



GATEWAY CITIES  
COUNCIL OF GOVERNMENTS

# *Livability Initiative & Urban Greening Master Plan*





# Alternative 5C

Est. Cost – \$3 to \$4 Billion

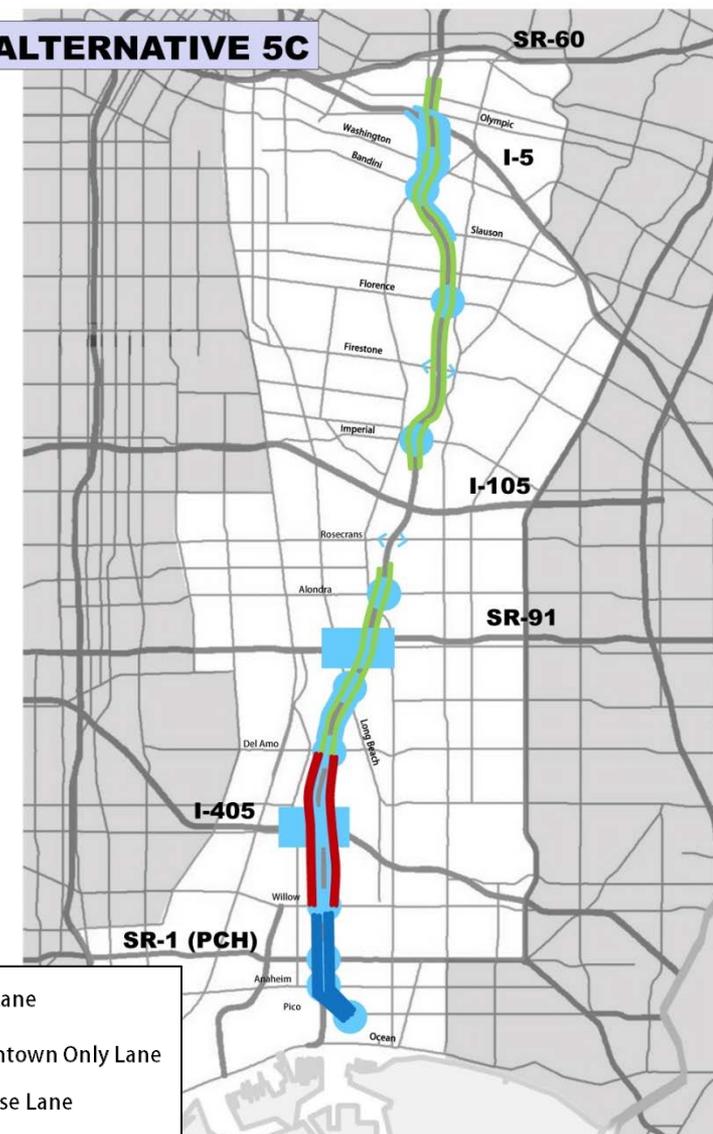
## I-710 Design Features to Reduce Auto/Truck Conflicts

- Collector-Distributor Lanes
- Connector-Ramp Braiding
- Truck Bypass Lanes
- Buffered Lanes

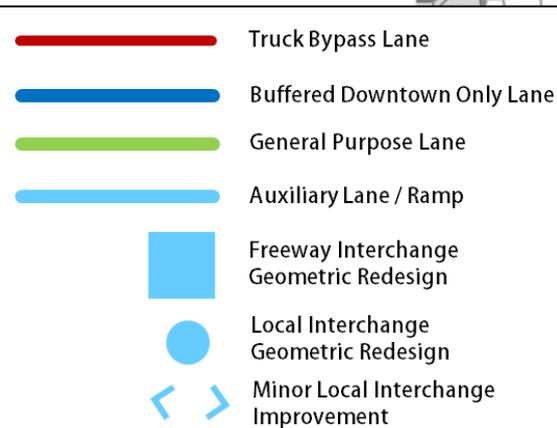
## I-710 Freeway General Purpose Lanes

- 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

ALTERNATIVE 5C



April 16, 2014



# Alternative 7

Est. Cost – \$8 Billion

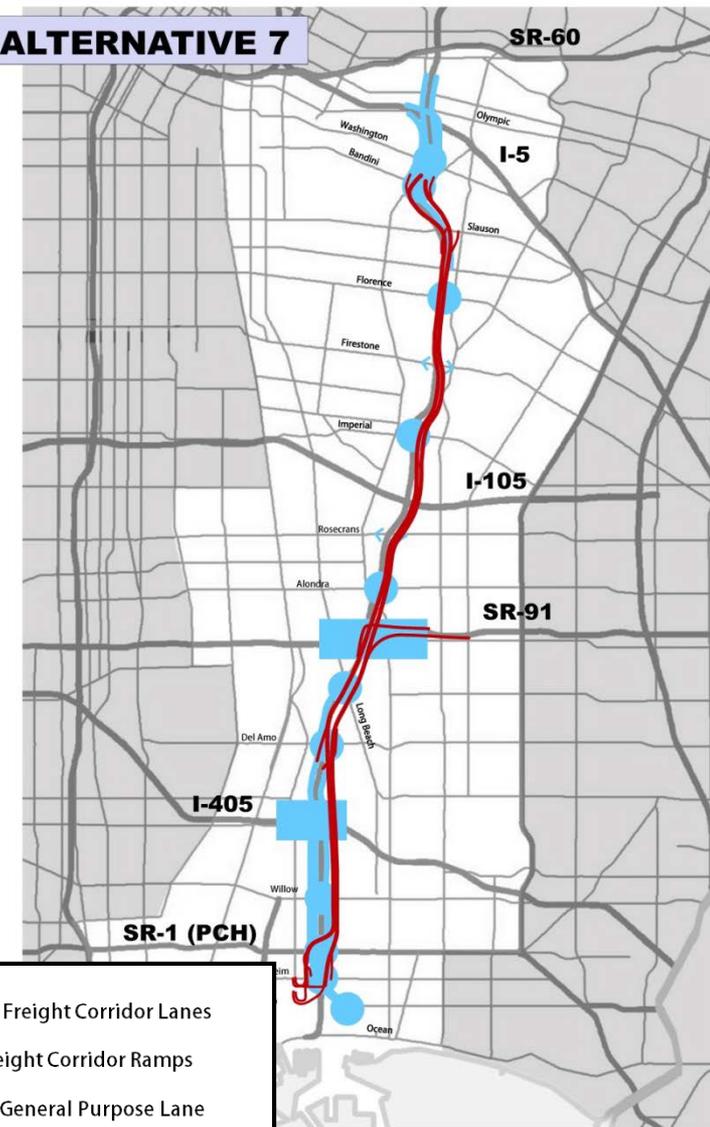
## I-710 Freight Corridor

- 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

## ALTERNATIVE 7



April 16, 2014



# I-710 Build Alternatives

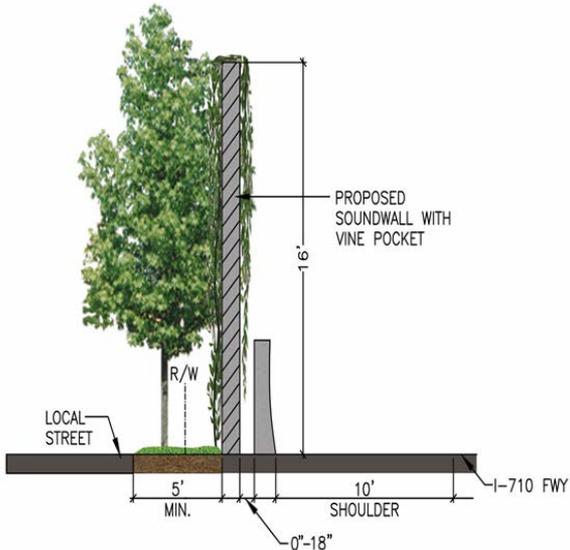
## **Both Alternative 5C and Alternative 7 include:**

