

We're developing a new vision for the
Long Beach-East Los Angeles Corridor Mobility Investment Plan

Goods Movement/ Truck Patterns

Long Beach – East Los Angeles Corridor Trip Characteristics\



Keir Opie
Principal
Cambridge Systematics

Types of Truck Trips in the Long Beach – East Los Angeles Corridor

➤ **Port-Related Truck Trips**

➤ **Port Primary Truck Trips - Containers**

- Trips with origin or destination at the ports
- Includes trips to/from near and off-dock railyards, transload facilities and other warehouses or distribution centers

➤ **Port Non-Container Truck Trips*** (e.g., car carriers, bulk products, specialized cargo)

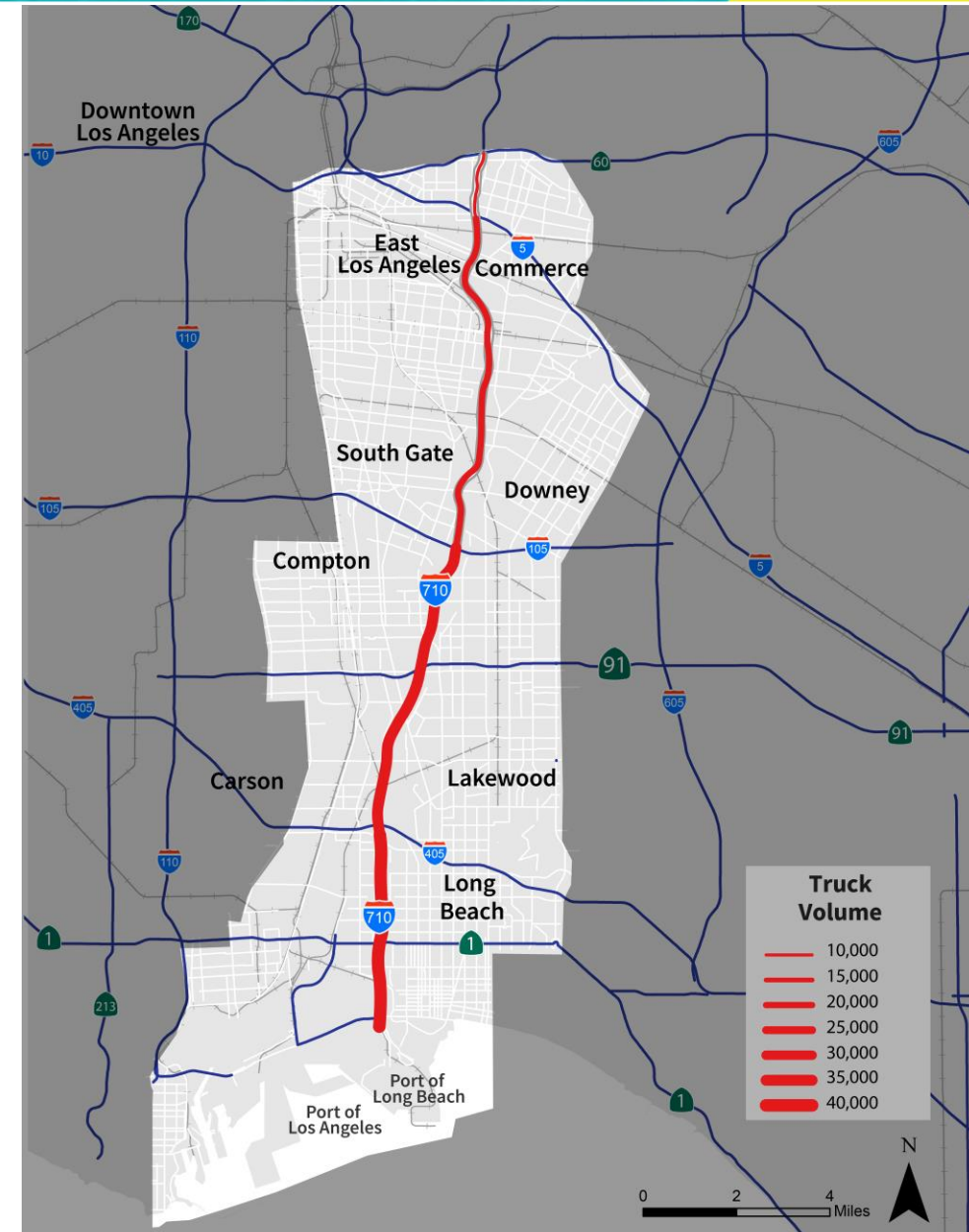
➤ **Non-Port Truck Trips**

- **Port Secondary Transload Truck Trips**
(from warehouses to railyards and other warehouses)
- **Domestic Intermodal Trips** (to/from railyards)
- **All other truck trips such as deliveries to office, retail and home**

