

Mobility. Environment. Community. Economy. Technology



I-710 Corridor Project EIR/EIS

metro.net

PROJECT UPDATE AND OVERVIEW

presented to the

City of Long Beach

City Council

July 24, 2012



Metro



GATEWAY CITIES



The Port of
LONG BEACH

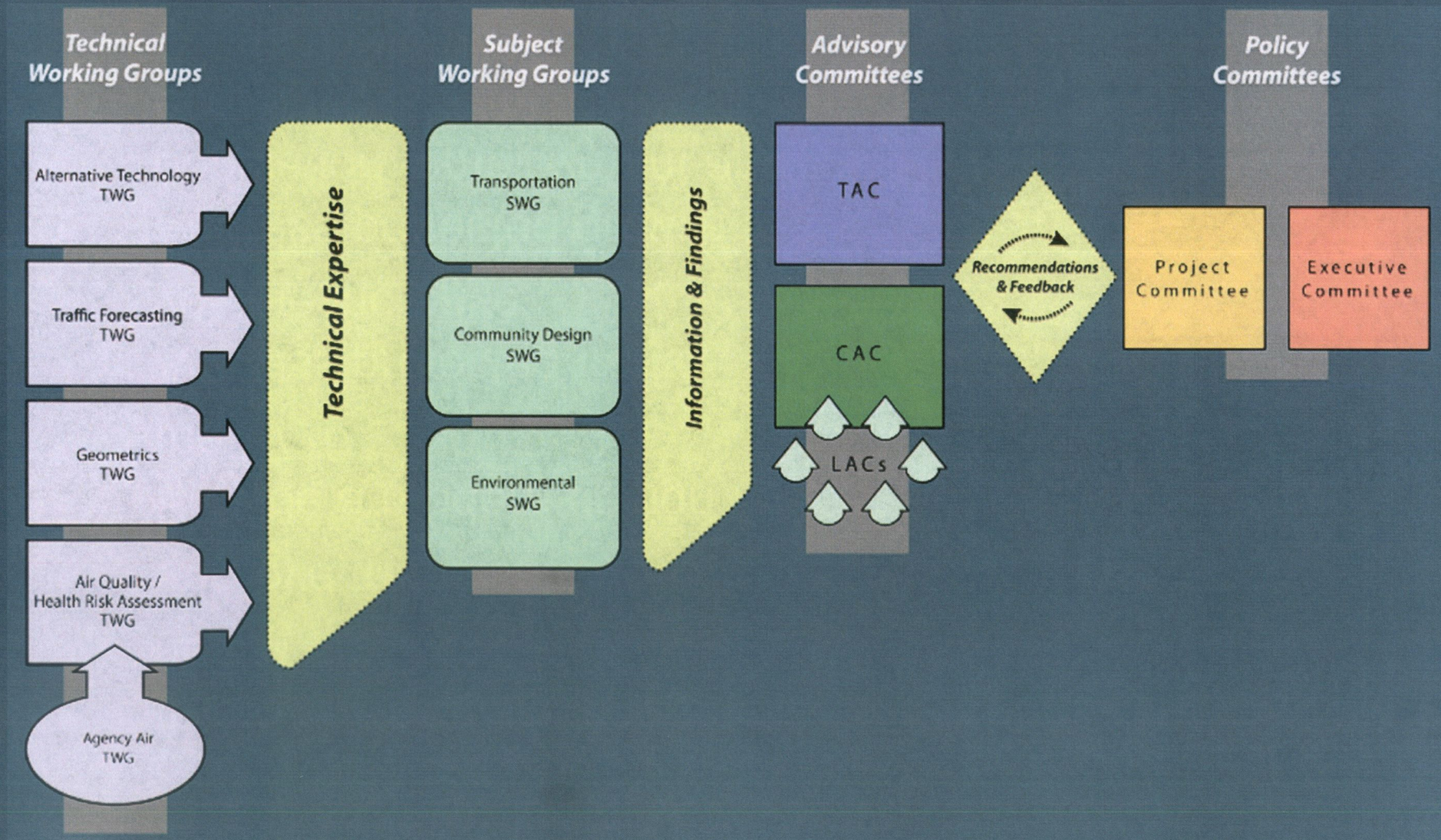


Study Area

I-710 Corridor Study Area

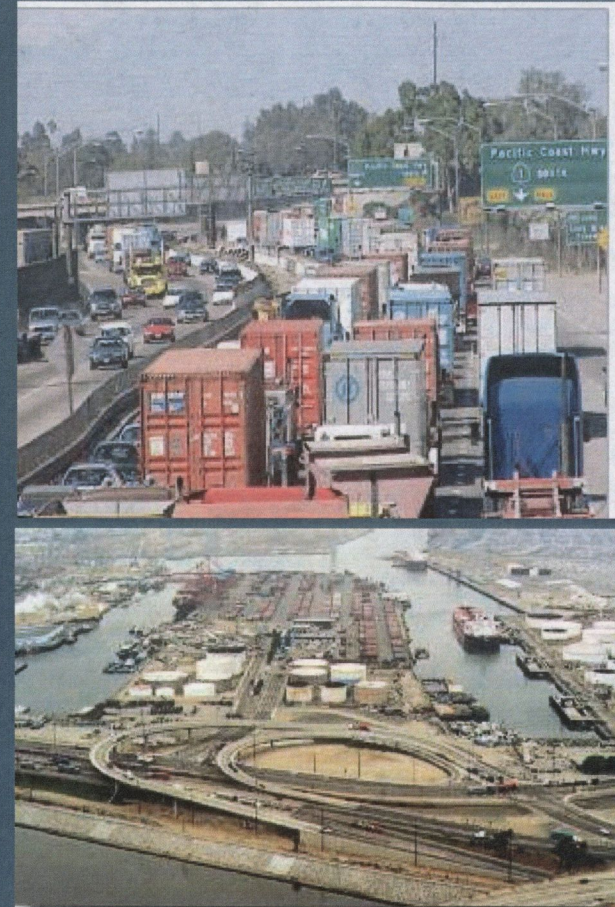


Community Participation Framework



Project Purpose and Need

- Improve air quality and public health
- Improve traffic safety
- Provide a modern design for the I-710
- Address projected traffic volume increase
- Address projected growth in population, employment and economic activity related to goods movement



Project Alternatives

No Build Improvements

- Planned and Committed Projects in 2008 RTIP
- Enhanced Goods Movement by Rail
- Clean Trucks Program
- Expanded Night Gate Ops at Ports
- I-710 Pavement Rehabilitation
- Traffic Signal Coordination

TSM/TDM and ITS

- Ramp Metering
- Improved Arterial Signage
- Peak Period Parking Restrictions
- Increased Transit Service
- Upgraded Traffic Signals (ITS)

Arterial System Improvements