- Maximum Goods Movement by Rail
- TSM/TDM/ITS Improvements
- Transit Improvements
- Arterial Improvements
- Active Transportation Improvements
- Consideration of a Public-Private Partnership (PPP) for Financing, Delivery, and Operation
- I-710 ZE/NZE Truck deployment enhancement programs
- I-710 Community Health & Benefit Program



# Project Limits and Objectives

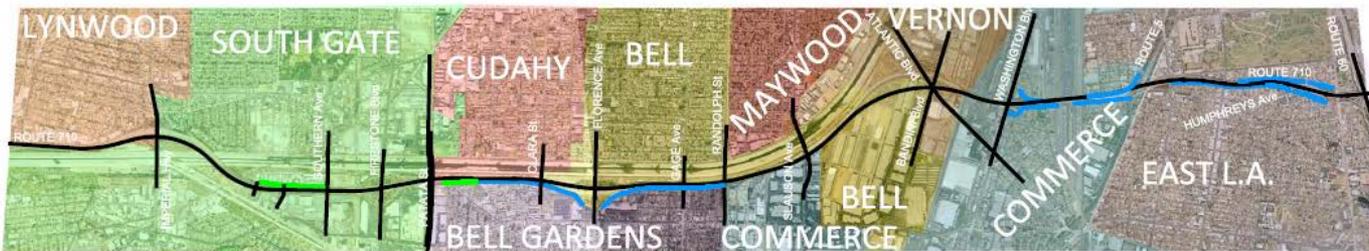
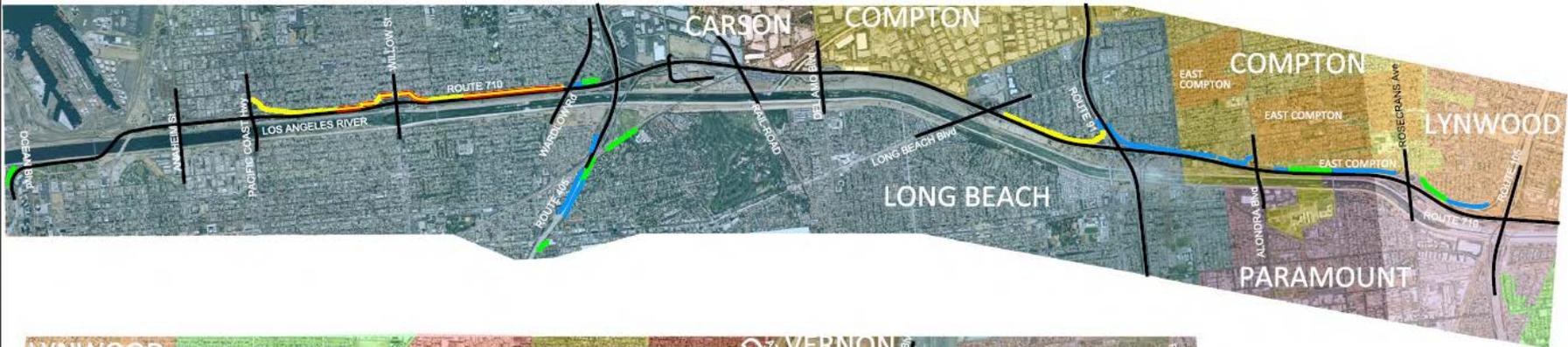
- Deliver Early Action sound wall improvements
- Review all locations for compatibility with current and future planned projects
- Select sound walls that are feasible and consistent with community values





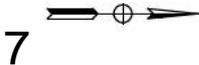
# Overall Sound Wall Locations

## 710 - CORRIDOR PROJECT SOUNDWALL FEASIBILITY STUDY/CITY LIMITS



- EXISTING SOUND WALL TO BE REMOVED AND REPLACED BY A NEW SOUND WALL
- PROPOSED SOUND WALL WITH POTENTIAL CONFLICT
- NEW SOUND WALL
- EXISTING SOUND WALL TO BE AESTHETICALLY TREATED ONLY

NO.	SOUNDWALLS	PKG	CITY
1	SW-500/600	1	LONG BEACH
2	SW-501/601	3	LONG BEACH
3	SW-502/602	3	LONG BEACH
4	SW-405C	1/3	LONG BEACH
5	SW-405B	3	LONG BEACH
6	SW-503A/603A	3	LONG BEACH
7	SW-503B/603B	3	LONG BEACH
8	SW-504/608	2	LONG BEACH/COMPTON
9	SW-505/610	2	COMPTON
10	SW-506/611	2	COMPTON
11	SW-507/612	2	COMPTON
12	SW-614	2	LYNWOOD
13	SW-509/616	1	SOUTH GATE
14	SW-510/617A	2	BELL GARDENS/CUDAHY
15	SW-618	2	BELL GARDENS/BELL
16	SW-619	2	BELL GARDENS/BELL
17	SW-621A/B	2	COMMERCE
18	SW-620B	2	COMMERCE
19	SW-622	2	COMMERCE
20	SW-622A	2	COMMERCE
21	SW-515	2	EAST L.A.
22	SW-5306	2	EAST L.A.
23	SW-519	2	EAST L.A.