I-710 Freeway Truck Volumes

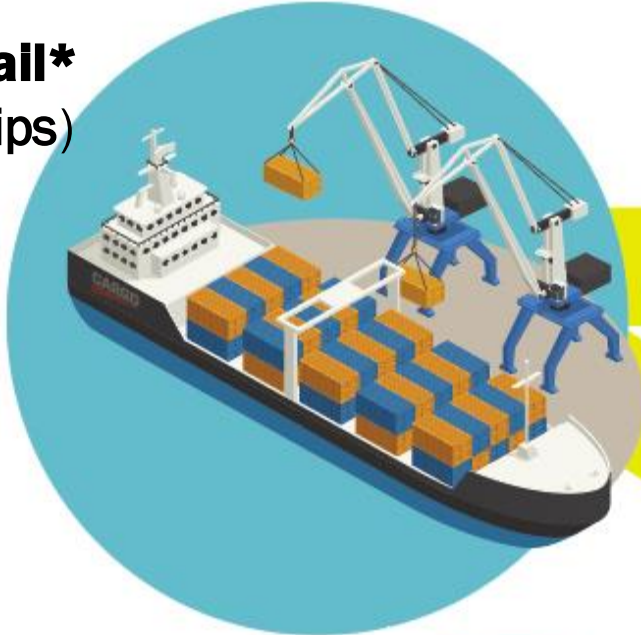
- Substantially heavier truck volumes occur at southern end of corridor, near the Ports with nearly 40,000 daily heavy-duty trucks
- Truck volume and truck percentage is extremely high south of SR-91 as compared to typical freeways

I-710 Mainline location:	Daily Trucks	Port Truck %
Bet. SR60 & I-10	10,000	10%
Bet. I-5 & SR60	15,000	13%
Bet. I-105 & I-5	19,000	32%
Bet. SR91 & I-105	34,000	53%
Bet. I-405 & SR91	35,000	69%
South of I-405	39,000	85%

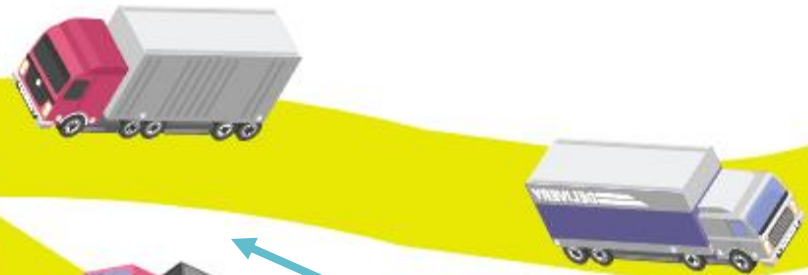


Port Primary Container Truck Trips

On-Dock Rail*
(no truck trips)



