Recirculated Draft EIR/Supplemental Draft EIS
Alternatives Comparison Matrix
DRAFT

Five alternatives emerged from the alternatives development and screening process and were evaluated in the I-710 Draft EIR/EIS for the planning horizon year of 2035. These are:

- No-Build
- Alternative 5A – Modernize and improve I-710 with 10-general purpose lanes only
- Alternative 6A – Alternative 5A plus include a 4-lane freight corridor for conventional trucks
- Alternative 6B – Alternative 5A plus include a 4-lane freight corridor for zero emission trucks with automated guidance
- Alternative 6C – Alternative 5A plus include a tolled 4-lane freight corridor for zero emission trucks with automated guidance

After review and assessment of the comparative benefits, costs and impacts of the alternatives disclosed in the Draft EIR/EIS, along with careful consideration of the comments received on the Draft EIR/EIS, Caltrans, Metro and the Funding Partners have recommended that Alternative 6C Modified and Alternative 6D (a refinement of Alternative 6C that eliminates the feature to add general purpose lanes to I-710) be assessed as the build alternatives in the RDEIR/SDEIS. In their comments on the Draft EIR/EIS, the Coalition on Environmental Health and Justice (CEHAJ) presented a new alternative for consideration, Community Alternative 7. The table below compares the seven key components of Community Alternative 7 to Alternative 6C Modified and Alternative 6D, the two build alternatives proposed by Metro and its Funding Partners to be evaluated in the Recirculated Draft EIR/Supplemental Draft EIS for the project.

The following matrix was prepared for comparative purposes.

Comparison between Community Alternative 7 and the Alternatives proposed for further analysis in the I-710 RDEIR/RDEIS

	Alternative 6C Modified	Alternative 6D	Community Alternative 7 (CA-7)
General Description	• Tolled 4-lane freight corridor for zero emission trucks with automated guidance • Possible Public-Private Partnership (PPP)	• Tolled 4-lane freight corridor for zero emission trucks with automated guidance	• 4-lane freight corridor for (mandatory) zero emission trucks operated (and possibly financed) by a Public-Private Partnership (PPP)
	• Modernization of I-710 general purpose lanes (up to 10 lanes) with minimization of property impacts	• Maximum of 8 general purpose lanes (but maintain ability for future expansion)	• Maximum of 8 general purpose lanes (no additional capacity or widening)
	• Local interchange and safety improvements • Freeway interchange improvements	• Only those local interchange improvements that accommodate building the freight corridor first or to improve safety	• Local arterial interchange improvements to modernize design and improve safety where possible without property impacts
	• Transit improvements	• Transit Improvements	• Extensive Transit Improvements
	• TSM/TDM and ITS Strategies	• TSM/TDM and ITS Strategies	• TSM/TDM and ITS Strategies
	• Arterial systems improvements	• Arterial systems improvements	• Arterial systems improvements
	• Focused Active Transportation Improvements	• Focused Active Transportation Improvements	• Extensive Active Transportation Improvements
			• LA River Improvements
			• Community Benefits and Enhancements

Alternatives – Major Elements and Design Considerations			
I-710 Freight Corridor	• 4 lanes	• 4 lanes	• 4 lanes
	• Zero emission	• Zero emission	• Zero-emission (from opening day)
	• Tolled	• Tolled	
	• Automated	• Automated	
	• Possible Private-Public Partnership (PPP)	• Possible Private-Public Partnership (PPP)	• Operated (and possibly financed) by a Private-Public Partnership (PPP)
	• Ingress/Egress ramps at 8 locations (south end of I-710, Harbor Scenic Drive (NB), Pico, Anaheim, between I-405 and Del Amo, SR-91, just south of Bandini, Washington (NB only) • Assesses alternative locations for Freight Corridor ingress/egress ramps along I-710 between Firestone Blvd. and Florence Ave. interchanges (TAC recommendation)	• Ingress/Egress ramps at 8 locations (south end of I-710, Harbor Scenic Drive (NB), Pico, Anaheim, between I-405 and Del Amo, SR-91, just south of Bandini, Washington (NB only)	• Ingress/Egress ramps at 7 locations (Harbor Scenic Drive, Pico, I-405, SR-91, I-105, Atlantic/Bandini/Washington, Sheila); none at Anaheim
		• To be built either as a stand-alone project or as an operational first phase of Alternative 6C Modified	• Elevated structure, mostly adjacent to I-710, with double-decking in some locations if necessary • No residential or industrial R/W impacts
I-710 Freeway to Freeway Interchanges	• Includes improvements at the I-405, SR-91 and I-5 interchanges with the I-710	• Eliminates or minimizes improvements at the I-405, SR-91 and I-5 interchanges with the I-710	
	• Minimizes impacts at the I-710/I-105 interchange	• Eliminates the impacts at the I-710/I-105 interchange	