# Project Timeline Since 2012 DEIR/EIS

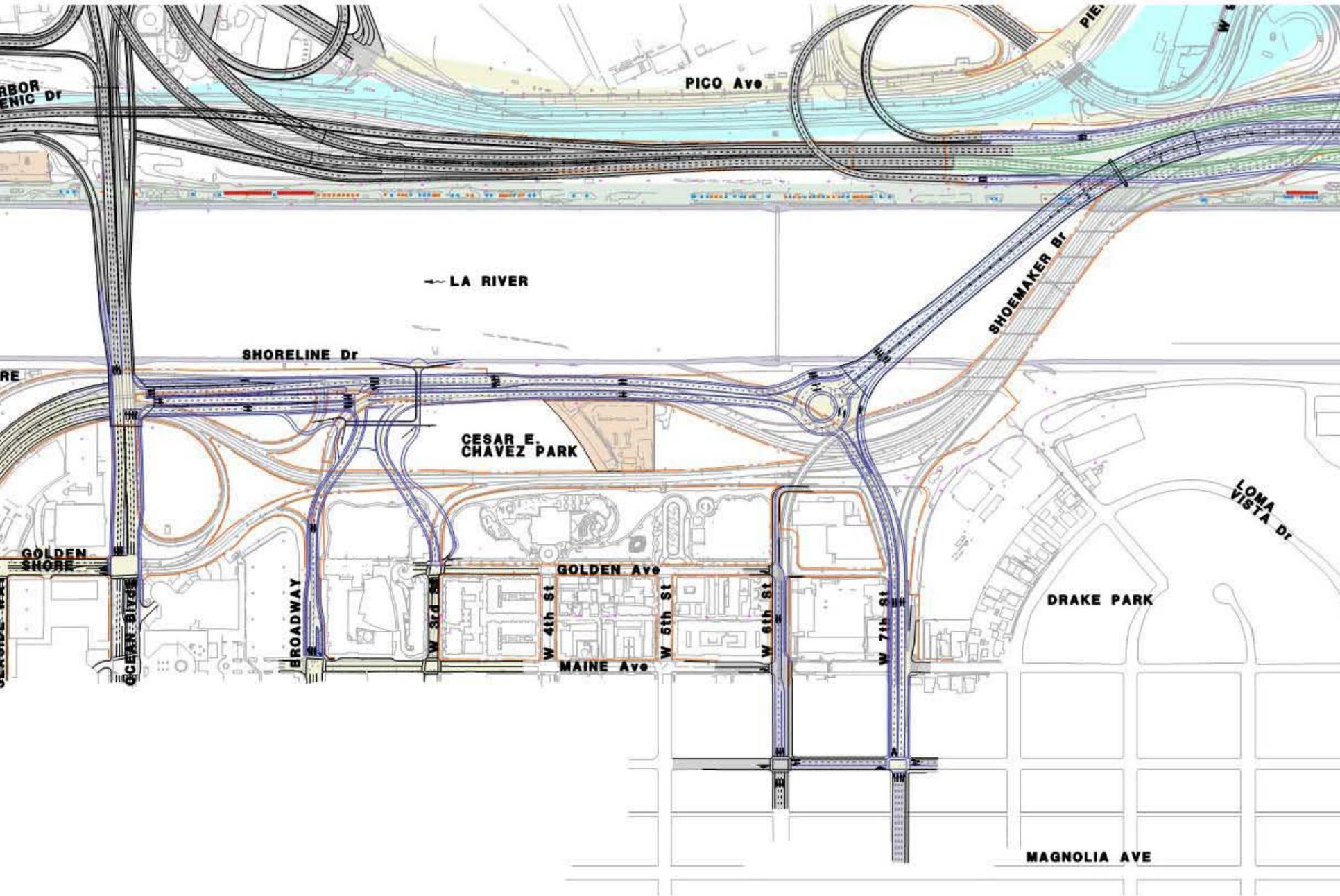
- Fall 2012 – Review Public Comments on DEIR/EIS
- Winter 2013 – Re-circulation Decision
- Fall 2013 – Major Traffic Forecast Update
- Summer 2014 – Revise Basic Alternatives Definition\*
- Winter 2014/15 – CA-7 Workshops & Livability Initiative
- Summer 2015 – Preliminary Hwy Design & Design Options\*\*
- Fall 2015 – Prepare Draft Technical Studies for RDEIR/SDEIS

\* Last Long Beach I-710 Oversight Committee Briefing May 6, 2014

\*\* Extensive Coordination with Long Beach Staff

# Look-Ahead Schedule

- Complete Technical Studies Spring 2016
- Prepare RDEIR/SDEIS Summer 2016
- Recirculate DEIR/SDEIS Fall 2016
- Identify Preferred Alternative Mid 2017
- Complete Final EIR/EIS Early 2018