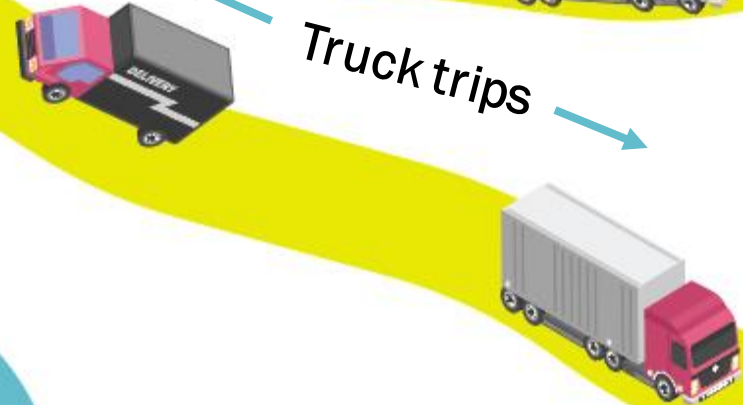
Inland Point Intermodal*



**Near-Dock (< 5 miles)
and Off-Dock Railyards**



Truck trips

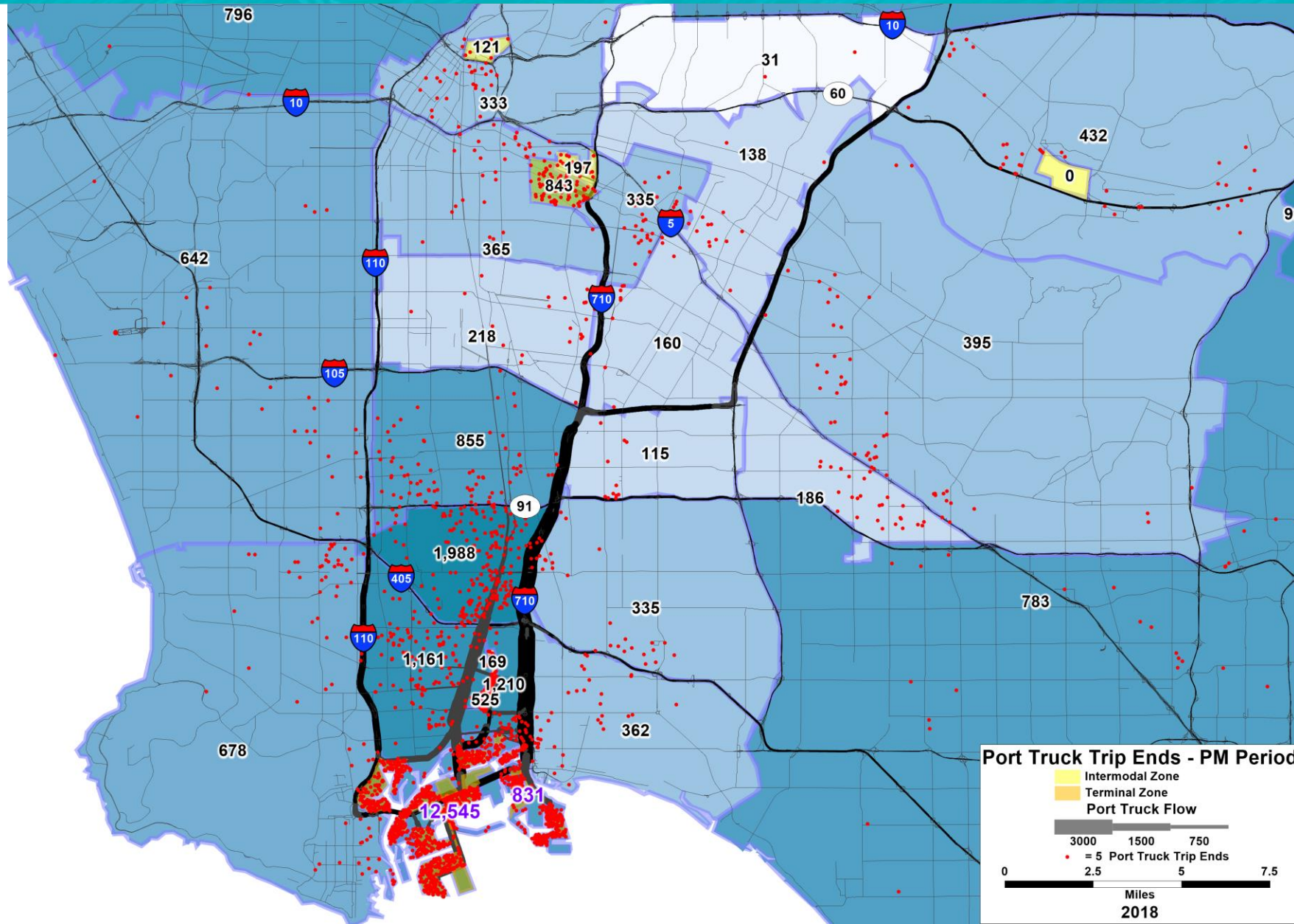


*Inland Point Intermodal (IPI)
the movement of "intact" marine
containers by rail