- Signal Timing Improvements
- Local Arterial Intersection Improvements at 42 Locations

I-710 Widening

- Widen the I-710 up to 10 Lanes
- Modernize Geometric Design of the Local I-710 Interchanges

Freight Corridor

- Separate Four-Lane Freight Corridor

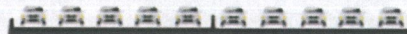


Alternative 1

No Build Improvements



Alternative 5A



I-710 Widening

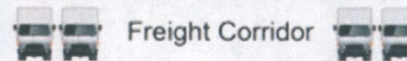
Modernize I-710 Geometrics

Arterial System Improvements

TSM/TDM & ITS

No Build Improvements

Alternative 6A



I-710 Widening

Modernize I-710 Geometrics

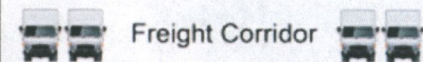
Arterial System Improvements

TSM/TDM & ITS

No Build Improvements

Alternative 6B

Zero Emissions Automated Guidance



I-710 Widening

Modernize I-710 Geometrics

Arterial System Improvements

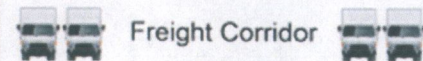
TSM/TDM & ITS

No Build Improvements

Alternative 6C

Tolling Feature

Zero Emissions Automated Guidance



I-710 Widening

Modernize I-710 Geometrics

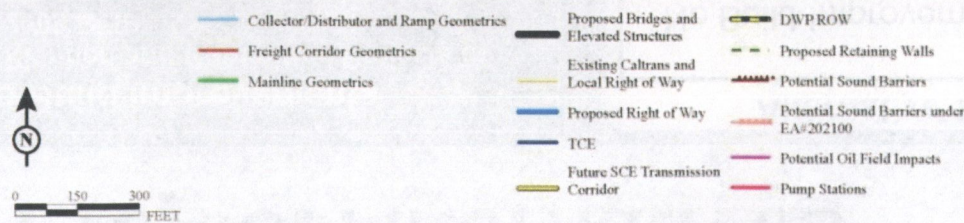
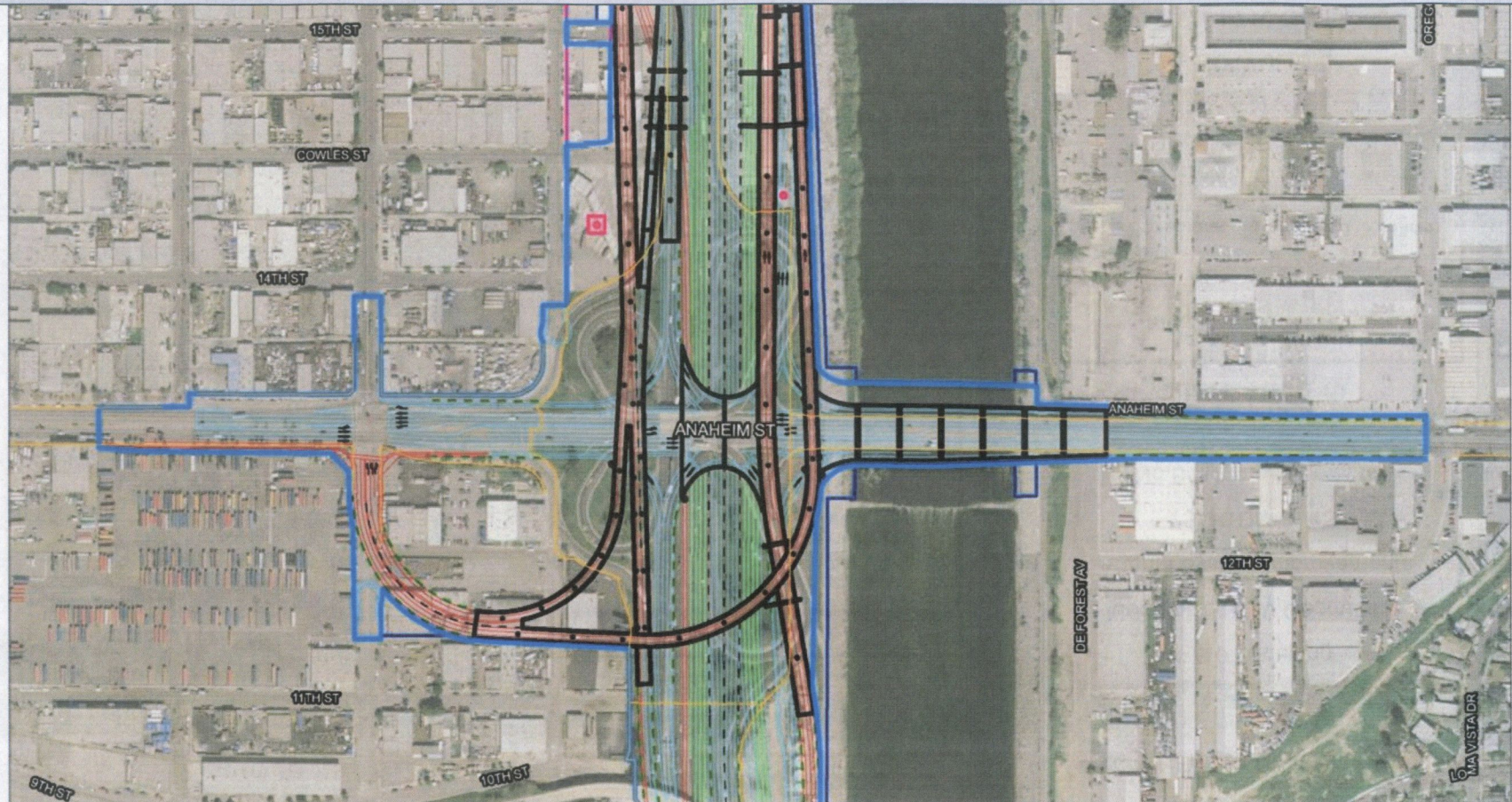
Arterial System Improvements

