RTIP ID# *(required)*: LAF7204

TCWG Consideration Date: February 25, 2020

Project Description *(clearly describe project)*:
The City of Long Beach is proposing to realign Pier B Street between Pico Avenue and Anaheim Way, and widen this roadway segment to two (2) lanes in each direction. In addition, the project would realign Pico Avenue to the west from Pier B Street/I-710 Ramps to Pier D Street; constructs new sidewalk on the south side of Pier B Street and along the west side of Pico Avenue; and close the at-grade railroad crossing at 9th Street. Regional location and project vicinity maps are provided in Figures 1 and 2, respectively (attached).

Type of Project *(use Table 1 on instruction sheet)*: Change to existing regionally significant street

County	**Narrative Location/Route & Postmiles:**
Los Angeles	Pier B Street, between Pico Avenue and Anaheim Way; Pico Avenue, between Pier B Street/I-710 Ramps and Pier B Street; all within the City of Long Beach. Regional location and project vicinity maps are provided in Figures 1 and 2, respectively (attached). **Caltrans Projects – EA#** N/A

Lead Agency: City of Long Beach

Contact Person	**Phone#**	**Fax#**	**Email**
Keith Cooper	213-312-1752	N/A	Keith.Cooper@icf.com

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5** ✓ **PM10** ✓

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	✓ **EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: 8/2020

NEPA Assignment – Project Type *(check appropriate box)*

Exempt	**Section 326 –Categorical Exemption**	✓ **Section 327 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	6/2012	6/2016	N/A	6/2022
End	8/2020	6/2022	N/A	6/2025

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*:
Project purpose is to improve goods movement mobility and enhance pedestrian travel. The project will improve the geometric design of Pier B Street and Pico Avenue, thereby enhancing safety and traffic operations.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*:
Project vicinity land uses are compatible for large volumes of heavy truck traffic. Land uses include the I-710 Freeway to the east, port/logistics land uses to the south and west, and logistics land uses to the north.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Roadway Segment	No Build Alternative			Build Alternative		
	AADT	Truck AADT	Truck Percent	AADT	Truck AADT	Truck Percent
Pier B St.[a]	1,470	483	33%	6,121	1,580	26%
Pico Ave.	9,481	4,441	47%	7,737	4,153	54%

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Roadway Segment	No Build Alternative			Build Alternative		
	AADT	Truck AADT	Truck Percent	AADT	Truck AADT	Truck Percent
Pier B St.[b]	1,414	465	33%	7,805	2,281	29%
Pico Ave.	13,870	6,786	49%	10,476	5,792	55%

[a] Under Opening Year (2025) Build Alternative conditions, traffic volumes on Pier B Street are anticipated to increase due to closure of the 9th Street at-grade rail crossing. Traffic will be redistributed from 9th Street to Pier B Street and other adjacent roadways; however, the traffic volumes on Pier B Street would still be well below the capacity for the four-lane roadway. Traffic volumes on Pico Avenue would be lower due to traffic redistribution with the closure of the 9th Street at-grade rail crossing.

[b] Under Horizon Year (2045) Build Alternative conditions, traffic volumes on Pier B Street are anticipated to be lower than under Opening Year (2025) Build Alternative conditions since the horizon year reflects cumulative conditions with related projects. In particular, the Port of Long Beach is implementing rail improvement projects, such as the Pier B On-Dock Rail Support Facility located to the north of Pier B Street, to facilitate moving more cargo by rail. As part of the Pier B On-Dock Rail Support Facility Project, various roadways will be removed within the area that will be acquired for the expanded railyard. With these changes, traffic volumes along Pier B Street is anticipated to be lower under horizon year conditions.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

See Attachment 1.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

See Attachment 1.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The proposed improvements would relieve congestion and improve vehicle circulation. Given the project vicinity land uses that are compatible with high volumes of heavy-duty truck traffic, the projected increases in truck volume traffic would not be considered significant. The 9th Street at-grade railroad crossing closure would improve traffic operations and reduce delays at the intersection of 9th Street/I-710 ramps/Pier B Street/Pico Avenue. Traffic on 9th Street would be redistributed to adjacent roadways and accommodated by available capacity in the roadway system.

Comments/Explanation/Details *(attach additional sheets as necessary)*

Project construction would require less than 5 years. As such, construction emissions analysis for project-level conformity is not required.

Under 40 CFR 93.123(b)—PM10 and PM2.5 Hot Spots—the following criteria are utilized to determine the potential for the proposed project to qualify as a Project of Air Quality Concern (POAQC):

(i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles.

The project includes minor roadway widening along a 0.6-mile segment of Pier B Street. The project would not significantly increase the number of diesel vehicles operating within the project study area. Project vicinity land uses are compatible with high volumes of heavy-duty truck traffic.