**Warehouse,
Transload Facility,
or other
destination**

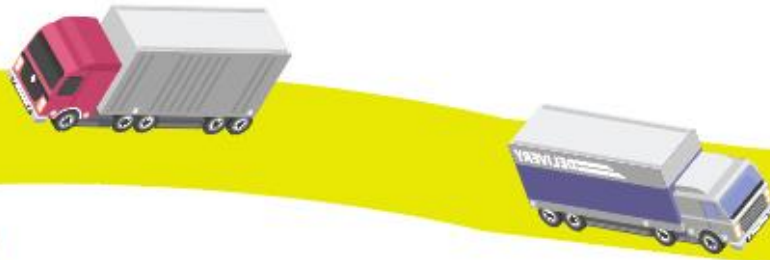
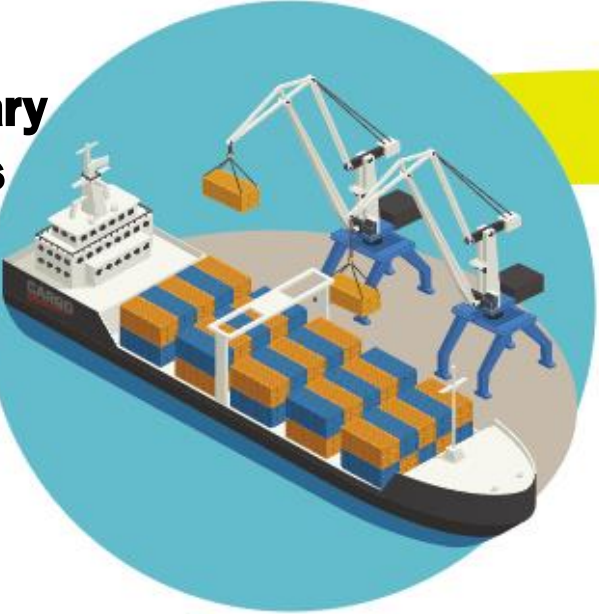


Port Truck Trip Patterns (PM Period)