ARBOR ENIC Dr

PICO Ave

PIE

← LA RIVER

SHORELINE Dr

SHOEMAKER Bl

RE

CESAR E. CHAVEZ PARK

LOMA VISTA Dr

GOLDEN SHORE

DRAKE PARK

OCEAN Blvd

BROADWAY

GOLDEN Ave

MAINE Ave

W 3rd St

W 4th St

W 5th St

W 6th St

W 7th St

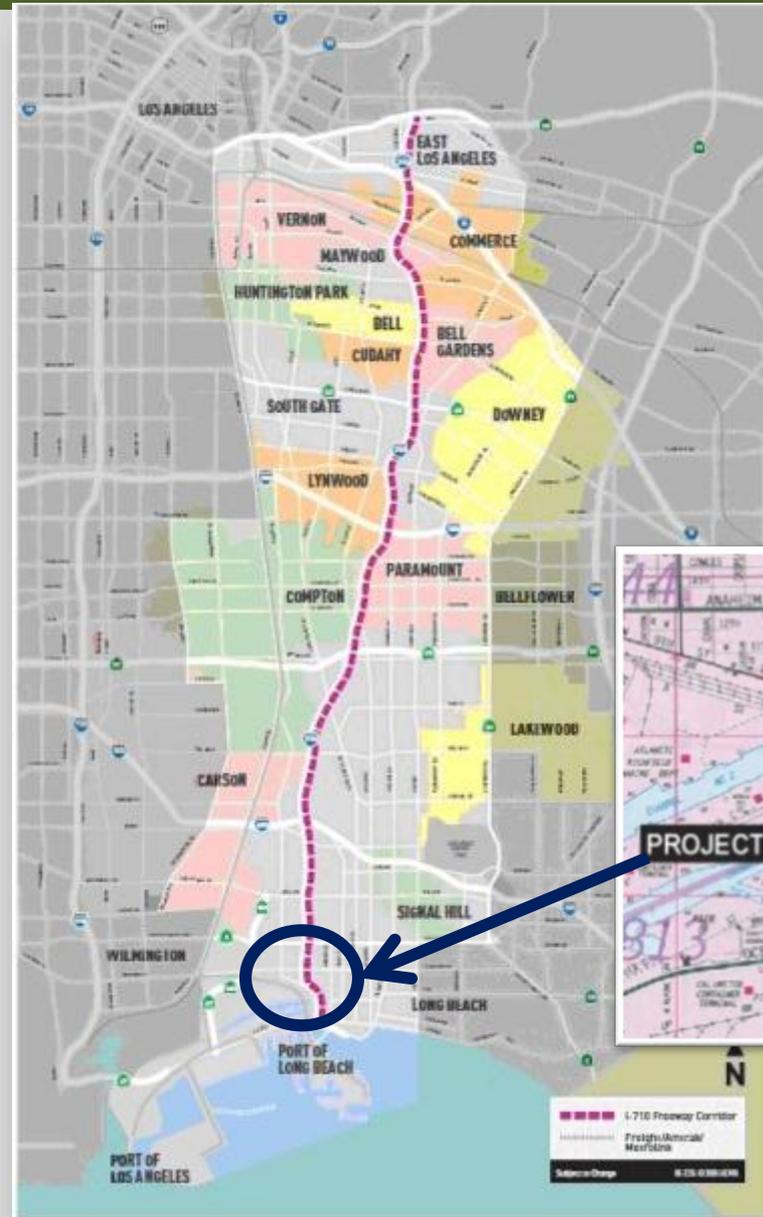
MAGNOLIA AVE

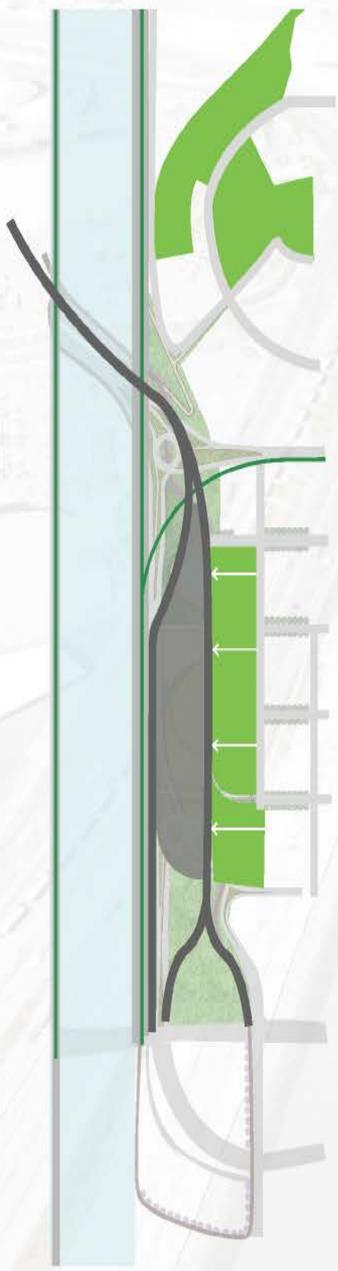


## Shoemaker Bridge Replacement

### Key Study Elements:

- Accident Risk / Safety Problems
- Poor Roadway Conditions
- Outdated Freeway Design
- Growing Traffic Congestion
- Air Quality Concerns
- Improved Quality of Life for the Surrounding Communities Selection
- **Cesar E. Chavez & Drake Park Master Plan Integration**
- **Park Expansion, Reuse of Existing Bridge**