TSM/TDM & ITS

No Build Improvements

Geometric Plans for Long Beach

Alt. 5A & Alts. 6A/B/C
Below – Sheet 2 of 24



APPENDIX O
Sheet 2 of 24

*I-710 Corridor Project
EIR/EIS*

Alternative 6A/6B/6C
Concept Plans

07-LA-710- PM 4.9/24.9
EA 249900

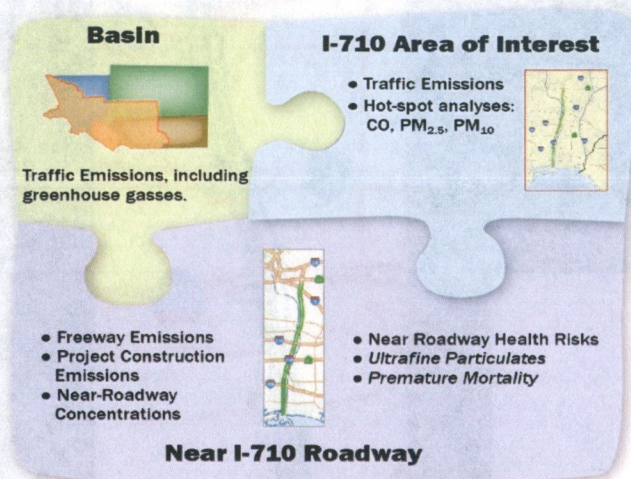
SOURCE: BING (2009); TBM (2008); URS (5/2011)
E:\URS0801A\GIS\EIR_EIS Concept Plans_Alt6_Oversize.mxd (6/26/12)