Transload (Secondary) Truck Trips

**Port Primary
Truck Trips**



Transload Facility

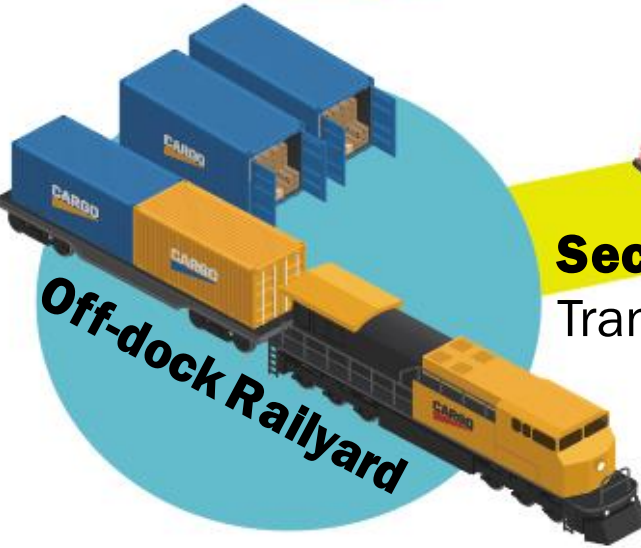


**Secondary Truck Trips
Transload to Truck**

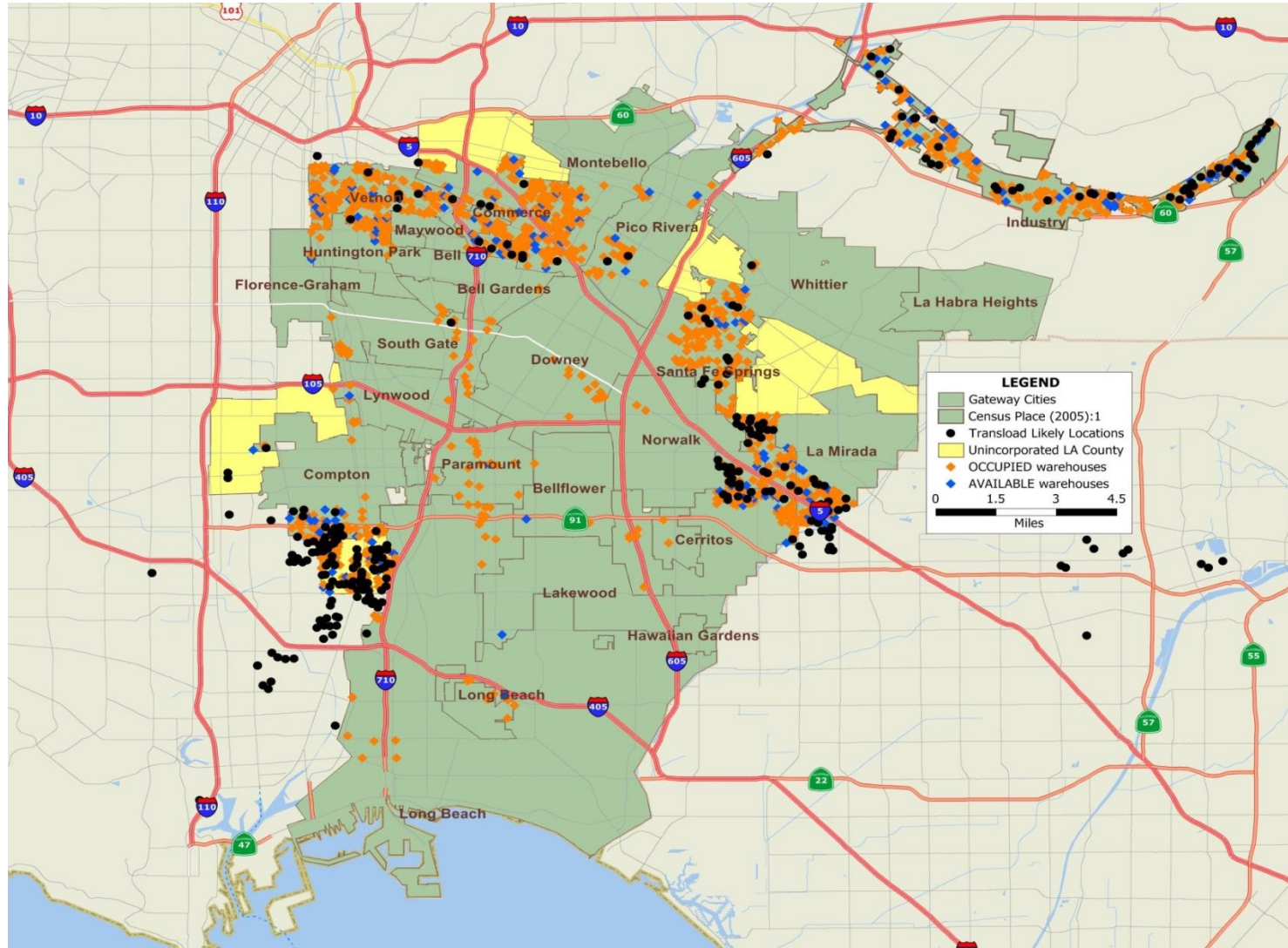


