



## **BACKGROUND PAPER**

*A coalition of government agencies is nearing a decision on selecting a comprehensive set of improvements to Interstate 710 (Long Beach Freeway). This paper provides background facts and an overview of the process.*

### **Overview**

The I-710 Major Corridor Study began in 2001. Its goal is to develop a comprehensive strategy to improve travel conditions on I-710 between the Ports of Long Beach and Los Angeles on the south and State Route 60 (Pomona Freeway) near downtown Los Angeles, a distance of 18 miles. The study relies on detailed engineering analyses of current and future traffic and other conditions, as well as extensive input from the general public and a wide variety of stakeholders. The study will be complete when the participating agencies reach consensus and select a preferred alternative to improve the I-710 Corridor.

### **Need**

No major work has been accomplished to increase capacity on I-710 since it was constructed more than 30 years ago. Traffic volumes, therefore, have overwhelmed the design capacity, particularly at the interchanges, causing safety problems and increasing traffic congestion and emissions from idling vehicles. Near Long Beach, trucks make up approximately 20 percent of the traffic during the day. Truck trips to and from the ports are projected to triple by 2020. According to state records, I-710 has an accident rate that exceeds the statewide average for other freeways of this type.

### **Partners**

The I-710 Major Corridor Study is being undertaken jointly by the Gateway Cities Council of Governments (COG), the Los Angeles County Metropolitan Transportation Authority (MTA), the California Department of Transportation (Caltrans) and the Southern California Association of Governments (SCAG). All formal meetings related to the study are publicly scheduled through the Gateway Cities Council of Governments.

Final decisions regarding the study are made by the I-710 Oversight Policy Committee (OPC), which includes City Council members from 13 COG member cities in the study area plus Carson, and representatives of Los Angeles County, the Ports of Long Beach and Los Angeles, MTA, Caltrans and SCAG. The OPC is advised by a Technical Advisory Committee (TAC) of engineers, public works officials and other technical experts. The lead study consultant is Parsons, Brinckerhoff, Quade and Douglas, Inc. (PBQD).

**(MORE)**

**I-710 Major Corridor Study**

## **Briefing Paper**

### **2-2-2**

#### **Alternatives**

Based on extensive input from the general public, government agencies and other stakeholders, the Oversight Policy Committee in June 2002 narrowed the number of strategic alternatives from 12 to five.

**Alternatives A and B:** These alternatives include all currently planned projects as well as operational improvements, such as technology to help manage traffic flow efficiently. These legally required “no project” alternatives do not include construction to enhance I-710 capacity.

#### **Alternative C:**

Estimated cost, \$2.2 billion to \$3 billion. Key elements:

- Add general-purpose lane in each direction to selected segments.
- Some improvements at freeway-to-freeway and local interchanges.
- Truck bypass lanes around freeway-to-freeway interchanges.
- Separate truck ramps at PCH and Washington Blvd. interchanges.
- New interchange at Slauson Ave.
- Four-lane extension of Terminal Island Freeway (SR-47/103) to I-710 north of I-405.
- Capacity enhancements to 10 arterials, including one new lane in each direction.

#### **Alternative D:**

Estimated cost, \$2.5 billion to \$3.4 billion. Key elements:

- Add two general-purpose lanes in each direction in some segments, one lane in others.
- Add one carpool/bus lane in each direction in some segments, two lanes in others. In some locations, lanes would be elevated above I-710 median (similar to I-110).
- Major improvements at freeway-to-freeway and local interchanges, including direct carpool connectors at I-405.
- Four-lane viaduct connecting State Route 47 and Alameda Street.
- Capacity enhancements to four arterials, including one new lane in each direction.
- Preserves possibility of high-speed rail line between downtown Long Beach and downtown Los Angeles.

#### **Alternative E:**

Estimated cost, \$2.5 billion to \$3.1 billion. Key elements:

- Add two exclusive truck lanes in each direction from Willow Street in Long Beach to Whittier Blvd in East Los Angeles. Lanes would be elevated in certain segments.
- Dedicated ingress and egress points for trucks at selected locations.
- Adds two exclusive, mostly elevated auto lanes in each direction between Shoemaker Bridge near downtown Long Beach and Willow Street in Long Beach.
- Major improvements to freeway-to-freeway interchanges.
- New interchange at Slauson Avenue.
- Capacity enhancements to five arterials, including one new lane in each direction.

**(MORE)**

**I-710 Major Corridor Study  
Briefing Paper  
3-3-3**

**Schedule**

The Technical Advisory Committee is scheduled to consider results of the study in late March and April before making a recommendation to the Oversight Policy Committee. The goal is to have the Oversight Policy Committee select a locally preferred alternative for more intensive study and engineering in mid-to late-May. That schedule is contingent on the Technical Advisory Committee finalizing its recommendations in late April.

**Community Input**

The I-710 Major Corridor Study incorporates extensive input received through an exhaustive series of public meetings, roundtables, detailed briefings and other forums for community and neighborhood groups, public agencies, large employers and other stakeholders. Public open houses are scheduled for:

- Monday April 28, 6 p.m.  
Long Beach Main Library  
101 Pacific Avenue, Long Beach
  
- Tuesday, April 29, 6 p.m.  
Bell Gardens Intermediate School  
5841 Live Oak Street, Bell Gardens
  
- Wednesday, April 30, 6 p.m.  
Humphreys Elementary School  
500 S. Humphreys Ave., East Los Angeles

**More information**

News media inquiries: Phil Hampton, Adler Public Affairs, (562) 435-5551.

Gateway Cities Council of Governments web site: [www.gatewaycog.org](http://www.gatewaycog.org).

Los Angeles County MTA web site: [www.mta.net](http://www.mta.net).

###