



The I-710 Major Corridor Study Report to the Public: April 2003

A study of interest to the residents of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, East Los Angeles, Huntington Park, Long Beach, Lynwood, Paramount, Maywood, Rancho Dominguez, South Gate, and Vernon

The Challenge

Traffic Congestion, truck traffic and traffic safety are major challenges on and around the 710 Freeway. This study is the first step in a program that could take 20 years to complete. In this study, which extends from 2001 through 2003, transportation professionals are working with interested community leaders to identify:

- **where** improvements are needed;
- **what** improvements are reasonable;
- **how** the improvements will affect local communities and congestion; and
- **when** these improvements should be expected.

Improvements to major surface streets, adding lanes to the freeway and freeway interchanges, and improving how the existing streets and freeways operate are all being considered.

The Need for I-710 Improvements

There are three major reasons the I-710 freeway needs to be improved:

- **Safety:** *The I-710 is one of the most unsafe freeways in Southern California.* An average of 5 accidents occur each day on the I-710
- **Public health:** *Air pollution from I-710 traffic, including diesel particulates from trucks, already poses a health hazard to nearby communities.* These conditions are aggravated by trucks idling in traffic congestion. Action is needed to reduce congestion levels on I-710 and encourage the use of cleaner fuels and truck engines.
- **Local jobs and economy:** *Truck traffic is expected to more than double by 2025 in this area.* That doubling encourages job creation and adds to the local economy, because many of the businesses

that use these trucks employ local residents or sell goods to local residents. But, it will also add to congestion on freeways and local streets will see more delays if the freeways are too slow. And, because this area is already so developed, it's simply inevitable that any transportation improvements that significantly meets the demand will undoubtedly affect properties in the I-710 corridor. This study recognizes the reality that changes are coming and that city leaders want to work together to maximize the benefits and minimize the negatives of this change.

Study Approach

This is the first step in what is likely to be a 15 to 20 year program. The study team has recently compiled five different sets of concepts (termed Alternatives A through E) and studied these for their possible benefits and costs. Their findings are being presented for resident comment at a series of Open Houses and community meetings in April and May, 2003, and are summarized in this handout.

After public input, an Oversight Policy Committee, comprised of City Council members from the 14 local cities noted above, the County of Los Angeles, the Ports of Long Beach and Los Angeles, and three transportation agencies, will review public comments and technical information and recommend a set of several improvement projects (termed a "Locally Preferred Strategy" or LPS in study documents) to local cities, the Gateway Cities Council of Governments, and transportation funding agencies. Or they could recommend no improvements to I-710 and surrounding arterial streets.

If an LPS is selected that recommends new construction projects, one or more of these projects will move on to additional public reviews, technical studies, environmental impact analyses, engineering and ultimately construction. Construction dates and timeframes will vary with the project.

Findings

As a starting point the study team analyzed the effects of the five alternatives summarized on page 3. Their results show:

Alternative A is lowest cost, affords no additional benefits, affects no properties.

Alternative B is relatively inexpensive, with proportionally limited benefits and negative impacts. Also affects no properties.

Alternative C reflects significant cost, yields greatest reduction in accidents, and moderate speed increases. Affects significant numbers of properties and provides considerably less additional capacity than D and E.

Alternative D yields greatest speed increase at highest cost, affects significant numbers of properties, and moves the most people and vehicles-- but doesn't reduce accidents as much as others

Alternative E yields major safety improvements and greater speed increases for the special lanes than in the main lanes but affects significant numbers of properties.

Your input is desired:

The recommended set of Early Action Projects could be one of the Alternatives you see today or a combination of specific

projects contained in more than one Alternative. To make sure your interests are heard, please comment on the Alternatives A through E as presented, and answer the following:

1. What outcomes are most important to you?

- ✓ Safety
- ✓ Property impacts
- ✓ Speed
- ✓ Cost
- ✓ Separating autos and trucks

2. What improvements should come first?

- ✓ Improving local streets
- ✓ Adding capacity for all vehicles to the freeway
- ✓ Fixing interchanges
- ✓ Separating trucks from autos
- ✓ Encouraging carpooling

3. Are there any specific projects in any of the Alternatives that you would eliminate from additional consideration now?

4. Are there any which you strongly believe should be carried to the next step?

5. Do you have other suggestions for addressing the problems on the I-710 that you haven't seen in the five alternatives?

A Menu of Projects

The alternatives and preliminary analysis can be summarized as follows

Alt.	Description And Key Features	Amount of Property to be acquired	Cost (Billions)	Safety (Reduced No. of Accidents)	Travel Time Benefits 1= lowest/least/worst; 5 = highest/most/best
A	<ul style="list-style-type: none"> Pursue only what is already in place/funded (<i>No-Build</i>) 	None	0	NA	1
B	<ul style="list-style-type: none"> Improve how present freeway operates by straightening off-ramps, reducing truck trips during rush hours, synchronizing traffic signals 	None	\$.35 b	316	2
C	<ul style="list-style-type: none"> Add Mixed Flow (all-vehicles) lane Improve interchanges Add capacity on local streets Truck-focused improvements at specific hotspots Truck inspection station 	243 acres	\$3.17 b	554	Main Lanes: 3 Special Lanes: 4
D	<ul style="list-style-type: none"> Add Mixed Flow lanes Improve interchanges Add capacity on local streets Add carpool lanes 	344 acres	\$3.63 b	480	Main Lanes: 5 Special Lanes: 5
E	<ul style="list-style-type: none"> Improve interchanges Add capacity on local streets Add Trucks only lanes 	369 acres	\$3.46 b	539	Main lanes: 4 Special lanes: 4