

# ***APPENDIX A***

## **List of Consultant Firms**

**I-710 MAJOR CORRIDOR STUDY  
LIST OF CONSULTANT FIRMS**

**PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.**

**Kaku Associates, Inc.  
Cambridge Systematics, Inc.  
Greenwood and Associates  
Chambers Group, Inc.**

**Consensus Planning Group, Inc  
Jacki Bacharach and Associates  
Adler Public Affairs  
Jenkins/Gates and Martinez, Inc**

# ***APPENDIX B***

## **I-170 Oversight Policy Committee Membership, Meeting Agendas, Meeting Minutes**

## **I-710 Oversight Policy Committee Membership**

Councilmember Hector De La Torre, Chair, and  
Mayor Xochilt Ruvalcaba, **City of South Gate**  
Councilmember Frank Colonna, Co-Chair, **City of Long Beach**  
Mayor Pro Tem Richardo Sanchez and  
Councilmember Fernando Pedroza **City of Lynwood**  
Mayor Samuel Peña, Co-Chair, **City of Maywood**  
Councilmember George Cole, **City of Bell**  
Councilmember Daniel Crespo, **City of Bell Gardens**  
Mayor Hugo Argumedo and Councilmember Nancy Ramos, **City of Commerce**  
Councilmember Issador Hall III and Councilmember Amen Rahh, **City of Compton**  
Mayor Frank Gurule, **City of Cudahy**  
Councilmember Keith McCarthy, **City of Downey**  
Mayor Pro Tem Jessica Maes, Mayor Juan Noguez,  
and Councilmember Ric Loya, **City of Huntington Park**  
Councilmember Gene Daniels, **City of Paramount**  
Councilmember William Davis, **City of Vernon**  
County Supervisor Gloria Molina, **County of Los Angeles**  
Mayor James Dear, **City of Carson**  
Mr. Steve Novotny and Mr. Sharas Bangalore, **Caltrans**  
Mr. Ray Maekawa, **MTA**  
Commissioner Thomas Warren, and Mr. Michael Chang, **Port of Los Angeles**  
Commissioner Mario Cordero, and  
Commissioner John R. Calhoun, **Port of Long Beach**  
Mr. Zahi Faranesh, Mr. Alan Bowser  
and Mr. Hasan Ikhata, **SCAG**

# **I-170 Oversight Policy Committee Meeting Agendas and Minutes**

## **I-710 OVERSIGHT POLICY COMMITTEE MEETING**

*Thursday, May 24, 2001*

*6:00 p. m. Buffet*

*6:30 p. m. Meeting*

*Progress Park Plaza*

*(Map attached)*

*15500 Downey Avenue*

*Paramount, California*

### **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 103, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Oversight Policy Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Oversight Policy Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Oversight Policy Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Oversight Policy Committee at the following times:

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- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Oversight Policy Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

**I. CALL TO ORDER**

**II. PLEDGE OF ALLEGIANCE**

**III. ROLL CALL**

**IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).

**V. PUBLIC COMMENTS**

## **VI. CONSENT CALENDAR**

- A. Approval of the Minutes of September 13, 2000, and February 28, 2001

## **VII. REPORTS**

- A. Report from Consensus Planning Group on the Public Outreach Plan
  - 1. Summary of Stakeholder Interviews and Discussion
  - 2. Preview of Informal VA Roundtables
- B. Recommendation to Proceed with the PEAR Version of the Environmental Process

## **VIII. MATTERS FROM THE I-710 OVERSIGHT POLICY COMMITTEE**

## **IX. MATTERS FROM STAFF**

## **X. ADJOURNMENT**

NOTICE: New items will not be considered after 9:00 p.m. unless the I-710 Oversight Policy Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Oversight Policy Committee meeting scheduled for (not determined).

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.



**VII. REPORTS**  
**Item A**  
**Public Outreach Plan**

**MINUTES OF THE MEETING  
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS  
I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Bateman Hall  
11331 Ernestine Avenue  
Lynwood, CA**

**September 13, 2000**

Chair De La Torre called the meeting to order at 6:30 p.m.

COMMITTEE MEMBERS PRESENT: Chair Hector De La Torre, South Gate; Co-Chair Frank Colonna, Long Beach; Co-Chair Ricardo Sanchez, Lynwood; Hugo Argumedo, Commerce; Keith McCarthy, Downey; Gene Daniels, Paramount; John R. Calhoun, Port of Long Beach; Steve Novotny, Caltrans; Ray Maekawa, MTA; Zahi Faranesh, SCAG.

COMMITTEE MEMBERS ABSENT: Co-Chair Margarita Ruvalcaba, Maywood; George Cole, Bell; Pedro Aceituno, Bell Gardens; Marcine Shaw, Compton; Tom Jackson, Huntington Park; William Davis, Vernon.

ALSO PRESENT: Cudahy Vice Mayor Frank Gurule; South Gate Vice Mayor Bill De Witt; Gilbert Canizales, representing State Senator Betty Karnette; Helene Ansel, representing Assemblyman Alan Lowenthal; Bell City Engineer Carlos Alvarado; Commerce Administrative Analyst Fernando Mendoza; Cudahy City Clerk Larry Galvan; Joan Wood, MTA; Karin Hodin, MTA; Al Bowser, SCAG; GWCCOG Executive Director Richard Powers; GWCCOG General Counsel Robert Messinger; Don Camph, GWCCOG staff; Jack Joseph, GWCCOG staff; Vickey Gurule.

Roll was taken through self-introductions.

South Gate Vice Mayor Bill De Witt led the pledge of allegiance.

There were no amendments to the agenda.

Chair De La Torre introduced representatives from the offices of Senator Betty Karnette and Assemblymembers Alan Lowenthal and Bob Pacheco.

Co-Chair Sanchez expressed a welcome to the City of Lynwood and stated that the I-710 project was going somewhere now.

Co-Chair Colonna said that a historic vote will take place tonight finally bringing the I-710 Freeway into the 21<sup>st</sup> century.

South Gate Vice Mayor De Witt said that he had spent three and a half hours the previous week with the Highway Patrol examining the I-710 Freeway and saw a need for additional parking on the side of the freeway so that traffic is not impeded on the remaining lanes when there is an accident or automobile breakdown. He said there was a need for an area to park big rig trucks.

Chair De La Torre presented an overview of what the major corridor study will hope to attain. He said that recommendations for specific projects will not have to wait for completion of the entire study.

After discussion among the Committee members regarding participation by members of the Board of Supervisors, it was moved by Member McCarthy, seconded by Co-Chair Sanchez, to ask the COG's MTA representative to converse with the Board members to determine their desire with regard to participation with the Committee. Motion was approved unanimously.

The Executive Director presented a report outlining the milestones leading to the initiation of the Major Corridor Study. He said that credit had to be given to the entire State legislative delegation of the COG for achieving State funding for the study. It was moved by Member McCarthy, seconded by Member Daniels, to receive and file the report. Motion was approved unanimously.

The Executive Director presented a report summarizing the roles and responsibilities of the I-710 Oversight Policy Committee. It was moved by Member McCarthy, seconded by Co-Chair Sanchez, to receive and file the report. Motion was approved unanimously.

COG Transportation Advisor Don Camph presented a Policy Paper on the project goals, objectives, and strategies, as well as key issues to be addressed. It was moved by Member Daniels, seconded by Member McCarthy, to adopt the Policy Paper. Motion was approved unanimously.

Member Maekawa introduced Joan Wood as MTA's I-710 Project Manager. Ms. Wood presented a report outlining the MTA's consultant selection process. After responding to questions from the Committee regarding the scope of the project, she recommended that the Committee authorize continued negotiation with the highest ranking consultant, Parsons Brinckerhoff, and to proceed to execute a contract within the budgeted amount. It was moved by Co-Chair Colonna, seconded by Member Daniels, to approve the recommendation of the MTA Project Manager. Motion was approved unanimously.

Member McCarthy asked what elements of public and media relations will be needed as part of the Major Corridor Study. Ms. Wood responded that public outreach will be done by the consultant as part of the project.

There being no further business, the Chair announced that the next meeting of the Committee would take place after the consultant selection and contract execution process had taken place.

**Adjournment:** The meeting was adjourned by consensus at 7:54 p.m.

Respectfully submitted,

Richard Powers, Secretary

**MINUTES OF THE  
I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Progress Park  
15500 Downey Avenue  
Paramount, CA**

**May 24, 2001**

Chair De La Torre called the meeting to order at 6:45 p.m.

COMMITTEE MEMBERS PRESENT: Chair Hector De La Torre, South Gate; Co-Chair Ricardo Sanchez, Lynwood; Co-Chair Samuel Pena, Maywood; George Francis Bass, Bell; Marcine Shaw, Compton; Keith McCarthy, Downey; Jessica Maes, Huntington Park; Steve Novotny, Caltrans; Joan G. Wood, MTA; Zahi Faranesh, SCAG.

COMMITTEE MEMBERS ABSENT: Co-Chair Frank Colonna, Long Beach; Daniel Crespo, Bell Gardens; Hugo Argumedo, Commerce; Frank Gurule, Cudahy; Gene Daniels, Paramount; William Davis, Vernon; John R. Calhoun, Port of Long Beach.

ALSO PRESENT: Commerce Administrative Analyst Fernando Mendoza; Long Beach Acting Manager of Traffic and Transportation Sumire Gant; Vernon Director of Community Services Kevin Wilson; Port of Long Beach Manager of Transportation Planning Kerry Cartwright; MTA Project Administrator Karin Hodin; Linda Taira, Caltrans Corridor Studies; GWCCOG Executive Director Richard Powers; GWCCOG General Counsel Robert Messinger; Jack Joseph, GWCCOG staff; Dave Levinsohn, Project Manager, Parsons Brinckerhoff, Quade and Douglas; Donna McCormick, Environmental Planner, Parsons, Brinckerhoff, Quade and Douglas; Alisa Kwun and Juliette Cagigas, Consensus Planning Group.

Member Bass led the pledge of allegiance.

Roll was taken through self-introductions.

There were no amendments to the agenda.

There were no public comments.

It was moved by Member McCarthy, seconded by Member Shaw, to approve the minutes of the meetings of September 13, 2000, and February 28, 2001. The motion was approved unanimously.

## **Minutes of the I-710 Oversight Policy Committee**

**May 24, 2001**

**Page 2 of 2**

Alisa Kwun of Consensus Planning Group presented a report on the I-710 Public Outreach Plan. She summarized the interviews with stakeholders and listed the issues most frequently raised. Stakeholders cited the need to alleviate truck traffic for safety purposes, the desire for a transition from the right side of the I-710 to the northbound I-5, the need for an off-ramp at Slauson Avenue, and the lack of landscaping and general aesthetics on the freeway. She announced a series of public workshops to be held in the cities of Commerce, Lynwood, and Long Beach in the month of June.

Joan Wood presented her recommendation that the OPC proceed with a Preliminary Environmental Analysis Report (PEAR), as opposed to a Tier 1 environmental review process. She explained that a Tier 1 process would have been the preferred method if the dollars were to be available for right-of-way acquisition immediately at the completion of the study. Since that is not the case, and since a Tier 1 process would involve the Federal Highway Administration to a much higher degree, the PEAR alternative would save seven or eight months in the environmental review process. She said the PEAR process does not have to meet the requirements of CEQA or NEPA. The resultant cost savings could be used to develop project study reports for specified improvements. The EIR/EIS would be sufficient to acquire right-of-way, but not be begin construction. She said the additional environmental review that would be required before construction could be done at a later time without delaying the overall project.

It was moved by Member McCarthy, seconded by Member Shaw, to approve the recommendation to proceed with a PEAR environmental review process. The motion was approved unanimously.

Steve Novotny presented a report on the I-710 maintenance projects currently being undertaken or planned by Caltrans. He announced a website that could be accessed to obtain freeway accident information, that being [www.chp.ca.gov](http://www.chp.ca.gov).

After discussion with the project consultants as to the schedule for the next decision points, it was the consensus of the Oversight Policy Committee to meet again on August 23, and September 20.

The meeting was adjourned by consensus at 8:41 p.m.

## **I-710 OVERSIGHT POLICY COMMITTEE MEETING**

*Tuesday, October 30, 2001*

*6:00 p. m. Buffet*

*6:30 p. m. Meeting*

*Progress Park Plaza*

*(Map attached)*

*15500 Downey Avenue*

*Paramount, California*

### **AGENDA**

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- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

**I. CALL TO ORDER**

**II. PLEDGE OF ALLEGIANCE**

**III. ROLL CALL**

**IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).

## V. PUBLIC COMMENTS



## **VI. CONSENT CALENDAR**

- A. Approval of the Minutes of May 24, 2001

## **VII. REPORTS**

- A. Project Overview Report from Project Consultant
- B. Report from Project Consultant on the Existing and Future Baseline Conditions in the I-710 Corridor
  - 1. Demographics
  - 2. Engineering/Operational Deficiencies
  - 3. Safety Issues
  - 4. Transit Considerations
  - 5. Environmental Factors
- C. Report from Project Consultant on Public Input to Date
- D. Determination of Dates for Upcoming OPC Meetings

## **VIII. MATTERS FROM THE I-710 OVERSIGHT POLICY COMMITTEE**

## **IX. MATTERS FROM STAFF**

## **X. ADJOURNMENT**

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**MINUTES OF THE MEETING  
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS  
I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Progress Park  
15500 Downey Avenue  
Paramount, CA**

**May 24, 2001**

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Member Bass led the pledge of allegiance.

Roll was taken through self-introductions.

There were no amendments to the agenda.

There were no public comments.

It was moved by Member McCarthy, seconded by Member Shaw, to approve the minutes of

the meetings of September 13, 2000, and February 28, 2001. The motion was approved unanimously.

Alisa Kwun of Consensus Planning Group presented a report on the I-710 Public Outreach Plan. She summarized the interviews with stakeholders and listed the issues most frequently raised. Stakeholders cited the need to alleviate truck traffic for safety purposes, the desire for a transition from the right side of the I-710 to the northbound I-5, the need for an off-ramp at Slauson Avenue, and the lack of landscaping and general aesthetics on the freeway. She announced a series of public workshops to be held in the cities of Commerce, Lynwood, and Long Beach in the month of June.

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After discussion with the project consultants as to the schedule for the next decision points, it was the consensus of the Oversight Policy Committee to meet again on August 23 and September 20.

The meeting was adjourned by consensus at 8:41 p.m.

Respectfully submitted,

Richard Powers, Secretary



## **I-710 OVERSIGHT POLICY COMMITTEE MEETING**

*Thursday, December 13, 2001*

*6:00 p. m. Buffet*

*6:30 p. m. Meeting*

*Progress Park Plaza*

*(Map attached)*

*15500 Downey Avenue*

*Paramount, California*

### **AGENDA**

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**Please keep your comments brief and complete a speaker card for the Chair.**

**I. CALL TO ORDER**

**II. PLEDGE OF ALLEGIANCE**

**III. ROLL CALL**

**IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).

**I-710 Oversight Policy Committee**

**December 13, 2001**

**Page 2**

**V. PUBLIC COMMENTS**

**VI. CONSENT CALENDAR**

- A. Approval of the Minutes of May 24, 2001

**VII. REPORTS**

- A. I-710 Study Update Project (Dave Levinsohn, Parsons Brinckerhoff)
- B. Travel Demand and Traffic Forecasts (Paul Taylor, Kaku Associates)
- C. Report on Goods Movement (Mike Fischer, Cambridge Systematics)
- D. Purpose and Need Recommendation (Bill Pagett, Chair, I-710 TAC)
- E. Discussion/Approval of Purpose and Need (Hector De La Torre, Chair, I-710 OPC)
- F. I-710 Study—Next Steps (Dave Levinsohn, Parsons Brinckerhoff)
- G. Report on the Alameda Corridor Experience and How It Relates to the I-710 Major Corridor Study (Gill V. Hicks, Former Executive Director, Alameda Corridor Authority)
  - 1. Overview of the Alameda Corridor Project
  - 2. Discussion of Best Practices that May Be Applicable to the I-710 Major Corridor Study

**VIII. MATTERS FROM THE I-710 OVERSIGHT POLICY COMMITTEE**

**IX. MATTERS FROM STAFF**

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**MINUTES OF THE MEETING  
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS  
I-710 OVERSIGHT POLICY COMMITTEE**

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Member Bass led the pledge of allegiance.

Roll was taken through self-introductions.

There were no amendments to the agenda.

There were no public comments.

It was moved by Member McCarthy, seconded by Member Shaw, to approve the minutes of



the meetings of September 13, 2000, and February 28, 2001. The motion was approved unanimously.

Alisa Kwun of Consensus Planning Group presented a report on the I-710 Public Outreach Plan. She summarized the interviews with stakeholders and listed the issues most frequently raised. Stakeholders cited the need to alleviate truck traffic for safety purposes, the desire for a transition from the right side of the I-710 to the northbound I-5, the need for an off-ramp at Slauson Avenue, and the lack of landscaping and general aesthetics on the freeway. She announced a series of public workshops to be held in the cities of Commerce, Lynwood, and Long Beach in the month of June.

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Steve Novotny presented a report on the I-710 maintenance projects currently being undertaken or planned by Caltrans. He announced a web site that could be accessed to obtain freeway accident information, that being [www.chp.ca.gov](http://www.chp.ca.gov).

After discussion with the project consultants as to the schedule for the next decision points, it was the consensus of the Oversight Policy Committee to meet again on August 23 and September 20.

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**MINUTES OF THE  
I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Progress Park  
15500 Downey Avenue  
Paramount, CA**

**December 13, 2001**

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COMMITTEE MEMBERS ABSENT: Co-Chair Frank Colonna, Long Beach; George Cole, Bell; Daniel Crespo, Bell Gardens; Hugo Argumedo, Commerce; Eric Perrodin, Compton; Frank Gurule, Cudahy; Arturo Reyes, Lynwood; William Davis, Vernon.

ALSO PRESENT: Assistant City Manager Jerry Miller, Long Beach; Administrative Analyst Fernando Mendoza, Commerce; Dick Powers, GCCOG; Jack Joseph, GCCOG; Karin Hodin, MTA; Dave Levinsohn, PBQD; Mike Fischer, CSI; Paul Taylor, KAKU; Julie Rush, PBQD; J.D. Douglas, PBQD; Gill Hicks, Former Executive Director, Alameda Corridor Transportation Authority.

Member Daniels led the pledge of allegiance.

Roll was taken through self-introductions.

The agenda was amended by consensus to take the "Report on the Alameda Corridor Experience" as the first item of business.

There were no public comments.

Consent Calendar:

It was moved by Member McCarthy, seconded by Member Daniels, to approve the minutes of the meeting of May 24, 2001. The motion was approved unanimously.

Reports:

## **Minutes of the I-710 Oversight Policy Committee**

**December 13, 2001**

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- G. Report on the Alameda Corridor Experience (Gill V. Hicks, Former Executive Director, Alameda Corridor Transportation Authority)

Mr. Hicks presented a report on the Alameda Corridor, focusing on lessons learned and how they might apply to the I-710 Corridor Study, which is currently under way. Mr. Hicks summarized the physical elements of the Alameda Corridor Project, major benefits, and its organizational structure. The participation of the ports and the railroads were also mentioned. The funding structure of the Alameda Corridor Transportation Authority (ACTA), legislative efforts, and steps taken to issue revenue bonds for project construction were described in detail. Mr. Hicks noted that ACTA employed a design-build approach for some of the key construction elements of the Alameda Corridor. The applicability of some of these funding strategies to proposed transportation improvements on I-710, including the need to clearly demonstrate project benefits at the federal level, were discussed.

- A. I-710 Study Update (Dave Levinsohn, Parsons Brinckerhoff)

The OPC last met on October 30, 2001, where the technical team presented information on design deficiencies; demographics; environmental considerations; transit issues; safety; and public input. At tonight's meeting, items such traffic, trucks, and goods movement will be covered. The technical information on existing and future conditions in the I-710 Corridor provides the baseline needed to establish the purpose and need for transportation improvements, along with community input.

- B. Travel Demand and Traffic Forecasts (Paul Taylor, Kaku Associates)

Paul Taylor presented the transportation system performance information for the I-710 Study area, including: travel time results; traffic forecasts for both autos and trucks; traffic growth; levels of service (LOS); congestion/travel delay; and transit mode share. The transportation data comes from model outputs from MTA's long range planning efforts, heavy duty truck forecasts by SCAG, and truck estimates from the Port of Long Beach's Transportation Master Plan. Existing conditions were compared to future travel conditions. Traffic congestion in the I-710 Study Area is already a problem and is projected to get worse by 2025. According to future year estimates, levels of service on I-710 during the peak hours will be poor (LOS F) in both directions along much of the freeway. The consultant will provide the OPC members with a table that explains the LOS classification system.

- C. Report on Goods Movement (Mike Fischer, Cambridge Systematics)

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Mike Fischer provided an overview of the goods movement issues in the I-710 Study Area. The role that freight plays in the economic profile of the region; major intermodal travel movements and trip patterns in the I-710 Study Area; mode share; and the importance of transportation system performance in the supply chain were discussed. A critical element in goods movement is on-dock rail, the Alameda Corridor, and its ability to offset truck trips in the future. Mr. Fischer explained that on-dock rail will carry an increasing share of future freight trips, however, it will not be enough to keep up with the substantial amount of container growth predicted for the future. The costs of congestion and trip unreliability attributable to poor transportation system performance affect three major portions of the region's economy: (1) trucking, (2) manufacturing/national distribution, and (3) wholesale/local distribution. Mike presented a case study that demonstrated how poor travel times, congestion, and the unpredictability of incidents on I-710 negatively impacts goods movement in the corridor.

### **D. Purpose and Need Recommendation (Dave Levinsohn, Parsons Brinckerhoff)**

Dave Levinsohn reviewed in detail the eleven problem statements and related study goals and objectives that comprise the recommended Purpose and Need Statement for the I-710. The Purpose and Need (P&N) Statement is drawn from both the technical analysis produced by the study team and public input that has been received to date.

A draft of the P&N Statement was faxed to the OPC members on December 6, 2001. The I-710 Technical Advisory Committee (TAC) met on December 12, 2001 to discuss and revise the draft P&N Statement. The majority of the revisions requested by the TAC relate to small word changes or the insertion of preferred wording. In a few cases, additional study objectives were added to the draft P&N Statement. The study team then prepared a revised draft of the P&N Statement that responded to the changes requested by the TAC on December 12, 2001. The revised P&N Statement is included in the handouts for this evening's OPC meeting. Text revision marks on the handout clearly indicate the word changes recommended by the TAC.

Once adopted by the OPC, the Purpose and Need Statement serves as the framework for alternatives development and evaluation.

### **E. Discussion/Approval of Purpose and Need (Hector De La Torre, OPC Chair)**

The need to expand the problem statement on transit to include the discretionary transit rider in addition to those riders who are reliant on transit was discussed. The purpose of this would be to encourage more people to use transit.

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At the conclusion of the discussion, it was moved by Member McCarthy, seconded by Member Daniels, to approve the I-710 Purpose and Need Statement with the amendment of the addition of the transit problem statement.

F. I-710 Study – Next Steps (Dave Levinsohn, Parsons Brinckerhoff)

Within the next week, the study team will mail out a copy of all of the slides used in this evening's presentation for distribution to the OPC members along with the final Purpose and Need Statement as approved by the OPC. The next time the OPC meets, which is expected to occur sometime in late winter/early spring, will be to review and approve an initial set of transportation alternatives.

There were no additional matters from the Oversight Policy Committee members.

There were no matters from staff.

The meeting was adjourned by consensus at 8:15 p.m.

**MINUTES OF THE MEETING OF THE  
I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Progress Park  
15500 Downey Avenue  
Paramount, CA**

**June 27, 2002**

COMMITTEE MEMBERS PRESENT: Co-Chair Frank Colonna, Long Beach; Co-Chair Samuel Pena, Maywood; Daniel Crespo, Bell Gardens; Keith McCarthy, Downey; Arturo Reyes, Lynwood; Gene Daniels, Paramount; Xochilt Ruvalcaba, South Gate; John Calhoun, Port of Long Beach; Sharas Bangalore, Caltrans; Raymond Maekawa, MTA; Barry Samston, SCAG;

COMMITTEE MEMBERS ABSENT: George Cole, Bell; Hugo Argumedo, Commerce; Melanie Andrews, Compton; Frank Gurule, Cudahy; Jessica Maes, Huntington Park; William Davis, Vernon.

ALSO PRESENT: Helene Ansel, Office of Assembly Member Alan Lowenthal; Sharon Weissman, Office of Assembly Member Jenny Oropeza; Hector de la Torre, Councilmember, City of South Gate; Jeannine Critie, Office of Long Beach Councilmember Frank Colonna; William Pagett, I-710 TAC Chairman and City Engineer of Bell Gardens, Cudahy, Maywood, and Paramount; Gerald Miller, Long Beach Assistant City Manager and Gateway Cities City Manager Representative to the OPC; Richard Powers, GCCOG Executive Director; Jack Joseph, GCCOG Deputy Executive Director; Don Camph, GCCOG Transportation Advisor; Joan Wood, MTA I-710 Major Corridor Study Project Manager; Karin Hodin, MTA I-710 Project Coordinator; Cathy Manzo, MTA; Fernando Mendoza, City of Commerce Administrative Analyst; Carlos Alvarado, City of Bell City Engineer; Kerry Cartwright, Port of Long Beach; Paul De Paola, California Highway Patrol; John Ziegler, Automobile Club of Southern California; Kanya Dorland, Port of Los Angeles; Victor Rollinger, City of Carson Director of Public Works; Woodrow Natsuhara, City of Vernon City Engineer; Mohammad Mostahkami, City of South Gate Engineering Manager; David Levinsohn, Parsons Brinckerhoff Quade & Douglas; Julie Rush, PBQD; Sylvia Novoa, Consensus Planning Group; Karen Hedlund, Nossaman Guthner Knox and Elliott.

**I. Call to Order**

Co- Chair Samuel Pena called the meeting of the I-710 Oversight Policy Committee to order at 6:43 p.m.

**II. Pledge of Allegiance**

Member Ruvalcaba led the pledge of allegiance.

**III. Roll Call**

Roll was taken through self-introductions.

**IV. Amendments to the Agenda**

There were no amendments to the agenda.

**V. Election of Chair**

Co-Chair Pena announced that the departure of Chairman Hector De La Torre from the Oversight Policy Committee created the need to elect a new chair or co-chairs of the OPC. Member Ruvalcaba nominated Samuel Pena and Frank Colonna to serve as Co-Chairs of the I-710 Oversight Policy Committee. There were no other nominations. It was moved by Co-Chair Pena, seconded by Member Ruvalcaba, to elect Members Pena and Colonna as Co-Chairs of the Oversight Policy Committee. The motion was approved unanimously.

**VI. Public Comments**

There were no public comments at this time. GCCOG Executive Director Richard Powers explained that both the City of Carson and the Port of Los Angeles had indicated a desire to join the I-710 Oversight Policy Committee. He said that the details are still being worked out, but that representatives from these two jurisdictions were present and would make comments after the presentations. No one else wished to speak.

**VII. Consent Calendar**

The approval of minutes for the I-710 OPC meeting of February 28, 2002 and the Joint I-710 OPC/I-710 TAC Meeting of April 10, 2002 was deferred to the next OPC meeting.

**VIII. Communications**

A. It was moved by Member Daniels, seconded by Co-Chair Colonna, to receive and file the letter of June 11, 2002 from Senator Betty Karnette. The motion was approved unanimously.  
Member Ruvalcaba left the meeting at 7:07 p.m.

## **IX. Reports**

### **A. Project Status Report**

David Levinsohn of PBQD presented an update of the status of the I-710 Major Corridor Study. He reminded the OPC that three prior study milestones had been completed:

- Project Initiation/Scoping completed in June 2001
- Approval of Purpose and Need completed in December 2001
- Approval of the Initial Set of Alternatives completed in February 2002.

Mr. Levinsohn said that at this meeting the study team is requesting OPC approval of the Final Set of Alternatives, another study milestone. The proposed Final Set is comprised of five alternatives: one No Build, one TSM/TDM and three build alternatives.

### **B. Overview of the Initial Set of 12 Alternatives**

Mr. Levinsohn presented an overview of the approved Initial Set of 12 alternatives, which had been subjected to the technical screening process and public review and comment. He reminded the OPC that the Initial Set were based upon the adopted Purpose and Need Statement, which consists of 11 problem statements, however the top three interrelated problems are: high and increasing volumes of heavy duty trucks; traffic safety; and lack of roadway capacity. The Initial Set of 12 alternatives was developed through a series of workshops to address the Purpose and Need Statement and was approved by both the TAC and OPC in February 2002. They are comprised of one No Build alternative, one TSM/TDM alternative, and 10 build alternatives. The build alternatives are grouped into low, medium and high categories which reflect the relative levels of benefit, impact and cost.

Mr. Levinsohn briefly reviewed each of the Initial Set of Alternatives, showing a slide for each which indicates their principal purpose and a map of their major elements and features. The Initial Set is comprised of:

- Alternative 1 – No Build Alternative
- Alternative 2 – Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative
- Alternative 3 – Low General Purpose Alternative



- Alternative 4 – Low Truck Alternative
- Alternative 5 – Medium HOV Alternative
- Alternative 6 – Medium General Purpose Alternative
- Alternative 7 – Medium Truck Alternative
- Alternative 8 – High General Purpose Alternative
- Alternative 9 – High Truck Alternative
- Alternative 10 – High Goods Movement Alternative
- Alternative 11 – High HOV Alternative
- Alternative 12 – High Rail Alternative

### C. Technical Screening

Mr. Levinsohn presented the findings from the technical screening of the alternatives. He pointed out that the purpose of screening is to produce evaluative information needed to narrow the range of alternatives, that screening represents a preliminary round of analysis, and that it identifies the key trade-offs among the alternatives. Along with public input, it provides the framework for identifying the Final Set of Alternatives. The screening process provides technical information addressing the benefits, costs and impacts of the alternatives, focusing on evaluation criteria that clearly distinguish among the alternatives or specific features of the alternatives.

Mr. Levinsohn then began to present the specific technical screening results, starting with mobility benefits. The mobility benefits analyzed include volume/capacity ratio, reduction in peak period delay, reduction in non-recurrent delay, and reduction in estimated accidents.

The first graph illustrated the I-710 Average Volume/Capacity Ratio forecast for the a.m. peak period in the southbound direction in the year 2025. Alternative 1, the future No Build, is forecast to have a V/C ratio over 1.2, which means that traffic demand exceeds the capacity of the freeway by over 20 percent. Among the alternatives, only alternatives 6, 8, 9, and 10 were forecast to reduce the V/C ratio below 1.0, with alternative 9 forecast to generate the lowest (best) value.

The second mobility measure presented was the Reduction in Peak Period Delay. This was the forecast change in the annual hours of traffic delay compared to the No Build alternative in the year 2025 for the I-710 southbound direction in the am peak period. All of the alternatives are forecast to reduce delay compared to the No Build, with delay reductions ranging from approximately 1,000,000 annual hours for Alternative 2 to almost 2,500,000 annual hours for Alternative 10. The alternatives with the largest reductions in delay are alternatives 8, 9, and 10.

The third mobility measure presented was the Reduction in Non-Recurrent Delay. Non-recurrent delay is the estimated time motorists are stuck in traffic congestion caused by accidents and other traffic disruptive incidents along the I-710. Again the measure is the estimated reduction in annual hours of delay compared to the No Build alternative in the year 2025. All alternatives were estimated to reduce annual hours of non-recurrent delay, with the values ranging between 12,000 hours for Alternative 2 and 77,000 hours for Alternative 8. The four "best" alternatives on this measure are Alternatives 6, 8, 9, and 10.

Mr. Levinsohn then presented the estimated Reduction in Annual Accidents on I-710 compared to the future No Build alternative. All alternatives were forecast to reduce accidents compared to the No Build, with values ranging from slightly over 200 fewer accidents per year in Alternative 2 to over 650 fewer accidents per year in Alternative 8. The alternatives with the greatest estimated reduction in accidents are 8, 10, 9 and 6.

The next evaluation measure presented by Mr. Levinsohn was the estimated land use impacts of the alternatives. These were based upon sketch plan designs of the build alternatives and measure the additional land that would be needed outside of existing Caltrans right of way to construct each alternative. The impacts are presented in acres by seven land use categories:

- Commercial/Industrial
- Residential
- Power or Utility Corridor
- Railroad
- Undevelopable Parcels
- Water/Los Angeles River Channel
- Section 4(f) or Similarly Protected Property

Mr. Levinsohn then showed a bar chart with the estimated land use impacts of each build alternative in total acres and by the land use categories above. Total impacts range from less than 25 acres for Alternative 3 to almost 350 acres for Alternative 7. The four alternatives with the largest amount of right of way impacts are 7, 10, 8 and 9. The lowest are alternatives 3, 4, 5 and 12.

Finally, Mr. Levinsohn presented the capital cost estimates for the ten build alternatives. The cost estimates included both construction and right of way costs. Total cost estimates, in year 2002 dollars, range from \$500 million for Alternative 4 to over \$3.5 billion for Alternative 12. The highest cost alternatives are 10, 11, and 12.

#### D. Public Input

Sylvia Novoa, Consensus Planning Group, presented the summary of public input during alternatives screening, from April through June 2002. She noted that the study team had heard from eighteen community groups throughout the I-710 Study Area. In addition the team had received feedback from over a dozen stakeholder groups comprised of agencies, freight interests, trucking businesses and associations. The team also conducted 13 elected official briefings at all levels of government and hosted roundtable discussions with employers, community groups, agencies and elected officials/city staff.

Ms. Novoa summarized that the major theme from the public was that design elements that separate cars and trucks should be selected. More specifically, she reported that the public input on the most preferred elements of the alternatives is:

- Truck Inspection Facility (south of I-405) – Alt. 4
- Slauson Interchange – Alts. 6, 8
- Interchange improvements (particularly I-405, I-5)
- Extension of Terminal Island Freeway – Alt. 10
- Addition of Connector at SR-47/Alameda – Alt. 10
- Arterial Improvements – Alt. 3
- Change in Port schedules – Alt. 2

Ms. Novoa reported that the least preferred elements of the alternatives include:

- HOV Lanes – Alts. 5, 11
- Rail Alternative – Alt. 12
- Right-Of-Way Acquisitions
- Tolls – Alts. 9, 10
- Trucks on Elevated Facility – Alt. 9

#### E. I-710 TAC Recommendation for the Final Set of 5 Alternatives

William Pagett, Chair of the I-710 Technical Advisory Committee, requested that Mr. Levinsohn present the TAC recommendation of the Final Set to the OPC.

Mr. Levinsohn noted that the alternatives have been labeled A – E so as not to confuse their labels with the Initial Set. Alternative A is the No Build Alternative and is identical to Alternative 1 from the Initial Set. It includes transportation facilities and services expected to be in place by the year 2025. Alternative B is the Transportation Systems Management/Transportation Demand Management (TSM/TDM) Alternative, and is identical to Alternative 2 of the Initial Set. There are three build alternatives: C, D, and E.

Alternative C, the Medium General Purpose/Medium Truck Alternative, is similar in design concept and scope to Alternative 6 of the Initial Set. It also includes design features from the following initial alternatives:

- Arterials = Alt. 3
- Truck Inspection Facility = Alt. 4
- Truck Bypass Lanes, Truck Ramps = Alt. 7
- Terminal Island Freeway Extension = Alt. 10

Its purpose is to improve safety and eliminate bottlenecks for all types of traffic and improve safety and manage the flow of heavy duty trucks.

Alternative D, the High General Purpose/High HOV Alternative, is similar in design concept and scope to Alternative 8 plus Alternative 11 of the Initial Set. It also includes design features from Alternative 10, specifically arterial improvements and the connector between the Terminal Island Freeway and Alameda Street. Its purpose is to improve safety and add capacity to address high traffic volumes along all of I-710 and to improve travel time and attractiveness of carpools to increase the person-carrying capacity of the transportation system.

Alternative E, the High Truck Alternative, is similar in design concept and scope to Alternative 9 of the Initial Set. It also includes arterial improvements from Alternative 4 plus the Slauson interchange. Its purpose is to increase capacity for growing heavy duty truck demand, improve reliability, and reduce points of conflict between cars and trucks.

Mr. Levinsohn presented the next milestones in the study, which are the OPC approval of the Final Set of Alternatives, more detailed assessment of the Final Set, selection of the Locally Preferred Strategy comprised of a single alternative (scheduled for Spring 2003), and finally Caltrans required Project Study Reports for the highest priority early action projects of the LPS to be completed by November 2003.

Mr. Pagett reiterated that the presentation reflected the unanimous recommendation of the TAC for the Final Set of Alternatives.

Mr. Levinsohn and Mr. Pagett then opened the floor to questions and comments from the OPC members.

Co-Chair Frank Colonna commented that he wants to achieve the best consensus. He sees the separation of trucks from I-710 traffic as the study's biggest challenge and he believes that the outcome should try to develop the greatest amount of roadway capacity, but that improvements should try to use the parallel utility corridors as much as possible.

Co-Chair Samuel Pena commented that he endorses the TAC recommendation as presented.

Victor Rollinger, Public Works Director for the City of Carson, commented that he had concerns about the proposed connection between the Terminal Island Freeway and the Alameda Corridor. He said he also had a concern about any alternative that would involve right-of-way takes. However, he said that the City of Carson wants to participate with the OPC on the remainder of the study.

Kanya Dorland, staff representative from the Port of Los Angeles, said that the Port endorsed the TAC recommendation.

OPC member Keith McCarthy asked what major elements were left out of the recommended Final Set. Mr. Levinsohn answered that it is important to provide a point of clarification regarding the future rail potential of one of the recommended alternatives. Alternative 12 (high-speed passenger rail) has been dropped as a stand-alone alternative; however, one of the proposed alternatives (i.e. the elevated HOV lanes in Alternative D) would be designed in such a way that it could be converted to support a future rail line.

OPC member John Calhoun asked if a depressed section would still be looked at in the next phase. Mr. Levinsohn answered yes, based on the preliminary information that they had developed so far, the costs of elevating major sections of roadway are about the same as a depressed configuration. However, he said, this issue will be revisited in the conceptual engineering subtask.

Member McCarthy commented that he had heard that the proposed near-dock rail facility was dropped from inclusion in the Final Set. Mr. Levinsohn answered yes; the TAC members felt that the proposed near-dock rail facility was more of a private initiative of the railroads.

Gene Daniels, OPC member from the City of Paramount commented that he endorsed the truck inspection facility and is pleased that it is being carried forward.

OPC member Daniel Crespo from the City of Bell Gardens stated that he would support the following elements:

- aesthetics (study should stress this aspect)
- arterials
- I-5/I-710 interchange
- I-405/I-710 interchange
- HOV lanes (2 lanes with 24-hour operation)
- elevated lanes

He said he does not support the following elements:

- Right of way impacts
- toll option

Victor Rollinger from the City of Carson commented that they are reluctant to dump more trucks onto Alameda Street. He said the City of Carson does not support the Alameda Corridor connector element.

It was moved by Co-Chair Colonna, seconded by Member Daniels, to approve the Final Set of Five Alternatives as recommended by the I-710 Technical Advisory Committee. The motion was approved by the following roll call vote:  
ROLL CALL

AYES: Co-Chair Colonna, Co-Chair Pena, Member Crespo, Member McCarthy, Member Reyes, Member Daniels, Member Calhoun, Member Bangalore, Member Maekawa, Member Samston.

NOES: None

ABSTAIN: None

ABSENT: Member Cole, Member Argumedo, Member Andrews, Member Gurule, Member Maes, Member Ruvalcaba, Member Davis.

#### **X. Matters from the I-710 Oversight Policy Committee**

Co-Chair Pena commended South Gate Councilmember Hector De La Torre for his past service as Chair of the Oversight Policy Committee.

#### **XI. Matters from Staff**

There were no matters from staff.

#### **XII. Adjournment**

It was moved by Co-Chair Colonna to adjourn. There being no objection, the meeting was adjourned at 7:53 p.m.

## **I-710 OVERSIGHT POLICY COMMITTEE MEETING**

*Thursday, February 28, 2002  
5:00 p. m. Meeting*

*Progress Park Plaza  
(Map attached)  
15500 Downey Avenue  
Paramount, California*

### **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 103, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Oversight Policy Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Oversight Policy Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Oversight Policy Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Oversight Policy Committee at the following times:

- A. AGENDA ITEMS: at the time the I-710 Oversight Policy Committee considers the agenda item OR during Public Comments, and
- B. NON-AGENDA ITEMS: during Public Comments; comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Oversight Policy Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. PLEDGE OF ALLEGIANCE**
- III. ROLL CALL**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).

**I-710 Oversight Policy Committee**

**December 13, 2001**

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**V. PUBLIC COMMENTS**



**VI. CONSENT CALENDAR**

- A. Approval of the Minutes of December 13, 2001

**VII. REPORTS**

- A. I-710 Study Update (Dave Levinsohn, Parsons Brinckerhoff)
- B. Recommendation from the Technical Advisory Committee (Bill Pagett, TAC Chair)
- C. Discussion/Approval of the Initial Set of Alternatives (Hector De La Torre, OPC Chair)

**VIII. MATTERS FROM THE I-710 OVERSIGHT POLICY COMMITTEE**

**IX. MATTERS FROM STAFF**

**X. ADJOURNMENT**

NOTICE: New items will not be considered after 6:30 p.m. unless the I-710 Oversight Policy Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Oversight Policy Committee meeting.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

**MINUTES OF THE MEETING OF THE  
I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Progress Park  
15500 Downey Avenue  
Paramount, CA**

**February 28, 2002**

COMMITTEE MEMBERS PRESENT: Chair Hector De La Torre, South Gate; Co-Chair Frank Colonna, Long Beach; Co-Chair Samuel Pena, Maywood; Hugo Argumedo, Commerce; Keith McCarthy, Downey; Arturo Reyes, Lynwood; Gene Daniels, Paramount; William Davis, Vernon; John Calhoun, Port of Long Beach; Steve Novotny, Caltrans; Joan Wood, MTA; Zahi Faranesh, SCAG.

COMMITTEE MEMBERS ABSENT: George Cole, Bell; Daniel Crespo, Bell Gardens; Eric Perrodin, Compton; Frank Gurule, Cudahy; Jessica Maes, Huntington Park.

ALSO PRESENT: Betty Karnette, State Senator, 27<sup>th</sup> District; Helene Ansel, Office of Assembly Member Alan Lowenthal; Ken Jenkins, Office of Senator Betty Karnette; William C. Pagett, TAC Chairman and City Engineer of Bell Gardens, Cudahy, Maywood, and Paramount; Robert Messinger, GCCOG General Counsel; Richard Powers, GCCOG Executive Director; Jack Joseph, GCCOG Deputy Executive Director; Karin Hodin, MTA; Gerald Miller, Long Beach Assistant City Manager; Fernando Mendoza, City of Commerce Administrative Analyst; Reginald Tabor, City of Compton Administrative Assistant; Don Dey, City of Long Beach Traffic Engineer; Jeanine Critie, Office of Long Beach Councilmember Frank Colonna; Carlos Alvarado, City Engineer, City of Bell; Kevin Wilson, City of Vernon Director of Community Development; Dave Levinsohn, Parsons Brinckerhoff Quade & Douglas; Julie Rush, PBQD; J.D. Douglas, PBQD; Steven Yoshizumi, PBQD; Michael Fischer, Cambridge Systematics, Inc; Bruce Chow, Kaku Associates; Sylvia Novoa, Consensus Planning Group; Alisa Kwun, CPG.

**I. Call to Order**

Chair Hector de la Torre called the meeting of the I-710 Oversight Policy Committee to order at 5:15 p.m.

## **II. Pledge of Allegiance**

Member Keith McCarthy led the pledge of allegiance.

## **III. Roll Call**

Roll was taken through self-introductions.

## **IV. Amendments to the Agenda**

There were no amendments to the agenda.

## **V. Public Comments**

There were no public comments.

## **VI. Consent Calendar**

It was moved by Co-Chair Colonna, seconded by Member Daniels, to approve the minutes of the December 13, 2001 meeting. The motion was approved unanimously.

## **VII. Reports**

### **A. I-710 Study Update**

David Levinsohn of PBQD presented an update of the status of the I-710 Major Corridor Study. Mr. Levinsohn presented the flow chart of the I-710 MCS study process and indicated that the study was now at the milestone of adopting the Initial Set of Alternatives. This step follows the adoption of the Purpose and Need Statement, which the OPC adopted at their December 13, 2001 meeting. This will approve the Initial Set of 12 candidate alternatives that the Study Team will then take through both a technical screening process as well as a public outreach process. This will lead to the next major study milestone, the adoption of the Final Set of alternatives, scheduled for June 2002.

Mr. Levinsohn reminded the OPC of the Purpose and Need Statement, which the OPC adopted at their meeting of December 13, 2001. It consists of 11 problem statements and objectives, however the top three, which are interrelated can be summarized as: the high and increasing volume of heavy duty trucks on I-710 and surrounding corridor roadways; the insufficient level of traffic safety on I-710; and the lack of roadway capacity which causes both recurring and non-recurring traffic congestion. Mr. Levinsohn pointed out that the alternatives proposed for further study should address at least these three, interrelated problems and

issues. Mr. Levinsohn then gave an overview of the principles of alternatives development. The alternatives should:

- Address Various Aspects of Purpose and Need
- Cover a Range of Investment Levels
- Should Include the Locally Preferred Strategy (LPS)
- However, Should Also Have a Reasonable Chance of Becoming the LPS
- Should Include All Reasonable Modes
- Number of Alternatives Should be Manageable
- Alternatives Should be Conceptual in Scope
- Should Be Significantly Different from Each Other

Mr. Levinsohn pointed out that an Initial Set of 12 alternatives has been developed which address the study Purpose and Need and meet the principles described above. They were developed through a series of technical workshops involving both the consultant team and members of the TAC and the sponsoring transportation agencies. They were formally adopted by the TAC at their meeting on February 20, 2002 and include one No Build Alternative, one Transportation Systems Management/Transportation Demand Management (TSM/TDM) Alternative and ten build alternatives. The ten build alternatives are grouped according to their level of benefit, cost and impact (low, medium, high) and the mode they are primarily designed to serve (general purpose traffic, high occupancy vehicles (HOV), trucks, or goods movement). Mr. Levinsohn indicated that each alternative has transportation elements that work together to form its design concept and scope. These elements include:

- Interchanges
- Meet Design Standards
- Adding Lanes
- Arterials
- Freeway
- TDM/TSM; Transit; ITS
- Special Features (e.g., Truck Bypass Lanes, Dual Roadway)
- Elevated
- At-Grade

Mr. Levinsohn then went on to describe each of the alternatives in the proposed Initial Set. The No Build Alternative is comprised of the facilities and services expected to be in place in the Study Area by the planning horizon year of 2025 and includes the rehabilitation work Caltrans has begun along the I-710. Mr. Levinsohn referred the TAC to the details in their handout for the full description of the No Build. Mr. Levinsohn then began to discuss the ten build alternatives, saying that he would come back to the TSM/TDM description after the build alternatives.

Alternative 3, the Low General Purpose Alternative, is comprised of a network of arterial street improvements, plus the redesign of two interchanges along I-710: Imperial Blvd. and Florence Ave. and the partial reconstruction of the I-710/I-5 interchange. Its primary purpose is to improve traffic flow and safety for all vehicle types.

Alternative 4, the Low Truck Alternative, has the purpose of improving safety and managing the flow of heavy duty trucks. Its principal components include an extended collector/distributor lane system between Atlantic/Bandini and the I-710/I-5 interchange, improvements to those heavy truck volume arterials connecting to I-710, a truck inspection facility and major improvements to the I-710/I-405 interchange.

Alternative 5, the Medium HOV Alternative, has the purpose of improving travel time and attractiveness of HOVs to increase the person carrying capacity of I-710. Its major component is the addition of an HOV (carpool) lane in each direction along the entire length of I-710 and major improvements to the I-710/I-5 interchange.

Alternative 6, the Medium General Purpose Alternative, has the purpose of improving safety and eliminating bottlenecks for all types of traffic. Its principal components are the addition of one general purpose traffic lane in each direction between the Shoemaker Bridge and I-405 and between Imperial Blvd. and Atlantic/Bandini interchanges, the addition of collector-distributor lanes, the redesign and reconstruction of the I-405, SR-91 and I-5 interchanges, the improvement of 10 other interchanges and the addition of a new interchange at Slauson Ave.

Alternative 7, the Medium Truck Alternative, has the purpose of improving safety, reliability, and access to I-710 primarily for heavy duty trucks. Its principal components are the addition of truck bypass lanes around the I-405, SR-91 and I-105 interchanges, truck only on/off ramps at high truck volume interchanges, and the redesign and reconstruction of the I-405, SR-91 and I-5 interchanges.

Alternative 8, the High General Purpose Alternative, has the purpose of improving safety and capacity to address high traffic volumes along all of I-710. Its principal components include the addition of two general purpose lanes in each direction between the Shoemaker Bridge and I-405 and between Imperial Blvd. and Atlantic/Bandini interchanges, and the addition of one general purpose lane in each direction for the remainder of I-710. Also included are the redesign and reconstruction of the I-405, SR-91 and I-5 interchanges, the improvement of 10 other interchanges and the addition of a new interchange at Slauson Ave.

Alternative 9, the High Truck Alternative, has the purpose of increasing capacity for growing heavy duty truck demand, improving reliability, and reducing points of conflict between cars and trucks. Its principal components are the addition of new truck only lanes between the Shoemaker Bridge and SR-60, and the redesign and reconstruction of the I-405, SR-91 and I-5 interchanges. The truck lanes would have entry/exit ramps about every 3-4 miles apart.

Alternative 10, the High Goods Movement Alternative, has the purpose of addressing the high demand for goods movement on a system-wide basis throughout the Study Area. Its principal components are a new dual roadway facility between the Shoemaker Bridge and SR-60 to separate auto and truck traffic, similar to the northern section of the New Jersey Turnpike. The auto only lanes would have entry/exit locations spaced about every 3-4 miles. This alternative also includes to extensions to the Terminal Island Freeway, one extending the terminus from Willow St. to I-405 and the other a new viaduct connector between SR-47 and Alameda Street. This alternative also includes the redesign and reconstruction of the I-405, SR-91 and I-5 interchanges and the improvement of 10 other interchanges. Finally, this alternative includes capacity enhancements to major north/south arterials near I-710.

Alternative 11, the High HOV Alternative, has the purpose of improving travel time and attractiveness of HOVs to increase the person carrying capacity of I-710 as well as safety improvements. It includes the addition of four elevated carpool lanes, two in each direction, above the median of I-710 from the Shoemaker Bridge to SR-60, with entry/exit locations spaced about every 3-4 miles. It also includes the redesign and reconstruction of the I-405, SR-91 and I-5 interchanges, including the addition of carpool connector ramps.

Alternative 12, the High General Purpose/HOV Alternative, has the purpose of improving safety, increasing capacity to address high general purpose traffic and providing travel time saving for HOVs. It includes the addition of one mixed flow lane and one general purpose lane in each direction from the Shoemaker Bridge to SR-60. It also includes the redesign and reconstruction of the I-405, SR-91 and I-5 interchanges along with redesign and improvement to 10 other interchanges.

Mr. Levinsohn then presented the TSM/TDM alternative, which has the purpose of improving goods movement, auto and transit travel and reducing environmental impacts. It is a federally required alternative, of relatively low cost, which attempts to address purpose and need through management and operational improvements to the transportation system. Its major components include ramp meters, high mast illumination at freeway/freeway interchanges, ramp termini improvements, peak period parking restrictions on major parallel arterials, empty container management programs, extended truck emission reduction programs, and extended hours for truck pick up and delivery. It also

includes public transit improvements of additional MTA Blue and Green Line feeder shuttle buses, and enhanced community transit services. Finally it includes Intelligent Transportation System (ITS) improvements including smart traffic signals, variable message signs and highway advisory radio.

Mr. Levinsohn summarized that each alternative emphasizes a different trip purpose and mode, that the alternatives include a range of investment and impact levels and that the elements in the No Build and TSM/TDM Alternatives are included in all build alternatives. He then asked the OPC if we are missing an alternative that has a reasonable chance of becoming the Locally Preferred Strategy. He continued to summarize by pointing out that the next step would be to perform a screening analysis of the Initial Set of Alternatives to estimate their benefits, impacts and costs in order to inform the TAC and OPC in their decision as to which five alternatives are the best and should continue to be studied in more detail to become the LPS. Mr. Levinsohn pointed out the Final Set of five alternatives will include the No Build and TSM/TDM and three build alternatives which could be a combination of elements of the 10 alternatives in the Initial Set.

Finally, Mr. Levinsohn presented photos of examples of some of the unique or uncommon features of the Initial Set, including truck bypass lanes, collector/distributor lanes, the dual roadway concept, and direct HOV connector ramps.

Member Argumedo left the meeting at 6:15 p.m.

#### B. Recommendation from the Technical Advisory Committee

Bill Pagett, TAC Chair, confirmed that the Initial Set presented to the OPC by Mr. Levinsohn in his report was endorsed and approved by the full TAC at their previous meeting.

#### C. Discussion/Approval of the Initial Set of the Initial Set of Alternatives

OPC Chair Hector de la Torre opened discussion and comment on the proposed Initial Set of Alternatives as recommended by the Technical Advisory Committee.

Co-Chair Frank Colonna said that he felt that there was a missing mode that should be considered and that is high speed passenger rail. He feels that the study should look even beyond its 20 year planning horizon to longer term improvements, and that if major improvements are to be considered for I-710, it would be shortsighted not to think of improvements that could increase the person carrying capacity of the corridor. He suggested a high speed rail link between downtown Long Beach and downtown Los Angeles. Mr. Colonna recognizes that the MTA Blue Line provides such a passenger rail linkage, but he is thinking of a much higher speed technology on exclusive guideway, which

might be maglev technology or more conventional steel wheel on steel rail technology.

Mr. Levinsohn replied that the study scope limited the initial set to no more than 12 alternatives and if the OPC desired to include high speed rail, one of the proposed build alternatives would have to be dropped from further consideration. He suggested that if it was the desire of the OPC to include a high speed rail alternative, then it could be substituted for the High General Purpose/High HOV Alternative as the elements of that alternative were included in other alternatives and they could be evaluated during screening as components of the other alternatives.

After additional discussion, it was moved by Member McCarthy, seconded by Member Reyes, to approve the initial set of twelve alternatives, but substituting a high-speed rail line for the HOV lanes in Alternative 12.

#### ROLL CALL

AYES: Chair De La Torre, Co-Chair Colonna, Co-Chair Pena, Member McCarthy, Member Reyes, Member Daniels, Member Davis, Member Calhoun, Member Novotny, Member Wood, Member Faranesh.

NOES: None

ABSTAIN: None

ABSENT: Member Argumedo, Member Cole, Member Crespo, Member Gurule, Member Perrodin, Member Maes.

#### **VIII. Matters from the I-710 Oversight Policy Committee**

Chair De La Torre said that he would like to meet again for a status report in April.

#### **IX. Matters from Staff**

Mr. Powers reported that the Gateway Cities Council of Governments had retained the firm of Nossaman Guthner Knox & Elliott to examine potential financing concepts for the project.

#### **X. Adjournment**



Minutes  
I-710 Oversight Policy Committee  
February 28, 2002  
Page 8 of 8

It was moved by Co-Chair Colonna, seconded by Member Daniels, to adjourn. The motion was approved unanimously. The meeting was adjourned at 6:40 p.m.

**SPECIAL JOINT MEETING  
I-710 OVERSIGHT POLICY COMMITTEE  
I-710 TECHNICAL ADVISORY COMMITTEE**

*Wednesday, April 10, 2002  
5:00 p. m. Meeting*

*Progress Park Plaza  
15500 Downey Avenue  
Paramount, California*

**AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 103, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Oversight Policy Committee/Technical Advisory Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Oversight Policy Committee/Technical Advisory Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Oversight Policy Committee/Technical Advisory Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Oversight Policy Committee/Technical Advisory Committee at the following times:

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- B. NON-AGENDA ITEMS: during Public Comments; comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Oversight Policy Committee/Technical Advisory Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. PLEDGE OF ALLEGIANCE**
- III. ROLL CALL**

**I-710 Oversight Policy Committee  
I-710 Technical Advisory Committee  
April 10, 2002 Special Joint Meeting**

**IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).

**V. PUBLIC COMMENTS**

**VI. REPORTS**

A. I-710 Outreach Plan

B. Discussion Regarding the Initial Set of Twelve Alternatives

C. Overview of Alternatives Screening Process

**VII. MATTERS FROM THE I-710 OVERSIGHT POLICY COMMITTEE/TECHNICAL ADVISORY COMMITTEE**

**VIII. MATTERS FROM STAFF**

**X. ADJOURNMENT**

NOTICE: New items will not be considered after 7:30 p.m. unless the I-710 Oversight Policy Committee or Technical Advisory Committee votes to extend the time limit.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

**MINUTES OF THE  
SPECIAL JOINT MEETING  
I-710 OVERSIGHT POLICY COMMITTEE  
I-710 TECHNICAL ADVISORY COMMITTEE**

**A Meeting Held at Progress Park  
15500 Downey Avenue  
Paramount, CA**

**April 10, 2002**

OPC COMMITTEE MEMBERS PRESENT: Chair Hector De La Torre, South Gate; Co-Chair Frank Colonna, Long Beach; Co-Chair Samuel Pena, Maywood; Keith McCarthy, Downey; Gene Daniels, Paramount; John Calhoun, Port of Long Beach; Steve Novotny, Caltrans; Joan Wood, MTA.

OPC COMMITTEE MEMBERS ABSENT: George Cole, Bell; Daniel Crespo, Bell Gardens; Hugo Argumedo, Commerce; Eric Perrodin, Compton; Frank Gurule, Cudahy; Jessica Maes, Huntington Park; Arturo Reyes, Lynwood; William Davis, Vernon; Zahi Faranesh, SCAG.

TAC COMMITTEE MEMBERS PRESENT: Chair Bill Pagett, Bell Gardens, Cudahy, Maywood, and Paramount; Don Dey, Long Beach; Kevin Wilson, Vernon; Kerry Cartwright, POLB; Al Bowser, SCAG; Steve Novotny, Caltrans; Joan Wood, MTA; Lt. Paul De Paola, CHP

TAC COMMITTEE MEMBERS ABSENT: Vice Chair Desi Alvarez, Downey; Carlos Alvarado, Bell; Robert Quintero, Commerce; Augustus Ajawara, Compton; Patrick Fu, Huntington Park; Joe Wang, Lynwood; Ed Mino, South Gate; Sandra Balmir, FHWA/FTA.

ALSO PRESENT: Karin Hodin, MTA; Gerald Miller, Long Beach Assistant City Manager; Richard Powers, GCCOG Executive Director; Jack Joseph, GCCOG Deputy Executive Director; David Levinsohn, Parsons Brinckerhoff Quade & Douglas; Julie Rush, PBQD; Steven Yoshizumi, PBQD; Paul Taylor, Kaku Associates; Alisa Kwun, Consensus Planning Group; Sylvia Novoa, CPG.

**I. Call to Order**

Chair Hector de la Torre called the joint meeting of the I-710 Oversight Policy Committee and I-710 Technical Advisory Committee to order at 5:20 p.m.

## **II. Pledge of Allegiance**

OPC Chair Hector de la Torre led the pledge of allegiance.

## **III. Roll Call**

Roll was taken through self-introductions. There not being present a quorum of the I-710 Oversight Policy Committee, the members in attendance convened as a committee of the whole. A quorum of the I-710 Technical Advisory Committee was present.

## **IV. Amendments to the Agenda**

There were no amendments to the agenda.

## **V. Public Comments**

There were no public comments.

## **VI. Reports**

### **A. I-710 Outreach Plan**

Sylvia Novoa of Consensus Planning Group provided the OPC/TAC an overview of the I-710 Major Corridor Study outreach plan for the alternatives screening phase of the study. Ms. Novoa reminded the committees of the previous phase of outreach, where public and stakeholder input was solicited on the problems and issues in the corridor and suggested improvements to address those problems. This input helped lead to the Purpose and Need Statement and the Initial Set of Alternatives.

Ms. Novoa indicated that the current phase of outreach is designed to solicit input on the Initial Set of Alternatives, what the public likes and dislikes about them and why. The outreach is designed to reach multiple audiences among the general public and stakeholders. The outreach methods will include the following:

- Press Release / Media Briefing
- Stakeholder Meetings / Briefings
- Community Presentations
- Roundtables
- Website / Telephone Hot Line

## B. Discussion Regarding Initial Set of Twelve Alternatives

David Levinsohn, PBQD reviewed the background on the development of the initial set of 12 alternatives as presented at the February 28, 2002 OPC meeting. He also presented a description of the 12 alternatives, as discussed at the February 28, 2002 OPC meeting. The only change from the presentation at the February 28<sup>th</sup> OPC meeting was the further definition of the OPC-adopted Alternative 12, High Rail, which proposes a high speed rail line between downtown Long Beach and downtown Los Angeles. Co-Chair Colonna thanked the project team for bring forward the recommended addition of the high-speed rail alternative. The proposed rail line follows an alignment along I-710 from Long Beach to a Union Pacific Railroad alignment between Imperial Highway and Firestone Blvd., where it follows the UPRR alignment into Union Station in Los Angeles.

Mr. Levinsohn also presented photos which illustrated examples to the committees of the various features of the proposed alternatives, including collector-distributor lanes, truck bypass lanes, dual use lanes, elevated carpool lanes, carpool connector lanes and high speed rail.

## C. Overview of Alternatives Screening Process

Julie Rush, PBQD, presented an overview of the alternatives screening process. The purpose of the screening process is to produce evaluative information needed to narrow the range of alternatives. Technical information being developed will address benefits, costs and impacts of the alternatives. The focus will be on evaluation criteria that clearly distinguish among alternatives or specific features of the alternatives. The focus of the screening process will be on the key issues and major differences among the alternatives. Results will be produced at a "sketch planning" level of detail, including both quantitative and qualitative results. These results will be order of magnitude, but will be refined in the next phase of analysis. The screening methods will treat the alternatives equally, and assess the performance of the alternatives with respect to the adopted Purpose and Need.

Travel benefits to be produced during screening will include traffic and transit ridership, shifts in travel demand by mode, facility and time of day, travel time, levels of service and changes in safety. Environmental impacts during screening will be based upon sketch plans of the alternatives using accepted design standards and experience from other, similar projects. This will allow the development of an approximate "footprint" of the right of way requirements for each alternative, by major land use type for each alternative. Environmental justice issues and noise and visual impacts will be qualitatively assessed.

Cost estimates during screening will be order of magnitude costs based upon the sketch level design of the alternatives and unit costs from other projects. They will include right of way cost estimates and contingencies based upon the very conceptual level of engineering design. Ms. Rush pointed out that the cost estimates would change as alternatives evolve and more details become known in subsequent study phases. Other issues to be assessed during screening will include feasibility/constructability issues, regional transportation system connectivity, and risks associated with unproven applications and design features.

In summary, technical screening represents a preliminary round of analysis that will be able to identify the key trade-offs among alternatives. Along with public input, it will provide information that will allow the TAC and OPC to identify the final set of five alternatives, from the initial set of 12 alternatives.

#### **VII. Matters from the I-710 Oversight Policy Committee/Technical Advisory Committee**

Steve Novotny of Caltrans announced that he has been promoted to the North County Office Chief position and will be leaving the OPC and TAC. Caltrans has not named his successor yet, which will probably require one or two months.

#### **VIII. Matters from Staff**

There were none.

#### **IX. Adjournment**

The meeting was adjourned by consensus at 7:15 p.m.

## **I-710 OVERSIGHT POLICY COMMITTEE MEETING**

*Thursday, June 27, 2002  
6:30 p. m. Meeting*

*Progress Park Plaza  
15500 Downey Avenue  
Paramount, California*

### **AGENDA**

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- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. PLEDGE OF ALLEGIANCE**
- III. ROLL CALL**



**IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).

**V. ELECTION OF CHAIR**

**VI. PUBLIC COMMENTS**

**VII. CONSENT CALENDAR**

- A. Minutes of the I-710 OPC Meetings of December 13, 2001, and February 28, 2002, and the Joint I-710 OPC/I-710 TAC Meeting of April 20, 2002

**VIII. COMMUNICATIONS**

- A. Communication of June 11, 2002, from Senator Betty Karnette

**IX. REPORTS**

- A. Project Status Report
- B. Overview of Initial Set of 12 Alternatives
- C. Technical Screening
  - 1. Travel Benefits
  - 2. Impacts
  - 3. Cost Estimates
- D. Public Input
- E. I-710 TAC Recommendation for the Final Set of 5 Alternatives

**X. MATTERS FROM THE I-710 OVERSIGHT POLICY COMMITTEE**

**XI. MATTERS FROM STAFF**

**XII. ADJOURNMENT**

NOTICE: New items will not be considered after 8:30 p.m. unless the I-710 Oversight Policy Committee votes to extend the time limit.

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# **I-710 OVERSIGHT POLICY COMMITTEE MEETING**

*Thursday, January 23, 2003  
6:00 p.m. Meeting*

*Progress Park Community Center  
15500 Downey Avenue  
Paramount, California*

## **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

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- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

**VI. CONSENT CALENDAR**

- A. Minutes of the Meeting of June 27, 2002.
- B. A RESOLUTION OF THE I-710 OVERSIGHT POLICY COMMITTEE DESIGNATING LOCATIONS FOR POSTING OF AGENDAS AND RESOLUTIONS REQUIRED BY LAW TO BE PUBLISHED OR POSTED

**VII. REPORTS**

- A. Overview of Study Status
- B. Update on Build Alternative Evolution
- C. Analyses of TDM Strategies
- D. Update on Public Involvement
- E. Next Steps

**VIII. ADJOURNMENT**

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE GATEWAY CITIES COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

**MINUTES OF THE MEETING OF THE  
I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Progress Park  
15500 Downey Avenue  
Paramount, CA**

**January 23, 2003**

**I. Call to Order**

Co-Chair Frank Colonna called the meeting to order at 6:10 p.m.

COMMITTEE MEMBERS PRESENT: Co-Chair Frank Colonna, Long Beach; Co-Chair Samuel Peña, Maywood; Melanie Andrews, Compton; Keith McCarthy, Downey; Jessica Maes, Huntington Park; Gene Daniels, Paramount; William Davis, Vernon; Thomas Warren, Port of Los Angeles; Sharas Bangalore, Caltrans; Ernest Morales, MTA; Alan Bowser, SCAG.

COMMITTEE MEMBERS ABSENT: George Cole, Bell; Daniel Crespo, Bell Gardens; Hugo Argumedo, Commerce; Frank Gurule, Cudahy; Fernando Pedroza, Lynwood; Xochilt Ruvalcaba, South Gate; Jim Dear, Carson; John Calhoun, Port of Long Beach.

ALSO PRESENT: Helene Ansel, Office of Assemblymember Alan Lowenthal; Bill Pagett, I-710 Technical Advisory Committee Chair and City Engineer of Bell Gardens, Cudahy, Maywood, and Paramount; Jinny Park, MTA; Pat Proano, County of Los Angeles Department of Public Works; Anthony Cevallos, County of Los Angeles Department of Public Works; Jeannine Critie, Office of Long Beach Vice Mayor Frank Colonna; Lon Maddox, City of Long Beach Traffic Manager; Fernando Mendoza, City of Commerce Administrative Analyst; Kevin Wilson, City Vernon Director of Community Development; Carlos Alvarado, Bell City Engineer; Richard Powers, GCCOG Executive Director; Jack Joseph, GCCOG Deputy Executive Director; Deborah Chankin, GCCOG; David Levinsohn, Parsons Brinckerhoff Quade & Douglas; Steven Yoshizumi, PBQD; Michael Fischer, Cambridge Systematics Inc.; Sylvia Novoa, Consensus Planning Group; Julia Brown, CPG; Andrea Rodriguez, CPG; Nazan Armenian, CPG; Bahram Fazeli, Communities for a Better Environment; Deborah Schoch, Los Angeles Times.

## **II. Roll Call**

Formal roll call of the OPC members was taken. Other participants and audience members offered self-introductions.

## **III. Pledge of Allegiance**

Member Warren led the pledge of allegiance.

## **IV. Amendments to the Agenda**

There were no amendments to the agenda.

## **V. Public Comments**

There were no public comments at this time.

## **VI. Consent Calendar**

### **A. Minutes of the Meeting of June 27, 2002.**

The minutes of the OPC meeting of June 27, 2002 were not available. It was the consensus of the Committee to defer approval of the minutes to the next OPC meeting.

### **B. A RESOLUTION OF THE I-710 OVERSIGHT POLICY COMMITTEE DESIGNATING LOCATIONS FOR POSTING OF AGENDAS AND RESOLUTIONS REQUIRED BY LAW TO BE PUBLISHED OR POSTED.**

It was moved by Member McCarthy, seconded by Member Daniels, to waive further reading and adopt the resolution. The motion was approved unanimously.

Member Bowser encouraged that, in addition to the regular posting places, websites be used to post the OPC agendas. Co-Chair Colonna requested that staff report back at the next meeting regarding use of the Internet to post agendas.

## VII. Reports

### A. Overview of Study Status

David Levinsohn, PBQD, reviewed the study process and reported that the study was in the alternatives evaluation phase. He briefly discussed the current activities of the team (assessing mobility and environmental benefits and impacts; researching engineering issues and potential project costs; and evaluating financing options) and the future decision points approaching for the OPC (selection of a Locally Preferred Strategy and priority projects).

### B. Update on Build Alternative Evolution

Steven Yoshizumi, PBQD, described the changes that the alternatives have undergone during the six-month period since the OPC last met. He started by saying that the design concepts were developed to greater detail with certain background assumptions:

- Meet the Intent of the OPC-Approved Alternative Definition
- Maintain Federal and State Design Standards
- Minimize Right-of-Way/Land Use Impacts

He next reviewed the mainline concept and the various components included in each of the alternatives, highlighting specific aspects of each alternative.

Alternatives A and B had not changed significantly since the June 27, 2002 OPC meeting.

Changes in Alternative C included the following components:

- Collector-Distributor Road
- Truck Bypass Lanes
- Truck Inspection Facility
- Truck-Only Ramps
- Terminal Island Freeway Extension

The Collector-Distributor Road system and the Truck-Only Ramps were fleshed out in more detail. The Truck Bypass Lanes had changed some due to the close proximity of the 91/710 interchange and the 105/710 interchange. Instead of separate bypass lane facilities, a single bypass facility was developed around both interchanges starting south of SR-91 and terminating north of I-105. The Truck Inspection Facility was also altered a bit so that it was located on the

northbound bypass facility. The Terminal Island Freeway Extension had changed quite a bit in response to comments received from both FHWA and the City of Long Beach. Rather than connecting the Terminal Island Freeway Extension to I-405 near Alameda Street, approximately one mile west of I-710, the Terminal Island Freeway Extension was re-routed along the Southern California Edison property to connect with I-710 north of I-405. Access to I-405 would be achieved via local access ramps at Wardlow Road and Santa Fe Road.

Changes in Alternative D included the following issues:

- Number of HOV lanes
- Elevated vs. At-Grade
- Southern Terminus

The number of HOV lanes changed because of the difficulty in transitioning two HOV lanes at both the north and south ends of the project. Because the number of HOV lanes was reduced from two to one in each direction at both the north and south ends, those locations that only had one HOV lane in each direction were developed at grade, while the locations that only two HOV lanes in each direction remained largely elevated (except for ingress/egress locations) to reduce right-of-way impacts. The Southern Terminus was also modified, again largely because of the difficulty of terminating the HOV lane, and also because of the complexity of the number of closely spaced interchanges between Ocean Boulevard and Pacific Coast Highway – five in a 2.4-kilometer (1.5-mile) section.

Changes in Alternative E included the following areas:

- Truckway Alignment Relative to the Mainline
- Truckway/Autoway Configuration at the South End

Previously, the Truckway had been envisioned as being located primarily elevated in the median of the freeway. In response to public, Caltrans, and CHP comment, the Truckway was relocated so that it was not elevated in the median of the freeway, but was located either on one side of the freeway or the other, or split so that there were lanes on both sides of the freeway, and at times those lanes were either elevated or at-grade.