Community Impacts in Long Beach

Key Air Quality Analyses & Findings

Air Quality and Health Risk: Putting It All Together

Project Alternative Incremental Impact Changes for all Analyses



Emissions

NO_x
CO
PM_{2.5}
PM₁₀
VOCs
SO_x
Air Toxics

Pollutant Concentrations

NO₂
CO
PM_{2.5}
PM₁₀

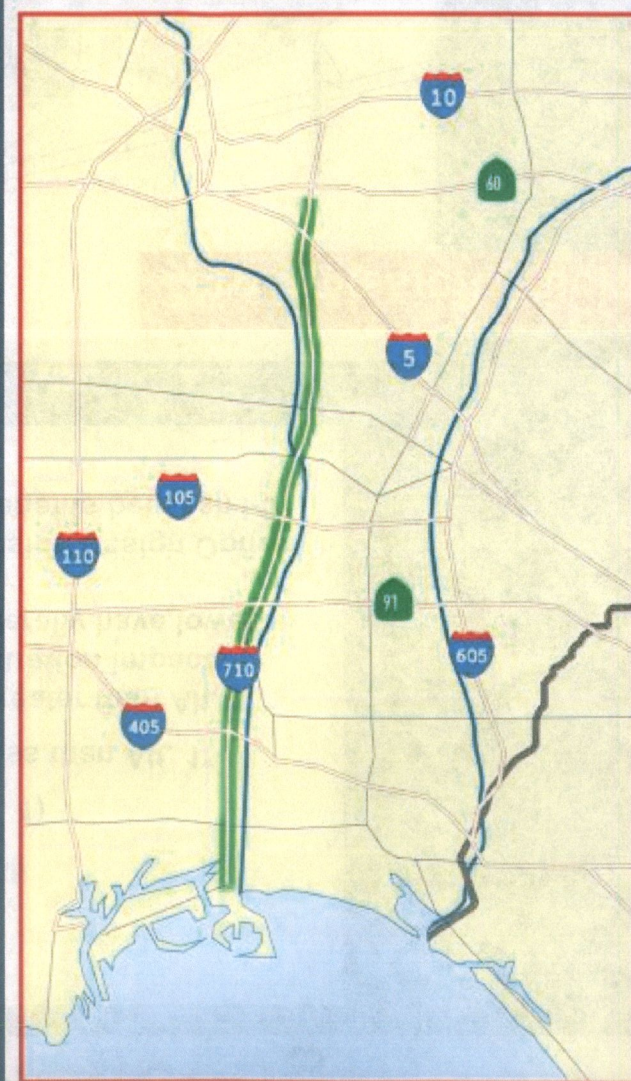
Health Risk

Cancer Risk
Hazard Indices
(Acute, Chronic)

– qualitative in italics

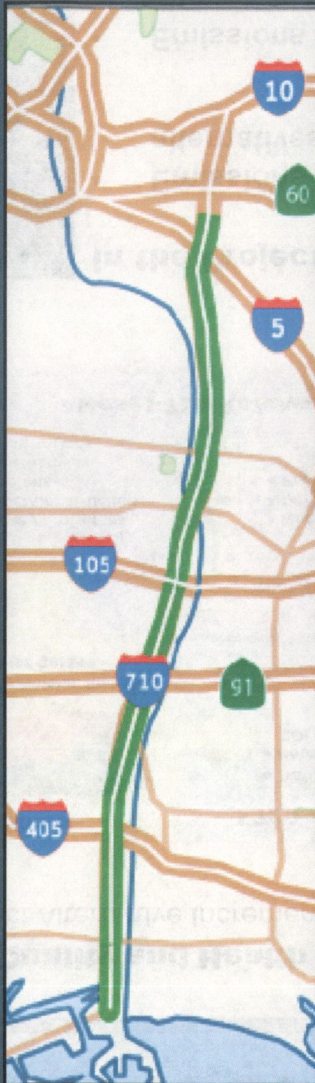
In the Project Study Area:

- Emissions generally ↓ (about 80%) in 2035 (all alternatives) compared to 2008
- Emissions generally ↓ for the Build Alternatives compared to the 2035 No-Build Alternative (particularly away from the I-710)