(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.

Previously noted, project vicinity land uses are compatible with high volumes of heavy-duty truck traffic, and in this context, the project would not result in significant increases in traffic volumes along project vicinity roadways. The project would not significantly increase the number of diesel vehicles operating within the project study area and would not adversely impact nearby intersections that are at LOS D, or worse, and that have a significant number of diesel vehicles.

(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.

The project is not a new or expanded bus or rail terminal, nor would the project adversely impact transfer points that have a significant number of diesel vehicles congregating at a single location.

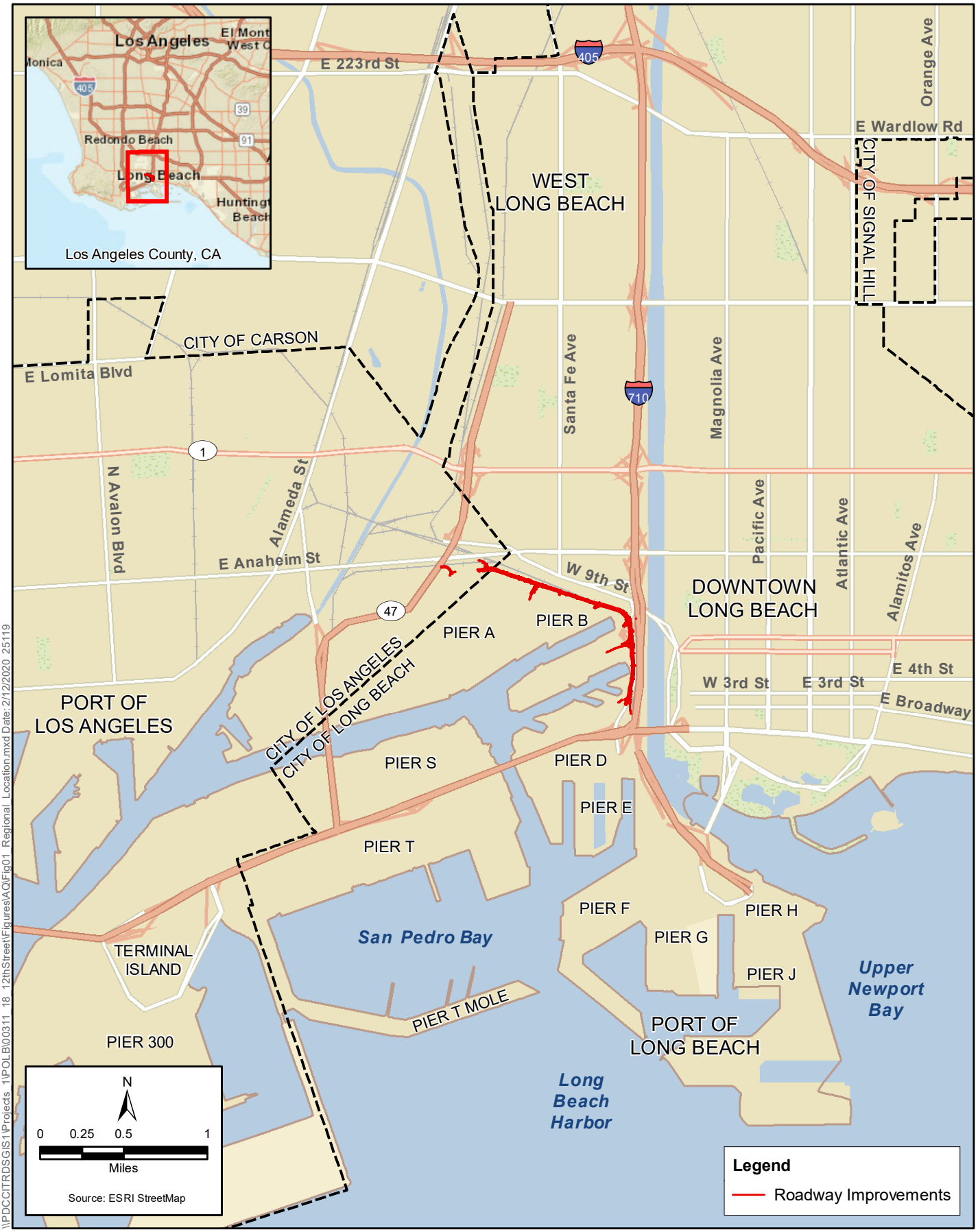
(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.

The project is not a new or expanded bus or rail terminal, nor would the project adversely impact transfer points that have a significant number of diesel vehicles congregating at a single location.