At the south end of the project, Alternative E had previously been conceived with the Truckway extending as far south as Anaheim Street. To reduce right-of-way impacts and construction related impacts, the concept was modified to include an Autoway that would run from the Shoemaker Bridge to north of Willow Street. This four-lane facility would carry autos to/from the downtown/entertainment

area. The Truckway would begin north of Willow Street and extend north the rest of the length of the corridor.

The alternatives also propose different concepts for the I-5/I-710 interchange. Alternative C proposes leaving the existing interchange as it is, and adding a new northbound I-710 to northbound I-5 connector on the right side – all trucks would be prohibited from the existing left side connector and directed to use the new right side connector. Alternative D proposes replacing the existing interchange with all new right-side connectors designed to current design standards, plus the addition of two new connectors – from northbound I-710 to southbound I-5 and from northbound I-5 to southbound I-710. Alternative E also proposes to replace all of the existing connectors, plus it incorporates the same two new movements via a viaduct over Atlantic Boulevard. This four-lane facility would connect the two freeways, but have no access to or from the local streets.

#### C. Analyses of TDM Strategies

Michael Fischer, Cambridge Systematics, presented some analysis of existing and anticipated port operations and the benefits, impacts, and challenges that some proposed elements of Alternative B might have.

Mr. Fischer described the travel conditions during the West Coast Ports Lockout in October, 2002. I-710 experienced improved flow. There was no truck traffic going to/from the ports, and limited auto traffic. This raised the question of what could be done to improve I-710 operations through demand management measures at the ports. With this question in mind, Cambridge Systematics attempted to assess the impact of 24/7 operation at the ports in lieu of adding lane capacity on I-710.

Currently the container terminals operate in three gate shifts:

- Day shift – 8:00 AM to 5:00 PM
- Evening shift – 5:00 PM to 2:00 AM
- “Hoot” shift – 2:00 AM to 8:00 AM

Presently most gates are only open on weekdays with 80 percent of the traffic during the day shift, 20 percent during the night shift, and negligible operations during the “hoot” shift.

Port truck trips are expected to more than double by 2025. Since gate capacity is determined by the number of truck processing lanes, the rate at which each truck is processed and the total hours of gate operations, the terminals would



have to increase operations in any or all of these areas to accommodate the anticipated growth.

However, the yard or the berth is what restricts throughput capacity, not the gate size, so the terminal operators are motivated to minimize the gate area, not expand it. Further, while other ports have shorter truck processing times (most notably in Asia), there are labor laws in this country that effectively limit the processing rate. These two conditions point to extending the gate hours in order to accommodate the anticipated growth.

The Ports of Los Angeles and Long Beach Transportation Management Plan (POLA/LB TMP) assumes 24/7 operations by 2025. The following operational plan from the POLA/LB TMP is assumed in the I-710 Major Corridor Study No Build and TSM/TDM alternatives:

- 60% traffic – day shift
- 20% traffic - evening shift
- 20% traffic – “hoot” shift
- Up to 15% of weekly traffic in weekend

Cambridge Systematics’ analysis looked at two other operational plans: closing the gates during the AM and PM peaks shifting traffic to the off peak periods, and a more level loading during the day and night shifts.

Closing the gates during the peak periods might reduce truck traffic on I-710 during the peak periods, but it has operational inefficiencies related to the fact that this operational strategy would result in a six-hour shift between the peaks. Again labor laws make such an operational strategy challenging and not cost-effective.

Mr. Fischer said that the analysis focused on the level loading strategy:

- 50% traffic – day shift
- 40% traffic - evening shift
- 10% traffic – “hoot” shift

In the AM peak period in the southbound direction, although congestion (measured by V/C ratio) was reduced by up to 10 to 15 percent, the V/C ratios were still greater than 1 indicating congestion. And the changes in congestion are considerably less than the expected results for the build alternatives.

To achieve this kind of a traffic distribution, it is likely that a trucker appointment system would have to be implemented to match the 50/40/10 distribution profile. Further, some of the traffic would have to be specifically targeted to shift to the off-peak hours. And potentially some sort of value pricing system for peak hour operation might help to induce the shift out of the peak period.

Even with these assumptions, the challenge of implementing this type of operation is large. It would require coordination between terminal operators, truckers and shippers. It may increase the cost of doing business for some or all parts of the supply chain. As such, it may hamper the competitive position of the Ports of Los Angeles and Long Beach. And there are potentially other community impacts, like the noise impact of increased night-time operation in suburban/residential areas, and the possible need to change local regulatory codes.

#### D. Update on Public Involvement

Sylvia Novoa, Consensus Planning Group (CPG), provided the OPC with an update of the recent public outreach efforts. In the current stage of public and community outreach, over 1,500 community groups were contacted and offered a project briefing. Among those that accepted, the different groups and organizations had different issues, but common to most of them was a concern for safety. The community groups also voice an awareness of the potential for impacts.

In meetings with city staffs, the cities seemed to be focusing on the impacts to their individual jurisdictions more than overall corridor impacts. And it was clear that at this point there was no overwhelming consensus for a particular alternative.

#### E. Next Steps

David Levinsohn, PBQD, concluded the reports by saying that the next steps in the study include the TAC receiving and discussing the technical evaluation information that the study team is developing for each alternative (and each component), and for continued and increased public outreach to provide additional information to the OPC in approximately three to four months.

It was moved by Member McCarthy, seconded by Member Daniels, to receive and file the reports from the project consultants. The motion was approved unanimously.

Co-Chair Colonna requested that the revised Final Set of Alternatives be distributed before the next meeting of the OPC.

**VIII. Adjournment**

The meeting was adjourned by consensus at 7:45 p.m.

# **I-710 OVERSIGHT POLICY COMMITTEE MEETING**

*Wednesday, May 28, 2003  
6:30 p.m. Meeting*

*Progress Park Community Center  
15500 Downey Avenue  
Paramount, California*

## **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Oversight Policy Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Oversight Policy Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Oversight Policy Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Oversight Policy Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Oversight Policy Committee considers the agenda item OR during Public Comments, and
- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Oversight Policy Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

## **VI. CONSENT CALENDAR**

- A. Minutes of the Meetings of February 28, 2002, April 10, 2002, June 27, 2002, January 23, 2003
- B. A RESOLUTION OF THE I-710 OVERSIGHT POLICY COMMITTEE DESIGNATING LOCATIONS FOR POSTING OF AGENDAS AND RESOLUTIONS REQUIRED BY LAW TO BE PUBLISHED OR POSTED

## **VII. REPORTS**

- A. Summary of Public Comments on the Five Alternative Conceptual Strategies
- B. Report from the I-710 Technical Advisory Committee
- C. Consideration of the Adoption of "Guiding Principles":
  - 1. Minimize Right-of-Way Acquisitions with the objective being to preserve existing houses, businesses and open space.
  - 2. Reduce Air Pollution with aggressive advocacy and implementation of diesel emissions reduction programs and use of alternative fuels.
  - 3. Improve Safety by considering enhanced truck safety inspection facilities and reduced truck/car conflicts and improved roadway design.
  - 4. Relieve Congestion and reduce intrusion of traffic into communities and neighborhoods by adding needed capacity, deploying Transportation Systems Management and Transportation Demand Management technologies and strategies (TSM/TDM), and maximizing use of the Alameda Corridor.
- D. Consideration of a Motion Directing the Technical Advisory Committee (TAC) to start with Alternative B and create a "hybrid" alternative that combines appropriate elements from all 5 alternatives. These elements must be acceptable to each affected city with the purpose of minimizing right-of-way acquisitions and the objective of preserving existing housing stock, yet work together as an integrated strategy consistent with adopted guiding principles.
- E. Consideration of the Creation of I-710 Citizens Advisory Committees
- F. Adoption of Meeting Schedule for the Oversight Policy Committee
  - 1. Consideration of a Workshop focusing on the Environment and Public Health
  - 2. Consideration of a Workshop Focusing on Congestion, Mobility and the Economy

## **VIII. NEXT SCHEDULED MEETING IS JUNE 25, 2003, 6:30 P.M.**

**IX. ADJOURNMENT**

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE GATEWAY CITIES COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

**MINUTES OF THE MEETING  
OF THE I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Progress Park  
15500 Downey Avenue  
Paramount, CA**

**May 28, 2003**

**I. Call to Order**

Co-Chair Samuel Pena called the meeting to order at 6:45 p.m.

COMMITTEE MEMBERS PRESENT: Co-Chair Frank Colonna, Long Beach; Co-Chair Samuel Peña, Maywood; Daniel Crespo, Bell Gardens; Hugo Argumedo, Commerce; Melanie Andrews, Compton; Keith McCarthy, Downey; Juan Noguez, Huntington Park; Hector De La Torre, South Gate; Sharas Bangalore, Caltrans; Jim Dear, Carson; Ray Maekawa, MTA; Gus Hein, Port of Long Beach; Thomas Warren, Port of Los Angeles; Robert Burlingham, SCAG.

COMMITTEE MEMBERS ABSENT: George Cole, Bell; Frank Gurule, Cudahy; Fernando Pedroza, Lynwood; Gene Daniels, Paramount; William Davis, Vernon; Supervisor Gloria Molina, County of Los Angeles.

ALSO PRESENT: Bridget Sramek, Office of Assemblymember Alan Lowenthal; Commerce Councilmember Nancy Ramos; Commerce Councilmember Rosalina Lopez; Gerald Miller, Long Beach City Manager and Gateway Cities City Managers' Representative to the OPC; William Pagett, Chair, I-710 Technical Advisory Committee; Maged El-Rabaa, Los Angeles County Department of Public Works; Ray Ramirez, City of Commerce Director of Economic Development; Mohammad Mostahkami, City of South Gate Engineering Manager; Augustus Ajawara, City of Compton Transportation Program Manager; Carol Gomez, South Coast Air Quality Management District; Ernest Morales, MTA I-710 Project Manager; Deborah Chankin, City of Long Beach; Richard Powers, GCCOG Executive Director; Jack Joseph, GCCOG Deputy Executive Director; Robert Messenger, GCCOG General Counsel; David Levinsohn, Parsons Brinckerhoff Quade & Douglas; Steven Yoshizumi, Parsons Brinckerhoff Quade & Douglas.

## **II. Roll Call**

Roll call of the OPC members was taken by self introductions.

## **III. Pledge of Allegiance**

Richard Powers, Gateway Cities Council of Governments Executive Director, led the pledge of allegiance.

## **IV. Amendments to the Agenda**

There were no amendments to the agenda.

## **V. Public Comments**

Anna Estrada, resident of West Long Beach, asked for more information about the project and the public outreach effort. Co-Chair Pena responded that Gateway Cities COG staff would get back to her to answer her questions.

Julie Masters, National Resources Defense Council (NRDC) referred the OPC to extensive written comments she had previously submitted. She commented that she felt that public outreach had been inadequate, though better more recently. She said that the impacts of the alternatives need to be studied in an EIR/EIS, that the preliminary environmental assessment is totally inadequate. She said it is imperative to study air pollution and health effects of the alternatives. She said that the alternatives being studied are wrong, because the study assumption of future cargo volumes from the ports is not a given. She said that feels that new alternatives should be developed and studied that are health protective.

Co-Chair Pena responded that he felt she had made good comments; that every option has yet to be studied, and that we are at the beginning of a long process. He commented that the OPC was not creating truck traffic growth, but the likely growth needed to be accommodated.

Marta Segura, Communities for a Better Environment (CBE), said that she supports everything said by the previous speaker. She said that the community feels the need for a community driven study, that they want to study newer technologies, and that the OPC has access to funds to study newer technologies. She also said that she believes it is not inevitable that the ports will expand. She requested an air quality analysis that is comprehensive, which studies all pollution sources, both mobile and stationary, and



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that starts by developing a comprehensive baseline of current pollution levels in the study area.

Malcolm Carson, Legal Aid Foundation, said that he also endorsed the comments of the NRDC representative. He said he believes it is not a valid assumption that truck traffic will increase 3-4 times in the future. For example, he said, the Alameda Corridor is under utilized and truck trips can be reduced by moving more containers on trains. In addition, more public transit improvements could reduce auto traffic by attracting drivers to public transit. He said that, with respect to air quality, we can't just allow more trucks to use I-710 without having trucks become less polluting. He said he favored not just advocating reducing emissions, but mandating emissions reductions.

Dave San Jose, Coolidge Triangle Association, Long Beach said that everything has been said already, and that new capacity on I-710 will fill up. He said the presentation by the Port of Long Beach the other night at a Long Beach community meeting was amazing in that the Port claims pollution will go down in the future. He said he didn't believe the claim. He said he opposed right-of-way takes, particularly losing homes. He said the Long Beach Freeway should not be used by the Ports, and that finding another way to move the cargo is the Port's problem.

Robert Cabrales, Communities for a Better Environment and resident of Bell, said that he is concerned by the process and the way it is going. He said the fact that the Los Angeles Times reported that the study was over was why there was not more public turnout at this meeting. He said he feels that the outreach has been inadequate, but also feels that the elected officials have not done a good job of disseminating information about the study to their constituents. He said the study is flawed because it caters to 20<sup>th</sup> Century technologies, not newer, cleaner technologies. He said that public health needs to be considered in all decisions regarding improvements in the I-710 corridor.

Julie Jones, Coolidge Triangle, Long Beach, said her house is impacted by two of the proposed alternatives. She questioned why the Long Beach Press-Telegram reported that Caltrans will ultimately make the decision about the preferred alternative, because she thought that the OPC is the decision-making body.

Richard Powers replied that the four funding partners, including Caltrans, had signed a Memorandum of Understanding in which it was agreed that in this phase of the project the OPC was given the authority to decide the locally preferred strategy.

Alan Hose, President of the Windward Mobile Home Park Homeowners Association, Long Beach, said he regularly drove Alameda Street and that there was no traffic, while I-710 was backed up with traffic. He said that we are studying the wrong corridor and need to utilize the Alameda Corridor for both truck and rail cargo. He said that they are trying to turn the mobile home park into an owner park, the proposed alternatives that

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would widen I-710 or extend the Terminal Island Freeway past their community should not be considered further.

Member De La Torre said that his interpretation of the Press-Telegram article is that if nothing comes out of this study, Caltrans will decide what to do.

Member Andrews said that Compton has three freeways cutting through it, and although she believes in regional transportation, she also believes that the City of Compton has paid its dues to the region. She asked how we blend the need to deal with commerce from the ports with the quality of life in our communities.

Member Argumedo said that he has raised concerns about the alternatives. He reported that the Commerce City Council has opted to prefer Alternative A, the No Build Alternative. He said Commerce is being victimized twice, by the I-710 and the I-5, as well as the rail yards. The I-710 alternatives propose residential and business relocations in Commerce; therefore the council has no choice but to support Alternative A. He said they have collected over 1,000 signatures in support of Alternative A. He said he wants direction from the OPC to look at non-standard designs for improvement elements.

### **VI. Consent Calendar**

- A. Minutes of the Meetings of February 28, 2002; April 10, 2002; June 27, 2002; and January 23, 2003
  
- B. A RESOLUTION OF THE I-710 OVERSIGHT POLICY COMMITTEE DESIGNATING LOCATIONS FOR POSTING OF AGENDAS AND RESOLUTIONS REQUIRED BY LAW TO BE PUBLISHED OR POSTED

It was moved by Member McCarthy, seconded by Member Andrews, to approve the consent calendar. The motion was approved unanimously, with the following abstentions with regard to the minutes: Member Dear and Member Noguez abstained on all minutes; Member De La Torre abstained on the minutes of June 27, 2002, and January 23, 2003; Member Warren abstained on the minutes of February 28, 2002, April 10, 2002, and June 27, 2002.

### **VII. Reports**

- A. Summary of Public Comments on the Five Alternative Conceptual Strategies

Julie Gertler, President of Consensus Planning Group (CPG) presented the outreach findings to the OPC. She said the OPC had heard previously about the earlier stages of the outreach process-- the Purpose and Need phase and the initial twelve alternatives

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phase. Tonight she said would present the outreach since the final set of five alternatives was developed and the impacts understood. Once the five alternatives were determined and lines were drawn on the map, the Study Team immediately began sharing the maps with the elected officials and to the public through media briefings. She said that the maps were first presented to the Technical Advisory Committee on March 26, becoming public on that date. This was followed by meetings in impacted communities.

Ms. Gertler reported that since March 26th, more than 157,000 invitations have been sent to homes and businesses along the corridor. Additionally, the following communication strategies were employed:

- Notices were sent to residents in the water and power bills of the cities with the capacity to do so.
- Notices were placed on buses running in the corridor
- Letters were sent to every school in the corridor asking for two things—presentation; send notices home with the students. Follow up calls made to every school
- Letters were sent to every church in the corridor asking for two things—presentation; send notices home with parishioners. Follow up calls made to every church
- A notice was posted on the electronic signboard near the 710/405 interchange
- If a city had a Public Information Officer, he or she was contacted to determine that city's communications preferences and which audiences were important to it.
- Contact was made with every city's cable TV channel.
- Letters were sent to council members of every city requesting a briefing and an opportunity to obtain the lists of important community groups and stakeholders. Follow up calls were made to those who did not respond, as we consider the information provided at these briefings to be crucial in ensuring validity of the process.

She said that they have met with over 2,200 people and this is what was heard:

- Concern and anxiety about property takes
- Concern about equitable financial compensation
- Desire to stay in the community they love
- Concerns about possible park takings
- Concern that their homes were being taken immediately
- Health concerns related to truck traffic
- Frustration with existing rail yards
- Frustration regarding notification of project impacts
- Frustration with increased port/truck traffic
- Put trucks on Alameda Street; on Alameda Corridor
- Do something!

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- Improvements are needed but the property takes under consideration are just too big!
- Ports cause the problems/ports should be responsible for the solution
- I-710 is dangerous
- It's dangerous sharing the freeway with large trucks
- Trucks and drivers are the problem, not the freeway
- Separate cars from trucks

Ms. Gertler said that this is a tough time for everybody involved in the process; there is a lot of frustration. She summarized public outreach findings as:

- In order to achieve the significant safety and time-saving improvements called for by the study, it became apparent that the consequences **would** be enormous
- The information provided to the public about right-of-way acquisition is vague and ambiguous, fueling legitimate fears about loss of property values and a long period of limbo
- As a result of historic land uses, industrial uses and the ports, the corridor suffers an environmental burden, stimulating frustration among interest groups trying to reduce pollution
- Several cities sit at the crossroads of lots of transportation infrastructure
- The agencies that are charged with planning for transportation needs are in a challenging situation. The impacts of what it takes to achieve the mobility improvements are not popular with those directly affected and so politically difficult for elected officials.

She said that all of this leads to the difficult decisions that face the elected officials on the OPC.

Member McCarthy, Downey, asked if the OPC would get summaries of the comments. Ms. Gertler replied that those would be made available.

It was the consensus of the I-710 Oversight Policy Committee to receive and file the report.

### B. Report from the I-710 Technical Advisory Committee

William Pagett, Chair of the I-710 Technical Advisory Committee, reported that the TAC has been listening to detailed reports from the study team about the evaluation of the alternatives at meetings on March 26, April 2, April 9, April 15 and May 1. These reports have included information about:

- Congestion benefits of alternatives
- Impacts on surface street traffic
- Potential for tolling truckway

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- Safety benefits of alternatives
- Noise impacts of alternatives
- Air Quality impacts of alternatives
- Health impacts of diesel emissions
- ROW impacts by acres, land use, population and structures
- Parks, open space and biological resources
- Hydrology and floodplain

Mr. Pagett said that the TAC has been listening to specific concerns and information requests from individual members, studying the right-of-way impacts of each alternative, and evaluating the individual elements. He said that this process would continue at the next scheduled TAC meeting on June 11<sup>th</sup>.

He said that the TAC has been listening to the public who have commented and asked questions at each of the TAC meetings as well as those whose comments that have been gathered through the outreach process.

Mr. Pagett said that many of the TAC members have also attended public meetings to listen directly to the public. He reported that the TAC introduced and agendized for formal action on June 11 four guiding principles, which the OPC will be discussing in more detail this evening:

1. Minimize right-of-way acquisitions
2. Reduce air pollution
3. Improve safety
4. Relieve congestion

Mr. Pagett said that the study team was also directed to meet with the AQMD to discuss the methodology used to estimated diesel particulate matter concentrations. The AQMD is now a member of the TAC.

Mr. Pagett suggested that, by immersing itself in the details of the alternatives and the alternative evaluation material, the TAC is well positioned to undertake the task of selecting from among the elements of the alternatives.

Mr. Pagett said that the TAC members and the agencies represented are committed to spending as long as it takes to discharge their responsibilities in a professional and responsible manner. He said that he thinks the TAC can meet the objectives of the guiding principles that are proposed for OPC adoption.

It was the consensus of the Oversight Policy Committee to receive and file the report.

C. Consideration of the Adoption of the "Guiding Principles"

Richard Powers, Executive Director of the Gateway Cities COG, introduced four Guiding Principles to govern the remainder of the I-710 Major Corridor Study:

1. Minimize Right-of-Way Acquisitions with the objective being to preserve existing houses, businesses and open space.
2. Reduce Air Pollution with aggressive advocacy and implementation of diesel emissions reduction programs and use of alternative fuels.
3. Improve Safety by considering enhanced truck safety inspection facilities and reduced truck/car conflicts and improved roadway design.
4. Relieve Congestion and reduce intrusion of traffic into communities and neighborhoods by adding needed capacity, deploying Transportation Systems Management and Transportation Demand Management technologies and strategies (TSM/TDM), and maximizing use of the Alameda Corridor.

It was moved by Member McCarthy, seconded by Member De La Torre, to adopt all four principles.

Co-Chair Colonna said that the City of Long Beach requested added an additional guiding principle and modified wording for the other principles. Co-Chair Colonna introduced the following changes to the principles:

2. Identify and minimize both immediate and cumulative exposure to Air toxics and Pollution with aggressive advocacy and implementation of diesel emissions reduction programs and use of alternative fuels as well as in project planning and design.
4. Relieve Congestion and reduce intrusion of traffic into communities and neighborhoods by employing a comprehensive regional systems approach that includes adding needed capacity as well as, deploying Transportation Systems Management and Transportation Demand Management technologies and strategies (TSM/TDM), to make full and maximizing use of freeway, roadway, rail and transit systems. the Alameda Corridor.
5. Improve public participation in the development and consideration of alternatives and provide technical assistance to facilitate effective public participation.

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Member Andrews suggested adding language to Guiding Principal #1 that special consideration be given for economic compensation in the event of residential takes. Member McCarthy suggested that the issue be held until more specific right-of-way impacts are known.

After discussion among the OPC members, Members McCarthy and De La Torre accepted Co-Chair Colonna's amendments to their motion.

**ROLL CALL**

**AYES:** Member Crespo, Member Ramos, Member Andrews, Member McCarthy, Member Noguez, Member De La Torre, Member Bangalore, Member Dear, Member Maekawa, Member Hein, Member Warren, Member Burlingham, Co-Chair Colonna, Co-Chair Pena.

**NOES:** None.

**ABSTAIN:** None.

**ABSENT:** Member Cole, Member Gurule, Member Pedroza, Member Daniels, Member Davis, Member Molina.

D. Consideration of a Motion Directing the Technical Advisory Committee (TAC) to start with Alternative B and create a "hybrid" alternative that combines appropriate elements from all 5 alternatives. These elements must be acceptable to each affected city with the purpose of minimizing right-of-way acquisitions and the objective of preserving existing housing stock, yet work together as an integrated strategy consistent with adopted guiding principles.

Richard Powers introduced this item, saying that it had been drafted by Gateway Cities COG staff in an attempt to merge the MTA Board action with the desires of the corridor cities. He said that the intent of the proposed action is to provide specific direction to the TAC as it continues its deliberations on the five alternatives.

It was moved by Co-Chair Colonna, seconded by Member De La Torre, to approve the recommended direction to the TAC.

Fahardi Bahrn, Communities for a Better Environment, said that he felt it was premature to adopt the motion because the five alternatives under consideration are prejudiced because a flawed process produced these five alternatives. He said that the OPC should go back to the initial set of twelve alternatives.

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Augustus Ajawara, City of Compton, said that the OPC should not segment the TAC process because decisions made by one city affect the others. He said that the TAC should continue to deliberate as a whole.

Marta Segura, Communities for a Better Environment, and Julie Masters, NRDC, said that a decision should be deferred.

**ROLL CALL**

**AYES:** Member McCarthy, Member De La Torre, Member Bangalore, Member Maekawa, Member Hein, Member Warren, Co-Chair Colonna, Co-Chair Pena.

**NOES:** Member Crespo, Member Ramos, Member Andrews, Member Dear.

**ABSTAIN:** Member Noguez, Member Burlingham.

**ABSENT:** Member Cole, Member Gurule, Member Pedroza, Member Davis, Member Molina.

Member Argumedo returned to the meeting at 8:20 p.m.

**E. Consideration of the Creation of I-710 Citizens Advisory Committees**

Richard Powers introduced the item. He said that there has been discussion of ways to improve public input to the study process and that an idea was to create citizens advisory committees, perhaps two committees, one for the area north of I-105 and one for the area south of I-105. He asked for Committee discussion.

Co-Chair Colonna suggested the Committee take the proposal under advisement, and consider establishing a committee for future study phases.

Member McCarthy said he was concerned about the costs of establishing and staffing the committee and who would fund the cost of the committee.

There was discussion among the OPC members as to how representation of the citizens committee would be determined.

It was moved by Co-Chair Colonna, seconded by Member Dear, to create a citizens advisory committee and to come back at the next meeting with comments from the cities



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as to how to structure the committee. Member McCarthy recommended that recommendations should also be solicited from the TAC. Co-Chair Colonna and Member Dear accepted Member McCarthy's amendment to their motion.

Malcolm Carson, Legal Aid Society, said that tactics should not be used to reduce public involvement, such as arguing that the study must be hurried or the chance to obtain federal funds will be lost. He said he rejects that argument categorically; let's do it right no matter how long it takes. Furthermore, he said that the statement that Caltrans will act if the OPC doesn't act is not correct. He said Caltrans can't do whatever they want with I-710; they are subject to MTA and SCAG planning and programming processes.

Fahardi Bahrn, Communities for a Better Environment, asked if the original twelve alternatives were included in the previous motion. Co-Chair Pena responded that no, the motion was not amended to include all twelve initial alternatives, and that it directs the TAC to develop a hybrid alternative from the final five alternatives.

Co-Chair Pena asked for two separate votes on the pending motion. The first was on the motion to create a citizen advisory committee.

**ROLL CALL**

**AYES:** Member Crespo, Member Argumedo, Member Andrews, Member McCarthy, Member Noguez, Member De La Torre, Member Bangalore, Member Dear, Member Maekawa, Member Hein, Member Warren, Member Burlingham, Co-Chair Colonna, Co-Chair Pena.

**NOES:** None.

**ABSTAIN:** None.

**ABSENT:** Member Cole, Member Gurule, Member Pedroza, Member Davis, Member Molina.

Co-Chair Pena then asked for a vote on the motion to seek recommendations from the cities and the TAC on the structure of the committee.

**ROLL CALL**

**AYES:** Member Crespo, Member Argumedo, Member Andrews, Member McCarthy, Member Noguez, Member De La Torre, Member Bangalore, Member Dear, Member Maekawa, Member Hein, Member Warren, Member Burlingham, Co-Chair Colonna, Co-Chair Pena.

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NOES: None.

ABSTAIN: None.

ABSENT: Member Cole, Member Gurule, Member Pedroza, Member Davis, Member Molina.

**F. Adoption of Meeting Schedule for the Oversight Policy Committee**

1. Consideration of a Workshop focusing on the Environment and Public Health
2. Consideration of a Workshop Focusing on Congestion, Mobility and the Economy

Richard Powers introduced a tentative schedule which proposed to hold the first OPC workshop on June 25 at Progress Park in Paramount, and the second workshop on July 9, also at Progress Park. It was noted that since these would be workshops not requiring action items by the OPC, a quorum would not be necessary to be present in order for the workshops to proceed.

It was the consensus of the Committee to adopt the proposed meeting schedule.

**VIII. Adjournment**

It was the consensus of the Committee to adjourn. Co-Chair Pena adjourned the meeting at 8:45 p.m.

# **I-710 OVERSIGHT POLICY COMMITTEE MEETING**

*Wednesday, June 25, 2003  
6:30 p.m. Meeting*

*Progress Park Community Center  
15500 Downey Avenue  
Paramount, California*

## **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Oversight Policy Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Oversight Policy Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Oversight Policy Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Oversight Policy Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Oversight Policy Committee considers the agenda item OR during Public Comments, and
- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Oversight Policy Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

## **VI. CONSENT CALENDAR**

- A. Minutes of the Meeting of May 28, 2003

## **VII. REPORTS**

- A. Gateway Cities Council of Governments Suggested Outline for a Citizen Advisory Committee
- B. Workshop on The Environment and Public Health in the I-710 Corridor

### Panel No. 1 – The Los Angeles River Environment

- a. Ms. Belinda Faustinos, Executive Officer, San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy
- b. Mr. Arthur Golding, President, Los Angeles and San Gabriel River Watershed Council

### Panel No 2 – Public Health and the I-710 Corridor

- a. Ms. Andrea Hricko, MPH; Associate Professor of Preventive Medicine, University of Southern California
- b. Long Beach Asthma Alliance for Children with Asthma
- c. Mr. Jack Broadbent, Director, Air Division, Region 9, United States Environmental Protection Agency
- d. Dr. Elaine Chang, Deputy Executive Officer, Planning, Rules, and Area Sources, South Coast Air Quality Management District
- e. Mr. Henry Hogo, Assistant Deputy Executive Officer, Science and Technology Advancement

Questions and Answers

## **VIII. ADJOURNMENT**

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE GATEWAY CITIES COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

**MINUTES OF THE MEETING  
OF THE I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Progress Park  
15500 Downey Avenue  
Paramount, CA**

**June 25, 2003**

**I. Call to Order**

Co-Chair Colonna called the meeting to order at 6:55 p.m.

**II. Roll Call**

COMMITTEE MEMBERS PRESENT: Co-Chair Frank Colonna, Long Beach; Co-Chair Samuel Peña, Maywood; Daniel Crespo, Bell Gardens; Jim Dear, Carson; Hugo Argumedo, Commerce; Keith McCarthy, Downey; Hector De La Torre, South Gate; Louis Byrd, Lynwood; Gene Daniels, Paramount; John Calhoun, Port of Long Beach; Sharas Bangalore, Caltrans; Ray Maekawa, MTA.

COMMITTEE MEMBERS ABSENT: George Cole, Bell; Eric Perrodin, Compton; Frank Gurule, Cudahy; Juan Noguez, Huntington Park; William Davis, Vernon; Gloria Molina, County of Los Angeles; Thomas Warren, Port of Los Angeles; Zahi Faranesh, SCAG.

ALSO PRESENT: Richard Powers, Gateway Cities COG; Jack Joseph, Gateway Cities COG; Robert Messinger, Gateway Cities COG.

**III. Pledge of Allegiance**

Co-Chair Pena led the Pledge of Allegiance.

Co-Chair Colonna thanked the public for attending and for their interest. He stated that, as everyone knows, I-710 has many problems and we will need to take a long-term view. He said that many residents and commuters have abandoned the use of the freeway and that it will take everyone working together to tackle this transportation challenge.

**IV. Amendments to the Agenda**

There were no amendments to the agenda.

**V. Public Comments**

Co-Chair Colonna asked if any members of the public wished to comment. He requested that speakers fill out a 3" x 5" card and to restrict their comments to three minutes in the

interest of time as the agenda is full. He explained that the meeting might run between two and half and three hours, but that the committee members can be approached individually after the meeting as they tend to stay around to talk to people.

Marta Segura, Communities for a Better Environment, said that she was glad to hear that the OPC will be addressing the question of the Citizen Advisory Committee. She said she wants to be involved and wants to make sure that the communities are represented on this committee. She said that before there is an increase in capacity on I-710, a baseline air monitoring study should be conducted first. She said she wants to know the existing pollution levels. Ms. Segura said that it was inappropriate for the OPC to take the vote to pursue a hybrid alternative. She asked that the OPC freeze the process and stated that she is not sure that any of the alternatives address the air quality issue. She said that we do not know enough about the science and it is premature to make this decision.

Mr. Bob Eula, resident, City of Commerce, said that the plans show the takings of homes. He said that he believes that there are alternatives that should be explored. Why not use the riverbed? Why not use electric trains to move freight? Why is it necessary to disturb the cities? He said he has heard about the constraints with the river such as needing wetlands for the river. But, Commerce is already at the hub of the railroad lines and yard operations. Rather than use Atlantic Boulevard, he said that the project should use an alignment along Bandini Boulevard to connect I-710 to I-5 as there are no homes there. He said too many trucks are using Washington Boulevard and that we need to get the trucks off of Washington. He asked why the OPC is thinking of bringing more trucks down the freeway when the Alameda Corridor is not being used enough. He recommended subsidizing the Alameda Corridor.

Silvia Betancourt, resident, City of Commerce, noted that she has been a 40-year resident of the City of Commerce and said that the expansion of the I-710 freeway took them by surprise. She has been organizing meetings in her neighborhood to get people informed. People in her community have been experiencing health problems and people are starting to tie all the illnesses to what is going on around them. She said she thinks that the OPC needs to do more research and education on the health effects of a freeway.

Anna Arriola, resident, City of Commerce, said she wants to know why changes are being made to I-710 when the I-110 freeway is the main freeway for the ports. She also recommended greater use of the Alameda Corridor to move freight to a major distribution center out in the desert.

Angelo Logan said that the communities are in a health crisis because of the existing freeway. He stated that the I-710 study is all about moving freight and that's all. Lives should be more important than moving freight. He said that the preliminary environmental assessment for the study hasn't even been completed yet, which indicates how important that is relative to moving freight. Mr. Logan also stated that the CAC structure as proposed by staff is unacceptable and that community based organizations should take the lead in determining the makeup of the Citizens Advisory Committee.

Tanya Bernard, Bus Riders Union, said that air pollution and air toxins are already a problem in our area. She listed examples of air pollutants and summarized some of their

## Minutes – June 25, 2003

negative health effects, such as: butadiene, benzene (formaldehyde), carbon monoxide, and ozone. She said that the committee should research other viable solutions than just expanding the freeway. For example they could consider bus-only lanes.

Martha Arguelo, Director of Health & Environmental Programs for Physicians of Social Responsibility, said that the OPC should seek new and creative solutions to address the health concerns in the corridor. She said it is known that these air toxins contribute to cancer risk and that the OPC has an absolute responsibility to reduce existing cancer risk. She said that the OPC should use the EPA's new guidelines on environmental justice methods and procedures.

Betty Avila, resident, City of Bell Gardens, said that she has lost family members because of the air toxics from cars and other sources. She said the OPC should listen to the residents. She said she realizes that you need to do something about the traffic, but take the good ideas that are presented here.

Cirilo Juarez, Bus Riders Union, spoke in opposition to the project because of its effects on the environment. He said that it is contractors who are behind the I-710 project and that the OPC needs stop benefiting and serving the corporate interests. He said that we need to consider CNG, electric trains, and solar power.

Alan Hose, President of the Windward Village Mobile Home Park, Long Beach, said that one of the components of Plan C involves the expansion of the 103 (Terminal Island Freeway), which brings it next to their mobile home park. Essentially, this would divide this neighborhood in Long Beach in two. Also, if there is an accident it could happen right on top of them.

Robert Cabrales, Communities for a Better Environment, said that he was disappointed that the absent OPC members would miss hearing the presentations regarding the environment. He said he is concerned with the level of participation of the OPC members. He requested translation equipment for those who do not speak English. He said that there should be more community participation in cities outside of Long Beach, Commerce, and Bell Gardens.

Joaquin Madrigal, resident, City of Bell Gardens, spoke in opposition to the proposed expansion of the freeway.

Pepper Russell, resident of west Long Beach, spoke in opposition to the expansion of the I-710 freeway and commented that there had been a lack of public information on the project. Also, she asked, why does Long Beach need to be the biggest port? Why not spread the cargo out to other ports in the U.S.?

**VI. Consent Calendar**

- A. Minutes of the Meeting of May 28, 2003.

It was moved by Member Dear, seconded by Co-Chair Pena, to approve the consent calendar. The motion was approved unanimously.

**VII. Reports**

- A. Gateway Cities Council of Governments Suggested Outline for a Citizen Advisory Committee

Richard Powers, Gateway Cities Council of Governments Executive Director, presented a report on the suggested outline for the Citizen Advisory Committee (CAC). The formation of a CAC was discussed at the May 28, 2003 OPC meeting as a means of addressing the fifth guiding principle: improve public participation. He said that staff has developed an outline for the proposed structure of the CAC, which is basically a position paper. The goal is to proactively engage the communities and to help establish community priorities. A 40-member CAC committee is proposed that would report to the I-710 OPC. 18 members would be appointed by the participating cities and county, with the City of Long Beach having 3 or 4 positions of the 18, since over a third of the I-710 corridor is located in the City of Long Beach. Another 10 members would be represented by businesses, institutions, or key stakeholders in the corridor. Another 10 members would be selected by the CAC members themselves. The last two positions would be filled by the Chair of the I-710 TAC and the Chair of the I-710 Enhancements Committee. The I-710 CAC would advise on design solutions on a community level and would also review programs and solutions on issues such as safety and human health. The CAC would also be involved in developing consensus and the on-going engagement of the various communities and interests in the corridor. Once the structure of the I-710 CAC has been identified, then the next step is to take it back to the four funding partners (Caltrans, MTA, Gateway Cities COG, and SCAG) for their concurrence as part of the I-710 agreement.

Member McCarthy asked about the number of CAC members. Why 40? Where did that number come from?

Richard Powers responded that Gateway Cities COG staff spoke to other agencies to obtain information on their experience with citizen committees. He said staff is certainly flexible as to what might be the best structure. The goal is to address the community interests and those of the cities.

Member Dear commented that 40 members for the CAC may not be enough. He said that the CAC should have every affected neighborhood represented, as well as every city along the corridor, along with organized labor, environmental interests, and others so that different perspectives are heard.

Co-Chair Colonna explained that the City of Long Beach has taken some recent actions with regard to the I-710 Study. The Long Beach City Council has formed an I-710 oversight policy committee of its own made up of council members from affected districts. He said that if there is a 40 member I-710 CAC, then it will need a subcommittee made up of



representatives who will roll up their sleeves and get out into the neighborhoods to cast as large a net as they can so that they can speak for the communities. He said that perhaps several subcommittees are needed. It is clear that there is dissatisfaction in communities with how the freeway functions today. It is also important that the CAC be structured in such a way that it does not upstage the efforts of city councils like Long Beach that are putting methods in place to interface with their residents.

Member De La Torre reviewed the physical layout of the I-710, the Los Angeles River, and the bordering local jurisdictions. He counted nine jurisdictions that are physically impacted, mostly because of their proximity to I-710 or the 103 freeway. He suggested that the 10 open slots could be filled with representatives from these cities; thereby giving the localities that are most impacted at least two positions on the CAC.

Member Argumedo followed up on Member De La Torre's comment. Member Argumedo stated that he wanted to look at equitable representation. The process should take into account those cities that are most affected and also take into account equal representation on the board.

Member Maekawa said he wanted to echo the sentiments of several of the other speakers. The committee is off to an excellent start. MTA wants to strengthen the public outreach. For example, the MTA board asked staff to look at forming a residential advisory committee (RAC) for mostly the unincorporated areas affected by the I-710 freeway, which is a large population. He would like to see the support requirements as well as the potential costs be defined as part of the formation process for the CAC. This issue should be deliberated by the OPC as a stand alone item. Member Maekawa commented that this is just a first step and that we still need to go into the environmental process. He recommends that the CAC give input on these health and community issues and help define the scope of work for the next phase of the project.

Member Pena commented on the active role that some of the cities have had in the process to reach out to their communities. He agrees that the 10 at-large slots should emphasize the affected areas. For example, the City of Maywood is not directly affected and their issues would be adequately represented with their single member.

Member Daniels commented that we have some real problems to deal with on I-710 and that he hopes that the CAC will come in with some good solutions and to join in on the dialogue.

Member McCarthy said that it was his assumption that the CAC would be made up almost entirely of residents. There are those, as in his city, who are affected as users of the freeway and also because they fall within the travel shed of the corridor. He thinks that

structure of the CAC should take into account three tiers: (1) those affected by a potential taking of properties; (2) those next to the I-710 freeway; and (3) those in a city in the I-710 influence area.

Member Dear asked for clarification on who selects the "at-large" members in the current proposal. Is it the other 30 TAC members? Richard Powers affirmed that this is what is currently proposed. Member Dear said that there should be some members on the

committee with special expertise, for example organized labor or environmental groups that can provide data and research.

It was then moved by Co-Chair Colonna, seconded by Member Dear, that the four partner agencies and the two co-chairs meet to develop a structure for the Citizen Advisory Committee and bring it back to the next meeting of the OPC. Co-Chair Colonna said that this would allow each of the OPC members to take comments from the public and from their respective city councils. After some discussion on the importance of having an environmental specialist participate in this process, Co-Chair amended the motion to include a staff person from the South Coast Air Quality Management District. Member Dear accepted the amendment to the motion. The motion was approved unanimously as amended.

**B. Workshop on The Environment and Public Health in the I-710 Corridor**

**Panel No. 1 – The Los Angeles River Environment:**

Mr. Arthur Golding, President, Los Angeles and San Gabriel River Watershed Council;

Ms. Belinda Faustinos, Executive Officer, San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy.

Mr. Golding described the environment of the Los Angeles River watershed and the approach that the Council is pursuing to revitalize the river system. Major themes included: landscape, vision, political will, land, and funding. Mr. Golding stressed multiple-objective planning; where the land will come from to revitalize the river (linear parcels such as major utilities, freeway rights of way, railroads; big industrial sites, and major public sites); and the importance of leveraging funds. Mr. Golding said that he sees the I-710 project as an opportunity for achieving multiple objectives – addressing the transportation problem and improving the Los Angeles River – by working cooperatively and combining funds.

Ms. Faustinos discussed the objectives of the Conservancy, which include: preserving open space, improving public access to parks and recreational facilities, and enhancement of water quality and water systems. They have a river parkway plan for the Los Angeles River and approximately 34 projects in the works. Ms. Faustinos reviewed each of the proposed build alternatives (C, D, and E) and discussed the potential impacts that these alternatives might have on the Conservancy's proposed projects such as land acquisition or loss of existing open space, barriers to the river and nearby facilities, and visual impacts. Ms. Faustinos also discussed opportunities for environmental mitigation

associated with the I-710 project as well as the need to integrate freeway design with existing and future river enhancement projects.

**Panel No. 2 – Public Health and the I-710 Corridor:**

Ms. Andrea Hricko, MPH, Associate Professor of Preventative Medicine, University of Southern California;

Ms. Evangelina Ramirez and Dr. Felix Aguilar, Members, Long Beach Alliance for Children with Asthma;

Mr. Jack Broadbent, Director, Air Division, Region 9, United States Environmental Protection Agency;

## Minutes – June 25, 2003

Dr. Elaine Chang, Deputy Executive Officer, Planning, Rules, and Area Sources, South Coast Air Quality Management District;

Mr. Henry Hogo, Assistant Deputy Executive Officer, Science and Technology Advancement, South Coast Air Quality Management District.

Ms. Hricko reviewed some of the air pollutants associated with vehicle exhaust including: NO<sub>2</sub>, CO, aldehydes, and diesel particulates. With regard to diesel particulates, the fine (PM 2.5) and ultra fine (PM 0.1) particles are of most concern and a major contributor to cancer risk. We know that increasing the number of trucks increases local and regional air pollution. Ms. Hricko showed a slide of measured diesel particulates and carbon monoxide near the I-710 freeway, with the highest levels directly downwind of and within 100 meters of the freeway. Ms. Hricko presented information on the inverse relationship of lung function and air pollutants such as NO<sub>2</sub> and diesel particulates. She also provided a count of the schools within ½ mile and ¼ mile of the I-710 freeway – 29 schools and 10 schools respectively. Mr. Hricko then discussed TEU growth and forecasts and the primary paths that trucks use (up I-710 to inland counties such as Riverside and San Bernardino). Ms. Hricko provided a summary of recommendations that should be taken into account for studies and future plans for the I-710 freeway.

Ms. Ramirez is the mother of an asthmatic child and is a 13-year resident of the city of Long Beach. She discussed the ill health effects of living close to a freeway as well as adjacent oil refineries. She stressed that there is an existing health issue with I-710 and would like to see the OPC committee take steps to solve the problem. Dr. Aguilar commented that the goal is to prevent harm. He said health must be first and more important than commerce.

Mr. Broadbent explained the role of the EPA as an oversight agency and summarized the programs and policies that the agency is pursuing to help address the air quality problem. EPA sets the national ambient air quality standards (NAAQS), provides information on the potency of diesel particulates, establishes rules and permit processes to monitor and improve air quality, and acts as a partner with state and local agencies to fund programs and adopt rules that are implemented on a national basis. Mr. Broadbent said that Southern California has the worst air quality in Region 9 and is in non-attainment for particulate matter and for ozone. EPA has recently promulgated a new standard for 8-hour ozone and for fine particulates (PM<sub>2.5</sub>). Mobile sources contribute to diesel particulates and to NO<sub>x</sub> (precursor to ozone). As a result, EPA has adopted new fuel standards, which are expected to reduce pollutants by 90% for new trucks and buses. To date their focus

has been on new engines (development cycle) and fuel that is sold. A problem for this area is the diesel engines that stay on the road for 20 or 30 years or more, which is why the EPA provides funds for diesel retrofits. The Gateway Cities COG is already a recipient of some of these funds.

Dr. Chang presented information on the regional efforts that SCAQMD is undertaking through the Air Quality Management Plan (AQMP) and other programs. The recent update for the AQMP establishes attainment dates for PM<sub>10</sub>, 1-hour ozone, PM<sub>2.5</sub>, and 8-hour ozone and describes methods that will be adopted as part of the AQMP and that are needed to reach attainment. Dr. Chang noted that the adopted plan makes significant reductions in future VOC and NO<sub>x</sub> levels, but it still falls short. Thus, additional measures are needed. With regard to toxic air contaminants, SCAQMD is pursuing mobile source

control measures such as: mitigation fee program for federal sources; off-road mobile source equipment; and an emissions fee program for port-related mobile sources. In addition, SCAQMD has some environmental justice programs. These include: sub-regional analysis of the Alameda Corridor; establishment of CEQA localized significance thresholds; control of emissions from intermodal equipment; and regulatory options for reducing cumulative impacts. Dr. Chang pointed out that the I-710 Corridor overlaps with their Alameda Corridor sub-area. Their study has yet to start, but it will involve gathering ambient air quality data, emissions inventory enhancements, air quality modeling in both the existing and future years, and a health risk analysis.

Mr. Hogo discussed levels of measured elemental carbon in the Wilmington/Long Beach area at four sites that was obtained as part of the MATES II analysis. Elemental carbon was highest in the Wilmington area. SCAQMD's data shows that levels of elemental carbon are dropping and Mr. Hogo attributes this result to regulations that require enclosure of coke facilities and continued monitoring. He said that it is important to look at NOX levels as well as particulate matter. The modeling data indicates that by the Year 2010, about 31% of the region's NOX emissions can be attributed to on-road diesel. The real challenge will be how to reduce these levels. SCAQMD recommends a two part solution: (1) need to establish the new emissions standards; and (2) need to clean up the existing fleet. They will be looking at all levels (local, state, federal) and will target alternative fuels and standards for diesel engines.

#### Questions and Answers

Member De La Torre asked about the slide that shows the significant drop-off in diesel particulate levels after a distance of about 100 meters. He noted that one way to help resolve the existing air quality problem is to provide a buffer zone around the freeway, however, that is in direct conflict with other study goals such as preserving housing. People already live right next to the freeway. He doesn't see how that can be done without removing housing. How would you square that circle?

Ms. Hricko responded that she is aware that the California Legislature has already started to think about this issue in that they are considering legislation that would prohibit any new schools from being sited within 1000 feet of an existing freeway. In addition, 100 meters away doesn't mean that you are safe as the graph shows diesel particulates at distances

of 300 meters. Another consideration is a situation where no homes are taken, yet an additional lane would place the freeway closer to existing homes. Wherever you have significant numbers of trucks and vehicles on the freeway, you are upping the health risk significantly.

Member De La Torre commented that, in addition to the freeway, there is also the arterial system. Several major arterials either cross the freeway or parallel the freeway and these carry high volumes of trucks. He noted there are several conflicting pieces of information that need to be dealt with.

Mr. Hogo said that the background level of pollutants is higher than the standard, which means that the existing condition is unhealthy. Even without the freeway, there is a problem. Mr. Hogo said he believes that cleaner technology such as alternative fuels is the way to go. A buffer zone might help with local air quality impacts, but not at the regional

level. Ms. Hricko commented that NOX is also a pollutant that needs to be examined, not just the diesel particulates. The study should look at all the different types of pollution.

Co-Chair Colonna commented that the region needs to take into account the growth that is occurring. This affects the amount of freight traveling into and through the area. Ms. Hricko suggested that the committee hear from the ports about other options and new ideas on how they are trying to address this problem. Member Colonna concurred that the problem involves the entire transportation system and is not just limited to the I-710.

Member Crespo commented that they should focus on improving the existing air quality. He also has a concern about the other OPC members that are missing the meetings, yet who will make the decision. Co-Chair Colonna suggested that reminders be sent out before meetings. Mr. Powers explained that the COG calls the offices of those members who have not responded with an RSVP repeatedly for two days prior to each OPC meeting.

### **VIII. Adjournment**

Member Byrd asked about the next meeting. Mr. Powers responded that the agenda for the next OPC meeting will focus on trucks and goods movement.

It was the consensus to keep the same meeting time for the next meeting – 6:30 p.m.

Co-Chair Colonna adjourned the meeting at 9:40 p.m.

# **I-710 OVERSIGHT POLICY COMMITTEE MEETING**

*Wednesday, July 9, 2003  
6:30 p.m. Meeting*

*Progress Park Community Center  
15500 Downey Avenue  
Paramount, California*

## **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

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- A. AGENDA ITEM: at the time the I-710 Oversight Policy Committee considers the agenda item OR during Public Comments, and
- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Oversight Policy Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

## **VI. REPORTS**

### **A. Workshop on Congestion, Mobility and the Economy**

#### **Panelists**

#### **Segment**

- |    |   |  |
|----|---|--|
| a. | Ms. Marianne Venieris, Executive Director,<br>Center for International Trade & Transportation, CSULB  | CITT                                   |
| b. | Dr. Joseph Magaddino, Chairman and Professor of Economics,<br>California State University, Long Beach | Economist                              |
| c. | Dr. Charles Woo, CEO, Megatoys  | Shippers                               |
| d. | Mr. Tom Teofilo, Vice President,<br>Pacific Merchant Shipping Association                             | Ocean Carriers/<br>Terminal Operators  |
| e. | Mr. Joel Anderson, Executive Vice President,<br>California Trucking Association                       | Trucking                               |
| f. | Mr. George Fetty, Railroad Consultant   | Railroad                               |
| g. | Mr. Daniel Meylor, Branch Manager,<br>Carmichael International Service                                | Customs Brokers/<br>Freight Forwarders |
| h. | Mr. Domenick Miretti, ILWU Senior Liaison,<br>Ports of Los Angeles and Long Beach                     | ILWU                                   |

#### Questions and Answers

### **B. Discussion and Possible Action Regarding I-710 Citizens Advisory Committee**

## **VII. ADJOURNMENT**

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE GATEWAY CITIES COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.





**MINUTES OF THE MEETING  
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS  
I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Progress Park  
15500 Downey Avenue  
Paramount, CA**

**July 9, 2003**

**I. Call to Order**

Co-Chair Pena called the meeting to order at 6:45 p.m.

**II. Roll Call**

COMMITTEE MEMBERS PRESENT: Co-Chair Frank Colonna, Long Beach; Co-Chair Sam Peña, Maywood; Daniel Crespo, Bell Gardens; Jim Dear, Carson; Hugo Argumedo, Commerce; Frank Gurule, Cudahy; Keith McCarthy, Downey; Juan Noguez, Huntington Park; Gene Daniels, Paramount; Hector De La Torre, South Gate; Louis Byrd, Lynwood; John Calhoun, Port of Long Beach; Naresh Amatya, Caltrans; Ray Maekawa, MTA.

COMMITTEE MEMBERS ABSENT: George Cole, Bell; Eric Perrodin, Compton; Fernando Pedroza, Lynwood; William Davis, Vernon; Gloria Molina, County of Los Angeles; Thomas Warren, Port of Los Angeles; Zahi Faranesh, SCAG.

ALSO PRESENT: Richard Powers, GCCOG; Don Camph, GCCOG; Robert Messinger, GCCOG; Deborah Chankin, GCCOG.

**III. Pledge of Allegiance**

The pledge of allegiance was led by Member Gurule.

**IV. Amendments to the Agenda**

There were no amendments to the agenda.

**V. Public Comments**

Co-Chair Pena asked if any members of the public wished to comment. He requested that speakers fill out a 3" x 5" card and to restrict their comments to three minutes in the interest of time. Several members of the public then spoke.

Mr. Flores, Commerce, said that present solutions are not the right formula for easing congestion for autos and trucks. We need to look at near-dock rail yards, and shipping

containers out to Ontario on rail. We need to present alternatives to single occupant autos; need rapid passenger rail along the freeway going to Los Angeles. Expanding the freeway is not the solution. US101 expansion has been killed; they have the political clout. The I-710 gap in South Pasadena should have been addressed first; he wants to see a level playing field. He said if we expand I-710, then also expand US101 and do the gap closure. We need to look at other alternatives; perhaps set up a non-profit organization to keep an eye on the agencies and elected officials; don't accommodate cargo at the expense of residents

Mr. Allen Hose, President of Windward Village Mobile Home Park Homeowners Association, Long Beach asked a point of information directed to MTA -- an MTA Board member allegedly told a friend of his that MTA has unofficially selected Alternative C, which includes the SR-103 extension past their Mobile Home Park. He referred to an April 29, 2003, Long Beach Press-Telegram article where two lines mentioned the SR-103 extension, using I-710 as a diversion for the extension of SR-103. He said he still believes that to be true; they are tired of electing officials that don't represent their constituents.

Mr. Gilbert Estrada, Physicians for Social Responsibility, said that we cannot solve the problem by more freeway congestion; more lanes on freeways create more traffic. He said both a UC Berkeley study and the SCAG regional growth management plan say that adding or expanding freeways does not reduce congestion. The "Big Dig" in Boston has saved only 3 minutes of travel time per trip; I-110 double decking has not reduced congestion. He urged the OPC to not break any laws during the study such as the Children's Health Protection Act. He said the I-710 study must do health risk assessment for children. The EPA standards for cancer risk are one per million for PM10 and PM2.5. The OPC should study Clean Water Act impacts and the environmental justice executive order prohibiting disproportionate impacts to minorities.

Mr. Bob Eula, Commerce resident, asked the OPC what their priorities are. Just expand the freeway? He said that a speaker at the last OPC meeting gave them information about diesel toxins and he hopes the railroads and trucking companies are considering that.

Ms. Coto, Commerce said she has a child with learning disabilities and knows of other children with speech problems and learning disabilities due to pollution impacts. She said she understands the need for jobs and the need to transport goods from the ports to the rest of the country, but we need a combination of railroads and trucks. Most trucks use I-710. She said we need to get trucks to use other freeways as well; we have rights to clean air and not suffer asthma; the pollution is killing us in our communities.

Mr. Robert Cabrales, Communities for a Better Environment, said that his organization wants the title to be "community advisory committee", not "citizens' advisory committee"; and that they want to have real community representation. They want the CAC to have veto power over the TAC and OPC.

Ms. Tanya Bernard, Bus Riders' Union, said she wants more CNG buses, which move people at less cost than autos. She expressed concern about the funnel effect of 8 lanes reducing to 2 lanes; it creates a backup that is unbelievable. Are you intending to widen all freeways and arterials? She said she is tired of not being represented; corporate interests

will have their way over the people, but bus riders oppose expansion of the I-710 freeway.

Mr. Linder, Long Beach, said the freeway is too narrow a viewpoint; 25 years too short a time horizon. We should be thinking in terms of a transportation corridor, an additional Alameda Corridor for redundancy, additional truck and auto corridors, and economic compensation to affected residents. It's a NIMBY attitude to move ports somewhere else; however unrealistic, cargo could come to ports in Mexico and then move to the U.S. in less safe and more polluting trucks.

Mr. Osornio, San Pedro, said that they are going to do to you same thing as they did to Chavez Ravine. His idea of I-710 traffic is different; most trucks use I-110 or I-710 and come close to rail yards in East Los Angeles. He said he proposes that all trucks would have to pick up boxes at East Los Angeles yards, not at the ports. This would take 80 percent of trucks off the freeway. If cargo is destined within 15 miles of the ports, it can be picked up at the ports; if further away, then it must go by rail.

Ms. Acqui, Physicians for Social Responsibility, asked that Report item B, on the CAC, be discussed first, as many members of the public are more interested in that item.

Co-Chairs Pena and Colonna agreed to change the order of the agenda.

## **VI. Consent Calendar**

A. Minutes of the Meeting of June 25, 2003.

Approval of the minutes was deferred to the next meeting as they had not been provided to the OPC members.

## **VII. Reports**

A. Discussion and Possible Action Regarding I-710 Citizens Advisory Committee

Nancy Ramos of Commerce replaced Member Argumedo at this point in the meeting.

Richard Powers presented the item to the OPC. He said that at its May 25<sup>th</sup> meeting the I-710 OPC adopted a set of "Guiding Principles", including:

"5. Improve public participation in the development and consideration of alternatives and provide technical assistance to facilitate effective public participation."

At its meeting of June 25<sup>th</sup>, the OPC directed staff to incorporate comments from that meeting and suggestions from a meeting of the co-chairs, the study funding partners and the SCAQMD into a proposal for consideration at its July 9<sup>th</sup> meeting. Mr. Powers reported that staff had met as directed and has the following proposal to offer for OPC consideration.

### Purpose of I-710 Citizens Advisory Committees (CACs)

A. Solicit community (residents, businesses, institutions, labor, environmental and health interests, etc.) input and engagement on issues of local and regional

importance relating to the present and future of the I-710 Corridor from the Port of Long Beach to SR-60.

- B. Encourage a representative and broad base of citizen participation both within and beyond the CACs
- C. Provide a vehicle to incorporate and respond to public input in planning for the I-710 Corridor.
- D. Assist the OPC and the TAC in educating and communicating information about the I-710 Program.
- E. Promote constructive dialogue in an environment of trust, credibility and mutual respect in the community outreach process and in the transportation planning process.
- F. Strive to understand and reconcile diverse interests and objectives.
- G. Develop consensus on a set of corridor solutions, including the hybrid alternative, consistent with the goal of reinvigorating corridor economies and sustaining safe, healthy and vibrant communities.
- H. Provide a long-term structure for community engagement with any environmental process that ultimately evolves from the Major Corridor Study to ensure that implementation is faithful to the community vision and the community outreach process.

### **Recommended Initial Two-Tiered CAC Structure**

#### Tier One – Community Level

Tier One will consist of community level Community Advisory Committees. The communities are the 14 corridor cities and two unincorporated areas, with the understanding that the City of Long Beach may identify no more than four impacted communities based on the length (8 miles) of the freeway frontage within that City.

Each corridor community may, through its city council (or for unincorporated areas through its County supervisor), establish a citizens committee whose focus is strictly on issues related to the I-710 Corridor and its current and future impacts on their communities.

Many of the corridor city councils, as well as the unincorporated area in East Los Angeles, have already developed such committees or are in the process of doing so. For directly impacted communities (those where potential right-of-way needs have been identified), the professional outreach facilitators will assist in forming a Tier One committee if the City Council or County Supervisor has not done so. For indirectly impacted communities (those where no potential right-of-way needs have been identified), the formation of a Tier One committee will be optional.

Members of Tier One committees will be drawn from impacted neighborhoods and are

encouraged to incorporate representation from existing neighborhood-based associations. Each Tier One committee will elect a chairperson to guide the meetings and reconcile issues.

### Tier Two –Corridor Level

The Corridor Level Advisory Committee is a broad based corridor-wide body. The initial membership will consist of:

- The Chair of each Tier One committee
- For each community that does not have a Tier One committee, a member appointed by the city council or County supervisor.
- No more than 15 members appointed by the OPC to provide representation from the environmental community, business, labor, institutions, and academia.

The Chair of the I-710 Technical Advisory Committee  
The Chair of the I-710 Enhancement Committee

In order to empower the CAC to engage additional perspectives or interests that it deems important, the OPC will delegate to the CAC the authority to appoint, by unanimous vote, up to 10 additional members.

With the professional facilitator as a resource, this Advisory Committee will structure itself and its work based on key issue areas that are identified by the Tier One grass roots committees. These issue areas might include:

Health/Environment/Quality of Life  
Mobility (Congestion/Safety/Access)  
Economic Development  
Land Use/Urban Design

The structure should include procedures and mechanisms to encourage consensus building in the development of the hybrid alternative. This consensus building process must be most sensitive to the input of the directly impacted communities. The procedures and mechanisms to ensure accurate communications with the OPC will need to be codified and presented to the OPC for ratification.

Mr. Powers then requested discussion among the OPC members on the proposal.

Member McCarthy asked for a clarification of how many members would sit on the Tier II CAC.

Member De La Torre noted that up to 46 members could be seated on the Tier II CAC.

Co-Chair Pena asked for the sense of the Committee as to how much time should be given for each city to form their Tier I committees. The consensus response was that one month should be enough time.

Member McCarthy requested that staff look at creating an online “whiteboard” on the

internet so that community dialogue can be increased on the issues and is available at all times, not just during scheduled meetings. He also recommended that the Tier II CAC not exceed 47 members.

Member Ramos asked whether the advisory committee has voting powers. Staff answered yes, but the CAC advises the Oversight Policy Committee.

Co-Chair Pena then asked if there was any public comment on the subject of the Community Advisory Committees.

Malcolm Carson, Legal Aid Foundation: He has submitted written comments to Mr. Powers. CAC should be given veto power over the OPC. CAC should have access to same consultant technical resources as the TAC. The CAC should have same structure as the formal Project Area Committees used for redevelopment projects. With respect to the proposed CAC structure, the structure itself doesn't conflict with effective community input, but it is still not clear how the Tier I group establishes legitimacy. Waste of everyone's time if CAC not given formal role and veto power over the OPC decisions.

Robert Cabrales, CBE: He has several concerns about the CAC proposal. 1) Not enough time was given in advance to review this proposal; 2) 15 members to be appointed by the OPC is problematic, there will be a bias towards freeway expansion; 3) use of a professional facilitator worries him given the performance of the other outreach consultants used in the study.

Regina Taylor, Sierra Club and Citizens for a Better Environment: She wishes they had access to the proposal prior to the meeting. She has a concern about the hybrid alternative; what if the community comes back with a preference for the No Build alternative, will this be acceptable? The I-710 project is a port expansion issue as port trucks are the cause of the problem.

Barbara Mead, West Long Beach Homeowners Association: Wish they had a chance to review the CAC proposal prior to the OPC meeting.

Co-Chair Colonna said that he wanted to respond to comments being made. The Long Beach City Council I-710 Advisory Committee will have public hearings before establishing a city position on I-710 improvements. He said that there are 5-10 years of continued planning before a final plan is adopted; we're just at the beginning of the process, but we need to move forward to fix a bad freeway.

A member of the public stated that they don't want expansion, just resurfacing of the I-710 freeway. We were told no houses will be taken, yet the OPC is still saying that potential right of way will be taken. What is your position?

Co-Chair Colonna said there could be right of way taken, but not residences.

Member De La Torre responded that the hybrid concept is a direction to mix and match features of the alternatives, not a specific plan.

Member Ramos said that we are not really at the beginning of the process. If we really are

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at the beginning, why not start over again? We should take all current options off the table. Three council members from Commerce are conflicted due to property locations near one or more of the final alternatives. She proposed that they go back to No Build and start over.

Co-Chair Pena responded that the community advisory committees will go back to the original alternatives.

Member Dear said that after looking over the CAC proposal of the staff, he requested elected representation of CAC members; Carson has one affected residential community.

Co-Chair Colonna said that he agrees with Member Dear. He responded to Mr. Carson's comments regarding the analogy to PACs: we do want to have meaningful community representation. Community groups will have a democratic process to elect their representatives. The OPC must do something as we will be held under the mantle of a defective freeway and air quality impacts; we need to fix the freeway and address air quality impacts.

It was moved by Co-Chair Colonna, seconded by Member De La Torre, to approve the staff recommendation.

Member Daniels said he encourages citizen participation, but we need solutions. There is a problem that needs to be addressed. We need a win-win outcome.

Member De La Torre requested a point of information. Will the cities have 30 days to appoint CAC members?

Member McCarthy suggested that cities have 30 days to appoint members and that no more than 47 members in total be appointed.

Commerce Councilmember Argumedo said he was concerned about proportional representation relative to impacts; he said he wants in writing that any city can veto the overall plan if against their interests.

Richard Powers said that there is a need to develop consensus because each city has an effective veto power through the required freeway agreement with Caltrans.

Member McCarthy asked that the recommendation be amended to read "two-thirds of the members may vote to add up to 10 additional members" rather than a majority.

Co-Chair Colonna said he would agree to amend his motion to require a 2/3 vote of the CAC members to add up to 10 additional members. The amendment was accepted by Member De La Torre.

Member Dear said he would rather make it a three quarters vote rather than a two-thirds vote, but that he would vote in favor of the motion.

The motion was approved unanimously.

A. Workshop on Congestion, Mobility and the Economy

Ms. Marianne Venieris, Director, Center of International Trade and Transportation (CITT) at California State University, Long Beach

Ms. Venieris said that she has assembled a panel of experts from academia and the shipping and logistics industry to present to the OPC perspectives on trade, traffic congestion mobility and the local and national economy. She first introduced Dr. Joseph Magaddino.

Dr. Joseph Magaddino, Chairman and Professor of Economics, California State University, Long Beach.

Dr. Maggadino said that he would confine his comments to international trade. Trade has increased 10% per year, three times faster than US economic growth. In 1950, trade was confined to east coast ports. He presented a slide of the rate of growth of container traffic for the twin ports of LA and Long Beach for 1990-2002. There have been many double digit growth years and the overall growth rate in container traffic has been greater than U.S. total container growth rate. There are 220,000 jobs in the region in logistics industries; 440,000 jobs, or 7% of total employment, in international trade. The Global Insight economic forecast predicts U.S. GDP growth of 3.1% per year, which means the economy will double by the year 2027. Exports are forecast to grow at an annual average rate of 6.3% per year, imports forecast to grow by 5.5% per year. Even if the twin ports hold their current market share of U.S. trade, by 2025 there will be 3-4 times growth in current cargo volumes through the ports.

Dr. Charles Woo, CEO of Megatoys, representing a southern California shipper, said that cargo mobility is important to his business and employees. He provided a brief background of his business, a toy importer, and similar businesses. His business has seen a change in the 24 years since it was started. It used to take 21 days to get products from Asia; it now takes 12 days. Manufacturing has expanded in Asia. Many customers

want just-in-time delivery. Many importers are small business owners and don't want their capital tied up in inventory. He said he was not talking about congestion that costs minutes or hours, but days delayed because of delayed turn times. They need cargo to arrive on time at the warehouse and the infrastructure to make it happen. What about the argument of sharing cargo flow with ports in other cities? In southern California, we have a critical mass of businesses and consumers; his firms does 1,000 forty foot containers per year. Many of the local businesses hire staff to support their trade based businesses. Trade creates jobs; many of his type of businesses require truck deliveries.

Mr. Tom Teofilo, Vice President of the Pacific Merchant Shipping Association, said that the PMSA was founded in 1919 and represents 85% of the California maritime industry. Considering container cargo growth, they were projecting 36 million TEUs by 2020 compared to 9.5 million today. The supply chain is Port authorities, ocean carriers, terminal operators, stevedores, the trucking community, warehouse and distribution centers, custom brokers and freight forwarders, railroads, plus many other ancillary industries and government agencies. They are committed to the efficient movement of international freight. As in any industry, the customer is the "reason for being." In international commerce, the importer or exporter of record, often called the cargo owner, is the entity



those in the supply chain aim to please. In turn, if you're a *Target* or *Wal-Mart*, your customer is the American public. It's important to remember, the ultimate customer for the volume of consumer goods imports is you and me!

Mr. Teofilo stated that, while the solution is complex, supply chain stakeholders are committed to resolving the immediate roadway congestion issue. Through cooperation between cargo owners and those in the supply chain, it is hoped that a plan can be worked out that would create a wider time window for container delivery and pickup at marine terminals, thereby reducing congestion on all arteries near the ports. 24/7 is a concept for the future. It's pretty much agreed that port operations will be conducted 24 hours a day when the cargo volume warrants and it is economically feasible to do so. Right now there is insufficient cargo to warrant around-the-clock operations. Cooperation in planning for extended gate operations now, will prepare stakeholders for the eventual 24/7 operations of the future.

Mr. Teofilo commented that the maritime industry has been proactive in addressing environmental issues. Voluntary Vessel Speed Reduction to 12 knots outside our harbor is responsible for a reduction of about 1.5 tons of nitrogen oxide per day. Terminal operators and shipping lines have become partners in exchanging yard equipment for alternate fuel vehicles, using emulsified diesel fuel, creating a 20% NOX decrease and a 50% reduction in particulate matter. Ports are investing in Diesel Catalytic Converter installations at terminals.

Mr. Teofilo said the maritime industry is committed to being a part of the solution to the growth-related problems associated with the movement of international commerce. Terminal operators, ocean carriers and shippers are currently in dialogue regarding expanded hours of operation within the ports of LA/LB. A conference is being organized to foster even greater communication among stakeholders. Cargo owners and supply chain executives will exchange viewpoints and evaluate the merits and prospects of extended

gate hours at San Pedro Bay container terminals. The conference is scheduled for August 14th, beginning at 8:00 a.m., at the Hyatt Regency - Long Beach. He said to watch for more details.

Co-Chair Colonna said that he was pleased to see the PMSA and stakeholders moving towards extended gate hours. He said we need to move to 24/7 operations now, not later. We can't build infrastructure that will accommodate traffic without 24/7 operations.

Mr. Teofilo responded that several terminals are operating over 70 hours per week; if all terminals would agree to operate second shift 1-2 days per week that would help.

Ms. Patti Senecal, California Trucking Association, reported that CTA has 2,500 members. She said the average member operates 10 trucks; many are family owned businesses living in the communities they serve, including ship-to-rail intermodal container traffic. CTA has advocated national diesel emissions standards, EPA has adopted new standards that take effect in 2007, and diesel engines under the new standard will be as clean as CNG engines.

Ms. Senecal presented an overview on the trucking industry. There are many sectors of trucks, one of which is intermodal port haulers. Forty percent of total port containers in

2002 were by truck between ship to rail; 14.8% of containers were delivered in the ports area, 12.5% were delivered to the ICTF and 12.7% were delivered to the rail yards in Commerce and Vernon. The operating cost is \$80/hr. for a company owned truck and \$55/hr. for an owner/operator. Many operators are "red lined" by insurance companies, as southern California is the cargo theft capital of the world. This has contributed to a 300 percent increase in operating costs over the past four years. Warehouses have moved further from the ports in order to access cheap land, therefore the yield per truck is greatly reduced; most can only do one turn per day. Congestion has had a big impact on truck productivity. The solution to congestion needs to be looked at on a network-wide basis, including not just I-710, but I-5, SR-60, I-10 and others. A great model for this analytical approach is the seven-state I-10 freight corridor study.

