

10.0 Issues for Further Consideration

While consensus for a Locally Preferred Strategy was reached among study decision-makers, it was with the understanding that a number of issues of concern that were raised during the study process would be revisited during the environmental review, preliminary engineering, final design, and construction phases of the proposed project. For the most part, these are issues that were beyond the scope and authority of the I-710 Major Corridor Study. Some are matters about which design assumptions had to be made for study purposes and yet about which considerable controversy remains. Others have to do with phasing of the overall project and ensuring that it supports the overall health and quality of life issues in the I-710 Study Area. These issues represent critical concerns of several of the local representatives, the community advisory group members, and the public, and will become part of future discussions as the various aspects of the proposed project move into the next phases.

10.1 Air Quality Action Plan

The Tier 2 Community Advisory Committee (CAC) determined that air quality is the number one public health issue in the I-710 Corridor. The Oversight Policy Committee (OPC) agreed and has approved a resolution at its November 2004 meeting requesting the Gateway Cities COG develop and implement a corridor level Air Quality Action Plan, independent of the future environmental studies of proposed improvements to I-710. The OPC requested the COG's Action Plan include the following objectives:

- Determine and quantify the existing air and health quality setting.
- Determine the effectiveness of planned near-term air quality improvements.
- Analyze and determine possible new or emerging air quality improvements or strategies, including estimating costs, timelines and responsibilities.
- Develop a conceptual plan to implement and measure air quality improvements for the region.
- Work with regional, state and federal agencies responsible for air pollution control and enforcement, industry stakeholders and local communities to develop consensus for this plan.

This study will need to be developed and a framework for continued participation with the affected communities implemented. In addition, this Action Plan will need to inform the future environmental studies of the proposed I-710 improvements.

10.2 Public Involvement Plan for EIS/EIR Phase

Concurrent with their Locally Preferred Strategy decision, the OPC has also approved a request to MTA and Gateway Cities COG staff to suggest a process and structure for continuing community participation throughout the upcoming environmental analysis of the proposed I-710 infrastructure improvements. The OPC has committed to the public to continue the high level of community participation achieved with the Tier 1 and Tier 2 Community Advisory Committees through the environmental analysis phase of proposed I-710 improvements. Specifically, the OPC made the following recommendations:

- That a collaborative and participative process for community engagement be developed to continue throughout the environmental analysis.
- That particular attention be paid to inclusion of low-income communities and persons of color in the process, including appropriate language translation.

The agency staff will need to work with the affected communities, their elected officials and stakeholder groups to determine if the current Community Advisory Committee process best serves the community engagement process in the EIS/EIR phase or whether a different process that meets the above stated objectives is preferred.

10.3 Mini-Corridor Study

As part of their Locally Preferred Strategy (LPS) decision, the OPC acknowledged that additional study and community consensus building is required to determine the LPS design concept and scope for the northern segment of the Corridor between the Atlantic Blvd./Bandini Blvd. interchange and SR-60. The OPC has committed to undertake this “mini” corridor study and incorporate its results into the LPS that they adopted in November 2004, prior to the initiation of environmental studies of the LPS. The MTA and the I-5 Joint Powers Authority (JPA) have agreed to jointly fund this mini corridor study. The OPC further committed to consider recommendations from the impacted Tier 1 Community Advisory Committees, Tier 2 Community Advisory Committee and Technical Advisory Committee (TAC) prior to its decision on the LPS for this segment of the Corridor. It remains to be determined if transportation infrastructure improvements that are acceptable to the local communities can be developed for this segment of the Corridor. The issues primarily relate to right-of-way impacts associated with potential improvements through this segment, which includes the I-710/I-5 interchange, as well as traffic impacts to surrounding communities.

10.4 Freeway Design Issues

The Hybrid Design Concept adopted as the Locally Preferred Strategy contains several design exceptions to state and federal highway design standards to achieve the objectives of increasing corridor roadway capacity while minimizing right-of-way impacts. Caltrans and the Federal Highway Administration (FHWA) have performed a preliminary review of the conceptual design of the Locally Preferred Strategy and have commented on several design features for which they have concerns. Appendix V contains the full set of these comments. These concerns will be addressed in subsequent engineering development phases of the project.