I-710 General Purpose Lanes	• Modernizes the General Purpose lanes to 10 or 8 lanes (depending on results of revised traffic projections using the 2012 SCAG RTP and other revised future year assumptions)	• Modernizes the General Purpose lanes to a maximum of 8 lanes (without precluding ability for future expansion, if needed)	• The freeway itself will not be widened and will maintain 8 general purpose lanes from Ocean Blvd. to SR-60
	• Interfaces with new design for the Gerald Desmond Bridge ramps	• Interfaces with new design for the Gerald Desmond Bridge ramps	
I-710 Local Interchanges	• Studies geometric design options with and without the Slauson Avenue interchange • Local interchange design modernization improvements	• Studies geometric design options with and without the Slauson Avenue interchange Local interchange design improvements only as required to construct Freight Corridor as first phase	• Modernize the design and reconfigure local arterial/freeway interchanges to enhance safety but not result in removing any currently existing residential or industrial structures
	• Maintains the I-710/Washington Blvd. interchange operational in both directions		• Modified design option for I-710 / Washington Blvd. interchange to preserve residential properties and minimize industrial property acquisitions
	• Revises I-710/Anaheim St. interchange design to eliminate impacts to Multi-Use Center • Includes improvements to the Atlantic Blvd./Bandini Blvd. interchange with a reduced "footprint" (avoids impacts to Bell homeless shelter)	• Avoids impacts to Long Beach Multi-Use Center and Bell homeless shelter	• Avoids impacts to Long Beach Multi-Use Center and Bell homeless shelter
	• Safety improvements	• Safety improvements	
TSM/TDM and ITS	• Adaptive Ramp metering on I-710	• Adaptive Ramp metering on I-710	• Adaptive ramp metering on I-710
	• Peak period parking restrictions on key arterials	• Peak period parking restrictions on key arterials	• Peak period parking restrictions on key arterials
	• Expands ITS to include entire corridor	• Expands ITS to include entire corridor	• Additional ITS implementation on major arterials • ITS Corridor Management on I-710, I-110 and I-605

Transit	• Assumes implementation by others of: ○ Expansion of Rail Transit Service (Blue Line, Green Line, Metrolink, HSR) ○ Expansion of existing high speed bus service on freeways (e.g., I-605) ○ Increase in corridor Metro Rapid service frequency ○ Increase corridor local bus service (service frequency ○ Expansion of existing community bus service	• Assumes implementation by others of: ○ Expansion of Rail Transit Service (Blue Line, Green Line, Metrolink, HSR) ○ Expansion of existing high speed bus service on freeways (e.g., I-605) ○ Increase in corridor Metro Rapid service frequency ○ Increase corridor local bus service (service frequency) ○ Expansion of existing community bus service	• Implementation of a corridor-wide, comprehensive capacity enhancement for public transportation • Add Bus shelters • Expand Metro Blue Line and Green Line service • Expand local, express, and Metro Rapid Bus services through increased frequency on existing routes and new routes • Enhance community bus services
Active Transportation (Bicycle/Pedestrian)	• Accommodates active transportation facilities in the I-710 study area to be planned and developed by Gateway Cities COG	• Accommodates active transportation facilities in the I-710 study area to be planned and developed by Gateway Cities COG	• Provides cities with planning funds to develop and adopt bike/ped master plans • Connects the Los Angeles River shared-use path to Downtown LA, Compton Creek and Rio Hondo paths • Connects communities with bicycle and pedestrian-only bridges over I-710 every ¼ - ½ mile • Implements best design practices at local interchanges to ensure bicycle and pedestrian safety • Establishes a dense network of bicycle-friendly neighborhood routes • Provides safe and effective connections to transit stations and bus stops
Arterial Improvements	• Arterial intersection Improvements from DEIR/DEIS plus additional arterial intersection improvements (as determined by the revised traffic analyses)	• Arterial intersection Improvements from DEIR/DEIS plus additional arterial intersection improvements (as determined by the revised traffic analyses)	• Implement Complete Streets treatments on principal arterial and collector streets throughout the corridor

Community Impacts	• Includes a Dominquez Gap Basin relocation plan	• Includes a Dominquez Gap Basin relocation plan	
	• Avoids Department of Water and Power (DWP) transmission line River relocation into the LA River	• Avoids Department of Water and Power (DWP) transmission line River relocation into the LA RIver	• Avoids Department of Water and Power (DWP) transmission line River relocation into the LA River •
	• Builds sound walls early in the project construction	• Builds sound walls early in the project construction	
	• Minimizes off-site relocation of the Southern California Edison (SCE) 66kV transmission lines	• Minimizes off-site relocation of the Southern California Edison (SCE) 66kV transmission lines	• Minimizes off-site relocation of the Southern California Edison (SCE) 66kV transmission lines •
			• <u>Community Benefits and Enhancement:</u> o Neighborhood Services, Facilities and Amenities o Maintain and upgrade existing parks o Links the LA River with parks and greenbelts o Healthier Schools o Air Filtration o Trees and Streetscapes o Address on-street and off-street parking problems o Public Art

Other	• treatment of polluted run-off	• treatment of polluted run-off	• <u>Los Angeles River Improvements, including:</u> o restoration of natural river functions, including recreational trails, restored wetlands, continuous fish migration corridors, and native landscaping o removal of neighborhood barriers to River access o treatment of polluted run-off o Off-sets for increases in non-permeable surfaces o Includes Compton Creek and Rio Hondo
Potential Mitigation	• Update currently proposed mitigation measures to address impacts of this modified alternative and to address public comments received on the Draft EIR/EIS. This will commence upon determining the impacts of the Alternative.	• Update currently proposed mitigation measures to address impacts of this new alternative and to address public comments received on the Draft EIR/EIS. This will commence upon determining the impacts of the Alternative.	• Includes a construction impacts mitigation program with: o allocated funds for mitigation, safety, and outreach, o free public transit program o zero/near zero emission construction equipment o comprehensive pedestrian and bicycle safety element o community benefits, including jobs training programs