With respect to 24/7 operations, Ms. Senecal said that if the port gates are open trucks are willing to come, but asked will the warehouses be open? Plus there is a concern about cargo theft from any truck holding yards. She said to look to the 1984 Olympics plan as a model. MTA should look at a freeway service patrol specifically for big rigs for incident management, which would reduce the duration of truck-involved sig-alerts; the CHP says that the majority of I-710 sig-alerts involve big rigs.

Member Daniels asked if the high operating costs cause skimping on maintenance.

Ms. Senecal responded yes, among a small number of companies. Smart customers demand proof of safe vehicles by truckers. CTA also supports the Gateway COG truck scrapping program.

Mr. George Fetty, Railroad Consultant said that forty percent of containers from the San Pedro Bay ports are moving by rail. 14.8% (817,000) containers are loaded on trains on dock. 12.5% (690,000) containers are loaded at the ICTF on Willow St. 12.7% (700,000) containers are transported to the yards in East Los Angeles. A new BNSF yard near the ports would eliminate an average of 1,900 truck trips per day on I-710. Shuttle trains to the Inland Empire could reduce 1,100-1,500 truck trips per day. We could get up to 50% of the containers on the Alameda Corridor. Railroad user fees are an invisible tax on U.S. consumers living east of the Rockies. However, 50% of imports are going to southern California and can't travel by train.

Mr. Daniel Meylon, Branch Manager, Carmichael International Service, Custom Brokers/Freight Forwarders told the OPC that it is important to note that we have an infrastructure problem. Fifty percent of imports stay in Southern California. The majority of the imports/exports go to small and medium size businesses, which are an important component of the local economy. The brokers pledge to work with the PMSA and CTA on implementing 24/7 freight operations at the ports.

Dr. Domenick Moretti, ILWU Senior Liaison for POLA and POLB said that there is a need to expand port related infrastructure, but it is becoming difficult because of community impact issues. Two polarized views have developed: stop port growth versus unrestricted growth. He supports no restrictions on growth as cargo volumes are consumer driven. However, there are things that can be done to mitigate the impacts of growth. For example, he would favor reducing truck queuing times by expanding an appointment system, and a move to 24/7 operations.

Dr. Moretti said that increasing cargo volumes are putting a strain on regional infrastructure. Increasing trade will produce pressure to free up state and federal funds to improve infrastructure.

Following the presentations, there were several questions by OPC members and members of the public to clarify the information presented. The various presenters answered to clarify their information.

**VIII. Adjournment**

Co-Chair Pena adjourned the meeting at 10:30 p.m.

# **I-710 OVERSIGHT POLICY COMMITTEE MEETING**

*Wednesday, October 29, 2003  
6:30 p.m. Meeting*

*Progress Park Community Center  
15500 Downey Avenue  
Paramount, California*

## **REVISED AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Oversight Policy Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Oversight Policy Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Oversight Policy Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Oversight Policy Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Oversight Policy Committee considers the agenda item OR during Public Comments, and
- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Oversight Policy Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

**VI. CONSENT CALENDAR**

- A. Minutes of the June 24, 2003 and July 9, 2003 Meetings of the I-710 Oversight Policy Committee

**VII. COMMUNICATIONS**

- A. Communications from the City of Commerce Dated August 5, 2003

**VIII. WORKSHOP ON HIGHWAY SAFETY**

- A. Presentation on Interstate 710 Truck Corridor Safety Project  
By Assistant Chief Art Acevedo and Captain Craig Klein, Special Operations Commander, California Highway Patrol
- B. Presentation on Freeway Safety Operations and Design  
By Frank Quon, Deputy District Director Operations, Caltrans
- C. Presentation on Programming for Highway Safety Improvements  
By Hamid Bahadori, Senior Policy Administrator, Automobile Club of Southern California

**IX. REPORTS**

- A. Update on Community Advisory Committees
- B. Request by the City of Commerce – Requesting the Deletion of Atlantic Boulevard Viaduct from Further Consideration

**X. ADJOURNMENT**

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE GATEWAY CITIES COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

**MINUTES OF THE MEETING  
OF THE I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Progress Park  
15500 Downey Avenue  
Paramount, CA**

**October 29, 2003**

**I. Call to Order**

Co-Chair Colonna called the meeting to order at 6:40 p.m.

**II. Roll Call**

Roll Call was taken by the Gateway Cities COG Executive Director.

COMMITTEE MEMBERS PRESENT: Co-Chair Frank Colonna, Long Beach; Co-Chair Sam Peña, Maywood; Daniel Crespo, Bell Gardens; Jim Dear, Carson; Hugo Argumedo, Commerce; Isadore Hall III, Compton; Frank Gurule, Cudahy; Juan Noguez, Huntington Park; Keith McCarthy, Downey; Hector de la Torre, South Gate; Gene Daniels, Paramount; John Calhoun, Port of Long Beach; Sharas Bangalore, Caltrans; Thomas Warren, Port of Los Angeles; Hasan Ikhata, SCAG.

COMMITTEE MEMBERS ABSENT: George Cole, Bell; Fernando Pedroza, Lynwood; William Davis, Vernon; Gloria Molina, County of Los Angeles; Ray Maekawa, MTA.

ALSO PRESENT: Councilmember Nancy Ramos, Commerce; Bill Grady, Office of Congresswoman Linda Sanchez; Ronald Gonzalez, Office of Assemblyman Rudy Bermudez; Robert Farrell, Office of Assemblyman Mervyn Dymally; Adrian Garcia, Office of Assemblyman Alan Lowenthal; Bill Pagett, Chair, I-710 Technical Advisory Committee; Richard Powers, GCCOG Executive Director; Jack Joseph, GCCOG Deputy Executive Director; Robert Messinger, GCCOG General Counsel; Deborah Chankin, GCCOG Director of Program Development; Don Camph, GCCOG Transportation Advisor.

**III. Pledge of Allegiance**

Member Daniels led the pledge of allegiance.

**IV. Amendments to the Agenda**

Member Argumedo requested that Item IX. B. be moved to the front of the agenda. It was the consensus of the OPC to grant Member Argumedo's request.

**V. Public Comments**

Mr. Bill Grady, District Director for Congresswoman Linda Sanchez, expressed the congresswoman's regrets that she could not attend the meeting because she was in Washington. He said that Representative Sanchez is in support of safety improvements for I-710.

Mr. Noel Park, San Pedro Homeowners Association, stated that he was concerned about safety on I-710, but his specific comment was about air quality. He recommended two articles on air quality to the committee members: one article in the Los Angeles Business Journal on cancer risk, and the other article, by Dr. John Miller, which discussed the health effects of diesel exhaust. Mr. Park said that poor air quality is going to kill more people on I-710 than accidents and said that port activities continue to spill over onto neighboring residents. Mr. Park commended the Gateway Cities COG on their initiative to retire old trucks from operating on the freeways.

Mr. Bob Eula, Commerce, said that he would like to address two different items. The first has to do with the letter that the City of Commerce sent to the OPC. Mr. Eula endorses the position that the Community Advisory Committee (CAC) should have a vote with regard to the OPC decision to select a Locally Preferred Strategy. Mr. Eula would also like to see the Atlantic Boulevard viaduct component (Item 9B) dropped from further consideration in the study.

**VI. Consent Calendar**

- A. Minutes of the June 25, 2003, and July 9, 2003, Meetings of the I-710 Oversight Policy Committee

It was moved by Co-Chair Pena, seconded by Member Daniels, to approve the consent calendar. The motion was approved unanimously.

**IX.B. Request to Delete the Atlantic Boulevard Viaduct from Further Consideration**

Member Argumedo, City of Commerce, excused himself and was temporarily replaced by his colleague, Councilmember Nancy Ramos, due to a conflict of interest on this agenda item.

In presenting the item to the committee, Mr. Richard Powers reported that a majority of the Commerce City Council had been advised by legal counsel that they could not deliberate or vote on the I-710 Major Corridor Study because they live within 500 feet of the Atlantic Boulevard Viaduct that is currently proposed as part of one of the "build" alternatives. He said that the Commerce City Council has placed a formal request with the OPC that the Atlantic Boulevard Viaduct be dropped from further consideration. He reported that the staff engineers for both the Gateway Cities COG and the I-5 Joint Powers Authority have recommended that the Atlantic Boulevard Viaduct be eliminated. This would also have the effect of eliminating the conflict of interest that exists for a majority of the members of the Commerce City Council, which handicaps that City in being able to represent itself with respect to issues relating to I-710 within the City of Commerce.

Member McCarthy asked if there would be any unintended consequences if this element of the truckway concept were to be removed.

Mr. Jerry Wood, consultant engineer to the Gateway Cities COG, stated that this element would provide little benefit at a high cost. The intended purpose of the Atlantic Boulevard Viaduct is to provide a direct freeway connector between I-710 and I-5. Mr. Wood said that the missing connectors at I-5/I-710 need to be added, but not along Atlantic Boulevard. The I-5/I-710 interchange along with other interchanges such as the I-405/I-710 do need to be fixed.

Co-Chair Pena asked if conceptual plans for any alternative designs to the I-5/I-710 had been drawn up. Mr. Wood responded that they did not have specific solutions yet.

It was moved by Member De La Torre, seconded by Member Crespo, to eliminate the Atlantic Boulevard Viaduct concept from further consideration. The motion was approved unanimously.

At the conclusion of this item, Member Argumedo returned to the meeting, replacing Nancy Ramos.

**VII. Communications**

A. Communications from the City of Commerce Dated August 5, 2003



Mr. Richard Powers directed the committee's attention to a letter that had been received from the City of Commerce requesting that the I-710 OPC provide the Community Advisory Committee with a formal vote in the selection process for a Locally Preferred Strategy. Mr. Robert Messenger, legal counsel for the Gateway Cities COG, reported adding a voting member to the OPC would require an amendment to the existing Memorandum of Understanding among the four partner agencies that created the OPC (Gateway Cities COG, Caltrans, MTA, and SCAG), and that only those four parties have the authority to change the membership or voting authority of the OPC.

Co-Chair Colonna commented that not all of the cities have the same framework or process of assigning members to the CAC and that there is potential for uneven representation. The structure of the OPC provides one equal vote for each of the fourteen cities in the I-710 Corridor. He said that he sees the role of the CAC as being an important advisory body in the process, but not a full weighted vote. For example, he will pay close attention to the advisory committees in his city. Co-Chair Colonna asked other committee members for their comments and input regarding this discussion item.

Member De La Torre observed that the OPC is a representative board that is consistent with our system of government. He is reluctant to embark on a path that leads into uncharted territory with regard to state and federal decision-making procedures. Each of the cities' OPC members were elected by their communities and each can be being voted out. He said he does not feel that is appropriate to pass the buck to others. At some point, elected officials need to make decisions. Member De La Torre said he also shares Co-Chair Colonna's concern on the potential for uneven representation as to how the members of the CAC are selected.

Member Argumedo said that the letter in question was sent by the Mayor of Commerce. He said that he agreed with several of Member De La Torre's points. He, too, will be listening closely to CAC members from his city. He also noted that the City of Commerce has only one vote on the OPC and yet the City of Commerce bears a disproportionate amount of the impacts. Member Argumedo said that he was satisfied with the compromise for the structure of the CAC that was worked out during the last meeting by the OPC. He requested that Mr. Powers remind him and the committee what that compromise was. Mr. Powers replied that he could not recall the precise formula, but that staff could look this up and provide a response to the committee.

Member Daniels said that he concurred with Member De La Torre.

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Member McCarthy recommended that staff look into the Los Angeles Unified School District process for bringing public input to that body. He suggested they also formally include reports from the CAC on the OPC agenda at every meeting.

Co-Chair Pena reminded the committee of the two-tier process for the CAC committee structure. Member Argumedo asked Mr. Powers to describe the process and the intended communication structure between the CAC and the OPC.

Member Dear commented that the community advisory committees are integral to the process and the elected representatives are obligated to listen to what they have to say.

Mr. Alan Hose, Windward Homeowners Association, Long Beach, was recognized by Co-Chair Colonna. Mr. Hose directed the OPC members to the pages of the minutes from June 25<sup>th</sup> and July 9<sup>th</sup> OPC meetings that recount the discussion of the corridor-level CAC membership.

Co-Chair Colonna said that each city has its own process for nominating members as its representative(s) on the CAC. He requested that staff research the issue and report back on what was agreed upon at the next OPC meeting.

It was moved by Member McCarthy, seconded by Co-Chair Pena, to receive and file the communication from the City of Commerce. The motion was approved unanimously.

### **VIII. Workshop on Highway Safety**

#### **A. Presentation on the Interstate 710 Truck Corridor Safety Project, California Highway Patrol**

California Highway Patrol Assistant Chief Art Acevedo said that the CHP is committed to safety on I-710. He is aware of the high profile accidents that have recently occurred on I-710, but would like to take the opportunity to present some accident statistics that might place these incidents in perspective. They estimate that 50,000 trucks are using I-710 each day and, of these, about 25,000 are port-related. I-710 averages 660 truck-involved accidents a year between Ocean Boulevard and I-5, but recent data indicates that this number is dropping. In 2000, there were 638 accidents. In 2001, there were 569 accidents. In 2002, there were 537 accidents. In part, this trend could be attributable to the fact that the I-710 was designated a Safety Corridor, which meant that a grant funded a program of safety improvements during the 2001 and 2002 time period. The focus of the safety improvements were on added enforcement and educational programs targeted to the businesses and trucking industries in the corridor. The CHP further notes that about 6000 accidents take place each year, countywide,

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which means that I-710 represents about 10% of these accidents. In truck-related accidents, about 50% of the time, the truck drivers are at fault and about 50% of the time it is the automobile driver. Oftentimes, it is the automobile driver who is making an unsafe move too close to a truck that creates the accident.

CHP Captain Craig Klein pointed out the charts on safety statistics. The majority of truck-related accidents occur during business hours. Truck accidents are also highest during the weekdays. For Saturdays and Sundays, the numbers are much lower comparatively. I-110 has about one fifth of the truck collision activity that I-710 has. It goes without saying that a tremendous number of trucks are on I-710. Consequently, the CHP devotes a lot of resources on a daily basis to inspection and enforcement. These fall into four categories: (a) mobile unit that conducts level 1 spot inspections of trucks; (b) white Camaros that write citations to trucks and also cars that make unsafe movements in front of trucks (approximately six of these vehicles work the I-710 corridor); (c) regular CHP patrol; and (d) additional units (funded, in part by grants) that are allocated to I-710 at different times as needed.

Member De La Torre asked the officers if they were aware of the truck inspection facility that has been proposed in the I-710 Study. Captain Klein responded that he and his officers have been participating in the Technical Advisory Committee meetings and that the CHP is aware of the proposal for a Class A port of entry facility and are very supportive. He also stated that a truck inspection facility of this type would also allow for CARB and AQMD to inspect trucks for emissions violations, which speaks to the air quality concerns that the committee has been discussing. The CHP finds that a vast majority of the accidents are attributable to "rules of the road" violations and only a small percentage are caused by truck equipment failure.

Chief Acevedo said that the problem is that there is way too much traffic for the facility. The left-side egress at the I-710/I-5 interchange is a particularly bad location; but that could be resolved by limiting truck access to this connector. The CHP is aware that engineering solutions cost a great deal of money; however, some things could be done immediately. For example, the advisory sign at the Washington Blvd. on ramp that directs trucks to use I-710 to SR-60 to access I-5 could be made into a regulatory sign.

Co-Chair Pena asked if there were some clear design problems that needed to be rectified. He described the portions of the I-710 where there is very little shoulder. Captain Klein replied that the lack of shoulder was a problem, but not an insurmountable one. Generally the patrol unit will pull the automobile off of the freeway to a local side street. This also helps address the congestion problem that occurs when other vehicles slow down to look.

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Member Daniels asked if the trucks were required to display a sticker that indicated they had met their inspection requirements. Captain Klein responded that there is a 90-day inspection sticker, but not all trucks are complying. The CHP can only spot check a small portion of trucks so they are not able to catch everyone. However, it is their observation that the overall condition of the trucks using the freeway has markedly improved in past five to ten years, particularly when compared to twenty years ago.

Member McCarthy asked if the CHP preferred an inspection facility within the ports, on the side of the freeway, or not at all. For example, placing a facility on the side of a freeway could create congestion as well. What does the CHP see as being the tradeoffs? Chief Acevedo said that given the state budget problems they would feel extremely lucky to get one inspection station. Two inspection stations would be highly desirable, but not likely.

Member Calhoun commented that less than 15 percent of all the vehicles using I-710 over a 24-hour period are trucks coming and going from the ports.

Chief Acevedo explained that it is true; that many trucks use the I-710 that are not necessarily going to the ports. However, the ports are a location where high numbers of trucks are concentrated, which makes it easier to enforce.

Member Calhoun asked if a state law could be enacted that required trucks to maintain a minimum distance from each other so that vehicles, including cars, can change lanes more easily and safely.

Captain Klein said that the Vehicle Code does contain a section that addresses tailgating. The enforcement of this measure is somewhat subjective on the part of the officer. He noted that the truck volumes on I-710 are very high; essentially the number three lane is already a "wall of trucks." If the state were to enact, say a 200 foot distance requirement, then it would likely create a huge queue that could back up into the ports.

Member Calhoun asked if the CHP had ever considered the use of cameras to speed up investigations of accidents. Chief Acevedo responded that they do use cameras, but that because of the liability issues as well as the family's right to know, it is important to conduct a full investigation to make sure that all the information is collected and analyzed. They consider a fatality accident to warrant the same level of scrutiny as a homicide.

### **B. Presentation on Freeway Safety Operations and Design**

Mr. Frank Quon, Caltrans District 7 Deputy Director, provided a report on some of the recent safety improvements that are in process for I-710. These include:

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- advance guide signs for SB I-710 lanes to warn motorists of the upcoming left-side freeway connector for SB I-5 for the I-710/I-5 interchange
- warning signs of radar enforcement
- ramp meter adjustments at the I-105/I-710 freeway connectors
- corrected some pavement areas that were particularly bad
- pavement rehabilitation of I-710 between Rt. 1 and I-405, including shoulder improvements, new pavement, and improved vertical clearances
- reconstruction of I-710 in the vicinity of Del Amo Boulevard, including auxiliary lanes, bridge widening, and lengthened acceleration / deceleration lanes

The following projects are planned for I-710:

- pavement rehabilitation of I-710 north of I-405, including new pavement, lengthened acceleration / deceleration lanes, shoulder widening, and new concrete median barrier
- establish I-710 as a “port of entry”
- conduct feasibility studies to address the left-side connectors at the I-710/I-5 interchange
- reconstruct the Florence interchange
- provide overhead guide signs on SR-91 at the I-710/SR-91 interchange
- follow up on recommendations that result from the I-710 major corridor study such as the reconstruction of key interchanges; widening; or new lanes

Mr. Quon said that collaboration is the key to getting needed safety improvements. As I-710 is a safety corridor, they have been focusing on the “Three “E’s””: engineering; enforcement; and education. Their immediate plan is to build on corridor recommendations and actions; pursue added funding sources; promote expanded gate hours; support proposed safety inspections; and boost public outreach efforts.

Member Daniels asked if would be possible to increase the height of the median barriers for purposes of safety and to provide a visual barrier to motorists in opposing lanes so that they do not slow to view incidents.

Co-Chair Colonna cited the fatality accidents that have recently occurred on I-710 and he sees the lack of a concrete median barrier as a contributing factor. He would like to retain the funding for the I-710 pavement rehabilitation and improvement projects. Safety on I-710 is a very high priority.

Mr. Doug Failing, Director, Caltrans District 7, said that he agreed that this is the time to focus on the funding problem. The state budget issue is more than a general fund issue. It reaches into the special funds. The I-710 corridor is vital to the region. Consequently, Caltrans is looking into identifying and constructing high priority elements (e.g., the median barrier) of the program. Another approach would be to bond to pay for the proposed improvements and then pay off the bonds with future revenues. Mr. Failing said that this second approach would take a great deal of support from this committee.

Co-Chair Colonna said that he sees the median barrier as being the first step. He suggested that the committee look into drafting a request that would be submitted to Sacramento. Mr. Messinger recommended, in light of the fact that this was not an agenda item that a resolution be brought back at the next meeting of the OPC making this request. Mr. Failing said that he would provide the specific description of the concrete barriers for use in the resolution.

Member McCarthy asked if there was any evidence available that demonstrated that concrete median barriers prevented accidents.

Mr. Quon responded that the concrete median barriers are helpful, but they have had experiences with trucks penetrating a concrete barrier, depending upon the situation and the conditions. Mr. Quon noted that an additional benefit of a concrete median is that they are much easier to repair, which is both a time and a safety factor.

Mr. Failing said that they need about \$280 million for the project between I-405 to I-10. They are projecting that it will be less costly than their original estimates, because they have learned from their experience on the segment between Rt. 1 and I-405. Portions or pieces of the project (e.g., I-405 to Firestone) could be built for less, possibly \$110 million. About \$40-45 million would be needed for the median upgrades. The state of California has a cash flow problem, even though the funds have been authorized.

Co-Chair Colonna said this funding item will be placed on the agenda for the next meeting. He requested that staff work with Caltrans for the appropriate wording of the resolution or letter to Sacramento.

C. Presentation on Programming for Highway Safety Improvements, Automobile Club of Southern California

Mr. Hamid Bahadori, Senior Policy Administrator of the Automobile Club of Southern California, described the I-710 corridor from the perspective of the membership of the Automobile Club. He said that they have heard a lot about the I-710 from its members. Almost 50,000 trucks use the I-710 every day. I-710

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has outlived its standards and roadway designs. The “do nothing” alternative is not an acceptable option. He feels that it is advisable to approach the problem incrementally. Since head-on collisions tend to be the most horrific, the concrete median should be a high priority. Mr. Bahadori observed that I-710 has a higher proportion of the accidents occurring in the Los Angeles basin since 10% of the accidents are taking place on I-710, although I-710 is not carrying 10% of the region’s traffic. He said that to address the design problems, some right of way takes are going to be unavoidable. He said that the Automobile Club can assist in the lobbying effort through its access to five million club members and through staff legislative resources.

At this point, Co-Chair Colonna asked if there were any questions or comments regarding the workshop presentations.

Captain Klein said that CHP Headquarters had agreed to print 10,000 more safety brochures, 1,000 safety posters, and 2,000 bumper stickers.

Co-Chair Pena commented that he would like to see the ports move closer to a 24-hour/7-day operation. He cited CHP’s chart that shows the high proportion of accidents that are occurring during business hours.

Noel Park, San Pedro resident, commented that counting trucks on the freeway is not the same as counting cars. Traffic engineers consider trucks to be the equivalent of more than one car as they are longer and are slower to start and stop.

Linda Ivers, Long Beach resident, commented that safety is a concern of everyone’s. She said that she recommends that the Committee consider use of technology for safety improvements. She cited examples such as: having the ports refuse to load trucks that do not carry valid inspection stickers; truck license and registration renewals should require equipment inspection; and use of transponders and electronic readers that verify those trucks with an inspection certificates as an enforcement measure.

Alan Hose, Long Beach resident, suggested that diamond interchange designs are probably safer as he is aware of a truck that overturned on one of the ramps at the Pacific Coast Highway/I-710 interchange. He said he believes that the tight radius of the loop ramp was likely a contributing factor. Also, the transition from I-405 (NB) to I-710 (SB) is dangerous as there are too many weave movements occurring along this freeway connector in too short a distance. Mr. Hose also referred the Committee’s attention to the meeting minutes from the previous OPC meetings for the discussion of the proposed composition of the I-710 CAC.

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Chief Acevedo commented that a tax subsidy that encouraged shippers and receivers to stay open during night-time hours would be beneficial for a 24 / 7 truck operation.

Adrian Garcia, representing Assemblyman Alan Lowenthal's office, stated that they support safety measures for truckers and vehicles on I-710. They also support the proposed upgrades to the median barriers. He said that their office can be contacted if help is needed.

Member De La Torre said that when bad incidents occur on I-710, then the major arterials such as Garfield, in essence, become the I-710 freeway. Major incidents have taken place three times in the last two weeks. He requested that Caltrans or CHP notify the cities so that they can deploy their officers to handle the overflow traffic.

Chief Acevedo responded that they could do a better job of this and will try to do so in the future. Another measure that they can take is to make sure that they close freeways at major freeway interchanges so that traffic is not forced onto the local roadway network during bad incidents.

Bill Pagett, I-710 TAC Chair, commented that in the MTA Call for Projects the I-710 Intelligent Transportation Systems (ITS) improvement program has been included and will be moving forward. This program will consider items such as variable message signs for incident management. The County of Los Angeles has selected a consultant, who is expected to complete their work by June of 2005.

Member De La Torre said that the spillover traffic is not only a safety issue, but an environmental one as well, since the trucks are idling in the middle of residential neighborhoods.

Member McCarthy said that he observed that SCAG is including proposals in the draft Regional Transportation Plan (RTP), such as an increase in the gas tax (10 cents starting in 2010), to raise revenue to fund needed transportation improvements.

### **IX.B Update on Community Advisory Committee**

Mr. Richard Powers introduced this agenda item. He summarized that the OPC had approved the Tier I and Tier II concept for the structure of the community advisory committees. He announced that the MTA had approved a contract with the firm of Moore, Iacafano, and Goltsman to coordinate the next phase of public outreach and to work with the community advisory committees. He introduced Linda Bybee, MTA Deputy Executive Director, who spoke regarding the for public outreach for the I-710 study. Ms. Bybee said that as the OPC works towards a



hybrid alternative, we will need to address the public's concerns as well as the transportation issues. She said that as we move into the environmental phase of the project, no issue will be left behind.

Ms. Bybee introduced the team of outreach consultants, led by Pat McLaughlin. Ms. McLaughlin introduced the balance of her team and provided some background information on her firm. She also briefly described the communication and decision-making structure of the community advisory committees, whereby recommendations will flow from the Tier I committees to the Tier II CAC and then on to the OPC. She envisions that it will be an iterative process, where they will build on successes to achieve consensus.

## **VII. Adjournment**

For the next OPC meeting, a meeting date of Thursday, November 20<sup>th</sup>, was proposed and discussed. Since the nominations of the CAC will be on the agenda, it is important to pick a date where most of the members will be able to attend. As several members had conflict for the 20<sup>th</sup>, an alternative of Thursday, November 13<sup>th</sup> was identified as the best date.

It was moved by Member De La Torre, seconded by Member Crespo, to adjourn the meeting. The motion was approved unanimously.

Co-Chair Colonna adjourned the meeting at 9:00 p.m.

# **I-710 OVERSIGHT POLICY COMMITTEE MEETING**

*Thursday, December 4, 2003  
6:30 p.m. Meeting*

**Bateman Hall  
11331 Ernestine Avenue, Room 2  
Lynwood, California**

## **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Oversight Policy Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Oversight Policy Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Oversight Policy Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Oversight Policy Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Oversight Policy Committee considers the agenda item OR during Public Comments, and
- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Oversight Policy Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

**VI. CONSENT CALENDAR**

- A. Minutes of the October 29, 2003, meeting of the I-710 Oversight Policy Committee

**VII. REPORTS**

- A. Report on Progress of Community Advisory Committees

**VIII. ACTION ITEMS**

- A. Status Report and Possible Action Regarding State Funding for Near Term Safety Improvements to the I-710 Freeway from the Ports to State Route 60
- B. Appointment by the OPC of up to 15 Members of the Tier 2 Community Advisory Committee

**IX. COMMENTS FROM OPC MEMBERS**

**X. ADJOURNMENT**

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE GATEWAY CITIES COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

**MINUTES OF THE MEETING  
OF THE I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Bateman Hall  
11331 Ernestine Avenue, Room 2  
Lynwood, CA**

**December 4, 2003**

**I. CALL TO ORDER.** The meeting was called to order at 6:50 p.m. by Co-Chair Frank Colonna.

**II. ROLL CALL.** Gateway Cities Council of Governments Executive Director Richard Powers called the roll. A quorum was found to be present.

**COMMITTEE MEMBERS PRESENT.** Co-Chair Frank Colonna, Long Beach; Co-Chair Samuel Peña, Maywood; Daniel Crespo, Bell Gardens; Hugo Argumedo, Commerce; Frank Gurule, Cudahy; Juan Noguez, Huntington Park; Louis Byrd, Lynwood; Gene Daniels, Paramount; William Davis, Vernon; Gloria Molina, County of Los Angeles; Mario Cordero, Port of Long Beach; Sharas Bangalore, Caltrans; Ray Maekawa, MTA; Hassan Ikhata, SCAG.

**COMMITTEE MEMBERS ABSENT.** George Cole, Bell; Isadore Hall III, Compton; Keith McCarthy, Downey; Hector De La Torre, South Gate; Jim Dear, Carson; Thomas Warren, Port of Los Angeles.

**OTHERS PRESENT.** Richard Powers, Gateway Cities COG Executive Director; Deborah Chankin, Gateway Cities COG Director of Program Development; Robert Messinger, Legal Counsel.

**III. PLEDGE OF ALLEGIANCE.** Member Molina led the Pledge of Allegiance.

**IV. AMENDMENTS TO THE AGENDA.** There were no amendments to the agenda. Mr. Powers pointed out that an addendum to the staff report for agenda item VIII. A. was available at Members' seats and at the back of the meeting room.

**V. PUBLIC COMMENTS.** Co-Chair Frank Colonna called for public comments and requested that comments be limited to three minutes per speaker.

Angelo Logan representing East Yards Communities for Environmental Justice spoke about the need for adequate air quality modeling in the Preliminary

Environmental Assessment Report. Mr. Logan stated that the South Coast Air Quality Management District has many appendices about this in its documents. Mr. Logan distributed a 3-page document titled "Appendix -Key Studies on Air Pollution and Health Effects Near High-Traffic Areas Compiled by the Environmental Law and Policy Center and the Sierra Club."

Bob Eula chair of the City of Commerce Tier 1 Committee commented that Long Beach and Commerce are the most impacted cities. Commerce has two rail yards. Mr. Eula stated that there is a known alternative which is to use Bandini for traffic moving between the I-710 and the I-5. Mr. Eula was concerned that routing signage for this alternate had recently been removed by Caltrans. Mr. Eula commented that air pollution causes disabilities in children.

Norma Macias, a resident and employee of the City of Commerce stated that her son was born with a disability that was never precisely diagnosed. Ms. Macias believes that the air pollution in the area is the source of his problem and that of other children.

Robert Cabrales of Communities for a Better Environment stated that only the City of South Gate has information on its website regarding the I-710 Major Corridor Study. If the public is going to be well informed, other cities need to follow their lead.

Jorge Villanueva resident of Los Angeles and member of Communities for a Better Environment commented that the OPC should give the public earlier notice when it cancels its meetings or changes the location. Mr. Villanueva has asthma and is concerned about diesel emissions and health issues.

## **VI. CONSENT CALENDAR**

A. Minutes of the October 29, 2003, meeting of the I-710 Oversight Policy Committee. It was moved by Co-Chair Peña, seconded by member Daniels to approve the minutes as submitted. The motion was approved unanimously.

## **VII. REPORTS**

A. Report on Progress of Community Advisory Committees. Richard Powers, Gateway Cities COG Executive Director, recapped the OPC's previous motions concerning formation of the Community Advisory Committees and the adopted Guiding Principles.

Pat McLaughlin reported for the facilitators Moore Iacofano Goltsman (MIG.) Ms. McLaughlin distributed a copy of the Advisory Committee Structure and Charge and a matrix showing Advisory Committee Progress. Ms. McLaughlin reported that all of the six cities that are most impacted have formed Community Advisory Committees. Initial meetings have been productive and well received. She and Sam Gennaway of MIG will facilitate the OPC's discussion of its appointments to the Tier 2 committee and all Tier 2 meetings.

It was moved by Co-Chair Colonna and seconded by Member Noguez to continue the discussion of appointments to the Tier 2 Committee to the January 2004 meeting. In the meantime, the Co-chairs will forward a letter to OPC members regarding the imperative to appoint Tier 2 community representatives. The motion was approved unanimously. Member Argumedo asked that staff contact the cities to encourage them to complete their appointments.

## **VIII. ACTION ITEMS**

A. Status Report and Possible Action Regarding State Funding for Near Term Safety Improvements to the I-710 Freeway from the Ports to State Route 60. Mr. Powers reviewed the staff report on the proposed safety initiative.

Co-Chair Colonna stated that we need to aggressively pursue the six elements contained in the initiative in advance of the hybrid plan which could take a couple of years. Co-Chair Colonna expressed concern about the impacts of the state budget crisis and administrative transitions in Sacramento, although the project is moving along at the federal level.

Member Molina commented that given that there is very little money for 5 years, the 6 elements need to be prioritized. Concrete barriers are more important than paving rehabilitation. It was moved by Co-Chair Peña and seconded by Member Daniels that the I-710 Safety Initiative be approved and that notwithstanding the continuing desire to see the pavement rehabilitation move forward, the pending Caltrans projects should be unbundled and new concrete median barriers should be prioritized as the most important element to be advocated. The motion passed unanimously. The Co-Chairs will prepare a letter to send to Caltrans and state legislators.

Robert Cabrales, Bell resident commented that graffiti needs to be removed and more landscaping provided. Co-chair Sam Peña stated that he supports a solution to the problem.

Long Beach resident Alan Hose complimented Member Molina's leadership.

Commerce Tier 1 Chair Bob Eula thanked Member Molina for attending the OPC meeting. Mr. Eula announced a Town Hall meeting on December 13, and requested Caltrans to provide maps of planned interchange improvements.

Member Cordero requested clarification that the feasibility study requested in Element 4 of the report would consider whether truck inspection facilities at or near the ports were a good idea and would not just assume this. Staff agreed that this issue would be studied.

Member Molina requested clarification that we can build on the safety initiative to include environmental enhancements in the projects we advocate. Co-Chair

Colonna agreed that we can. Member Molina requested a report from Caltrans on the Bandini signage issue raised by the public. Member Bangalore agreed to investigate.

B. Appointment by the OPC of up to 15 Members of the Tier 2 Community Advisory Committee. In accordance with the action taken under agenda item VII.  
A. discussion of this matter was continued to the next meeting of the OPC.

**IX. COMMENTS FROM OPC MEMBERS.** Member Gurule commented that he personally has family members who suffer from asthma. The public should know that the OPC is concerned about the health impacts of the freeway.

Co-Chair Peña commented that the Gateway Cities Partnership has completed studies on environmental health in the subregion and the Gateway Cities COG has done a lot to educate the public about environmental and health issues and initiate programs. The OPC shares the public's concerns.

Member Cordero thanked the public for participating in the meeting especially those who commented earlier in the evening.

Co-Chair Colonna said the usual meeting time has been the third week of the month so the OPC next meeting could be Thursday, January 15, 2004. Staff will confirm that Paramount Progress Park is available.

**X. ADJOURNMENT. The meeting was adjourned at 7:50 p.m**

# **I-710 OVERSIGHT POLICY COMMITTEE MEETING**

*Thursday, January 15, 2004  
6:30 p.m. Meeting*

**Progress Park  
15500 Downey Avenue  
Paramount, California**

## **AGENDA**

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- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**



**I-710 OPC Agenda - January 15, 2004**

**VI. CONSENT CALENDAR**

- A. Minutes of the December 4, 2003, meeting of the I-710 Oversight Policy Committee

**VII. REPORTS**

- A. Report on Progress of Community Advisory Committees
- B. Appointment by the OPC of up to 15 Members of the Tier 2 Community Advisory Committee
- C. Status Report on Near Term Safety Improvements to the I-710 Freeway from the Ports to State Route 60

**VIII . COMENTS FROM OPC MEMBERS**

**IX. ADJOURNMENT**

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE GATEWAY CITIES COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

**VI. CONSENT CALENDAR**  
**Item A**  
**Approval of Minutes**

**MINUTES OF THE MEETING  
OF THE I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Bateman Hall  
11331 Ernestine Avenue, Room 2  
Lynwood, CA**

**December 4, 2003**

**I. CALL TO ORDER.** The meeting was called to order at 6:50 p.m. by Co-Chair Frank Colonna.

**II. ROLL CALL.** Gateway Cities Council of Governments Executive Director Richard Powers called the roll. A quorum was found to be present.

**COMMITTEE MEMBERS PRESENT.** Co-Chair Frank Colonna, Long Beach; Co-Chair Samuel Peña, Maywood; Daniel Crespo, Bell Gardens; Hugo Argumedo, Commerce; Frank Gurule, Cudahy; Juan Noguez, Huntington Park; Louis Byrd, Lynwood; Gene Daniels, Paramount; William Davis, Vernon; Gloria Molina, County of Los Angeles; Mario Cordero, Port of Long Beach; Sharas Bangalore, Caltrans; Ray Maekawa, MTA; Hassan Ikhata, SCAG.

**COMMITTEE MEMBERS ABSENT.** George Cole, Bell; Isadore Hall III, Compton; Keith McCarthy, Downey; Hector De La Torre, South Gate; Jim Dear, Carson; Thomas Warren, Port of Los Angeles.

**OTHERS PRESENT.** Richard Powers, Gateway Cities COG Executive Director; Deborah Chankin, Gateway Cities COG Director of Program Development; Robert Messinger, Legal Counsel.

**III. PLEDGE OF ALLEGIANCE.** Member Molina led the Pledge of Allegiance.

**IV. AMENDMENTS TO THE AGENDA.** There were no amendments to the agenda. Mr. Powers pointed out that an addendum to the staff report for agenda item VIII. A. was available at Members' seats and at the back of the meeting room.

**V. PUBLIC COMMENTS.** Co-Chair Frank Colonna called for public comments and requested that comments be limited to three minutes per speaker.

Angelo Logan representing East Yards Communities for Environmental Justice spoke about the need for adequate air quality modeling in the Preliminary Environmental Assessment Report. Mr. Logan stated that the South Coast Air Quality Management District has many appendices about this in its documents. Mr. Logan distributed a 3-page document titled "Appendix -Key Studies on Air Pollution and Health Effects Near High-Traffic Areas Compiled by the Environmental Law and Policy Center and the Sierra Club."

Bob Eula chair of the City of Commerce Tier 1 Committee commented that Long Beach

and Commerce are the most impacted cities. Commerce has two rail yards. Mr. Eula stated that there is a known alternative which is to use Bandini for traffic moving between the I-710 and the I-5. Mr. Eula was concerned that routing signage for this alternate had recently been removed by Caltrans. Mr. Eula commented that air pollution causes disabilities in children.

Norma Macias, a resident and employee of the City of Commerce stated that her son was born with a disability that was never precisely diagnosed. Ms. Macias believes that the air pollution in the area is the source of his problem and that of other children.

Robert Cabrales of Communities for a Better Environment stated that only the City of South Gate has information on its website regarding the I-710 Major Corridor Study. If the public is going to be well informed, other cities need to follow their lead.

Jorge Villanueva resident of Los Angeles and member of Communities for a Better Environment commented that the OPC should give the public earlier notice when it cancels its meetings or changes the location. Mr. Villanueva has asthma and is concerned about diesel emissions and health issues.

## **VI. CONSENT CALENDAR**

A. Minutes of the October 29, 2003, meeting of the I-710 Oversight Policy Committee. It was moved by Co-Chair Peña, seconded by member Daniels to approve the minutes as submitted. The motion was approved unanimously.

## **VII. REPORTS**

A. Report on Progress of Community Advisory Committees. Richard Powers, Gateway Cities COG Executive Director, recapped the OPC's previous motions concerning formation of the Community Advisory Committees and the adopted Guiding Principles.

Pat McLaughlin reported for the facilitators Moore Iacofano Goltsman (MIG.) Ms. McLaughlin distributed a copy of the Advisory Committee Structure and Charge and a matrix showing Advisory Committee Progress. Ms. McLaughlin reported that all of the six cities that are most impacted have formed Community Advisory Committees. Initial meetings have been productive and well received. She and Sam Gennaway of MIG will facilitate the OPC's discussion of its appointments to the Tier 2 committee and all Tier 2 meetings.

It was moved by Co-Chair Colonna and seconded by Member Noguez to continue the discussion of appointments to the Tier 2 Committee to the January 2004 meeting. In the meantime, the Co-chairs will forward a letter to OPC members regarding the imperative to appoint Tier 2 community representatives. The motion was approved unanimously. Member Argumedo asked that staff contact the cities to encourage them to complete their appointments.

## **VIII. ACTION ITEMS**

A. Status Report and Possible Action Regarding State Funding for Near Term Safety Improvements to the I-710 Freeway from the Ports to State Route 60. Mr. Powers reviewed the staff report on the proposed safety initiative.

Co-Chair Colonna stated that we need to aggressively pursue the six elements contained in the initiative in advance of the hybrid plan which could take a couple of years. Co-Chair Colonna expressed concern about the impacts of the state budget crisis and administrative transitions in Sacramento, although the project is moving along at the federal level.

Member Molina commented that given that there is very little money for 5 years, the 6 elements need to be prioritized. Concrete barriers are more important than paving rehabilitation. It was moved by Co-Chair Peña and seconded by Member Daniels that the I-710 Safety Initiative be approved and that notwithstanding the continuing desire to see the pavement rehabilitation move forward, the pending Caltrans projects should be unbundled and new concrete median barriers should be prioritized as the most important element to be advocated. The motion passed unanimously. The Co-Chairs will prepare a letter to send to Caltrans and state legislators.

Robert Cabrales, Bell resident commented that graffiti needs to be removed and more landscaping provided. Co-chair Sam Peña stated that he supports a solution to the problem.

Long Beach resident Alan Hose complimented Member Molina's leadership.

Commerce Tier 1 Chair Bob Eula thanked Member Molina for attending the OPC meeting. Mr. Eula announced a Town Hall meeting on December 13, and requested Caltrans to provide maps of planned interchange improvements.

Member Cordero requested clarification that the feasibility study requested in Element 4 of the report would consider whether truck inspection facilities at or near the ports were a good idea and would not just assume this. Staff agreed that this issue would be studied.

Member Molina requested clarification that we can build on the safety initiative to include environmental enhancements in the projects we advocate. Co-Chair Colonna agreed that we can. Member Molina requested a report from Caltrans on the Bandini signage issue raised by the public. Member Bangalore agreed to investigate.

B. Appointment by the OPC of up to 15 Members of the Tier 2 Community Advisory Committee. In accordance with the action taken under agenda item VII. A. discussion of this matter was continued to the next meeting of the OPC.

**IX. COMMENTS FROM OPC MEMBERS.** Member Gurule commented that he personally has family members who suffer from asthma. The public should know that the OPC is concerned about the health impacts of the freeway.

Co-Chair Peña commented that the Gateway Cities Partnership has completed studies on environmental health in the subregion and the Gateway Cities COG has done a lot to educate the public about environmental and health issues and initiate programs. The OPC shares the public's concerns.

Member Cordero thanked the public for participating in the meeting especially those who commented earlier in the evening.

Co-Chair Colonna said the usual meeting time has been the third week of the month so the OPC next meeting could be Thursday, January 15, 2004. Staff will confirm that Paramount Progress Park is available.

**X. ADJOURNMENT. The meeting was adjourned at 7:50 p.m**

**VII. REPORTS**  
**Item A**  
**Report on Progress of Community**  
**Advisory Committees – Oral Report**

**Tier II Advisory Committee Representatives  
(as of January 9, 2004)**

<b>Community</b>	<b>Tier 1 Status</b>	<b>Membership</b>	<b>Tier 2 Representative</b>
<b>Bell</b>	N/A	N/A	Randy Kendrick
<b>Bell Gardens</b>	Appointments pending	5 to date	Appointed
<b>Carson</b>	Appointments Pending	3 to date	Ray Park
<b>Commerce</b>	Appointed	9	Bob Eula
<b>Compton</b>	Appoints Pending		Pending
<b>Cudahy</b>	N/A	N/A	Larry Galvan
<b>Downey</b>	N/A	N/A	Pending
<b>East Los Angeles</b>	Appointed	7	Nadine Mungia
<b>Huntington Park</b>	N/A	N/A	Victor Caballero
<b>Long Beach</b>	Formed		Pending
<b>Lynwood</b>	Appointed	10	Rod White
<b>Maywood</b>	N/A	N/A	Luis Romero
<b>Paramount</b>	N/A	N/A	Pending
<b>South Gate</b>	Appointed	10	Glenna Ramos
<b>Vernon</b>	N/A	N/A	Harold Arsenian



**VII. REPORTS**

**B. Appointment by the OPC of up to 15  
Members of the Tier 2 Community  
Advisory Committee**

**TO:** I-710 Oversight Policy Committee

**FROM:** Richard Powers, Executive Director, Gateway Cities COG

**SUBJECT:** Appointment by the OPC of up to 15 members of the Tier 2 Community Advisory Committee

**Background**

On May 28, 2003, the Oversight Policy Committee (OPC) acted to adopt five Guiding Principles, including the following:

Improve public participation in the development and consideration of alternatives and provide technical assistance to facilitate effective public participation.

On July 9, 2003 the OPC acted to implement this Guiding Principle by adopting a structure for Community Advisory Committees. The adopted structure includes Tier 1 Community Level Advisory Committees and a Tier 2 Corridor Level Advisory Committee. This Tier 2 Committee is to include representatives from each corridor community and also “No more than 15 members appointed by the OPC to provide representation from the environmental community, business, labor, institutions, and academia.”

**Issue**

The corridor communities have now convened community level advisory committees and/or appointed representatives to the Tier 2 committee or are in the process of doing so. It is therefore timely for the OPC to select its appointees to the Tier 2 committee so that Committee may be convened and begin its deliberations.

**Recommended Action**

It is recommended that the OPC appoint no more than 15 members to the I-710 Tier 2 Community Advisory Committee representing a broad range of interests and perspectives.

**DRAFT**

Suggestions for Consideration for Appointment by I-710 Oversight Policy Committee to  
Tier 2 Community Advisory Committee

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**NOTE:** The OPC appoints no more than 15 members to the Tier 2 Community Advisory Committee “to provide representation from the environmental community, business, labor, institutions, and academia.” The following list of persons who have either been recommended or expressed interest is provided as a basis for discussion. Nothing precludes the OPC from presenting and selecting different or additional names or organizations in the course of its deliberations.

**ACADEMIA**

Edward Avol, MD	USC, School of Medicine, Department of Preventive Medicine
Joseph Magaddino, PhD, Chair	CSULB, Department of Economics
Marianne Venieris, Ex. Dir.	CSULB, Center for International Trade and Transportation

**BUSINESS INTERESTS**

Gustavo Camacho	Whittier Boulevard Merchant Association
Steve Chesser	Boeing Company
LaDonna DiCamillo	Burlington Northern Santa Fe Railroad
Jim Gill	California Trucking Association
John Goodling, Pres. & CEO	Long Beach Convention and Visitors Bureau
Randy Gordon, Pres. & CEO	Long Beach Area Chamber of Commerce
Ron Guss	California Trucking Association
Patty Senecal, VP	California Trucking Association
Tom Teofilo, VP	Pacific Merchant Shipping Association
Eddie Torres, President	East Los Angeles Chamber of Commerce
Charlie Woo, CEO	Megatoys
TBD	The Bicycle Club
TBD	Farmer John Corporation
TBD	Mid Cities Chambers Alliance
TBD	Union Pacific Railroad

**ENVIRONMENTAL INTERESTS**

Luis Cabrales	League of Conservation Voters
Robert Cabrales, Organizer	Communities for a Better Environment
Malcolm Carson, attorney	Legal Aid Foundation of Los Angeles
Mr. Easton, member	Compton Creek Task Force
Belinda Faustinos, Ex. Officer	San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy
Arthur Golding, PhD, President	Los Angeles and San Gabriel Rivers Watershed Council
Joan Greenwood	Friends of the Los Angeles River
Fernando Guerra	Low Income and Immigrant Housing Advocate
Andrea Hricko	Children’s Environmental Health Center
Angelo Logan, Lead Organizer	East Yards Communities for Environmental Justice
Julie Masters	Natural Resources Defense Council
Elisa Nicholas, MD	Long Beach Alliance for Children with Asthma
Noel Park	San Pedro and Peninsula Homeowners Coalition
Martha Sanchez	Padres Unidos de Maywood

**DRAFT**

**LABOR INTERESTS**

Louis Diaz	International Brotherhood of Teamsters
Domenick Miretti	International Longshore Workers Union
Richard Slawson	Los Angeles/Orange County Building Trades Council

**INSTITUTIONAL INTERESTS**

Lou Ann Bynum, VP	LBCC, Economic and Resource Development
Richard Hollingsworth	Gateway Cities Partnership
Pamela Johnson	Montebello Unified School District
Jerry Schubel, Pres. & CEO	Aquarium of the Pacific
TBD	Army Corps of Engineers
TBD	Corridor Religious Institutions
TBD	East LA College – East LA/South Gate
TBD	Long Beach Memorial Hospital
TBD	Los Angeles County USC Medical Center
TBD	Los Angeles Unified School District

**ADDITIONAL STAKEHOLDERS**

Dan Beal, Pub. Affairs Officer	AAA (Auto Club)
John Dougherty, CEO	Alameda Corridor Transportation Authority
Harold Williams	South Bay Cities Council of Governments
TBD	Bus Riders Union
TBD	California Air Resources Board
TBD	City of Los Angeles Department of Water and Power
TBD	Local Law Enforcement
TBD	Los Angeles County Fire Department
TBD	Los Angeles County Sheriff
TBD	Southern California Edison
TBD	U. S. Coast Guard

**VII. REPORTS**

**C. Status Report on Near Term Safety  
Improvements to the I-710 Freeway from  
the Ports to State Route 60**

**TO:** I-710 Oversight Policy Committee

**FROM:** Richard Powers, Executive Director, Gateway Cities COG

**SUBJECT:** Status Report on Near Term Safety Improvements to the I-710 Freeway from the Ports to State Route 60

### **Background**

At its meeting of December 4, 2003, the Oversight Policy Committee adopted the I-710 Safety Action Initiative.

### **Issue**

An oral report will detail the following I-710 safety related activities:

- Public Education and Awareness. Gateway Cities COG staff will report on the first major in-kind contribution received for this program.
- Enhanced Enforcement. The Los Angeles County Metropolitan Transportation Authority will report on the Big Rig Demonstration Project of the Freeway Service Patrol.
- Median concrete barriers. Cal Trans will report on the status of the four pavement rehabilitation projects and forthcoming action request from the California Transportation Commission.

### **Recommended Action**

Receive and file his report.

**MINUTES OF THE MEETING  
OF THE I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Progress Park  
15500 Downey Avenue  
Paramount, California**

**January 15, 2004**

**I. CALL TO ORDER.** The meeting was called to order at 6:45 p.m. by Co-Chair Sam Peña.

**II. ROLL CALL.** Gateway Cities Council of Governments Executive Director Richard Powers called the roll. A quorum was found to be present.

**COMMITTEE MEMBERS PRESENT.** Co-Chair Frank Colonna, Long Beach; Co-Chair Sam Peña, Maywood; Daniel Crespo, Bell Gardens; Jim Dear, Carson; Nancy Ramos, Commerce; Isadore Hall III, Compton; Fernando Pedroza, Lynwood; Gene Daniels, Paramount; William Davis, Vernon; Sharas Bangalore, Caltrans; Ray Maekawa, LACMTA; Mario Cordero, Port of Long Beach; Michael Chan, Port of Los Angeles; Al Bowser, SCAG.

**COMMITTEE MEMBERS ABSENT.** George Cole, Bell; Juan Noguez, Huntington Park; Gloria Molina, Los Angeles County;

**OTHERS PRESENT.** Richard Powers, Gateway Cities COG Executive Director; Deborah Chankin, Gateway Cities COG Director of Program Development; Robert Messinger, Legal Counsel, Susan Gilmore, LACMTA Agency Relations Manager; Jeannine Critie, staff to Frank Colonna; Nadene Bristow, Gateway Cities COG; I-710 Technical Advisory Committee Chair Bill Pagett.

**III. PLEDGE OF ALLEGIANCE.** Co-Chair Colonna led the Pledge of Allegiance.

**IV. AMENDMENTS TO THE AGENDA.** It was requested and agreed to move item VII B forward in the agenda immediately following the consent calendar.

**V. PUBLIC COMMENTS.** Co-Chair Sam Peña called for public comments and request comments be limited to three minutes per speaker.

Norma Macías, a resident of Commerce stated that she was speaking for small children and mothers. Ms. Macías is a crossing guard and catechism teacher and knows many children in the community. She believes that high incidences of low birth weight and learning disabilities are the result of diesel exhaust. She also expressed concern about potential right of way impacts on the community.

Silvia Macías, a resident 20-year-old of Commerce described the depth of her family's roots in the community including the family business, memories, homes and the schools attended by her extended family. Ms. Macías expressed her concern about potential right of way impacts on these places and institutions.

Leonard Mendoza, a resident of Commerce, advised that 20 Commerce residents were in attendance. Mr. Mendoza is President of United Families of Bristow Park with a membership of about 100. Mr. Mendoza expressed his concerns about potential right of way impacts on residences and the park itself. He described the experience of a member who experienced relief from certain medical symptoms while on vacation out of the area and the return of the symptoms upon return home from vacation.

Joe Lozano, a resident of Commerce from the Bristow area expressed the desire of the neighborhood to maintain its quality of life. Mr. Lozana expressed support for remodeling the I-710 because improvements are needed, but expressed opposition to expanding the I-710 because this would expand the volume of truck traffic.

Robert Cabrales of Communities for a Better Environment described himself as a long time resident of various southeast Los Angeles communities. Mr. Cabrales read and distributed a letter to the OPC. The letter signed by nine community organizations enumerated nine considerations for the OPC to take into account in choosing a hybrid. These include no increase of diesel emissions, additional environmental studies, additional economic studies, use of alternative fuels and an extended schedule.

Member Ramos stated her agreement with the concerns of Commerce residents and distributed a copy of City of Commerce Resolution 04-1 supporting the "Bandini Alternative."

## **VI. CONSENT CALENDAR**

A. Minutes of the December 4, 2003, meeting of the I-710 Oversight Policy Committee. It was moved by Co-Chair Colonna, seconded by member Daniels to approve the minutes as submitted. The motion was approved unanimously.

## **VII. REPORTS**

B. In accordance with the amendments to the agenda, the OPC took up item VII B. Appointment by the OPC of up to 15 members of the Tier 2 Advisory Committee. Richard Powers (GCCOG) recapped the establishment of the Tier 1 community level committees and the composition of the Tier 2 Committee. Each community will have a representative on the Tier 2 Committee. In addition, the OPC will name up to 15 stakeholders representing broad interest categories. When these two groups meet together they may then name up to ten (10) additional members with a total not to exceed 47. Mr. Powers pointed out that the names of 45 volunteers and/or nominees presented at the last meeting are included in the agenda packet.

Co-Chair Colonna stated that he and Co-Chair Peña reviewed the 45 names and tried to formulate a roster representing a cross section of interests. Co-Chair Colonna distributed the roster and stated that the second page



represented additional names the Co-chairs were recommending as contingencies in the event that some number of the persons on the primary list were unable to serve.

It was moved by Co-chair Colonna, seconded by Member Dear to appoint the following persons to the Tier 2 Corridor Level Community Advisory Committee:

From academia Ed Avol, MD of the USC School of Medicine and Joe Magaddino, PhD of the CSULB, Department of Economics; from business Steve Goodling of the Long Beach Convention & Visitors Bureau, Patty Senecal of the California Trucking Association, and Charlie Woo, CEO of Megatoys, Inc.; from environmental interests Malcolm Carson, attorney with the Legal Aid Foundation, Belinda Faustinos of the Los Angeles and San Gabriel Rivers and Mountains Conservancy, low income and immigrant housing advocate Fernando Guerra, Elisa Nicholas, MD of the Long Beach Alliance for Children with Asthma, Noel Park of the San Pedro and Peninsula Homeowners Coalition; from labor Louis Diaz of the Teamsters Union, Domenick Miretti of the International Longshore Workers Union, Richard Slawson of the Building Trades Council; from institutions and additional stakeholders Hamid Bahadori of the Automobile Club and Harold Williams representing the South Bay Council of Governments.

Member Crespo and Member Ramos expressed concern that they did not see representation from their cities among the 15 names. Mr. Powers explained that each community will be represented by a member of its own choosing in addition to these 15 broad based stakeholders. Mr. Crespo called for a roll call.

The motion carried by a roll call vote of ten (10) to three (3).

Ayes: City of Carson, City of Compton, City of Long Beach, City of Maywood, City of Paramount, City of Vernon, Port of Long Beach, MTA, SCAG, and Caltrans.

Noes: City of Bell Gardens, City of Commerce, City of Lynwood

Present and not voting: Port of Los Angeles.

Member Keith McCarthy, Downey arrived at 7:15 p.m.

It was moved by Member Dear and seconded by Member Cordero that Joan Greenwood be the first priority individual on the contingency list should one of the appointees decline. The motion carried by a roll call vote of 14 ayes with one member present and not voting.

Ayes: City of Bell Gardens, City of Carson, City of Compton, City of Lynwood, City of Long Beach, City of Maywood, City of Paramount, City of Vernon, Port of Long Beach, Port of Los Angeles, MTA, SCAG, and Caltrans.

Present and not voting: City of Downey

- A. The written order of the agenda was resumed with item VII. A. Report on Progress of Community Advisory Committees.

Pat McLaughlin reported for the facilitators Moore Iacofano Goltsman (MIG.) Ms. McLaughlin pointed out that the agenda packet contained a matrix showing Advisory Committee Progress and the names of the community representatives to Tier 2. Member Hall and Co-Chair Peña advised that the Cities of Compton and Maywood have also made their appointments to Tier 2. Ms. McLaughlin reported that MIG will facilitate the Tier 2 meetings beginning with an anticipated kick-off meeting on February 5, 2004.

It was moved by Member Dear, seconded by Member Cordero to receive and file the report. The motion was approved unanimously.

- B. Status Report on Near-Term Safety Improvements to the I-710 Freeway from the Ports to State Route 60. Mr. Powers recapped the OPC's action at its last meeting in which the I-710 safety initiative was adopted including six (6) elements: public education and awareness; enhanced enforcement; median concrete barriers; truck inspection and weighing facilities; Intelligent Transportation Systems; and improved infrastructure.

Member Hector De La Torre, South Gate, arrived at 7:30 p.m.

Mr. Powers announced that Clear Channel Communications will be making available a billboard along the I-710 for the posting of a traffic safety message. The precise content of the message is still being worked out. The location will rotate from time to time along the corridor.

Mr. Powers introduced California Highway Patrol (CHP) Captain Craig Klein. Captain Klein updated the OPC about recent enforcement activity. He stated that Caltrans has given authorization for re-designation of the I-710 as a "Truck Safety Corridor." Although no extra funds are available for safety activities at this time, CHP staff is committed to cooperating with local cities to create effective ways to get out the safety message. In response to a question from Member Cordero, Captain Klein replied that speed is the most common citation. He explained that 50% of collisions involving trucks have a finding of a car at fault, so enforcement and education efforts now include all drivers. In response to a question from Member Daniels, Captain Klein stated that trucks are generally pulled out of traffic so that the citation and any inspection process do not generate additional roadway hazards. Member McCarthy commented on the importance of reminding the public to signal all lane changes. In response to a question from Co-Chair Peña, Captain Klein explained that specific training and expertise are required to inspect and cite trucks for emissions violations. Generally, the CHP relies on a partnership with the Air Quality Management District to issue emissions citations.

Mr. Powers announced that the Los Angeles County Metropolitan

Transportation Authority (MTA) will be sponsoring a big rig demonstration project as part of its Freeway Service Patrol Program. Mr. Powers indicated that the MTA will report on this welcome development at the next OPC meeting.

Mr. Powers invited Member Bangalore of Caltrans to update the Committee on the concrete barrier projects. Member Bangalore reported that Project 1 continues under construction. Project 2 from the 405 to Firestone was personally reviewed by Caltrans District Director Doug Failing as requested by the OPC. Director Failing found that unbundling the project would be neither practical nor economical at the current stage of project development. Caltrans plans to deliver the full original project including both concrete median barriers and pavement rehabilitation. The project schedule is being accelerated. Construction is expected to begin in 2005 and be completed in 2008. Project 3 from Firestone Boulevard to the I-10 will be unbundled and the concrete median barrier portion of the project will be preserved at a cost of approximately \$20 million. There was no update on Project 4. Mr. Powers summarized that a new concrete median barrier will be constructed all the way from the Ports to the I-10 which is what the OPC requested of Caltrans. Member McCarthy commented that any further acceleration that can be accomplished would be appreciated.

Member Pedroza commented on the problem of graffiti on both Caltrans property and on railroad bridges. The CHP indicated that they do attempt enforcement but it is very difficult and resources are limited. Member Peña commented that Assemblyman Firebaugh's bill on this subject did not reach the Assembly floor. After further discussion of tagger behavior, Member De La Torre suggested that local members of Congress be contacted to exert pressure on the railroads to maintain their property.

**VIII. COMMENTS FROM OPC MEMBERS.** Co-Chair Peña called for comments from OPC members. Co-Chair Peña commented that the Alameda Corridor Transportation Authority (ACTA) would be reporting on its new freight traffic management initiatives at the Long Beach City Council meeting. These efforts will include expanded port hours and on-dock rail. Mr. Powers advised that ACTA will be making the same presentation to the OPC.

Member Pedroza requested Caltrans to advise of any forthcoming landscaping projects.

Member Ramos requested Caltrans to advise of any forthcoming sound-wall projects. Member Ramos commended the members of the Commerce Community Advisory Committee for their dedication and doing a terrific job.

Member Pedroza stated that all the cities are doing their part to move forward. He requested Caltrans to report whether cities could be authorized to paint out graffiti on certain Caltrans property.

Member Dear commented that sound-walls are important not only for noise mitigation but also as a safety feature. Member Dear acknowledged the

presence of Carson resident Ray Park in the audience. Mr. Park will represent the City of Carson on the Tier 2 Committee.

**X. ADJOURNMENT.** The meeting was adjourned at 7:50 p.m.

# **I-710 OVERSIGHT POLICY COMMITTEE MEETING**

*Thursday, April 8, 2004  
6:30 p.m. Meeting*

**Progress Park  
15500 Downey Avenue  
Paramount, California**

## **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Oversight Policy Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Oversight Policy Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Oversight Policy Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Oversight Policy Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Oversight Policy Committee considers the agenda item OR during Public Comments, and
- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Oversight Policy Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

**VI. CONSENT CALENDAR**

- A. Minutes of the January 15, 2004, meeting of the I-710 Oversight Policy Committee

**VII. REPORTS**

- A. Presentation from Alameda Corridor Transportation Authority (ACTA)
- B. Informational Status Report on Community Design Concepts
- C. Update on Tier 2 Progress
- D. Update on Safety and Maintenance Issues

**VIII . COMENTS FROM OPC MEMBERS**

**IX. ADJOURNMENT**

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE GATEWAY CITIES COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

**MINUTES OF THE MEETING OF THE  
I-710 OVERSIGHT POLICY COMMITTEE**

**A Meeting Held at Progress Park  
15500 Downey Avenue  
Paramount, CA**

**April 8, 2004**

**I. Call to Order**

Co-Chair Frank Colonna called the meeting to order at 6:30 p.m.

**II. Roll Call**

COMMITTEE MEMBERS PRESENT: Co-Chair Frank Colonna, Long Beach; Co-Chair Samuel Peña, Maywood; Daniel Crespo, Bell Gardens; Jim Dear, Carson; Frank Gurule, Cudahy; Keith McCarthy, Downey; Gene Daniels, Paramount; Hector De La Torre, South Gate; William Davis, Vernon; Gloria Molina, County of Los Angeles; John R. Calhoun, Port of Long Beach; Sharas Bangalore, Caltrans; Ray Maekawa, MTA.

COMMITTEE MEMBERS ABSENT: George Cole, Bell; Hugo Argumedo, Commerce; Isadore Hall III, Compton; Juan Noguez, Huntington Park; Fernando Pedroza, Lynwood; Thomas Warren, Port of Los Angeles; Hasan Ikhata, SCAG.

**III. Pledge of Allegiance**

Guillermo Martinez, staff member, Port of Los Angeles, led the pledge of allegiance.

**IV. Amendments to the Agenda**

There were no amendments to the agenda.

**V. Public Comments**

Les Hamasaki, President, SUN Utility Network, Inc., said that the I-710 corridor can become the highway to hydrogen fuel cell technology, using solar energy.

Malcolm Carson, Legal Aid Foundation, said that he endorsed the proposal to retrofit trucks that use the I-710 facility with hydrogen cell technology.

## **VI. Consent Calendar**

- A. Minutes of the Meeting of January 15, 2004.

It was moved by Member Gurule, seconded by Member Daniels, to approve the minutes of the OPC meeting of January 15, 2004. The motion was approved unanimously.

## **VII. Reports**

- A. Presentation from the Alameda Corridor Transportation Authority (ACTA)

Art Goodwin, ACTA, described several initiatives undertaken by the Alameda Corridor Transportation Authority: extended gate hours at the ports; optimizing the use of on-dock rail; use of shuttle trains on a pilot and permanent basis; building of a near dock facility; and improvements on SR 47. He said that currently about 50% of cargo through the ports moves by rail out of southern California, although some of this cargo uses intermediate truck carriers.

Co-Chair Colonna said that extended hours at the ports would have air quality benefits. Co-Chair Pena said that funds were available at the federal level for hydrogen cell retrofitting of trucks.

- B. Informational Status Report on Community Design Concepts

Gateway Cities COG Executive Director Richard Powers introduced I-710 consultant engineer Jerry Wood to report on the tier one design concept process. Mr. Wood gave some background on the process, stating that eight tier one committees had come up with very similar proposals for the design of the freeway improvements. He summarized the design elements for the Bell Gardens, Carson, Long Beach, and South Gate segments of the corridor, all of which had been approved by their respective tier one committees. Mr. Wood said that Compton and Lynwood were in the process of forming their tier one committees. He said the most challenging segments are in Commerce and East Los Angeles. He said that he is working with the I-5 Joint Powers Authority regarding the I-5/I-710 interchange, but that the design of the hybrid alternative should soon be through from the port up to Atlantic/Bandini.



Member De La Torre asked if the proposed Slauson off-ramp was still included in the hybrid design. Mr. Wood responded that it was.

Co-Chair Colonna said that the Rivers and Mountains Conservancy will be an environmental partner in the design of the freeway.

Member Molina asked if all the same options, such as double-decking, were given to all areas. She said that obtaining use of the Flood Control District property could be very difficult. Mr. Wood said that the freeway design should have very little impact on the river; however, a \$500,000 study will be needed to detail the impacts in order to satisfy the Flood Control District. Member Molina said that she was concerned that adequate notice be given for all meetings.

C. Update on Tier 2 Process

Pat McLaughlin of MIG, outreach consultants, reported that there had been four meetings thus far of the Tier 2 Community Advisory Committee, which she described as a very balanced committee. She said that issues discussed thus far had been public health, which was given the top priority, safety, noise, and economic development. She said the next meeting was scheduled for April 22. She said the aim was for the Committee to make its final report in May.

D. Update on Safety and Maintenance Issues

Richard Powers reported that the long term view is that three truck inspection facilities will be needed, and that one potential site in Long Beach has been identified. Mr. Powers said that Clear Channel Communications would be providing a mobile billboard promoting safety on the I-710.

Member Bangalore, reporting on behalf of Caltrans, said that construction of concrete barriers on the I-710 freeway should commence in September 2005, with completion by 2007. The barriers will be constructed all the way up to I-10. He said that the contract for construction of a sound wall in Commerce should be awarded soon, with another being awarded in 2007. He said that a landscaping project from Pacific Coast Highway to Wardlow Road had been funded and that construction should start in the fall of the current year.

With regard to the ongoing efforts to remove graffiti from the freeway, Member Bangalore said that the staff had been cut back by 30%, and that recent regulations had eliminated the use of certain chemicals used to eradicate graffiti, making it a more labor intensive process. As a result, Caltrans needs help from the cities. Mr. Powers said there was the possibility of using the California Conservation Corps to assist.

Member Bangalore said there was a disagreement between Caltrans and the railroads regarding the responsibility to remove graffiti from the railroad bridges. Mr. Powers recommended having the Gateway Cities COG attorney look at the language in the agreements between Caltrans and the railroads and come back with a report. Deborah Chankin, Gateway Cities COG, reported on a conversation with the railroads. She said on I-710 there is one BNSF bridge, one Standard Oil, and the remainder Union Pacific. She said that since the last meeting of the OPC Caltrans had painted all but one of the bridges on a one-time basis.

Member Molina recommended that vines should be planted along with the sound walls in order to deter graffiti.

Mark Maloney, MTA, reported on the MTA's Freeway Service Patrol Big Rig Demonstration Program. He described the program as an active approach to assist non-major incidents involving big rigs (flat tires, brake issues, load distribution problems, etc.) which impact traffic congestion. Two roving heavy tow trucks would be dispatched by MTA. He said it would be a two year demonstration project covering the 18 mile distance from the port to the I-5 interchange. The two year cost was projected at \$2.7 million.

#### **VIII. Comments from OPC Members**

Co-Chair Pena requested a legislative update at the next OPC meeting regarding the bills authored by Assemblymen Lowenthal and Bermudez that affect I-710.

#### **VIII. Adjournment**

The meeting was adjourned by consensus at 8:17 p.m.

# **I-710 OVERSIGHT POLICY COMMITTEE MEETING**

Thursday, September 30, 2004  
6:30 p.m. Meeting

**Carson Community Center  
3 Civic Plaza, Adult Activity Room  
Carson, California**

## **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Oversight Policy Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Oversight Policy Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Oversight Policy Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Oversight Policy Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Oversight Policy Committee considers the agenda item OR during Public Comments, and
- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Oversight Policy Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

**VI. CONSENT CALENDAR**

- A. Minutes of the April 8, 2004, meeting of the I-710 Oversight Policy Committee

**VII. REPORTS**

- A. Review of Community Participation Process – Oral Report by Richard Powers, Executive Director, Gateway Cities Council of Governments and Lynda Bybee, Deputy Executive Officer Community Relations, MTA
- B. Report of Recommendations from the Tier 2 Community Advisory Committee by Members of the Committee
- C. Report of Recommendations from the Technical Advisory Committee by William Pagett, Chair

**VIII . COMENTS FROM OPC MEMBERS**

**IX. ADJOURNMENT**

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE GATEWAY CITIES COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

# **I-710 OVERSIGHT POLICY COMMITTEE MEETING**

Thursday, November 18, 2004  
6:30 p.m. Meeting

**Carson Community Center  
3 Civic Plaza, Hall C  
Carson, California**

## **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 16401 PARAMOUNT BOULEVARD, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Oversight Policy Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Oversight Policy Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Oversight Policy Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Oversight Policy Committee at the following times:

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- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Oversight Policy Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

### **I. CALL TO ORDER**

### **II. ROLL CALL - BY SELF-INTRODUCTIONS**

### **III. PLEDGE OF ALLEGIANCE**

**IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).

### **V. CONSENT CALENDAR**

- A. Minutes of the September 30, 2004, meeting of the I-710 Oversight Policy Committee

**VI. CONSIDERATION OF THE RECOMMENDATIONS FROM THE I-710 TECHNICAL ADVISORY COMMITTEE, TIER 1 COMMUNITY ADVISORY COMMITTEES, AND TIER 2 COMMUNITY ADVISORY COMMITTEE**

- A. Locally Preferred Strategy
- B. Tier 2 Report and Recommendations for Health and Air Quality
- C. Tier 2 Report and Recommendations for EIR/EIS
- D. Tier 2 Report and Recommendations for Community Improvements Above and Beyond the EIR/EIS
- E. Tier 1 and Tier 2 Community Outreach Process

**VII. COMMENTS FROM OPC MEMBERS**

**VIII. PUBLIC COMMENTS**

**IX. ADJOURNMENT**

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE GATEWAY CITIES COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.