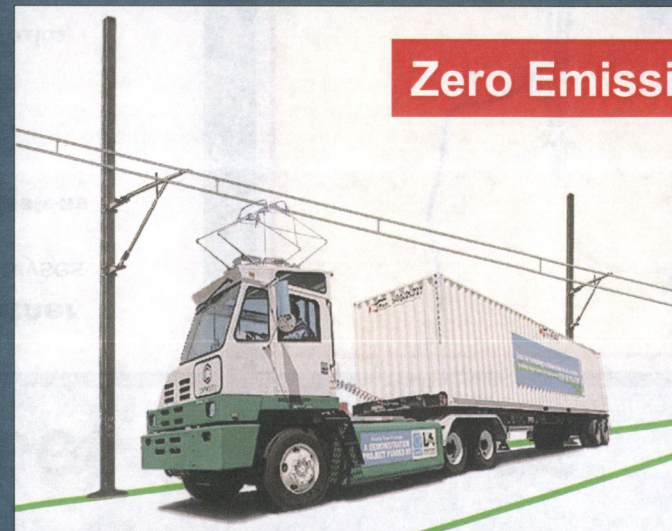
Community Impacts in Long Beach

Air Quality: Near-Roadway Modeling



Metro

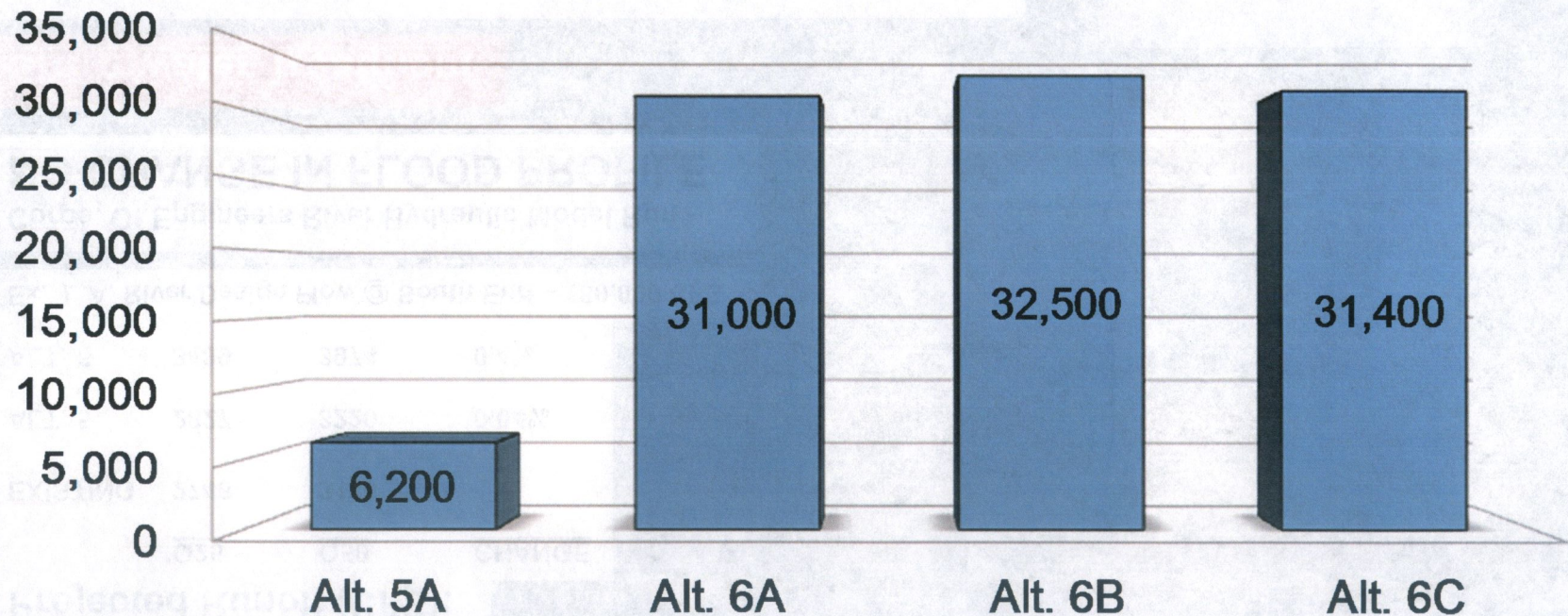
- Compared to 2008
 - Health risks and NO_2 ↓
 - Exhaust particulate matter ↓
- Compared to 2035 No-Build (Alt. 1)
 - Alts 6B & 6C: cancer risk less than Alt. 1*
 - Alts 5A & 6A: cancer risk greater than Alt. 1
 - Some near-freeway concentration impacts
 - Alternatives 6B and 6C generally have lowest impacts
 - Zero Emissions Extension Design Option provided air quality benefits between I-5 and SR 60



Zero Emission Trucks

Mobility: Freeways Travel Time Savings

**Study Area Freeway Travel Time Savings in 2035
(As Compared to No Build Alternative)**



GP LOS Summary		■ Daily Vehicle Hours Saved		
South of SR-91	E/F	C	C	C
South of I-405	C/D	B	B	B

Community Impacts in Long Beach

Los Angeles River Impacts

Runoff

Projected Runoff (CFS):

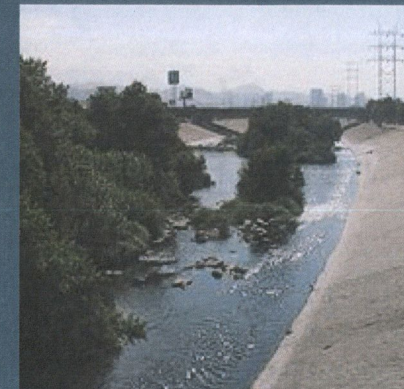
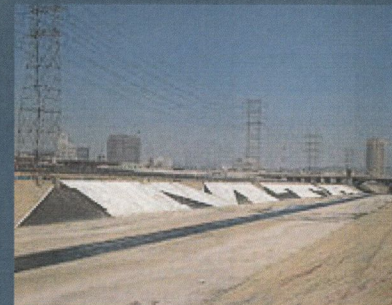
	<u>Q25</u>	<u>Q50</u>	<u>CHANGE</u>
EXISTING	2748	3130	
ALT. 5	2827	3220	0.04%
ALT. 6	3489	3974	0.4%

Ex. L.A. River Design Flow @ South End – 180,000 CFS

Corps. Of Engineers River Hydraulic Model Run –
NO CHANGE IN FLOOD PROFILE

Stormwater Treatment











- Existing Treatment - 0% runoff treated
- Proposed Treatment - 80-90% runoff treated