DRAKE PARK

EDISON  
ELEMENTARY

W 6TH STREET

W 5TH STREET

W DAISSY AVENUE

W 4TH STREET

W 3RD STREET

GOLDEN AVENUE

MAIN AVENUE

CESAR CHAVEZ  
ELEMENTARY

THE CHILDREN'S CLINIC  
FAMILY HEALTH CENTER

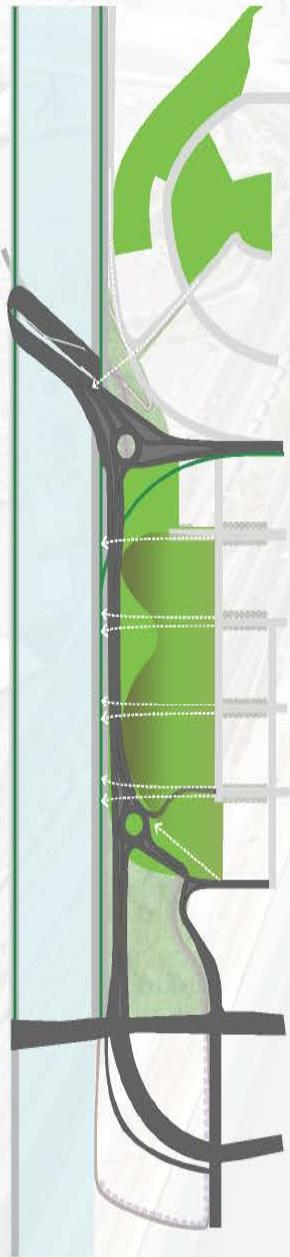
W SHORLINE DRIVE

GOLDEN PARK

SHORLINE DRIVE

CESAR E CHAVEZ PARK

MAKING MORE USABLE SPACE



EDISON  
ELEMENTARY

W 6TH STREET

W 5TH STREET

W 4TH STREET  
DODSON AVENUE

W 3RD STREET

W 2ND STREET  
CESAR CHAVEZ  
ELEMENTARY

MAINE AVENUE

THE CHILDREN'S CLINIC  
FAMILY HEALTH CENTER

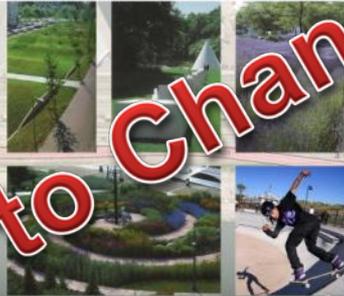
CONNECT THE RIVER TO THE CITY

# Master Plan for Chavez/Drake Parks

A. BOARDWALK / PROMENADE



B. CESAR E. CHAVEZ PARK



C. NATURE CENTER



D. STORMWATER RUNOFF RECYCLING FACILITY



**Subject to Change**



E. BIO-RETENTION BASIN



F. COMMUNITY GARDENS



G. DRAKE / CHAVEZ SOCCER FIELDS



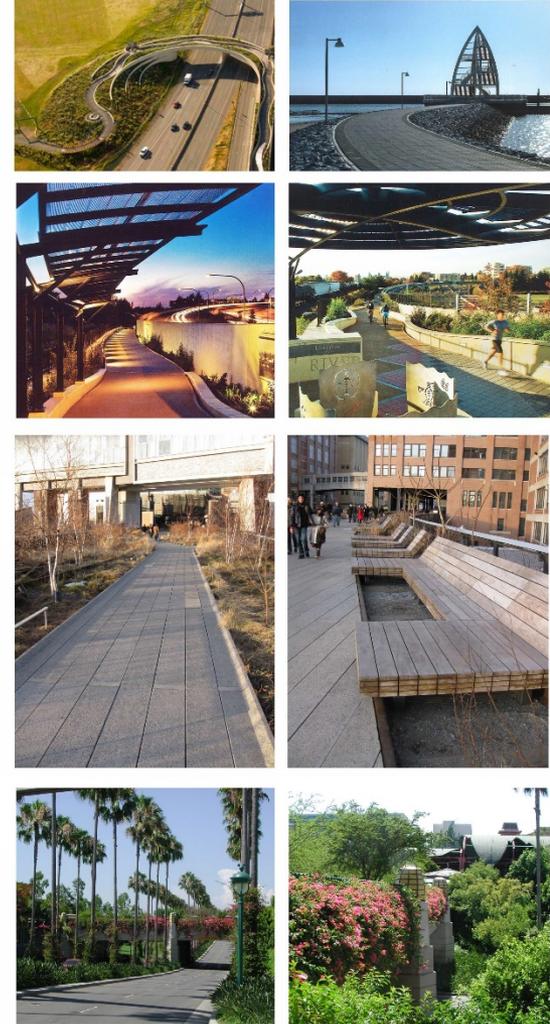
H. DRAKE PARK

# Existing Bridge Reuse

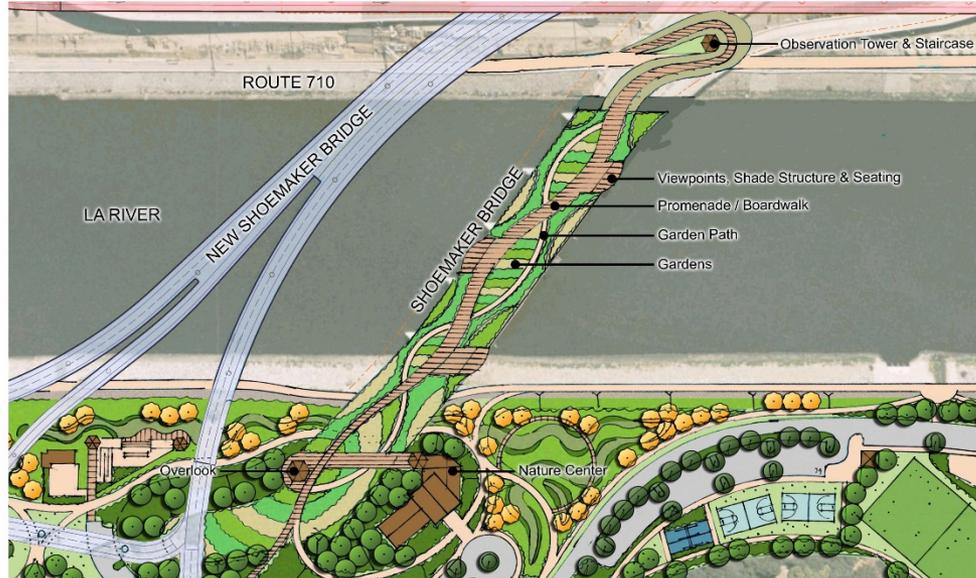
EXISTING CONDITIONS



CHARACTER IMAGES



PROPOSED SITE PLAN



8/7/2013



SHOEMAKER BRIDGE REUSE PROJECT INTEGRATION CONCEPT  
CITY OF LONG BEACH, CALIFORNIA

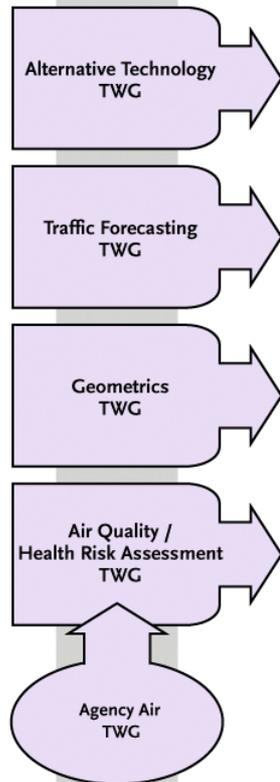
# Defining the Project Vision

- Partnering and Public Outreach to establish:
  - ✓ *Connectivity (Downtown, river, parks)*
  - ✓ *Aesthetics/Signature Gateway to Long Beach*
  - ✓ *Sustainability*
  - ✓ *Safety/Accessibility*
- Partners/Stakeholders include but not limited to:
  - Planning
  - Parks, Recreation & Marine
  - Harbor Department
  - I-710 Aesthetics Committee
  - Wilmore City Heritage Association
  - Caltrans
  - Metro
  - Gateway COG
  - DLBA