# ***APPENDIX C***

## **I-170 Technical Advisory Committee Membership, Meeting Agendas, Meeting Minutes**



## **I-710 Technical Advisory Committee Membership**

Bill Pagett, **Chair, City of Maywood and City of Paramount**

Desi Alvarez, **Vice-Chair, City of Downey**

Carlos Alvarado, **Bell and Cudahy**

John Oropeza, **City of Bell Gardens**

Victor Rollinger, **City of Carson**

Robert Quintero and Bob Zarrilli, **City of Commerce**

Agustus Ajawara, **City of Compton**

Patrick Fu, **City of Huntington Park**

Ed Shikada and Sumire Gant, **City of Long Beach**

Joe Wang and Yadi Fahardi, **City of Lynwood**

Ed Miño and Mohammad Mostahkami, **City of South Gate**

Maged El-Rabaa, **County of Los Angeles**

Kevin Wilson, **City of Vernon**

Kerry Cartwright, **Port of Long Beach**

Kanya Dorland, **Port of Los Angeles**

Allan Bowser, **SCAG**

Steve Novotny and Sharas Bangalore, **CalTrans**

Ernest Morales, **MTA**

Sandra Balmir, **FHWA & FTA**

Kathryn Higgins, **AQMD**

# **I-170 Technical Advisory Committee Meeting Agendas and Minutes**

# **I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Wednesday, March 14, 2001  
2:30 p. m. Meeting*

*Progress Park Plaza  
(Map attached)  
15500 Downey Avenue  
Paramount, California*

## **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 103, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Technical Advisory Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Technical Advisory Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Technical Advisory Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Technical Advisory Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Technical Advisory Committee considers the agenda item OR during Public Comments, and
- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Technical Advisory Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).

## V. PUBLIC COMMENTS

## **VI. REPORTS**

- A. Introduce Consultant Team (Levinsohn)
  - 1. Study Overview
    - a. Technical (Levinsohn)
    - b. Community Outreach (Novoa)
  - 2. Early Study Activities (Levinsohn, Taylor, Novoa)
    - a. Technical (Taylor)
    - b. Community Involvement (Novoa)
  - 3. Proposed Study Boundaries (Taylor)
  - 4. Questions & Answers (Levinsohn moderator, study team members (agency and consultant))

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT

- B. Review I-710 Stakeholders, City and Agency Contacts

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT

- C. Review of Scope of Work

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT

- D. Review of Time Schedule

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT

- E. Set Date and Time for Future Meetings

SUGGESTED ACTION: A MOTION TO RECEIVE AND FILE REPORT

## **VII. ADJOURNMENT**

NOTICE: New items will not be considered after 4:00 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting scheduled for (not yet determined).

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

**VI. CONSENT CALENDAR**  
**Item A**  
**Approval of Minutes**

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**MINUTES OF THE MEETING  
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS  
I-710 TECHNICAL ADVISORY COMMITTEE**

**15500 Downey Avenue  
Paramount, CA**

**March 14, 2001**

Chair De La Torre called the meeting to order at    p.m.

COMMITTEE MEMBERS PRESENT: Chair Hector De La Torre, South Gate; Co-Chair Frank Colonna, Long Beach; Co-Chair Ricardo Sanchez, Lynwood; Hugo Argumedo, Commerce; Keith McCarthy, Downey; Gene Daniels, Paramount; John R. Calhoun, Port of Long Beach; Steve Novotny, Caltrans; Ray Maekawa, MTA; Zahi Faranesh, SCAG.

COMMITTEE MEMBERS ABSENT: Co-Chair Margarita Ruvalcaba, Maywood; George Cole, Bell; Pedro Aceituno, Bell Gardens; Marcine Shaw, Compton; Tom Jackson, Huntington Park; William Davis, Vernon.

ALSO PRESENT: Cudahy Vice Mayor Frank Gurule; South Gate Vice Mayor Bill De Witt; Gilbert Canizales, representing State Senator Betty Karnette; Helene Ansel, representing Assemblyman Alan Lowenthal; Bell City Engineer Carlos Alvarado; Commerce Administrative Analyst Fernando Mendoza; Cudahy City Clerk Larry Galvan; Joan Wood, MTA; Karin Hodin, MTA; Al Bowser, SCAG; GWCCOG Executive Director Richard Powers; GWCCOG General Counsel Robert Messinger; Don Camph, GWCCOG staff; Jack Joseph, GWCCOG staff; Vickey Gurule.

Roll was taken through self-introductions.

**Adjournment:** The meeting was adjourned by consensus at    p.m.

Respectfully submitted,

Richard Powers, Secretary

**VII. REPORTS**  
**ITEM A**



**TO:** I-710 Technical Advisory Committee

**FROM:** Richard Powers, Executive Director

**SUBJECT:**

**Background**

**Issues**

**Overview of Issues**

**Recommended Action**

**VII. REPORTS**  
**ITEM B**

**VII. REPORTS  
ITEM C**

**TO:** I-710 Technical Advisory Committee

**FROM:** Richard Powers, Executive Director

**SUBJECT:**

**Background**

**Issue**

**Recommended Action**

**VII. REPORTS**  
**ITEM D**

**TO:** I-710 Technical Advisory Committee

**FROM:** Richard Powers, Executive Director

**SUBJECT:**

**Background**

**Recommended Action**



## **MINUTES OF THE MEETING**

### **I-710 TECHNICAL ADVISORY COMMITTEE A Meeting Held at Progress Park Plaza 15500 Downey Avenue Paramount, CA March 14, 2001**

Chair Pagett called the meeting to order at 2:30 p.m.

COMMITTEE MEMBERS PRESENT: Chair William Pagett, Bell Gardens, Cudahy, Hawaiian Gardens, Maywood, Paramount; Carlos Alvarado, Bell; Robert Quintero, Commerce; Augustus Ajawara, Compton; Wes Lind, Huntington Park, Ed Norris, Long Beach; Joseph Wang, Lynwood; Mohammad Mostahkami, South Gate; Kevin Wilson, Vernon; Kerry Cartwright, Port of Long Beach;; Calvin Aubrey, CHP; Sandra Balmir FHWA/FTA; Steve Novotny, Caltrans; Linda Taira, Caltrans; Richard Powers, GCCOG; Jack Joseph, GCCOG; Joan Wood, MTA; Al Bowser, SCAG.

OTHERS PRESENT: Sumire Gant, Long Beach; Ed Gingas, CHP; Doug Granger, CHP; Dennis Martinez, CHP; Todd Sturges, CHP; Joe Vizcarra, CHP; Linda Taira, Caltrans

COMMITTEE MEMBERS ABSENT: Desi Alvarez, Downey; Patrick Fu, Huntington Park.

Roll was taken through self-introductions.

There were no amendments to the agenda.

There were no public comments.

Richard Powers (GCCOG) described the project background the role of the Oversight Policy Committee (OPC), and the role of the Technical Advisory Committee (TAC).

The consultant delivered a presentation on the I-710 Major Corridor Study.

A. Introduction of Study Team



Dave Levinsohn, Parsons Brinckerhoff's Project Manager, introduced the consultant team that would be working on the I-710 Major Corridor Study and briefly described the role that each team member would play. The I-710 Major Corridor Study involves transportation planning, travel demand forecasting and traffic analysis, environmental studies, goods movement/financial assessment, and conceptual engineering, combined with an extensive community outreach program.

MTA is managing the consultant's contract, however, the consultant team will also be working in close cooperation with Caltrans, SCAG, and the Gateway Cities COG. The project will have a Technical Advisory Committee (TAC) made up of representatives of participating agencies, including the public works directors of each of the I-710 Corridor Cities and the Port of Long Beach. This group will provide technical input and will make recommendations. At key milestones in the study, presentations and recommendations will be made to the Oversight Policy Committee (OPC) for project decision-making. The OPC will also provide the policy direction for the study.

## 1. Study Overview

### a) Technical

Dave Levinsohn outlined some of the possible transportation improvements that could result from the study and described the basic steps necessary to take a major transportation project from the initial planning stages through to construction. The project development process can be quite lengthy and is dependent upon the type of the transportation improvement, the implementing agency, and the nature of approvals that will ultimately be required. For example, adding lanes to the I-710 freeway would require a much more involved state/federal process compared to a local roadway project that might be accomplished under a shorter timeframe.

Dave Levinsohn then summarized the major work tasks included in the consultant's scope of work and described the key decisions that will be asked of the TAC and OPC for the I-710 Major Corridor Study. The overall objective of the I-710 study is to identify a program of transportation projects and improvements called a locally preferred alternative for the full corridor. From the locally preferred alternative, specific projects will be identified and documentation prepared so that these projects can become eligible for funding and can thus be advanced into the project development pipeline.

Leading to the selection of a locally preferred alternative are major milestones in the study that will require the TAC's and OPC's consideration and, ideally, a consensus agreement at each decision point. It is important

that these interim decisions “stick” so that the project can keep moving. Key decision points for the I-710 study are:

- *Purpose and Need:* Agreement on the transportation problems, priorities, and what should be addressed in the I-710 corridor study area.
- *Initial Alternatives:* The range of 8-10 transportation solutions that have a reasonable chance of becoming the locally preferred alternative.
- *Screened Alternatives:* Only the three “best” transportation alternatives that should be carried forward for further technical study (mobility benefits, environmental impacts, costs).
- *Locally Preferred Alternative (LPA):* The best overall transportation solution for the full corridor.
- *Project Study Reports (PSRs):* A short list of specific projects that should and can be advanced immediately into the project development pipeline and result in programming decisions which include their incorporation into the STIP.

Accompanying the technical work for the I-710 study is the community outreach program.

#### b) Community Outreach

Sylvia Novoa, Consensus Planning, summarized some of the objectives of the community outreach program. The consultant team wants to avoid a situation where we reach the end of the study and then suddenly hear from community stakeholders who were never informed of the project. Sylvia also explained that not only was it important to inform the communities about the project, but also to find out what people in the communities think should be done in the I-710 corridor study area so that they are actually part of the process. For this reason, many of the work activities in the community outreach program will involve gathering public input from different groups as the study progresses and presenting that information to the TAC and OPC for their consideration.

Sylvia Novoa also introduced the other subconsultants that would be working on the community outreach program for the I-710 study. Adler Public Affairs will assist with media relations and elected officials outreach. Jacki Bacharach & Associates will assist with agency coordination and elected officials outreach.

## 2. Early Study Activities

### a) Technical

Paul Taylor, Kaku Associates, is leading the transportation planning and travel analysis work effort on behalf of the consultant team. Paul reported that they are now in the data collection stage of the project such as gathering and analyzing information from previous studies in addition to establishing the geographic information systems (GIS) databases. The consultant team will work in partnership with SCAG to produce the travel demand forecasts for the study. The first modeling meetings with SCAG and Port of Long Beach have already taken place. Another early task will be defining and setting the geographic limits for the I-710 corridor study area. This item will be discussed later in this meeting agenda. In addition, the consultant team will be contacting the public works directors of each of the cities to collect information on: traffic, transportation needs, and local transportation projects.

Sylvia Novoa outlined some of the methods that the consultant team will be using early in the project to collect public input. An important first step is the development of a public outreach plan that will serve as a blueprint for who will be contacted, how, and when. Examples include: interviews, community presentations/workshops, public meetings, newsletters, surveys and focus groups. The consultant team recognizes that each community is different and that different approaches will be necessary in order to truly be effective. The initial set of contacts will occur with the OPC members themselves. An example of the kinds of questions that they will be asked is provided in the folder. These interviews will also allow the OPC members to become more informed of the status of the project so that they are prepared when contacted by members of their community.

Questions and Answers/Input from those present on this Agenda item:

- Kerry Cartwright (Port of Long Beach): Would like to see certain key constituents contacted as part of the study (trucking companies, distributors, warehousing groups) as they may have some type of role with regard to financing. What is Jacki Bacharach's role and would this be one of her functions for the study? Port of Long Beach has a network of contacts that they can provide to the consultant team.
- Richard Powers (GCCOG): TAC members will be asked how would the individual cities like to be contacted. Recognize that each City is different. Just giving everyone a "heads up" that they (and people in their city) will be hearing from the consultant.
- Robert Quintero (Commerce) : Please cc the public works department (i.e., TAC member) on correspondence going to the policy people within the City.
- What about intermodal facilities (i.e., major truck attractors)? How will the study capture these and other types of truck activity centers?

- Bill Pagett (Chair): Study on truck impacted intersections should have some of this data. Suggest you obtain a copy of this study.

Paul Taylor responded that based on some of the information included in the Port's travel demand model, there may be a way to identify and isolate these types of facilities in the logistics chain of truck movements.

- Kerry Cartwright (PoLB): In the Ports traffic model we have OD and survey data, where we can isolate truck patterns, but not all of the transfer locations. Suggest contacting members of the industry.
- Robert Quintero (Commerce) : Will you be considering an option to widen I-710? And if so, how will that tie into planning for the I-5 facility? For example, there is a community located near the I-710/I-5 interchange that looks as though they will be impacted. For your public outreach, you should identify and attempt to contact property owners likely to be affected.
- Augustus Ajawara (Compton) : Would like to see the study address areas within the cities (e.g., six warehouses) that attract large numbers of trucks.
- Kevin Wilson (Vernon): knows of intermodal facility with high amounts of freight traffic (truck and rail) would like to see the study address improvements necessary to address/facilitate these movements.
- Bill Pagett (Chair): It is in the consultant's scope of work to study rail access issues and truck access on and off the freeway. The movement of empty containers is another issue.
- Kerry Cartwright (PoLB): The movement of empty containers is accounted for in a spreadsheet model as part of the Port's modeling effort. Note that a study addressing the issue of containers is currently underway.

Paul Taylor responded that intermodal and rail yards will essentially be treated as special, focus areas for the study. The consultant team will also be conducting interviews with all of the individual cities to try to understand their traffic problems. For example, problems on city streets, traffic relationships to the freeway, and intermodal facilities.

- Dennis Martinez (CHP): Aware of a ramp improvement project (I-5/Firestone Blvd.) that is already underway. Wonders if it will be included in the I-710 study?

Paul Taylor responded that yes, the consultant team is aware of this project, Kaku performed this traffic work, and it will be included as background to the I-710 study. The consultant team is also aware of the Statewide Integrated

Traffic Records System (SWITRS) accident database. The study will utilize three sources of accident data: (1) data collected by the localities, (2) Caltrans data base, and (3) SWITRS.

- Richard Powers (GCCOG): CHP are included as members of the TAC at the specific request of members on the OPC.
- Todd Sturges (CHP): The I-710 to I-5 interchange causes accidents daily. There are operational problems with close proximity of the off-ramps, but we know that the cities don't want to lose the off-ramps. It is a difficult problem.

Paul Taylor responded that there may be something we can do in situations such as these by adding an auxiliary lane. But that also has impacts such as right of way or environmental impacts that the cities don't want either. All these must be taken into consideration.

- Robert Quintero (Commerce) : How are you going to address bottlenecks (downstream) created by widening I-710?
- Bill Pagett (Chair): We don't want to involve the City of Los Angeles. This project terminates at SR-60 because we want to stay as far away from the I-710 project to the north (Pasadena) as possible.
- Augustus Ajawara (Compton): How does the Alameda Corridor affect the I-710 study?

Paul Taylor responded that at some point, probably at our next meeting, we will need to discuss what is included in the 2025 alternative (i.e., the No Build Alternative). The Alameda Corridor is already under construction and for modeling purposes almost all elements of this project are assumed to be in place and thus will be part of the background condition.

- Kerry Cartwright (PoLB): There is a misperception with regard to the ability of the Alameda Corridor to reduce truck traffic. Truck traffic is expected to increase dramatically. The Alameda Corridor helps offset these truck increases, but we show that there still will be many more trucks on I-710 in 2020. Port data shows about 35,000 (ADT) coming out of the Port today. By the year 2020, the number of trucks increases to about 85,000 – 90,000 per day, and that number already takes into the account the offset provided by the Alameda Corridor.

The Alameda Corridor was proposed, essentially, to enable the Ports to grow.

- Kerry Cartwright (PoLB): Actually, the Alameda Corridor is mitigation to the projected increase in trains (i.e., associated with increases in goods) to corridor cross traffic.

- Mohammad Mostahkami (South Gate): We have an interchange project, cloverleaf, where we have finished Phase I and are starting work on Phase II. At this stage we are thinking about how to find funds for Phase III. We like the idea of the interviews and are looking forward to this. We would like to invite our planning staff in addition to our public works people. We know what is going on with regard to our city streets, but our planners know what is happening on the development side. For community outreach, it is important to talk to the businesses. Should ask them about their truck movements.
- Augustus Ajawara (Compton) : Suggest that we include the ACTA. Concerned about railroad traffic through the city, potential for truck diversion, etc. Also concerned with usage of the bypass track (currently being used for the Alameda corridor).
- Richard Powers (GCCOG): For the TAC, we want to be inclusive and so added members are welcome. However, not sure if added members should have voting privileges though.
- Kerry Cartwright (PoLB): Bypass track is only temporary and will no longer be in place once construction is completed for the Alameda Corridor. Port data largely captures the port traffic. For information on local truck movements, you would need to contact ACTA.
- Richard Powers (GCCOG): Based on previous discussions, there is recognition among the policymakers that we cannot build our way out of congestion. We anticipate at least one alternative that includes TDM components. Another issue is air quality and level of health risk associated with vehicular emissions in the I-710 Corridor.
- Kerry Cartwright (PoLB): In the Port study, we considered three TDM scenarios, where we spread port (and truck operations) across different time periods/different hours.

### 3. Proposed Study Boundaries

Paul Taylor introduced proposed corridor study area, outlined in blue on a map graphic. The goal is to identify the I-710 area of influence (e.g., where traffic spills over).

- Richard Powers (GCCOG): The boundaries for the corridor study area were discussed before and deferred to now because we couldn't come to a resolution. If the corridor area gets too large, then you run the risk of diluting the core of what you are after. Some thoughts for discussion... The I-5 Corridor Study already covers much of the City of Commerce. Another question: Is the Port of Los Angeles really under our sphere of influence?

Generally, we also wanted to avoid the City of Los Angeles and the cities in the San Gabriel Valley. This creates jurisdictional difficulties, complicates our funding arrangements, and impacts our ability to reach consensus.

- Linda Taira (Caltrans) : In drafting the scope, two corridor study areas were envisioned. A broader one for modeling that captured the major traffic patterns for analysis and a narrower study area, close to I-710, where the physical improvements would occur.

Data collection and reporting of travel results was discussed among TAC members and consultant team. The I-710 study will not be analyzing intersections throughout the study area. However, study will analyze the freeway interchanges and some ramp intersections may be included as part of this analysis.

TAC members suggested changes to Kaku's proposed Study Area boundaries. The TAC then voted on the revised, expanded study area for general analysis and a narrower focus area around the I-710 for improvement alternatives. Motion passed. The approved Study Area Boundaries for general analysis are as follows:

South Boundary

- Along the Ports of Long Beach and LA from SR-110 to Cherry Avenue

East Boundary:

- Cherry Avenue from Ocean Boulevard to Pacific Coast Highway (PCH)
- PCH from Cherry Avenue to Lakewood Boulevard
- Lakewood Boulevard from PCH to I-5 Freeway.
- I-5 Freeway from Lakewood Boulevard to Paramount Boulevard.
- Paramount Boulevard from I-5 Freeway to Telegraph Road
- Telegraph Road from Paramount Boulevard to Garfield Avenue
- Garfield Avenue from Telegraph Road to SR-60 Freeway.

West Boundary:

- SR-110 Freeway from End of SR-110 Freeway to Lomita Boulevard
- Lomita Boulevard from SR-110 Freeway to Wilmington Avenue
- Wilmington Avenue from Lomita Boulevard to Victoria Street
- Victoria Street from Wilmington Avenue to S. Central Avenue
- S. Central/N. Central Avenue from Victoria Street to El Segundo Boulevard
- El Segundo Boulevard from N. Central Avenue to Alameda Street
- Alameda Street from El Segundo Boulevard to I-10 Freeway.

North Boundary

- I-10 from Alameda Street to I-5

- I-60 from I-5 to Garfield Ave.
- Augustus Ajawara (Compton): Do projections show that the Alameda Corridor will fill up? Concerned that train traffic will shift back to existing rail lines within the cities.
- Kerry Cartwright (PoLB): Our data shows that Alameda Corridor can handle the increased rail traffic. No concern at this point that there will be spillover.
- Bill Pagett (Chair): Suggest that each TAC member identify which members within their respective jurisdictions should be added to the overall contact list for the study (for Consensus Planning Group). Ask that the TAC members make the first contact within the City. At the next meeting, the consultant will then bring back a full contact list.
- Bill Pagett (Chair): When will the TAC see a full copy of the scope of work?

MTA PM (Joan Wood): For now, the study overview should suffice. We are still working on some of the details of the work plan, so we won't be handing out a copy of the scope of work yet.

- Bill Pagett (Chair): The time schedule shows a two-year study. Personally, I don't see it being done any sooner than that. Does the consultant have any comments on this?

Dave Levinsohn responded that the Consultant Team can get back to the TAC on this. They are planning on discussing schedule issues with MTA in the next few weeks.

It was voted and decided that the TAC will meet monthly, on the 2<sup>nd</sup> Wednesday of every month, from 1:30 to 3:30 p.m. The consultant will only attend every other month or those meetings where Study decisions need to be made.

The meeting was adjourned at 3:45 p.m.



## **I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Wednesday, April 11, 2001  
1:30 p. m. Meeting*

*Progress Park Plaza  
15500 Downey Avenue  
Paramount, California*

### **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 103, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

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- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

## **VI. CONSENT CALENDAR**

A. Minutes of the Meeting of March 14, 2001

## **VII. REPORTS**

A. Discussion Regarding Policies and Procedures for I-710 TAC Meetings (Pagett)

1. Sign-in Sheets for TAC Members and Public
2. Seating of Voting and Non-voting Attendees
3. Determination of Number of Members Needed for a Quorum
4. Responsibility for Minutes of Meetings
5. Responsibility for Developing Agenda

B. Report on the Interface of the I-710 and I-5 Projects (Ralph Webb)

C. Report from Caltrans on Scheduled Repairs to the I-710 Freeway (Novotny)

D. Discussion of Pending Issues in Each Corridor City

E. Identification of Contact Persons for Each Agency

## **VIII. ADJOURNMENT**

NOTICE: New items will not be considered after 3:30 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting scheduled for May 9, 2001.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.



## **MINUTES OF THE MEETING**

### **I-710 TECHNICAL ADVISORY COMMITTEE**

**A Meeting Held at Progress Park Plaza**

**15500 Downey Avenue**

**Paramount, CA**

**April 11, 2001**

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

COMMITTEE MEMBERS PRESENT: Chair William Pagett, Bell Gardens, Cudahy, Maywood, Paramount; Carlos Alvarado, Bell; Robert Quintero, Commerce; Augustus Ajawara, Compton; Wes Lind, Huntington Park; Ed Norris, Long Beach; Ed Mino, South Gate; Kevin Wilson, Vernon; Kerry Cartwright, Port of Long Beach; Sandra Balmir, FHWA/FTA; Joe Vizcarra, CHP; Al Bowser, SCAG; Steve Novotny, Caltrans; Joan Wood, MTA.

COMMITTEE MEMBERS ABSENT: Vice Chair Desi Alvarez, Downey; Joe Wang, Lynwood.

OTHERS PRESENT: Karin Hodin, MTA; Richard Powers, Gateway Cities COG; Jack Joseph, Gateway Cities COG; Sumi Gant, City of Long Beach; Louis Rubenstein, Port of Long Beach; Linda Taira, Caltrans Corridor Studies; Kristin Wilson, Caltrans Corridor Studies; Dave Levinsohn, PBQD; Julie Rush, PBQD; Paul Taylor, Kaku Associates; Sylvia Novoa, Consensus Planning Group.

Roll was taken through self-introductions.

There were no amendments to the agenda.

There were no public comments.

Consent Calendar:

It was moved by Robert Quintero, seconded by Al Bowser, to approve the minutes of the meeting of March 14, 2001. The motion was approved unanimously.

Reports:

A. Discussion Regarding Polices and Procedures for I-710 TAC Meetings

Chairman Pagett recommended the use of sign-in sheets to be signed by all TAC members and members of the public attending meetings of the TAC. He recommended the use of nameplates for the TAC members so that voting members of the TAC could be distinguished from non-voting members of the audience. It was the consensus of the TAC to approve the recommendations of the Chair.

It was the consensus of the TAC that a quorum of the TAC would be a majority of 11 of the 20 agencies represented on the TAC. The Chair asked COG staff to prepare a list of the members to be used at meetings for purposes of determining a quorum.

Dave Levinsohn [PBQD] said that his team would prepare draft minutes for any TAC meetings for which they prepare the agenda materials. The Chair requested that Gateway Cities COG staff prepare the minutes for any meetings that are not done by the project consultant.

It was agreed that Joan Wood, MTA Project Manager, Richard Powers, COG Executive Director, or Dave Levinsohn, PBQD Project Team Leader should receive any items for the agenda. The COG would prepare the agenda and send notices relative to the meetings and determine the submittal deadline for items to be included on the agenda.

B. Report on the Interface of the I-710 and I-5 Projects

This item was deferred until June, when the I-5 Corridor Executive Director would be able to attend.

C. Report from Caltrans on Scheduled Repairs to the I-710 Freeway

Steve Novotny distributed and discussed a list of currently scheduled Caltrans rehabilitation projects on the I-710 Freeway in the project study area. He said he would bring back to the May or June meeting a maintenance status report.

D. Discussion of Pending Issues in Each Corridor City

Dave Levinsohn reported that meetings are ongoing with each city to discuss issues relating to the I-710 corridor. He said that Kaku Associates was responsible for dealing with technical issues, and that Consensus Planning Group was organizing public outreach meetings.

Chairman Pagett requested that the Highway Patrol report on safety issues to the TAC and the Oversight Policy Committee.

E. Identification of Contact Persons for Each Agency

It was the consensus of the TAC to identify themselves as the appropriate contacts for TAC meetings.

The meeting was adjourned by consensus at 3:30 p.m.

# **I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Wednesday, May 9, 2001  
1:30 p. m. Meeting*

*Progress Park Plaza  
15500 Downey Avenue  
Paramount, California*

## **AGENDA**

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- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

## **VI. CONSENT CALENDAR**

- A. Minutes of the Meeting of April 11, 2001

## **VII. REPORTS**

- A. Public Outreach Plan (Consensus Planning Group)
- B. Summary of Stakeholder Interviews and Discussion (Consensus Planning Group)
- C. Preview of Informal VA Roundtables (Consensus Planning Group)
- D. Discussion of Data Needs (Kaku Associates)
- E. Study Schedule (Parsons Brinckerhoff)
- F. Upcoming Scoping Meetings (Parsons Brinckerhoff)
- G. Update from CHP on Truck Safety Inspections

## **VIII. ADJOURNMENT**

NOTICE: New items will not be considered after 3:30 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting scheduled for May 9, 2001.

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## **MINUTES OF THE MEETING**

### **I-710 TECHNICAL ADVISORY COMMITTEE A Meeting Held at Progress Park Plaza 15500 Downey Avenue Paramount, CA May 9, 2001**

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

COMMITTEE MEMBERS PRESENT: Chair William Pagett, Bell Gardens, Cudahy, Hawaiian Gardens, Maywood, Paramount; Carlos Alvarado, Bell; Robert Quintero, Commerce; Patrick Fu, City of Huntington Park; Kevin Wilson, Vernon; Sumire Grant, City of Long Beach; Kerry Cartwright, Port of Long Beach; Doug Granger, CHP; Linda Taira, Caltrans; Karin Hodin, MTA.

OTHERS PRESENT: Bob Zarrilli, Commerce; Richard Powers, Gateway Cities COG; Jack Joseph, Gateway Cities COG.

COMMITTEE MEMBERS ABSENT:

Roll was taken through self-introductions.

There were no amendments to the agenda.

There were no public comments.

#### **A. Public Outreach Plan**

Sylvia Novoa, consultant, Consensus Planning Group, provided an overview of the Public Outreach Plan that has been developed for the I-710 Major Corridor Study. Sylvia distributed a flow chart that described the community outreach tasks for each major phase within the study: Informal Value Analysis/Purpose and Need, Scoping, Screened Alternatives, Environmental Document, and Locally Preferred Alternative. The consultant will use several different methods to try to reach people throughout the study including: individual interviews and briefings; roundtable discussion groups; questionnaires; public workshops and community presentations. Near the conclusion of each major study phase, public input will be summarized and analyzed in an issues analysis report.

The consultant team has completed several interviews with members of the OPC, city staff, elected officials, public agencies, and other representatives of major stakeholder groups within the corridor (e.g., trucking interests, auto club, community groups). The consultant has also drafted a questionnaire to be distributed at locations where users of I-710 are known to frequent to obtain the typical commuter's opinion on the problems and conditions on I-710. Several of the cities have agreed to help make contacts with major employers, community centers, and other organizations to help distribute and collect the questionnaires. In addition, the Gateway Cities COG has agreed to host a project website that will provide general public information on the I-710 Study and will also collect feedback from the public on selected topics. The website will also have links to MTA, SCAG, and the I-5 project so that the public can access information about transportation issues that relate to the I-710 Study.

Additional contacts for individual interviews were suggested by some of the TAC members. These included interviewing some of the steamship companies (Port of Long Beach) and the Mayor of Long Beach (Gateway City COG). In addition, the consultant will contact J. Winter to obtain a list of names of the individuals on the Port's intermodal committee.

## B. Summary of Stakeholder Interviews

Sylvia Novoa distributed a handout that summarized the key issues and problems on I-710 as expressed by all those participating in the individual interviews. Whereas a great deal of feedback was received from all of the interviews, the summary focuses on those issues where general agreement was heard among the stakeholders. These included:

- Problems with truck traffic on I-710
- Need for additional ramps or interchanges on I-710 (e.g., Slauson Ave.)
- Need for design improvements to existing interchanges on I-710 (e.g., Florence Ave. interchange, I-5 interchange)
- Need for landscaping, better signage, and soundwalls on I-710
- Problems with left-lane egress locations on I-710
- Congestion on major arterials (both parallel arterials and arterials that connect with I-710)
- Need for strategies to shift trucks to off-peak hours
- New development that will potentially change traffic patterns in the Corridor

The TAC members made no comments on the summary analysis of problems and transportation needs from the stakeholders. There was general concurrence among the committee members that the proposed list effectively captured the key issues in the corridor.

### C. Upcoming Round Table Discussions

Sylvia Novoa outlined the preparation activities, proposed format, and invitation list for the upcoming Round Table discussions. The roundtables will be taking place over a two-day timeframe on May 15 and 16 at a centralized location in the Corridor (South Gate). The agenda calls for three meetings each day and participants will be grouped according to their roles and interests. For example, all elected officials will be grouped together, public agency representatives, trucking interests, major employers, residents and community groups, and so on. The purpose is to generate discussion within each group on the transportation problems and needs in the Corridor as well as potential solutions so the participants can hear each other's thoughts and ideas. The consultants will record and summarize what each group said.

The consultant has already sent out invitations to the roundtables and will also be following up with reminder calls to encourage attendance. Kerry Cartwright suggested that the Port of Long Beach board members should also be invited to the session for the elected officials. He will forward an invitation to those board members. Sumire Grant, City of Long Beach, expressed the concern that it will be difficult to get residents and businesses leaders to attend if the meetings are not held in a location nearby. The consultant acknowledged that this is likely to be a problem, but also that it was an important part of the roundtables to encourage people from different geographic locations in the corridor to talk to each other about mutual interests and problems. There will be additional opportunities (public workshops and community presentations) held in different locations throughout the corridor to gather public input during project scoping and at key phases in the study process.

Dick Powers, Gateway Cities COG, noted that they may need to add the City of Carson to the OPC due to its proximity to the I-710 Corridor even though they are not officially part of the Gateway Cities COG.

### D. Data Needs

Paul Taylor, consultant, Kaku Assoc., provided a status report on the technical information that has been collected to date and described some of the data needs that are still outstanding. The most critical item, by far, is the model data that is expected from SCAG and the Port of Long Beach. The loaded networks and trip tables are necessary to model both existing and future traffic conditions in the I-710 corridor study area. If this model information is not received by mid-May, then there will be a direct impact on the project schedule for the I-710 Study.

In addition, the consultant team is collecting traffic counts from Caltrans and the cities within the study area along I-710, related freeways, and the major arterials where this information is available. Paul displayed a map that showed where this traffic information has been collected. The purpose of this count information is to enable the consultant to validate the corridor-specific subarea model that will be developed by the project team. Where necessary the consultant will conduct traffic counts at selected locations to help validate the model across major screenlines in the corridor study area. Paul said that the consultant team still needs any existing traffic count information that is available from the local jurisdictions. 1996 traffic data is okay as the consultant can adjust the data to reflect the model's base year.

Kerry Cartwright (Port of Long Beach) stated that the models that were used to develop the Ports' transportation master plan will be made available to the I-710 project team by the May deadline, however, the Ports' future year is 2020. The I-710 consultant will have to factor the data up to year 2025 themselves. He will provide the factors that will enable them to do this. Kerry then asked about the types of truck class categories that would be reported by the I-710 consultant. In response, Paul said the consultant envisions using a truck class scheme similar to that used by SCAG.

Richard Powers asked about the e-modal study. In response, Kerry Cartwright noted that the e-modal study information is already included in the Ports' model data, but that the e-modal study and the empty container study would be good background information for the consultant.

#### E. Study Schedule/Tier 1 versus PEAR Environmental Approach

David Levinsohn, consultant, PB, distributed two schedules for the study. Dave explained that two different schedules are shown to illustrate what the timeline would be for project depending upon what type of environmental process was selected for the project. The initial decision points and milestones are the same for both schedules (purpose and need; develop alternatives; and screening of alternatives). The intent is to select an environmental process that will result in the shortest project development timeframe leading to the implementation of transportation improvements. The project team will not know what the best environmental approach is for the I-710 Major Corridor Study until more is known about the alternatives to be developed later in the study. Until an environmental approach is selected, the consultant will pursue a public review process that will satisfy the federal and state regulatory requirements of both a Tier 1 EIR/EIS and a PEAR environmental document.

Dave described the first major decision point that was coming up in the middle of August and stressed the importance of obtaining the model data from SCAG and the Ports in time for the OPC to adopt a Purpose and Need

Statement for the project by August 15, 2001. The study team will also need to hold public scoping meetings during the last week of June 2001 to ensure that public input on the scope of the study as well as their opinions on the purpose and need for transportation improvements are taken into account and presented to the TAC members (July 2001) and OPC members (August 2001) for their consideration.

The project team will develop up to ten alternatives, including the No Build and the Transportation Systems Management (TSM) Alternatives by this September. The TSM Alternative mostly consists of operational improvements such as added bus service or improved traffic signals and is designed to derive the greatest transportation benefit from the existing infrastructure. By the end of the year (December 2001), the consultant will screen these down to no more than five alternatives (1 No Build, 1 TSM, and 3 build alternatives). Depending upon the environmental approach selected, the study team will seek consensus on a preferred alternative by September 2002 (PEAR) or May 2003 (Tier 1 EIR/EIS).

Dick Powers (Gateway Cities COG) mentioned that they would like to obtain as much information as possible on the preferred alternative by April 2003 so that they can begin their lobbying efforts on proposed transportation projects for the next transportation authorization bill.

The TAC members discussed the relative advantages and disadvantages of a PEAR environmental approach compared to a Tier 1 environmental approach. Linda Taira (Caltrans) indicated that Caltrans environmental staff would look more favorably on a PEAR approach for this type of study given the level of environmental effort required to initiate PSR studies and to seek funding, which is one of the primary objectives of the I-710 Major Corridor Study. She also said that the initial rationale for a Tier 1 approach was to provide the ability to acquire right of way at the conclusion of the study. However, she now does not anticipate the funding being available in that time frame to acquire right of way. No matter which environmental approach is selected, it is still important to obtain public input and to engage environmental resource agencies such as the U.S. Army Corps of Engineers during the study.

#### F. Upcoming Scoping Meetings

The public scoping meetings will likely be held the last week in June 2001. TAC members will receive more information as to the specific times, dates, and places in early June.

#### G. Report from CHP/Truck Safety Inspections and Enforcement

Doug Granger (California Highway Patrol) presented a verbal report on their truck inspection procedures, describing random stops, annual inspections, and paperwork checks. I-710 has no enforcement area where vehicles and/or trucks can be pulled over safely.

The California Highway Patrol (CHP) works cooperatively with Caltrans to locate and site truck enforcement facilities. The CHP would prefer to locate a truck inspection facility on I-710, south of I-405. However, the facility would require a great deal of space (4 lanes, plus 1 lane for acceleration), which would be difficult to achieve.

The issue of poor equipment and lack of maintenance was discussed in addition to the public's perception that the trucks are just not safe. According to the CHP's experience, the two biggest issues with truck safety are that the truck drivers need to get more sleep and they need to slow down. It is not a mechanical problem with the trucks. The I-710 freeway was never designed to handle the high volumes of truck and auto traffic that it experiences today. The CHP is also constrained by lack of personnel. They have the same number of officers as they did in 1973.

#### 8. Other Business

The TAC was asked to consider changing the monthly meeting date and time. The current date and time was still best for all members present, so it was recommended that this issue needed to be revisited once the Chair received suggestions on alternative dates and times from the missing TAC members.

The next OPC meeting is scheduled for Thursday, May 24<sup>th</sup>. The OPC will meet on the fourth Thursday every other month.

It was suggested that Ralph Webb of the I-5 JPA be contacted to give a presentation about I-5 as it relates to I-710. It was noted that members of the I-5 JPA are welcome to attend the I-710 TAC meetings. The Chair asked Robert Quintero (Commerce) if he would be willing to serve as the liaison between the two studies and he agreed to do so.

The meeting was adjourned at 3:45 p.m.

# **I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Wednesday, June 13, 2001  
1:30 p. m. Meeting*

*Progress Park Plaza  
15500 Downey Avenue  
Paramount, California*

## **AGENDA**

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**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

## **VI. CONSENT CALENDAR**

- A. Minutes of the Meeting of May 9, 2001

## **VII. REPORTS**

- A. Report on Oversight Policy Committee Decision to Use a PEAR (Preliminary Environmental Assessment Report) in lieu of a Tier 1 EIS
- B. Project Update (Joan Wood, MTA Project Manager)
- C. Discussion and Possible Action Regarding the Dates of Future Meetings

## **VIII. ADJOURNMENT**

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## **MINUTES OF THE MEETING**

### **I-710 TECHNICAL ADVISORY COMMITTEE A Meeting Held at Progress Park Plaza 15500 Downey Avenue Paramount, CA June 13, 2001**

Chair Pagett called the meeting to order at 1:40 p.m.

COMMITTEE MEMBERS PRESENT: Chair William Pagett, Bell Gardens, Cudahy, Maywood, Paramount, Bob Zirrilli, Commerce; Patrick Fu, City of Huntington Park; Sumire Gant, Long Beach; Joe Wang, Lynwood; Ed Mino, South Gate; Louis Rubenstein, Port of Long Beach; Joan Wood, MTA; Steve Novotny, Caltrans; Calvin Aubrey, California Highway Patrol.

OTHER PRESENT: Jack Joseph, Gateway Cities COG; Kristin Wilson, Caltrans; Karin Hodin and Michelle Smith, MTA; Doug Granger, CHP; Eugene Kao, Los Angeles County Department of Public Works; John Zeigler, Automobile Club of Southern California; Dave Levinsohn, Project Consultant

COMMITTEE MEMBERS ABSENT: Cities of Bell, Compton, Downey, and Vernon; SCAG; FHWA.

Roll was taken through self introductions.

Chair Pagett led the Pledge of Allegiance.

There were no amendments to the agenda.

There were no public comments.

It was moved by Member Fu, seconded by Member Mino, to approve the minutes for the meeting of May 9, 2001. The motion was approved unanimously.

Joan Wood, MTA Project Manager, reported that the Oversight Policy Committee had voted to use a PEAR (Preliminary Environmental Assessment Report) in lieu of a Tier 1 EIS for the I-710 Major Corridor Study.

Joan Wood announced a series of public workshops that would be held in late June to received comments regarding the Major Corridor Study.

Chair Pagett advised the Committee that its regular meeting date conflicted with that of the County task force on water quality, which prevented some members to be able to attend both meetings. He proposed that the regular meeting date be changed to the third Wednesday of each month, provided that there were no

I-710 TAC Minutes

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other conflicts for Committee members. After discussion, it was moved by Member Gant, seconded by Member Mino, to move the regular meeting date of the I-710 TAC to the third Wednesday of each month. The motion was approved unanimously.

There being no further business, the meeting was adjourned by consensus at 2:10 p.m.

## **I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Wednesday, July 18, 2001  
1:30 p. m. Meeting*

*Progress Park Plaza  
15500 Downey Avenue  
Paramount, California*

### **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 103, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Technical Advisory Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Technical Advisory Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Technical Advisory Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Technical Advisory Committee at the following times:

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- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Technical Advisory Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

## **VI. CONSENT CALENDAR**

- A. Minutes of the Meeting of June 13, 2001

## **VII. REPORTS**

- A. Report from the Port of Long Beach Regarding TMP Study results (Kerry Cartwright)
- B. I-710 Project Update (Joan Wood, MTA Project Manager)

## **VIII. ADJOURNMENT**

NOTICE: New items will not be considered after 3:30 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.



## **MINUTES OF THE MEETING**

### **I-710 TECHNICAL ADVISORY COMMITTEE A Meeting Held at Progress Park Plaza 15500 Downey Avenue Paramount, CA July 18, 2001**

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

COMMITTEE MEMBERS PRESENT: Vice Chair Desi Alvarez, Downey; Steve Steinbrecher, Bell Gardens, Cudahy, Maywood, Paramount; Bob Zarrilli, Commerce; Patrick Fu, City of Huntington Park; Sumire Gant, Long Beach; Ed Mino, South Gate; Kerry Cartwright, Port of Long Beach; Joan Wood, MTA; Steve Novotny, Caltrans; Sandra Balmir, FHWA/FTA.

OTHERS PRESENT: Jack Joseph, Gateway Cities COG; Kristin Wilson, Caltrans; Karin Hodin, MTA; Louis Rubenstein, Port of Long Beach; Doug Granger, CHP; James Chou and Patrick Smith, Los Angeles County Department of Public Works; Dave Levinsohn, Project Consultant.

COMMITTEE MEMBERS ABSENT: Cities of Bell, Compton, Lynwood, and Vernon; SCAG.

Roll was taken through self-introductions.

Vice Chair Alvarez led the Pledge of Allegiance.

There were no amendments to the agenda.

Sandra Balmir asked for the reasons that the PEAR environmental review process was chosen. Joan Wood and Dave Levinsohn responded that they will provide her with the background information.

It was moved by Member Wood, seconded by Member Zarrilli, to approve the minutes of the meeting of June 13, 2001. The motion was approved unanimously.

Kerry Cartwright presented a report on the Ports of Long Beach and Los Angeles' TMP study results. Activity at the ports currently affects 500,000 regional jobs. The study forecasted that by 2020 there would be 36.1 million twenty foot equivalent units would pass through the ports, compared to the current figure of 9.5 million. The study recommends expanding the 710 freeway

from 6 to 8 to 10 lanes or adding two truck lanes. It also recommends that 60% of the units be handled outside of the day shift, in order to reduce the impact of the increased activity at the ports on the flow of traffic.

Joan Wood announced that the Purpose and Need report would be the key item at the next TAC meeting.

Steve Novotny announced that Caltrans would be hosting a bus tour of the I-710 on August 29, and reported on an Office of Traffic Safety funded study that would focus on temporary safety improvements to the I-710.

There being no further business, the meeting was adjourned by consensus at 2:40 p.m.



# **I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Wednesday, August 15, 2001  
1:30 p. m. Meeting*

*Progress Park Plaza  
15500 Downey Avenue  
Paramount, California*

## **AGENDA**

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- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

## **VI. CONSENT CALENDAR**

- A. Minutes of the Meeting of July 18, 2001

## **VII. REPORTS**

- A. Presentation of Purpose and Need Elements (Consultant Team)
  - 1. Socio-Demographics
  - 2. Engineering/Operational Deficiencies
  - 3. Transit
  - 4. Environmental Issues
- B. Status and Update of Traffic Forecasts (Consultant Team)
- C. Public Outreach Issues Analysis
- D. Study Schedule Update (Consultant Team)

## **VIII. ADJOURNMENT**

NOTICE: New items will not be considered after 3:30 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.



## MINUTES OF THE MEETING

### I-710 TECHNICAL ADVISORY COMMITTEE A Meeting Held at Progress Park Plaza 15500 Downey Avenue Paramount, CA August 15, 2001

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

COMMITTEE MEMBERS PRESENT: Chair Bill Pagett, Bell Gardens, Cudahy, Maywood, Paramount; Vice Chair Desi Alvarez, Downey; Kevin Wilson, Vernon; Ed Mino, South Gate; Kerry Cartwright, Port of Long Beach; Al Bowser, SCAG; Doug Granger, CHP; Rob Lund, CHP; Sumire Gant, Long Beach; Robert Quintero, Commerce; Bob Zarrilli, Commerce; Steve Novotny, Caltrans; Joan Wood, MTA; Patrick Fu, Huntington Park;

OTHERS PRESENT: Jack Joseph, Gateway Cities COG; Karin Hodin, MTA; Eugene Kao, Los Angeles County DPW; James Chon, Los Angeles County DPW; Linda Taira, Caltrans; Mary Lou Echternach, Assemblymember Lowenthal's Office; Dave Levinsohn, Project Consultant Team; Julie Rush, Project Consultant Team; Kip Field, Project Consultant Team; Karen Savage, Project Consultant Team; Paul Taylor, Project Consultant Team; Alisa Kwun, Project Consultant Team

COMMITTEE MEMBERS ABSENT: Cities of Bell, Compton, and Lynwood

Roll was taken through self-introductions.

Jack Joseph led the Pledge of Allegiance.

The agenda was amended at the request of the project consultant team to present Item B. prior to Item A.

Member Cartwright requested a correction to the minutes from the meeting of July 18, 2001 to say that he presented a report on the Port of Long Beach's *and Port of Los Angeles'* TMP study. It was moved by Member Wilson and seconded by Vice Chair Alvarez to approve the minutes of the meeting of July 18, 2001 as amended. The motion was approved unanimously.

Joan Wood requested clarification from the CHP regarding the date and time of the I-710 Safety Grant Bus Tour. It was clarified that the tour is on August 30<sup>th</sup> at 8:30 a.m. leaving from the CHP East Los Angeles Area Office in Monterey Park.

Dave Levinsohn presented an update on the status of traffic forecasts for the study. He said that the consultant team had detected counter-intuitive results in the SCAG forecasts for years 2010 and 2025, in that future peak period, peak direction traffic volumes are forecast to be less than year 1997. The consultant team also observed that forecast employment in 39 traffic analysis zones in or near the study area had been

forecast to zero in the future, totaling 106,000 jobs. The consultant team had met with the SCAG traffic forecasting staff, who acknowledged that there are errors in the forecasts provided by SCAG and that they need to correct the employment forecasts and re-run the forecasts. This will take them at least two weeks.

Since future traffic volumes are a key input to study purpose and need, the completion of this study milestone will be delayed at least one month while the consultant team waits for corrected SCAG forecasts and then spends the time necessary to process and analyze the forecast results.

Members of the consultant team presented elements of the purpose and need for corridor improvements. These elements presented were socio-demographics (J. Rush), engineering/operational deficiencies (K. Field), transit issues (K. Savage), and environmental issues (J. Rush).

Socio-Demographics/Land Use. Characteristics such as population, employment, and land use shape travel choices and trip making in the I-710 Corridor Study Area. Two key data sources were used to identify the demographic characteristics of the I-710 travel corridor: (1) SCAG's socio-economic and land use data, and (2) 1990 Census. SCAG is currently in the process of revising their employment forecasts for 2010 and 2025, thus the information presented is draft and may be updated. Demographics presentation covered items such as: population density and projected growth; employment classifications and project employment growth; age and household size; ethnic populations; average household income; car ownership; and land use. Demographic characteristics within the I-710 Study Area were compared with LA County as a whole to identify key trends.

Engineering/Operational Deficiencies. A summary of the physical constraints and design deficiencies of the existing I-710 facility was presented. A number of the current operational problems are related to the deficiencies of the existing design to accommodate the overall growth in traffic and specific growth in truck traffic over the last 40+ years. Specific design features of the local street and freeway to freeway interchanges such as non-standard interchange spacing, clover-leaf ramps, non-standard ramp geometry and left-egress for major traffic movements were discussed. Other design features related to the I-710 Mainline freeway such as inadequate weaving distances, narrow or non-existent shoulders, and narrow lanes were also discussed.

Transit Issues. The presentation covered five main topics: (1) a summary of the 18 transit service providers in the study area; (2) a summary of the transit service concept and characteristics of the services provided in the study area; (3) a summary of the evaluation of MTA routes (from the SABRE study); (4) a summary of transit rider characteristics; and (5) identification of transit related issues for passengers and for operators. Public transit is an important issue in this study area due to the relatively high proportion of the study area population that is "transit dependent." There is a relatively high proportion of low-income households in the study area; a high proportion of households without private automobiles (or only one vehicle/household); and a high proportion of minority households.

Transit issues for passengers in the study area include: frequent need to transfer between routes due to the grid system which does not serve some origin-destination pairs directly; inadequate coverage in some portions of the study area; difficulty in

**I-710 TAC Minutes**

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getting between communities due to the intra-community focus of local transit service providers; overcrowding on some transit routes; and delays and slow travel times on transit due to congestion on streets and highways. Transit issues for operators in the study area include: difficulties in achieving productivity and cost-effectiveness goals for a variety of reasons; institutional barriers to regional transit system integration; limited funds, especially for operations; limitations/restrictions on the use of funds from different sources; and the impacts of roadway congestion on operating effectiveness and costs.

Environmental Issues. Seven environmental factors have been identified that are unique to the I-710 Corridor and that should be considered when developing the purpose and need for transportation improvements as well as alternatives development and screening. The seven environmental factors are: (1) air quality; (2) environmental justice; (3) community cohesion; (4) potential for displacements/relocation; (5) floodplain and water quality; (6) aesthetics/visual impacts; and (7) noise. The air quality discussion included need to maintain regional conformity and the presence of diesel particulates/air toxins in the I-710 Study Area. There are a large number of minority and low-income groups living in the I-710 Study Area. The Executive Order on environmental justice requires that federal agencies consider and address disproportionately high adverse environmental effects of proposed projects on these minority and low-income populations. Land uses directly adjacent to I-710 were reviewed and issues associated with possible right-of-way impacts (encroachment on the LA River Channel; residents, parks, schools) were highlighted. Potential landscaping (visual) and noise issues were also raised and discussed.

Alisa Kwun of Consensus Planning Group provided a summary of the Issues Analysis based upon the public outreach conducted to date in the study. The summary of issues and suggestions reinforced the perception that high truck volume is a major problem in this Corridor and alternatives need to be explored to alleviate the congestion it is believed to cause. Other major issues reported from outreach efforts included access to interchanges, cloverleaf ramps, and arterial traffic. Suggestions for improvement included the addition of separate truck lanes or other general purpose lanes, construction of Slauson Avenue on/off ramps, an I-5 south and other right lane interchanges, and twenty four hour port operation. The summary of comments were based on what was heard at the stakeholder Interviews, Roundtables, Open Houses and the 256 Questionnaires that have been received.

There being no further business, the meeting was adjourned by consensus at 3:30 p.m.

# **I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Wednesday, November 21, 2001  
1:30 p.m. Meeting*

*Gateway Cities COG Offices  
7300 Alondra Blvd., Suite 201  
Paramount, California*

## **AGENDA**

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- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

## **VI. CONSENT CALENDAR**

A. Minutes of the Meeting of August 15, 2001

## **VII. REPORTS**

A. Project Status Report (Consultant Team)

B. Existing and Future Conditions (Consultant Team)

1. I-710 Safety Issues
2. Preliminary Traffic Forecasts
3. Goods Movement
  - a. Trucks
  - b. Freight Rail

C. No Build Alternative (Consultant Team)

D. Next Steps (Consultant Team)

## **VIII. ADJOURNMENT**

NOTICE: New items will not be considered after 3:30 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting.

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## **MINUTES OF THE MEETING**

### **I-710 TECHNICAL ADVISORY COMMITTEE A Meeting Held at Gateway Cities COG Offices 7300 Alondra Blvd., Suite 201 Paramount, CA November 21, 2001**

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

COMMITTEE MEMBERS PRESENT: Chair William Pagett, Bell Gardens, Cudahy, Maywood, Paramount; Carlos Alvarado, Bell; Don Dey, Long Beach; Joseph Wang, Lynwood; Mohammad Mostahkami, South Gate; Kevin Wilson, Vernon; Kerry Cartwright, Port of Long Beach; Patrick Fu, Huntington Park; Sandra Balmir FHWA/FTA; Steve Novotny, Caltrans; Joan Wood, MTA; Al Bowser, SCAG.

OTHERS PRESENT: Sumire Gant, Long Beach; Pai-Kang Wang, Port of Long Beach; Doug Granger, CHP; Patrick Smith, Los Angeles County; Jack Joseph, Gateway Cities COG; Dave Levinsohn, PBQD; Paul Taylor, Kaku; Julie Rush, PBQD; Bruce Chow, Kaku.

COMMITTEE MEMBERS ABSENT: Vice Chair Desi Alvarez, Downey; Robert Quintero, Commerce; Augustus Ajawara, Compton.

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.

It was moved by Member Wang, seconded by Member Bowser, to approve the minutes of the meeting of August 15, 2001. The motion was approved unanimously.

Reports:

#### A. Project Status

Dave Levinsohn (PB), consultant, described the steps that the project team has taken since the August 21<sup>st</sup>, 2001 TAC Meeting. There has been a four month

delay to the project schedule attributable to counter-intuitive travel demand forecasts and problems with the socio-economic data in the I-710 Study Area in the 2001 RTP model. Travel demand data is necessary to understand the future performance of the transportation system in order to develop the purpose and need statement for the study.

In late September 2001, SCAG and MTA agreed that the I-710 project team would use MTA's long range model as the primary basis for the travel demand forecasts for the initial milestones of the I-710 Major Corridor Study, while SCAG continued work on correcting socio-economic forecast data and analyzing the outputs of the RTP model. The consultant team, with assistance from MTA's modeling staff, started work in early October 2001 to extract travel demand forecast data from MTA's model sets, integrate these vehicle trips with information on heavy duty truck forecasts from both SCAG and the Port of Long Beach, and analyze future travel patterns and conditions for the I-710 Corridor. Preliminary travel demand results were produced in early November and will be presented to the TAC today at this meeting.

The project schedule has been reset and the next project milestone will occur on December 13<sup>th</sup>, 2001, when the OPC is scheduled to approve the Purpose and Need Statement. The TAC will meet on December 12<sup>th</sup> to provide their recommendation on Purpose and Need. The executive summary of the proposed Purpose and Need Statement will be distributed to the TAC members via e-mail one week prior to the December TAC meeting.

## B. Existing and Future Conditions

At the August 2001 TAC Meeting, the consultant team presented findings on: demographics, physical constraints and operational deficiencies, transit, environmental issues in the I-710 Corridor as well as public input from the scoping activities conducted for the project. At today's TAC meeting (November 21, 2001), the consultant team will present the second half of the technical analysis of existing and future conditions in the I-710 Study Area and will cover: safety, travel demand forecasting, and goods movement.

### 1. Safety

Julie Rush (PB) presented analysis of three years accident data drawn from Caltran's database of reported accidents that showed the numbers and locations of accidents along I-710. Accident patterns indicate that accidents tend to occur at or near the interchanges on the mainlines of I-710, with just south of I-405 and just south of I-5 being the two worst locations. Three factors that contribute to these safety problems were discussed: design deficiencies, traffic volumes, and the mix of the vehicles using I-710. The negative effects that accidents have on the transportation system were also discussed.

## 2. Preliminary Traffic Forecasts

Paul Taylor (Kaku) provided a brief overview of the methods used to predict existing and future year travel conditions in the I-710 Corridor Study Area based on the model results from MTA's regional forecast model, SCAG's 2001 Heavy Duty Truck forecasts, and the Port of Long Beach's Transportation Master Plan projections. These travel results are preliminary and will be used to identify the Purpose and Need for the project as well as Alternatives Development and Screening for the I-710 Study. Travel demand projections for the I-710 Study will be revisited for Alternatives Evaluation, once SCAG has finished reviewing the 2001 RTP model and once the consultant develops a subarea model for the I-710 Study Area. Kerry Cartwright (POLB) stated that the 2025 forecasts for the Ports' traffic analysis zones that were provided to the I-710 consultant team were draft and will also need to be revisited based upon confirmation on their assumptions for goods movement in 2025 compared to 2020.

The consultant presented the transportation system performance information for the I-710 Study area, including: travel time results; traffic forecasts for both autos and trucks; traffic growth; levels of service (LOS); congestion/travel delay; and transit mode share. Traffic congestion in the I-710 Study Area is already a problem and is projected to get worse by 2025. According to future year estimates, levels of service on I-710 during the peak hours will be poor (LOS F) in both directions along much of the freeway.

## 3. Goods Movement

Dave Levinsohn (PB) provided an overview of the goods movement issues in the I-710 Study Area that were developed by Mike Fischer (CSI). The role that freight plays in the economic profile of the region; major intermodal travel movements and trip patterns in the I-710 Study Area; mode share; and the importance of transportation system performance in the supply chain were discussed. The costs of congestion and trip unreliability attributable to poor transportation system performance affect three major portions of the region's economy: (1) trucking, (2) manufacturing/national distribution, and (3) wholesale/local distribution. Al Bowser (SCAG) asked if trip reliability was included in the evaluation measures to be used in the I-710 Study during alternatives evaluation. The consultant responded that trip reliability would be considered in the development and evaluation of transportation alternatives. The affect of non-recurrent congestion on trip reliability and potential solutions such as advanced warning systems and intelligent transportation systems (ITS) was also discussed.

### C. No Build Alternative

The consultant initiated discussion with the TAC members on the criteria that should be employed to identify what types of future transportation projects should

be included in the 2025 transportation system baseline that comprises the No Build Alternative for the I-710 Study. The rule of thumb is “funded and committed” transportation projects and/or projects that have obtained formal environmental approval. In the I-710 Study Area, SCAG’s future baseline as shown in the 2001 Regional Transportation Plan model networks is generally consistent with this principle, however, there are a few projects that warrant additional consideration because of their potential influence on traffic in the I-710 Corridor. These include: (1) I-710 Gap Closure Project, north of I-10; and (2) I-5 Widening Project, between SR-91 and I-710.

A decision does not have to be made at this TAC meeting, but it is important to open the dialogue on the No Build Alternative prior to the development of the subarea model for the I-710 Study. It was suggested that the “funded and committed” guideline should be employed for the I-710 Study, which indicates that the HOV Interim Project on I-5 would be the best assumption. The consultant will consult with SCAG to obtain additional information on the I-710 Gap Closure Project. The consultant will then make a recommendation for the No Build Alternative to present to the TAC.

#### D. Next Steps

The next TAC meeting is scheduled to occur on Wednesday, December 12<sup>th</sup>, 2001. The consultant will present the Purpose and Need Statement for the I-710 Study for TAC review and recommendations. A 5-page draft copy will be provided to the TAC via e-mail approximately one week prior to this meeting.

The meeting was adjourned at 3:30 p.m.

# **I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Wednesday, December 12, 2001  
1:30 p.m. Meeting*

*Gateway Cities COG Offices  
7300 Alondra Blvd., Suite 201  
Paramount, California*

## **AGENDA**

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- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

**VI. CONSENT CALENDAR**

- A. Minutes of the Meeting of November 21, 2001

**VII. REPORTS**

- A. Consultant Presentation of Purpose and Need for the I-710 Major Corridor Study
- B. TAC Discussion/Recommendations of Purpose and Need
- C. No Build Alternative Update (Consultant Team)
- D. Next Steps (Consultant Team)

**VIII. ADJOURNMENT**

NOTICE: New items will not be considered after 3:30 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting.

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## **MINUTES OF THE MEETING**

**I-710 TECHNICAL ADVISORY COMMITTEE  
A Meeting Held at Gateway Cities COG Offices  
7300 Alondra Blvd., Suite 201  
Paramount, CA  
December 12, 2001**

Chair Pagett called the meeting to order at 1:38 p.m.

COMMITTEE MEMBERS PRESENT: Chair William Pagett, Bell Gardens, Cudahy, Maywood, Paramount; Vice Chair Desi Alvarez, Downey; Robert Quintero, Commerce; Patrick Fu, Huntington Park; Don Dey, Long Beach; Kevin Wilson, Vernon; Kerry Cartwright, Port of Long Beach; Sandra Balmir FHWA/FTA; Linda Taira, Caltrans; Joan Wood, MTA; Al Bowser, SCAG.

COMMITTEE MEMBERS ABSENT: Carlos Alvarado, Bell; Augustus Ajawara, Compton; Joe Wang, Lynwood; Ed Mino, South Gate.

OTHERS PRESENT: Sumire Gant, Long Beach; Karin Hodin and Michele Smith, MTA; Kristin Wilson, Caltrans; Richard Powers and Jack Joseph, Gateway Cities COG; Dave Levinsohn and Julie Rush, PBQD; Mike Fischer, CSI; Julie Rush, PBQD.

Roll was taken through self-introductions.

The Pledge of Allegiance was led by Kevin Wilson.

There were no amendments to the agenda.

There were no public comments.

Consent Calendar:

It was moved by Robert Quintero, seconded by Kevin Wilson, to approve the minutes from the November 21, 2001 Meeting. The motion was approved unanimously.

Reports:

A. Consultant Presentation of Purpose and Need for I-710 MIS

Dave Levinsohn (PBQD), consultant, provided a brief overview of the Purpose and Need Statement. He said that a draft of the Purpose and Need Statement was distributed to both the TAC and the OPC membership on December 6, 2001. He recommended that the TAC achieve TAC consensus on a recommended Purpose and Need Statement today in order to present it to the OPC for their approval tomorrow, December 13, 2001.

The Purpose and Need Statement is drawn from both the technical analysis produced by the study team and public input that has been received to date. Many of the conclusions included in the Purpose and Need Statement tie back to issues and technical findings that were presented to the TAC membership during the August 2001 and November 2001 TAC meetings, specifically: physical constraints and operational deficiencies; demographics; transit; environmental issues; safety; traffic and travel demand; and goods movement. As part of the Purpose and Need Statement, study goals and objectives have been established for each of the identified problem issue areas.

#### B. TAC Discussion/Recommendations of Purpose and Need

During the discussion, the following changes were requested and agreed to by the TAC membership for the Purpose and Need Statement:

- Expand the discussion in the Project Need Section that currently focuses on high traffic volumes, trucks, safety, design deficiencies, and goods movement to encompass some of the other issues included in the list of problem statements such as congestion on parallel arterials, air quality / diesel particulates, environmental justice, access to transit, and aesthetics.
- Highlight the anticipated increase in truck growth and high truck percentages on I-710.
- Indicate how the severity of the accident rate on I-710 compares to other freeways in the Greater Los Angeles Area.
- The problem statements should not be prioritized or listed in priority order.
- An additional study objective, "Improve Person and Freight Travel Times" should be added to (A) Recurrent Traffic Congestion.
- An additional study objective, "Improve Predictability of Travel Time" should be added to (B) Non-Recurrent Traffic Congestion.
- The study objective "Reduce Non-Recurring Congestion on I-710" should be expanded to include major arterials affected by non-recurring congestion.
- Under (D) Goods Movement, the study objective entitled "Improve Travel Times to Major Truck Destinations" should be reworded to say "Improve Travel Times to Major Freight Destinations."

- Under (D) Goods Movement, add the following study objective: “Improve the Efficiencies of Goods Movement.”
- Under (E) Design Deficiencies, add the need to consider missing interchanges in the description of the problem statement.
- Change the label of problem statement (F) Right of Way Impacts to “Land Use Constraints”
- Combine problem statement (H) Ease of Implementation/Construction with problem statement (G) Cost-Effectiveness.
- Under (I) Air Quality, change the wording of study objective to read “Minimize On-Road Mobile Source Emissions...” rather than “Reduce On-Road Mobile Source Emissions...”
- Under (K) Aesthetics/Noise, add some wording that addresses the need to consider design improvements.
- Under (L) Transit, add a study objective that addresses the need to “Improve Access to Transit.”

It was moved by Robert Quintero, seconded by Joan Wood, to approve the Purpose and Need Statement as amended. The motion was approved unanimously. Dave Levinsohn reported that the Purpose and Need Statement will be revised and redistributed to the OPC membership at the December 13, 2001 OPC meeting.

#### C. No Build Alternative

Julie Rush (PBQD) provided a brief update and redistributed the current description of the No Build Alternative that was revised in response to TAC recommendations from the last TAC meeting.

#### D. Next Steps

Dave Levinsohn reported that the OPC is scheduled to adopt the Purpose and Need Statement on December 13, 2001. Unless the OPC makes major changes in the Purpose and Need Statement, alternatives development will occur in January and February of 2002. It is anticipated that the next TAC meeting on the Initial Set of Alternatives will occur in either in January or February 2002.

The meeting was adjourned at 3:30 p.m.

# **I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Wednesday, January 30, 2002  
1:30 p.m. Meeting*

*Gateway Cities COG Offices  
7300 Alondra Blvd., Suite 201  
Paramount, California*

## **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Technical Advisory Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Technical Advisory Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Technical Advisory Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Technical Advisory Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Technical Advisory Committee considers the agenda item OR during Public Comments, and
- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Technical Advisory Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

**VI. CONSENT CALENDAR**

- A. Minutes of the Meeting of December 12, 2001

**VII. REPORTS**

- A. Status Report on the I-710 Major Corridor Study
- B. Purpose and Need/Study Goals and Objectives
- C. Framework for Alternatives Development
- D. Initial Set of Alternatives
- E. Questions and Answers/Discussion
- F. Next Steps

**VIII. ADJOURNMENT**

NOTICE: New items will not be considered after 3:30 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.



## **MINUTES OF THE MEETING**

### **I-710 TECHNICAL ADVISORY COMMITTEE A Meeting Held at Gateway Cities COG Offices 7300 Alondra Blvd., Suite 201 Paramount, CA January 30, 2002**

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

COMMITTEE MEMBERS PRESENT: Chair William Pagett, Bell Gardens, Cudahy, Maywood, Paramount; Carlos Alvarado, Bell; Robert Quintero, Commerce; Ed Shikada, Long Beach; Ed Mino, South Gate; Woody Natshara, Vernon; Kerry Cartwright, Port of Long Beach; Steve Novotny, Caltrans; Joan Wood, MTA; Al Bowser, SCAG.

COMMITTEE MEMBERS ABSENT: Augustus Ajawara, Compton; Desi Alvarez, Downey; Patrick Fu, Huntington Park; Joe Wang, Lynwood; Sandra Balmir, Federal Highway Administration.

OTHERS PRESENT: Don Dey, City of Long Beach; Pai-Kang Wang, Port of Long Beach; Joe Vizcarra, Paul De Paola, and Doug Granger, California Highway Patrol; John Zeigler, Automobile Club of Southern California; Linda Taira, Caltrans; Yvonne Tseng, MTA; Patrick Smith, Los Angeles County Department of Public Works; Richard Powers and Jack Joseph, Gateway Cities Council of Governments; Dave Levinsohn and Julie Rush, PBQD; Bruce Chow, Kaku Associates; Dike Ahanotu, CSI; Don Camph, CGCOG Transportation Advisor.

Roll was taken through self-introductions.

The consent calendar on the agenda was amended to defer approval of the December 12, 2001 minutes. The minutes will be made available and approved at the next TAC meeting.

There were no public comments.

Reports:

#### **A. Project Status**

Dave Levinsohn (PBQD), consultant, described the major activities that have occurred since the December 12, 2001 TAC Meeting. The project is on the

schedule that was established last August. The Oversight Policy Committee met on December 13, 2001 and approved the Purpose and Need Statement for the I-710 Study as recommended by the TAC with one small change. On January 9<sup>th</sup> and 10<sup>th</sup>, 2002, the project team conducted a two-day workshop to develop a list of preliminary concepts for the initial set of alternatives that will be presented and discussed with the TAC today.

#### B. Purpose and Need/Study Goals and Objectives

Dave Levinsohn distributed the Final Purpose and Need Statement as adopted by the OPC on December 13, 2001. The OPC approved the version recommended by the TAC with one minor revision – that the discussion of the transit element of the Purpose and Need Statement be expanded to address the discretionary transit rider. The consultant also distributed a two-page summary version of the Purpose and Need Statement that just listed the problem statements and the goals and objectives for the I-710 Study. This list was instrumental to the development of the preliminary transportation alternatives.

#### C. Framework for Alternatives Development

Dave Levinsohn described the process used to develop the initial set of transportation alternatives. At this stage, the alternatives are still preliminary. This TAC meeting will serve as a working session to add to and/or reshape the preliminary alternatives. The objective is to establish a list of between eight and ten build alternatives, including both a No Build and TSM alternative, for a total of ten to twelve transportation alternatives for the initial set.

It is important to incorporate the full spectrum of transportation options that meet the purpose and need for improvements in the I-710 corridor, but only those that have a reasonable chance of becoming the preferred alternative. The build alternatives are structured according to three levels of capital investment: (1) low, (2) medium, and (3) high. The build alternatives also consist of a design concept and scope that emphasize different trip types or purposes: (a) general purpose trips; (b) truck trips; (c) HOV; and (d) goods movement.

During alternatives development, it is also important to understand and acknowledge the physical and operational transportation improvements that are already taking place in the I-710 Corridor by 2025. This is especially true of planning and development activities that are already occurring with regard to: bus transit, light rail, signal coordination projects on major arterials, intelligent transportation systems, truck impacted intersections, and goods movement programs. By definition, these improvements are included in the No Build Alternative and thus represent the starting point for the development of other transportation alternatives.



#### D. Initial Set of Alternatives

Dave Levinsohn provided an overview of the ten transportation alternatives that have been developed to date with the assistance of Caltrans, SCAG, MTA, POLB, and the TAC Chair during a two-day workshop conducted in mid-January. During the last two weeks, the consultant team has further refined these concepts for presentation to the TAC. The ten alternatives are:

- Alternative 1 – No Build Alternative
- Alternative 2 – TSM/TDM Alternative
- Alternative 3 – Low General Purpose Alternative
- Alternative 4 – Low Truck Alternative
- Alternative 5 – Medium HOV Alternative
- Alternative 6 – Medium General Purpose Alternative
- Alternative 7 – Medium Truck Alternative
- Alternative 8 – High General Purpose Alternative
- Alternative 9 – High Truck Alternative
- Alternative 10 – High Goods Movement Alternative

In addition, Caltrans has suggested that an elevated HOV facility concept be added to the initial list (i.e., High HOV Alternative).

#### E. Questions & Answers/Discussion

During the work session on the initial set of alternatives, the following issues were raised and discussed among the TAC membership:

- Add widening of Florence Blvd., I-710 to Eastern, arterial improvements (Alts. 3, 4).
- Add widening of Firestone Blvd., Garfield to Atlantic, arterial improvements (Alts, 3, 4)
- Change southern limit of Santa Fe Ave. from PCH to Wardlow, arterial improvements (Alt. 3)
- Avoid or mitigate impacts to on-street parking, arterial improvements (Alts 3, 4, 10)
- Enhance discussion of access management to include consolidation and/or elimination of commercial driveways, smaller residential streets, and provision of off-street parking; arterial improvements (Alt. 3)
- Question on high truck volumes and operational capacity of truck scale/inspection facility (Alt. 4)
- Move location of truck scale/inspection facility north of I-405 and retain Willow Street interchange (Alt. 4)
- Define operating and occupancy assumptions for proposed HOV lanes (Alt. 5)
- Question on geometric and operational feasibility of direct truck ramps (Alt. 7)

- Question on the maximum allowable number of mixed flow lanes that should be considered for I-710 (Alt. 8)
- Expand the profile assumption for elevated truckway facility to allow for consideration of other profile options such as depressed truckway facility or barrier-separated, at-grade truck lanes in addition to the elevated option (Alt. 9)
- Clarify assumptions and description of land use strategies, goods movement improvements (Alt. 10). Need to be sensitive to potential labor issues and institutional barriers.
- Add a new alternative that includes an elevated HOV facility.
- Consider adding more direct HOV connectors to the HOV alternatives.
- Add a new alternative that includes both HOV and additional mixed flow lanes.
- Question on how the alternatives will be screened once they are identified.

