

MINUTES OF THE MEETING

I-710 TECHNICAL ADVISORY COMMITTEE A Meeting Held at Gateway Cities COG Offices 7300 Alondra Blvd., Suite 201 Paramount, CA OCTOBER 16, 2002

Chair Pagett called the meeting to order at 1:30 p.m.

COMMITTEE MEMBERS PRESENT: Chair William Pagett, Bell Gardens, Cudahy, Maywood, Paramount; Vice Chair Desi Alvarez, Downey; Carlos Alvarado, Bell; Robert Zarrilli, Commerce (by telephone); Augustus Ajawara, Compton; Patrick Fu, Huntington Park; Lon Maddox, Long Beach; Mohammad Mostahkami, South Gate; Kevin Wilson, Vernon; Kerry Cartwright, Port of Long Beach; Sharas Bangalore, Caltrans; Joan Wood, MTA; Joe Vizcarra, CHP.

COMMITTEE MEMBERS ABSENT: Desi Alvarez, Downey; Joe Wang, Lynwood; Al Bowser, SCAG; Sandra Balmir, FHWA/FTA.

OTHERS PRESENT: Sumi Gant, Long Beach; Linda Timmons, Compton; Wes Lind, Huntington Park; Louis Rubenstein, Port of Long Beach; Karin Hodin, MTA; Paul de Paola, CHP; Bill Murphy, CHP; Sue Lai, Port of Los Angeles; Kanya Dorland, Port of Los Angeles; Maged El-Rabaa, LACDPW; Victor Rollinger, Carson; John Ziegler, Auto Club of Southern California; Deborah Chankin, Gateway Cities COG; Jack Joseph, Gateway Cities COG; Hamid Toossi, Caltrans; Frances Lee, Caltrans; Raymond Maekawa, MTA; Cathy Manzo, MTA; Warren Whitenlaw, MTA; Stacy Alameida, MTA; David Wang, MTA; Jinny Park, MTA; Andrea Hricko, USC Environmental Health Sciences Center; Dave Levinsohn, PBQD; Steven Yoshizumi, PBQD; Julie Rush, PBQD; Paul Taylor, Kaku Associates; John Muggridge, Kaku Associates; Sean Mohn, Kaku Associates; Tom Choe, Kaku Associates; Jacki Bacharach, Bacharach & Associates; Josh Gertler, Consensus Planning Group; Anthony Crump, Consensus Planning Group; Julia Brown, Consensus Planning Group; Andrea Rodriguez, Consensus Planning Group.

Roll was taken through self-introductions.

Chairman Pagett led the Pledge of Allegiance.

There were no amendments to the agenda.

There were no public comments.

Consent Calendar:

The consultant staff announced that the minutes of March 20, 2002, May 15, 2002, May 22, 2002, June 5, 2002 and June 12, 2002 were not ready for approval. It was the consensus of the TAC to defer approval of the aforementioned TAC minutes until the next TAC meeting.

Reports:

A. Update on Alternatives Design Concepts

Steven Yoshizumi (PBQD), engineering task manager, presented an update on the conceptual design evolution of each of the build alternatives, C, D and E. Steven informed the TAC that the basic design concept of each of the build alternatives has not changed, but details of some elements have changed to some degree. In Alternative C, for instance, the exclusive truck ramp at PCH has evolved into two separate ramps: from southbound I-710 to westbound PCH, an additional, truck-only lane will be added to the existing ramp. For eastbound PCH to northbound I-710, the existing loop ramp will be converted to a truck-only ramp, while cars will be required to make a left turn to the existing westbound to northbound ramp.

Steven also pointed out that the design of improvements to the I-710/I-405 interchange would eliminate the ability of northbound to westbound traffic to exit I-405 at Santa Fe or Alameda.

In Alternative D, traffic operations considerations require the 4 HOV lanes to reduce to 2 HOV lanes between I-5 and SR-60.

In Alternative E, the Truckway concept has been modified south of I-405 such that 4 new elevated lanes would be constructed in the median of I-710 between the Shoemaker Bridge ramps and Willow Street, with the elevated lanes restricted to cars and trucks restricted to the general purpose lanes on the existing freeway. The truckway lanes would begin and end in the vicinity of Willow Street.