**Warehouse or
Distribution Center**

**Secondary Truck Trips
Transload to Rail**

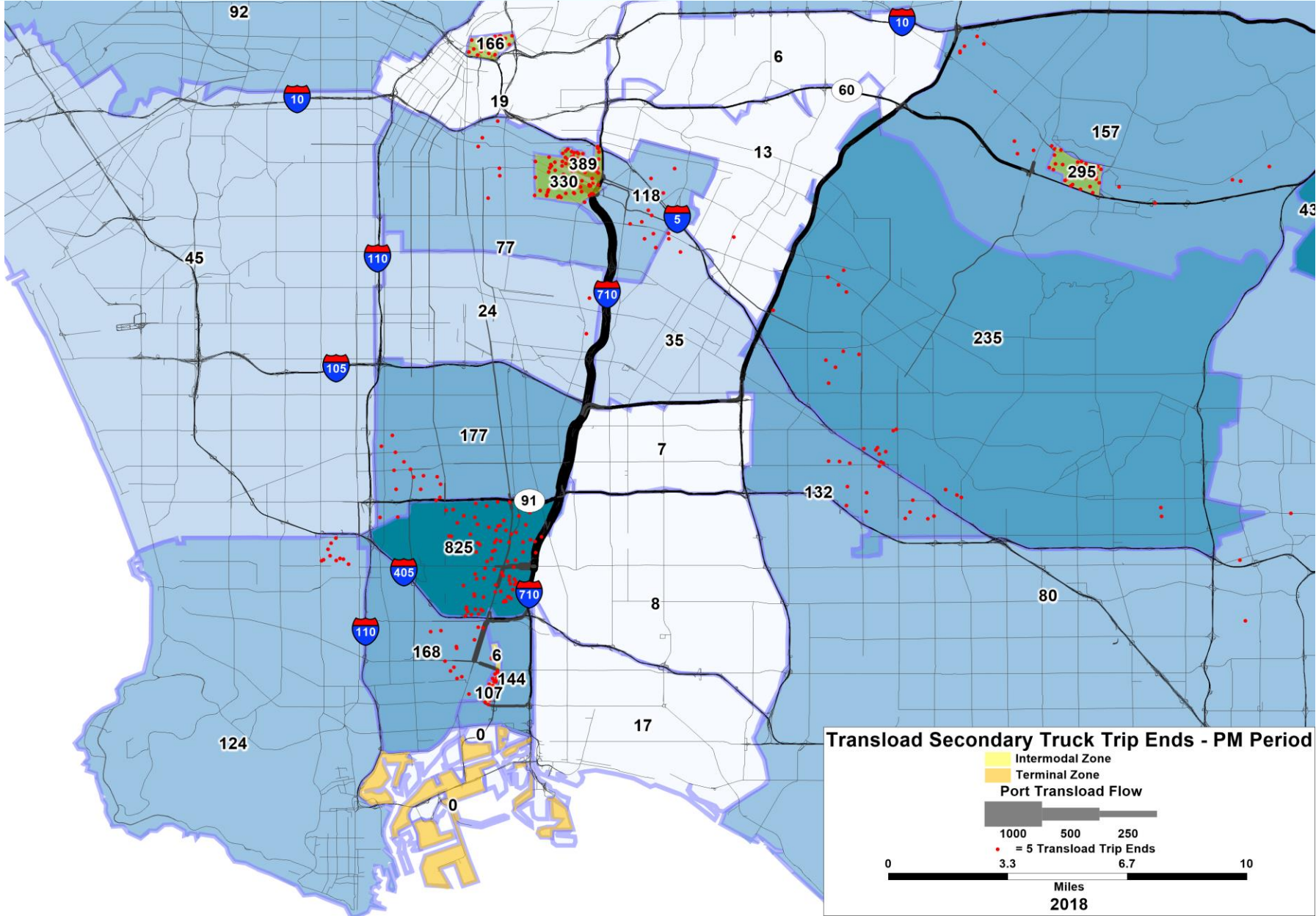


Warehouse and Transload Locations



Warehouses (orange and blue dots) and Transload Facilities (black dots)