# Key Considerations: Stakeholder & Outreach Coordination

## Technical Working Groups



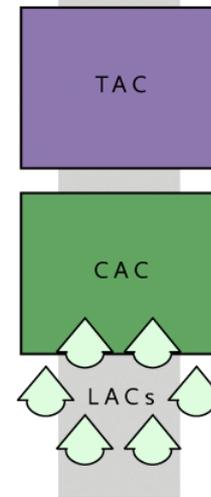
Technical Expertise

## Subject Working Groups



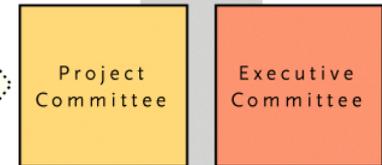
Information & Findings

## Advisory Committees



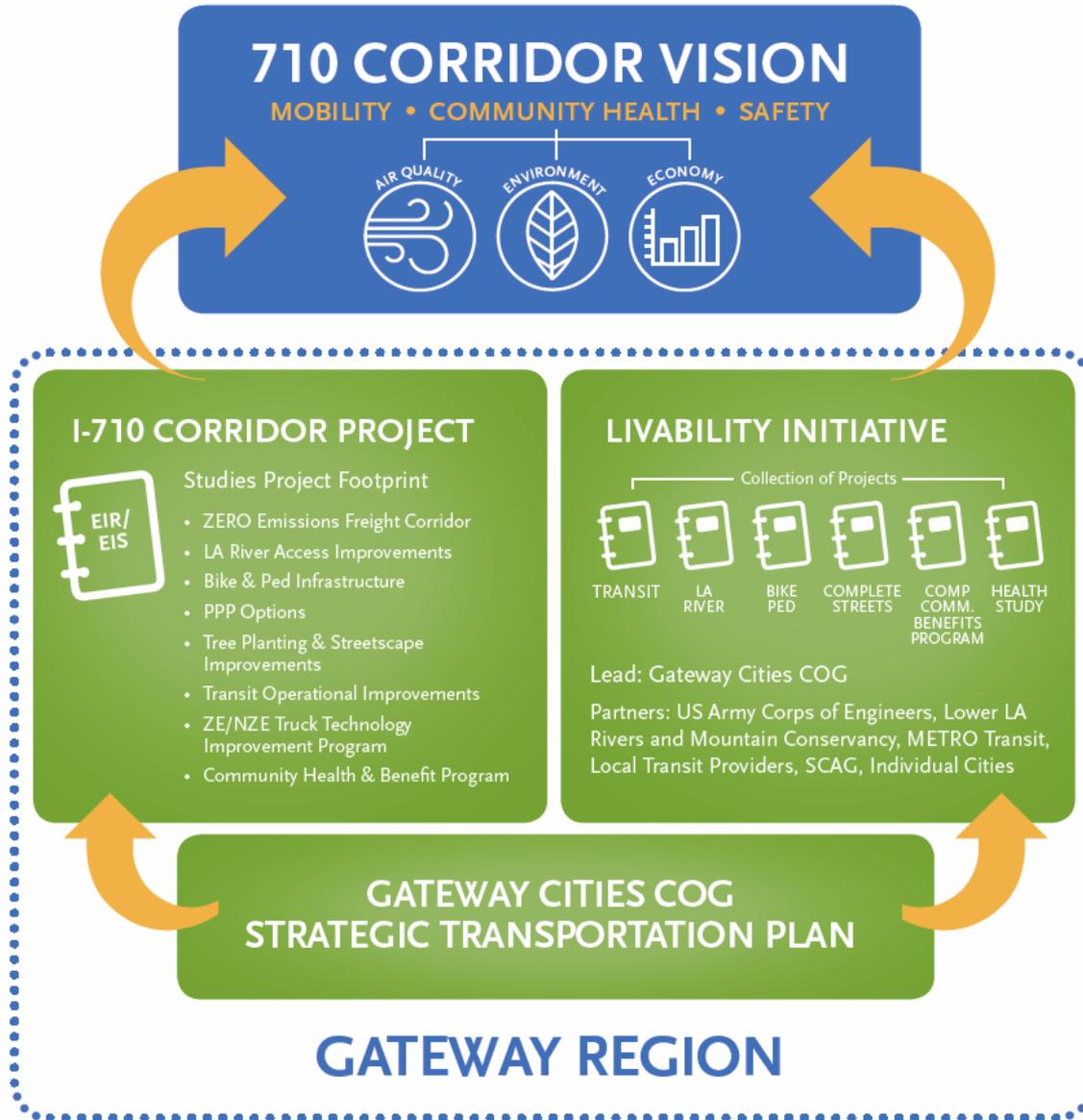
Recommendations & Feedback

## Policy Committees



- Coordinate with established stakeholder communication protocols
  - TAC, CAC, Working Groups, GCCOG
- Value community input and acceptance

# CA-7 and Livability Initiative





## LIVABILITY INITIATIVE

Proposed Framework

### **Background:**

- Livability Initiative Strategy – Overview
- Near-Term Tactics & Current Initiatives
- Long Range Planning
- Assessment
- Administration (Steering Committee)
- Funding



# LIVABILITY INITIATIVE

## OVERVIEW

### Gateway Cities Led Initiative

- Response to community input
- Includes a collection of partners with potential funding sources
- Includes a group broader than Transportation
- Addresses areas where Caltrans lacks jurisdiction

### OVERSIGHT

### I-710 LIVABILITY INITIATIVE

Proposed Framework

#### GATEWAY CITIES COG

##### Steering Committee

- Caltrans
- City of Los Angeles
- I-710 TAC Representative
- LA County Flood Control District
- LA County Metro
- LA County Department of Parks and Recreation
- LA County Department of Public Health
- LA County Department of Public Works
- Long Beach Transit
- Montebello Transit
- San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy
- Trust for Public Land
- US Army Corps of Engineers
- US Environmental Protection Agency (EPA)

### STRATEGY

#### Near Term

- GCCOG Active Transportation Plan(s) (ATP)
- Complete Street Evaluations and Master Plans
- San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy, Los Angeles River Master Plan
- Other elements within the GCCOG Strategic Transportation Plan (STP)

#### Long Range

- Assessments, initiatives & projects
- Livability Master Plan:
  - Policies
  - Strategies
  - Projects

### FUNDING

- In-Kind Contributions (e.g. Metro provide research for assessment, Caltrans use on call services to scope & initiate process)
- Project Start up Funds (e.g. Metro Board, I-710 PC Committee Jurisdictions assessment)

### NEXT STEPS

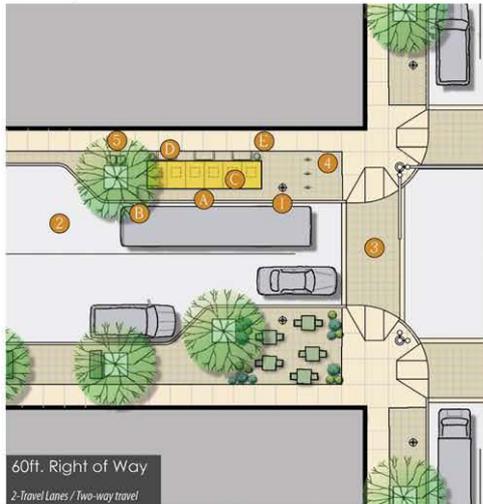
- Initiate dialog with representatives from agencies listed above
- Solicit letters of support for Livability Initiative from proposed Steering Committee Agencies/Organizations



# Arterial Complete Street Master Plans

## Transit Overlay

Selected Downtown Activity streets may need to accommodate public transit vehicles. Within the typical right-of-way, a wider streetside accommodates a bus shelter and related amenities adjacent to the vehicle stop area.



### Plan Legend / VIA Req'd List

- A. VIA Transit Stop Shelter
- B. VIA Bus Sign
- C. Transit Seating Area
- D. Lean Rails @ Rear of Shelter
- E. Trash Receptacles

### Other Potential Amenities

- 1. Street / Pedestrian Lighting
- 2. Street Trees
- 3. Enhanced Paving at Pedestrian Crossings
- 4. Bicycle Racks
- 5. Paper Vending Machine Screen

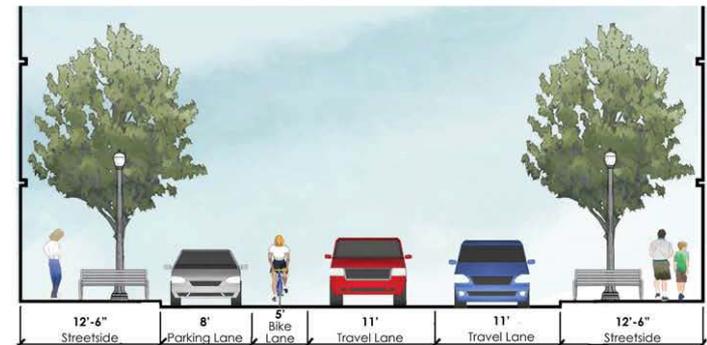
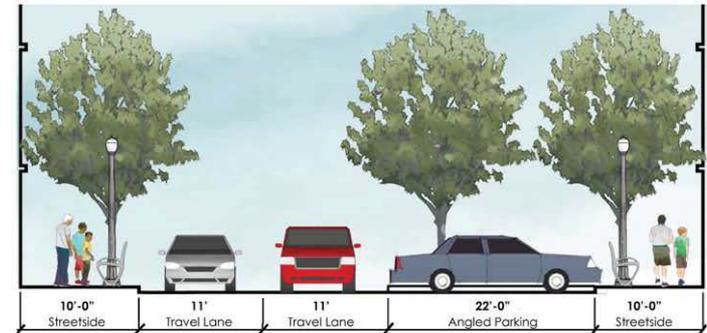
60ft. Right of Way  
2-Travel Lanes / Two-way travel



## One-way Condition

Selected Downtown Activity streets have only one direction of travel. Within the typical right-of-way, three travel lanes can be accommodated, along with angled parking.

- Limited application to existing one-way streets.
- Potentially uses a reduction in travel lane(s) to add on street parallel or angled head in parking, landscaping, wider sidewalks and / or bicycle facilities.



