



## NEED AND PURPOSE/ALTERNATIVES

Interstate 710 (I-710) is a major north-south interstate freeway in Los Angeles County connecting the City of Long Beach, the Port of Los Angeles, and the Port of Long Beach to central Los Angeles with connections to Interstate 405, State Route 91, Interstate 105, Interstate 5, State Route 60, and Interstate 10. Metro in cooperation with the California Department of Transportation District 7 (Caltrans) the Gateway Cities Council of Governments, the Port of Los Angeles, the Port of Long Beach, the Southern California Association of Governments, and the Interstate 5 Joint Powers Authority is performing the I-710 Corridor project EIR/EIS to analyze alternatives for improving I-710 from Ocean Boulevard in the City of Long Beach to SR-60, a distance of 18 miles.

### **Air Quality and Public Health**

Diesel particulates are a major contributor to carcinogenic risk from toxic air contaminants in the South Coast Air Basin. According to the South Coast Air Quality Management District (SCAQMD), approximately 33 percent of diesel particulate emissions in the South Coast Air Basin come from exhaust produced by heavy-duty diesel trucks. The I-710 freeway experiences high heavy-duty truck volumes resulting in high concentrations of diesel particulate emissions within the I-710 corridor.

A purpose of the proposed I-710 Corridor project is to improve air quality and public health.

### **Traffic Safety**

I-710 experiences an accident rate that is well above the statewide average for freeways of this type. Over one-third of the accidents that occur on I-710 involve a heavy-duty truck. The mixing of cars with the relatively high volume of heavy-duty trucks increases the likelihood of accidents.

A purpose of the proposed I-710 Corridor project is to improve traffic safety.



**Metro**



### **Highway Design Deficiencies**

In many cases along I-710, the curves of on- and off-ramps are too tight and the length available for vehicles to enter and leave the freeway is too short. The increase in truck traffic carrying containers to and from the ports, along with the growth in auto traffic, has resulted in traffic volumes that have overwhelmed the existing design capacity of I-710, particularly at the interchanges. The design deficiencies along the I-710 contribute to the higher than average accident rate.

A purpose of the proposed I-710 Corridor project is to address existing design deficiencies of the I-710 freeway.

### **Future Traffic Conditions (2035)**

High volumes of both trucks and cars have led to traffic congestion throughout most of the day (6 a.m. to 7 p.m.) on I-710 as well as the connecting freeways. This is projected to worsen over the next 25 years.

A purpose of the proposed I-710 Corridor project is to more efficiently accommodate projected traffic volumes forecast for 2035.

### **Growth in Population, Employment, and Activities Related to Goods Movement**

Increases in population, employment, and goods movement between now and 2035 will lead to more traffic demand on I-710 and on the streets and roadways within the I-710 corridor as a whole. Within the I-710 study area, these increases are estimated as follows:

- Population is forecast to grow from approximately 1.2 million today to 1.4 million in 2035.
- Employment is forecast to grow from approximately 503,000 today to 537,000 in 2035
- Goods movement is forecast to grow from 16.0 million TEUs today to anywhere from 28.5 million to 42.7 million TEUs in 2035.

A purpose of the proposed I-710 Corridor project is to address the increased traffic volumes resulting from projected growth in population, employment, and economic activities related to goods movement within the I-710 corridor

# ALTERNATIVES IDENTIFIED TO DATE

The proposed project includes the following alternatives:

- No Build
- Transportation Systems Management/Transportation Demand Management (TSM/TDM) and Transit – may include up to eight new ramp meters, improved signage, parking restrictions on major arterials, empty container management through policies and incentives, implementation of truck emission/safety enforcement facilities, expanded public transportation, and an expanded Intelligent Transportation System (ITS) to include entire study area.
- Goods Movement Enhancement by Rail and/or Advanced Technology
- Arterial Highway and I-710 Congestion Relief Improvements
- Mainline I-710 Improvements
  - Option A – 10 general-purpose lanes with no carpool lanes
  - Option B – eight general-purpose lanes with one carpool lane in each direction (total of 10)
- Locally Preferred Strategy Hybrid Design (I-710 Mainline Improvements with the addition of a separated four lane freight movement facility) - Includes ten general purpose lanes next to a separated four lane freight movement facility from the Ports of Los Angeles and Long Beach (Ocean Boulevard) to the UP and BNSF intermodal yards southeast of the I-710/I-5 interchange. This alternative is a community-based recommendation from the previous I-710 Major Corridor Study: Major Opportunity/Strategy Recommendations and Conditions.