B. Update on Sub-area Model

John Muggridge (Kaku) provided an overview of the I-710 subarea travel forecasting model. The model has been developed based upon the SCAG 2001 RTP model and the POLB TMP model. The model is a focused subarea model, which means that the zone and network detail has been increased in the vicinity of I-710 (I-110 to I-605, San Pedro Bay to SR-60) and decreased further away

from the study area. The model estimates drive alone autos, carpools, light heavy, medium heavy and heavy-heavy trucks. The traffic assignment method is a multi-class assignment and the SCAG volume/delay functions have been replaced with BPR functions. The model is currently being validated to 1997 count data across multiple north/south and east/west screenlines within the study area for both the am and pm peak periods. The model will be used to estimate the traffic impacts and benefits of each of the I-710 alternatives.

C. Update on Public Outreach

Anthony Crump (CPG) provided an update on the public outreach task of the project. The current phase of outreach on the Final Set of alternatives has commenced. Letters have been sent by GCCOG to over 70 elected officials in the Study Area notifying them that the current phase of outreach is starting up and offering to brief them on the study. This phase of outreach will be divided into two parts. The first part, between now and January, will focus on providing explanations of the composition of the Final Set of alternatives as adopted by the OPC in June, and requesting feedback on their features. The second phase will begin in February, 2003 and will provide the public and stakeholders with the evaluative information about the alternatives. This phase will continue up to the OPC decision next spring on the selection of the Locally Preferred Strategy (LPS).

D. Overview of Alternatives Evaluation Process

Dave Levinsohn (PBQD) presented a handout that listed the evaluation measures that will be developed for each of the alternatives. He indicated that these measures, while similar to those used during the alternatives screening process, will be developed in more detail. They are closely correlated with the issues in the adopted Purpose and Need Statement of the study. The handout also presented a listing of the major elements of the alternatives for which evaluation information will be developed to facilitate the TAC and OPC to be able to "mix and match" elements of the alternatives to develop the LPS.

Within the TSM alternative, Mr. Levinsohn requested direction from the TAC regarding the assumptions that should be used to define truck trip demand management strategies. The traffic forecasts developed for the previous screening analysis assumed aggressive financial incentives/disincentives would be applied to shift additional port truck trips out of the current peak periods to off-peak, particularly night time periods. After discussion, it was the consensus of the TAC to direct the study team to assume no additional truck demand management strategies in the TSM over the future No Build, due to their controversial and speculative natures. It was consensus of the TAC to explore the issue of truck demand management further at future meetings. Mr. Levinsohn indicated that, if so directed, the consultant team in the future could do

a "sensitivity test" forecast to provide an indication of the amount of peak period traffic benefit that could accrue to a port truck demand management strategy.

E. Discussion Regarding I-710 Project's Place in the MTA's Short Range Transportation Plan

Ray Maekawa (MTA) provided a presentation on the MTA's Short Range Transit Plan (SRTP) and its relationship to the congested corridors in Los Angeles County, including the I-710 Corridor. The SRTP is focused on transportation projects that have regional mobility benefit and that can be implemented in the 2003-2009 timeframe. Mr. Maekawa referred to a handout which described the MTA staff's current thinking, in draft form, about possible SRTP projects for the I-710 study area, as well as an information data sheet to define potential corridor "hot spots" and suggested short term improvement projects to address the hot spots. Upon questioning by TAC members, Mr. Maekawa explained that projects nominated for the SRTP are not in the same process as those for the biennial MTA Call for Projects. SRTP data sheets and project proposals need to be submitted to MTA staff by the end of October.

After discussion, the it was the consensus of the TAC to propose the following projects for the SRTP from the I-710 Major Corridor Study, recognizing that the determination of the Locally Preferred Strategy for the I-710 will not be selected until Spring, 2003:

- Gerald Desmond Bridge Replacement
- Arterial Widening for all arterials still under study in Alternatives C, D, and E
- Freeway to freeway interchange improvements at I-710/I-405, I-710/SR-91, and I-710/I-5

The TAC directed Deborah Chankin of GCCOG staff, with assistance of Kerry Cartwright, POLB staff, to develop the draft SRTP submittal and then e-mail it to the TAC members for review and comment. Once comments are received, it will be revised and then submitted to the MTA by GCCOG.

Adjournment:

The meeting was adjourned by consensus at 4:00 p.m.