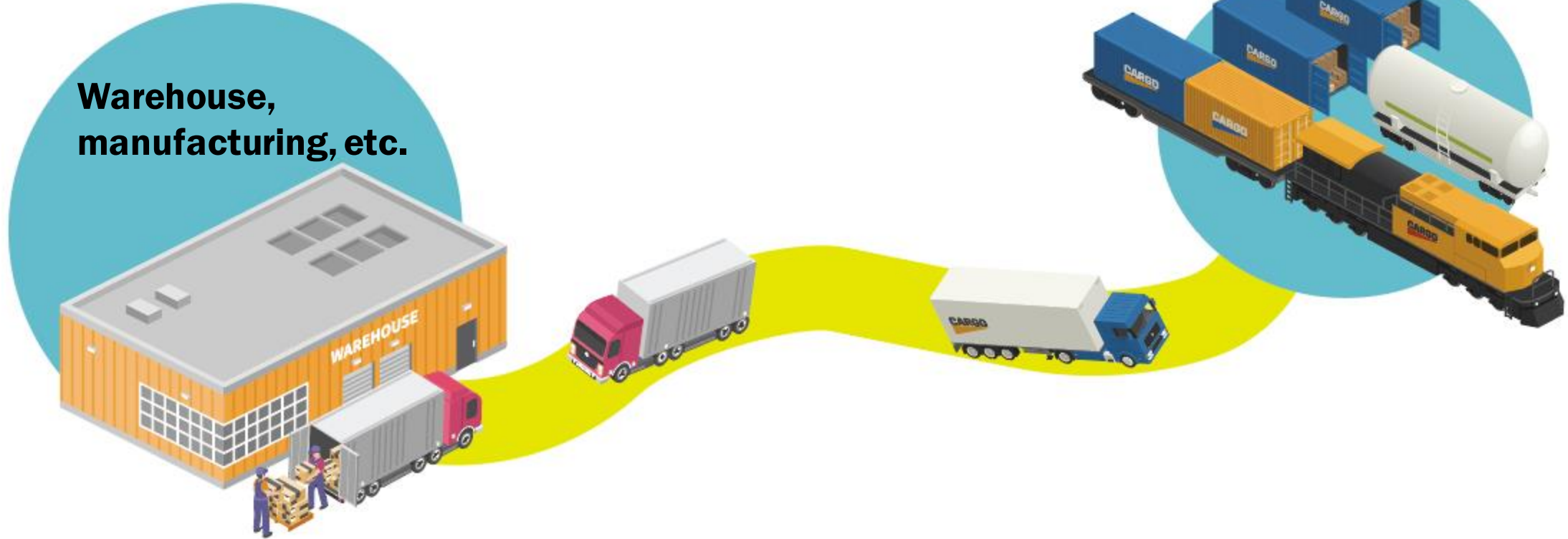
Transload Secondary Truck Trips



Domestic Intermodal Truck Trips

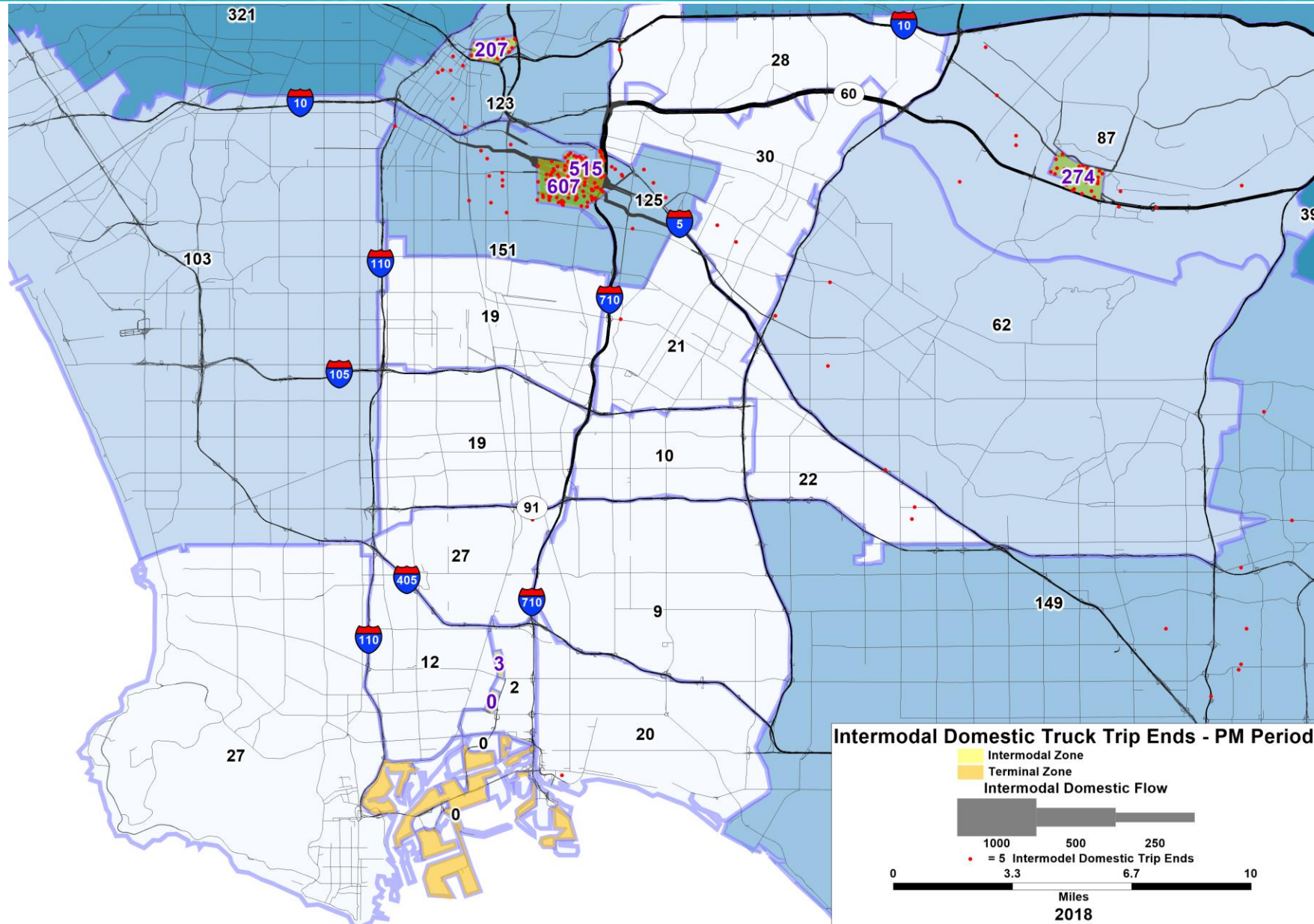
(Not Directly Port-Related)