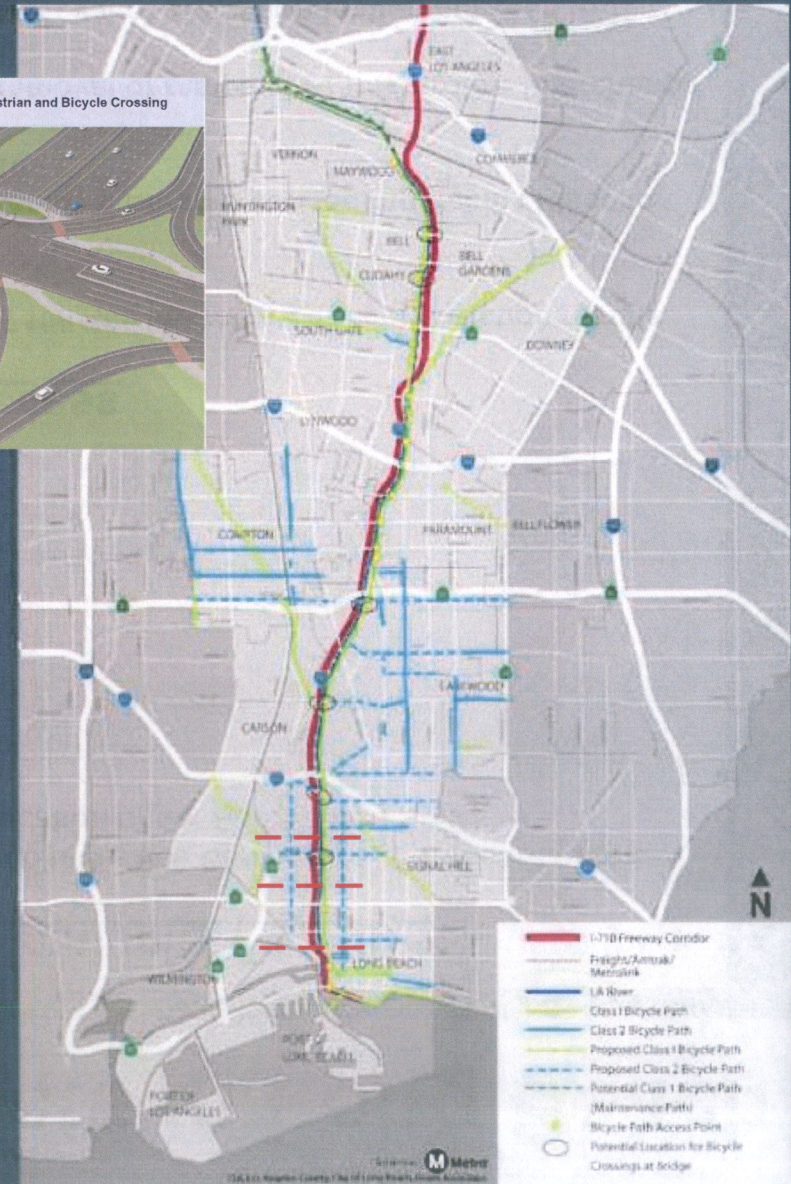
Community Impacts in Long Beach

TRAFFIC IMPACTS - Pedestrian and Bicycle Crossing

Current and Proposed Bicycle Connections

-  I-710 Freeway Corridor
-  Freight/Amtrak/Metrolink
-  LA River
-  Class I Bicycle Path
-  Class 2 Bicycle Path
-  Proposed Class I Bicycle Path
-  Proposed Class 2 Bicycle Path
-  Potential Class 1 Bicycle Path (Maintenance Path)
-  Bicycle Path Access Point
-  Potential Location for Bicycle Crossings at Bridge
-  Additional Bike Crossings Being Analyzed

Community Arterials: Pedestrian and Bicycle Crossing



OTHER Community Impacts in Long Beach

Relocations

- Alternative 5A (6 residential/28 non-residential)
- Alternatives 6A/B/C (21 residential/48 non-residential)*

*15 relocations required due to safety improvements at the I-710/I-405 interchange connector ramps

Parks and Recreation

- Cesar E. Chavez Park: all build alternatives increase park acreage and improve accessibility
- Noise impacts at Golden Shore RV Park and Wrigley Greenbelt would require soundwall protection
- Rancho Rio Verde Riding Club: partial acquisition under Alternatives 6A/B/C

Community Facilities

- Multi-Service Center on 12th Street requires relocation under Alternatives 6A/B/

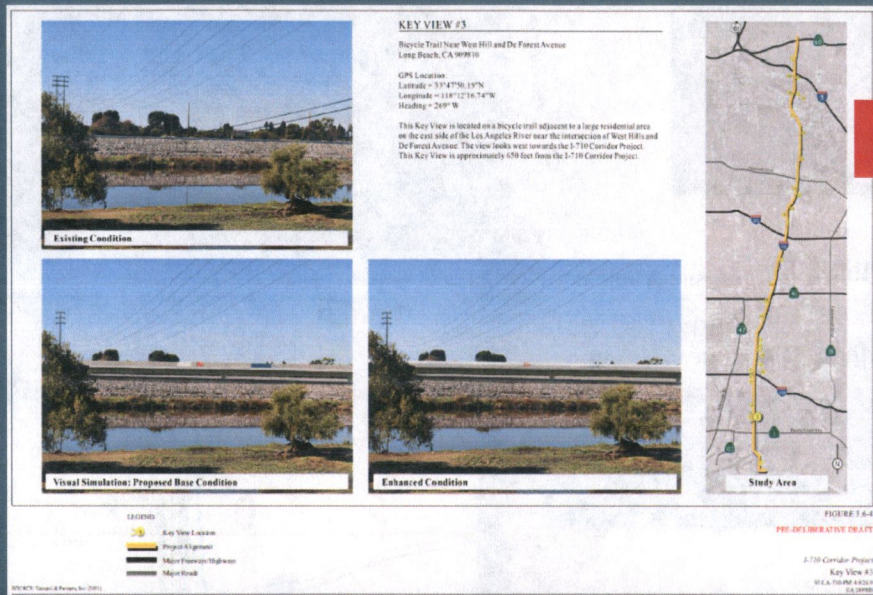
Access

- I-710/I-405 interchange reconstruction results in:
 - Removal of ramp connecting Pacific Place to I-710
 - Removal of ramps at I-710/Wardlow interchange
 - Removal of direct connection between I-710 and Santa Fe Avenue