#### F. Next Steps

Descriptions of the initial set of alternatives will be developed based on today's discussion and distributed to the TAC prior to the next TAC meeting, which is scheduled for February 20, 2002. We will seek a consensus recommendation from the TAC on the initial set of alternatives at the February TAC meeting. Shortly thereafter, an OPC meeting will be scheduled in late February or early March in order to adopt the initial set of alternatives.

Between March and May, the project team will conduct alternatives screening to develop the technical evaluative information needed to identify the most promising transportation alternatives or best combination of transportation elements to carry forward for further study. The next major milestone, selection of a final set of alternatives, is scheduled to occur in June 2002.

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

# **I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Wednesday, February 20, 2002  
1:30 p.m. Meeting*

*Gateway Cities COG Offices  
7300 Alondra Blvd., Suite 201  
Paramount, California*

## **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

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- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

**VI. CONSENT CALENDAR**

- A. Minutes of the Meetings of December 12, 2001 and January 30, 2002

**VII. REPORTS**

- A. Presentation of Revised Initial Set of Alternatives
- B. Discussion and Adoption of Initial Set
- C. Overview of Alternatives Screening Process

**VIII. ADJOURNMENT**

NOTICE: New items will not be considered after 3:30 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting.

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## **MINUTES OF THE MEETING**

### **I-710 TECHNICAL ADVISORY COMMITTEE A Meeting Held at Gateway Cities COG Offices 7300 Alondra Blvd., Suite 201 Paramount, CA February 20, 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; Robert Quintero, Commerce; Augustus Ajawara, Compton; Patrick Fu, Huntington Park; Don Dey, Long Beach; Ed Mino, South Gate; Sherwood Natsuhara, Vernon; Kerry Cartwright, Port of Long Beach; Steve Novotny, Caltrans; Joan Wood, MTA; Al Bowser, SCAG; Calvin Aubrey, CHP.

COMMITTEE MEMBERS ABSENT: Carlos Alvarado, Bell; Joe Wang, Lynwood; Sandra Balmir, FHWA/FTA.

OTHERS PRESENT: Frances Lee and Kristin Wilson, Caltrans; Karin Hodin, MTA; Paul De Paola and Doug Granger, CHP; John Zeigler, Automobile Club of Southern California; Pat Smith, Los Angeles County Department of Public Works; Barbara Beck, SCAQMD; Jack Joseph and Deborah Chankin, Gateway Cities COG; Dave Levinsohn, Julie Rush, and Steven Yoshizumi, Parsons Brinckerhoff Quade and Douglas; Paul Taylor and Bruce Chow, Kaku Associates; Michael Fischer, Cambridge Systematics.

Roll was taken through self-introductions.

There were no amendments to the agenda.

Augustus Ajawara led the Pledge of Allegiance.

There were no amendments to the agenda.

There were no public comments.

**I-710 Technical Advisory Committee  
Minutes of the Meeting of February 20, 2002  
Page 2 of 4**

Consent Calendar:

It was moved by Robert Quintero, seconded by Joan Wood, to receive and file the minutes of the meetings of December 12, 2001, and January 30, 2002. The motion was approved unanimously.

Reports:

A. Presentation of the Revised Initial Set of Alternatives

Dave Levinsohn (PBQD), consultant, presented the Initial Set of Alternatives that had been revised as a result of January 30, 2002, TAC Workshop. Handouts of the Initial Set of Alternatives were mailed to the TAC members a week before the meeting. There are now twelve alternatives. These are:

- Alternative 1 – No Build Alternative
- Alternative 2 – TSM/TDM Alternative
- Alternative 3 – Low General Purpose Alternative
- Alternative 4 – Low Truck Alternative
- Alternative 5 – Medium HOV Alternative
- Alternative 6 – Medium General Purpose Alternative
- Alternative 7 – Medium Truck Alternative
- Alternative 8 – High General Purpose Alternative
- Alternative 9 – High Truck Alternative
- Alternative 10 – High Goods Movement Alternative
- Alternative 11 – High HOV Alternative
- Alternative 12 – High General Purpose/High HOV Alternative

After discussions among the TAC members, it was the consensus for the TAC to make the following adjustments to the preliminary set of transportation alternatives:

- Add widening of Florence Blvd., I-710 to Eastern, to the arterial improvements (Alts. 3, 4).
- Eliminate Santa Fe Ave. from the arterial improvements (Alt. 3)
- Add language regarding the need to avoid or mitigate impacts to on-street parking to the arterial improvements (Alts 3, 4, 10)
- Enhance discussion of access management to include consolidation and/or elimination of commercial driveways, smaller residential streets, and provision of off-street parking; arterial improvements (Alt. 3)
- Move location of truck scale/inspection facility north of I-405 and retain the Willow Street interchange (Alt. 4)
- Defined operating and occupancy assumptions for proposed HOV lanes (Alt. 5, 11,12)

**I-710 Technical Advisory Committee  
Minutes of the Meeting of February 20, 2002**

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- Expand the description of the profile assumption for elevated truckway facility to allow for consideration of other profile options such as barrier-separated, at-grade truck lanes in addition to the elevated option (Alt. 9)
- Clarify assumptions and description of land use strategies, goods movement improvements (Alt. 2, 10).
- Add a new alternative that includes an elevated HOV facility (Alt. 11).
- Add more direct HOV connectors to the High HOV Alternative (Alt. 11).
- Add a new alternative that includes both HOV and additional mixed flow lanes.

**B. Discussion and Adoption of the Initial Set of Alternatives**

Dave Levinsohn initiated discussion of the Initial Set of Alternatives. He said that the TAC must reach a consensus recommendation on the Initial Set today so that the alternatives can be revised and mailed out to the Oversight Policy Committee prior to their meeting, which is scheduled for February 28, 2002.

After several questions on the initial set of alternatives and how they would be screened, along with discussion on some of the elements of the various alternatives, the TAC agreed to an initial set of twelve alternatives, with the following modifications:

- goods movement strategy on extended gate hours would be amended to include all entities in the supply chain (Alt. 2)
- extend the HOV lane/facility further south from PCH to the split at 7<sup>th</sup> Street (Alts, 5, 11, 12)
- modify the exclusive truck facility to show a 6-lane cross section between 7<sup>th</sup> Street and SR-91 rather than an a 4-lane cross section. Between SR-91 and SR-60, the cross-section remains 4 lanes. (Alt. 9)
- modify the exclusive HOV facility to show a four-lane cross section rather than a two-lane cross section (Alt. 11)

During the discussion, the consultant team explained that just because certain elements are included in more than one alternative that does not necessarily mean that those specific improvements have a greater chance of passing the screening process.

Desi Alvarez and Steve Novotny left the meeting at 3:10 p.m.

It was moved by Don Dey, seconded by Joan Wood, to include the extension of the Terminal Island Freeway to the State Route 91 Freeway in one of the alternatives. The motion failed by the following roll call vote:



**I-710 Technical Advisory Committee  
Minutes of the Meeting of February 20, 2002  
Page 4 of 4**

AYES: Bowser, Cartwright, Dey, Pagett (for Paramount), and Wood.  
NOES: Ajawara, Aubrey, Fu, Mino, Natsuhara, Pagett (for Bell Gardens, Cudahy, and Maywood), and Quintero.  
ABSENT: Alvarado, Alvarez, Balmir, Novotny, and Wang.

Sherwood Natsuhara left the meeting at 3:35 p.m.

It was moved by Al Bowser, seconded by Joan Wood, to approve the initial set of twelve alternatives as amended. The motion was approved unanimously.

Given that the timeframe between the TAC meeting and the upcoming OPC meeting was very short (approximately one week), TAC members were requested to meet with their OPC representatives to brief them individually on the initial set of alternatives before February 28, 2002.

C. Overview of the Screening Process

Julie Rush, PBQD, distributed a handout that outlined the technical screening process that would be utilized over the next two or three months to narrow the twelve alternatives down to five. There was insufficient time left at the TAC meeting to fully discuss the proposed screening methodology, but some of the key issues and activities were highlighted for the TAC members to consider once they had more time to review the handout, after the TAC meeting. It was the consensus of the TAC that the screening process will be discussed in more detail at the next TAC meeting, scheduled for March 20, 2002.

The meeting was adjourned by consensus at 4:02 p.m.

# **I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Wednesday, March 20, 2002  
1:30 p.m. Meeting*

*Gateway Cities COG Offices  
7300 Alondra Blvd., Suite 201  
Paramount, California*

## **AGENDA**

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- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

**I-710 TAC Agenda**

**March 20, 2002**

**Page 2 of 2**

**VI. CONSENT CALENDAR**

A. Minutes of the Meeting of February 20, 2002

**VII. REPORTS**

A. Report on OPC Adopted Initial Set of Alternatives

B. Overview of Alternatives Screening Process

**VIII. ADJOURNMENT**

NOTICE: New items will not be considered after 3:30 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting.

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## **MINUTES OF THE MEETING**

### **I-710 TECHNICAL ADVISORY COMMITTEE A Meeting Held at Gateway Cities COG Offices 7300 Alondra Blvd., Suite 201 Paramount, CA March 20, 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; Patrick Fu, Huntington Park; Don Dey, Long Beach; Woody Natsuhara, Vernon; Kerry Cartwright, Port of Long Beach; Al Bowser, SCAG; Steve Novotny, Caltrans; Karin Hodin, MTA.

COMMITTEE MEMBERS ABSENT: Carlos Alvarado, Bell; Robert Quintero, Commerce; Augustus Ajawara, Compton; Joe Wang, Lynwood; Ed Mino, South Gate; Sandra Balmir, FHWA/FTA; Joe Vizcarra, CHP.

OTHERS PRESENT: Yvonne Tseng, MTA; Jack Joseph, Gateway Cities COG; Deborah Chankin, Gateway Cities COG; Louis Rubenstein, Port of Long Beach; Frances Lee, Caltrans Corridor Studies; Kristin Wilson, Caltrans Corridor Studies; Inez Yeung, LA County DWP; James Chon, LA County DWP; Dave Levinsohn, PBQD; Paul Taylor, Kaku Associates; Julie Rush, PBQD.

Roll was taken through self-introductions.

There were no amendments to the agenda.

There were no public comments.

Consent Calendar:

Consultant staff announced that the minutes for the February 20, 2002 meeting were not yet ready and no action was taken.

Reports:

A. Report on OPC Adopted Initial Set of Alternatives

Dave Levinsohn [PBQD] summarized for the TAC members the results of the I-710 Oversight Policy Committee Meeting (OPC) that took place on February 28, 2002. The OPC adopted an initial set of twelve alternatives for further study; however, there were some revisions to the set that was recommended by the I-710 TAC. Mr. Frank Colonna, City of Long Beach and Co-Chair of the I-710 OPC, proposed that a rail alternative be added to the study for further consideration. In order to accommodate the new alternative, it was suggested that Alternative 12 originally proposed by the TAC as a combination added HOV lane and added mixed flow lane be replaced by a rail alternative that utilized the existing I-710 alignment to the greatest extent possible. A key factor behind this suggestion was to take advantage of the SCAG region's development efforts with regard to high-speed rail (e.g., the "Orange Line"), particularly if the I-710 corridor needed to be rebuilt. This proposed change was seconded and adopted by the full OPC. Other concerns and issues raised and discussed by the OPC included elevated truck lanes (visual, noise concerns) and the possibility of depressing the truck lanes (Alt. 9) and placing them "in trench" as well as the need to use existing state right-of-way as much as possible. Consequently the project team will be looking at "best fit" with regard to the horizontal and vertical alignment of Alternative 9 in keeping with its design concept and scope, as well as the other build alternatives.

Dave Levinsohn reviewed the primary features of Alternative 12, High Rail, which has been further developed by the project team as a result of the OPC meeting. In order to help this alternative compete well with the other build alternatives as an alternative mode, it is important that the rail users realize a travel time advantage over the auto. This is one of the chief criticisms of the "Blue Line" Line as it takes about an hour for transit riders to reach downtown LA (7th & Flower) from downtown Long Beach. Better rail travel times mean higher rail speeds and fewer station stops. As proposed, Alternative 12 would be an exclusive, double track rail line linking downtown Long Beach and Union Station in downtown Los Angeles; would utilize the median of I-710 and Union Pacific rail rights-of-way; and would have stations located about every five miles. It would interface with both the existing "Blue Line" (near Del Amo) and the existing "Green Line" (near I-105) and would utilize a system configuration consistent with what is under study for the "Orange line" along the Union Pacific rail right-of-way between Norwalk and downtown Los Angeles.

The TAC members discussed the trade-offs between closer station spacing (1 mile) and thus the need to serve as many communities in the I-710 study area as possible and the need to keep rail travel times competitive. It was decided to keep the general location of the rail stations as proposed.

## B. Overview of the Alternatives Screening Process

At the last TAC meeting (February 20, 2002), a memo that described the proposed technical approach for screening the initial set of alternatives was distributed but there was insufficient time remaining for a full discussion. The memo on Screening Methodology has since been updated to provide further background explanation, to address the new rail alternative, and to include additional environmental or qualitative factors.

Julie Rush [PBQD] described the proposed technical screening approach, which will take place over the next several weeks during the months of March, April, and May. The screening effort will focus on developing "order of magnitude" differences among the initial set of alternatives with regard to benefits, costs, and impacts. Both quantitative and qualitative performance measures will be used to characterize the relative performance of the twelve alternatives. Technical screening will consist of the following major activities: (1) estimate right-of-way impacts; (2) estimate capital costs; (3) estimate travel demand; (4) estimate transportation mode shift/facility demand shift due to major capacity improvements; (5) estimate travel benefits; (6) estimate safety benefits; and (7) estimate environmental and other qualitative factors. As the subarea model for I-710 is currently in the process of being developed, the project team will utilize the same travel demand outputs (e.g., from MTA's regional forecast model, SCAG's HDT forecasts, and the Port of LA's model from their Transportation Master Plan effort) that were used to represent existing and future travel conditions in the I-710 Corridor under Task 3.

Key issues discussed by the TAC members included: physical constraints posed by the LA River; I-710 as a goods movement corridor versus an HOV corridor; physical and operational issues associated with an elevated truckway; and the relative merits of setting an upward limit on project cost based on assumed financial feasibility. In general, TAC members were opposed to setting any arbitrary limits on project cost to identify a range of final alternatives and stated that, instead, the screening activities should focus on addressing the demand (and needs) in the I-710 corridor and cost-effectiveness of the relative improvements.

Adjournment:

The meeting was adjourned by consensus at 3:40 p.m.

**SPECIAL JOINT MEETING  
I-710 OVERSIGHT POLICY COMMITTEE  
I-710 TECHNICAL ADVISORY COMMITTEE**

*Wednesday, April 10, 2002  
5:00 p. m. Meeting*

*Progress Park Plaza  
15500 Downey Avenue  
Paramount, California*

**AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 103, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Oversight Policy Committee/Technical Advisory Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Oversight Policy Committee/Technical Advisory Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Oversight Policy Committee/Technical Advisory Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Oversight Policy Committee/Technical Advisory Committee at the following times:

- A. AGENDA ITEMS: at the time the I-710 Oversight Policy Committee/Technical Advisory Committee consider the agenda item OR during Public Comments; and
- B. NON-AGENDA ITEMS: during Public Comments; comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Oversight Policy Committee/Technical Advisory Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. PLEDGE OF ALLEGIANCE**
- III. ROLL CALL**

**I-710 Oversight Policy Committee  
I-710 Technical Advisory Committee  
April 10, 2002 Special Joint Meeting**

**IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).

**V. PUBLIC COMMENTS**

**VI. REPORTS**

A. I-710 Outreach Plan

B. Discussion Regarding the Initial Set of Twelve Alternatives

C. Overview of Alternatives Screening Process

**VII. MATTERS FROM THE I-710 OVERSIGHT POLICY COMMITTEE/TECHNICAL ADVISORY COMMITTEE**

**VIII. MATTERS FROM STAFF**

**X. ADJOURNMENT**

NOTICE: New items will not be considered after 7:30 p.m. unless the I-710 Oversight Policy Committee or Technical Advisory Committee votes to extend the time limit.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.



**MINUTES OF THE  
SPECIAL JOINT MEETING  
I-710 OVERSIGHT POLICY COMMITTEE  
I-710 TECHNICAL ADVISORY COMMITTEE**

**A Meeting Held at Progress Park  
15500 Downey Avenue  
Paramount, CA**

**April 10, 2002**

OPC COMMITTEE MEMBERS PRESENT: Chair Hector De La Torre, South Gate; Co-Chair Frank Colonna, Long Beach; Co-Chair Samuel Pena, Maywood; Keith McCarthy, Downey; Gene Daniels, Paramount; John Calhoun, Port of Long Beach; Steve Novotny, Caltrans; Joan Wood, MTA.

OPC COMMITTEE MEMBERS ABSENT: George Cole, Bell; Daniel Crespo, Bell Gardens; Hugo Argumedo, Commerce; Eric Perrodin, Compton; Frank Gurule, Cudahy; Jessica Maes, Huntington Park; Arturo Reyes, Lynwood; William Davis, Vernon; Zahi Faranesh, SCAG.

TAC COMMITTEE MEMBERS PRESENT: Chair Bill Pagett, Bell Gardens, Cudahy, Maywood, and Paramount; Don Dey, Long Beach; Kevin Wilson, Vernon; Kerry Cartwright, POLB; Al Bowser, SCAG; Steve Novotny, Caltrans; Joan Wood, MTA; Lt. Paul De Paola, CHP

TAC COMMITTEE MEMBERS ABSENT: Vice Chair Desi Alvarez, Downey; Carlos Alvarado, Bell; Robert Quintero, Commerce; Augustus Ajawara, Compton; Patrick Fu, Huntington Park; Joe Wang, Lynwood; Ed Mino, South Gate; Sandra Balmir, FHWA/FTA.

ALSO PRESENT: Karin Hodin, MTA; Gerald Miller, Long Beach Assistant City Manager; Richard Powers, GCCOG Executive Director; Jack Joseph, GCCOG Deputy Executive Director; David Levinsohn, Parsons Brinckerhoff Quade & Douglas; Julie Rush, PBQD; Steven Yoshizumi, PBQD; Paul Taylor, Kaku Associates; Alisa Kwun, Consensus Planning Group; Sylvia Novoa, CPG.

**I. Call to Order**

Chair Hector de la Torre called the joint meeting of the I-710 Oversight Policy Committee and I-710 Technical Advisory Committee to order at 5:20 p.m.

## **II. Pledge of Allegiance**

OPC Chair Hector de la Torre led the pledge of allegiance.

## **III. Roll Call**

Roll was taken through self-introductions. There not being present a quorum of the I-710 Oversight Policy Committee, the members in attendance convened as a committee of the whole. A quorum of the I-710 Technical Advisory Committee was present.

## **IV. Amendments to the Agenda**

There were no amendments to the agenda.

## **V. Public Comments**

There were no public comments.

## **VI. Reports**

### **A. I-710 Outreach Plan**

Sylvia Novoa of Consensus Planning Group provided the OPC/TAC an overview of the I-710 Major Corridor Study outreach plan for the alternatives screening phase of the study. Ms. Novoa reminded the committees of the previous phase of outreach, where public and stakeholder input was solicited on the problems and issues in the corridor and suggested improvements to address those problems. This input helped lead to the Purpose and Need Statement and the Initial Set of Alternatives.

Ms. Novoa indicated that the current phase of outreach is designed to solicit input on the Initial Set of Alternatives, what the public likes and dislikes about them and why. The outreach is designed to reach multiple audiences among the general public and stakeholders. The outreach methods will include the following:

- Press Release / Media Briefing
- Stakeholder Meetings / Briefings
- Community Presentations
- Roundtables
- Website / Telephone Hot Line

## B. Discussion Regarding Initial Set of Twelve Alternatives

David Levinsohn, PBQD reviewed the background on the development of the initial set of 12 alternatives as presented at the February 28, 2002 OPC meeting. He also presented a description of the 12 alternatives, as discussed at the February 28, 2002 OPC meeting. The only change from the presentation at the February 28<sup>th</sup> OPC meeting was the further definition of the OPC-adopted Alternative 12, High Rail, which proposes a high speed rail line between downtown Long Beach and downtown Los Angeles. Co-Chair Colonna thanked the project team for bring forward the recommended addition of the high-speed rail alternative. The proposed rail line follows an alignment along I-710 from Long Beach to a Union Pacific Railroad alignment between Imperial Highway and Firestone Blvd., where it follows the UPRR alignment into Union Station in Los Angeles.

Mr. Levinsohn also presented photos which illustrated examples to the committees of the various features of the proposed alternatives, including collector-distributor lanes, truck bypass lanes, dual use lanes, elevated carpool lanes, carpool connector lanes and high speed rail.

## C. Overview of Alternatives Screening Process

Julie Rush, PBQD, presented an overview of the alternatives screening process. The purpose of the screening process is to produce evaluative information needed to narrow the range of alternatives. Technical information being developed will address benefits, costs and impacts of the alternatives. The focus will be on evaluation criteria that clearly distinguish among alternatives or specific features of the alternatives. The focus of the screening process will be on the key issues and major differences among the alternatives. Results will be produced at a "sketch planning" level of detail, including both quantitative and qualitative results. These results will be order of magnitude, but will be refined in the next phase of analysis. The screening methods will treat the alternatives equally, and assess the performance of the alternatives with respect to the adopted Purpose and Need.

Travel benefits to be produced during screening will include traffic and transit ridership, shifts in travel demand by mode, facility and time of day, travel time, levels of service and changes in safety. Environmental impacts during screening will be based upon sketch plans of the alternatives using accepted design standards and experience from other, similar projects. This will allow the development of an approximate "footprint" of the right of way requirements for each alternative, by major land use type for each alternative. Environmental justice issues and noise and visual impacts will be qualitatively assessed.

Cost estimates during screening will be order of magnitude costs based upon the sketch level design of the alternatives and unit costs from other projects. They will include right of way cost estimates and contingencies based upon the very conceptual level of engineering design. Ms. Rush pointed out that the cost estimates would change as alternatives evolve and more details become known in subsequent study phases. Other issues to be assessed during screening will include feasibility/constructability issues, regional transportation system connectivity, and risks associated with unproven applications and design features.

In summary, technical screening represents a preliminary round of analysis that will be able to identify the key trade-offs among alternatives. Along with public input, it will provide information that will allow the TAC and OPC to identify the final set of five alternatives, from the initial set of 12 alternatives.

#### **VII. Matters from the I-710 Oversight Policy Committee/Technical Advisory Committee**

Steve Novotny of Caltrans announced that he has been promoted to the North County Office Chief position and will be leaving the OPC and TAC. Caltrans has not named his successor yet, which will probably require one or two months.

#### **VIII. Matters from Staff**

There were none.

#### **IX. Adjournment**

The meeting was adjourned by consensus at 7:15 p.m.

# **I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Wednesday, May 15, 2002  
1:30 p.m. Meeting*

*Gateway Cities COG Offices  
7300 Alondra Blvd., Suite 201  
Paramount, California*

## **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

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- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Technical Advisory Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

**I-710 TAC Agenda**

**May 15, 2002**

**Page 2 of 2**

**VI. CONSENT CALENDAR**

A. Minutes of the Meetings of February 20, 2002, and March 20, 2002.

**VII. REPORTS**

A. Study Status

B. Part One of Alternatives Screening Results

C. Upcoming TAC and OPC Meetings

**VIII. ADJOURNMENT**

NOTICE: New items will not be considered after 3:30 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting.

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## **MINUTES OF THE MEETING**

### **I-710 TECHNICAL ADVISORY COMMITTEE A Meeting Held at Gateway Cities COG Offices 7300 Alondra Blvd., Suite 201 Paramount, CA May 15, 2002**

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

COMMITTEE MEMBERS PRESENT: Chair William Pagett, Bell Gardens, Cudahy, Maywood, Paramount; Don Dey, Long Beach; Ricardo Pacheco, South Gate; Sherwood Natsuhara, Vernon; Kerry Cartwright, Port of Long Beach; Steve Novotny, Caltrans; Karin Hodin, MTA; Paul de Paola, CHP.

COMMITTEE MEMBERS ABSENT: Carlos Alvarado, Bell; Bob Zarrilli, Commerce; Augustus Ajawara, Compton; Desi Alvarez, Downey; Patrick Fu, Huntington Park; Joe Wang, Lynwood; Al Bowser, SCAG; Sandra Balmir, FHWA/FTA.

OTHERS PRESENT: Mohammad Mostahkami, South Gate; Louis Rubenstein, Port of Long Beach; Kanya Dorland, Port of Los Angeles; Steve Finnegan, Auto Club of Southern California; Jack Joseph, Gateway Cities COG; Deborah Chankin, Gateway Cities COG; Sharas Bangalore, Caltrans; Hamid Toossi, Caltrans; Linda Taira, Caltrans; Cathy Manzo, MTA; Dave Levinsohn, PBQD; Paul Taylor, Kaku Associates; Mike Fischer, CSI; Steven Yoshizumi, PBQD; Julie Rush, PBQD.

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:

Consultant staff announced that the minutes for the meeting of March 20, 2002, were not ready to be approved. It was moved by Don Dey, seconded by William Pagett, to approve the minutes of the meeting of February 20, 2002, and to defer



action on the minutes of March 20, 2002, until next meeting. The motion was approved unanimously.

Reports:

#### A. Study Status

Dave Levinsohn [PBQD] provided a status report on the I-710 Study. Starting at today's meeting (May 15, 2002), the TAC will be meeting weekly to review the technical information that has been produced on alternatives screening. The objective of screening is to narrow the initial list of twelve alternatives down to five alternatives (i.e., No Build, TSM, and three build alternatives). At this TAC meeting the project team will present the design concepts for the initial build alternatives as well as technical screening information on estimated right-of-way impacts, travel demand shifts (percentage change by mode), and relative change in volume/capacity ratios for I-710 under each of the twelve alternatives. At the next TAC meeting (May 22, 2002), the project team will present screening information on: traffic volumes, travel benefits, capital costs, and environmental issues. The study is still on track for a TAC recommendation for a final set of alternatives at the end of February for consideration by the I-710 Oversight Policy Committee in mid-March.

#### B. Technical Screening Results (Part I)

Dave Levinsohn provided a summary overview of the 12 Initial Alternatives, maps of which were posted on the walls of the meeting room. Julie Rush (PBQD) provided a summary review of the technical screening activities, focusing the TAC on the order of magnitude differences of the measures among the alternatives.

##### 1. Right of Way Impacts

Julie Rush distributed a bar chart and table which summarized estimated land use impacts for each of the build alternatives (3-12). The land use impacts are divided into seven categories: commercial/industrial land, residential, power/utility corridor, railroad, undeveloped, water/LA River, and 4(f)/community resource. These impacts were assessed by categorizing potential right-of-way requirements overlaid on aerial photography of the I-710 corridor, and are very approximate. Potential right-of-way impacts were also tabulated by alternative by city so as to allow for a comparison among the 10 build alternatives. The tabulations show that alternatives 7 and 9 generate the most right of way impacts, with over 300 acres each, while alternative 3 generates the least impacts, with less than 15 acres.

##### 2. Travel Demand Forecasts

Dave Levinsohn distributed a table entitled "Summary of Travel Demand Changes" and presented a chart of the volume/capacity ratios on the mixed flow lanes of I-710 for each alternative. The table presents the changes in average daily traffic and a.m. peak period traffic in 2025 created by each of the alternatives. Changes in ADT on the mainline lanes are insignificant except for the following alternatives: alternative 5 (medium HOV), where 50% of carpool vehicles are forecast to shift to the carpool lanes; alternative 9 (high truck), where 44-88% of trucks are forecast to shift to the truck lanes in the no toll scenario; alternative 10 (high goods movement), where 34-63% of the drive alone and carpool vehicles are forecast to shift to the special use lanes and some trucks would shift to the Terminal Island Freeway and new near dock rail yard; alternative 11 (high HOV), where 60% of carpool vehicles are forecast to shift to the HOV lanes; and alternative 12 (high rail), where 25% of the rail passengers are forecast to shift from auto use. Similar effects are forecast for each of the alternatives in the a.m. peak period. However, in the a.m. peak period, it is also forecast that due to the assumed truck demand management strategies, a 10-30% decrease in heavy duty truck volumes on I-710 would be forecast, which is equivalent to a 4-12% decrease in total vehicle volumes on I-710.

Dave Levinsohn then discussed the volume/capacity ration chart, which displays the V/C ratio on each segment of I-710 from the north end of the corridor to the south end. It shows that alternatives 8, 9, and 10 reduce the V/C ratio, a measure of traffic congestion, the greatest amount along the I-710.

### C. Upcoming TAC and OPC Meetings

The next TAC meeting will be next week, May 22, 2002. At this meeting, part two of the technical results, related to travel benefits, cost estimates and environmental issues will be presented. The subsequent TAC meeting will then be May 29, 2002, where the TAC will begin to deliberate their recommendation for the Final Set of alternatives.

### Adjournment

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

# **SPECIAL I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Wednesday, May 22, 2002  
1:30 p.m. Meeting*

*Gateway Cities COG Offices  
7300 Alondra Blvd., Suite 201  
Paramount, California*

## **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

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- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

**I-710 TAC Agenda**

**May 22, 2002**

**Page 2 of 2**

**VI. CONSENT CALENDAR**

A. Minutes of the Meetings of March 20, 2002, and May 15, 2002

**VII. REPORTS**

A. Study Status

B. Technical Screening Results

1. Travel Benefits

2. Cost Estimates

3. Environmental Issues

C. Upcoming TAC and OPC Meetings

**VIII. ADJOURNMENT**

NOTICE: New items will not be considered after 3:30 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting.

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## **MINUTES OF THE MEETING**

### **I-710 TECHNICAL ADVISORY COMMITTEE A Meeting Held at Gateway Cities COG Offices 7300 Alondra Blvd., Suite 201 Paramount, CA May 22, 2002**

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

COMMITTEE MEMBERS PRESENT: Chair William Pagett, Bell Gardens, Cudahy, Maywood, Paramount; Carlos Alvarado, Bell; Robert Zarrilli, Commerce (by telephone); Patrick Fu, Huntington Park; Don Dey, 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: Augustus Ajawara, Compton; Desi Alvarez, Downey; Joe Wang, Lynwood; Al Bowser, SCAG; Sandra Balmir, FHWA/FTA.

OTHERS PRESENT: Louis Rubenstein, Port of Long Beach; Karin Hodin, MTA; Paul de Paola, CHP; Jack Joseph, Gateway Cities COG; Sue Lai, Port of Los Angeles; Kanya Dorland, Port of Los Angeles; John Ziegler, Auto Club of Southern California; Deborah Chankin, Gateway Cities COG; Hamid Toossi, Caltrans; Frances Lee, Caltrans; Cathy Manzo, MTA; Dave Levinsohn, PBQD Steven Yoshizumi, PBQD; Julie Rush, PBQD Paul Taylor, Kaku Associates; Jacki Bacharach, Bacharach & Associates.

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:

It was the consensus of the TAC to defer approval of the TAC minutes for March 20, 2002, and May 15, 2002, until the next meeting.

Reports:

## A. Study Status

Dave Levinsohn [PBQD] provided a status report on the I-710 Study. Starting on May 15, 2002, the TAC has been meeting weekly to review the technical information that has been produced on alternatives screening. The objective of screening is to narrow the initial list of twelve alternatives down to five alternatives (i.e., No Build, TSM, and three build alternatives). At the last TAC meeting (May 15, 2002), the project team presented the design concepts for the initial build alternatives as well as technical screening information on estimated right-of-way impacts, travel demand shifts (percentage change by mode), and relative change in volume/capacity ratios for I-710 under each of the twelve alternatives. At this TAC meeting, the project team will present screening information on: traffic volumes, travel benefits, capital costs, and environmental issues. The study is still on track for a TAC recommendation for a final set of alternatives at the end of February for consideration by the I-710 Oversight Policy Committee in mid-March.

## B. Technical Screening Results (Part II)

### 1. Travel Benefits

Dave Levinsohn distributed a table that shows a side by side comparison of traffic volumes for nineteen links of I-710 mainlines during the a.m. peak for the Year 2025. For each alternative, the table shows drive-alone vehicles, carpool vehicles (2+), heavy-duty trucks, and total vehicles (autos and trucks) on I-710. Alternative 2 shows a small decrease in heavy duty truck volumes during the peak hours, which is largely attributable to more of a shift to 24-7 operations due to the incentives/disincentives policy assumptions associated with extended gate hours of operation. [Note: by definition Alternative 2 carries through all of the build alternatives.] Alternative 5 shows that slightly more than half of the 2+ vehicles would use the proposed carpool lane, whereas Alternative 11 shows about two thirds of the 2+ vehicles on I-710 would use the proposed HOV facility. Alternative 9 shows that most of the heavy duty trucks would use the proposed truck facility, but that this number drops significantly if tolls are proposed. Alternative 10 would induce the greatest amount of vehicle shift out of I-710 existing mixed flow lanes (and into the special purpose lanes) compared to all the other alternatives. Alternative 12 would only see a slight decrease in mixed flow vehicle traffic on I-710 compared to the No Build Alternative.

It was requested that additional description be provided on the goods movement strategies associated with Alternative 2, especially extended gate hours, so that TAC members and policy members understand why there is a noticeable shift in volumes (truck) by time of day.

In order to characterize the benefits associated with the arterial improvements proposed in Alternatives 2, 3, 4, 7 and 10, Paul Taylor [Kaku] distributed a table that showed volume/capacity ratios at four east-west screenlines that capture north-south movement in the a.m. peak period for the Year 2025 at various locations in the corridor: (1) north of PCH; (2) south of SR-91; (3) north of I-105; and (4) north of I-5. One north-south screenline, near I-710, captured east-west arterial traffic movement in the I-710 study area. As can be expected, the full grid of arterials proposed under Alternative 3 performed the best for the vehicles using the arterial system under this measure. Alternative 10 was next best, particularly when the mainline facility of I-710 was included in the calculation. Alternative 4 and 7 were about the same with regard to east-west movement within the I-710 study area.

Julie Rush [PBQD] distributed a series of bar graphs that showed the performance of the initial set of alternatives for the future year (Year 2025) during the a.m. peak period. For purposes of comparison, the mixed flow lanes in the southbound direction of I-710 were examined. The bar graphs covered the following performance measures:

**Travel time (minutes):** The model predicts that by the Year 2025, it will take a motorist about 34 minutes to travel from SR-60 to Anaheim Street on I-710 in the southbound direction in the a.m. peak period. Under free flow speeds (65 mph), the same trip is predicted to take only 15 minutes. Alternative 2 improves travel times to about 27 minutes (mostly due to shifting some trucks out of the a.m. peak period). Alternatives 8, 9, and 10 perform the best against this measure with predicted travel times of 16.8 minutes, 17.7 minutes, and 16.7 minutes respectively.

**Hours of Recurrent Delay:** This measure is intended to show the effects of the reduction in traffic congestion attributable to each alternative during the morning rush hours as measured in improved hours of delay (annualized). Recurrent delay refers to the amount of delay experienced by motorists that occurs on I-710 every day, typically during the a.m. and p.m. peak hours. Alternatives 8, 9, and 10 perform the best with respect to this measure. Alternatives 5, 6, and 11 are next best.

**Hours of Non-Recurrent Delay:** This performance indicator measures the change in non-recurrent delay (24-hour day, annualized) or delay that occurs due to unpredictable events such as traffic accidents, vehicle breakdowns, or bad weather. For goods movement, as well as, for commuters and employers, predictability and trip reliability is just as important as avoiding morning and afternoon rush hour traffic. Alternative 8 performs the best as it reduces the hours of non-recurrent delay the most. And, Alternatives 6, 9, and 10 perform next best. All lanes (not just mixed flow lanes) are included in this calculation. This measure correlates with reductions in predicted number of accidents/accident rates.



Accidents: This measure predicts and compares the number of accidents (annualized) that would occur on I-710's southbound lanes under each alternative. All of the alternatives, including Alternative 2, would result in an improvement over the No Build condition. Alternative 8 performs the best and is the only alternative that is predicted to result in an accident rate (number of accidents per million vehicle miles) of less than 1.50.

Because these numbers are potentially confusing, the TAC members requested that the travel benefit measures (delay, accidents, travel times) for Alternatives 2 – 12 all be shown "as compared to the No Build Alternative" (e.g., the higher the bar, the better). The project team agreed to re-format the bar charts for the TAC and for future presentations.

## 2. Cost Estimates

Steven Yoshizumi [PBQD] distributed capital cost estimates for the build alternatives, Alternatives 3 – 12. These costs are preliminary and will likely change as the study progresses and as the design concepts continue to evolve. Right-of-way costs have been included and are based on the right-of-way estimates (by acre) that were produced and presented to the TAC on March 15, 2002. Estimated capital costs range from \$689 million (Alternative 3) to as much as \$3.5 billion (Alternative 12). In keeping with planning-level cost estimates, costs are rounded to the nearest hundred thousand. Sheets that provide a breakdown of each alternative by major transportation element are also provided. These elements include items such as: mainline facility and local interchange improvements, freeway-to-freeway interchange improvements, collector-distributor lanes, truck inspection facility, truck ramps, truck bypass lanes, arterial improvements, and right-of-way.

The cost estimates include "add on" costs such as design, construction management, and administration as well as liberal contingency (approximately 50%), consistent with a "sketch-level" cost estimate. Relocation of existing electrical transmission towers (e.g., Southern California Edison, Dept. of Water and Power) was also included in the preliminary cost estimates.

## 3. Environmental Issues

A qualitative assessment was performed on the initial set of alternatives for four key environmental issues: visual, noise, environmental justice, and community cohesion. The alternatives were compared against each other based upon their described physical and operational characteristics. The rankings are subjective and are intended to illustrate relative differences among the alternations. A score of 0 means no impact and a score of 10 means worst case, when comparing the alternatives side by side.

Visual: Alternative 9 would perform the worst (score = 10) against this measure, due to the large amount of aerial freeway structures associated with an elevated truckway facility. Alternative 11 would be next worse (score = 9) because of the elevated HOV facility and direct freeway-to-freeway HOV connectors. Alternatives 10 and 7 are next (score = 8) because of the proposed width of Alternative 10 and because of the exclusive truck ramps (flyovers) and truck bypass facilities proposed under Alternative 7.

Noise: The noise assessment was based on the following factors: geographic proximity of sensitive receptors; new structures; relative roadway widths; ambient conditions; and proposed modes/vehicle mix. In terms of noise from vehicles, cars are the quietest, medium trucks/buses/light rail are about the same, heavy trucks are noisier, and heavy rail, such as high speed rail, tends to be the noisiest. Using this assessment, Alternative 9 performs the worst (score = 10), then Alternative 11 (score = 9), and then Alternative 10 (score = 8).

Environmental Justice: The measure used for environmental justice was an assessment of the potential for disproportionate right-of-way impact. This examined where the physical aspects of an alternative would have increased impacts upon the minority and low-income residents living near I-710. Other factors where right-of-way impacts would affect these populations are the loss of commercial/industrial properties that may represent employment/or shopping areas, and the loss of community resources such as parks or schools. Alternative 7 performs the worst (score = 10) due to its high level (e.g., acres) of right-of-way impacts attributable to the exclusive truck ramps and bypass lanes. Alternative 10 is next worse (score = 9) due to the magnitude of widening that would be involved to the mainlines and number of interchanges affected. Alternative 8 (score = 8) is next for similar reasons.

Community Cohesion: This provides an assessment of the impacts related to acquisition of property and the creation of a permanent dividing element through a "cohesive community." Of great concern is a viaduct proposed along Atlantic Avenue between I-710 and I-5 that is included as a freeway-to-freeway design element for the reconstruction of the I-5/I-710 interchange in Alternatives 5, 6, 7, 8, 9, 10, and 11. Consequently, all of these alternatives fare poorly (score of 8 or higher) with regard to this measure.

### C. Upcoming TAC and OPC Meetings

The next TAC meeting will be next week, May 29, 2002. At this meeting, the technical results presented to the TAC earlier on May 15th and 22nd will be summarized and discussed and the results of the public outreach obtained to date will be presented. This meeting is pivotal as the TAC will be asked to form their recommendation for a final set of alternatives for consideration by the OPC. The goal will be to identify a design concept and scope for three build

**Minutes I-710 Technical Advisory Committee**

**May 22, 2002**

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alternatives that could potentially be made up from a "mix and match" of the best elements of the initial set of alternatives.

Adjournment

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

# **SPECIAL I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Wednesday, May 29, 2002  
8:30 a.m. Meeting*

*Gateway Cities COG Offices  
7300 Alondra Blvd., Suite 201  
Paramount, California*

## **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Technical Advisory Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Technical Advisory Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Technical Advisory Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Technical Advisory Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Technical Advisory Committee considers the agenda item OR during Public Comments, and
- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Technical Advisory Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

## **VI. CONSENT CALENDAR**

- A. Minutes of the Meetings of March 20, 2002, May 15, 2002, and May 22, 2002

## **VII. REPORTS**

- A. I-710 Study Status Report
- B. Summary of Public Input/Community Outreach Activities
- C. Overview of Technical Results
- D. Framework for Screening
- E. TAC Recommendation for the Final Set of Alternatives
- F. Next Steps

## **VIII. ADJOURNMENT**

NOTICE: New items will not be considered after 10:30 a.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

## **MINUTES OF THE MEETING**

### **I-710 TECHNICAL ADVISORY COMMITTEE A Meeting Held at Gateway Cities COG Offices 7300 Alondra Blvd., Suite 201 Paramount, CA May 29, 2002**

Chair Pagett called the meeting to order at 8:30 a.m.

COMMITTEE MEMBERS PRESENT: Chair William Pagett, Bell Gardens, Cudahy, Maywood, Paramount; Carlos Alvarado, Bell; Augustus Ajawara, Compton; Wes Lind, Huntington Park; Don Dey, Long Beach; Mohammad Mostahkami, South Gate; Kevin Wilson, Vernon; Kerry Cartwright, Port of Long Beach; Al Bowser, SCAG; Steve Novotny, Caltrans; Joan Wood, MTA; Joe Vizcarra, CHP.

COMMITTEE MEMBERS ABSENT: Cities of Commerce, Downey, and Lynwood; FHWA.

OTHERS PRESENT: Sharas Bangalore, Caltrans; Karin Hodin, MTA; Richard Powers, Gateway Cities Council of Governments; Jack Joseph, Gateway Cities Council of Governments; Dave Levinsohn, PBQD; Sue Lai, Port of LA; Kanya Dorland, Port of LA; Sylvia Novoa, CPG; Alisa Kwun, CPG; Michelle Smith, MTA; John Zeigler, Auto Club of So. Cal.; Julie Rush, PBQD; Jacki Bacharach, Bacharach & Associates; Paul Taylor, Kaku Associates; Hamid Toossi, Caltrans; Cathy Manzo, MTA; Karen Hedlund, Nossaman, Guthner, Knox & Elliott; Kristin Wilson, Caltrans; JD Douglas, PBQD; Steven Yoshizumi, PBQD; Barbara Beck, AQMD; Michael Turner, MTA; Louis Rubenstein, Port of LB.

Roll was taken through self-introductions.

There were no amendments to the agenda.

There were no public comments.

Consent Calendar:

Approval of the TAC minutes for March 20, 2002, May 15, 2002, and May 22, 2002 will be deferred until the next TAC meeting.

Reports:

#### A. I-710 Study Status Report

Dave Levinsohn (PBQD) described the overall purpose of this TAC meeting, which is to develop a technical recommendation for which of the initial set of alternatives should be included in the final set of five alternatives for further study. The TAC recommendation will then be forwarded to the OPC membership for their consideration and approval. In order to meet the overall project schedule, the goal is to complete the screening milestone by next month: June 2002. Upon selection of the final set of alternatives, the consultant team will spend the next several months defining and evaluating these alternatives in greater detail.

We would like to get through the new material as quickly as possible, so that the bulk of the meeting can be devoted to discussing the relative merits of the initial alternatives and formulating a TAC recommendation.

TAC members should have already received materials that summarize the screening technical results as these were e-mailed or faxed to the members late on Friday, May 26<sup>th</sup>. Information on community input received to date as well as responses to additional data requests were sent out to the TAC members on Tuesday (May 28<sup>th</sup>). Extra copies of these handouts for this May 29<sup>th</sup> TAC meeting, plus all of the detailed information on technical screening that has been distributed to the TAC members on May 15<sup>th</sup> and May 22<sup>nd</sup>, are located on the conference table. Extra copies of the screening methodology, the initial set of alternatives, and the purpose and need statement are also provided. An index for all of these handout materials is also included for reference purposes.

#### B. Summary of Public Input/Community Outreach Activities

Sylvia Novoa (CPG) provided an overview of the public comments that have been received to date on the initial set of alternatives. No clear favorite has arisen from the pack, however, the public/stakeholders consistently favor those measures and improvements that seek to separate cars and trucks on I-710. In addition, certain design elements are preferred by a majority of the participants. These include: Slauson, the freeway-to-freeway interchange improvements; truck inspection facility; improvements that shift truck traffic away from I-710 and towards the Terminal Island Freeway; and measures for shifting truck traffic to off-peak hours.

On the other hand, some elements received a less than favorable public response. These features were: tolling options; trucks on elevated lanes; HOV lanes and rail. There was also concern expressed about those improvements that would result in a high amount of ROW takes.

Community meetings, briefings, and presentations are also scheduled to occur during the month of June, particularly the first two weeks. In order to be included in the summary document presented to the OPC prior to their approval of the final set of alternatives, members of the public have been urged to get their written comments in by the first week of June. The project team will continue to hold meetings that have been scheduled, even if these meetings take place after the OPC's approval of the final set. In this case, the study team will adjust the content of the presentations. The community outreach program is on-going. For example, a great deal of outreach will occur after the final set has been selected in order to build consensus for a locally preferred strategy.

### C. Overview of Technical Results

An evaluation table has been developed for the initial set of alternatives that compares the key results of the twelve alternatives, side by side. Twenty-two performance measures are shown and are grouped into the following general categories: mobility; safety; environment; cost; and constructability. Dave Levinsohn reviewed each of the measures; described how they were derived; and highlighted the alternatives that performed the best under each measure.

In summary, the benefits associated with each of the alternatives are located in the top half of the evaluation table, while costs and impacts are located in the bottom half. The consultant team highlighted the alternatives that achieved the best performance rating (one of the top three) for each measure. In general, the build alternatives with the greatest benefits are: Alternatives 8, 9, and 10. The build alternatives with the lowest impacts and costs (i.e., best) are Alternatives 3 and 4.

In most cases, the evaluation table contains information that the TAC has already seen before as these screening findings were presented at either the May 15<sup>th</sup> or the May 22<sup>nd</sup> TAC meeting. These measures include: shifts in travel demand; vehicle hours of delay; estimated accidents; ROW impacts; capital costs; and environmental assessment. In other cases, the results have been displayed in a different manner, per the request of the TAC (e.g., travel benefits for each alternative as compared to the No Build Alternative).

Two measures were added since the last TAC meeting to provide a more complete picture of the relative trade-offs among the alternatives and to supplement the quantitative screening results: (1) qualitative safety assessment and (2) qualitative assessment of the ease of construction. Steven Yoshizumi (PBQD) described the rationale used for both the safety and constructability assessment as well as the ratings assigned to each alternative. Technical memos that detail the findings for the two measures were e-mailed to the TAC members, the previous Friday (5/26).



**Qualitative Safety Assessment:** Evaluates each of the alternatives based on their unique design and operational features. This measure was intended to supplement the accident estimates, which are almost exclusively based on anticipated changes in volume/capacity ratios realized by the alternatives on a link by link basis. In general, the TAC agreed with the findings of the qualitative assessment, however, some members felt that two alternatives that contained design features that explicitly separated truck and auto movements (Alternatives 7 and 9) should have received better marks.

**Ease of Construction:** Evaluates the physical feasibility of each of the alternatives based on the relative difficulty of construction; maintenance of traffic issues; construction impacts; and potential fatal flaws. All of the alternatives were found to be physically feasible, with the possible exception of Alternative 7, which would be extremely difficult to implement as currently described. This assessment assumed that no further ROW would be required for construction (e.g., construction easements) and that construction could take place within the ROW envelope previously identified in the ROW impact quantitative assessment.

#### D. Framework for Screening

Julie Rush (PBQD) outlined the process that will be used for the TAC discussion of the initial set of alternatives, ideally leading towards a TAC recommendation for the final set of alternatives. The strategy is to break the decision down into manageable components, focusing on the “big picture” decisions first and then addressing the smaller features last. The first step will be to identify the “design concepts and scope” for each the three different build alternatives. A “design concept and scope” can be the same as one of the initial set of alternatives or a variation. The second step will be to adjust each of the final three alternatives to encompass the best design features that should be carried forward for further analysis and that best complement each alternative. Certain design features (e.g., arterials) can be viewed independently from the mainline “design concept and scope” decisions. In addition, it is advisable to devote most of the TAC’s time and discussion on major topics of concern and less time on the areas where there is clear or near majority agreement on the alternatives that either should be dropped or carried forward into the final set.

#### Reminders for Alternatives Screening:

Alternatives 1 and 2 will automatically be carried forward into the Final Set. Therefore, it is anticipated that most of the discussion will focus on which three of the ten build alternatives should be carried forward. The proposed improvements described in Alternative 2 are also included in Alternatives 3 -12.

Only those alternatives that have the best chance of becoming the locally preferred strategy (i.e., best meet purpose and need) compared to the other alternatives should be carried forward. An alternative should not be selected in

order to “study it more,” if there is a reasonable likelihood that it will ultimately be discarded in favor of another alternative.

The final set of alternatives should be fundamentally different from each other, in order to provide decision-makers with distinct trade-offs at the conclusion of alternatives evaluation. If a specific design element is included in more than one alternative, that does not mean it has any greater chance of being selected for the locally preferred strategy compared to other design options.

The final set of alternatives can be a combination of the best elements of the initial set of alternatives (i.e., mix and match). However, the primary objective of the screening decision-point is to narrow the range of alternatives by dropping the least competitive options in favor of the most competitive alternatives.

#### E. TAC Discussion/Recommendation for the Final Set of Alternatives

A straw vote was conducted to find out where the areas of agreement and disagreement for the best three “design concept and scopes.” Much of the discussion centered on: whether an HOV lane option should be carried forward; operational concerns with having trucks elevated over existing I-710 mixed flow lanes; the desire to do all that is possible to address traffic congestion in the I-710 corridor; and the advisability of carrying forward a “medium” option such as Alternative 6 to provide a lower cost, lower ROW impact alternative. Of the initial set of ten build alternatives, Alternatives 6, 8, 9, 10 and 11 received the greatest support for the final set. A great deal of the remaining discussion was spent trying to bring forward the best elements of some of the other alternatives into Alternatives 6, 8, and 9.

Discussion was also initiated on specific design improvements such as the proposed connectors for the Terminal Island Freeway listed in Alternative 10. The group felt that there was a high likelihood that these improvements would move forward on a path independent of the I-710 Study, but that it was advisable to keep them in for the time being. Since the two connectors served similar, and perhaps competing functions, it was suggested that these improvements not be paired together in the same alternative.

Meeting time ran out before the TAC was able to achieve consensus on a recommendation for a final set of alternatives. It was moved and seconded that the TAC reconvene next Wednesday afternoon, June 5<sup>th</sup>, at 1:30 p.m.

#### Adjournment

The meeting was adjourned at 12:00 p.m.

# **SPECIAL I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Wednesday, June 5, 2002  
1:00 p.m. Meeting*

*Gateway Cities COG Offices  
7300 Alondra Blvd., Suite 201  
Paramount, California*

## **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Technical Advisory Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Technical Advisory Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Technical Advisory Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Technical Advisory Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Technical Advisory Committee considers the agenda item OR during Public Comments, and
- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Technical Advisory Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

**I-710 TAC Agenda**

**June 5, 2002**

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**VI. CONSENT CALENDAR**

- A. Minutes of the Meetings of March 20, 2002, May 15, 2002, May 22, 2002, and May 29, 2002

**VII. REPORTS**

- A. TAC Recommendation for the Final Set of Alternatives
- B. Next Steps

**VIII. ADJOURNMENT**

NOTICE: New items will not be considered after 10:30 a.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.



## **MINUTES OF THE MEETING**

### **I-710 TECHNICAL ADVISORY COMMITTEE A Meeting Held at Gateway Cities COG Offices 7300 Alondra Blvd., Suite 201 Paramount, CA June 5, 2002**

Chair Pagett called the meeting to order at 1:00 p.m.

COMMITTEE MEMBERS PRESENT: Chair William Pagett, Bell Gardens, Cudahy, Maywood, Paramount; Carlos Alvarado, Bell; William McConnell, Commerce; Augustus Ajawara, Compton; Patrick Fu, Huntington Park; Don Dey, Long Beach; Mohammad Mostahkami, South Gate; Kevin Wilson, Vernon; Kerry Cartwright, Port of Long Beach; Al Bowser, SCAG; Sharas Bangalore, Caltrans; Joan Wood, MTA; Joe Vizcarra, CHP.

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

OTHERS PRESENT: Bob Zarrilli, Commerce; Karin Hodin, MTA; Jack Joseph, Gateway Cities COG. Louis Rubenstein, Port of Long Beach; Kanya Dorland, Port of Los Angeles; Pat Smith, LACDPW; Maged El-Rabaa, LACDPW; Paul De Paola, CHP; John Zeigler, Auto Club of Southern California; Dave Levinsohn, PBQD; Julie Rush, PBQD; Paul Taylor, Kaku Associates; Steven Yoshizumi, PBQD; Marie Marston, Metropointe Engineers.

Roll was taken through self-introductions.

There were no amendments to the agenda.

There were no public comments.

Consent Calendar:

The consultant staff announced that the TAC minutes for March 20, 2002, May 15, 2002, May 22, 2002, and May 29, 2002, were not ready for adoption. It was the consensus of the I-710 Technical Advisory Committee to defer action on the aforementioned minutes until the next TAC meeting.

Reports:

A. TAC Recommendation for the Final Set of Alternatives

Julie Rush (PBQD) led a discussion among TAC members, continued from the May 29<sup>th</sup> TAC meeting, to develop a consensus on the three build alternatives to recommend for the Final Set of Alternatives. The results of the May 29<sup>th</sup> straw vote of the TAC, showing each member's top three alternatives, were presented. There was a spread of votes among the Initial Set of alternatives, with Alternatives 6, 8, 9, 10 and 11 garnering the most votes.

The TAC members were then asked to indicate which of these they thought might become their Locally Preferred Strategy at the conclusion of the Study, and these preferences were annotated on the straw vote tabulation. From this exercise, it was revealed that the I-710 mainline design concepts and scope from Alternative 6 (Medium General Purpose) and Alternative 9 (High Truck) had significant consensus support from the TAC. However, there was still a wide range of opinion for which mainline design concept should become the third build alternative in the Final Set.

After additional discussion among the TAC members present, it was the consensus of the TAC that the third build alternative be created by combining the mainline design concept and scope of Alternative 8 (High General Purpose) with Alternative 11 (High HOV). The Final Set adopted set included the following I-710 mainline design concepts and scopes:

1. No Build
2. TSM/TDM
3. Medium General Purpose/Medium Truck (Alternative 6)
4. High Truck (Alternative 9)
5. High General Purpose/High HOV (Alternatives 8 and 11)

Once the TAC reached consensus on the I-710 mainline design concepts and scopes for the Final Set of Alternatives, the next discussion focused on the completion of each alternative's full design concept and scope. The consultant team provided the TAC with a handout (see attached) which organized the remaining design elements into proposed packages. The discussion began to assess which design elements should be packaged with each of the three mainline design concepts. The TAC indicated that the following design elements were to be eliminated from further consideration in the Final Set:

- Goods Movement Strategies
- Truck-Only ITS
- Most of the direct HOV connectors
- Most of the direct truck ramps

- Partial redesign of I-5/I-710 interchange

Meeting time ran out before the TAC was able to complete consideration of a recommendation for the packaging of other improvements with the mainline design concepts and scopes to create the Final Set of Alternatives. It was the consensus of the TAC that the TAC reconvene next Wednesday afternoon, June 12<sup>th</sup>, at 3:00 p.m., to complete the development of the recommended Final Set of Alternatives. The consultant team was directed to develop proposed packaging of design elements with the final set of three build alternatives and to present them to the TAC at the June 12<sup>th</sup> meeting.

#### Adjournment

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



# **SPECIAL I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Wednesday, June 12, 2002  
3:00 p.m. Meeting*

*Gateway Cities COG Offices  
7300 Alondra Blvd., Suite 201  
Paramount, California*

## **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Technical Advisory Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Technical Advisory Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Technical Advisory Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Technical Advisory Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Technical Advisory Committee considers the agenda item OR during Public Comments, and
- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Technical Advisory Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

**I-710 TAC Agenda**

**June 12, 2002**

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**VI. CONSENT CALENDAR**

- A. Minutes of the Meetings of March 20, 2002, May 15, 2002, May 22, 2002, May 29, 2002, and June 5, 2002.

**VII. REPORTS**

- A. TAC Recommendation of the Final Set of Alternatives
- B. Next Steps

**VIII. ADJOURNMENT**

NOTICE: New items will not be considered after 4:30 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.



## **MINUTES OF THE MEETING**

### **I-710 TECHNICAL ADVISORY COMMITTEE A Meeting Held at Gateway Cities COG Offices 7300 Alondra Blvd., Suite 201 Paramount, CA June 12, 2002**

Chair Pagett called the meeting to order at 3:00 p.m.

COMMITTEE MEMBERS PRESENT: Chair William Pagett, Bell Gardens, Cudahy, Maywood, Paramount; Vice Chair Desi Alvarez, Downey; Carlos Alvarado, Bell; William McConnell, Commerce; Augustus Ajawara, Compton; Patrick Fu, Huntington Park; Don Dey, Long Beach; Mohammad Mostahkami, South Gate; Kevin Wilson, Vernon; Kerry Cartwright, Port of Long Beach; Sharas Bangalore, Caltrans; Sharas Bangalore, Caltrans; Karin Hodin, MTA; Joe Vizcarra, CHP

COMMITTEE MEMBERS ABSENT: Joe Wang, Lynwood; Alan Bowser, SCAG; Sandra Balmir, FHWA/FTA.

OTHERS PRESENT: Bob Zarrilli, Commerce; Louis Rubenstein, Port of Long Beach; Jack Joseph, Gateway Cities COG. Kanya Dorland, Port of Los Angeles; Sue Lai, Port of Los Angeles; Kristin Wilson, Caltrans; Maged El-Rabaa, LACDPW John Zeigler, Auto Club of Southern California; Dave Levinsohn, PBQD; Julie Rush, PBQD; Steven Yoshizumi, PBQD.

Roll was taken through self-introductions.

There were no amendments to the agenda.

There were no public comments.

Consent Calendar:

The consultant staff announced that the minutes for the meetings of March 20, 2002, May 15, 2002, May 22, 2002, and June 5, 2002 were not ready for approval. It was moved by Karin Hodin, seconded by Kevin Wilson, to approve the minutes of May 29, 2002, and to defer action on the aforementioned minutes until the next meeting. The motion was approved unanimously.

Reports:

A. TAC Recommendation for the Final Set of Alternatives

Julie Rush (PBQD) led a discussion among TAC members, continued from the June 5<sup>th</sup> TAC meeting, to complete the packaging of the three build alternatives and to finalize the TAC recommendation of the Final Set of Alternatives. The consultant team presented their recommendation of the packages of design elements to be added to each of the three build alternative mainline design concepts adopted at the June 5<sup>th</sup> TAC meeting (see attachment). After a brief discussion, it was the consensus of the TAC to approve the consultant team recommendation of the packaging of the build alternatives. The Final Set is comprised of five alternatives:

- A. No Build
- B. TSM/TDM
- C. Medium General Purpose/Medium Truck
- D. High General Purpose/High HOV
- E. High Truck

The TAC recommended Final Set of Alternatives is shown in the attached exhibit.

Upon approval of the Recommended Final Set, Chair Pagett requested that the TAC members brief their respective Oversight Policy Committee (OPC) members prior to the OPC meeting scheduled for June 27, 2002, at which the OPC will consider the TAC recommendation. Dave Levinsohn offered the attendance of consultant team staff members at any of these briefings, if requested by the TAC member.

Adjournment

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

# **SPECIAL I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Wednesday, October 16, 2002  
1:30 p.m. Meeting*

*Gateway Cities COG Offices  
7300 Alondra Blvd., Suite 201  
Paramount, California*

## **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Technical Advisory Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Technical Advisory Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Technical Advisory Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Technical Advisory Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Technical Advisory Committee considers the agenda item OR during Public Comments, and
- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Technical Advisory Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

**VI. CONSENT CALENDAR**

- A. Minutes of the Meetings of March 20, 2002, May 15, 2002, May 22, 2002, June 5, 2002, and June 12, 2002.

**VII. REPORTS**

- A. Update on Alternatives Design Concepts
- B. Update on Sub-area Model
- C. Update on Public Outreach
- D. Overview of Alternatives Evaluation Process
- E. Discussion Regarding the I-710 Project's Place in the MTA's Short Range Transportation Plan

**VIII. ADJOURNMENT**

NOTICE: New items will not be considered after 3:30 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.





## **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 Widenings 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.

## **I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Wednesday, January 22, 2003  
3:30 p.m. Meeting*

*Progress Park Community Center  
15500 Downey Avenue  
Paramount, California*

### **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

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- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

**VI. CONSENT CALENDAR**

A. Minutes of the Meetings of March 20, 2002, May 15, 2002, May 22, 2002, June 5, 2002, June 12, 2002, and October 16, 2002.

B. A RESOLUTION OF THE I-710 TECHNICAL ADVISORY COMMITTEE DESIGNATING LOCATIONS FOR POSTING OF AGENDAS AND RESOLUTIONS REQUIRED BY LAW TO BE PUBLISHED OR POSTED

**VII. REPORTS**

A. Overview of Study Status

B. Update on Build Alternative Evolution

C. Analyses of TDM Strategies

D. Update on Public Involvement

E. Next Steps

**VIII. ADJOURNMENT**

NOTICE: New items will not be considered after 5:30 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

## **MINUTES OF THE MEETING**

### **I-710 TECHNICAL ADVISORY COMMITTEE**

**A Meeting Held at Progress Park**

**15500 Downey Avenue**

**Paramount, CA**

**January 22, 2003**

Chairman Pagett called the meeting to order at 3:45 p.m.

COMMITTEE MEMBERS PRESENT: Chair William Pagett, Bell Gardens, Cudahy, Maywood, Paramount; Victor Rollinger, Carson; Bob Zarrilli, Commerce; Joseph Lim, Compton; Patrick Fu, Huntington Park; Lon Maddox, Long Beach; Joe Wang, Lynwood; Mohammad Mostahkami, South Gate; Kerry Cartwright, Port of Long Beach; Kanya Dorland, Port of Los Angeles; Fred Alipanah, Caltrans; Ernest Morales, MTA; Craig Klein, CHP.

COMMITTEE MEMBERS ABSENT: Carlos Alvarado, Bell; Desi Alvarez, Downey; Kevin Wilson, Vernon; Maged El-Rabaa, County of Los Angeles; Al Bowser, SCAG; Sandra Balmir, FHWA/FTA.

OTHERS PRESENT: Mayor Victor Bello, Bell; Tony Ibarra, Bell Gardens; William McConnell, Commerce; Sumire Gant, Long Beach; Bill Murphy, CHP; Sue Lai, Port of Los Angeles; Ginny Park, MTA; John Zeigler, Auto Club of So. Cal.; Linda Taira, Caltrans; Jolene Hayes, Port of Long Beach; Wendy Wang, City of Los Angeles; Dave Levinsohn, PBQD; Pete Mandia, Alameda Corridor Authority; Duane Kenagy, Alameda Corridor Authority; Sylvia Novoa, CPG; Julia Brown, CPG; Andrea Rodriguez, CPG; Steven Yoshizumi, PBQD; Paul Taylor, Kaku Associates; Michael Fischer, CSI; Richard Powers, Gateway Cities COG; Jack Joseph, Gateway Cities COG; Deborah Chankin, Gateway Cities COG; Don Camph, Gateway Cities COG; Andrea Hricko, USC.

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:

- A. Approval of the TAC minutes for March 20, 2002, May 15, 2002, May 22, 2002, May 29, 2002, June 5, 2002, June 12, 2002 and October 16, 2002.

Chairman Pagett announced that this item would be deferred until the next TAC meeting in order to give members time to review the minutes that were distributed at the meeting.

- B. A RESOLUTION OF THE I-710 TECHNICAL ADVISORY COMMITTEE DESIGNATING LOCATIONS FOR POSTING OF AGENDAS AND RESOLUTIONS REQUIRED BY LAW TO BE PUBLISHED OR POSTED

It was moved by Member Zarrilli, seconded by Member Rollinger, to waive further reading and adopt the resolution. The motion was approved unanimously.

REPORTS:

- A. Overview of Study Status

Dave Levinsohn provided a reminder of the overall study process and pointed out that the study was in the phase of evaluating the final set of five alternatives. Today's meeting will provide the TAC with a description of the three build alternatives and how they have evolved through the conceptual engineering process over the past several months. It will also provide the TAC with a preliminary analysis of the traffic congestion relief effects of a more aggressive, illustrative truck demand management strategy, and an update on community outreach activities and findings since the last TAC meeting.

- B. Update on Build Alternative Evolution

Steven Yoshizumi, Parsons Brinckerhoff I-710 MCS Engineering Task Leader presented the TAC with an overview of how each of the build alternatives, C, D, and E had evolved in design concept and scope since the final set of alternatives was adopted in June, 2002. This evolution was a result of the conceptual engineering work undertaken to refine the alternatives for further evaluation and analysis. The objective of the conceptual design process was to implement the intent of the approved alternatives, while meeting federal and state highway design standards and minimizing right of way impacts.

Steven presented power point slides illustrating key design features of each of the alternatives. For Alternative C, he presented schematics of the design concepts for the collector-distributor lanes between Atlantic/Bandini and I-5, the truck bypass lanes around the I-710/SR-91 interchange, the truck inspection facility, the truck



only ramps at Washington and PCH and the Terminal Island Freeway extension. In response to a question from the TAC, Steven pointed out that the PCH truck ramp would require the widening of the PCH overcrossing of I-710.

For Alternative D, Steven discussed the variation in the number of HOV lanes between one and two additional HOV lanes per direction, the variation in HOV lane profile between at-grade and elevated and the southern terminus of the improvements in Alternative D. In the southern section, from Pacific Coast Highway to I-405, one at-grade HOV lane is provided in each direction. Operationally this works well because the HOV connector from I-405 adds an additional lane north of I-405 which corresponds with the two-lane HOV section (each direction) between I-405 and Slauson Avenue. North of Slauson Avenue, there are a number of closely spaced interchanges, including I-5, and there is a perceived need for access. Because of all of the access points, the volume of HOVs is anticipated to be less than in the central portion of the corridor. So north of Slauson Avenue, up to approximately Olympic Boulevard, one at-grade HOV lane is provided in each direction. The southern terminus of Alternative D was changed such that the improvements end at Pacific Coast Highway. The terminus moved north from the Shoemaker Bridge to avoid the complications of the modifications to access required by the closely spaced interchanges at Pico Avenue, 9<sup>th</sup> Street, Anaheim Street, and Pacific Coast Highway. In response to a question from the TAC, Steven indicated that the determination of locations of one versus two HOV lanes was determined by a combination of factors including traffic volumes, as well as operational and physical constraints.

For Alternative E, Steven presented three features: the alignment of the truck lanes relative to the I-710 mainline along the Corridor, the "autoway" proposed between the Shoemaker Bridge and I-405 in Long Beach, and the Atlantic Avenue viaduct at the I-5/I-710 interchange. Steven explained how the conceptual design of Alternative E has the truck lanes varying between two lanes on either side of I-710 versus all four lanes on the same side of I-710. Starting at the north end near Whittier Blvd., the truck lanes split into two lanes on either side of I-710 until the vicinity of Atlantic Blvd., where all four lanes shift to the east side of I-710 until south of Imperial Blvd. where the lanes diverge again into two lanes on either side of the freeway and then converge again into four lanes on the east side of I-710 until south of Wardlow Ave. where they diverge into two lanes on either side for a short distance until the southern terminus of the truckway.

Steven then presented the concept of the autoway between the Shoemaker Bridge and north of Willow Street in the southern segment of the I-710. Autos coming across the Shoemaker Bridge from Long Beach would be routed onto a new set of four elevated lanes, two in each direction, above the median of the existing I-710. Trucks coming to or from the ports would use the existing I-710 lanes, thereby separating most of the auto and truck traffic on the southern segment of I-710. The autoway lanes would merge back into the existing I-710 lanes between Willow and Wardlow, just north of the start and end of the proposed truck only lanes.

Steven presented the proposed Atlantic Avenue elevated viaduct, which would provide the currently missing connections of northbound I-710 to southbound I-5 and northbound I-5 to southbound I-710. The viaduct would be elevated above Atlantic Blvd. between the two freeways and carry two lanes of traffic (all vehicle types) in each direction.

Finally, Steven presented the three different concepts among the three build alternatives for the I-710/I-5 interchange and explained the differences among them.

Steven responded to several questions from TAC members clarifying the description of the design concepts of each of the alternatives. A member of the public questioned whether the TAC or OPC had considered innovative methods to move cargo without creating diesel emissions.

### C. Analyses of TDM Strategies

Mike Fischer of Cambridge Systematics, Inc. made a presentation about an analysis of a hypothetical scenario to shift more port truck trips out of the am and pm peak periods and what effects this might have on future traffic volumes on I-710. This “what if” analysis was done in response to a prior request of the TAC to examine a scenario as part of the TSM/TDM alternative. CSI’s analysis addresses the question “What is the potential to improve I-710 traffic operations through travel demand management strategies at the port terminals?” Mike explained the current operations at the port terminal gates. Up to three shifts are operated: day shift (8 am – 5 pm), evening shift (5 pm to 2 am) and ‘hoot’ shift (2 am to 8 am). Under present operating conditions, most of the gates are open only on weekdays, with 80% of truck traffic occurring during the day shift and 20% during the evening shift, with few gates open during the hoot shift.

In the planning horizon year of 2025, cargo volumes are forecast to increase to levels such that port terminals will need to increase number of truck lanes at their gates, or increase the truck processing rate or extend the number of hours that the gates are operating. Because of physical and institutional constraints on the terminals, the most likely response will be to increase hours of operation to handle the forecast growth in container volumes. The I-710 major corridor study adopted the assumptions on hours of terminal operations assumed in the Ports Transportation Master Plan study. These assumptions include 60% of truck traffic occurring during the day shift, 20% during the evening shift and 20% during the hoot shift, with up to 15% of container trips on the weekends. The presumption is that these times of day shifts will occur due to market dynamics, neither as a result of explicit policies nor regulations.

CSI studied a scenario where the time of day distribution of truck trips was assumed to be 50% day shift, 40% evening shift, and 10% hoot shift. This scenario

was chosen in order to attempt to minimize the number of truck trips occurring during the am and pm peak traffic periods. CSI found that there could be a 10-15% reduction in congestion, as measured by the volume/capacity ratio on southbound I-710 during the am peak period with the implementation of this 50/40/10 strategy. This still results in congested conditions on I-710 and less than the expected congestion relief benefits of the build alternatives.

Mike presented several candidate mechanisms that could result in truck operations at the port terminals moving to a 50/40/10 time distribution. These could include further implementation of an appointment system for container pickup and delivery, targeting specific cargo to move to off-peak hours, and a value pricing system which would increase container fees for those picked up during peak hours but a discount for those picked up during off-peak hours. Mike enumerated several challenges to implementing a 50/40/10 scenario, including coordinating among terminal operators, truckers, and shippers, and addressing the community impacts of expanding night time truck operations at warehouses.

Mike fielded several questions and comments from TAC members, noting that the congestion analysis was a "static" analysis, which did not account for other vehicles shifting routes to fill up the capacity created on I-710 by the reduction in truck trips at certain times of the day. The POLB member also pointed out that some of the terminals have started to build in appointment incentives at their gates using the emodal internet software scheduling system.