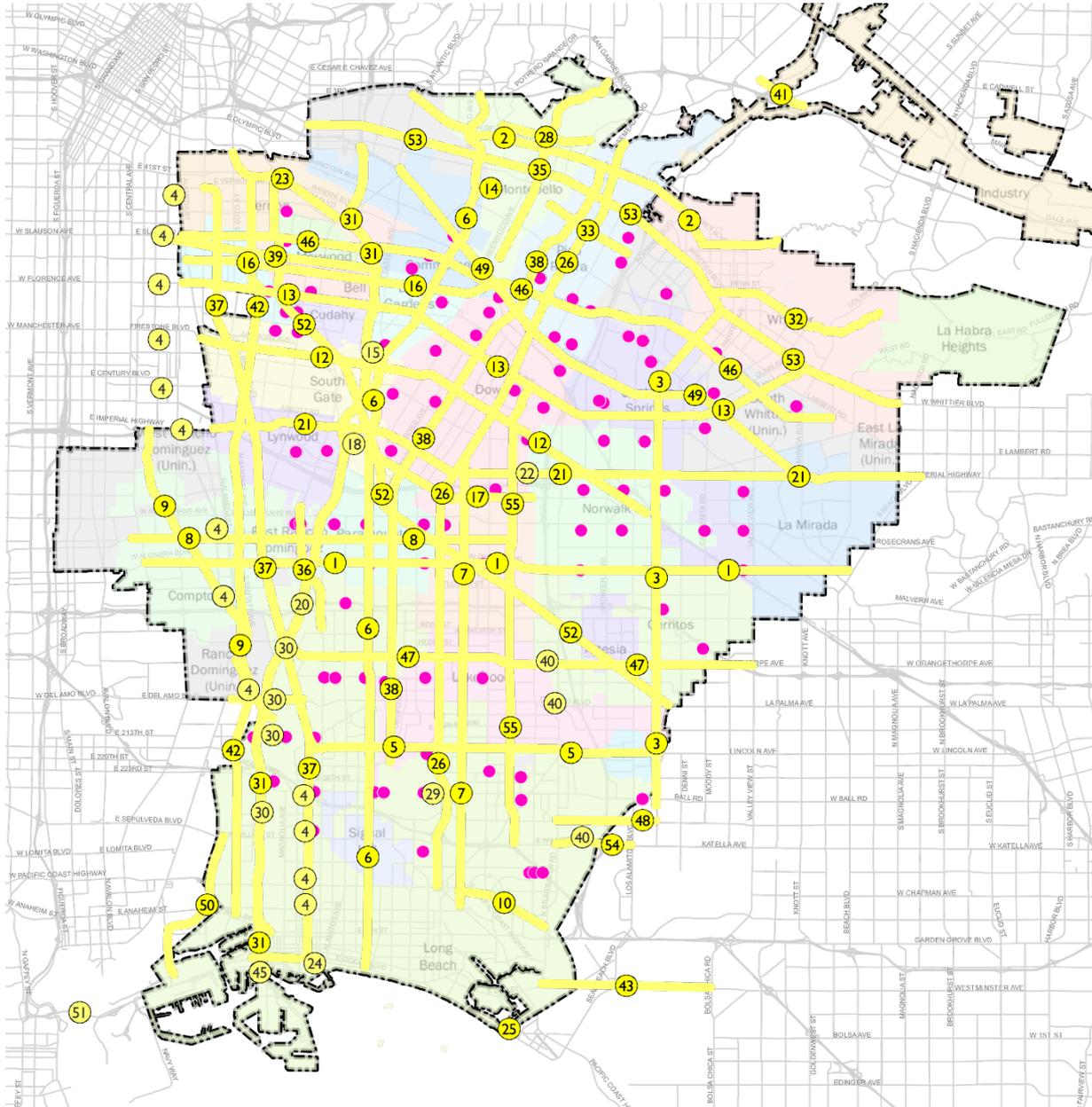


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## Complete Streets - Water Quality

- **Water Quality BMP's**
- **Urban Forest & Enhanced vegetation**
- **Enhanced Stormwater systems**





# Active Transportation

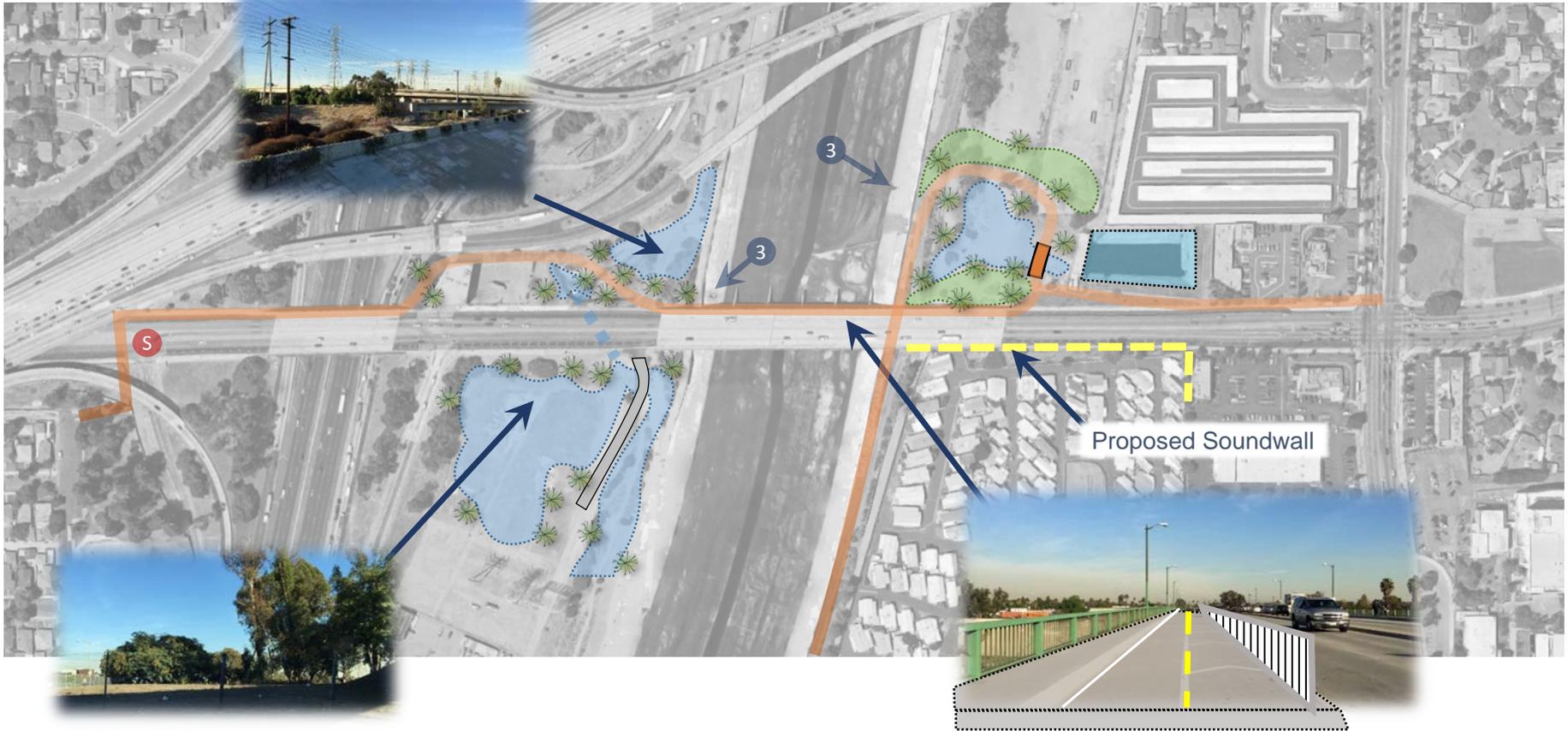
# Future Project Coordination

- I-710 Corridor Improvement Project  
Compatible with Alternatives 5C & 7
- Drake/Chavez Park Master Planning
- Pier B Railyard (Ship to Shore)
- Green Terminal Island Freeway (Green TI)
- LB-MUST (Municipal Urban Stormwater Treatment)
- LA River Master Plan Improvements