**Warehouse,
manufacturing, etc.**



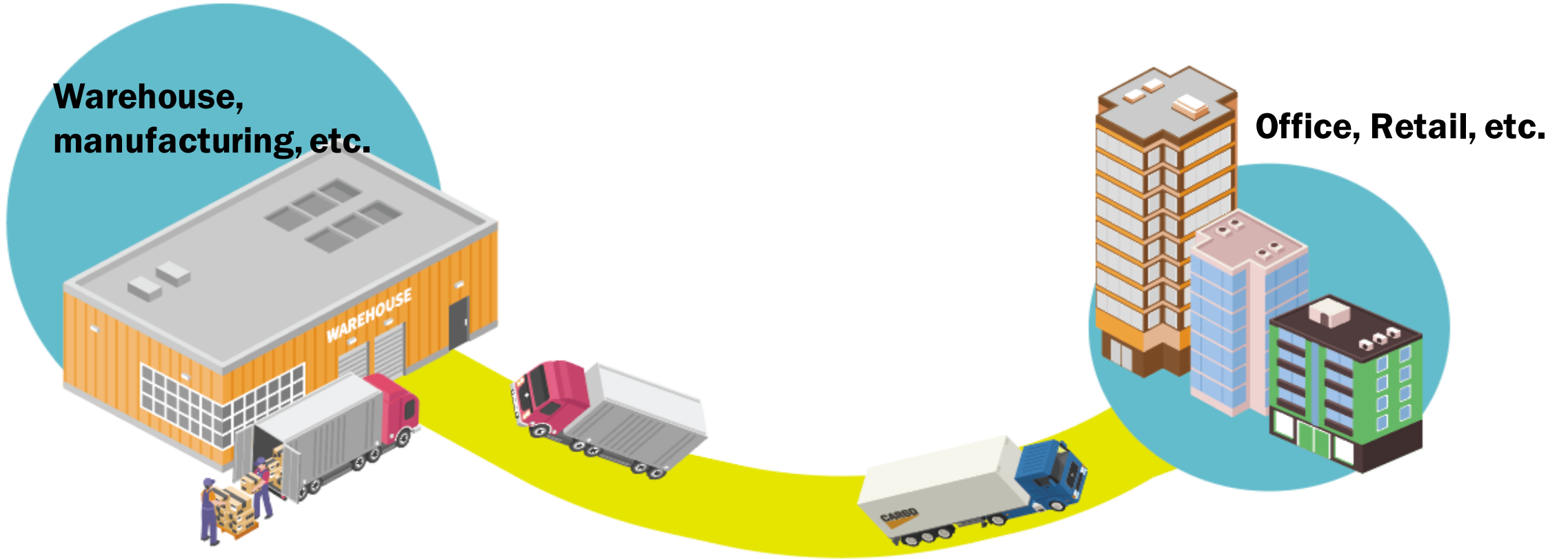
**Intermodal Rail yard
(Off-Dock)**

Intermodal Truck Trip Patterns (PM Period)



Domestic - Other Truck Trips

(not Port-Related)



Key Findings: Corridor Truck Trips

- The Long Beach – East Los Angeles Corridor has “regular” truck volumes like all corridors, with deliveries to home, retail, and other destinations
- But the corridor also has substantial Port-related truck trips as well as goods movement related truck trips not directly connected to the Port
- The corridor has both “intermodal” and “transload” truck trips where ocean shipping containers and goods are transferred from truck to rail
- The Port truck trips have one end of each trip in the Ports and the other end along the corridor such as at warehouses and intermodal yards
- The additional truck trips due to the Ports and goods movement activities add tens of thousands of truck trips per day beyond what occurs in other freeway corridors
- The Port and goods movement truck trips are concentrated on the I-710 freeway as well as major arterial truck routes that connect to warehousing and intermodal yards such as in Carson, Rancho Dominguez, and the downtown rail yards in East Los Angeles

Keir Opie

Principal

Cambridge Systematics

Cell 347.703.4170

Office 646.364.5473

kopie@camsys.com

Stay connected to this project



Michael Cano, LA Metro Executive Officer (interim)
Federal/State Policy & Programming
Countywide Planning & Development



213.418.3010 W
213.305.0423 C



710corridor@metro.net



metro.net/projects/i-710-corridor



@metrolosangeles



losangelesmetro

Thank you!