Community Impacts in Long Beach

Visual Impacts



Levee Bike Trail

Below River Levee

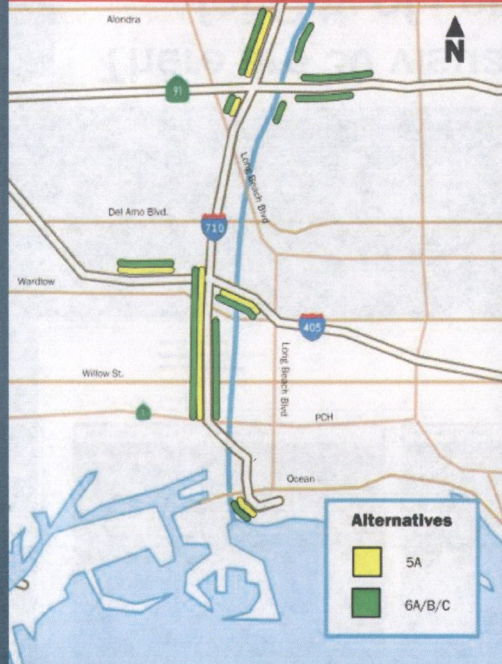


There are 30 visual simulations
for City of Long Beach

Community Impacts in Long Beach

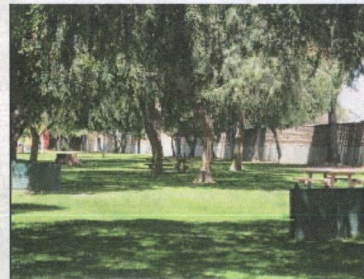
Sound Wall Locations

Preliminary Soundwall Locations

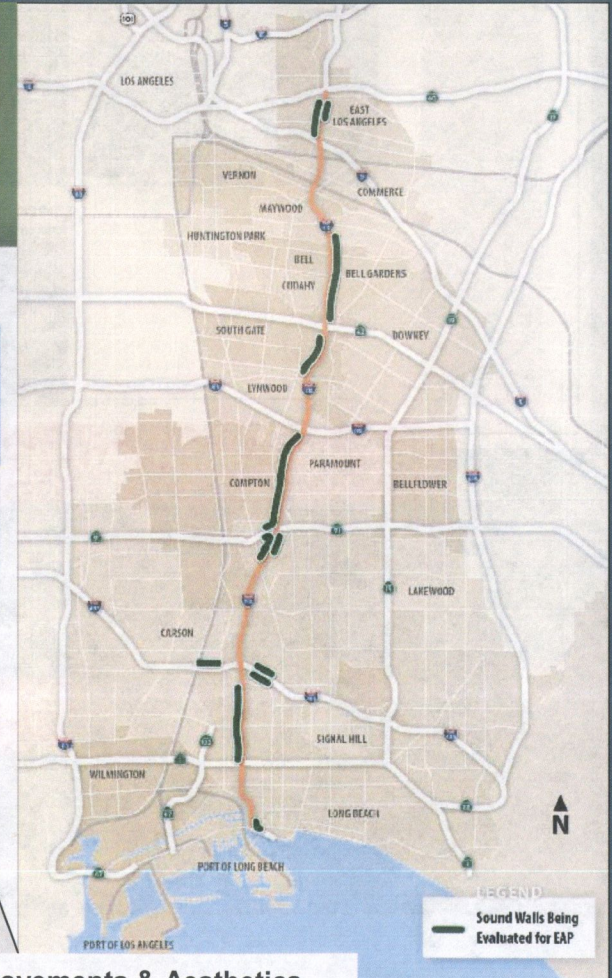


Preliminary *Early* Soundwall Locations

	Proposed or Existing Walls (Miles)	Feasible Proposed or Existing Walls (Miles)
Proposed Walls (Caltrans NADR)	19.7 Miles	5.7 Miles
Existing Walls	13.3 Miles	7.0 Miles



4.1 Miles – Improvements & Aesthetics
2.9 Miles – Aesthetics only



Community Impacts in Long Beach

Traffic Impacts – Freeways

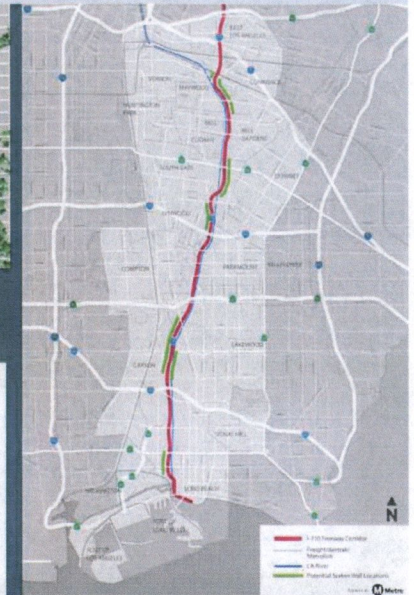
Urban Aesthetics Tool Box Prepared

I-710 Corridor Committee for aesthetics being formed of local communities

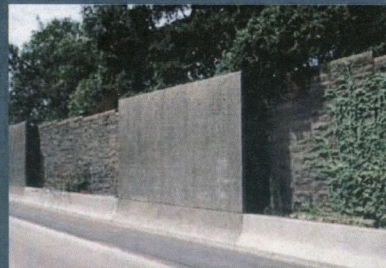
Screen Walls

• Metal slat wall with holes or slits to block industrial or unsightly properties adjacent to the freeway