(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM2.5 and PM10 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

For the reasons noted above, the proposed project would not be considered a POAQC.



\\PDCCITRDSGIS1\Projects 1\POLB\00311 18 12thStreet\Figures\AQ\Fig01 Regional Location.mxd Date: 2/12/2020 25119

Figure 1
Regional Location

Figure 2
Local Project Vicinity

ATTACHMENT 1

Opening Year 2025 - No Build Alternative Intersection LOS

Intersection 1 (Pico Avenue-Pier B Street & 9th Street-I-710 Ramps)

	Direction		Peak Hour Volume		LOS		V/C	
			AM	PM	AM	PM	AM	PM
Opening Year (2025) – No Build	NB I-710 Ramps	NB - L	24	85	D	C	0.890	0.734
		NB - T	11	13				
		NB - R	300	228				
	SB 9th Street	SB – L	410	144				
		SB – T	28	33				
		SB - R	21	23				
	EB Pier B Street	EB – L	17	81				
		EB – T	54	60				
		EB – R	33	139				
	WB Pico Avenue	WB – L	227	431				
		WB – T	86	69				
		WB – R	409	434				
Note: Volumes are in PCE's								

Intersection 2 (Pier B Street & Edison Street)

	Direction		Peak Hour Volume		LOS		Delay	
			AM	PM	AM	PM	AM	PM
Opening Year (2025) – No Build	Edison Ave.	NB - L	6	7	A	A	8.7	9.2
		NB - T	0	0				
		NB - R	18	30				
	N/A	SB – L	0	0				
		SB – T	0	0				
		SB - R	0	0				
	EB Pier B Street	EB – L	0	0				
		EB – T	48	206				
		EB – R	11	8				
	WB Pier B Street	WB – L	23	3				
		WB – T	89	155				
		WB – R	0	0				
Note: Volumes are in PCE's; Worst Approach Delay is reported (seconds per vehicle)								

Intersection 3 (Pier B Street & Anaheim Way)

	Direction		Peak Hour Volume		LOS		Delay	
			AM	PM	AM	PM	AM	PM
Opening Year (2025) – No Build	N/A	NB - L	0	0	A	A	7.7	8.0
		NB - T	0	0				
		NB - R	0	0				
	SB Anaheim Way	SB – L	29	24				
		SB – T	0	0				
		SB - R	47	34				
	EB Pier B Street	EB – L	48	55				
		EB – T	33	110				
		EB – R	0	0				
	WB Pier B Street	WB – L	0	0				
		WB – T	59	94				
		WB – R	40	37				
Note: Volumes are in PCE's; Average Delay is reported (seconds per vehicle)								

Opening Year 2025 – Build Alternative Intersection LOS

Intersection 1 (Pico Avenue-Pier B Street & 9th Street-I-710 Ramps)

	Direction		Peak Hour Volume		LOS		V/C	
			AM	PM	AM	PM	AM	PM
Opening Year (2025) – No Build	NB I-710 Ramps	NB - L	55	142	B	A	.647	.570
		NB - T	0	0				
		NB - R	513	204				
	SB 9th Street	SB – L	0	0				
		SB – T	0	0				
		SB - R	0	0				
	EB Pier B Street	EB – L	0	0				
		EB – T	164	190				
		EB – R	40	175				
	WB Pico Avenue	WB – L	303	490				
		WB – T	387	368				
		WB – R	0	0				
Note: Volumes are in PCE's								

Intersection 2 (Pier B Street & Edison Street)

	Direction		Peak Hour Volume		LOS		V/C	
			AM	PM	AM	PM	AM	PM
Opening Year (2025) – No Build	Edison Ave.	NB - L	7	32	A	B	9.6	13.0
		NB - T	0	0				
		NB - R	17	5				
	N/A	SB – L	0	0				
		SB – T	0	0				
		SB - R	0	0				
	EB Pier B Street	EB – L	0	0				
		EB – T	167	335				
		EB – R	11	11				
	WB Pier B Street	WB – L	23	0				
		WB – T	404	481				
		WB – R	0	0				
Note: Volumes are in PCE's; Worst Approach Delay is reported (seconds per vehicle)								

Intersection 3 (Pier B Street & Anaheim Way)

	Direction		Peak Hour Volume		LOS		V/C	
			AM	PM	AM	PM	AM	PM
Opening Year (2025) – No Build	N/A	NB - L	0	0	B	B	10.5	10.4
		NB - T	0	0				
		NB - R	0	0				
	Anaheim Way	SB – L	161	117				
		SB – T	0	0				
		SB - R	47	17				
	Pier B Street	EB – L	56	54				
		EB – T	25	118				
		EB – R	0	0				
	Pier B Street	WB – L	0	0				
		WB – T	60	105				
		WB – R	355	371				
Note: Volumes are in PCE's; Average Delay is reported (seconds per vehicle)								