#### D. Update on Public Involvement

Sylvia Novoa of Consensus Planning Group presented the TAC with an update of public and agency outreach efforts. She summarized the outreach meetings that had been conducted since the previous TAC meeting in October, 2002. Sylvia reported that over 1,500 groups had been contacted to be offered information about the study. She reported that the consistent feedback was a concern about traffic safety and improving it on the I-710. Sylvia reported that as of yet they had not detected a consensus forming for any of the alternatives.

Mohammed Mostahkami asked if he could receive a list of the groups contacted in South Gate. Andrea Hricko, member of the public, offered an opinion that the study still needed to improve its outreach, that her experience working with communities in the corridor was that most residents were still unaware that plans are being studied to widen the freeway. Sylvia noted that CPG and MTA have been consulting with Ms. Hricko to expand the list of community groups to contact. They agreed to exchange contact information.

#### E. Next Steps

It was the consensus of the Technical Advisory Committee to tentatively schedule for March 12 the first of a series of meetings intended to lead to a consensus on a

recommended locally preferred alternative.

Adjournment

The meeting was adjourned by consensus at 5:50 p.m.

## **I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Wednesday, March 26, 2003  
1:30 p.m. Meeting*

*Paramount Fire Station  
15538 Colorado Avenue  
Paramount, California*

### **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

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- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

**I-710 TAC Agenda**

**March 26, 2003**

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**VI. CONSENT CALENDAR**

- A. Minutes of the Meetings of March 20, 2002, May 15, 2002, May 22, 2002, June 5, 2002, June 12, 2002, October 16, 2002, and January 22, 2003.

**VII. BUSINESS SESSION**

- A. Consideration of the Addition of the South Coast Air Quality Management District to the I-710 Technical Advisory Committee
- B. Establishment of Tentative Meeting Dates and Times

**VIII. REPORTS**

- A. Study Overview
- B. Right-of-Way Impact Estimates
- C. Cost Estimates
- D. Discussion Regarding Consultant's Technical Reports

**IX. ADJOURNMENT**

NOTICE: New items will not be considered after 3:30 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

## **MINUTES OF THE MEETING**

**I-710 TECHNICAL ADVISORY COMMITTEE  
A Meeting Held at the Paramount Fire House Activity Center  
15538 Colorado Avenue  
Paramount, CA  
March 26, 2003**

- I. Chair Pagett called the meeting to order at 1:40 p.m.

COMMITTEE MEMBERS PRESENT: Chair William Pagett, Bell Gardens, Cudahy, Maywood, Paramount; Anthony La, Downey; Luis Ramirez, Bell; Robert Zarrilli, Commerce; Joseph Lim, Compton; Patrick Fu, Huntington Park; Lon Maddox, Long Beach; Joe Wang, Lynwood; Mohammad Mostahkami, South Gate; Kevin Wilson, Vernon; Sharas Bangalore, Caltrans; Captain Craig Klein, CHP; Victor Rollinger, Carson; Maged El-Rabaa, County of Los Angeles; Ernest Morales, MTA; Kerry Cartwright, Port of Long Beach; Kanya Dorland, Port of Los Angeles.

COMMITTEE MEMBERS ABSENT: Sandra Balmir, FHWA/FTA; Al Bowser, SCAG.

OTHERS PRESENT: Jack Joseph, Gateway Cities COG; Hamid Toossi, Caltrans Planning; Daniel M. Dunn, Caltrans Right of Way; Bob Thorpe, Caltrans Railroad Coordinator; Dave Levinsohn, PBQD; Doris Chan, PBQD; Steven Yoshizumi, PBQD; Jolene Hayes, Port of Long Beach; Sylvia Novoa, CPG; Liberty Escovilla, Caltrans Planning; Frances Lee, Caltrans Corridor Studies; Sumi Gant, Long Beach; Robert Cabrales, CBE; Hector Alvarado, Inquilinos de Maywood; Deborah Schoch, Los Angeles, Times; John Doherty, ACTA; Harley Martin, CH2M Hill; Anthony R. Ybarra, Bell Gardens; Gary Hamrick, Meyer, Mohaddes Associates; Lee Ward, Meyer, Mohaddes Associates; Dilara Rodriguez, Caltrans Goods Movement; John Ziegler, Auto Club of Southern California; Deborah Chankin, Gateway Cities COG.

- II. Roll was taken through self-introductions and a sign-in sheet was circulated.
- III. Jack Joseph, Gateway COG led the pledge of allegiance.
- IV. There were no amendments to the agenda.
- V. There were no public comments at this time.

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**I-710 Technical Advisory Committee**  
**March 26, 2003**  
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VI. Consent Calendar:

It was moved by Kevin Wilson, seconded by Robert Zarrilli, to approve the TAC minutes for March 20, 2002 , May 15, 2002, May 22, 2002, June 5, 2002, June 12, 2002, October 16, 2002, and January 22, 2003. The motion was approved unanimously.

VII. Business Session:

A. The Technical Advisory Committee discussed adding a representative of the South Coast Air Quality Management District to the committee. It was moved by Robert Zarrilli, seconded by Maged El-Rabaa, to approve the addition of the South Coast AQMD to the TAC. The motion was approved unanimously.

B. The Technical Advisory Committee discussed the meeting schedule for the next four meetings. Representatives from both Ports had conflicts on April 16, 2003. The committee agreed to switch that meeting to April 15, 2003. The following is a list of the dates, times and locations of the remaining four TAC meetings as arrived at by a consensus of the Technical Advisory Committee:

- Wednesday, April 2, 1:30 p.m., City of Long Beach Energy Department, 2400 E. Spring Street
- Wednesday, April 9, 1:30 p.m., Paramount Progress Park, 15500 Downey Ave.
- Tuesday, April 15, 1:30 p.m., Long Beach Energy Dept.
- Wednesday, April 23, 1:30 p.m., Long Beach Energy Dept.

Reports:

A. Study Overview

Dave Levinsohn, PBQD, reviewed the upcoming study activities, including open house meetings in late April, and the Oversight Policy Committee meetings in April and May, 2003.

B. Right-of-Way Impact Estimates

Steven Yoshizumi, PBQD, began by reviewing the alternative descriptions and providing a more detailed account at focused locations in each of the three build alternatives. He also compared the proposed concepts at the I5/I-710 interchange in each of the three build alternatives.

Then Steven discussed the right-of-way impact estimates. He began with a brief discussion of the background and assumptions that went into the estimates: the impacts are conceptual; there will be numerous opportunities between now and construction for the concepts to be refined, and thus the right-of-way impacts modified;



the impacts assumed Caltrans standards for slopes and maintenance; the impact lines indicate final Caltrans right-of-way – full parcels would be acquired with any excess property repackaged and sold.

Next Steven presented the right-of-way impact totals. The data was arrayed by component and by land use category. The components are included in the alternative descriptions, and the land use categories include: Sensitive uses (parks, cemeteries), Commercial/Industrial, Public/Utility Corridor, Residential, Railroad, and Undevelopable Property.

The right-of-way impacts were compared in various ways to illustrate the differences between the alternatives. A comparison of the total right-of-way impacts showed that Alternative E impacted the most acreage. A comparison of the mainline impacts relative to the total impacts showed that the Alternative E mainline concept had the highest proportion of the impacts.

In comparing design options for several of the components the following was made clear: although the improvement concepts are different, the right-of-way impacts for the I-5/I-710 interchange in Alternatives D and E are very similar. The improvements at the SR-91/I-710 interchange require more right-of-way for the concept proposed in Alternative D than in Alternative E. The right-of-way impacts at the I-405/I-710 interchange are somewhat similar between all three alternatives with Alternative D again requiring the most. And the two concepts for extension of the Terminal Island Freeway require approximately the same amount of right-of-way acquisitions.

The total right-of-way and the right-of-way excluding the Public/Utility Corridor impacts was arrayed in a table and discussed. The Public/Utility Corridor category includes such things as the Southern California Edison and Los Angeles Department of Water and Power property. Excluding these acquisitions provides a clearer representation of the impacts to the local communities and businesses. In either case, the number of acres impacted was highest in Long Beach for Alternatives C and D. It was highest in Long Beach in Alternative E if the Public/Utility Corridor impacts are included, and highest in Commerce if the Public/Utility Corridor impacts are excluded.

### C. Cost Estimates

Following some discussion of the right-of-way impacts, Steven discussed the cost estimates. Again, he began with a brief discussion of the background and assumptions that went into the estimates: these are concept level estimates; average unit costs were developed for some quantities (pavement, earthwork, structures); some categories of cost were included on a per mile basis (drainage, traffic handling); and others were based on percentages of construction cost (mobilization, contingency, design). Steven also described that the right-of-way unit costs were developed based on a database search of recent sales in the study area.

Steven presented the alternative cost estimates for Alternatives B through E. The data was arrayed by component category and by project cost, right-of-way cost, and total cost. For Alternative B, the component categories included Mainline improvements, Interchanges and Arterials, Goods Movement, Transit, and Intelligent Transportation Systems (ITS). For Alternatives C, D and E, the component categories included mainline improvements, Interchanges, the Terminal Island Freeway, TSM/TDM/Transit, and Arterials. Costs for Alternative B were estimated at approximately \$355 million, \$3.2 billion for Alternative C, \$3.6 billion for Alternative D, and \$3.5 billion for Alternative E (2003 dollars).

The costs were compared in various ways to illustrate the differences between the alternatives. A comparison of the total cost showed that Alternative D had the highest total cost. A comparison of the mainline costs relative to the total costs showed that the Alternative E mainline concept had the highest total cost, twice the cost of the Alternative C mainline, and almost twice the cost of the Alternative D mainline.

Right-of-way costs for Alternative B were estimated at \$112 million associated with replacement of on-street parking that would be removed during the peak period. Right-of-way costs for the three build alternatives ranged from approximately \$750 million to approximately \$875 million (2003 dollars).

Steven compared the cost of the design options for several of the components. The costs for the three freeway-to-freeway interchanges, I-5/I-710, SR-91/I-710, and I-405/I-710, vary with the complexity and degree of benefit of the proposed improvements. The extension of the Terminal Island Freeway shows a higher cost than the Alameda connector. And the TSM/TDM/Transit costs are lowest for Alternative C because more of the TSM/TDM/Transit-type of improvements are already included in the mainline, interchange and arterial components of Alternative C than any other alternative, as evidenced by the fact that the arterial costs for Alternative C are considerably higher than those of the other alternatives.

#### D. Discussion

The following is a summary of the discussion that occurred during the Consultant's reports:

##### Right-of-Way

The Port of Long Beach (POLB) indicated that they had not seen the concept for the Anaheim Street braid and wondered where right-of-way would be acquired. PBQD said that the Anaheim Street braid was essentially the same as the Pacific Coast Highway braid, and that right-of-way would be acquired in the northwest and northeast quadrants.

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Caltrans Right-of-Way, the Port of Los Angeles (POLA), and the County of Los Angeles asked if the number of impacted residences had been counted or if a general count was available? PBQD stated that the number of impacted structures had been counted off of the aerials. The City of Compton asked when the aerials had been taken. PBQD told them that the aerials were taken in 2000.

Caltrans Right-of-Way asked what the project development schedule was anticipated to be – when the project would be moving to the Project Study Report, Project Report, and Environmental Document phases. The TAC Chair and Gateway COG indicated that the lead agencies would have to secure funding for those phases of project development before any work would proceed and that it could take up to 3 years to secure such funding.

The TAC Chair asked why some cities were not listed in the table. PBQD replied that any city not listed did not have any right-of-way impacts.

The County of Los Angeles asked why the data was shown with the Public/Utility Corridor right-of-way excluded. PBQD answered that the data was shown with the total right-of-way acquisitions, as well as the total less any acquisitions from utilities such as Southern California Edison (SCE) to show the total non-utility right-of-way acquisitions. This data is relevant because it more accurately reflects the amount of impact to residential and business concerns. Where utility corridors are impacted, the utility facilities would be relocated within other parts of the utility corridors in a way that is compatible with the proposed improvements. Those estimated relocations are included in the cost estimates. This difference is material to the Cities of Bell, Long Beach and Los Angeles.

POLB questioned whether the Terminal Island Freeway extension in Alternative C utilized the SCE right-of-way, and whether or not the existing SCE facilities would need to be relocated outside of the existing right-of-way. PBQD replied that for the most part, the Terminal Island Freeway extension was within the SCE right-of-way, there are some locations (near Willow Street, Wardlow Road and I-405) that additional right of way would be required, and that the SCE facilities would be relocated within the existing envelope. POLB expressed the opinion that the ramps on the north side of Willow may not be necessary, thereby reducing the right-of-way impacts.

The TAC Chair clarified an issue for the rest of the committee. Acquisitions of land that is owned/maintained by the County/Flood Control District but which lies within the boundaries of a city is shown as an impact to that city, not an impact to the County. The TAC Chair did not want the committee and specifically the County to be misled by the way the data was arrayed. The County of Los Angeles stated that they have easements throughout the corridor that need to be considered in order to coordinate properly. The County also asked if there would be new structures in the river. PBQD

stated that there would not be facilities running down the length of the river, but that at locations where the freeway (or crossing freeways) crossed the river, there could be new or widened structures with additional columns in the river.

South Gate asked whether acquisitions would be on the east or west side of the freeway. As developers come to the City, the City wants to be able to tell them what is planned for that area. PBQD told the TAC that one copy of the complete set of right-of-way impact aerials would be provided to the TAC members at the end of the meeting.

While several of the cities had specific questions about right-of-way impacts with their jurisdictions, the TAC Chair indicated that a more general discussion would be more beneficial at this time because some cities may have similar concerns. PBQD suggested that a better time to discuss individual city concerns would be during the TAC's upcoming deliberations on a recommendation of a locally preferred strategy.

#### Cost Estimate

The TAC Chair asked how the parking restriction costs were estimated. PBQD explained that the parking restrictions in Alternative B were assumed for the 74.2 miles of arterials that would be widened in Alternative C. Of the total centerline miles, it was assumed that 12.5% of the parking lost would need to be replaced with off-street lots/structures. The cost to build lots/structures for this number of parking spaces, as well as the cost to buy the land for those lots/structures was included in the estimate. The parking restrictions would be instituted during the peak periods only. POLB asked for a listing of the affected arterials. PBQD stated that the affected arterials in Alternative B coincide with the widened arterials in Alternative C. POLB also asked if these parking restrictions were modeled in the traffic forecasting for Alternative B, and PBQD replied that they were.

Caltrans Right-of-Way observed that there would be substantial railroad involvement and that the costs of their facilities can be very high – a signal box can cost \$1 million. They asked what costs had been included. PBQD replied that costs for relocation had been accounted for, plus a considerable contingency was added.

The County of Los Angeles asked if the railroads had been consulted. PBQD indicated that there had been discussions with the railroads earlier in the project, but none recently. Caltrans Right-of-Way suggested that the committee might consider inviting the railroads to join the TAC. The contact people for each of the railroad entities are as follows:

Richard Gonzalez, Union Pacific  
Bob Brenza, Burlington Northern Santa Fe  
Bill Edward, Los Angeles Junction

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Caltrans Right-of-Way asked if costs were included for relocating utilities. PBQD replied that detailed costs were not developed because the extent of existing utilities is unknown, but that a cost for utility relocation was included on a per mile basis. Also, the cost to relocate SCE and DPW towers was included on a per unit basis.

POLA asked why Alternative C, in which only one lane is added at some locations, has a similar mainline improvement cost to Alternative D, in which two to four lanes are added. PBQD pointed out that the Alternative C mainline included the collector-distributor roads and the truck bypasses. \$0.5 billion of the mainline improvement costs in Alternative C are associated with the SR-91/I-105 truck bypass lanes, which are considered part of the mainline.

The TAC Chair asked what the purpose of improving the arterials was, to add capacity during construction or divert the demand from the freeway in the long term. PBQD answered that while the arterial improvements would be used as detours during construction, the additional capacity would remain after the construction was completed and that while the majority of the truck demand would be more likely to use the freeway, there is probably sufficient latent demand in the study area to address any capacity that is provided by the arterial enhancements. The TAC Chair expressed a desire to see permanent improvements in all directions, not just during construction. He does not want the project to increase arterial capacity just during construction, but make the improvements permanent. Temporary capacity enhancements (such as parking restrictions) would just leave the problem for the cities to fix afterward.

POLB asked if the arterial improvements assumed that lanes would be added or if there would be permanent parking restrictions. PBQD replied that for the build alternatives, the arterial enhancements assumed construction of one additional lane in each direction.

The TAC Chair also asked why Alternative E includes the lowest number of arterial miles that would be improved. PBQD stated that because it is anticipated that there would be a significant shift of trucks off the mainline into the dedicated truck lanes, there would be available capacity for autos on the mainline, therefore not requiring as many improvements to the arterials.

The City of Vernon asked if the arterial costs include the cost of bridge widening. While Bridge widenings were not specifically included in the cost, PBQD indicated that costs for widening all segments of the arterials were included and that a substantial contingency was included. POLB asked if the same cost was used for widening arterials throughout the study area. PBQD indicated that it was.

The County of Los Angeles asked how the right-of-way take/cost was estimated. PBQD explained that what is shown in the right-of-way impact aeriels is the ultimate Caltrans right-of-way, but that most parcels would likely be full acquisition. Upon completion of

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construction, any portions of parcels that would not be used for the highway improvements would be repackaged and sold. The Gateway COG asked if the right-of-way cost was offset for the sale of the surplus. PBQD explained that the cost estimate only included the portion of the right-of-way that would be part of Caltrans ultimate right-of-way – that the cost of the surplus was not included in the estimate to begin with.

POLB asked if it would be possible to put the right-of-way impact aerial images on the website. The Gateway COG indicated that the files are too large and would take too long to download to make it practical and useful.

Following the Consultant's reports, Robert Cabrales representing CBE requested the opportunity to address the committee. He read a letter (attached) emphasizing the need to address environmental issues such as air quality and environmental justice in coordination with the advancement and development of this project. The TAC Chair thanked Mr. Cabrales and received a copy of the letter. Mr. Cabrales also suggested that the TAC add a member whose primary focus is the environmental concerns in the corridor. The TAC Chair indicated that he would have to review the guidelines for formation of the TAC before commenting on such a proposal.

Adjournment

The meeting was adjourned at 3:45 p.m.

## **I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Wednesday, April 2, 2003  
1:30 p.m. Meeting*

*Long Beach Energy Department  
2400 East Spring Street  
Long Beach, California*

### **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Technical Advisory Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Technical Advisory Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Technical Advisory Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Technical Advisory Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Technical Advisory Committee considers the agenda item OR during Public Comments, and
- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Technical Advisory Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

**I-710 TAC Agenda**

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**VI. CONSENT CALENDAR**

A. Minutes of the Meeting of March 26, 2003

**VII. REPORTS**

A. Study Overview

B. Preliminary Environmental Analysis Report (PEAR) Explanation

C. Detailed Results

D. Question and Answer Period

**IX. ADJOURNMENT**

NOTICE: New items will not be considered after 3:30 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.



## MINUTES OF THE MEETING

**I-710 TECHNICAL ADVISORY COMMITTEE**  
**A Meeting Held at the Long Beach Energy Department**  
**2400 East Spring Street**  
**Long Beach, CA**  
**April 2, 2003**

- I. Chair Pagett called the meeting to order at 1:40 p.m.

COMMITTEE MEMBERS PRESENT: Chair William Pagett, Bell Gardens, Maywood, Paramount; Anthony La, Downey; Carlos Alvarado, Bell, Cudahy; Ray Ramirez, Commerce; Joseph Lim, Compton; Patrick Fu, Huntington Park; Lon Maddox, Long Beach; Yadi Farhadi, Lynwood; Mohammad Mostahkami, South Gate; Kevin Wilson, Vernon; Sharas Bangalore, Caltrans; Lt. William Murphy, CHP; Victor Rollinger, Carson; Maged El-Rabaa, County of Los Angeles; Sandra Balmir, FHWA/FTA; Ernest Morales, MTA; Kerry Cartwright, Port of Long Beach; Sue Lai, Port of Los Angeles.

COMMITTEE MEMBERS ABSENT: Carol Gomez, SCAQMD.

OTHERS PRESENT: Deborah Chankin, Gateway Cities COG; Jack Joseph, Gateway Cities COG; Maura Dwyer, Long Beach Alliance for Children with Asthma; Raymond Maekawa, MTA; Sumi Gant, City of Long Beach; Andrea Rodriguez, Consensus Planning Group; Jinny Park, MTA; Vin Kumar, Caltrans Goods Movement; Ken Hatai, Caltrans Traffic Investigations; Maged Soliman, Los Angeles County Department of Public Works; Art Krugler, private citizen, Whittier; Harley Martin, CH2M Hill; John Doherty, ACTA; Duane Kenagy, ACET; John Zeigler, Automobile Club of Southern California; Barbara Martenoff, Los Angeles World Airports, LAWA; Patrick Tomcheck, Los Angeles World Airports; Helene Ansel, Assemblyman Alan Lowenthal's office; Bridget Sramek, Assemblyman Alan Lowenthal's office; Mike Sanders, Long Beach Mayor Beverly O'Neill's office; Lee Ward, Meyer, Mohaddes Associates; Jolene Hayes, Port of Long Beach; Anthony R. Ybarra, City of Bell Gardens; Julie Rush, PBQD; Dave Levinsohn, PBQD; Doris Chan, PBQD; Steven Yoshizumi, PBQD; Susan Robbins, PBQD.

- II. Roll was taken through self-introductions and a sign-in sheet was circulated.
- III. Ernest Morales, MTA, led the pledge of allegiance.
- IV. There were no amendments to the agenda.
- V. There were no public comments at this time.

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VI. Consent Calendar:

The TAC minutes for March 26, 2003 had not been distributed prior to the meeting. Approval of the minutes was continued to the next TAC meeting.

VII. Reports:

A. Study Overview

Dave Levinsohn, PBQD, began by reviewing the schedule for presenting data to the TAC. On March 26th, estimates of right-of-way impacts by acre and capital costs were presented. Today, the project team intends to cover environmental issues. Next week, traffic and air quality will be discussed. April 15th and 23rd are set aside for deliberation meetings to obtain consensus on the locally preferred strategy. Note that the meeting that had previously been scheduled for April 16 has been changed to April 15, 2003, at 1:30 p.m. at the Long Beach Energy Department.

Dave also discussed the project development timeline. The question of the likely implementation schedule for the project has been raised on several occasions, so we developed a sample project development timeline. The timeline shows a possible schedule based on a 15-18 mile project and 3 phases. The I-710 Major Corridor Study occurs early in the overall process. Under this timeline the overall project would be finished in about 2021. But there are ways to speed this up – design-build, change phasing.

The TAC Chair commented that the project schedule is ultimately dependant upon funding. Art Krugler, private citizen from Whittier, asked if a cash flow curve had been prepared. Dave replied that a cash flow curve would not be prepared at this level of study.

B. Preliminary Environmental Analysis Report (PEAR) Explanation

Susan Robbins, PBQD, explained the purpose of the PEAR. The PEAR is required by Caltrans. It provides an initial environmental evaluation of alternatives; presents results of the preliminary analysis; identifies environmental constraints that may affect future design efforts; and becomes part of the Project Study Report. In essence, the PEAR is a screening-level of analysis. More thorough environmental review takes place during the environmental phase of project development.

The purposes of the PEAR include to: develop an inventory of environmental resources; identify potentially significant project impacts that could delay or affect the viability of any project alternative; determine additional studies needed to complete environmental clearance; and determine the next type of environmental document needed (e.g., EIR/EIS). It was noted that Section 4(f) of the 1966 U.S. Transportation

Act can impact the project development process. It is important to identify these potential Section 4(f) site impacts, as these have time implications, or could require modifications of alternatives in order to avoid these impacts.

### C. Environmental Screening Results

In order to provide comparative information on the proposed alternatives with regard to environmental concerns, an environmental checklist and supporting discussion was prepared. This discussion represents a key section of the PEAR document that is currently under development for submittal to Caltrans for their review. The environmental screening analysis focuses mostly on the build alternatives (e.g., Alternatives C, D, and E).

The following environmental topic areas are summarized and covered in today's presentation:

- Acquisitions/ROW
- Aesthetics/Visual Quality
- Biological Resources
- Cultural Resources
- Hazardous Materials
- Hydrology, Water Quality, Floodplains
- Land Use/Planning
- Noise
- Parks/Recreation
- Socioeconomics
- Utilities

Two categories, (1) agriculture, and (2) geology, seismicity, and soils, are not expected to be greatly impacted by the proposed project, therefore these two categories did not warrant a separate discussion. As an overview, any impacts to geology, seismicity, or soils are typically addressed as part of the engineering design phase and through the use of "best management practices." Agricultural uses are analyzed using a Prime, Unique, State, or Local Importance designation. These designations are made according to the soil type and topography. Prime farmland provides the most beneficial combination of both soil type and topography for agriculture. The Local Designation provides the least ideal combination for agricultural uses. Within the I-710 corridor, although there are pockets of existing agricultural uses underneath towers in utility right-of-way, none of the soil types meet the Prime, Unique, State, or Local Importance criteria.

Summary information on the traffic and air quality categories will be presented to members at the next TAC meeting.

**Acquisitions and ROW:** Properties located within the proposed footprint for each alternative were counted to provide an additional measure for ROW impact, in addition to the ROW analysis by acre that was presented last week. Potential acquisitions were counted off of aerials and any partial take was counted as a full take. At this early stage of study, there was no differentiation between full and partial impacts. Any building that looked like a structure was counted. The data was not field verified. Of the Build Alternatives, Alternative D had the highest number of residential structures and vacant lots acquired. Alternative E acquired the most commercial properties. Alternative D acquired the most railroad properties, Alternative E acquired the most sensitive uses, and Alternative C acquired the most utility structures. Utility towers were not counted for this part of the environmental screening analysis, but are accounted for elsewhere in the cost estimate.

**Aesthetics/visual quality:** This study examined changes to the existing visual environment. These changes may be tangible or intangible, as well as positive or negative changes. The study team looked at impacts upon visually sensitive land uses (e.g., residential neighborhoods, parks, cultural and public facilities), along the mainline (miles affected), the interchanges (acres affected), and the arterial improvements (miles affected). Alternative C affected the least mainline miles (Alternative D affected the most); Alternative B affected the least interchange acres (Alternative D affected the most). High mast illumination accounts for high impact associated with interchanges in Alternative B. Alternative E affected the least arterial miles (Alternative C affected the most).

**Biological resources:** Research was conducted to analyze the “potential for conflict” with recorded rare/endangered animals, plants, habitat areas; affected federally protected wetlands; interference with movement of fish or wildlife; and conflicts with policies or ordinances protecting biological resources. Three endangered species potentially affected were identified: California orcutt grass, Salt marsh bird’s beak habitat, and the Pacific pocket mouse habitat. Alternative C potentially affects the CA orcutt grass; Alternative D potentially affects salt marsh bird’s beak habitat and the Pacific pocket mouse habitat; and Alternative E potentially affects salt marsh bird’s beak habitat.

**Cultural resources:** In analyzing cultural resources it is important to be aware of the requirements of Section 106 of the National Historic Preservation Act. It is a federal mandate to examine how a federal-funded project could affect these resources, both “eligible” and “potentially eligible” sites for listing by the National Register of Historic Places (NHRP). Alternative C potentially affects 2 sites on the NRHP; Alternative D potentially affects 1 NHRP site; and Alternative E does not affect any NHRP sites. Alternative D potentially affects 6 local cultural resources; Alternative C potentially affects 5 local cultural resources; and Alternative E potentially affects 1 local cultural resource. Based on the sources examined, no archaeological or paleontological sites are known to be located in the proposed footprints of the alternatives.

## Minutes

### I-710 Technical Advisory Committee

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Maged El-Rabaa, County of Los Angeles, asked where the cultural resources were located. PBQD indicated that the addresses will be listed in the PEAR, but that the two sites were Casa de Parley Johnson (potentially affected by the Florence Ave. arterial improvements) and Lynwood Pacific Electric Highway Depot (potentially affected by improvements to Long Beach Blvd.).

Ray Ramirez, City of Commerce, asked if the Site of the Sleepy Lagoon Murder and Shelley Air Force Base were considered. PBQD replied that the site of the murder was included however the base would have to be verified.

**Hazardous materials:** Hazardous materials/waste sites were researched along the I-710 corridor. Impacts to hazardous materials/waste sites were counted only if the property would need to be acquired under the proposed alternative. Potential impacts to arterials are included in the results. Alternative C would potentially affect 2,378 hazardous waste sites; Alternative D would potentially affect 1,525 hazardous waste sites; and Alternative E would potentially affect 939 hazardous waste sites.

**Hydrology, water quality and floodplains:** Impacts to this resource would occur if the hydrology, water quality or floodplains were altered by the proposed alternatives. For example, where pier walls would be constructed or lengthened, the water levels would rise in those areas. Alternative D poses the highest impact to surface waters due to the Terminal Island Freeway component. Alternatives C and E do not directly impact surface waters. For all alternatives, wetlands areas affected include impacts to the Dominguez Gap Spreading Grounds Facility. Alternative C would have the highest potential impact to floodplains and wetlands, followed by Alternative E, then Alternative D.

John Zeigler, Auto Club of Southern California, asked what accounted for the estimated 100-acre impact on the floodplain in Alternative D. PBQD answered that it was the Terminal Island Freeway/Alameda Truckway Connector that crossed over the Dominguez Gap Spreading Grounds facility.

**Land use/planning:** Any conversion of existing land uses to a transportation use was considered an impact under this environmental indicator. These impacts were measured based on acres of right-of-way acquisition. Alternative C acquires the highest amount of acreage for residential and commercial uses. Alternative D acquires the highest amount of acreage for railroad and sensitive uses. Alternative E acquires the highest amount of acreage for utility uses.

**Noise:** Eight 24-hour noise measurements were taken to determine the peak one-hour traffic noise period. Then six 15-minute measurements were taken during those peak one-hour periods. Caltrans' noise abatement criteria (NAC) allows for 65 dBA for sensitive receptors and 71 dBA for commercial areas. It is higher in commercial areas

because they are typically not areas where people sleep. All sites where measurements were taken in the study area currently exceed the NAC. Therefore, a qualitative evaluation was undertaken to provide a basis of comparison for the alternatives. Alternative C has moderate to high impact because new areas of sensitive receptors are exposed to noise due to the Terminal Island Freeway component and the C-D system. Alternative D has a moderate impact and would increase the noise in areas already exposed to traffic noise. Alternative E has high impact because it exposes new areas and more residents to noise due to the new truckway element on the east side of the alignment.

**Parks and recreation:** Parks and recreation areas which are either historic or of local significance can be designated as a Section 4(f) facility, however, not all parks and recreational areas in the I-710 Study Area are designated Section 4(f) facilities. It is important to note that the acquisition process for a 4(f) site can be lengthy and costly as it must be demonstrated that the project has made every effort to avoid or minimize the impacts. The mainline elements for Alternatives C, D, and E all potentially acquire the same 3 parks: Bristow Park in Commerce, Bandini Park in Commerce, and Coolidge Park in Long Beach. Of these three parks, Coolidge Park is a designated 4(f) property, located in the southwest quadrant of the I-710/SR-91 Interchange. Alternative C arterials potentially affect five park and recreation sites (Scherer Park in Long Beach, Cherry Avenue Park in Long Beach, All Souls Cemetery in Long Beach, Forest Lawn Memorial Park in Long Beach, and Darwell Park in Bell Gardens). Alternative D arterials potentially affect four park and recreation sites (Scherer Park in Long Beach, Cherry Avenue Park in Long Beach, All Souls Cemetery in Long Beach, Forest Lawn Memorial Park in Long Beach). Alternative E arterials potentially affect one park and recreation site, Darwell Park in Bell Gardens.

Kerry Cartwright, Port of Long Beach, asked what three parks would be impacted. PBQD said that Bristow Park in Commerce, Bandini Park in Commerce, and Coolidge Park in Long Beach. Of the three, only Coolidge Park is considered a 4(f) resource. There are no 4(f) property takes in the arterial elements of the alternatives. The TAC Chair asked if the arterial analysis assumed property acquisitions to provide for construction of additional lanes along the entire length of the arterials. PBQD indicated that the analysis did assume acquisitions along the entire length of the affected arterials and that this assumption would presumably represent the worst case scenario for impacts on the arterials. The TAC Chair also noted that there is an additional park in Bell Gardens that would be affected by all three alternatives. Julie Rush, PBQD, also indicated that a more detailed discussion of the items on the checklist presented today could be provided to TAC members at the next TAC meeting. Kerry Cartwright asked if maps would be included in that description. PBQD replied that there would be enough description to determine the locations of the named resources, but that maps are not included.

**Socioeconomics:** PBQD indicated that the number of potentially affected minorities and persons with low income was determined by Census tracts. If a Census tract was directly impacted by or immediately adjacent to any of the proposed improvements, it was assumed to be affected, and the minority or low-income population was tabulated. Alternative C would impact the highest number of people in the study area, followed by Alternative D, then Alternative E. Although the total number of people affected varies by alternative, the percentage of minorities affected is almost identical between the alternatives. The percent ranges between 93 to 94 percent. The number of persons below poverty is identical between the alternatives at five percent.

Kerry Cartwright asked for clarification regarding whether tracts that were adjacent to, but not directly impacted by the proposed improvements were counted. PBQD confirmed that these adjacent tracts were included in the count.

Kevin Wilson, City of Vernon, asked if the data in the detailed discussion would be displayed for the freeway and the arterials separately. PBQD indicated that the data is broken down by components to allow the TAC and the OPC the flexibility to assess the components individually.

**Utilities:** Utilities would be impacted if any of the alternatives disturbed, crossed or require relocation of water, gas, cable, telephone, sewer, or petroleum lines, drainage channels or flood basins. Specific information regarding these utilities is included in the more detailed discussion of the items on the environmental checklist. Alternatives C, D, and E cross both the LADWP and SCE 220kV lines.

Ray Ramirez indicated that the Public Utilities Commission considers freight lines as utilities and asked if the impact analysis applied the same consideration. Specifically, he noted that there are considerable freight facilities near Slauson Avenue. PBQD clarified that the railroad facilities were not considered utilities, but were assessed in the right-of-way and land use impact sections of the analysis.

Kerry Cartwright asked for clarification with regard to how the impacted power utilities would be handled. PBQD responded that they had met with the power utilities (both Southern California Edison [SCE] and Los Angeles Department of Water and Power [LADWP]), to discuss the potential impacts and how they might be addressed. SCE said it was possible to consolidate their lines onto fewer towers within a narrower envelope on their property, thereby freeing an approximately 100-foot (30-meter) wide corridor for other development. On the other hand, LADWP felt that there were no opportunities to consolidate, however, there was potential to underground their facilities. Undergrounding their facilities would be expensive and difficult, but it is technically possible. Additionally, a freeway facility could not be constructed on top of the power lines even if they were placed underground, because LADWP would still need access to the lines for maintenance and repair. Similarly, Caltrans would not want utility facilities placed longitudinally within State right-of-way for the same reason.

D. Question and Answer Period

The following is a summary of the discussion that occurred during the Consultant's reports:

Ray Ramirez asked if capped and/or abandoned oil wells were assessed. He knew of old wells along Washington Boulevard, Sheila Street, and at Chandler Oil Field. PBQD replied that oil well facilities were not specifically evaluated at this environmental screening level of study.

Deborah Chankin, Gateway Cities COG, asked if the noise analysis assumed the presence of noise abatement walls as part of the alternatives. PBQD explained that the evaluation of the degree of impact was based on development of the concepts without noise abatement walls to provide a worst-case assessment. The level of mitigation (e.g., number and location of proposed soundwalls) would be analyzed and determined in subsequent phases of project development (e.g., environmental and preliminary design phases). With noise abatement walls included as environmental mitigation, the noise impacts associated with the proposed alternatives could be reduced, although there would still be potential for noise impacts.

Kerry Cartwright asked if noise abatement walls were included in the cost estimate. PBQD confirmed that there was a line item in the cost estimate for "Environmental Mitigation," valued at five percent of the construction cost, and that, at this level of study, the cost for noise abatement walls was included in that line item.

Maged El-Rabaa asked if the impact on the housing stock in the corridor had been considered, and if the analysis had determined who would need to be relocated. PBQD replied that in the analysis, structures were counted, but that the project is still conceptual. Studies and reports like the Draft Relocation Impact report (DRIR), that account for this level of detailed impact analysis, are conducted in the environmental documentation phase.

Ray Ramirez indicated that in working on the I-5 improvement project development process, the question of disclosure has already come up. He questioned when in the process real estate brokers would have to disclose home and property impacts to future buyers. Again, PBQD replied that at this time the project is too conceptual to accurately describe specific right-of-way impacts (takes) that may not occur for ten years or more. Not until the environmental documentation phase would that level of detail be reliably determinable. The TAC Chair added that the impacts are dependent on which concept is selected and which additional components are ultimately included in the Locally Preferred Strategy.



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Victor Rollinger, City of Carson, asked why Alternative E resulted in the highest noise impact, and if that assessment had anything to do with the elevated portions of the truck facility. PBQD confirmed that the elevated portions of the truck facility did contribute to the high noise impact assessment, and reminded the TAC that with implementation of mitigation (noise abatement walls) the impact would be lessened, but not necessarily eliminated. In addition, the noise abatement walls would need to lower the noise levels by 5dBA in order to be considered acoustically feasible.

The TAC Chair asked if the TAC and OPC would be presented with a tabulation of the impacts and benefits of the Locally Preferred Strategy once one had been recommended. PBQD replied that because many of the benefits and impacts have been assessed per component, the data could be arrayed that way, unless the Locally Preferred Strategy changes substantially from what has already been evaluated.

**IX. Adjournment**

Following the Question and Answer period, the TAC Chair reminded the attendees that Traffic Impacts and Benefits as well as Air Quality Impacts would be discussed at the next TAC meeting on April 9, 2003 and that the meeting would be held at Progress Park in Paramount at 1:30 p.m. He also reminded the attendees that Assemblymember Alan Lowenthal was sponsoring a Coastal Community Town Hall Meeting on April 3, 2003 at 6:30 to 8:00 p.m. at the Aquarium of the Pacific and that all were invited to attend. Further, the TAC Chair also mentioned that there would be I-710 Open Houses on April 28, 29, and 30, 2003 at three locations in the corridor.

Victor Rollinger asked when the next OPC meeting would be held. The TAC Chair indicated that the next few meetings in April would all be TAC meetings and that the OPC would not meet until May 2003, after the TAC had decided upon a recommended Locally Preferred Strategy.

John Zeigler asked for confirmation of the time of the TAC meeting on April 15, 2003. The TAC Chair replied that the TAC meeting on April 15th would be held at 1:30 p.m. at the Long Beach Energy Department – the same time and place as today's TAC meeting.

The meeting was adjourned at 2:45 p.m.

## **I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Wednesday, April 9, 2003  
1:30 p.m. Meeting*

*Paramount Progress Park  
15500 Downey Avenue  
Paramount, California*

### **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Technical Advisory Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Technical Advisory Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Technical Advisory Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Technical Advisory Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Technical Advisory Committee considers the agenda item OR during Public Comments, and
- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Technical Advisory Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

**I-710 TAC Agenda**

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**VI. CONSENT CALENDAR**

- A. Minutes of the Meeting of March 26, 2003

**VII. REPORTS**

- A. Study Overview (Project Consultant Team)
- B. Traffic Impacts and Benefits (Project Consultant Team)
- C. Presentation by Dr. John Peters, Co-Director, Children's Environmental Health Center, Keck School of Medicine of USC
- D. Air Quality Analysis (Project Consultant Team)
- E. Discussion

**IX. ADJOURNMENT**

NOTICE: New items will not be considered after 3:30 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

## **MINUTES OF THE MEETING**

### **I-710 TECHNICAL ADVISORY COMMITTEE A Meeting Held at Progress Park 15500 Downey Avenue Paramount, CA April 9, 2003**

- I. Chair Pagett called the meeting to order at 1:40 p.m.

COMMITTEE MEMBERS PRESENT: Chair William Pagett, Bell Gardens, Maywood, Paramount; Anthony La, Downey; Carlos Alvarado, Bell, Cudahy; Robert Zarrilli, Commerce; Joseph Lim, Compton; Patrick Fu, Huntington Park; Lon Maddox, Long Beach; Yadi Farhadi, Lynwood; Mohammad Mostahkami, South Gate; Kevin Wilson, Vernon; Victor Rollinger, Carson; Maged El-Rabaa, County of Los Angeles; Kerry Cartwright, Port of Long Beach; Sue Lai, Port of Los Angeles; Sharas Bangalore, Caltrans; Ernest Morales, MTA; Al Bowser, SCAG; Sandra Balmir, FHWA/FTA; Lt. William Murphy, CHP; Carol Gomez, AQMD.

COMMITTEE MEMBERS ABSENT: None.

OTHERS PRESENT: Bridget Sramek, Assemblyman Alan Lowenthal's office; Helene Ansel, Assemblyman Alan Lowenthal's office; Mike Sanders, Long Beach Mayor Beverly O'Neill's office; Jolene Hayes, Port of Long Beach; Michael DiBernardo, Port of Los Angeles; Sumire Gant, City of Long Beach; Anthony R. Ybarra, City of Bell Gardens; Maged Soliman, Los Angeles County, Department of Public Works; Ken Hatai, Caltrans Traffic Investigations; Linda Taira, Caltrans, Corridor Studies; Joe Brazile, Caltrans; Raymond Maekawa, MTA; Ed Gingras, CHP; Enrique Arroyo, Rivers and Mountains Conservancy; John Zeigler, Auto Club of Southern California; Dr. John Peters, USC Keck School of Medicine; Andrea Hricko, USC Keck School of Medicine; Corina Ulloa, USC Keck School of Medicine; Duane Kenagy, ACET; John Doherty, ACTA; Robert Cabrales, CBE; Agustin Eichwald, CBE; David L. San Jose, private citizen, Coolidge Triangle Association, Long Beach; Roger Holman, Coolidge Triangle Association, Long Beach; Martha Thuerte, private citizen, Long Beach; Linda Ivers, private citizen, Long Beach; Dan Pressburg, private citizen, Long Beach; John G. Miller, MD, private citizen, San Pedro; Regina Taylor, private citizen, Long Beach; Ray Pok, private citizen, Long Beach; Deborah Schoch, Los Angeles Times; Dave Levinsohn, PBQD; Steven Yoshizumi, PBQD; Susan Robbins, PBQD; Joel Soden, PBQD; Doris Chan, PBQD; Julie Rush, PBQD; Andrea Rodriguez, CPG; Lee Ward, Meyer, Mohaddes Associates; Harley Martin, CH2M Hill; Paul Taylor, Kaku Associates; Michael Fischer, Cambridge Systematics; Jack Joseph, Gateway Cities COG; Deborah Chankin, Gateway Cities COG.

- II. Roll was taken through self-introductions and a sign-in sheet was circulated.
- III. Bill Pagett, TAC Chair, led the pledge of allegiance.
- IV. There were no amendments to the agenda.
- V. There were no public comments at this time.
- VI. Consent Calendar:

It was moved by Robert Zarrilli, seconded by Joseph Lim, to approve the TAC minutes for March 26, 2003. The motion was approved unanimously.

VII. Reports:

A. Study Overview

Dave Levinsohn of PBQD presented an overview of the TAC meeting schedule to provide the TAC with the evaluation results of the final set of alternatives. At the March 26 meeting the TAC received information regarding the right of way impacts and costs of the alternatives. At the April 2 meeting the TAC received information on the environmental impacts of the final set of alternatives. At this meeting the TAC will receive information on the travel benefits and impacts of the alternatives, as well as information on the impact of the alternatives on diesel particulate emissions. Chairman Pagett commented that the TAC might need to adjust the schedule of future meetings because of the volume of materials received.

B. Traffic Impacts and Benefits

Michael Fischer, Cambridge Systematics, presented results of the traffic impacts and benefits analysis. The first indicator for which he presented results was volume-to-capacity (V/C) ratios, an indicator of congestion. V/C was calculated using passenger car equivalency (PCE) factors that attribute higher volume impacts to trucks relative to autos based on the size and operational characteristics of the vehicles. Data were presented that compared each of the alternatives by direction for major segments of the corridor during the PM peak period. The presentation focused first on mainline 710 V/C characteristics. While the results vary by location in the corridor, Alternative D generally had the lowest V/C ratios of all the alternatives. This is primarily because it adds the most capacity relative to demand. Alternative E also reduced V/C ratios on the mainline considerably, due to the diversion of trucks from the mainline to the truck-only lanes. However, the relative improvement in mainline conditions in Alternative E as compared to Alternative C was less than the relative improvement in Alternative D as compared to all other alternatives.

Mr. Fischer next presented information about the utilization of the new facilities that were added in several alternatives (truck by-pass lanes in Alternative C, HOV lanes in Alternative D, and truck-only lanes in Alternative E). Data were again presented by direction for the PM peak period. The truck lanes have the highest projected utilization of all of the new facilities, with V/C ratios above 0.8 throughout most of the corridor. Truck by-pass lanes also have high utilization relative to capacity, with V/C ratios slightly above 0.6. HOV utilization is expected to be relatively low throughout the corridor, with V/C ratios in the middle of the corridor only slightly above 0.3.

Mr. Fischer also presented data on projected mainline speeds based on the model output. These data show similar trends to the V/C ratios as speeds are a function of V/C. Mainline speeds for the no-build condition in the PM Peak period are projected to average between 30 and 45 mph for most of the corridor with many segments below 35 mph. Alternative D gives the greatest improvement in travel times with many segments achieving speeds above 50 mph. The results for Alternative E and Alternative C are similar to results reported for the V/C ratios, with most segments achieving speeds of between 40 and 50 mph. It was noted that the improvement of travel times on the mainline for Alternative E will have implications for tolling because trucks may not realize significant enough savings as compared to the mainlines to make paying tolls very attractive (given the option to use either the mixed flow lanes or the truck lanes).

Mr. Fischer showed the percentage of trucks using the truck by-pass lanes in Alternative C and the truck lanes in Alternative E. Truck lane utilization rates were very high, generally between 60 and 80 percent. Truck by-pass lane utilization was somewhat lower due to the fact that only trucks that are moving through an interchange are candidates for using these lanes. Michael also noted that in some segments, truck lane utilization in Alternative E may be dropping because the truck lanes are operating close to V/C of 1 and the travel savings benefits relative to the mainlines may be narrowing.

Paul Taylor of Kaku Assoc. described traffic volume changes from the No Build alternative due to (1) extending the Terminal Island Freeway to I-710/I-405 in Alternative C and (2) connecting the Terminal Island Freeway to Alameda Street and the proposed Alameda Truckway in Alternative D. Kerry Cartwright asked for data to be presented at the next meeting comparing volumes on Alameda Street north of the proposed connector in Alternative D. Victor Rollinger asked for data to be presented at the next TAC meeting showing the volume changes due to the I-710 Truckway in Alternative E.

Mr. Taylor also described traffic forecasts for the proposed Slauson Avenue interchange and volume changes at the Atlantic/Bandini and Florence interchanges due to adding an interchange at Slauson. He said he would have more details regarding arterial volume changes at the next TAC meeting.

Michael Fischer then showed changes in truck average daily traffic (ADT) on the I-710 mainlines for each of the alternatives. The benefits of truck by-pass lanes and truck lanes as a way of separating trucks and autos were clearly evident in this data with significant decreases in truck ADT on the mainlines for these alternatives.

Mr. Fischer next presented data on the changes in vehicle miles traveled (VMT) and delay. As expected, VMT increases dramatically on the 710 facilities (including HOV lanes, truck by-pass lanes, and truck lanes) as compared to the no-build condition for any of the alternatives that add capacity, with Alternatives D and E having the greatest increases in VMT. For the study area as a whole (the area bounded by I-110, I-605, SR-60, and the ports), VMT increases were less pronounced but still significant for Alternatives D and E indicating that some traffic is diverting onto study area facilities due to the improved traffic conditions. Alternatives D and E produced the greatest reductions in overall delay (measured both in terms of vehicle hours traveled and person hours traveled). Overall delay reductions were not substantially different for all of the build alternatives at the study area level, with Alternative D having the greatest benefits. For the 710 facilities, Alternatives D and E had greater benefits than Alternative C.

Based on these results, Mr. Fischer presented the following conclusions:

- Alternative D provides the greatest congestion benefits for the 710 mainlines because it adds the most capacity. However, some of this capacity, the HOV lanes, is poorly utilized. If this capacity were eliminated, Alternative E would look much better by comparison.
- Alternative E provides the greatest mobility benefits for trucks. The truck lane performance is better than the mixed flow performance in Alternative D.
- While Alternative E does provide significant mobility benefits, truck utilization pushes V/C ratios high enough that there are slight congestion impacts during peak periods (speeds are reduced below free flow conditions).
- Alternative E shows very high utilization of the truck lanes. Truck by-pass lanes also have high utilization, although not as high as truck lanes. They also have the unintended impact of increasing truck volumes on the mainline in the immediate vicinity of the truck lanes as compared to the no-build condition.
- All of the build alternatives reduce delay substantially despite increased VMT.

Mr. Fischer next presented results of the safety analysis. The following conclusions with respect to safety are relevant:

- Incident management introduced with the ITS options in the TSM alternative (Alternative B) has significant safety benefits.

- The build alternatives produce safety benefits in part by shifting traffic from the arterials to the freeway, where accident rates are lower.
- Alternative D shows the greatest reduction in fatality accidents (although the difference is small) but these shift to less severe accident types.
- Alternative E evaluation does not account for the safety benefits of separating trucks and autos as no data are available. This benefit is expected to be significant.

Victor Rollinger pointed out that the safety analysis probably under represented the safety benefits of separating trucks and autos as is accomplished in Alternative E. Mr. Fischer agreed with that assessment. Mr. Rollinger suggested that the study team acquire accident rate data, if available, from the separate truck lanes on I-5 in San Diego County. He also requested that when the OPC is briefed on safety benefits, that the consultant team point out that the analysis methodology under represents the safety benefits of those alternative features that separate trucks and cars.

Mr. Fischer concluded his presentation with results from the reliability analysis. Reliability is measured as changes in non-recurrent (incident-related) delay. The following conclusions were presented:

- Alternative B shows significant reliability benefits due to the benefits of incident management in reducing incident duration.
- Alternative D has the greatest reliability improvements. This is due to the addition of lanes, which reduces the impact of incidents, and the reduction in overall congestion making it easier to clear incidents faster.
- The reliability benefits of Alternative E are underestimated because they do not take into account the safety benefits of separating trucks and autos. However, there is a reduction in the potential benefits associated with reduced congestion because a two-lane facility (the truck lanes) is less reliable than a three or four lane facility.

C. Presentation by Dr. John Peters, Co-Director, Children's Environmental Health Center, Keck School of Medicine of USC

Dr. Peters began by distributing copies of his PowerPoint slides to the members of the TAC. The presentation was entitled "Health Impacts of Freeway Expansion". Dr. Peters pointed out that vehicle exhaust contains lots of particles and gases, these particles are very small, as small as PM 0.1, which is 0.1  $\mu\text{m}$ . In 1998, California designated diesel exhaust as a toxic air contaminant, based on studies showing increased cancer risk among railroad workers and truck drivers.



Dr. Peters pointed out that forecasts indicate that the number of trucks on I-710 will almost triple over the next 17 years, and that increasing the number of trucks on I-710 will create local and regional air pollution. He presented data that shows that there is a high concentration of black carbon within 100 meters of I-710, and that I-710 has higher concentrations of black carbon (a marker of all components of diesel exhaust) than I-405 at equal distances, presumably due to the greater truck volumes on I-710.

Dr. Peters referred to the SCAQMD MATES II Study, which looked at the risk for cancer causing chemicals in the air. That study identified diesel exhaust as the most important cancer causing constituent in the air, and the study predicted the greatest risk of cancer along those freeways with the most truck traffic. The health effects of exposure to diesel exhaust include more lung cancer, worsened asthma, and other respiratory effects. He presented data that suggests that living within 300 meters of major roadways adversely affect lung function and increases asthma risk. Dr. Peters also referred to a children's health study which analyzed the health of 6,000 children in 12 California communities in six different counties. The study concluded that lung growth in children is lower in those communities near heavily traveled freeways than in those without them. Data also showed negative effects on children who spent more time outdoors in the vicinity of freeways with higher truck volumes, even if that outdoor activity was exercise.

Additional data presented by Dr. Peters indicates that higher concentrations of ozone are associated with an 83% increase in acute respiratory disease sufficient to cause school absences among children.

In summary, Dr. Peters urged the TAC to consider local and regional health impacts in planning for improvements to I-710, as adding pollution to an already polluted air basin is a really bad idea and the plans for I-710 must make certain that air pollution is not increased and that public health is protected.

At the conclusion of Dr. Peters' presentation, Dr. John Miller, a member of the public, requested the opportunity to address the TAC. Chairman Pagett granted Dr. Miller time to address the TAC. Dr. Miller said he is an emergency room physician but also has a personal and professional interest in children's health. He is concerned because of studies he cited from the medical research literature which links illnesses in children to air pollution, particularly mobile source pollution. Dr. Miller urged the TAC to consider the health effects of I-710 improvement plans on the surrounding communities and their children.

#### D. Air Quality Analysis

Joel Soden of PBQD presented preliminary findings of the forecast of the effects of the Final Set of I-710 alternatives on diesel particulate matter concentrations. Mr. Soden stated that the analysis focused on diesel particulate matter (DPM), which is part of the

exhaust emissions of heavy-duty trucks. The analysis focuses on particulate matter less than 10 microns in diameter (PM<sub>10</sub>), and is measured in micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ). It is a local, rather than regional air quality impact and is estimated as a line source (highway) rather than a point source (e.g. power plant). The challenges in performing this analysis are that there is no approved EPA methodology to quantify diesel particulate concentrations, that the physical science of this is still speculative, and that the methods to quantify diesel particulates for transportation projects are still evolving.

Mr. Soden said that the analysis used existing, approved models for line source evaluation of PM<sub>10</sub> in order to compare the I-710 alternatives, focusing on the key variables that increase or decrease diesel particulate concentrations. The analysis focused on year 2025, utilizing EMFAC 2002, v2.2 emission factors, CAL3QHCR mobile dispersion program and actual worst case meteorological conditions from the Los Angeles region. The future traffic forecasts came from the I-710 sub-area model developed for the study by Kaku Assoc., which forecasts traffic by vehicle type, including three classes of trucks by four time periods: am peak, midday, pm peak and night time. DPM model inputs include roadway geometry, truck volumes, emission rates and meteorology. Mr. Soden presented a graph which shows that DPM emission rates are forecast to decline significantly by 2025 compared to today's rates, as federal diesel emissions standards are implemented along with new mandates on low sulfur fuel and as older trucks are replaced with newer trucks over time.

Mr. Soden also showed a graph which indicates that DPM emissions in grams/mile decline as vehicle speed increases.

The forecasts of DPM concentrations were performed for two locations along the I-710 Corridor: between Willow St. and I-405 in Long Beach and between Alondra Blvd. and Rosecrans Ave., both on the southbound side of the I-710. These locations were selected because of the higher forecast truck volumes at those locations, residences close to I-710 at those locations, and to capture the design differences among the alternatives. Mr. Soden presented two charts which displayed the analysis results at those locations. The charts displayed DPM concentrations for each I-710 alternative at increasing distances from the centerline of I-710. At the Willow/405 location, the analysis predicts that alternatives C and D would generate lower DPM concentrations than the no build alternative (A) and that Alternative E would produce higher concentrations. (Checking of these results subsequent to this presentation found errors in the analysis of Alternative E, which were corrected and these revised results were presented at the 4/15/03 TAC meeting. See minutes of that meeting for the corrected results). The results for the Alondra/Rosecrans location predict that all of the improvement alternatives (B-E) will generally reduce DPM concentrations compared to the No Build (A).

The lessons learned from this DPM analysis include:

- Higher speeds reduce DPM emissions
- Trucks in lanes close to sensitive uses increases DPM concentrations
- Elevated lanes are better than at-grade lanes due to increased DPM dispersion
- Higher truck volumes generate higher DPM emissions

Mr. Soden concluded by stating that the analysis shows the relative difference among alternatives for DPM concentrations, informs the facility design process, and that the next phase of I-710 study (EIS/EIR) will involve additional analysis of DPM.

Doctors Peters and Miller questioned the assertion in Mr. Soden's comment that the current state-of-the-art on DPM is still speculative and evolving, given the many health studies that they had cited in their previous presentations. Mr. Soden responded by discussing USEPA current position on DPM and the potential health effects of transportation projects.

Al Bowser said that the position taken by the doctors (i.e., that DPM is very harmful to human health) and the results of the air quality analysis (i.e., that the design of the roadway affects localized pollutant concentrations) are not mutually exclusive.

There were several questions regarding the change in emission factors with future analysis years. In response, Mr. Soden explained the variable and assumptions that USEPA and CARB incorporated into their emission factor algorithms. He also discussed the increased emission controls on diesel engines that are mandated and how they are incorporated into the results.

Several speakers were concerned that traffic projections show large increases in traffic along the I-710 corridor by the 2025 analysis year. Mr. Soden stated that emissions caused by these increases would be offset to some extent by lower emission factors from both future emission controls and increases in vehicular speeds.

#### E. Discussion

Chairman Pagett requested that the proposed TAC meeting schedule for future meetings be adjusted. He said that he feels that the TAC has been given a substantial amount of information on the evaluation of alternatives over the past three meetings and that they need additional time to digest the information and ask questions of the consultant team. He suggested that at the 4/15/03 meeting that the TAC members be prepared to ask questions of the consultant team regarding right of way impacts and design features of the alternatives. He also requested an update for the TAC of the public outreach effort. Dave Levinsohn indicated that the proposed revision in schedule would be fine with the consultant team. He also reminded the Chair that the consultants have two more items to present to the TAC at the April 15 meeting: an analysis of tolling the truck lanes in Alternative E and the presentation of regional air quality impacts of the alternatives.

#### IX. Adjournment

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The meeting was adjourned by consensus at 4:40 p.m.

## **MINUTES OF THE MEETING**

**I-710 TECHNICAL ADVISORY COMMITTEE  
A Meeting Held at the Long Beach Energy Department  
2400 East Spring Street  
Long Beach, CA  
April 15, 2003**

- I. Chair Pagett called the meeting to order at 1:50 p.m.

COMMITTEE MEMBERS PRESENT: Chair William Pagett, Bell Gardens, Maywood, Paramount; Anthony La, Downey; Carlos Alvarado, Bell, Cudahy; Robert Zarrilli, Commerce; Joseph Lim, Compton; Patrick Fu, Huntington Park; Lon Maddox, Long Beach; Yadi Farhadi, Lynwood; Joe Comstock, South Gate; Kevin Wilson, Vernon; Victor Rollinger, Carson; Maged El-Rabaa, County of Los Angeles; Kerry Cartwright, Port of Long Beach; Kanya Dorland, Port of Los Angeles; Sharas Bangalore, Caltrans; Ernest Morales, MTA; Al Bowser, SCAG; Lt. William Murphy, CHP; Carol Gomez, AQMD.

COMMITTEE MEMBERS ABSENT: Sandra Balmir, FHWA/FTA.

OTHERS PRESENT: Helene Ansel, Assemblyman Alan Lowenthal's office; Sara Skinner, Councilmember Tonia Reyes-Uranga's office, Long Beach; Jeannine Critie, Vice Mayor Frank Colonna's office, Long Beach; Anthony R. Ybarra, City of Bell Gardens; Mohammad Mostahkami, City of South Gate; Sumire Gant, City of Long Beach; Scott Mangum, City of Long Beach Planning; Jolene Hayes, Port of Long Beach; Sue Lai, Port of Los Angeles; Raymond Maekawa, MTA; Linda Taira, Caltrans, Corridor Studies; John Zeigler, Auto Club of Southern California; Duane Kenagy, ACET; John Doherty, ACTA; Bobby Cochran, Rivers and Mountains Conservancy; Eric Donald, private citizen; James Sturm, private citizen, Long Beach; James Filipan, Stevens Steak House, Commerce; Linda Ivers, private citizen, Long Beach; Bry Myown, private citizen, Long Beach; Manuel Avila, Jr., private citizen, Huntington Park; David San Jose, Coolidge Triangle Association, Long Beach; Dan Pressburg, private citizen, Long Beach; Deborah Schoch, Los Angeles Times; Robin Urevich, KPCC Radio; Doris Chan, PBQD; Dave Levinsohn, PBQD; Steven Yoshizumi, PBQD; Julie Rush, PBQD; Lee Ward, Meyer, Mohaddes Associates; Sylvia Novoa, CPG; Andrea Rodriguez, CPG; Paul Taylor, Kaku Associates; Richard Powers, Gateway Cities COG; Jack Joseph, Gateway Cities COG; Deborah Chankin, Gateway Cities COG; Don Camph, Gateway Cities COG.

- II. Roll was taken through self-introductions and a sign-in sheet was circulated.
- III. Bill Pagett, TAC Chair, led the pledge of allegiance.

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- IV. There were no amendments to the agenda.
- V. There were no public comments at this time.
- VI. Consent Calendar:

Approval of the TAC minutes for April 2 and April 9 was continued to the next meeting.

VII. Reports:

A. Study Overview

Dave Levinsohn (PBQD) reminded the TAC that this was the fourth of a series of meetings intended to provide the TAC members with the technical information they need to make their Locally Preferred Strategy (LPS) recommendation to the Oversight Policy Committee (OPC).

B. Report on Economics (Tolling of Truck Facility)

Michael Fischer, Cambridge Systematics, presented results of the toll analysis for the truck lanes in Alternative E. Mr. Fischer pointed out the following key features of the approach to toll analysis:

- The analysis is based on a tradeoff between travel time savings on the truck lanes vs. the cost of the tolls. Thus, the analysis relies on travel time data derived from the sub-area focus model and data on value of time collected in a stated preference survey by researchers at UC Berkeley.
- The value of time data recognizes that different types of trucks have different values of time. This is represented by a probability distribution in the data. In modeling tolls, CS divided trucks into 2 weight classes and five value-of-time categories and assigned each to the network in the model using different values of time for each vehicle class.
- Tolls are represented as an equivalent travel time impact. This affects route choice in the model.

Kerry Cartwright, Port of Long Beach, asked Mr. Fischer to elaborate on the truck classes and how the value of time is different between them. Mr. Fischer said that they used a randomly selected sample of California registered trucks, and extracted only the Southern California data. The data was collected by interviewing fleet managers who can make routing decisions. Cambridge Systematics also looked at port only trucks, but the sample was too small to make reliable assumptions. A logistics curve was fitted to

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the value of time data. The trucks were split into five value-of-time categories for each of two weight ranges, greater than 33,000 pounds, and 8,500 to 33,000 pounds. Kerry asked if the value of time was based on actual costs. Michael said that the source of the data was opinion surveys.

Kanya Dorland, Port of Los Angeles, asked if capital costs and the net revenue of the tolls had been calculated. Mr. Fischer answered that the level of detail she was asking about had not been analyzed yet.

Mr. Fischer next presented some of the key assumptions in the analysis. Based on the data, mean value of time was assumed to be \$30/hour and median value of time was assumed to be \$18/hour, reflecting a distribution skewed to the lower values of time but with some trucks having very high value of time. He noted that Cambridge Systematics believes that these assumptions and the methodology used provide a lower bound estimate of the potential of tolls for the following reason:

- The value of reliability benefits are not factored into route choice due to the methodology.
- The data represent “average” California trucks. The value of time for trucks serving the port may be higher.
- The study did not evaluate the benefits of allowing longer combination vehicles to operate on the toll lanes. This might be possible for select origin-destination pairs (such as for delivery to and from the intermodal yards).
- Speed estimates from the model are critical and are difficult to validate. Even small changes in the assumed difference in speeds between the mainline and the truck lanes can have significant impacts on the results of the analysis.

Using a hypothetical trip from the port, Michael showed the impact of different assumptions about the value of time and speeds on the mainline. This information was used subsequently to conduct a sensitivity analysis of the results. One point that was clear from the example, however, is that for the very short trips that characterize truck operations on I-710, the impact of saving time on I-710 itself may be small for trucks relative to the amount of time they spend waiting for pick up and delivery during other parts of their work day.

Mr. Fischer next showed data on truck lane utilization rates for two scenarios, a \$0.07/mile toll and a \$0.15/mile toll. The maximum revenue toll is expected to be somewhere between these two values. At \$0.07/mile, truck lane utilization averages around 60 percent of all trucks whereas at \$0.15/mile this drops to around 35 percent. There is not a big difference between peak period utilization rates and daily utilization rates because of the relatively constant congestion levels throughout the day and the

high mid-day truck volumes. In a sensitivity analysis, Cambridge Systematics compared utilization rates for a \$0.15/mile toll assuming that actual value of time is twice that assumed in the base case model runs. Utilization rates were approximately equivalent to the base case \$0.07/mile toll. In the base case of \$0.07/mile, annual revenue in 2003 dollars was estimated at \$6.1 million. Maximum revenue for the base case is probably closer to \$8 million annually. Cambridge Systematics ran sensitivity cases with higher (double) value of time and assuming that speeds on the mainline are 5-8 mph lower than the model predicts. In the best case, annual revenues might be as high as \$25-\$30 million. The increased value of time figures might be a way of taking into account the value of travel time reliability, for example.

Kerry Cartwright asked if a model run had been done for the tolling scenario. Mr. Fischer said that a model run had been done, and that a separate model run had been done for double value of time but not for different speeds – a pivot/sensitivity analysis had been done for speeds.

Kerry Cartwright commented that assessing the impact of speed/reliability is crucial to the tolling analysis, because a V/C ratio above 0.95 represents unstable flow – vehicle flow rates decline from 2200/lane/hr to 1600/lane/hr. Also, travel time reliability is important. It is possible to underestimate toll revenues if speeds are over estimated. Mr. Fischer agreed and said that was why Cambridge Systematics did the sensitivity analysis.

Kerry Cartwright recommended that Michael Fischer make this presentation in front of the California Trucking Association, and concurred with Kanya Dorland that he would like to see an estimation of capital and O&M costs to collect tolls. The study team agreed to provide that data to the TAC.

Al Bowser, SCAG, asked if there would be enough time savings associated with the tolled truck facility to facilitate additional trips or turns. Michael indicated that very little of the trucks' total trip time is spent on I-710. Because much of their trip time is spent elsewhere – at gates, etc. – it is unlikely that the time savings on I-710 would be enough to make another turn.

#### C. Report on Regional Air Quality Impacts

Mr. Fischer continued by discussing the regional air quality impacts of the proposed alternatives. Changes in emissions relative to the future no-build condition were presented for each of the alternatives. On a regional basis, changes in emissions are very small for all alternatives (for most pollutants, the reductions are less than 0.3 percent). On a regional basis, all criteria pollutants show declines despite small VMT increases. Emissions changes for the study area are also very small (in this case less than 2 percent change). However, for the study area, emissions for all criteria pollutants except PM10 show slight increases. This is due to the fact that study area



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VMT increases significantly for all of the alternatives relative to the no-build. In the case of several pollutants, emissions begin to increase as speeds improve past a certain point. For this reason there are very noticeable increases in NOx emissions. This affect is greatest for Alternative E, as trucks (a major mobile source of NOx) experience the greatest speed improvement. However, in all of the alternatives, PM10 emissions decrease due to improved speeds.

Deborah Chankin, Gateway Cities COG asked Mr. Fischer to explain the graphic – the previous charts had shown each alternative as a different color. He explained that in this chart the different emissions were shown in different colors and they were grouped by alternative, so the TAC members should compare bars of the same color to see which alternative had the greatest impact. David Levinsohn, PBQD, noted that the regional impact was a reduction of less than 0.4 percent and the change in the study area emissions ranged from a reduction of less than 2 percent to an increase of less than 2 percent depending on the emission and the alternative.

Kerry Cartwright asked what the forecast year was for the data presented. Michael Fischer said that these were 2025 forecasts and that they assumed both 2025 traffic volumes and the prescribed changes in the federal emission standards. Kerry also asked if the regional analysis covered the entire SCAG region, and asked what was encompassed within the study area. Mr. Fischer said that the regional analysis did cover the entire SCAG region, and that the study area for this analysis was bounded by the ocean on the south, I-110 on the west, SR-60 on the north and I-605 on the east.

Al Bowser asked if this analysis correlated to the Direct Traffic Impact Model (DTIM) that SACG uses. Mr. Fischer indicated that Cambridge Systematics did not use DTIM. Deborah Chankin asked what DTIM was. Al Bowser said it is the model SCAG uses to assess air quality impacts. He suggested that using DTIM would cast the results within a construct that SCAG and AQMD understands. David Levinsohn asked if this is something that SCAG would do once a Locally Preferred Strategy was selected and incorporated into the Regional Transportation Plan. Al Bowser said that SCAG would do that kind of analysis at that time.

A private citizen in the audience asked if the analysis takes into account accidents involving trucks as that kind of accident takes longer to clear and results in more congestion. Michael Fischer said that the model assumes an average condition, which, in the case of I-710, means 5 total accidents per day, without specifying what types of vehicles are involved in those accidents. The same gentleman asked if jersey barriers were assumed, because he felt that straight faced barriers were more effective in truck-involved accidents. David Levinsohn said that the type of barrier to use was too detailed to address at this level of study.

Julie Rush (PBQD) presented updated information on diesel particulate matter (DPM) for two locations near I-710, (1) between Willow Road and I-405, and (2) between

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Alondra and Rosecrans. At the last TAC meeting (April 9, 2003), the study team noted that the heavy duty truck volumes were double counted for one time period for the Willow to I-405 location for one of the alternatives, which could affect the emissions results. Consequently, all the traffic numbers were verified and the air quality models were rerun for both locations to determine if it affected the emissions levels. The study team also corrected for the truck distribution pattern within the general purpose lanes for all of the alternatives. In the State of California, trucks are relegated to the two right-hand lanes (e.g., closer to sensitive receptors).

At the Willow to I-405 site, the emissions results changed for Alternative E only; the other alternatives remained about the same. At the Alondra to Rosecrans site, the emissions levels for Alternative C changed slightly. Alternative C performed more similarly to Alternative E at distances close to the freeway. At these two locations, all of the alternatives performed better than the No Build Alternative.

Julie Rush explained that the revised emission results on diesel particulates did not change the key conclusions of the analysis that were presented at the April 9th TAC meeting:

- improvements in vehicle speeds reduces DPM emissions
- trucks in lanes close to sensitive receptors increases concentrations
- elevated lanes are better than at-grade lanes due to increased dispersion, however, this effect diminishes the further you get from the freeway
- more trucks means higher emissions levels

Of all the factors, changes in speeds seem to have the greatest influence on diesel particulate concentrations at these two locations.

David San Jose asked if this data was saying that there would be more or less pollution. As a resident, and because of his involvement in youth organizations, he said he was concerned about the health of the community. He felt that if there were additional truck lanes, and three times the number of truck and double the number of cars that there are today, there could be little benefit from any proposal. He also indicated that he had understood that the Alameda Corridor was supposed to include four lanes for trucks double decked, but this was not done.

**D. Additional Evaluation of Alternatives (Terminal Island Freeway and Slauson Avenue)**

Paul Taylor, Kaku Associates, described some additional information about the Terminal Island Freeway and the Slauson Avenue interchange that was requested by the TAC at the previous meeting.

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Data had been previously presented to illustrate the impacts/benefits of the Terminal Island Freeway Extension and the Alameda Truckway Connector. The additional data showed that the Terminal Island Freeway Extension resulted in a decrease of approximately 40,000 passenger car equivalents (PCEs) on I-710 south of I-405, whereas the Alameda Truckway Connector showed no significant change on I-710 in the same section. However, the Alameda Truckway Connector did show a decrease in traffic (approximately 24,000 PCEs relative to the No Build) on the Terminal Island Freeway just south of Willow Street. It also resulted in an increase in traffic on Alameda Street (approximately 40,000 PCEs relative to the No Build).