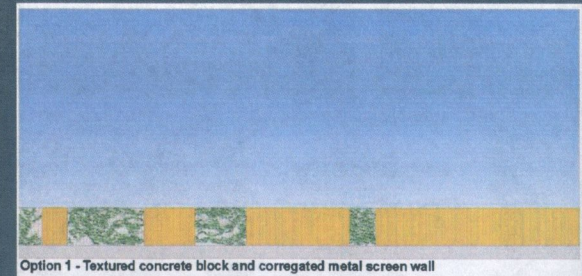
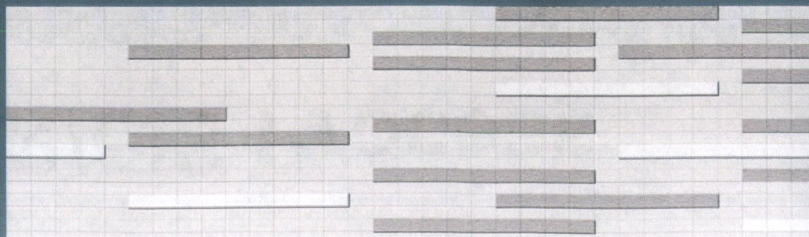
- I-710 Freeway Corridor
- Freight/Amtrak/Metrolink
- LA River
- Potential Screen Wall Locations



Sound Walls with Vines



Potential design for masonry sound-wall with color and texture enhancements

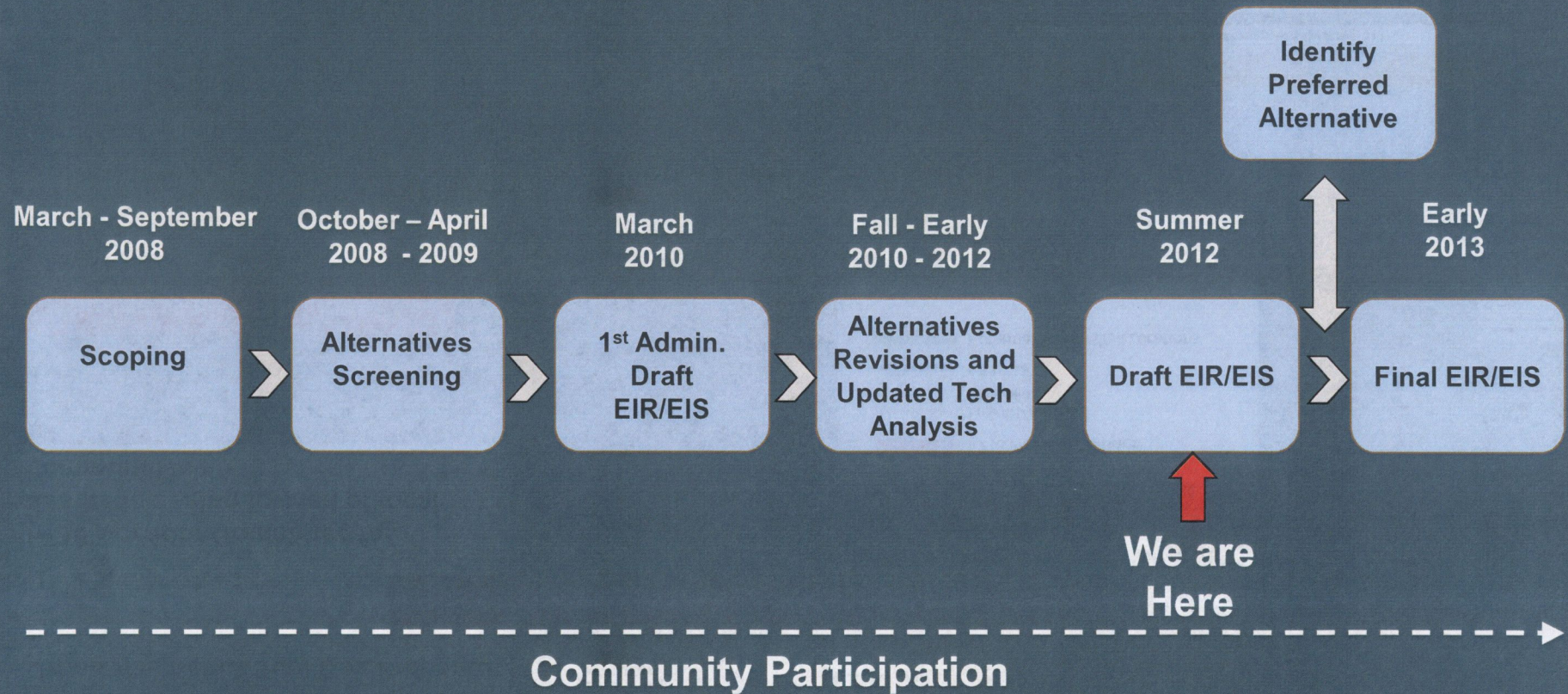


Option 1 - Textured concrete block and corrugated metal screen wall



Option 2 - Wire mesh fence backed by dense planting on private property

EIR/EIS Process



•QUESTIONS?



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