SEGMENT NODE **LB-2** COOLIDGE PARK TO ATLANTIC AVE



SEGMENT NODE

No 1

SHOEMAKER BRIDGE REPLACEMENT/I-710 INTERCHANGE



# SEGMENT NODE

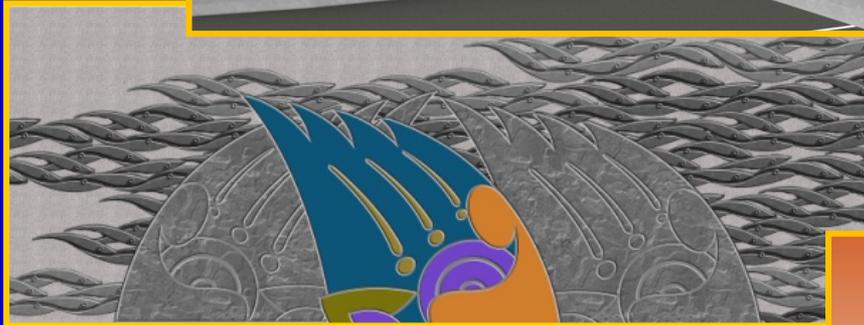
No 2

# I-710 / PACIFIC COAST HWY INTERCHANGE



# I-710 Corridor Aesthetic Master Plan

## Aesthetic Conceptual Theme Development



## Rte 710 Corridor Aesthetic Master Plan

Conceptual Sound Walls: “Traditional” Design Scheme :  
Tan Color Split Face Block, Vertical Score Border, and Custom Pilaster



Placement of two vines per plant hole is highly recommended. Core holing for vines has shown not an effective method and not a recommended option.



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# AESTHETICS & PUBLIC ART

## Lighting



## Fences/Railing



## Structures



## Public Art



## Walls



## Patterns/Textures



# Purpose & Need



## **Reduce Potable Water Use**

- ✓ *Provide Irrigation use at Parks*
- ✓ *Meets Commercial use/needs*
- ✓ *Provides a response to Govern Brown call to reduce Potable Water use*

## **Water Quality Compliance for Los Angeles River**

- ✓ *Develop Best Management Practices (BMP's)*
- ✓ *Meet Los Angeles River TMDL's*

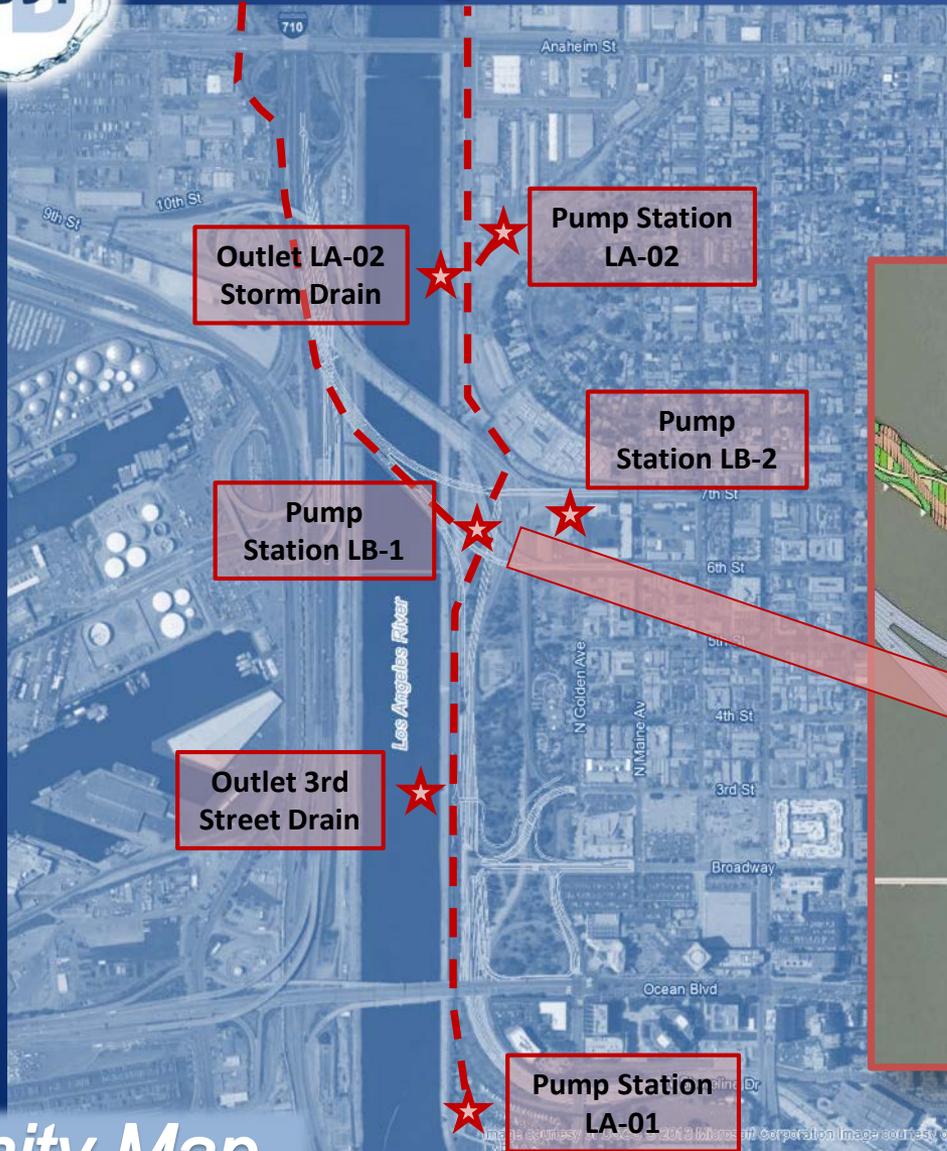
## **Restore Wetlands**

- ✓ *Provides needed source for Wetlands within Parks*
- ✓ *Wetlands are key elements within the treatment train for recycled water and water quality compliance*





# Project Location



Vicinity Map



Site Map

# I-710 LIVABILITY INITIATIVE

Proposed Framework

## NEXT STEPS

- Initiate dialog with representatives from agencies listed in this presentation
- Solicit letters of support for Livability Initiative from proposed Steering Committee Agencies/Organizations
- Convene the Initiative
- Accommodate Motion 22.1 – Working with Metro on approach
- Focus on Active Transportation



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## QUESTIONS & ANSWERS



### **Contact Information:**

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