With respect to the Slauson Avenue interchange, Mr. Taylor had previously presented data (at the April 9<sup>th</sup> TAC meeting) that showed that the ramp volumes at Atlantic Boulevard (north of Slauson Avenue) and Florence Avenue (south of Slauson Avenue) were essentially unchanged by the implementation of a new interchange at Slauson Avenue. Additional analysis revealed that traffic on I-710 north of the Slauson Avenue interchange increased by 22 percent relative to the No Build, and traffic on Garfield Avenue north of Slauson Avenue (which roughly parallels I-710), decreased by 41 percent.

Carol Gomez, AQMD, asked what the planning horizon year was for the data that Paul Taylor presented. He told her the planning horizon year for this data and all the forecast data in the study was 2025.

**E. Question and Answers/Discussion**

Prior to the Question and Answer/Discussion period, Sylvia Novoa (CPG) made a presentation regarding public outreach during the study and specifically the recent public outreach for the Open House meetings.

Sylvia Novoa said that the goal of the public outreach plan was to develop an integrated outreach process that involves and informs all interested stakeholders in the I-710 corridor. She said that the audiences that have been targeted include:

- Affected residents
- Community groups and organizations
- Business owners and groups
- Trucking and transportation interest
- Major destinations
- 710 commuters
- Agencies
- Environmental groups
- Schools
- Churches

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Ms. Novoa indicated that council members and/or city officials were contacted early in the study in each city for names of individuals and organizations they felt should be involved in the I-710 outreach program. Community organizations were contacted for recommendations of other individuals and organizations to involve. City websites, rosters, information guides, newsletters were researched for additional community resources. The outreach was tailored to specific community needs. Instead of expecting people to come to meetings, the outreach went to the people where they were. Over 220 meetings were held with community groups through various mechanisms. Presentations were made, roundtable discussions and open houses were held, and certain individuals received one-on-one briefings.

Additionally, fact sheets, questionnaires, and comments sheets were provided at these meetings and to those who requested them. The Gateway Cities COG web site and city web sites have links to the study and a bilingual hotline was set up and advertised for this study.

The information on the impacts of the alternatives has the greatest public interest, so the outreach plan spells out the highest level of outreach in this period. In the past three weeks council members of impacted cities were briefed, two press briefings were held, and six roundtables were held on April 10 and 11, 2003.

In the next few weeks impacted community meetings will be held in Commerce, East Los Angeles, Bell Gardens, and Long Beach. The study team is also hosting Open Houses in Long Beach, Bell Gardens and East Los Angeles on April 28, 29, 30, 2003.

To ensure the community knows about the Open Houses 54,000 letters are being sent to impacted communities residents in East Los Angeles, Commerce, Bell Gardens and Long Beach. Long Beach will also receive notices in water bills, via a cable TV crawler, and a sign on an electric message board at the I-710 and I-405 interchange.

A private citizen in the audience suggested that the outreach plan should consider billboards on I-710 to reach the people who drive on the freeway regularly.

Linda Ivers, private citizen, Long Beach, said that she and some of her friends have had a lot of problems with the web site, and that the outreach form doesn't work. Further, up-to-date information is not posted on the web site. She also asked if the right-of-way impact aerials would be posted on the web site. Deborah Chankin said that things are being posted on the web site based on requests from the public, and that the Gateway Cities COG is working to provide the images on the web site. Linda Ivers asked how long the right-of-way impact aerials had been available. Bill Pagett said that the cities have had them for two weeks and that they are still digesting the information.

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A private citizen in the audience stated that the TAC should decide what they are trying to do. He suggested that creating a canal between the ports and the rail yards would reduce the truck trips on I-710. Or that moving the warehouses nearer to the ports would do the same thing. He said that in England, instead of destroying London, they moved the port traffic to the Essex marshes. He said that in Manchester they have a ship canal, and suggested that containers could be carried overhead through maglev technology. He felt that the study has too narrow in its focus and scope. Bill Pagett said that some of the suggestions that were made were not the charge of this committee.

The next segment of the meeting, as planned, was for the TAC members to ask questions of the study team regarding some specific aspects of the alternatives, particularly specific design features and right-of-way impacts.

Kanya Dorland, POLA, asked the study team to explain the Anaheim/PCH braid. She asked why this takes so much right-of-way.

The study team responded that the northbound on-ramp traffic from Anaheim Street goes over the northbound off-ramp traffic to Pacific Coast Highway. This concept takes right of way to accommodate the loop ramps. It could not be tighter in this type of configuration because of design speed and sight distance requirements.

Bill Pagett, TAC Chair, asked if there would be access to parcels between the southbound frontage road and the southbound on-ramps at Pacific Coast Highway and Anaheim Street.

The study team responded that in this concept, based on Caltrans typical right-of-way policy, they would not be included.

Bill Pagett asked where are the truck ramps at Pacific Coast Highway?

The study team responded that there is a loop on-ramp in the southeast quadrant and an off-ramp in the northwest quadrant. Both are dedicated to trucks only.

Kerry Cartwright, POLB, asked if the interchange concepts at Pacific Coast Highway and Anaheim Street in Alternatives C and E are different? If so, why? He said the POLB believes that a diamond configuration could work at both Pacific Coast Highway and Anaheim Street.

The study team responded that they are different, to give the TAC options of different types of improvements – each has advantages and disadvantages.

Lon Maddox, Long Beach, said that the City supports a combination of C and E south of I-405 and is wondering if it would be possible to provide access to Willow Street or

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Pacific Coast Highway from the autoway in Alternative E. The POLB suggested that the model output could indicate where that access would best be located. The City also thinks that there needs to be more improvements from Anaheim Street to south of Ocean Boulevard. Further, Long Beach favors the truck inspection facility to be moved south of I-405.

The study team responded that providing access from the autoway to Willow Street or Pacific Coast Highway would require some modification of the existing access because there are already ramps at both of those streets. And allowing for the inspection facility south of I-405 would likely require elimination of some access and/or acquisition of residential/commercial property.

Kanya Dorland, POLA, asked what movements are possible from the proposed Terminal Island Freeway extension? Could you access I-405?

The study team responded that you could not access I-405 directly. Access from the Terminal Island Freeway extension would go to/from I-710 north of I-405. However, the proposed ramps at Wardlow would allow traffic movements between I-405 and the Terminal Island Freeway extension via the existing interchange at Santa Fe Avenue. A previous concept had included an interchange on I-405 approximately one mile west of the I-405/I-710 interchange, but early consultation with FHWA indicated that because this would violate one of their standards they would not allow two freeway-to-freeway interchanges so closely spaced. So the concept was revised to the current plan based on suggestions from both FHWA and Long Beach. This revision eliminated a large interchange and reduced the number of acquisitions.

Victor Rollinger, Carson, said that the City of Carson is against the Alameda Truckway Connector and any effort that would be made to upgrade Alameda Street with more lanes or freeway-like design because it would split the City in half. Such projects would change the character of the corridor and would isolate people from and rest of city and they will suffer from more impacts. The City feels that more attention needs to be paid to the potential impacts that these proposals would have on Carson. Carson favors the Terminal Island Freeway extension and suggested that they would not support the Alameda Truckway Connector. Kerry Cartwright, POLB, stated that the POLB would have to see an analysis at the intersection of Ocean Boulevard and the Terminal Island Freeway because they are currently pursuing an improvement to that interchange and would want to know the impact of either Terminal Island Freeway proposal on traffic volumes at the interchange.

Joe Lim, Compton, asked how many truck trips would be diverted to Alameda Street by the proposed Alameda Truckway Connector? Compton is also concerned about the impact to their city as traffic on Alameda Street increases.

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The study team responded that traffic volumes on Alameda Street north of the connector would increase by about 40,000 passenger car equivalents (PCEs).

Kerry Cartwright, POLB, asked how do you account for the delay caused by the queuing at the truck inspection facility? How does it actually work? And how is it designed?

The study team responded that a time delay factor is introduced for that link in the traffic model. The model is not able to do much else at this level of precision. Lt. William Murphy, CHP, said that at other inspection stations, they signal trucks to go into the station until it is full and then close the station until they can clear it sufficiently. Then they reopen it. They weigh in motion all trucks that go through the station, but only inspect those that have expired stickers or are suspected of needing some inspection. The inspection station is located on the northbound truck bypass facility. It is designed such that truck traffic would exit the northbound I-710 and drive through the weigh in motion area. Any trucks that needed to be inspected would be flagged over to the side for inspection.

Ernest Morales, MTA, asked if the inspection station could be combined with the Exclusive Truck Facility in Alternative E, and would it fit within the utility right-of-way?

The study team responded that it probably could, but there would need to be more analysis to be sure.

Joe Lim, Compton, asked why is the Alondra interchange modified in Alternative D and why are there so many lanes on Alondra at that interchange? One of the properties in that interchange is currently vacant, but it is in plan check right now for near-term development.

The study team responded that because of the widening of I-710 caused by the mainline improvements, the interchange needed to be reconfigured. Alternative D includes mostly diamond interchanges, which by their design require left turn movements from the street onto the freeway. These left turn movements would require left turn lanes which add to the number of lanes required on this street.

Joe Lim, Compton, asked, with regard to alternative E, what is happening on the southbound side? At what height is the Truckway?

The study team responded that the truck lanes would go over Alondra and over SR-91. They would be at approximately the same height as the existing southbound I-710 to eastbound SR-91 flyover connector.

Victor Rollinger, Carson, asked how effective would sound walls be on the proposed elevated Truckway in Alternative E?

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The study team responded that to block the source of the noise, the exhaust pipe, the walls would have to be at least 12 feet high.

Victor Rollinger, Carson, asked whether a lower wall would block the tire noise, which (at speed) is a greater source of noise?

The study team responded that a shorter wall would block some tire/road noise.

Deborah Chankin, Gateway Cities COG asked that the study team explain the differences between the concepts for the SR-91 interchange improvements in Alternatives D and E.

The study team responded that Alternative D includes a very extensive amount of reconstruction to eliminate a number of design deficiencies. As such it also has a commensurately high amount of right-of-way impact. Alternative E addresses many, but not all of the design deficiencies and has a lower level of right-of-way impact. Additionally, Alternative E has fully directional truck ramps in this interchange.

Kerry Cartwright, POLB, asked if all of the truck ramps are necessary and cost effective. Does the traffic forecast support the need for all of those ramps?

The study team said that they would check the forecasted traffic volumes and report back to the TAC.

Lon Maddox, City of Long Beach, said that the City opposes the level of impact that is currently shown for this interchange reconstruction and wants to know if it could be minimized.

The study team responded that if fewer improvements are made, the impact could be reduced.

Al Bowser, SCAG, asked what design speed was assumed? If the design speed were reduced, then the design standards would allow a tighter design.

The study team responded 65 miles (110 kilometers) per hour.

Bill Pagett, TAC Chair, asked the project study team to explain the profile of the Truckway between SR-91 and Imperial Highway.

The study team responded that the Truckway would go over SR-91, over Alondra Boulevard, over Rosecrans Boulevard and under I-105, then over Imperial Highway.



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Joe Comstock, South Gate said that currently there is little access to residential and utility uses between the river and the freeway. He asked if the proposed improvements to I-710 would help or hinder that situation?

The study team responded that, as part of this project, the existing undercrossing could be improved, and/or an additional overcrossing could be provided at Southern Avenue allowing a second access point for those land uses.

Kanya Dorland, POLA, asked why not show all impacts to one side of I-710?

The study team responded that the alternatives assumed concentric widening because it is less disruptive to traffic during construction. The main purpose of the concept development at this stage is to show the relative differences between the alternatives to provide the TAC and OPC a chance to compare them and make trade-offs. Future design may or may not favor non-concentric widening.

Bill Pagett, TAC Chair, asked would use of vertical walls instead of slopes eliminate some right-of-way acquisition?

The project team responded that walls could reduce the amount of right-of-way acquisition, but they are not standard practice in all locations. At some locations walls could make economic sense. In other places they may not. It is a decision that the State would make later in the process – a more conservative assumption was used at this stage of project development.

Bill Pagett, TAC Chair, asked the team to explain the profile of the HOV lanes (Alternative D) and the Truckway (Alternative E) in the Bell Gardens area. The public would like to see the use of vertical walls to reduce the right-of-way impacts. Or could the Truckway be placed in the median in this area to reduce right-of-way impacts?

The study team responded that the HOV lanes would be elevated over Florence Avenue. The Truckway would be at-grade from north of Firestone Boulevard to south of Florence Avenue and then go over Florence Avenue. Where the Truckway is at-grade, there would be no need for a wall. So far, an effort was made to not locate the Truckway elevated over the median in response to public input and Caltrans/CHP concerns. However, that could change based on direction from the TAC and the OPC.

Kevin Wilson, Vernon, asked where is the truck access to the intermodal yards in Alternatives C and E?

The study team responded that, in Alternative C, there are truck ramps at Washington Boulevard. In Alternative E, there are truck ramps at Washington Boulevard and connecting to the Atlantic Boulevard viaduct.

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Robert Zarrilli, Commerce, asked why don't the truck ramps connect directly to the rail yards?

The study team responded that there are greater right-of-way impacts, and operational issues to address to get the northbound trucks (on the east side) to the yards (on the west side). It could be done, but the impacts would be greater.

Kevin Wilson, Vernon, asked could you use the old Ford property at the corner of Atlantic Boulevard and Sheila Street to construct a direct ramp to the rail yards? The rail companies are not opposed to direct connectors.

The study team responded that it was possible, but it would have to be studied further.

Robert Zarrilli, Commerce, asked could you set up a meeting to talk to the rail companies about this?

The study team responded that they would contact them and invite staff from Commerce, Vernon, Bell and the County of Los Angeles to this meeting.

Robert Zarrilli, Commerce, stated that at this point it appears that the City of Commerce is opposed to Alternatives C, D, and E because of the level of right-of-way impacts.

Kevin Wilson, Vernon, said that the City of Vernon would favor realigning the northbound off-ramp to Bandini Boulevard to line up with their proposed alignment for 26<sup>th</sup> street. That could open some land for development. The City would also favor the northbound off-ramp on a viaduct over Bandini Boulevard connecting with northbound Atlantic Boulevard to provide a more direct path for trucks going to Sheila Street.

The study team responded that current state policy prohibits aligning a ramp with a street opposite the ramp terminal. It would require a design exception. State policy may or may not allow for private development between the ramps, Atlantic Boulevard and Bandini Boulevard. A viaduct over Bandini Boulevard might provide more direct access to Sheila Street, but would eliminate access at Bandini Boulevard.

A private citizen in the audience asked about what is happening at the Firestone Boulevard interchange. Half the interchange was modified, but the other half was not. When will that be completed? Joe Comstock, City of South Gate, said that the City is pursuing the northbound ramp modifications and that they will be completed within the next few years.

**IX. Adjournment**

Bill Pagett, TAC Chair suggested holding the next TAC meeting on May 1, 2003, following the open houses, so that the TAC could get a preliminary briefing on the

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results of that part of the public outreach. It was the consensus of the TAC to meet again on May 1.

The meeting was adjourned by consensus at 4:30 p.m.

# I-710 TECHNICAL ADVISORY COMMITTEE MEETING

*Tuesday, April 15, 2003  
1:30 p.m. Meeting*

*Long Beach Energy Department  
2400 East Spring Street  
Long Beach, California*

## **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Technical Advisory Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Technical Advisory Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Technical Advisory Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Technical Advisory Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Technical Advisory Committee considers the agenda item OR during Public Comments, and
- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Technical Advisory Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. **CALL TO ORDER**
- II. **ROLL CALL - BY SELF-INTRODUCTIONS**
- III. **PLEDGE OF ALLEGIANCE**
- IV. **AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. **PUBLIC COMMENTS**

**I-710 TAC Agenda**

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**VI. CONSENT CALENDAR**

A. Minutes of the Meetings of April 2, and April 9, 2003

**VII. REPORTS**

A. Study Overview

B. Report on Economics (Cambridge Systematics)

C. Report on Regional Air Quality Impacts (Parsons Brinckerhoff)

D. Additional Evaluation of Alternatives

E. Questions and Answers/Discussion

**IX. ADJOURNMENT**

NOTICE: New items will not be considered after 3:30 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

# I-710 TECHNICAL ADVISORY COMMITTEE MEETING

Thursday, May 1, 2003  
1:30 p.m. Meeting

Paramount Progress Park  
15500 Downey Avenue  
Paramount, California

## AGENDA

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

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- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. **CALL TO ORDER**
- II. **ROLL CALL - BY SELF-INTRODUCTIONS**
- III. **PLEDGE OF ALLEGIANCE**
- IV. **AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. **PUBLIC COMMENTS**

**I-710 TAC Agenda**

**May 1, 2003**

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**VI. CONSENT CALENDAR**

A. Minutes of the Meetings of April 2, April 9, and April 15, 2003

**VII. REPORTS**

A. Preliminary Report on Recent Outreach Activities

B. Consultant Team Responses to Previous TAC Questions

C. Continued Discussion on Alternatives

D. Discussion of Future TAC Meetings and Agendas

**IX. ADJOURNMENT**

NOTICE: New items will not be considered after 3:30 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

**MINUTES OF THE MEETING  
OF THE I-710 TECHNICAL ADVISORY COMMITTEE  
A Meeting Held at Progress Park  
15500 Downey Avenue  
Paramount, CA  
May 1, 2003**

**I. Call to Order**

Chairman Pagett called the meeting to order at 1:45 p.m.

COMMITTEE MEMBERS PRESENT: Chair William Pagett, Bell Gardens, Maywood, Paramount; Anthony La, Downey; Luis Ramirez, Bell, Cudahy; Robert Zarrilli, Commerce; Joseph Lim, Compton; Patrick Fu, Huntington Park; Lon Maddox, Long Beach; Yadi Farhadi, Lynwood; Joe Comstock, South Gate; Kevin Wilson, Vernon; Victor Rollinger, Carson; Maged El-Rabaa, County of Los Angeles; Sharas Bangalore, Caltrans; Lt. William Murphy, CHP; Sandra Balmir, FHWA/FTA; Ernest Morales, MTA; Kerry Cartwright, Port of Long Beach; Kanya Dorland, Port of Los Angeles; Al Bowser, SCAG; Carol Gomez, SCAQMD.

COMMITTEE MEMBERS ABSENT: None.

OTHERS PRESENT: Samara Ashley, Senator Betty Karnette's office; Jeannine Critie, Vice Mayor Frank Colonna's office, Long Beach; Leana Marshall, Councilmember Val Lerch's office, Long Beach; Sara Skinner, Councilmember Tonia Reyes-Uranga's office, Long Beach; Patrick Burkhardt, Councilmember Bonnie Lowenthal's office, Long Beach; Raymond Maekawa, MTA; Anthony R. Ybarra, City of Bell Gardens; Sumire Gant, City of Long Beach; Deborah Chankin, City of Long Beach; Mohammad Mostahkami, City of South Gate; Jolene Hayes, Port of Long Beach; Sue Lai, Port of Los Angeles; Pat Smith, Los Angeles County DPW; Cathie Chavez, San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy; Richard Powers, Gateway Cities COG; Jack Joseph, Gateway Cities COG; Julie Masters, NRDC; Malcolm Carson, Legal Aid Foundation of Los Angeles; Roger Holman, Coolidge Triangle Homeowners Association, Long Beach; David San Jose, Coolidge Triangle Homeowners Association and Future Generations Youth Center, Long Beach; Noel Park, San Pedro and Peninsula Homeowners Coalition; Art Krugler, resident of Whittier; David Levinsohn, PBQD; Steven Yoshizumi, PBQD; Doris Chan, PBQD; Julie Rush, PBQD; Josh Gertler, Consensus Planning Group; Julia Brown, CPG; Jacki Bacarach, Jacki Bacarach and Associates; Lee Ward, Meyer, Mohaddes Associates.

**II. Roll Call**

Roll was taken through self-introductions and a sign-in sheet was circulated.



### **III. Pledge of Allegiance**

Bill Pagett, TAC Chair, led the pledge of allegiance.

### **IV. Amendments to the Agenda**

There were no amendments to the agenda.

### **V. Public Comments**

Comments were made by the following individuals/agencies:

Noel Park, President of the San Pedro and Peninsula Homeowners Coalition, spoke as a nearby resident and daily commuter on I-710 (he has a business in Bellflower). He has attended a number of I-710 public meetings, and has spoken out about air quality issues. His organization had supported a maximum build out alternative on I-710. However, they now see this study as facilitating port expansion. Because of the presumed air quality impacts that his neighborhood would experience from expansion of port activity, they now support Alternative A, the No Build alternative. His organization would rather deal with the traffic impacts related to the No Build alternative than the air quality impacts related to port expansion facilitated by the build alternatives. Mr. Park quoted a report provided to the Port Community Advisory Committee that forecast that the volume of cargo coming into the Port of Los Angeles would grow from 10 million twenty-foot equivalent units (TEUs) in 2000 to 47 million TEUs by 2020. He said that he and the San Pedro and Peninsula Homeowners Coalition are willing to work with the stakeholders in this corridor to find a safe and environmentally just solution to the problems on I-710. Kerry Cartwright, Port of Long Beach, responded that the 20-year forecasts prepared by the Port five years ago indicate projections of 24 to 36 million TEUs. But Mr. Park stated that as a member of the Traffic Subcommittee of the Port of Los Angeles Community Advisory Committee, he had been provided a report developed by Meyer, Mohaddes Associates, Inc. that indicated that the 2020 projections were for 47 million TEUs.

Julie Masters, Natural Resources Defense Council, submitted extensive written comments and stated that over 15 community groups agree that the public outreach on this study has been inadequate, that the wording of the outreach materials has been misleading, and that not enough of the outreach materials were translated into Spanish. She said that she also feels that the Preliminary Environmental Assessment Report is insufficient under CEQA and NEPA and that it ratifies the alternatives that have already been selected. Additionally, she said that she feels that the air quality and diesel particulate analysis is insufficient and that it does not address asthma, and that the process is fatally flawed because it assumes that I-710 must be widened. She urged the TAC to suspend the process until:

- A full environmental review of the project's impacts is prepared;
- Alternatives that are health protective are developed and studied;
- Input from affected communities is solicited and considered

David San Jose, Coolidge Triangle Homeowners Association in Long Beach, stated that he felt that the proposals would not enrich the lives of the city's youth. He also questioned how much good would be accomplished by constructing two additional lanes in each direction when truck traffic is expected to triple and car traffic could double. He also stated that the Port is like a cancer and that Long Beach has sacrificed the City for the Port.

Art Krugler, resident of Whittier and licensed mechanical engineer, said that he has been in Southern California since 1956 and has been using the freeways since 1966. He has recently become aware of the study and thinks that it is doing some good work. He said that when he looks at this corridor and all of the issues surrounding it, he sees four pictures:

- Adding four lanes (two in each direction) will be insufficient, that it won't keep pace with the growth.
- The Los Angeles County Flood Control District is trying to reduce water pollution in the Los Angeles River and is considering means to reduce the outflow, but is looking for funding.
- He knows that the Los Angeles River Conservancy is also looking for funding to convert sections of the river into parks and education centers.
- The County needs money.

To set the context of his comments, Mr. Krugler explained that he is a licensed mechanical, chemical, environmental and construction engineer, and that he designed the Long Beach Power Plant that increased output with no additional pollution. He realizes that you cannot put a freeway in the river, but that the Los Angeles River is really just the 28-foot wide, one-foot deep channel in the middle of a very wide concrete flood plain. He stated that you could build ten lanes on the concrete within the flood plain adjacent to the channel.

Malcolm Carson, Legal Aid Foundation of Los Angeles, stated that he had received calls from people in East Los Angeles and Pico Rivera about the study. He echoed the comments from the NRDC, and stressed the need for more analysis, to open up the process and have meaningful public input. He agreed with NRDC that Port growth should not be assumed, and that the job market has moved from manufacturing to service (that manufacturing jobs are being exported overseas) which has an impact on low income populations. He summarized by saying that the study should be slowed, that there needs to be more study of the impacts, and that the process needs to be opened up.

## **VI. Consent Calendar**

It was moved by Member El-Rabaa, seconded by Member Bowser, to approve the minutes of the meetings of April 2, April 9, and April 15, 2003. The motion was approved unanimously.

## **VII. Reports**

### **A. Preliminary Report on Recent Outreach Activities**

Josh Gertler, Consensus Planning Group (CPG), introduced himself and explained that he was standing in for Sylvia Novoa, who was out on medical leave.

He reminded the TAC of the public outreach topics that had been discussed at the previous TAC meeting:

- The goal of the community outreach program
- Who had been contacted about the I-710 study
- The various outreach methods that had been used to make the community feel comfortable with the process
- Language and cultural sensitivity
- The triggers for community meetings
- The Purpose and Need Statement
- That the Initial Set of 12 alternatives had been discussed with the public
- That there was now a Final Set of 5 alternatives that had been discussed with the public
- Impacts of the five alternatives
- Next phase of outreach meetings
- Impacted Community meetings
- Open Houses

Mr. Gertler summarized what was heard from stakeholders (the public) who attended the Impacted Community Meetings held thus far, and the Open Houses.

To date, there have been three Impacted Community Meetings in Commerce:

- April 22 – Rosewood Park
- April 23 – Bandini Park
- April 24 – Bristow Park

Invitations for all three meetings were sent in English and Spanish to a total of 12,896 people:

- 4,800 addresses received from City of Commerce (every single resident and business)
- 3,000 addresses from Supervisor Gloria Molina's office
- 5,096 address list purchased from mail house targeting East Los Angeles

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A total of 352 residents signed-in at the Commerce Impacted Community meetings.

- Rosewood Park – 86 people (speaker/comment cards – 34)
- Bandini Park – 145 people (speaker/comment cards – 54)
- Bristow Park – 121 people (speaker/comment cards – 62)

A total of 20 Comment Sheets were received from all three meetings.

The following were topics that were raised by the public attendees at these meetings:

- Concern and anxiety about property takes
- Equitable financial compensation
- Desire to stay in the community they love
- Concerns regarding possible park takings
- Confusion with project timeline and process; many people thought their homes would be taken immediately
- Health concerns related to increased truck traffic (including increased cancer risks)
- Frustration regarding notification of project impacts (and the outreach efforts in their community)
- Frustration with existing rail yards
- Frustration with increased port/truck traffic
- Commerce feels that they would bear the majority of the impacts from this project with regards to land takings
- Commerce would lose land to both the I-710 and the I-5 freeway projects; it's already a small community; it's a "model city" and everyone wants to live here
- Anecdote: One woman approached Sylvia and she was angry and relieved – she was angry, scared and fearful because the notice that was sent to her led her to believe that her home would be taken; she was relieved to find that she wouldn't be impacted at all.

In summary, the attendees of the Commerce Impact Community Meetings felt that the I-710 improvements would not be worth the impacts, and that they would either oppose the project altogether or support Alternative A, the No Build alternative.

Other Impacted Community Meetings are (or will be) scheduled in Long Beach, Bell Gardens and East Los Angeles.

The schedule of meetings in Long Beach includes:

- Wednesday, May 7, 2003 – Houghton Park Activity Room
- Monday, May 12, 2003 – Silverado Park Social Hall
- Wednesday, May 21, 2003 – Drake Park Social Hall

Each meeting begins at 7 p.m.

Invitations for all three meetings were sent in English and Spanish to a total of 44,791 people:

- 14,340 addresses received from City of Long Beach (an area bounded by the city boundary on the south and west; Del Amo Boulevard on the north; and Long Beach Boulevard, Wardlow Road, and Magnolia Avenue on the east)
- 30,000 address list purchased from mail house targeting the North Long Beach zip code 90805 (roughly corresponding to Council District 9)
- 451 addresses in the study database created and maintained by CPG, including elected officials, businesses, community and environmental groups and anyone who has ever attending a meeting, submitted a comment or contacted the team for any reason

The meeting in Bell Gardens has not been scheduled yet. The Study Team is working with City staff to coordinate a date and venue. City staff is also helping the Study Team compile the mailing list for the appropriate impacted communities.

The East Los Angeles Impacted Community meeting is also still being coordinated. It is tentatively scheduled for May 15th; and the venue is still pending. Approximately 32,000 invitations will be sent, comprised of the complete list from Supervisor Gloria Molina (25,470 addresses), and the East Los Angeles portion of the list purchased from a mail house targeting those living within ¼ mile of I-710 (approximately 8,000).

During the week of April 28th, there were three Open House Meetings throughout the corridor:

- April 28 – Long Beach
- April 29 – Bell Gardens
- April 30 – East Los Angeles

Invitations for all three meetings were sent in English and Spanish (and Khmer in Long Beach) to a total of 61,020 people:

- 4,800 addresses received from City of Commerce
- 25,470 addresses from Supervisor Gloria Molina's office
- 21,012 addresses purchased from a mail house targeting those living within ¼ mile of I-710, on both sides, in East Los Angeles, Bell Gardens, Long Beach and the Terminal Island Freeway
- 836 addresses purchased from a mail house targeting those living within ¼ mile of the 710 freeway, on both sides, in Carson
- 7,398 addresses purchased from a mail house targeting those living within ¼ mile of the 710 freeway, on both sides, in Compton, South Gate and Lynwood
- 1,504 addresses in the study database created and maintained by CPG, including elected officials, businesses, community and environmental groups and anyone who has ever attending a meeting, submitted a comment or contacted the team for any reason

The three meetings were well attended.

- Long Beach – 406 attended; 85 comments received
- Bell Gardens – 262 attended; 59 comments received
- East Los Angeles – 117 attended; 17 comments received

Similar to the Commerce Impacted Communities Meetings, there were certain themes to the input that came from the public:

- Residents support Alternatives A and B because there are no (or minor) right-of-way takes.
- There are too many trucks on the road.
- Trucks and drivers are the problem, not the freeway.
- People do not support the build alternatives because of the impacts to the area.
- Lots of community members expressed support for separating cars and trucks.

After distilling all of the input received over the last few weeks, and in summary, Mr. Gertler said that the following are the main ideas expressed by the public:

- There continues to be confusion regarding the project timeline.
- There continues to be confusion as to the fact that we are at a conceptual stage that is planning a long-range vision.
- The community is not clear about the respective roles played by the OPC and the TAC and the decision-making process.
- There is a great deal of distrust about exactly when the impacts became known.
- Media reports regarding this project have caused a premature panic regarding the five alternatives.
- Confusion exists regarding goal of this project – improving mobility and safety, not facilitating port growth.

Maged El-Rabaa, County of Los Angeles DPW, requested that the format and mailing list for the East Los Angeles Impacted Community Meeting be approved by Supervisor Molina's office. He also asked if the TAC members had been advised of all of the Impacted Community Meetings. Bill Pagett, TAC Chair, said they had not, but that TAC members could be e-mailed a notice of future meetings.

Ernest Morales, MTA, suggested that the public input could be summarized in four guiding principles:

- Minimize right-of-way impacts
- Minimize pollution and environmental impacts
- Improve safety
- Relieve congestion

Al Bowser, SCAG, commented that the TAC should review these principles with their staff and discuss them with their OPC members, and return at the next TAC meeting

ready to take a position on how to proceed relative to these principles. It was moved by Member Farhadi, seconded by Member Wilson, to agendaize the guiding principles suggested by Member Morales for the next meeting of the TAC. The motion was approved unanimously.

#### B. Consultant Team Responses to Previous TAC Questions

Steven Yoshizumi, PBQD, provided responses to three technical questions raised by the TAC at previous meetings:

- Demand for SR-91/I-710 Truck Ramps
- Impact on I-110 Truck Traffic
- Right-of-Way Impact Estimates for Modified Truckway Alignment

Mr. Yoshizumi reported that truck volumes are highest on the northbound I-710 to eastbound SR-91 (and reverse) movements, and second highest on the eastbound SR-91 to northbound I-710 (and reverse) movements. The other connectors were forecasted to serve a demand of between 130 and 250 trucks (converted from PCEs) in the peak periods. Kerry Cartwright, POLB, asked that the study team provide a recommendation to the TAC on which ramps should be implemented based on the data presented. Deborah Chankin, City of Long Beach, asked if FHWA has any rules regarding providing fully directional truck ramp connections that would require implementing all of the truck ramps regardless of the demand. Mr. Yoshizumi replied that the preliminary discussions that the study team has had with FHWA geometric reviewers (and the reviewers' subsequent research with staff in California and Washington, D.C.) indicate that there would be no problem with implementing only some of the truck ramps.

Next, Mr. Yoshizumi reported the truck demand (in PCEs) on I-110 between Sepulveda Boulevard and Pacific Coast Highway for Alternatives A, C, D, and E. In Alternative A, daily truck volumes are forecast to be approximately 73,000 PCEs in 2025. Alternative C daily truck volumes are forecast to be approximately 60,000 PCEs in 2025. Alternative D daily truck volumes are forecast to be approximately 62,000 PCEs in 2025. And Alternative E daily truck volumes are forecast to be approximately 65,000 PCEs in 2025. Alternative C seemed to have the greatest impact on truck demand on I-110, probably due to the extension of the Terminal Island Freeway.

Bill Pagett, TAC Chair, asked what truck demand on I-110 would be like if Alternative C did not include the Terminal Island Freeway extension. Mr. Yoshizumi responded that, based on the data (since all three of the build alternatives have some truck facility drawing trucks off of I-710 and I-110), in a scenario similar to Alternative C without the Terminal Island Freeway extension, truck demand on I-110 would likely be similar to Alternative A, No Build. Victor Rollinger, City of Carson, asked what the alternatives do to truck demand on Alameda Street. Mr. Yoshizumi responded that, based on the data provided at the April 15, 2003 TAC meeting, only Alternative D (which includes the

Alameda Truckway Connector) is forecast to result in a significant change in truck demand on Alameda Street, jumping from 33,000 PCEs per day under Alternative A to 71,000 in Alternative D. Mr. Rollinger said that those numbers don't consider the indirect impacts caused by increased truck traffic on Alameda Street, e.g., air quality, and noise.

Mr. Yoshizumi then reported that the study team had been asked to assess the right-of-way impacts in Bell Gardens and a few other adjacent cities if the exclusive Truckway in Alternative E was aligned in the median of I-710 instead of on the east side of I-710. He reported that there would be a very significant change in Bell Gardens (dropping from 35.1 acres to 4.0 acres), a measurable change in Commerce and South Gate (dropping from 32.9 acres to 19.2 acres and 30.6 acres to 12.2 acres, respectively), and a negligible change in Bell (changing from 26.5 acres to 24.0 acres). This data was based on a cursory analysis extending from Rio Hondo to north of Slauson Avenue.

Chairman Pagett asked if the analysis assumed vertical walls instead of slopes. Mr. Yoshizumi said it did. Mr. Pagett then asked if the analysis assumed realigning the centerline of the freeway toward the DWP property. Mr. Yoshizumi said that all analyses assumed concentric widening. Maged El-Rabaa, County of Los Angeles, asked if this analysis presumed modifications to any other components. Mr. Yoshizumi replied that it did not, that it was only an analysis of the exclusive Truckway alignment in a segment of the corridor. Kevin Wilson, City of Vernon, asked if this analysis accounted for full acquisition or partial acquisition of properties. Mr. Yoshizumi clarified that all right-of-way acreage impact analyses have accounted for only the land that would be necessary for the ultimate improvements and that land in excess of the ultimate state right-of-way that would have to be acquired is assumed to be repackaged and sold. The acreages and the cost estimates assume only the impact to and cost of the ultimate state right-of-way. The parcel counts and structure counts provided in the discussion for the environmental checklist were "actual" and accounted for all directly impacted parcels and structures.

Kerry Cartwright, POLB, asked that the study team provide data for the intersection of Ocean Boulevard and the Terminal Island Freeway to see the impacts of the various alternatives. Mr. Yoshizumi indicated that the requested data would be provided at a future TAC meeting.

Member Comstock, South Gate, left the meeting at 2:50 p.m.

#### C. Continued Discussion on Alternatives

Ray Maekawa, MTA, asked that each jurisdiction identify which components they are in favor of and which they find unacceptable. Chairman Pagett suggested starting at the south end and focusing all comments on the mainline alternatives.



Lon Maddox, City of Long Beach, said that the City generally supports the project, but that property and environmental impacts should be minimized. He then read a letter from Mayor Beverly O'Neill and Acting City Manager Gerald Miller to Acting Director of Public Works Christine Shippey outlining the City's general position.

Joe Lim, City of Compton, said that until his City Council or City Manager provided direction, the City of Compton would have no comment.

Victor Rollinger, City of Carson, indicated that Carson was not ready to take position on the mainline concepts because they had joined the TAC and OPC only recently. Generally speaking, the City would favor alignments that moved widening or elevated structures to the east, away from private property to avoid reducing the privacy of residents of the Dominguez tract. Mr. Rollinger indicated that the City's OPC member would elaborate on the City's position more at a later date.

Yadi Farhadi, City of Lynwood, asked what the Alameda Corridor has done to offset the growth in truck demand on I-710. He thought it was supposed to remove trucks from I-710. Kerry Cartwright, POLB, said that there is a misperception that the Alameda Corridor was going to remove trucks from I-710. The Alameda Corridor will really only offset some of the expected growth in truck demand on I-710. Mr. Farhadi said that Lynwood is opposed to Alternative E and that they would like to see additional study of Alternatives C and D.

The City of South Gate had no representative at the meeting at the time of this discussion.

Bill Pagett, City of Paramount, said that there are no proposed right-of-way impacts in Paramount. From a visual impact perspective Paramount may have concerns with the elevated alternatives.

Anthony La, City of Downey, stated that there are no right-of-way acquisitions within the City, and that the City generally favored the operational concepts in Alternatives C and E because they took traffic off local streets and put it on the freeways. However, the City does have concerns about privacy issues related to elevated lanes.

Luis Ramirez, Cities of Bell and Cudahy, said that his cities had no specific concerns about right-of-way impacts at this time. The City of Bell supports the Slauson Avenue interchange, but has no preference with regard to the mainline concept.

Patrick Fu, City of Huntington Park, said that since the City is the farthest away from I-710, it has no specific concerns about right-of-way impacts at this time. Huntington Park also supports the Slauson Avenue interchange, but has no preference with regard to the mainline concept.

Bill Pagett, City of Bell Gardens, said that Bell Gardens experiences significant right-of-way impacts from all three mainline concepts. Alternative E with the revisions discussed earlier in this TAC meeting reduces the impacts, but there would still be residential acquisitions. The elevated alternatives tend to reduce right-of-way acquisitions, but could result in noise, air quality, visual, and privacy impacts. Mr. Pagett asked that vertical walls be used wherever possible to reduce right-of-way impacts. He said that the City supports the Slauson Avenue interchange, and supports a diamond configuration at Florence Avenue.

Bob Zarrilli, City of Commerce, stated that the City Council had not taken any formal action as of this meeting, but that the issue was on the May 6, 2003 agenda and that the Council might voice opposition to components that require residential, commercial/industrial, and/or park acquisitions. It is possible that the Council would favor Alternative A, although there may be some elements of the other alternatives that could be included if they did not require right-of-way acquisition.

Kevin Wilson, City of Vernon, said that they City is sympathetic to the right-of-way impacts of the neighboring cities. He indicated that the City prefers the collector-distributor road system between Atlantic Boulevard and I-5 over the truck bypass lanes. The City also favors direct truck ramp connections into the two rail yards, and the Slauson Avenue interchange (diamond configuration). Mr. Wilson said that the City of Vernon would like to see a revised I-5/I-710 interchange with direct connectors for the missing moves (as in Alternative D), but is aware of the impacts on Commerce. He also said that the City is in favor of an additional general purpose lane and one additional HOV lane in each direction along with some of the truck-specific components of Alternative C.

Bob Zarrilli, City of Commerce, added that the city staff is generally in favor of the Slauson Avenue interchange and direct truck ramps into the two rail yards, but he again clarified that the City Council had not taken any action on any of the components as of this TAC meeting.

Maged El-Rabaa, County of Los Angeles, said that the County is opposed to right-of-way impacts and generally favors Alternative A. He said that the County is unsure if Alternative B provides enough benefit to justify the cost. Mr. El-Rabaa also said that the concepts for the I-5/I-710 interchange should be reviewed because they result in significant impacts in Los Angeles County without providing any obvious benefits.

Bill Pagett, City of Maywood, said that the City had no specific concerns about right-of-way impacts at this time. The City supports the Slauson Avenue interchange, but has no preference with regard to the mainline concept.

Kerry Cartwright, Port of Long Beach, expressed that the Port felt that the impacts south of Anaheim were unnecessary. He also said that he felt that the alternatives needed to be revisited with respect to the original objectives.

Kanya Dorland, Port of Los Angeles, said that senior management at the Port had not reviewed the project in detail yet and did not have a specific position. She said that the Port is generally supportive of the alternative that improves congestion the most and supports an extension of the Terminal Island Freeway, but has not decided which of the two concepts (in Alternatives C and D) they support most.

Sharas Bangalore, Caltrans, said that the State has no position at this time. He asked what the traffic and right-of-way impacts would be of eliminating some of the truck ramps at the SR-91/I-710 interchange. Would such a move overburden either the city streets or the general-purpose connectors, and would the right-of-way savings make it worth doing?

Kerry Cartwright, Port of Long Beach, asked the same question of the HOV connector. Consultant staff indicated that data could be provided to help clarify the traffic and right-of-way impacts of eliminating these connectors.

Carol Gomez, Southern California Air Quality Management District (SCAQMD), said that her agency had no position at this time and that SCAQMD would be meeting with the study team the following week to review the air quality/diesel particulate analysis. She said that SCAQMD might have concerns over using vertical walls to reduce right of way acquisitions, because that might place the closest home within a shorter distance from the freeway, thus having a greater environmental impact.

Sandra Balmir, FHWA/FTA said that her agency has no position on the alternatives, and that they are involved to advise on the process. She suggested that the TAC focus on options that meet state and federal standards first and that the study must show reasons why standards cannot be met prior to evaluating non-standard features.

Al Bowser, SCAG, indicated that his agency had no position on the alternatives, and suggested that there is no need to rush the process. He said that the Adopted 2001 RTP recognizes the need to improve goods movement to/from the ports and that SCAG is looking at the I-10 and SR-60 corridor, as well as the I-15 corridor and the I-5 corridor. Mr. Bowser continued by saying that SCAG is committed to the corridor study process, and that the TAC is the forum for developing a recommendation. He said that it may take a while to develop a solution that can be embraced as a consensus. Mr. Bowser said that SCAG is happy to be a funding partner of this study and that his agency is looking for a real solution to the problems in this corridor.

Richard Powers, Gateway Cities COG Executive Director, said that he agrees that no one should rush to judge the alternatives. He sees that there is a consensus to avoid

residential right-of-way acquisitions if possible and minimize all right-of-way acquisitions. He recognizes that there are severe public health risks already in place in this corridor and that there is the opportunity for this project to help mitigate that. Mr. Powers said that the schedule needs to be relaxed. From his viewpoint there are three issues that need to be addressed:

- congestion, mobility, goods movement
- environmental issues including acquisitions and air quality
- safety/security
- 

Mr. Powers said that the schedule needs to be relaxed until everyone is heard and all city interests have been brought to the table.

Ray Maekawa, MTA, said that this discussion has been valuable because it allows all of the cities to hear what their neighbors are thinking about the various options. He said that the Oversight Policy Committee meeting on May 8, 2003, would be an opportunity to get guidance from the elected officials on what direction in which to head, and that it is the responsibility of the TAC members to brief their OPC members.

Mr. Maekawa said that three OPC meetings are currently scheduled (May 8, May 28, and June 25, 2003) and that they would be informational workshops for the OPC. Information will be presented by stakeholders. The 3 meeting topics include:

- goods movement
- public health (air quality)
- safety

Carol Gomez, SCAQMD, said that May 28<sup>th</sup> may be too soon to have a discussion of air quality issues and would like to have more time to review the air quality/diesel particulates analysis before the OPC workshop on the subject.

Kanya Dorland, Port of Los Angeles, asked if the OPC meetings could be delayed. Mr. Powers said that they are only information meetings, not decision making meetings. Attendance would not be mandatory. Maged El-Rabaa, County of Los Angeles, said that Supervisor Molina would not be available for the May 8, 2003 OPC meeting and suggested that she wanted to assess the input received at the May 15, 2003 East Los Angeles impacted Community meeting prior to the next OPC meeting. Mr. Powers said that he would check with the OPC co-chairs to see if they would reschedule.

Victor Rollinger, City of Carson, said that so far the TAC had only discussed the mainline components and that Carson is particularly concerned about a non-mainline component, the Alameda Truckway Connector. The TAC Chair said that he was hoping to develop some direction for the mainline and that the non-mainline components would be discussed at the next TAC meeting. Mr. Rollinger said that his city views the impacts of the Alameda Truckway Connector as very significant and that it needs to be

discussed in the context of the mainline improvements. Lon Maddox, City of Long Beach, agreed.

The TAC Chair said that at the next meeting, the TAC would review all of the components and asked that the study team create a listing of all the components that are included in all of the alternatives (with reference to which alternative each is currently attached to). He also directed the study team to meet with all of the cities to discuss and understand the individual concerns of the cities and report back at the next TAC meeting.

Deborah Chankin, City of Long Beach, asked if the study team could report on their meetings with SCAQMD and the railroads. Dave Levinsohn said they would. Kevin Wilson and Bill Pagett asked to be included in the meeting with the railroads.

D. Discussion of Future TAC Meetings and Agendas

The next TAC meeting was tentatively set for Wednesday, June 11, 2003 at 1:30 PM, location to be determined.

**IX. Adjournment**

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

# **I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Wednesday, June 11, 2003  
1:30 p.m. Meeting*

*Rosewood Park  
5600 Harbor Street  
Commerce, California*

## **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Technical Advisory Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Technical Advisory Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Technical Advisory Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Technical Advisory Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Technical Advisory Committee considers the agenda item OR during Public Comments, and
- B. NON-AGENDA ITEMS: during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the I-710 Technical Advisory Committee agenda; and
- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

**VI. CONSENT CALENDAR**

- A. Minutes of the TAC-OPC Joint Meeting of April 10, 2002; and the TAC Meeting of May 1, 2003

**VII. REPORTS**

- A. Report on the Oversight Policy Committee Meeting of May 28, 2003
- B. Action Regarding Guiding Principles as Adopted by the Oversight Policy Committee
- C. Consultant Team Review of the Elements of Alternatives A and B
- D. Report from the Consultant Team and Discussion Regarding Meetings with the Cities and Other Agencies on the Elements of Alternatives C, D, and E
- E. Next Steps
- F. Next Meeting Date

**IX. ADJOURNMENT**

NOTICE: New items will not be considered after 3:30 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting.

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**MINUTES OF THE MEETING  
OF THE I-710 TECHNICAL ADVISORY COMMITTEE  
A Meeting Held at Rosewood Park  
5600 Harbor Street  
Commerce, CA  
June 11, 2003**

**I. Call to Order**

Chair Pagett called the meeting to order at 2:00 p.m.

COMMITTEE MEMBERS PRESENT: Chair William Pagett, Bell Gardens, Maywood, Paramount; Anthony La, Downey; Robert Zarrilli, Commerce; Mariano Aguirre, Huntington Park; Lon Maddox, Long Beach; Yadi Farhadi, Lynwood; Mohammad Mostahkami, South Gate; Sharas Bangalore, Caltrans; Captain Craig Klein, CHP; Victor Rollinger, Carson; Maged El-Rabaa, County of Los Angeles; Sandra Balmir, FHWA/FTA; Ernest Morales, MTA; Kerry Cartwright, Port of Long Beach; Kanya Dorland, Port of Los Angeles; Al Bowser, SCAG; Carol Gomez, AQMD.

COMMITTEE MEMBERS ABSENT: Carlos Alvarado, Bell, Cudahy; Augustus Ajawara, Compton; Kevin Wilson, Vernon.

OTHERS PRESENT: Samara Ashley, Senator Betty Karnette's office, Long Beach; Commerce Councilmember Rosalina G. Lopez; Leana Marshall, Office of Long Beach Councilmember Val Lerch; Sumire Gant, City of Long Beach; Deborah Chankin, City of Long Beach; Joe Comstock, City of South Gate; Sue Lai, Port of Los Angeles; Linda Taira, Caltrans; Ray Maekawa, MTA; Cathy Manzo, MTA; Richard Powers, Gateway Cities COG; Jack Joseph, Gateway Cities COG; Nadine Munguia, East Los Angeles resident; Richard Alonzo, East Los Angeles resident; Bob Eula, Commerce resident; Joe Flores, Commerce resident; Ed Miles, Commerce resident; Paula Flores, Commerce resident; Frank Lopez, Commerce resident; Tina Baca Del Rio, Commerce resident; Navid Moshrael, Legal Aid Foundation of Los Angeles; D. Malcolm Carson, Legal Aid Foundation of Los Angeles; Dave Levinsohn, PBQD; Steven Yoshizumi, PBQD; Julie Rush, PBQD; Michael Fischer, Cambridge Systematics, Inc.



## **II. Roll Call**

Roll was taken through self-introductions and a sign-in sheet was circulated.

## **III. Pledge of Allegiance**

Bill Pagett, TAC Chair, led the pledge of allegiance.

## **IV. Amendments to the Agenda**

There were no amendments to the agenda.

## **V. Public Comments**

Richard Alonzo said that he had watched the original construction of I-710. During the Port lock-out, there were no trucks on I-710 and there were no problems. He thought that the Alameda Corridor was built to take truck traffic and now it is underutilized. He said that trucks are overweight and are damaging the freeway pavement. He understands that the CHP is trying to address this.

Mr. Alonzo said that I-110 has already been rebuilt and that trucks should be directed to use that instead of I-710. He feels that the problems need to be restudied. Additionally, he feels that notification and communication has been poor. In summary, he said he feels that there will still be a problem if any of the alternatives are built.

Bob Eula suggested that trucks use Bandini Boulevard for access to I-5 as well as the rail yards instead of Atlantic and Washington Boulevards. He suggested that there could be truck ramps into the rail yards, and that no truck traffic should be on Washington Boulevard.

Nadine Munguia suggested that the study needed to begin again and include more community input.

Ed Miles recommended putting the trucks in the riverbed. He said it would not impact housing and that it leads from the ports to the rail yards.

## **VI. Consent Calendar**

It was moved by Member Rollinger, seconded by Member Zarrilli, to approve the minutes for the OPC-TAC joint meeting of April 10, 2002, and the TAC meeting of May 1, 2003. The motion was approved unanimously, with Member El-Rabaa abstaining from the minutes of the April 10 joint meeting.

## **VII. Reports**

### **A. Report on the Oversight Policy Committee Meeting of May 28, 2003**

Richard Powers, Executive Director, Gateway Cities Council of Governments, reported on the actions of the Oversight Policy Committee (OPC) at their May 28, 2003 meeting. He read the motion that the OPC passed directing the TAC to develop a hybrid alternative starting with Alternative B and adding appropriate elements of the other alternatives. He also read the Guiding Principles that were approved by the OPC. Mr. Powers reported that the OPC had voted to form a Community Advisory Committee(s) and that the OPC asked that the TAC come back to the June 25, 2003, OPC meeting with suggestions as to how the committee(s) might be formatted or structured. He said that the OPC also adopted a calendar for their future meetings which includes two workshops to be held on June 25, 2003 and July 9, 2003.

### **B. Action Regarding Guiding Principles as Adopted by the Oversight Policy Committee**

Bill Pagett, TAC Chair, reminded the group that Member Ernest Morales, MTA, had recommended a set of four guiding principles at the last meeting to help shape the development of the Locally Preferred Strategy. He referred to Richard Powers' presentation and asked if Member Morales wished to move that the TAC adopt the Guiding Principles as amended by the OPC. It was moved by Member Morales, seconded by Member Zarrilli, to adopt the Guiding Principles as adopted by the OPC. The motion was approved unanimously.

### **C. Consultant Team Review of the Elements of Alternatives A and B**

Michael Fischer, Cambridge Systematics, Inc., reviewed the elements of Alternative A, the No Build Alternative, and Alternative B, the Transportation System Management / Transportation Demand Management Alternative.

Mr. Fischer described what the transportation system and demand would be like in the future with respect to the ports, the highways and arterials, and the technology. In the No Build alternative, approximately 50% of the truck activity on the 710 will be associated with port activities. The percentage is higher south of SR-91. Approximately 50% of port container cargoes will be rail intermodal cargo. The fraction of this cargo handled by on-dock rail will increase from approximately 15% today to 30% in 2025 due to improvements at the terminals and connections to the Alameda Corridor. While this will significantly reduce the relative growth in truck traffic on the 710, there will still be significant growth in truck traffic because of the high overall rate of growth in port cargoes and the growth in warehouse, distribution, and manufacturing activities throughout the corridor. In addition, the no-build alternative assumes substantial increase in 24/7 operations at the port as compared to current conditions due to market factors. The no-build alternative includes the adoption of some degree of empty container management that will reduce truck traffic from the port as well as the adoption of the current port ITS program. Both will help manage truck demand at the port.

The no-build alternative also assumes the continued deployment of ITS technologies throughout the corridor per Caltrans and local jurisdiction plans including:

- Upstream adaptive ramp metering at many ramp locations
- Arterial signal coordination/synchronization as called for in the Gateway Cities Forum Tier I Traffic Improvements
- Limited advanced traveler information systems (ATIS)
- Incident management fully deployed but not being operated to full potential

Kerry Cartwright, Port of Long Beach, added that 10-13% of the cargo is being transloaded to smaller containers at various locations around the region and that the Port is looking for ways to reduce truck trips associated with transloaded cargo. He said that the on-dock rail operations and the Alameda Corridor are assumed to be at maximum capacity in the future No Build scenario.

Bill Pagett, TAC Chair, asked if the transloading could be done on-dock (or near dock) to centralize those operations. Kerry Cartwright said that there are too many locations around the region where cargo is transloaded to make consolidation of those operations simple.

Al Bowser, SCAG, asked why there wasn't more ATIS assumed in the No Build alternative. Mr. Fischer clarified that the No Build alternative assumes all of those projects that are planned and funded for implementation before 2025 and that ATIS components are not currently planned and funded in the region. Kerry Cartwright asked if the County had more ATIS projects planned. Maged El-Rabaa, County of Los Angeles, said that there are projects being planned, but that they require additional study.

Michael Fischer described the elements of Alternative B, the Transportation System Management/Transportation Demand Management alternative. The TSM/TDM alternative includes expansion of many of the no-build features to achieve even greater reductions in truck traffic and more effective overall traffic and demand management. At the port, empty container management systems are pushed to the maximum feasible extent, resulting in an 8.5% reduction in overall truck traffic from the port. The current diesel emission reduction program adopted by the Gateway Cities COG is assumed to be expanded to include a program targeted to get drayage trucks serving the port to repower or purchase cleaner burning power units. These trucks include a higher percentage of older, poorly maintained trucks with higher emission rates than the general truck fleet. The program subsidizes the replacement/repowering of these power units.

The base case for the TSM/TDM alternative does not include a greater level of 24/7 operations but a sensitivity analysis will be conducted for a more aggressive program that would be encouraged through incentives/disincentives. Preliminary analysis showed that a feasible strategy could be devised that would improve level of service on I-710, but significant congestion would still remain.

The TSM/TDM alternative also includes expansion of the ITS strategies including:

- Increasing the number of ramps metered and upgrading to centrally controlled operations
- Including changeable message signs at key locations to allow travelers to avoid congested segments and choose alternative routes
- Upgrades to the signal synchronization/coordination program to include centralized controls
- Addition of ATIS components to the arterial system

- Upgrading the incident management system to include full detection, verification, response, and management capabilities

Al Bowser indicated that the elements included in the TSM/TDM alternative seemed to focus mostly on truck operations and cargo movement and that he felt that the alternative needed to include elements that address carpooling and transit in addition to trucks and cargo. Michael Fischer indicated that Traveler Information Services can be used by people to make mode shift decisions, and Bill Pagett reminded that TAC that an HOV facility was still included in the study as a mainline alternative. Al Bowser expressed concern that any improvement in mobility that could be achieved by improvement of truck and cargo movement might be overwhelmed by an influx of non-truck traffic that would erase the benefit of the TSM/TDM alternative if autos and transit were not addressed. Dave Levinsohn, PBQD, reminded the TAC that additional community and feeder bus service and expanded rail service are included in Alternative B. Sandra Balmir, FTA/FHWA, indicated support for park and ride lots. Kerry Cartwright asked if Alternative B accounted for mode shift – Dave Levinsohn said that it does. Kerry Cartwright also asked if there was rapid bus service in the study area. Bill Pagett said that there was on Florence Avenue, and that the cities were working with the various transit providers to develop a better program to increase ridership.

Captain Craig Klein, CHP, expressed his interest in seeing the Truck Inspection Station included as an integrated part of the TSM/TDM alternative. Bill Pagett said that an integrated ITS system and truck land use management strategies should be included in the TSM/TDM alternative.

#### D. Report from the Consultant Team and Discussion Regarding Meetings with the Cities and Other Agencies on the Elements of Alternatives C, D, and E

Steven Yoshizumi, PBQD, reviewed the meetings that the team had held since the last TAC to discuss the elements of the various alternatives with each of the cities. He began by reviewing with the TAC the actions that they had taken at their last meeting and the actions of the OPC, both of which instructed the study team to pursue development of a hybrid alternative. Since the last TAC meeting, the study team had received input from most of the study area cities and other agencies.

Additionally, the team met with Caltrans to discuss the feasibility of some of the components and the potential for altering some of them to reduce right-of-way impacts. Caltrans was clear that one of their primary concerns is safety, and that there are options with the parameters of the standards to reduce right-of-way acquisitions while maintaining safe operating conditions.

In meeting with the cities, there were a couple of recurring themes:

- Most cities wanted to at least gain the benefits of Alternative B.
- Some were interested in additional capacity enhancements which could include an additional general purpose lane and/or an exclusive truck facility.

There was also interest voiced for several of the non-mainline elements:

- I-405/I-710 Interchange Improvements
- Slauson Interchange
- Truck ramps into the rail yards at the north end
- Truck Inspection Station
- Arterial capacity enhancements:
  - Spot widening, restriping, raised medians, removal of on-street parking or roadway widening
  - Maximum of 6 lanes on arterials
  - Aesthetic improvements

Two specific elements met with mixed reaction – the Terminal Island Freeway Extension and the Alameda Truckway Connector. Some cities were in favor of one or the other, while other cities expressed a strong negative reaction to these elements. Continued study and coordination of these two elements will be necessary.

Bill Pagett raised the issue of the truck ramps at the north end of the study area and the meeting that was held with the railroads. Steven elaborated that there had been a meeting with the UP, the BNSF, and Los Angeles Junction Railroads and that they had provided valuable input into understanding what value there could be in implementing truck ramps that took traffic off of Washington Boulevard in Commerce. That element is one that may move forward in the hybrid.

Kerry Cartwright suggested that reviewing the travel demand forecasting at this point will be critical in determining the value of the various elements for the hybrid. He also suggested that the Alameda Truckway Connector is being pursued by others on a parallel study track.

Victor Rollinger, Carson, said that Carson agreed to arterial enhancements on Alameda Street when the rail corridor was developed, but that creating a de facto freeway out of it would have significant environmental impacts on the Dominguez residential tract. The residents would need to be involved in any decisions that would impact them.

Mohammad Mostahkami, South Gate, asked if any consideration had been given to the proposed Orange Line passenger rail transit system. Bill Pagett said that the Orange Line was still in early study phases and that the technology that might be employed had not been established. He said that the Orange Line is still largely an unknown at this point.

Bill Pagett also raised a point regarding the discussion with Caltrans – that the project as it is shaping up is a 20-year planning project, but it may not be considered an ultimate scenario for this corridor and that this project should keep in mind future planning and the desire to maintain flexibility in implementation of future projects.

#### E. Next Steps

Dave Levinsohn, PBQD, described the proposed schedule. The study team would finish meeting with the cities and collect their input into the hybrid alternative. At a TAC meeting on June 26, 2003, the team would present the draft hybrid for review and discussion. Either at that meeting or another TAC meeting within two weeks of June 26, 2003, the TAC would recommend the draft hybrid for further study. That recommendation would go to the OPC for their concurrence and approval. After the hybrid was assessed (including conceptual engineering and right-of-way impacts), the team would bring the data back to the TAC and the OPC for their review and final determination of the hybrid alternative.

Victor Rollinger asked how the Community Advisory Committee (CAC) would fit into this schedule and how their input would be used to shape the hybrid. Richard Powers, Gateway Cities COG, suggested that the TAC might rethink the schedule. Maged El-

Rabaa suggested that if there was going to be an effort to improve/increase public input, that it should happen sooner rather than later.

Al Bowser said he didn't think there was a conflict between asking the consultant to develop a hybrid based on the cities recommendations and the guiding principles, and starting the CAC and gathering additional public input.

Kanya Dorland, Port of Los Angeles, suggested having the CAC develop a hybrid and then melding it with the hybrid alternative recommended by the cities.

Ernest Morales, MTA, said that the team should meet with the utilities again to discuss the current state of the alternatives with them and affirm that there is some level of compatibility between the elements of the alternatives and the continued operation of the utilities.

#### F. Next Meeting Date

It was the consensus of the Technical Advisory Committee to not set a date for the next TAC meeting as the issue of public input to the development of the hybrid alternative was left unresolved.

Bill Pagett reported that the OPC asked that the TAC examine the possibility of holding TAC meetings in the evening to provide greater public input. Victor Rollinger suggested that the TAC meetings were intended for technical discussion and that the OPC meetings are the forum for public input. As such, he felt that the TAC meetings should be held during the day.

Malcolm Carson, Legal Aid Foundation, said that it is important to find an avenue to provide public input to the development of the hybrid.

#### **IX. Adjournment**

The meeting was adjourned by consensus at 3:47 p.m.



# **I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Thursday, February 19, 2003  
1:30 p.m. Meeting*

*Room 2, Bateman Hall  
11331 Ernestine Avenue  
Lynwood, California*

## **AGENDA**

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- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

**VI. CONSENT CALENDAR**

- A. Minutes of the Meeting of June 11, 2003

**VII. REPORTS**

- A. Report from MTA on its Role in the Current Study Phase
- B. Report from Outreach Consultants on Tier 1 Community Advisory Committee Meetings
- C. Report from Gateway Cities COG Engineering Consultant on Community Engineering Consultations
- D. Report from the Chairman on the February 3, 2004, Meeting of the Tier 2 Community Advisory Committee
- E. Next Steps
- F. Next Meeting Date

**IX. ADJOURNMENT**

NOTICE: New items will not be considered after 3:30 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting.

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**MINUTES OF THE MEETING  
OF THE I-710 TECHNICAL ADVISORY COMMITTEE  
A Meeting Held at Bateman Hall, Room 2  
11331 Ernestine Avenue  
Lynwood, CA  
February 19, 2004**

**I. Call to Order**

Chairman Pagett called the meeting to order at 1:48

COMMITTEE MEMBERS PRESENT: Chairman William Pagett, Maywood, Paramount; Victor Rollinger, Carson; Robert Zarrilli, Commerce; Augustus Ajawara, Compton; Patrick Fu, Huntington Park; Yadi Farhadi, Lynwood; Mohammad Mostahkami, South Gate; Kevin Wilson, Vernon; Maged El-Rabaa, County of Los Angeles; Kerry Cartwright, Port of Long Beach; Kanya Dorland, Port of Los Angeles; Sharas Bangalore, Caltrans; Ernest Morales, MTA; Kathryn Higgins, AQMD.

COMMITTEE MEMBERS ABSENT: Vice Chairman Desi Alvarez, Downey; Carlos Alvarado, Bell, Cudahy; Sumire Gant, Long Beach; Alan Bowser, SCAG; Sandra Balmir, FHWA/FTA; John Oropeza, Bell Gardens.

OTHERS PRESENT: Captain Craig Klein, CHP; Hamid Bahadori, Automobile Club of Southern California; Joe Lim, City of Compton; Joe Wang, City of Lynwood; Susan Gilmore, MTA; Jack Joseph, Gateway Cities COG; Deborah Chankin, Gateway Cities COG; Jerry Wood, Gateway Cities COG; Nadene Bristow, Gateway Cities COG; Esmeralda Garcia, MIG; Angelo Logan, Member Tier 2 Community Advisory Committee.

**II. Roll Call**

Roll was taken through self-introductions.

**III. Pledge of Allegiance**

Member Cartwright led the pledge of allegiance.

#### **IV. Amendments to the Agenda**

There were no amendments to the agenda.

#### **V. Public Comments**

No one wished to speak during public comments.

#### **VI. Consent Calendar**

It was moved by Member Zarrilli, seconded by Member El-Rabaa, to approve the minutes of the meeting of June 11, 2003. The motion was approved unanimously.

#### **VII. Reports**

##### **A. Report from MTA on its Role in the Current Study Phase**

Susan Gilmore, MTA, explained that the I-710 Oversight Policy Committee and the MTA Board of Directors had put forward motions to create two levels of community participation in the I-710 study process: locally based "Tier 1" community advisory committees, and a "Tier 2" Community Advisory Committee, the latter made up of representatives from each of the tier 1 committees, as well as members from numerous stakeholder groups, including environmental, transportation, business, educational, and health interests.

##### **B. Report from Outreach Consultants on Tier 1 Community Advisory Committee Meetings**

Susan Gilmore introduced outreach consultant Esmeralda Garcia of MIG, who briefed the TAC on the tier 1 activities that had occurred to date. She distributed a chart which summarized the status of each tier 1 committee's activities.

##### **C. Report from Gateway Cities COG Engineering Consultant on Community Engineering Consultations**

Jerry Wood, Gateway Cities COG Engineering Consultant, explained that he had met with virtually all of the cities and other agencies that are part of the I-710 study. He said that the City of Long Beach had conducted a series of community-wide meetings and

that citizens' recommendations are currently being accumulated. He said that by March 18 the City would have a recommended plan for the eight plus miles of freeway in Long Beach. From there the plan will go out for additional community comments.

Mr. Wood said that he had received comments from Long Beach, Commerce, Bell Gardens, South Gate, and Lynwood regarding draft I-710 plans, and that he was expecting to receive comments from Compton and East Los Angeles in the near future. In response to all of these contributions, he will produce a draft "hybrid" plan for improvements to the freeway corridor. He said that he expected that over the next month and a half the process will evolve into a consensus plan.

Member Wilson said that he would like to be involved in discussions regarding the City of Commerce's proposed Bandini Blvd. alternative because of the impact it would have on the City of Vernon. Mr. Wood replied that as soon as he has a better understanding from Commerce as to what they would like to see he would contact the City of Vernon.

D. Report from the Chairman on the February 3, 2004, Meeting of the Tier 2 Community Advisory Committee

Chairman Pagett reported that the first meeting of the Tier 2 Community Advisory Committee was well attended and that a good discussion had occurred. Deborah Chankin, Gateway Cities COG, said that the Committee had set two or three additional meeting dates, with the next meeting to take place on February 26. Member Mostahkami said that it would be a good idea for the tier 1 committees to name alternates to their members on the tier 2 committee. Member Ajawara inquired as to why there was no representation from the Compton Creek Committee on the Tier 2 CAC. Ms. Chankin responded that the Compton Creek Committee had been nominated, but that the Oversight Policy Committee had received a list of over 50 names from which it had to choose 15 for appointment to the tier 2 committee. She said that the Compton Creek Committee could certainly be considered for additional membership by the Tier 2 Community Advisory Committee.

E. Next Steps

Member Morales said that there would be an intense month long period of meetings of the tier 1 and 2 community advisory committees. He said a key meeting would be the February 26 meeting of the Tier 2 Community Advisory Committee.

F. Next Meeting Date

Chairman Pagett suggested that scheduling the next meeting for mid-April would give the community advisory committees time to meet and come up with recommendations and for the City of Long Beach to complete its process. It was the consensus of the Technical Advisory Committee to meet again on April 15 and on April 29 at Bateman Hall, if the facility is available.

**IX. Adjournment**

The meeting was adjourned by consensus at 2:38 p.m.

# **I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Thursday, March 25, 2004  
1:30 p.m. Meeting*

*Room 2, Bateman Hall  
11331 Ernestine Avenue  
Lynwood, California*

## **AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 7300 ALONDRA BOULEVARD, SUITE 201, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The I-710 Technical Advisory Committee will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The I-710 Technical Advisory Committee cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the I-710 Technical Advisory Committee, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the I-710 Technical Advisory Committee at the following times:

- A. AGENDA ITEM: at the time the I-710 Technical Advisory Committee considers the agenda item OR during Public Comments, and
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- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

**I-710 TAC Agenda**

**March 25, 2004**

**Page 2 of 2**

**VI. CONSENT CALENDAR**

A. Minutes of the Meeting of February 19, 2004

**VII. REPORTS**

A. Tier 2 Community Advisory Committee Update

B. City of Long Beach I-710 Design Update

C. I-710 Corridor Engineering Update

**IX. ADJOURNMENT**

NOTICE: New items will not be considered after 3:30 p.m. unless the I-710 Technical Advisory Committee votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular I-710 Technical Advisory Committee meeting.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.





**MINUTES OF THE MEETING  
OF THE I-710 TECHNICAL ADVISORY COMMITTEE  
A Meeting Held at Bateman Hall, Room 2  
11331 Ernestine Avenue  
Lynwood, CA  
March 25, 2004**

**I. Call to Order**

Chairman Pagett called the meeting to order at 1:40 p.m.

COMMITTEE MEMBERS PRESENT: Chairman William Pagett, Maywood, Paramount; Victor Rollinger, Carson; Robert Zarrilli, Commerce; Esomchi Enenwali, Compton; Anthony La, Downey; Patrick Fu, Huntington Park; Sumire Gant, Long Beach; Mohammad Mostahkami, South Gate; Kevin Wilson, Vernon; Maged El-Rabaa, County of Los Angeles; Kerry Cartwright, Port of Long Beach; Sharas Bangalore, Caltrans; Ernest Morales, MTA; Kathryn Higgins, AQMD.

COMMITTEE MEMBERS ABSENT: Carlos Alvarado, Bell, Cudahy; John Oropeza, Bell Gardens; Yadi Farhadi, Lynwood; Kanya Dorland, Port of Los Angeles; Alan Bowser, SCAG; Sandra Balmir, FHWA/FTA.

OTHERS PRESENT: Sergeant D. E. Morrison, CHP; Ray Maekawa, MTA; Susan Gilmore, MTA; Ernesto Chavez, MTA; Richard Powers, Gateway Cities COG; Jack Joseph, Gateway Cities COG; Deborah Chankin, Gateway Cities COG; Jerry Wood, Gateway Cities COG; Nadene Bristow, Gateway Cities COG; Pat McLaughlin, MIG; Rob Olson, Meyer Mohaddes Associates; Julie Rush, PBQD; Angelo Logan, Member, Tier 2 Community Advisory Committee; Malcohm Carson, Member, Tier 2 Community Advisory Committee.

**II. Roll Call**

Roll was taken through self-introductions.

**III. Pledge of Allegiance**

Member El-Rabaa led the pledge of allegiance.

**IV. Amendments to the Agenda**

There were no amendments to the agenda.

**V. Public Comments**

It was the consensus of the TAC to hear public comments later in the meeting.

## **VI. Consent Calendar**

Chairman Pagett pointed out that one correction was needed to the minutes from the meeting of February 19, 2004, in that they should show that the TAC member from Bell Gardens, John Oropeza, was absent. It was the consensus of the TAC to approve the minutes of the meeting of February 19, 2004 as amended.

## **VII. Reports**

### **A. Tier 2 Community Advisory Committee Update**

Chairman Pagett recapped the recent meetings of the Tier 2 Community Advisory Committee. He said that the committee had heard reports on air quality, use of alternative fuels, pending legislation, and highway safety (including Caltrans' plans for concrete barriers on I-710), as well as a report from Richard Hollingsworth, President of the Gateway Cities Partnership, on jobs and economic development.

Pat McLaughlin, MIG, outreach consultant for the MTA, reported that the next meeting of the Tier 2 Committee would be held on April 1, and would focus on jobs and economic development and some of the design concepts and enhancements. She said that the Tier 1 committees had continued to meet.