The following is a summary of the issues raised by Caltrans and FHWA relative to the Hybrid Design Concept of the Locally Preferred Strategy:

- Require more detailed traffic analyses to support specific design features.
- Lack of adequate length weave sections at several locations.
- Operational concerns about types of proposed interchange configurations.
- Inadequate merge lengths at freeway to freeway connector ramps.
- Constructibility concerns regarding the proposed decking of the Pacific Coast Highway to Willow Street section of I-710.

- Potentially inadequate sight distances at several locations.
- Operational concerns regarding lack of elimination of ramps/movements.
- Inclusion of partial interchanges.
- Non-standard lane and shoulder widths at various locations.

These issues relate to accepted state and federal highway design standards, which have been developed to make freeways as safe as practicable for the motoring public. While the objective is to minimize right-of-way impacts, addressing design issues/concerns may require revising acquisition needs. These impacts will be reviewed with the affected communities to ascertain whether a consensus can be maintained on the design concept that is acceptable to Caltrans, FHWA, and other agencies whose facilities and operations are impacted by the design.

10.5 Definition of Arterial Street Improvements

As part of the Locally Preferred Strategy, the OPC approved an element “improvement of arterial highways within the I-710 Corridor”. The scope and extent of these arterial improvements will need to be defined in future project development phases. The Final Set of Alternatives of the Major Corridor Study presented three different “packages” of arterial improvements, one emphasizing north-south arterials, one emphasizing east-west truck access routes to I-710 and one comprised of a combination of both north-south and east-west arterials. However, none of these packages were adopted as part of the LPS decision, the determination of which is left to future study. The TAC had differences of opinion as to the scope of arterial improvements within each of the respective local jurisdictions, which range from lane additions, to intersection improvements, to signal system upgrades or spot improvements. These improvements will also need to achieve consistency, such as lane continuity, among jurisdictions in order to be effective as traffic flow improvements. At a minimum, pavement on arterials to withstand the anticipated detour traffic in advance of I-710 construction that can handle the weight of heavy duty trucks would need to be examined.

10.6 Determination of Truck Inspection Facility(ies)

Construction of truck inspection facilities integrated with the overall design concept is a component of the Locally Preferred Strategy. During the Major Corridor Study, a candidate site was identified for an inspection facility adjacent to northbound I-710 between Long Beach Blvd. and Del Amo Blvd., primarily located within Southern California Edison right-of-way. However, specific sites have not been subjected to more detailed scrutiny, nor integrated with the Hybrid Design Concept. Several interests, including the California Highway Patrol, prefer that a site close to the Ports be selected, if feasible. However, available right-of-way is scarce in the segment of I-710 south of I-405. Siting issues which will need to be addressed include proximity to the Ports, adequate space to queue trucks awaiting inspections, noise and air emissions impacts to surrounding communities and traffic safety.

10.7 Phasing of Improvements

All of the elements in the Locally Preferred Strategy (LPS), including the Hybrid Design Concept, will have a total cost in excess of \$5 billion and their implementation will need to be phased over several years. Decisions will need to be made regarding the order of phasing of

implementation of the LPS components, including items such as the truckway, added general purpose travel lanes for I-710, interchange improvements and arterial street improvements. Considerations in these decisions will include constructability, maintenance of traffic, funding availability, and political and community consensus. A phasing plan will need to be agreed upon by the funding and implementing agencies as part of the EIS/EIR phase of the project development process.

10.8 Technology, Construction and Noise Impacts

The OPC at its November 2004 meeting adopted guiding principles stating that the analysis during the EIR/EIS Phase include detailed review of construction and noise impacts and mitigation; and the feasibility of alternative technologies for movement of goods in the corridor.

10.9 Project Funding

MTA views the I-710 Corridor Improvement Project as one of national significance. As a consequence, the MTA intends to assemble a multi-jurisdictional coalition of funding partners. In order to access federal and state funds for the project, innovative and conventional local revenue sources must be analyzed in detail. A detailed financial plan will be prepared exploring such revenue sources as container fees and truck-way tolls, during the next phases of project planning and development.