic accidents at the following study locations:

1. Northbound I-110 off-ramp at Adams Blvd.
2. Flower St. at Adams Blvd.
3. Figueroa St. at Adams Blvd.
What is Section 106?
Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties. The goal of Section 106 consultation is to identify historic properties that may be affected by an undertaking, to analyze its effects and to seek ways to avoid, minimize or mitigate adverse effects to historic properties.

Steps Towards Section 106 Compliance
• Identify historic properties and invite consulting parties
• Grant consulting party status and report to State Historic Preservation Officer (SHPO)
• Analyze effects to historic properties and seek comments from consulting parties
• Submit effects findings to SHPO
• Resolve adverse effects
• Seek mitigation measures from consulting parties
• Prepare agreement document for Build Alternative to address adverse effects
• Solicit comments from SHPO and consulting parties
• Execute Memorandum of Agreement and implement mitigation measures
**Summary of Draft IS/EA Findings**

**Under Alternative 2 (Build Alternative):**

- Potential traffic circulation issues during construction
- Impacts to pedestrians/bicyclists using Figueroa Way
- Impact to Metro bus stop located on Figueroa Way
- According to Section 106, there is a potential to adversely affect two historic properties, St. John’s Cathedral and St. John’s Parish Hall
- According to the Visual Impact Assessment (April 2015), visual impacts are not anticipated because of the existing setting (urbanized/disturbed) & the proposed structure will be designed to fit the surrounding community
- Potential impacts to water quality/stormwater runoff
- Potential hazardous waste impacts
- Potential air quality impacts during construction
- Potential minor increase of noise levels during construction
- Potential minor impacts to birds during bird nesting season
Summary of Draft IS/EA Recommended Mitigation Measures Under Alternative 2 (Build Alternative):

- Re-design Figueroa Way as a pedestrian and bicycle corridor;
- Develop an interpretive program that summarizes the history of West Adams, including street signage that would be compatible with the My Figueroa project, panels, exhibits, and/or educational materials, as appropriate to the historic property;
- Design and fabricate a mobile exhibit that summarizes the history of West Adams, including St. John’s Episcopal Church, that could be used by the City of Los Angeles for display at appropriate citizen meetings associated with the City’s upcoming planning process for the My Figueroa Project;
- Design and implement a historically sensitive and pedestrian friendly streetscape that includes landscaping and lighting that embraces the unique West Adams community and reflects the goals of the My Figueroa Project;
- Prepare a Historic Structures Report/Preservation Plan to guide future preservation of the St. John’s Episcopal Church;
- Ensure that any technical studies carried out in relation to the project are conducted by professionals meeting Federal qualifications standards; and
- Ensure that any documentation prepared in relation to the project meets State and Federal standards.
Public Comments
How to Submit a Comment

• Please focus your comments on environmental concerns
• Comments must be received or postmarked no later than **March 21, 2016**

Submit Comments in any of the following ways

• Fill out a comment form and submit it at this meeting or mail it back
• Mail letters to:

  Mr. Garrett Damrath, Chief Environmental Planner
  Caltrans District 7, Division of Environmental Planning
  100 South Main Street, MS 16A
  Los Angeles, CA 90012

• Provide oral comment at this meeting