

MOTION

The I-710 North Study is being conducted to explore transportation improvements that will increase mobility and improve traffic efficiency in east/northeast Los Angeles and the western San Gabriel Valley.

The Los Angeles County Metropolitan Transit Authority (Metro), in conjunction with the California Department of transportation (Caltrans) released a Draft Environmental Impact Report in March 2015 which analyzed the environmental impacts of five project alternatives: a No Build Alternative, Transportation System Management / Transportation Demand Management (TSM/TDM) Alternative, Bus Rapid Transit Alternative (BRT), Light Rail Transit (LRT) Alternative and a Freeway Tunnel Alternative.

None of the build options sufficiently balance the transportation and mobility needs of the local community and the regional area. Specifically, the tunnel design is in direct conflict with the City's position against any freeway that would cut through the City of Los Angeles (12-0002-S82, 09-0002-S189). Furthermore, the tunnel directly exposes residents of all communities along its route to unnecessary health, safety and monetary cost risks due to significant design flaws.

Assemblymember Chris Holden has introduced Assembly Bill 287 (AB 287) to create a 17-member I-710 Gap Advisory Committee to review a range of traffic calming, green space, and mass transit options for the 6.2 mile gap of the I-710 North study area in order to make recommendations to the state legislature. AB 287 would prohibit the California Department of Transportation from considering a tunnel as an option due to the negative impacts from cost, additional car trips, and greenhouse gas emissions.

Broad based community opposition to a I-710 North freeway has been consistent since the project was first conceived. It is vital that any identified alternative incorporate community based solutions, and it is in the City's interest to pursue, including through the aforementioned processes at Metro and the state Legislature, potential transportation investments that would benefit its residents.

I THEREFORE MOVE that the Department of Transportation and Chief Legislative Analyst report in 30 days with an assessment of the alternatives in the EIR to identify those most benefitting the City and the El Sereno area surrounding the project. The report should also recommend any additional strategies consistent with City policy which merit analysis using Measure R funding set aside for the 710 North study area, to expand the transportation benefits to Los Angeles in any eventual 710 North project.

I FURTHER MOVE that the Chief Legislative Analyst, with assistance from the Department of Transportation, be requested to report with an analysis of AB 287 to assess its potential impacts on the City and to recommend the City's legislative position and any possible amendments for ensuring its benefit to the City.

PRESENTED BY:  JOSE HUIZAR,
Councilmember, 14th District

SECONDED BY: 

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