Horizon Year 2045 - No Build Alternative Intersection LOS

Intersection 1 (Pico Avenue-Pier B Street & 9th Street-I-710 Ramps)

	Direction		Peak Hour Volume		LOS		V/C	
			AM	PM	AM	PM	AM	PM
Horizon Year (2045) - No Build	NB I-710 Ramps	NB - L	25	66	F	E	1.100	0.938
		NB - T	15	13				
		NB - R	438	254				
	SB 9th Street	SB – L	508	236				
		SB – T	36	39				
		SB - R	19	26				
	EB Pier B Street	EB – L	17	86				
		EB – T	57	71				
		EB – R	35	122				
	WB Pico Avenue	WB – L	311	520				
		WB – T	85	79				
		WB – R	509	636				
Note: Volumes are in PCE's								

Intersection 2 (Pier B Street & Edison Street)

	Direction		Peak Hour Volume		LOS		Delay	
			AM	PM	AM	PM	AM	PM
Horizon Year (2045) - No Build	NB Edison St	NB - L	5	7	A	A	2.0	0.9
		NB - T	0	0				
		NB - R	19	30				
	N/A	SB – L	0	0				
		SB – T	0	0				
		SB - R	0	0				
	EB Pier B Street	EB – L	0	0				
		EB – T	47	207				
		EB – R	10	8				
	WB Pier B Street	WB – L	24	3				
		WB – T	84	148				
		WB – R	0	0				
Note: Volumes are in PCE's; Worst Approach Delay is reported (seconds per vehicle)								

Intersection 3 (Pier B Street & Anaheim Way)

	Direction		Peak Hour Volume		LOS		Delay	
			AM	PM	AM	PM	AM	PM
Horizon Year (2045) - No Build	N/A	NB - L	0	0	A	A	7.7	8.1
		NB - T	0	0				
		NB - R	0	0				
	SB Anaheim Way	SB – L	26	29				
		SB – T	0	0				
		SB - R	47	57				
	EB Pier B Street	EB – L	49	59				
		EB – T	33	107				
		EB – R	0	0				
	WB Pier B Street	WB – L	0	0				
		WB – T	58	94				
		WB – R	36	30				
Note: Volumes are in PCE's; Average Delay is reported (seconds per vehicle)								

Horizon Year 2045 – Build Alternative Intersection LOS

Intersection 1 (Pico Avenue-Pier B Street & 9th Street-I-710 Ramps)

	Direction		Peak Hour Volume		LOS		V/C	
			AM	PM	AM	PM	AM	PM
Horizon Year (2045) - Build	NB I-710 Ramps	NB - L	61	168	C	B	0.743	0.626
		NB - T	0	0				
		NB - R	594	237				
	SB 9th Street	SB – L	0	0				
		SB – T	0	0				
		SB - R	0	0				
	EB Pier B Street	EB – L	0	0				
		EB – T	235	191				
		EB – R	60	187				
	WB Pico Avenue	WB – L	380	580				
		WB – T	450	421				
		WB – R	0	0				
Note: Volumes are in PCE's								

Intersection 2 (Pier B Street & Edison Street)

	Direction		Peak Hour Volume		LOS		Delay	
			AM	PM	AM	PM	AM	PM
Horizon Year (2045) - Build	NB Edison St	NB - L	7	31	B	B	0.5	0.5
		NB - T	0	0				
		NB - R	17	6				
	N/A	SB – L	0	0				
		SB – T	0	0				
		SB - R	0	0				
	EB Pier B Street	EB – L	0	0				
		EB – T	264	351				
		EB – R	13	11				
	WB Pier B Street	WB – L	21	0				
		WB – T	472	558				
		WB – R	0	0				
Note: Volumes are in PCE's; Worst Approach Delay is reported (seconds per vehicle)								

Intersection 3 (Pier B Street & Anaheim Way)

	Direction		Peak Hour Volume		LOS		Delay	
			AM	PM	AM	PM	AM	PM
Horizon Year (2045) - Build	N/A	NB - L	0	0	B	B	13.1	11.7
		NB - T	0	0				
		NB - R	0	0				
	SB Anaheim Way	SB – L	248	154				
		SB – T	0	0				
		SB - R	45	47				
	EB Pier B Street	EB – L	51	78				
		EB – T	31	95				
		EB – R	0	0				
	WB Pier B Street	WB – L	0	0				
		WB – T	61	136				
		WB – R	423	416				
Note: Volumes are in PCE's; Average Delay is reported (seconds per vehicle)								