

PROJECT SCOPING FACT SHEET

I-110 ADAMS TERMINUS IMPROVEMENT PROJECT



PURPOSE OF PROJECT SCOPING

Scoping is an early and open process for determining the range of issues pertinent to the proposed project and feasible alternatives or mitigation measures to avoid potential significant environmental effects.

OVERVIEW OF PROPOSED PROJECT

The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), is proposing a terminus improvement project to reduce congestion on the I-110/Adams Blvd. off-ramps, Adams Blvd., and nearby intersections. Caltrans is the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

PURPOSE

The purpose of the project is to alleviate congestion and reduce the queuing and delay on the managed High Occupancy Toll (HOT) or ExpressLanes, Adams Blvd. off-ramp, and associated nearby intersections. The project would improve traffic flow in a congested area of downtown Los Angeles by removing traffic from congested and confusing intersections.

NEED

As described in the 2018 Environmental Document, the current termination of the northbound I-110 ExpressLanes at Adams Blvd. presents a particularly challenging bottleneck, as approximately half of the HOT lane traffic exits here to access downtown Los Angeles via Figueroa St., which affects the nearby intersections of Flower St. and Adams Blvd. and Northbound I-110 ExpressLanes off-ramp to Adams Blvd. The existing Northbound ExpressLane at Adams Blvd. is a concentrated accident location, which is a safety concern. According to the Traffic Accident Surveillance and Analysis System (TASAS), and the Transportation Systems Network (TSN) reports, the accident rate at this location is 0.23, slightly higher than the average accident rate, which is 0.21. Accident rates are expressed as number of accidents fatal plus injury divided by million vehicle miles. The accident rate considers driving conditions, and if there were any injuries or fatalities. The vehicles currently exiting the Northbound ExpressLanes off-ramp approach queues onto the mainline which potentially causes an increase in rear-end collision type of accidents.

ALTERNATIVES

There are three alternatives under consideration, including the No-Build Alternative.

- Alternative 1 – No-Build Alternative
- Alternative 2 – Flyover Alternative
- Alternative 3 – Arterial Alternative

Alternative 1: No-Build Alternative

The No-Build Alternative proposes no physical improvements to the current freeway structures and would maintain the current configuration of the existing freeway, transitway, and off-ramps. The existing conditions at the time of beginning environmental studies are used as a baseline for CEQA, and the No-Build Alternative is used as a baseline for NEPA.

Alternative 2: Flyover Alternative

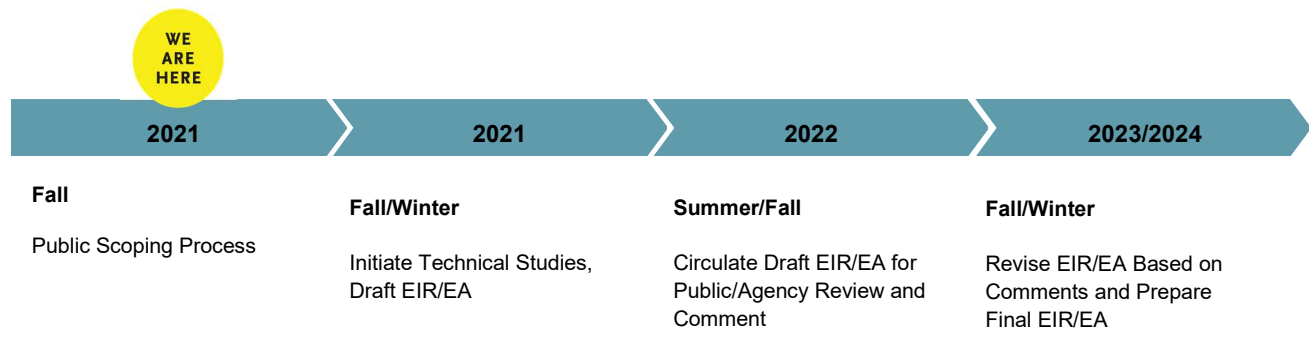
This alternative would consist of a two-lane flyover off-ramp connector structure (approximately 1,400 feet in length). The structure will connect from the end of the existing viaduct (Harbor Transitway) and land at the existing Figueroa Way. Two standard lanes (12 feet in width) will be provided, with a four-foot left shoulder and eight-foot right shoulder. New column/bent locations will be located at Figueroa Way and in the I-110 mainline.

Alternative 3: Arterial Alternative

This alternative would use the existing I-110 ExpressLanes off-ramp and incorporate a dedicated High Occupancy Vehicle (HOV)/High Occupancy Toll (HOT) lane going east on Adams Blvd., north onto Hill St., then Olive St. until 18th Street. Only the existing arterial right-of-way will be used.

ENVIRONMENTAL PROCESS

An Environmental Impact Report (EIR)/Environmental Assessment (EA) will be prepared to evaluate the anticipated environmental effects pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA).



ONGOING PUBLIC PARTICIPATION

FREQUENTLY ASKED QUESTIONS

- **The environmental process was previously done for this project and a Mitigated Negative Declaration (MND)/Finding of No Significant Impact (FONSI) Environmental Document was prepared in 2018. Why is an EIR/EA being prepared now?**

An EIR/EA is being prepared for two reasons: First, following the completion of the Initial Study, it was determined that the Flyover

Alternative would have a significant effect to cultural resources. Second, Caltrans and Metro are now preparing an EIR/EA for the project in connection with an agreement reached during litigation challenging the MND.

The EIR/EA that is now being prepared will document the Flyover Alternative's significant effect to cultural resources, update other environmental studies to reflect current conditions, conduct a new traffic analysis, and analyze project impacts. Furthermore, in response to stakeholder comments received during the 2018 MND/FONSI, an at-grade arterial alternative has been added that would use existing arterial right of way.

- **How has the design of Alternative 2, the Flyover Alternative changed from the last environmental process?**

Caltrans will review the flyover design proposed in the 2018 MND/FONSI and Project Report. Following the scoping period, the project design may be updated based on public comments and suggestion.

- **Can the Flyover Alternative be dropped from the project?**

CEQA requires Environmental Impact Reports to evaluate a reasonable range of feasible build alternatives. By doing so, a comparison can be made of the potential benefits and impacts each alternative. This is so that the public can make a more informed decision when selecting a preferred alternative. For this project, the range of feasible alternatives includes the No-Build Alternative, Flyover Alternative, and Arterial Alternative. To conform with CEQA guidelines, Alternative 2 – Flyover Alternative cannot be dropped from the project at this time.

- **Will renderings of the project be available?**

Renderings for Alternative 2 – Flyover Alternative, were provided in the MND/FONSI completed in 2018 and can be provided upon request. The

feasibility study for Alternative 3 – Arterial alternative is currently being conducted and draft plans will be provided in the Draft EIR/EA when complete.

- **How would the project impact the MyFigueroa Plan?**

The Community Impact Assessment, Traffic Report, and Vehicle Miles Travelled Analysis are currently being conducted to re-analyze how the proposed project would potentially impact the MyFigueroa Plan.

Furthermore, the EIR/EA will study possible modifications that might be required at the intersection of Figueroa Street and Figueroa Way.

Following the completion of these studies, potential project impacts will be summarized in the Draft EIR/EA.

Figure 1: Project Location Map



Map Created by Savannah Speerstra, Division of Environmental Planning, October 2021

I-110 Adams Terminus Improvement Project
 California Department of Transportation
 District 7, Los Angeles

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