### **B. City of Long Beach I-710 Design Update**

Member Sumire Gant reported that hundreds of people had attended community meetings on the 710 in the City of Long Beach. She said that the City had hired Meyer Mohaddes Associates to help the City plan the design of the I-710 segments in Long Beach. She said the community meetings had focused on many of the same issues that the Tier 2 Community Advisory Committee had been discussing. She handed out a map of Long Beach's draft Locally Preferred Strategy for the City's freeway segments.

Jerry Wood, Gateway Cities COG engineering consultant, described details of the Long Beach segment design concepts. He said that the Long Beach City Council's Oversight Policy Committee will get together on April 26, following four public meetings. At that meeting, the Committee is expected to make its recommendation to the Long Beach City Council. The Council would consider approving the plan in May.

Richard Powers, Gateway Cities COG, restated the process for developing a hybrid alternative.

Member Victor Rollinger said that the TAC needs to know the impact on arterial streets caused by the proposed closure of off ramps such as Wardlow Road, even if that information could not to be provided until the environmental impact report phase. Chairman Pagett said that the Major Corridor Study anticipates the need for \$800,000 in arterial improvements during the first phase of construction because that's where the

traffic will be diverted when the mainline construction improvements are being made. Member Kevin Wilson said he had similar concerns regarding the possible closure of the Washington Blvd. off ramp at the northern end of the project.

C. I-710 Corridor Engineering Update

Jerry Wood summarized the concepts favored by cities along the northern portion of the corridor. He said that proposed plans had not yet been processed all the way through the northern communities. He said that a contingency regarding some of the proposed mainline alignment is that meetings will have to be held with the Army Corps of Engineers, the County Flood Control District, the Los Angeles Department of Water and Power, and Southern California Edison regarding the use of parts of their easements.

At this point the Chairman opened up the meeting to public comments.

Angelo Logan, Communities for a Better Environment, asked how air quality elements fit into the strategy for the City of Long Beach. Richard Powers responded that rather than put things on a map, there should be a policy statement adopted requiring that known methods of emission reduction be identified.

Malcolm Carson, Legal Aid Foundation, said that before the environmental impact process begins there should be an air quality plan in place. He said the community involvement process was going well and expressed hope that the TAC will accept the concepts coming out of the process. He said that the Port of Oakland had looked into methods of moving containers to rail yards without using trucks. Richard Powers responded that there would be a response to this suggestion at the next meeting.

**IX. Adjournment**

After discussion, it was the consensus of the Technical Advisory Committee to schedule meetings for April 21 and 28 at the same location as today's meeting. The meeting was adjourned by consensus at 3:20 p.m.

# **I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Thursday, March 25, 2004  
1:30 p.m. Meeting*

*Room 2, Bateman Hall  
11331 Ernestine Avenue  
Lynwood, California*

## **AGENDA**

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**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**

**I-710 TAC Agenda**

**March 25, 2004**

**Page 2 of 2**

**VI. CONSENT CALENDAR**

A. Minutes of the Meeting of February 19, 2004

**VII. REPORTS**

A. Tier 2 Community Advisory Committee Update

B. City of Long Beach I-710 Design Update

C. I-710 Corridor Engineering Update

**IX. ADJOURNMENT**

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# **I-710 TECHNICAL ADVISORY COMMITTEE MEETING**

*Thursday, September 9, 2004  
1:30 p.m. Meeting*

*Room 2, Bateman Hall  
11331 Ernestine Avenue  
Lynwood, California*

## **AGENDA**

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- C. PUBLIC HEARINGS: at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the Chair.**

- I. CALL TO ORDER**
- II. ROLL CALL - BY SELF-INTRODUCTIONS**
- III. PLEDGE OF ALLEGIANCE**
- IV. AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. PUBLIC COMMENTS**



**VI. CONSENT CALENDAR**

- A. Minutes of the Meeting of April 21, 2004

**VII. REPORTS**

- A. Presentation of Tier 2 Community Advisory Committee's Final Recommendations
- B. Presentation of Caltrans and FHWA Comments on Design
- C. Presentation on Right-of-Way Impacts in the Proposed Hybrid Design
- D. Discussion and Possible Action Regarding a Final Technical Advisory Committee Recommendation to the Oversight Policy Committee
  - 1. Approval of Community Design Hybrid as Described in Technical Memorandum with Any Additions, Exceptions, Concerns, or Recommendations for Further Study
  - 2. Approval of Tier 2 Community Advisory Committee's Final Report with Any Comments, Concerns, or Recommendations for Further Study
  - 3. Recommendation of Additional Construction Elements from Alternatives C, D, and E To Be Carried Forward, if Any
  - 4. Review and Approval of the No-Build Alternative (Alternative A)
  - 5. Review and Approval of the TSM/TDM Alternative (Alternative B)

**VIII. ADJOURNMENT**

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# ***APPENDIX D***

## **I-710 Major Corridor Study Fact Sheets**

# Fact Sheet- May 2001

## I-710 Corridor

Interstate 710, the Long Beach Freeway, is the primary travel route for trucks and autos, connecting the Long Beach area with the greater Los Angeles region. From the Ports of Long Beach and Los Angeles to State Route 60, this travel corridor is approximately 18 miles long and is faced with a growing list of transportation problems and concerns, including:

- Sharp Increases in Truck Traffic
- Accident Risk / Safety Problems
- Poor Roadway Conditions and Outdated Freeway Design
- Growing Traffic Congestion
- Air Quality Concerns
- Quality of Life Issues for the Surrounding Communities

## I-710 Study

The I-710 Major Corridor Study was initiated in February 2001 at the request of the cities along the corridor as an important first step needed to combat these transportation problems. Through this two-year study, the Los Angeles County Metropolitan Transportation Authority (MTA) along with Caltrans, the Southern California Association of Governments (SCAG) and the Gateway Cities Council of Governments are seeking ways to make transportation improvements to the I-710 travel corridor. The study will consider options such as added travel lanes to I-710, interchange improvements, separate lanes for trucks, and improved bus service, among other ideas. During the course of the study, transportation planners will analyze traffic patterns, perform conceptual engineering, prepare cost estimates, and evaluate environmental impacts associated with different transportation alternatives.

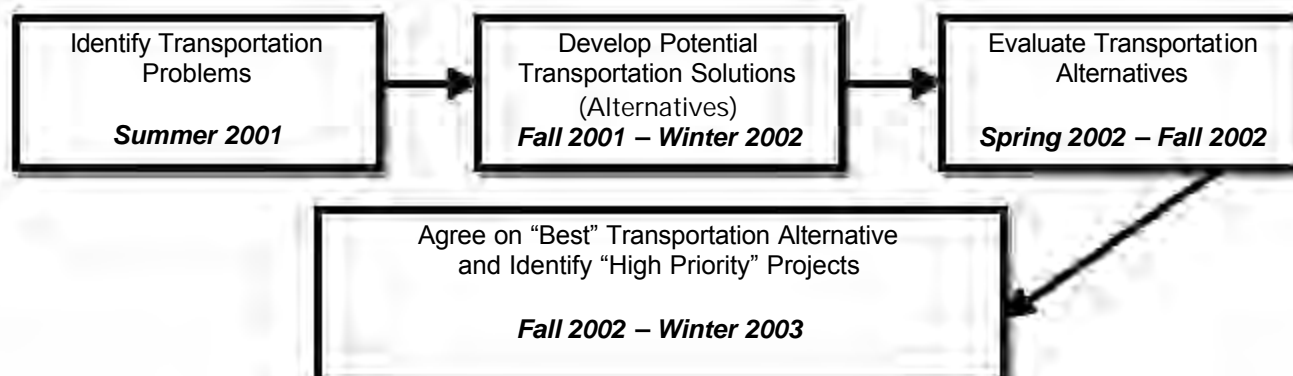
## Study Purpose

The main goal of the I-710 Major Corridor Study is to reach agreement on the transportation alternative that best addresses the transportation problems and need for improvements in the long run. The study will also help determine which elements of the preferred alternative should be implemented as soon as possible. This information, along with the accompanying technical analysis produced by the study, is critical to obtaining the necessary funding and federal or state approvals for project construction. Toward the end of the study, an Oversight Policy Committee (OPC) comprised of elected officials from participating cities and agency representatives will select a preferred alternative based on public input and findings from the planning and engineering technical work.

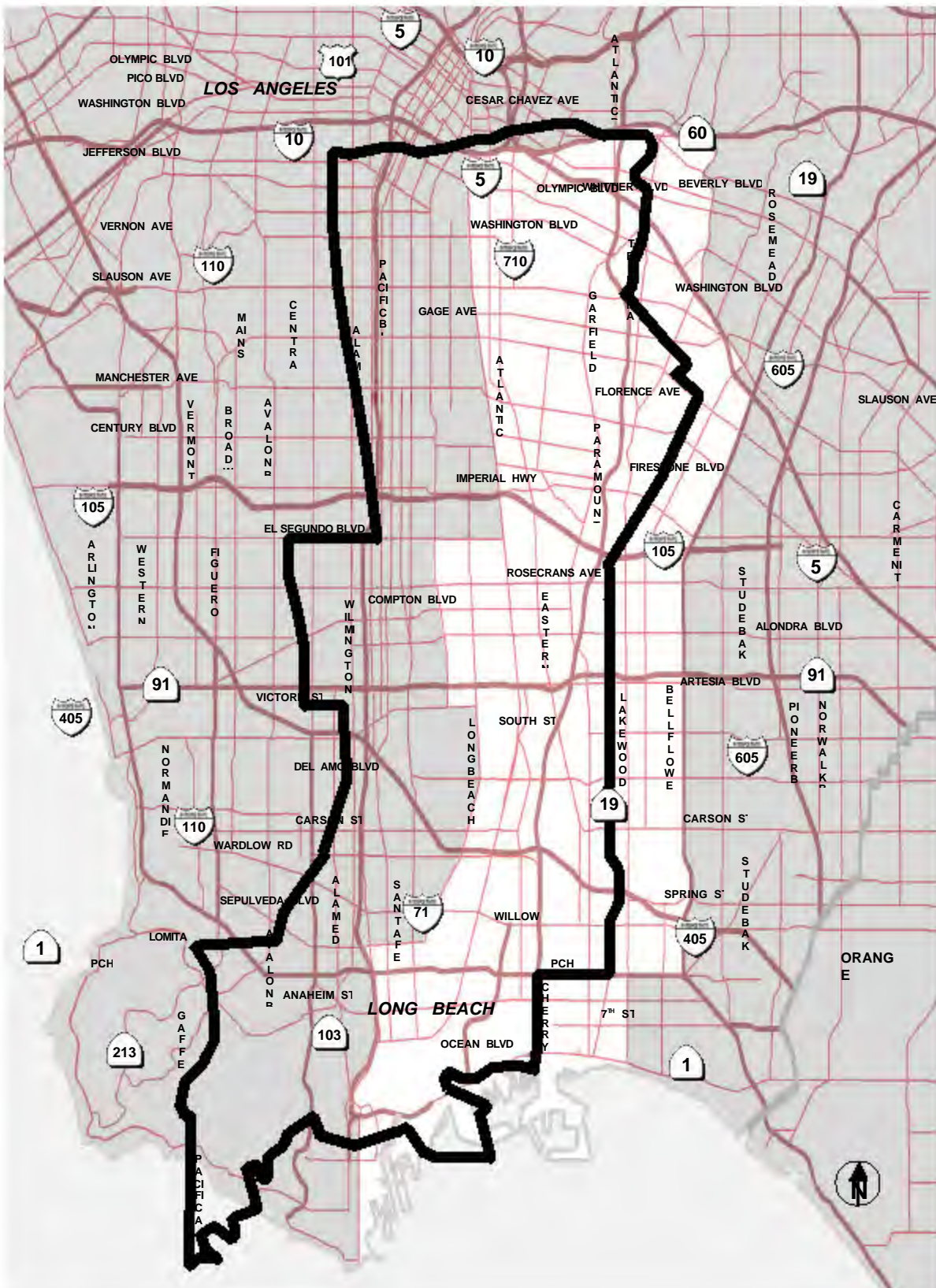
## The Public's Role

The I-710 Study is divided into major work phases that result in a series of decision points. The study is designed to encourage public participation so that opinions from residents, business interests, community groups, and other project stakeholders are taken into account prior to these decision points.

### *I-710 Study – Major Work Phases*



It is important that we hear from as many members of the public as possible as decisions are made throughout the two-year study. Public comments and opinions will be collected using several different methods, including a project website, questionnaires, public workshops, and community presentations.



**Project Contact Information**

If you have questions or comments on the I-710 Study or if you would like to find out about upcoming opportunities to participate in the project, do contact us at:

*Si tiene preguntas o comentarios acerca del Estudio del I-710, o si gustaría ser informado de mas oportunidades para participar en el proyecto, por favor comuníquese con nosotros:*

Mailing Address (Dirección)	Phone Numbers (Números de Teléfono)	WebSite (Internet)
I-710 Major Corridor Study c/o Consensus Planning Group 444 S. Flower Street, Suite 1300 Los Angeles, CA 90071	Phone: (323) 960-4406 Fax: (213) 438-1764	<a href="http://www.gatewaycog.org/index2.html">http://www.gatewaycog.org/index2.html</a>



## Fact Sheet Spring/Summer 2002

### **I-710 Study: What We've Done**

The I-710 Major Corridor Study is a two and a half-year study, initiated in February 2001, to seek ways to improve travel conditions along the I-710 Freeway and adjacent surface streets from the SR-60 Freeway to the Ports of Los Angeles and Long Beach. Headed by the Los Angeles County Metropolitan Transportation Authority (MTA) along with Caltrans, the Southern California Association of Governments (SCAG) and the Gateway Cities Council of Governments, representatives of the I-710 Study Team have spent the last several months meeting with local elected officials, community groups, and interested residents along this important corridor.

The information obtained through these meetings has been essential in developing a purpose and need statement for the I-710 Major Corridor Study. This statement will help identify the transportation alternative that best addresses the transportation problems and need for improvements in the long run. The purpose and need statement will also help determine which elements of the preferred alternative should be implemented as soon as possible.

### **I-710 Study: Where We Are Now**

Based on planning and engineering technical work as well as input from interested parties, the I-710 Study team has developed an initial set of 12 alternative strategies for improving the travel conditions along the Long Beach Freeway Corridor.

Some of the proposed options could be implemented relatively soon. These options include added bus service, freeway ramp metering, and the use of advanced technologies to manage traffic and to inform motorists about better routes to avoid congestion. The mixing of car and truck traffic was a concern echoed in nearly every meeting the study team attended. To address this concern, some options under consideration include strategies intended to alleviate conflicts between trucks and cars.

Other alternatives to be considered attempt to find a more permanent, long-term solution to the serious problems facing the I-710 Freeway. Some of the long-range alternatives under consideration include: redesigning interchanges, building truck-only lanes, new carpool lanes, freeway widening, and the possibility of a new passenger rail line along the I-710.

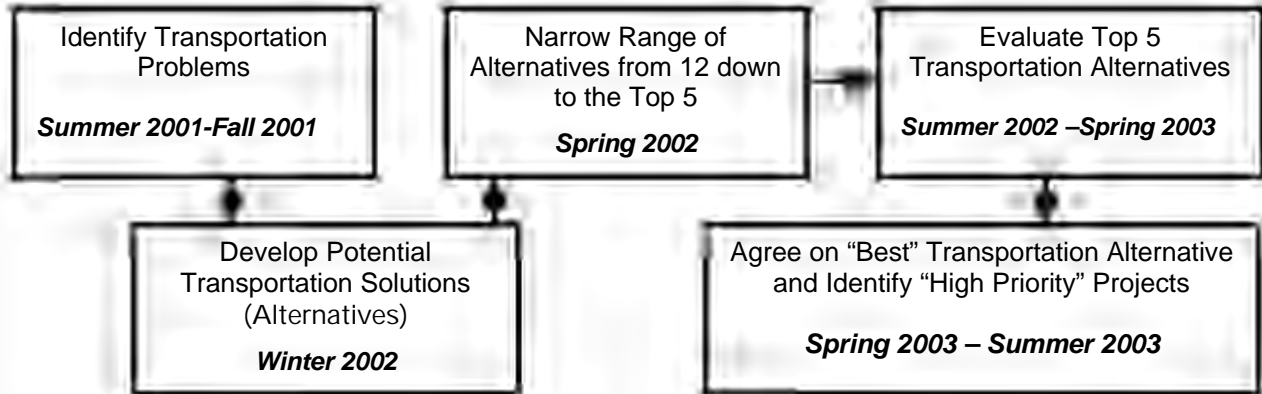
### **I-710 Study: Where We're Going**

In June 2002, the Oversight Policy Committee (OPC), comprised of elected officials from participating cities and agency representatives, is scheduled to narrow the alternatives from 12 to five. The five best alternatives will then undergo a rigorous and technical evaluation and further public scrutiny. A preferred alternative and list of priority improvements based on public input and findings from the planning and engineering technical work is expected to be selected by Spring 2003. The information collected through meetings with various interested groups, residents and local officials, along with the accompanying technical analysis produced by the study, is important in narrowing down the alternatives and critical to obtaining the necessary funding and federal or state approvals for project implementation.

## The Public's Role

The I-710 Study is divided into major work phases that result in a series of decision points. The study is designed to encourage public participation so that opinions from residents, business interests, community groups, and other project stakeholders are taken into account prior to these decision points.

### I-710 Study – Major Work Phases



It is important that we hear from as many members of the public as possible as decisions are made throughout the two and a half-year study. Public comments and opinions will be collected using several different methods, including a project website, questionnaires, public open houses, and community presentations.

## Project Contact Information

**If you have questions or comments on the I-710 Study or if you would like to find out about upcoming opportunities to participate in the project, do contact us at:**

*Si tiene preguntas o comentarios acerca del Estudio del I-710, o si gustaría ser informado de mas oportunidades para participar en el proyecto, por favor comuníquese con nosotros:*

<b>Mailing Address</b> <i>(Dirección)</i>	<b>Phone Numbers</b> <i>(Números de Teléfono)</i>	<b>WebSite</b> <i>(Internet)</i>
I-710 Major Corridor Study c/o Consensus Planning Group 444 S. Flower Street, Suite 1300 Los Angeles, CA 90071	Phone: (323) 960-4406 Fax: (213) 438-1764	<a href="http://www.gatewaycog.org/index2.html">http://www.gatewaycog.org/index2.html</a>



## Datos Importantes Primavera / Verano 2002

### Estudio del I-710: Lo que hemos hecho

El Estudio del Corredor Mayor de la Autopista I-710 es un estudio de dos años de duración, que fue iniciada en Febrero del año 2001 para identificar modos de combatir los problemas de transporte en la autopista I-710 y calles contiguas desde la autopista ruta estatal 60 hasta los puertos de Long Beach y Los Ángeles. Dirigidos por la Autoridad de Transportación Metropolitana del Condado de Los Ángeles (MTA), junto con Caltrans, la Asociación de Gobiernos del Sur de California (SCAG), y El Concilio de Gobiernos de Ciudades Portales, (GC-COG), representantes del equipo del estudio han pasado varios meses en juntas hablando con representantes locales, grupos comunitarios, y residentes interesados quienes viven al lado de este importante corredor.

La información obtenida por medio de estas juntas ha sido esencial en el desarrollo de una declaración de propósito y necesidad para el Estudio del Corredor Mayor de la Autopista I-710. Esta declaración ayudara a identificar el alternativo de transporte que mejor trata con los problemas y necesidades de mejoramientos al largo plazo. La declaración también ayudara a determinar cuales elementos del alternativo preferido deben iniciarse inmediatamente.

### Estudio del I-710: Donde estamos hoy día

Utilizando sugerencias del equipo técnico y de personas interesadas, el Estudio 710 ha creado unas alternativas iniciales para mejorar las condiciones de trafico sobre la autopista I-710.

Ciertas de estas propuestas opciones se podrán implementar pronto. Estas opciones incluyen servicio adicional de autobuses, registradores en las entradas a la autopista, y el uso de tecnologías avanzadas para manejar el tráfico e informar al publico sobre rutas alternativas para prevenir la congestión. La mezcla de autos y camiones es una preocupación que se repito en cada de nuestras juntas. Varias opciones bajo consideración tratan específicamente de solucionar estos conflictos entre autos y camiones.

Otras alternativas bajo consideración incluyen soluciones permanentes a los problemas de la autopista 710. Estas alternativas permanentes incluyen: rediseñando los intercambios, creando vías especiales para camiones, añadiendo nuevos carriles de alta capacidad, ampliando la autopista, y la posibilidad de crear una línea de ferrocarril para pasajeros a lo largo del I-710.

### Estudio del I-710: Donde vamos

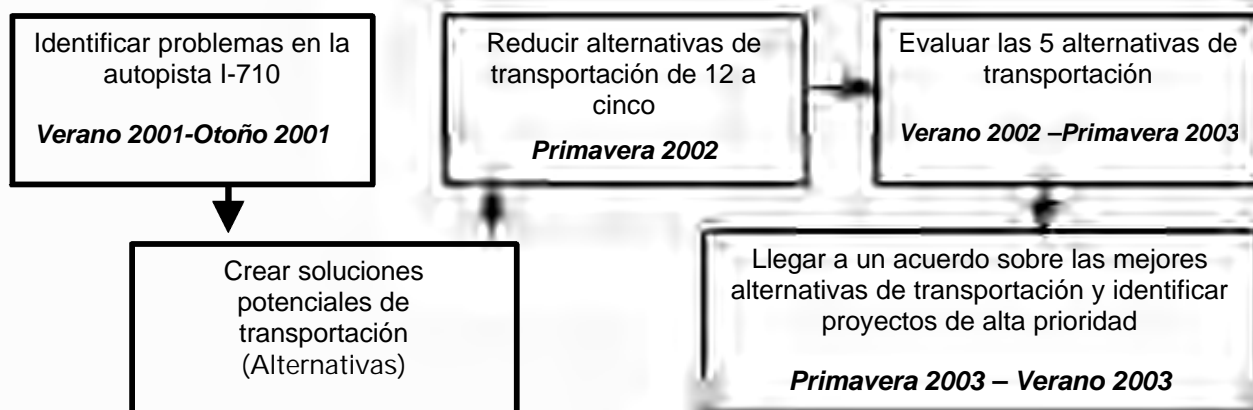
En junio del 2002, el comité de supervisión gubernamentales de póliza (OPC), compuesto de oficiales elegidos de varias ciudades y representantes de agencias, seleccionara cinco de estas 12 alternativas. Estas cinco alternativas, entonces, serán estudiadas más a fondo, con comentarios del público. Una alternativa preferida y una lista de mejoramientos de prioridad, basados en los comentarios del público y información técnica del equipo de ingeniería, se espera para la primavera del 2003. La información colectada en las reuniones con varios grupos, residentes, y oficiales locales, en conexión con el análisis técnico producido por el estudio, es

importante en la reducción de las alternativas y es crítico en obtener los fondos necesarios, y la aprobación del gobierno federal y estatal para la implementación del proyecto.

## **Participación Pública**

El Estudio I-710 esta dividido en fases mayores de trabajo que resultan en una serie de puntos de decisiones. El estudio esta diseñado para fomentar participación publica para que las opiniones de residentes, negociantes, grupos comunitarios, y otros se tomen en cuenta antes de llegar a los puntos de decisiones.

### **Estudio I-710 –Fases mayores del trabajo**



Es importante que recibamos la participación de cuantos miembros del público sea posible durante el tiempo que queda del estudio. Comentarios y opiniones públicas serán colectadas usando varios métodos, incluso una pagina en el Internet sobre el proyecto, preguntas escritas, talleres públicos y presentaciones comunitarias.

## **Información de Contacto**

Si tiene preguntas o comentarios acerca del Estudio del I-710, o si gustaría ser informado sobre las oportunidades para participar en el proyecto, por favor comuníquese con nosotros:

<b>Mailing Address</b> <i>(Dirección)</i>	<b>Phone Numbers</b> <i>(Números de Teléfono)</i>	<b>WebSite</b> <i>(Internet)</i>
I-710 Major Corridor Study c/o Consensus Planning Group 444 S. Flower Street, Suite 1300 Los Angeles, CA 90071	Phone: (323) 960-4406 Fax: (213) 438-1764	<a href="http://www.gatewaycog.org/index2.html">http://www.gatewaycog.org/index2.html</a>



## **I-710 CORRIDOR**

The I-710 Corridor is a vital transportation artery, linking the Los Angeles region and beyond to the Ports of Long Beach and Los Angeles. Over the years, the I-710 has been overwhelmed with an increase in truck and auto traffic driven by economic and population growth, and it is expected that by the year 2025, the I-710 Corridor will experience demand greater than its capacity.

## **THE STUDY**

A Major Study of the I-710 Corridor is being undertaken to analyze traffic congestion, as well as safety problems, and to develop multi-modal, timely, cost-effective transportation solutions from the Ports to State Route 60. This could include the expansion and reconstruction of the freeway.

The study is being funded by Metropolitan Transportation Authority (MTA), Southern California Association of Governments (SCAG), Caltrans, and the Gateway Council of Governments. To help guide the study and provide policy assistance, guidance and direction, an oversight policy committee (OPC) and Technical advisory Committee (TAC) were created.

## **THE FIVE PROPOSED ALTERNATIVES**

In December 2001, problems and issues related to the corridor were identified in the I-710 Major Corridor Study Purpose and Need Statement. Using this as the baseline for all future work, the I-710 Technical Advisory Committee (TAC) and Oversight Policy Committee (OPC), with comments received from the public, adopted 12 Initial Alternatives in February 2002. In June 2002, after reviewing detailed technical analysis comparing the 12 strategies, as well as feedback from numerous community, business and environmental groups, the 12 Initial Alternatives were narrowed to 5 Screened Alternatives. These five are considered the top contenders to be selected by the study decision committees as the Locally Preferred Strategy (LPS) to guide future transportation improvements in the I-710 study area.

- **Alternative A:** This is the No Build alternative. No improvements beyond what is already funded and planned through 2025 will be considered. These improvements will be included in whichever alternative is selected.
- **Alternative B:** This alternative consists of operational improvements that would use improved technology to address the movement of goods, vehicles and public transit through the corridor using the existing freeway configuration
- **Alternative C:** This alternative is focused on improving safety and eliminating bottlenecks for all vehicle types, as well as managing the flow of heavy-duty trucks along the corridor by focusing improvements and widening on segments of I-710 as well as major streets used as alternate routes to I-710.
- **Alternative D:** This alternative focuses on improving safety and increasing freeway capacity by extensive widening of I-710 as well as the addition of carpool lanes as an improvement option.
- **Alternative E:** This alternative improves safety and addresses increasing truck traffic. It includes improvements that would largely separate cars and trucks, as well as improve travel times by constructing a separate roadway for trucks adjacent to I-710.

## **THE PUBLIC'S ROLE**

The I-710 Major Corridor Study has been divided into major work phases, each ending with a decision on how to move forward. Public participation is welcome and encouraged at all stages. The next opportunity for feedback is at the upcoming public open houses to discuss the latest landmark: the five screened alternatives leading to the decision on selecting the preferred alternative. Participation of all interested community members, businesses, individuals, civic groups, and elected officials is essential to the study's success. We hope you can attend one of the following open houses (arrive anytime between 6:00 and 8:00 pm):

### **Monday April 28, 2003**

Long Beach Main Library  
101 Pacific Ave., Long Beach

### **Tuesday April 29, 2003**

Bell Gardens Intermediate School  
5841 Live Oak, Bell Gardens

### **Wednesday April 30, 2003**

Humphreys Elementary School  
500 S. Humphreys Ave., Los Angeles

### CORREDOR I-710

El corredor Interestatal 710 (I-710) es una arteria de transporte vital que conecta la región de Los Ángeles y regiones más alejadas con los puertos de Long Beach y de Los Ángeles. A través de los años, el corredor I-710 ha sido saturado por un aumento en el tráfico de automóviles y camiones generado por el crecimiento económico y de la población y se espera que para el año 2025, la demanda exigida al corredor I-710 superará su capacidad.

### EL ESTUDIO

Se está realizando un estudio mayor del corredor I-710 para analizar la congestión de tráfico, los problemas de seguridad y para desarrollar soluciones multimodales al problema de transporte entre los puertos y la ruta estatal 60 que sean eficaces en costo y tiempo. Estas soluciones incluyen la posibilidad de la reconstrucción y ampliación del I-710.

Este estudio esta siendo financiado por La Autoridad de Transportación Metropolitana del Condado de Los Ángeles (MTA), La Asociación de Gobiernos del Sur de California (SCAG), El Departamento de Transportación de California (Caltrans) y el Concilio de Gobiernos Gateway. Para guiar este estudio y proporcionar ayuda con respecto a las pólizas gubernamentales, orientación y dirección se ha creado un Comité de Revisión de Pólizas (OPC, por su sigla en inglés) y un Comité de Asesoramiento Técnico (TAC, por su sigla en inglés).

### LAS CINCO ALTERNATIVAS PROPUESTAS

En diciembre del 2001, se identificaron problemas y cuestiones en la Declaración de Necesidad y Propósito para el Estudio del Corredor Mayor I-710. El Comité de Asistencia Técnica I-710 (TAC) y el Comité de Revisión de Pólizas (OPC) tuvieron en cuenta los comentarios recibidos del público y usaron este estudio como antecedente para todas las tareas futuras. En febrero del 2001, adoptaron doce alternativas iniciales. En junio del 2002, después de evaluar análisis técnicos detallados en donde se comparaban las doce estrategias y las opiniones de numerosos grupos comunitarios, comerciales y ambientales se redujeron las doce alternativas a cinco. Las siguientes son las cinco alternativas finales entre las cuales deberán decidir los comités de decisión sobre el estudio. La estrategia seleccionada localmente guiará las futuras mejoras a realizar en el área del estudio I-710.

- **Alternativa A:** Esta alternativa no construye nada. No tiene en cuenta mejoras mas allá de las que ya se han financiado y planeado hasta el año 2025. Estas mejoras serán incluidas en cualquiera de las alternativas seleccionadas.
- **Alternativa B:** Esta alternativa consiste en mejoras operacionales usan tecnologías avanzadas para mejorar el transporte de productos, vehículos y de transito público a través del corredor con impactos mínimos al ambiente.
- **Alternativa C:** Esta alternativa consiste principalmente en mejorar la seguridad y eliminar la congestión de todo tipo de vehículos, así como también, controlar el flujo de camiones de carga pesada por el corredor. La alternativa se enfoca en realizar mejoras a varios segmentos del I-710 y a calles principales utilizadas como rutas alternativas.
- **Alternativa D:** Esta alternativa se orienta a mejorar la seguridad y a aumentar la capacidad de la autopista mediante un ensanchamiento del I-710 y el agregado de carriles para viajes compartidos (carpools).
- **Alternativa E:** Esta alternativa mejora la seguridad y resuelve el problema creado por el aumento en el tráfico de camiones. En ella se incluyen mejoras que separarán en gran parte a los camiones de carga pesada y a automóviles que, a su vez, mejorarán los tiempos de viaje mediante la construcción de una ruta separada para camiones que estará situada junto a la autopista I-710.

### LA FUNCIÓN DEL PÚBLICO

El estudio del corredor mayor I-710 ha sido dividido en grandes etapas de trabajo, cada una de las cuales finaliza con una decisión sobre cómo continuar. Hemos recibido y alentado la participación del público en todas estas etapas. Una vez mas, usted tendrá la oportunidad de dar a conocer su opinión en las reuniones públicas que se realizarán para hablar sobre el próximo paso: las cinco alternativas seleccionadas a partir de las cuales se tomará la decisión de seleccionar la alternativa preferida. El éxito del estudio depende de la participación de todos los miembros interesados de la comunidad, comerciantes, individuos, grupos cívicos y representantes elegidos. No deje de asistir a una de las siguientes reuniones públicas (puede llegar cualquier hora entre las 6:00 PM y las 8:00 PM):

#### **Lunes 28 de abril, 2003**

Long Beach Main Library  
101 Pacific Ave., Long Beach

#### **Martes 29 de abril, 2003**

Bell Gardens Intermediate School  
5841 Live Oak, Bell Gardens

#### **Miércoles 30 de abril, 2003**

Humphreys Elementary School  
500 S. Humphreys Ave., Los Ángeles

Si no puede concurrir a ninguna de las reuniones públicas, puede llamar a la línea telefónica del estudio al (323) 960-4406 para dar a conocer su opinión y solicitar información adicional. También puede hacer comentarios en el sitio web del estudio en:

<http://www.gatewaycog.org> o enviar sus comentarios por correo electrónico al: [gatewaycog@earthlink.net](mailto:gatewaycog@earthlink.net)



## Information Sheet Property Acquisition Process

### I-710 Study

Launched in February 2001, the I-710 Major Corridor Study seeks ways to improve traffic conditions on the freeway and adjacent streets from State Route 60 to the ports of Los Angeles and Long Beach. The study is funded by the Los Angeles County Metropolitan Transportation Authority (MTA), the California Department of Transportation (Caltrans), the Southern California Association of Governments (SCAG) and the Gateway Cities Council of Governments.

### Your Rights and Property Acquisition

The I-710 Major Corridor Study is just that – a study. Property acquisitions would not occur until the project planning and government approval processes are complete – **which is still several years away**. An Environmental Impact Report/Environmental Impact Statement (EIR/EIS) still needs to be completed and engineering design and plans still need to be undertaken before property acquisition can proceed.

Property rights are protected under the Fifth and Fourteenth Amendments of the U.S. Constitution, which guarantee just compensation and due process. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, commonly called the Uniform Act, requires that services and payments be provided for any person displaced by a federally supported project. A displaced person is an individual, family, business, farm, or non-profit group.

### Relocation Assistance Programs

**Residential** - Caltrans will provide to displaced persons information on the availability and prices of houses for sale, and rental units that are comparable, decent, safe, and sanitary. Relocation advisory assistance includes money and information about federal- and state-assisted housing programs, and other services offered by public and private agencies.

**Business/Farm** - The Business and Farm Relocation Assistance Program provides assistance in locating replacement property and reimbursement for relocation costs. The Relocation Advisory Assistance Program provides a list of properties for sale or rent.

### Additional Information

After completion of future environmental studies and engineering design of an I-710 expansion, every affected property owner will be contacted by the right of way branch of Caltrans. The process will begin with a notice of an appraisal, followed by contact by an acquisition agent and finally a relocation assistance agent. Any person, business, farm, or non-profit organization, which has been refused a relocation payment by Caltrans, or believes that the payments are inadequate, may appeal the state's decision. The appeal does not require an attorney. Information about the appeal procedure is available from Caltrans relocation advisors (see contact information below).

This information is not intended to be a complete statement of all laws and regulations governing Caltrans and its obligations with regard to property acquisition.

State of California  
Department of Transportation, District 7  
120 South Spring Street  
Los Angeles, CA 90012  
(213) 897-3656  
[www.dot.ca.gov/dist07/](http://www.dot.ca.gov/dist07/)



## Hoja de información Proceso de adquisición de propiedades

### Estudio del corredor I-710

El estudio del corredor principal I-710 iniciado en febrero de 2001, tiene como objetivo mejorar las condiciones del tráfico tanto en la autopista como en las calles adyacentes, desde la ruta estatal 60 hasta los puertos de Los Ángeles y Long Beach. El estudio es financiado por la County Metropolitan Transportation Authority (la Autoridad de Transporte Metropolitano del Condado) o MTA de Los Ángeles, el Departamento de Transporte de California (Caltrans), la Southern California Association of Governments (Asociación de Gobiernos del Sur de California) (SCAG) y Gateway Cities Council of Governments (Consejo de Gobiernos de Ciudades de Acceso).

### Sus derechos y la adquisición de propiedades

El estudio del corredor principal I-710 es sólo eso, un estudio. Las adquisiciones de las propiedades no se realizarán hasta que finalicen los procesos de planificación del proyecto y de autorización del gobierno, **lo cual puede demorar varios años en concretarse**. Antes de continuar con la adquisición de propiedades falta completar un informe sobre las repercusiones en el medio ambiente y la declaración de dichas repercusiones y llevar a cabo el diseño de ingeniería y los proyectos.

Los derechos sobre las propiedades están protegidos por la quinta y la catorceava enmienda de la Constitución de Estados Unidos, la cual garantiza una compensación justa y garantías procesales. La Ley de políticas de Asistencia Uniforme de Reubicación y Adquisición Real de Propiedades de 1970, conocida comúnmente como la Ley Uniforme, exige que se presten servicios y se realicen pagos a toda persona desplazada por un proyecto con respaldo federal. Se considera persona desplazada a todo individuo, familia, comercio, granja o grupo sin fines de lucro.

### Programas de ayuda para la reubicación

**Residencial** - Caltrans ofrecerá a las personas desplazadas información sobre la disponibilidad y precios de casas en venta y unidades en alquiler que sean comparables, decentes, seguras y limpias. El asesoramiento prestado para la reubicación incluye dinero e información acerca de programas de viviendas federales y financiados por el estado y otros servicios ofrecidos tanto por agencias públicas como privadas

**Comercio y granja** – el programa de ayuda para la reubicación de comercios y granjas ofrece ayuda para encontrar una propiedad de reemplazo y reembolso del dinero gastado para la reubicación. El programa de asesoramiento para la reubicación ofrece una lista de propiedades a la venta o alquiler.

### Información adicional

Una vez finalizados los estudios ambientales futuros y el diseño de ingeniería de la expansión del corredor I-710, la rama de Caltrans correspondiente se pondrá en contacto con todos los dueños de propiedades afectadas. El proceso comenzará con un aviso de valuación, después del cual, un agente de adquisiciones se pondrá en contacto con los dueños y por último, un agente de ayuda para reubicación. Toda persona, empresa, granja u organización sin fines de lucro a la cual se le haya denegado el pago en concepto de reubicación por parte de Caltrans o que crea que los pagos no son adecuados, puede apelar la decisión del estado. Dicha apelación puede ser realizada sin contar con un abogado. Si desea información sobre el procedimiento de la apelación, solicítela a los asesores de reubicación de Caltrans (a continuación, encontrara la información necesaria para comunicarse con ellos).

Esta información no tiene la intención de ser una declaración completa de todas las leyes y regulaciones que rigen a Caltrans y de sus obligaciones con respecto a la adquisición de propiedades.

Estado de California  
Departamento de Transporte, Distrito 7  
120 South Spring Street  
Los Ángeles, CA 90012  
(213) 897-3957



## The I-710 Major Corridor Study Report to the Public: April 2003

A study of interest to the residents of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, East Los Angeles, Huntington Park, Long Beach, Lynwood, Paramount, Maywood, Rancho Dominguez, South Gate, and Vernon

### The Challenge

Traffic Congestion, truck traffic and traffic safety are major challenges on and around the 710 Freeway. This study is the first step in a program that could take 20 years to complete. In this study, which extends from 2001 through 2003, transportation professionals are working with interested community leaders to identify:

- **where** improvements are needed;
- **what** improvements are reasonable;
- **how** the improvements will affect local communities and congestion; and
- **when** these improvements should be expected.

Improvements to major surface streets, adding lanes to the freeway and freeway interchanges, and improving how the existing streets and freeways operate are all being considered.

### The Need for I-710 Improvements

There are three major reasons the I-710 freeway needs to be improved:

- **Safety:** *The I-710 is one of the most unsafe freeways in Southern California.* An average of 5 accidents occur each day on the I-710
- **Public health:** *Air pollution from I-710 traffic, including diesel particulates from trucks, already poses a health hazard to nearby communities.* These conditions are aggravated by trucks idling in traffic congestion. Action is needed to reduce congestion levels on I-710 and encourage the use of cleaner fuels and truck engines.
- **Local jobs and economy:** *Truck traffic is expected to more than double by 2025 in this area.* That doubling encourages job creation and adds to the local economy, because many of the businesses

that use these trucks employ local residents or sell goods to local residents. But, it will also add to congestion on freeways and local streets will see more delays if the freeways are too slow. And, because this area is already so developed, it's simply inevitable that any transportation improvements that significantly meets the demand will undoubtedly affect properties in the I-710 corridor. This study recognizes the reality that changes are coming and that city leaders want to work together to maximize the benefits and minimize the negatives of this change.

### Study Approach

This is the first step in what is likely to be a 15 to 20 year program. The study team has recently compiled five different sets of concepts (termed Alternatives A through E) and studied these for their possible benefits and costs. Their findings are being presented for resident comment at a series of Open Houses and community meetings in April and May, 2003, and are summarized in this handout.

After public input, an Oversight Policy Committee, comprised of City Council members from the 14 local cities noted above, the County of Los Angeles, the Ports of Long Beach and Los Angeles, and three transportation agencies, will review public comments and technical information and recommend a set of several improvement projects (termed a "Locally Preferred Strategy" or LPS in study documents) to local cities, the Gateway Cities Council of Governments, and transportation funding agencies. Or they could recommend no improvements to I-710 and surrounding arterial streets.

If an LPS is selected that recommends new construction projects, one or more of these projects will move on to additional public reviews, technical studies, environmental impact analyses, engineering and ultimately construction. Construction dates and timeframes will vary with the project.

### **Findings**

As a starting point the study team analyzed the effects of the five alternatives summarized on page 3. Their results show:

*Alternative A* is lowest cost, affords no additional benefits, affects no properties.

*Alternative B* is relatively inexpensive, with proportionally limited benefits and negative impacts. Also affects no properties.

*Alternative C* reflects significant cost, yields greatest reduction in accidents, and moderate speed increases. Affects significant numbers of properties and provides considerably less additional capacity than D and E.

*Alternative D* yields greatest speed increase at highest cost, affects significant numbers of properties, and moves the most people and vehicles-- but doesn't reduce accidents as much as others

*Alternative E* yields major safety improvements and greater speed increases for the special lanes than in the main lanes but affects significant numbers of properties.

### **Your input is desired:**

The recommended set of Early Action Projects could be one of the Alternatives you see today or a combination of specific

projects contained in more than one Alternative. To make sure your interests are heard, please comment on the Alternatives A through E as presented, and answer the following:

1. What outcomes are most important to you?

- ✓ Safety
- ✓ Property impacts
- ✓ Speed
- ✓ Cost
- ✓ Separating autos and trucks

2. What improvements should come first?

- ✓ Improving local streets
- ✓ Adding capacity for all vehicles to the freeway
- ✓ Fixing interchanges
- ✓ Separating trucks from autos
- ✓ Encouraging carpooling

3. Are there any specific projects in any of the Alternatives that you would eliminate from additional consideration now?

4. Are there any which you strongly believe should be carried to the next step?

5. Do you have other suggestions for addressing the problems on the I-710 that you haven't seen in the five alternatives?

### A Menu of Projects

The alternatives and preliminary analysis can be summarized as follows

Alt.	Description And Key Features	Amount of Property to be acquired	Cost (Billions)	Safety (Reduced No. of Accidents)	Travel Time Benefits 1= lowest/least/worst; 5 = highest/most/best
A	<ul style="list-style-type: none"> <li>Pursue only what is already in place/funded (<i>No-Build</i>)</li> </ul>	None	0	NA	1
B	<ul style="list-style-type: none"> <li>Improve how present freeway operates by straightening off-ramps, reducing truck trips during rush hours, synchronizing traffic signals</li> </ul>	None	\$0.35 b	316	2
C	<ul style="list-style-type: none"> <li>Add Mixed Flow (all-vehicles) lane</li> <li>Improve interchanges</li> <li>Add capacity on local streets</li> <li>Truck-focused improvements at specific hotspots</li> <li>Truck inspection station</li> </ul>	243 acres	\$3.17 b	554	Main Lanes: 3 Special Lanes: 4
D	<ul style="list-style-type: none"> <li>Add Mixed Flow lanes</li> <li>Improve interchanges</li> <li>Add capacity on local streets</li> <li>Add carpool lanes</li> </ul>	344 acres	\$3.63 b	480	Main Lanes: 5 Special Lanes: 5
E	<ul style="list-style-type: none"> <li>Improve interchanges</li> <li>Add capacity on local streets</li> <li>Add Trucks only lanes</li> </ul>	369 acres	\$3.46 b	539	Main lanes: 4 Special lanes: 4



## **Estudio del Importante Corredor I-710 Informe para el Público: Abril 2003**

*Un estudio de gran interés para los residentes de Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, East Los Angeles, Huntington Park, Long Beach, Lynwood, Paramount, Maywood, Rancho Dominguez, South Gate y Vernon*

### **El Reto**

La congestión del tráfico, el tránsito de camiones y la seguridad vial son enormes retos en la Autopista 710 y sus alrededores. Este estudio es el primer paso de un programa que podría requerir 20 años para su conclusión. En este estudio, que cubre desde el año 2001 hasta el 2003, los expertos en transporte están trabajando conjuntamente con líderes comunitarios para identificar lo siguiente:

- **dónde** se necesitan mejoras;
- **cuáles** mejoras son razonables;
- **cómo** afectarán las mejoras a las comunidades locales y a la congestión del tráfico; y
- **cuándo** podemos esperar que tendremos estas mejoras.

Se están estudiando: las mejoras a las principales calles de la superficie, agregar carriles a la autopista e intercambios o enlaces a la autopista, también mejoras en el sistema de operación de las calles existentes y la autopista.

### **La Necesidad de Mejoras para la I-710**

Hay tres grandes razones por las cuales es necesario mejorar la autopista I-710:

- **Seguridad:** *La I-710 es una de las autopistas más inseguras en Southern California.* El promedio de accidentes que ocurren en la I-710 es de 5 accidentes diarios.
- **Salud pública:** *La contaminación del aire causada por el tráfico de la I-710, incluyendo particulados de diesel de los camiones, ya representa un riesgo para las comunidades cercanas.* Estas condiciones se agravan a causa de los motores de los camiones durante congestiones de tráfico. Hay que actuar para reducir los niveles de congestión en la I-710 y

fomentar el uso de combustible más limpio y motores de camiones.

- **Trabajos locales y la economía:** *Para el año 2025, se espera que el tránsito de camiones será más del doble en esta área.* Esa duplicación estimula la creación de empleos y ayuda a la economía local, debido a que muchas de las empresas que usan estos camiones emplean a residentes locales o le venden su mercancía los residentes locales. Sin embargo, esto también aumenta la congestión en las autopistas y en las calles locales observaremos más demoras si en las autopistas la circulación es demasiado lenta. Y como esta área ya está muy desarrollada, es sencillamente inevitable que cualquier mejora que se realice para satisfacer las exigencias, indudablemente afectará a las propiedades en el corredor I-710. Este estudio reconoce la realidad de que vienen cambios y los líderes de la ciudad desean trabajar conjuntamente para maximizar los beneficios y minimizar los aspectos negativos de este cambio.

### **Enfoque del Estudio**

Este es el primer paso de lo que posiblemente será un programa que requerirá de 15 a 20 años. El equipo del estudio recientemente compiló cinco grupos diferentes de conceptos (denominadas Alternativas A hasta E) y las examinó en cuanto a sus posibles beneficios y costos. Para obtener los comentarios de los residentes, los hallazgos del estudio se están presentando a puertas abiertas, en Open Houses, y en reuniones comunitarias en abril y mayo, 2003, y los hemos resumido aquí.



Después de obtener la opinión y los comentarios del público, un Comité de Supervisión de Políticas, integrado por los miembros del Ayuntamiento de las 14 ciudades indicadas arriba, el Condado de Los Angeles, los Puertos de Long Beach y de Los Angeles, y tres agencias de transporte, revisarán los comentarios y la información técnica. Ellos recomendarán un grupo de varios proyectos de mejoras (denominado “Estrategia Preferida Localmente” o conocido por las siglas LPS como aparece en el estudio) a las ciudades locales, el Ayuntamiento de “Gateway Cities” de Gobiernos y agencias que financian el transporte. O ellos podrían recomendar que no se efectúen mejoras en la I-710 ni en las calles importantes en los alrededores.

En caso de seleccionarse una Estrategia Preferida Localmente (LPS) en la que se recomiendan nuevos proyectos de construcción, uno o más de estos proyectos pasarán por el proceso adicional de revisión pública, estudios técnicos, análisis de impacto ambiental y finalmente, construcción. Las fechas y los programas de construcción variarán según el proyecto.

### Hallazgos

El punto de partida del equipo del estudio fue analizar los efectos de las cinco alternativas que se resumen en la página 3. Sus resultados mostraron lo siguiente:

*Alternativa A* tiene el costo más bajo, no agrega beneficios adicionales, no afecta a las propiedades.

*Alternativa B* relativamente no es costosa, sus beneficios e impactos negativos son proporcionalmente limitados. Tampoco afecta a las propiedades.

*Alternativa C* refleja un costo significativo, es la que aporta la mayor reducción de accidentes y un aumento moderado de velocidad. Afecta a un número significativo de propiedades y proporciona mucho menos capacidad extra que la D y la E,

*Alternativa D* aporta el mayor aumento de velocidad al mayor costo, afecta a un número significativo de propiedades y hace que circulen más personas y vehículos –

pero no reduce tantos accidentes como las otras.

*Alternativa E* ofrece importantes mejoras en seguridad y mayor aumento de velocidad en los carriles especiales que en los carriles principales, pero afecta una cantidad significativa de propiedades.

### Queremos saber su opinión:

El grupo recomendado de Proyectos de Acción Anticipada podría ser una de las Alternativas que usted está viendo hoy o la combinación de proyectos específicos que estén dentro de una Alternativa o varias de ellas. Para asegurar que a usted le escuchen, comente sobre las Alternativas A hasta E, tal como se presentan, y responda lo siguiente:

1. ¿Para usted, cuáles son los resultados más importante?

- ✓ Seguridad
- ✓ Impacto a la propiedad
- ✓ Velocidad
- ✓ Costo
- ✓ Separación de autos y camiones

2. ¿Cuáles deben ser las primeras mejoras?

- ✓ Mejorar las calles locales
- ✓ Aumentar la capacidad para todos los vehículos a la autopista
- ✓ Arreglar los intercambios o enlaces
- ✓ Separar a los camiones de los autos
- ✓ Fomentar vehículos con pasajeros (“carpooling”)

3. ¿En alguna de las Alternativas hay algunos proyectos específicos que a usted le gustaría fuesen eliminados ahora y no se tomen más en cuenta?

4. ¿Hay algún proyecto que usted considera debería llevarse al próximo paso?

5. ¿Tiene otras sugerencias para superar los problemas de la I-710 que no hayan sido contemplados en las cinco alternativas?

### Un Menú de Proyectos

Las alternativas y los análisis preliminares pueden resumirse así:

Alt.	Descripción y Características Clave	Cantidad de Propiedades a Adquirir	Costo (Billones)	Seguridad (Reducción de No. de Accidentes)	Tiempo de Viaje Beneficios 1= el más bajo/menos/el peor; 5 = el más alto/más/el mejor
<b>A</b>	<ul style="list-style-type: none"> <li>Sólo persigue lo que ya existe/ financiado (<i>No Construir</i>)</li> </ul>	Ninguna	0	No Disponible	1
<b>B</b>	<ul style="list-style-type: none"> <li>Mejora la operación actual de la autopista al enderezar rampas fuera de la vía, reducir viajes de camiones durante las horas de más tráfico, sincronizar señales de tránsito</li> </ul>	Ninguna	\$ .35 b	316	2
<b>C</b>	<ul style="list-style-type: none"> <li>Agrega carril de flujo mezclado (todos los vehículos)</li> <li>Mejora intercambios (enlaces)</li> <li>Aumenta capacidad en calles locales</li> <li><i>Mejoras orientadas hacia camiones y puntos conflictivos específicos</i></li> <li><i>Estación de inspección de camiones</i></li> </ul>	243 acres	\$3.17 b	554	Carriles principales: 3 Carriles especiales: 4
<b>D</b>	<ul style="list-style-type: none"> <li>Agrega carriles de Flujo Mezclado</li> </ul>	344 acres	\$3.63 b	480	Carriles principales: 5 Carriles especiales: 5

	<ul style="list-style-type: none"> <li>• Mejora intercambios (enlaces)</li> <li>• <i>Aumenta capacidad en las calles locales</i></li> <li>• <i>Agrega carriles de vehículos con pasajeros (carpool)</i></li> </ul>				
<b>E</b>	<ul style="list-style-type: none"> <li>• Mejora intercambios (enlaces)</li> <li>• Aumenta capacidad en las calles locales</li> <li>• <i>Agrega carriles para solamente camiones</i></li> </ul>	369 acres	\$3.46 b	539	Carriles principales: 4 Carriles especiales: 4



## The I-710 Major Corridor Study Report to the Public: December 2003

A regional study of interest to the residents of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, East Los Angeles, Huntington Park, Long Beach, Lynwood, Paramount, Maywood, Rancho Dominguez, South Gate, and Vernon

### The Challenge

Traffic congestion, truck traffic, traffic safety and diesel emissions are major challenges on and around the I-710 Freeway. This study is the first step in a program that could take 20 years to complete. In this study, transportation professionals are working with community leaders to identify:

- **where** improvements are needed;
- **what** improvements are reasonable;
- **how** the improvements will affect local communities and congestion; and
- **when** to expect these improvements

Improvements to major surface streets, adding lanes to the freeway and freeway interchanges and improving how the existing streets and freeways operate are all being considered. In addition, such environmental measures as air quality improvements, sound-walls, landscaping, and public art will be discussed.

### The Need for I-710 Improvements

There are five major goals for the I-710 freeway corridor:

- **Improve Public Safety:** *The I-710 is one of the most unsafe freeways in Southern California. An average of 5 accidents occur each day on the I-710*
- **Improve Public health:** *Air pollution from I-710 traffic, including diesel particulates from trucks, already poses a health hazard to nearby communities. These conditions are aggravated by trucks idling in traffic congestion. Action is needed to reduce congestion levels on I-710 and encourage the use of cleaner fuels and truck engines.*
- **Improve Mobility:** Daily traffic volumes on the already congested I-710 are forecast to grow from 240,000 in 1999 to over 300,000 by 2025. Daily truck volumes are forecast to grow from 29,000 to 75,000 in the

same period. Trade growth and population growth combined with the outdated design of this 1950's era freeway will lead to increasing congestion and delay and decreasing travel speeds. The OPC also notes that the I-710 serves as part of a regional transportation system that needs improvements to all of its components including rail and transit.

- **Reinvigorate Corridor**

**Communities:** Many good manufacturing and aerospace jobs have left this area over the past decades, but international trade is a bright spot in the economy adding much needed business and employment. Infrastructure to accommodate this trade can encourage the growth of local jobs and businesses. At the same time, the corridor program can beautify and improve corridor communities by such strategies as public art, landscaping, sound-walls, graffiti removal, greenbelts, local street improvements, and improved transit service.

- **Sustain Regional, State and National Economies:**

The I-710 corridor is not only important to the local economy, but the national economy. The Ports of Long Beach and Los Angeles carry 35% of all waterborne container cargo in the United States and account for 600,000 regional jobs and several times that in national employment. Trade value, income and tax revenue generated are all counted in the billions of dollars. The nationwide impact of the fall 2002 Port work stoppage clearly demonstrated that this is not only a local issue. International trade is also expected to result in a doubling of truck traffic by 2025. This study

recognizes that the changes are coming and that local leaders want to work together to maximize the benefits and minimize the negatives for local residents.

### **Study Approach**

The Major Corridor Study is the first step in what is likely to be a 15 to 20 year program. The study team compiled five different sets of concepts (termed Alternatives A through E) and studied these for their possible benefits and costs. Their findings were presented for resident comment at a series of Open Houses and community meetings in April and May, 2003.

In May, 2003, after receiving the public's input, the Oversight Policy Committee (OPC), comprised of City Council members from the 14 local cities noted above, the County of Los Angeles, the Ports of Long Beach and Los Angeles, Caltrans, the Los Angeles County Metropolitan Transportation Authority and the Southern California Association of Governments, took three important steps:

1. The OPC adopted the following guiding principles:
  - Minimize right-of-way acquisitions with the objective being to preserve existing houses, businesses and open space.
  - Identify and minimize both immediate and cumulative exposure to air toxics and pollution with aggressive advocacy and implementation of diesel emissions reduction programs and use of alternative fuels, as well as in project planning and design.
  - Improve safety by considering enhanced truck safety inspection facilities and reduced truck/car conflicts and improved roadway design.
  - Relieve congestion and reduce intrusion of traffic into communities and neighborhoods by employing a comprehensive regional systems approach that includes adding needed capacity as well as deploying Transportation Systems Management (TSM) and Transportation Demand Management (TDM) technologies to make full use of freeway, roadway, rail and transit systems.
  - Improve public participation in the development and consideration of

alternatives and provide technical assistance to facilitate effective public participation.

2. The OPC determined that none of the alternatives as originally developed and analyzed was acceptable to the community. Instead, the OPC directed that a hybrid alternative be developed that combines appropriate elements from all 5 alternatives. These elements must be acceptable to each affected city with the purpose of minimizing right-of-way acquisitions and the objective of preserving existing housing stock, yet work together as an integrated strategy consistent with adopted guiding principles.
3. The OPC called for the establishment of Community Advisory Committees at both the corridor level and the community level to advise the OPC on study decisions.

At this time, a professional facilitator and a professional engineer have been retained to assist the community advisory committees in formulating their recommendations to the OPC. The most impacted communities are convening local Community Advisory Committees and all I-710 communities are selecting their representatives to the corridor level (Tier 2) Community Advisory Committee. The OPC is preparing to appoint up to 15 members to the Tier 2 Committee representing business, labor, environmental, institutional and academic interests.

The goal of the committees and the OPC is to recommend a set of improvement projects and programs (termed a "Locally Preferred Strategy" or LPS in study documents) to local cities, the Gateway Cities Council of Governments, and transportation funding agencies. Or they could recommend no improvements to I-710 and surrounding arterial streets.

If an LPS is selected that recommends new construction projects, one or more of these projects will move on to additional public reviews, technical studies, environmental impact analyses, engineering and ultimately construction. Construction dates and timeframes will vary with the project.

## **Estudio del Corredor Principal I-710 Informe al público: Diciembre, 2003**

*Estudio regional de interés para los residentes de Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, Este de Los Ángeles, Huntington Park, Long Beach, Lynwood, Paramount, Maywood, Rancho Domínguez, South Gate y Vernon*

### **El reto**

La congestión vial, el tráfico de camiones, la seguridad vial y las emisiones de diesel son los retos principales que se enfrentan con la autopista I-710. Este estudio constituye el primer paso de un programa que podría tardar 20 años en completarse, e involucra a profesionales de transportes y líderes comunitarios que están trabajando conjuntamente para identificar:

- **dónde** se requieren mejoras,
- **cuáles** mejoras son razonables,
- **cómo** afectarán estas mejoras a las comunidades locales y la congestión vial, y
- **cuándo** se espera realizar estas mejoras.

Se están considerando mejoras en las calles principales, la adición de carriles a la autopista y sus intercambios, y mejoras en el funcionamiento de las calles y autopistas existentes. Además, se tomarán en cuenta medidas ambientales como el mejoramiento de la calidad del aire, barreras acústicas, ajardinamiento y arte público.

### **La necesidad de mejoras en la I-170**

Existen cinco metas prioritarias para el corredor de la autopista I-170:

- **Mejorar la seguridad pública:** *La I-710 es una de las autopistas más inseguras del sur de California, con un promedio de 5 accidentes diarios.*
- **Mejorar la salud pública:** *La contaminación del aire ocasionada por el tráfico en la I-710, incluso las partículas de diesel de los camiones, ya representa un riesgo para la salud de las comunidades vecinas.* Estas condiciones se ven agravadas por los camiones detenidos en la congestión. Se necesitan soluciones para disminuir el nivel de congestión en la I-710 y fomentar el uso de combustibles y motores para camiones más limpios.
- **Mejorar la movilidad:** Se prevé que los volúmenes diarios de tráfico en la ya congestionada I-710 aumentarán de 240,000 en 1999 a más de 300,000 en el 2025. Para el mismo período, se pronostica que los volúmenes diarios de

camiones aumentarán de 29,000 a 75,000. El crecimiento del comercio y la población, junto con el diseño anticuado de esta autopista de los años cincuenta, llevarán a mayor congestión vial y atrasos, y a velocidades de viaje reducidas. El Comité de Supervisión de Políticas (OPC) también destacó que la I-710 forma parte de un sistema regional de transporte que requiere mejoras en todos sus componentes, incluyendo ferrocarriles y transporte público.

- **Revitalizar las comunidades del Corredor:** Durante las últimas décadas, muchas plazas laborales en el campo de la manufactura y tecnología aeroespacial han abandonado esta zona, pero el comercio internacional es un punto fuerte de la economía que aporta negocios y empleos muy necesarios. La infraestructura para alojar este comercio puede fomentar el crecimiento de puestos y negocios a nivel local. Al mismo tiempo, el programa del Corredor puede embellecer y mejorar las comunidades vecinas con estrategias como arte público, ajardinamiento, barreras acústicas, eliminación de graffiti, zonas verdes, mejoramiento de las calles locales y mejoras al transporte público.
- **Sostener las economías regionales, estatales y nacionales:** El Corredor I-710 no sólo es importante para la economía local, sino también para la nacional. Los Puertos de Long Beach y Los Ángeles manejan el 35 por ciento de la carga de contenedores marítimos de los Estados Unidos y suponen 600,000 plazas regionales y varias veces esta cifra en empleos a nivel nacional. El valor comercial, ingresos y rentas fiscales que se generan alcanzan los miles de millones de dólares. El impacto nacional que tuvo el bloqueo laboral de Puertos en el otoño del 2002 demostró claramente que este no es sólo un asunto local. También se espera que el comercio internacional

produzca el doble del tráfico de camiones para el año 2025. Este estudio reconoce que se avecinan cambios y que los líderes locales deben trabajar conjuntamente para aprovechar al máximo los beneficios y minimizar los efectos negativos para los residentes locales.

### Enfoque del estudio

El Estudio del Corredor Principal es el primer paso de lo que probablemente será un programa de 15 a 20 años. El equipo a cargo del estudio compiló cinco grupos de conceptos diferentes (llamados Alternativas de la A a la E) y analizó sus posibles costos y beneficios. Sus hallazgos se sometieron a los comenarios de los residentes en una serie de Reuniones Abiertas y reuniones comunitarias realizadas en abril y mayo de 2003.

En mayo de 2003, después de recibir la opinión pública, el Comité de Supervisión de Políticas (OPC), integrado por miembros de los Ayuntamientos de las catorce ciudades antes enumeradas, el Condado de Los Ángeles, los Puertos de Long Beach y Los Ángeles, Caltrans, la Autoridad de Transportes Metropolitanos del Condado de Los Ángeles y la Asociación de Gobiernos del Sur del California, tomó tres medidas muy importantes:

1. El OPC adoptó las siguientes directrices:
  - Minimizar la adquisición de derechos de servidumbre con el propósito de preservar las casas, negocios y espacios abiertos existentes.
  - Identificar y minimizar la exposición tanto inmediata como acumulativa a tóxicos y contaminación del aire, con soporte e implementación agresiva de programas de reducción de emisiones de diesel, y uso de combustibles alternativos, lo mismo que de la planeación y diseño de proyectos.
  - Incrementar la seguridad por medio del mejoramiento de los servicios de inspección de camiones, disminución de conflictos entre camiones y autos, y mejoramiento del diseño de carreteras.
  - Disminuir la congestión e intrusión de tráfico en las comunidades y vecindarios por medio de un enfoque integral de sistemas regionales que incluya la adición de la capacidad necesaria, así como la implementación de tecnologías de manejo de sistemas de transporte (TSM) y manejo de la demanda de transporte (TDM) para

aprovechar al máximo los sistemas de autopistas, carreteras, ferrocarriles y transporte público.

- Mejorar la participación pública en el desarrollo y consideración de alternativas y proporcionar asistencia técnica para facilitar la participación pública eficaz.
2. El OPC determinó que ninguna de las alternativas que se desarrollaron y analizaron originalmente sería aceptable para la comunidad. En su lugar, el OPC ordenó el desarrollo de una alternativa híbrida que combine elementos adecuados de todas las cinco alternativas. Estos elementos deben ser aceptables para cada una de las ciudades afectadas a fin de reducir al mínimo las adquisiciones de derechos de servidumbre y preservar las residencias existentes, y a la vez deben funcionar en conjunto como una estrategia integrada congruente con las directrices adoptadas.
  3. El OPC pidió el establecimiento de Comités Asesores Comunitarios tanto a nivel del Corredor como a nivel de las comunidades para aconsejar al OPC acerca de las decisiones del estudio.

Actualmente, se cuenta con los servicios de un facilitador profesional y un ingeniero profesional para ayudar a los comités asesores comunitarios en la formulación de sus recomendaciones al OPC. Las comunidades más afectadas están conformando comités asesores comunitarios locales, y todas las comunidades vecinas de la I-710 están seleccionando sus representantes para el Comité Asesor Comunitario del nivel del Corredor (el Nivel 2). El OPC se está preparando para nombrar hasta 15 miembros en el Comité del Nivel 2 que representarán intereses comerciales, laborales, ambientales, institucionales y académicos.

La meta de los comités y del OPC es recomendar un grupo de proyectos y programas de mejoramiento (llamados "Estrategia de Preferencia Local" [LPS, por sus siglas en inglés] en los documentos del estudio) a las ciudades locales, el Consejo de Gobiernos de las Ciudades de Acceso al Condado de Los Ángeles y las agencias de financiamiento del transporte. No obstante, también podrían recomendar que no se hagan mejoras en la I-710 ni en las calles aledañas.

Si se selecciona una LPS que recomiende proyectos nuevos de construcción, uno o más de

dichos proyectos se someterá a revisiones públicas adicionales, estudios técnicos, análisis de impacto ambiental, ingeniería, y por último, construcción. Las fechas y plazos de construcción variarán de acuerdo con cada proyecto.



## ***APPENDIX E***

***Community Report***, Moore Iacofano,  
Goltsman, Inc., January 2005

***Long Beach City Council I-710  
Oversight Policy Committee,  
Summary of Outreach***, City of Long  
Beach, September 2004

# **Community Report,**

Moore Iacofano, Goltsman, Inc., January 2005



I-710 Major Corridor Study  
**Community Report**

January 2005



Prepared by

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For

**METRO**

## **I-710 MAJOR CORRIDOR STUDY**

### **INTRODUCTION**

The I-710 Corridor provides an international connection between the second most populous region in the United States, the Los Angeles basin, and the goods exporting/importing countries of the world. Through its connections to the Ports of Los Angeles and Long Beach and other freeways and highways, the I-710 corridor serves as a link to areas far beyond the Los Angeles basin, as well as the ever-expanding adjacent communities and economies of Riverside, San Bernardino and Orange Counties. Population growth, in general, and increase in trade have greatly over-burdened the I-710 Freeway. Significant problems now stem from the aging I-710 Freeway including air and noise pollution, traffic safety and congestion. These impacts--and more--have spilled over into the adjacent neighborhoods and communities all along the corridor, raising concerns for both the physical health of community members and the economic vitality of the corridor.

In November of 2003, as part of the I-710 Major Corridor Study, the Los Angeles County Metropolitan Transportation Authority (MTA) and the Gateway Cities Council of Governments (GCCOG) initiated a public involvement campaign to solicit input from the corridor communities in an effort to develop freeway improvement alternatives that reflect the concerns of the local residents. The Community Report represents the time, effort and commitment of residents, business owners, and community leaders involved in the eight-month process. The report outlines corridor issues and key findings and documents the comments, ideas, and concerns generated by community members throughout the I-710 Major Corridor Study community involvement process.

#### **Governance Overview**

In 2000, the Los Angeles County Metropolitan Transportation Authority (MTA) partnered with the Gateway Cities Council of Governments (GCCOG), Caltrans, and the Southern California Association of Governments (SCAG) and launched the I-710 Major Corridor Study to analyze mobility problems, identify and assess opportunities to improve public safety, relieve congestion, and improve mobility for all users of the corridor. The study also sought to identify measures to improve air quality and economic vitality.

Through a Memorandum of Understanding, the funding partners established the Oversight Policy Committee (OPC) and the Technical Advisory Committee (TAC) in early 2001. The OPC provides policy direction, and the TAC makes recommendations on the findings of the Major Corridor Study. The OPC is comprised of representatives from 14 cities and portions of unincorporated Los Angeles along the I-710 freeway from the Ports of Long Beach and Los Angeles to State Route 60, as well as representatives from the County of Los Angeles, MTA, the Ports of Los Angeles and Long Beach, SCAG, and Caltrans.

The TAC was established to advise the OPC on the hybrid design development. In addition to representatives from the fourteen corridor cities, the County of Los Angeles, the ports of Los Angeles and Long Beach and funding partners, the TAC also included representatives

from the California Highway Patrol, (CHP), Federal Transportation Administration (FTA), Federal Highway Administration (FHWA) and Air Quality Management District (AQMD).

### **Study Area**

The I-710 Major Corridor Study area extends approximately 18 miles in length bounded by State Route 60 on the north, the Ports of Long Beach and Los Angeles on the south, Lakewood Boulevard to the east, and Wilmington Avenue/Alameda Street on the west. Other modal connections, such as rail freight, are included, as are arterials and connectors. The cities and jurisdictions along the I-710 Corridor included in the Study consist of:

- Bell
- Bell Gardens
- Commerce
- Carson
- Compton
- Cudahy
- Downey
- Huntington Park
- Long Beach
- Lynwood
- Maywood
- Paramount
- South Gate
- Portions of Unincorporated Los Angeles County including East Los Angeles
- Vernon

### **Study Overview**

As part of the I-710 Major Corridor Study, a set of twelve alternatives was developed by the engineering consultants to improve traffic flow on the I-710. In 2002, the OPC adopted these alternatives for further analysis. Seven of the twelve were eventually eliminated from further consideration. In March and April of 2003, five (5) alternative strategies for expanding and/or improving the I-710 freeway between the Ports and State Route 60 were unveiled to the public. The three “build” alternatives that required property acquisitions (C, D, and E) met with significant community opposition. To help improve the planning process and enhance public participation, the MTA Board approved a motion in May 2003 that directed the project study team to: 1) develop a hybrid alternative that would not require property acquisition, and 2) form CACs to participate directly in the identification of issues and areas of opportunity for the I-710 freeway.

Subsequently, the OPC adopted a set of guidelines to guide in the development of a hybrid alternative for the I-710 corridor.

#### **Guiding Principles**

- Minimize right-of-way acquisitions with the objective being to preserve existing houses, businesses and open space.
- Identify and minimize both immediate and cumulative exposure to air toxics and pollution with aggressive advocacy and implementation of diesel emissions reduction programs and use of alternative fuels, as well as in project planning and design.
- Improve safety by considering enhanced truck safety inspection facilities and reduced truck/car conflicts and improved roadway design.
- Relieve congestion and reduce intrusion of traffic into communities and neighborhoods by employing a comprehensive regional systems approach that

- includes adding needed capacity as well as deploying Transportation Systems Management (TSM) and Transportation Demand Management (TDM) technologies to make full use of freeway, roadway, rail and transit systems.
- Improve public participation in the development of and consideration of alternatives and provide technical assistance to facilitate effective public participation.

To help the individual corridor communities with freeway engineering design issues, the Gateway Cities Council of Governments (GCCOG) retained an engineer to work individually with city public works staff and the Tier 1 CACs to provide input on a hybrid alternative. The work of the engineer reflects the input from the local communities consistent with the guiding principles adopted by the I-710 Oversight Policy Committee.

Based on the previous engineering work by Parsons Brinkerhoff and additional community input from the Tier 1 and Tier 2 CACs, the COG Engineer developed a strategy that will substantially reduce property acquisition, improve safety by separating truck traffic from automobiles, and reduce emissions by improving operating truck speeds. The separation of automobiles from trucks is accomplished by a proposed a 4-lane truck way from the Ports of Los Angeles/Long Beach to the Hobart Train Yards in the City of Vernon, a distance of approximately 16 miles.

The locally preferred hybrid alternative will be included in the I-710 Major Corridor Study (MCS).

## **Community Participation**

In May 2003, after members of the communities along the corridor expressed serious concerns with property acquisition required by the “build” alternatives, as well as other impacts on health and community, the MTA Board directed staff to develop a more inclusive public participation process, with a special emphasis on local residents and businesses. The principle notion driving this new community-based approach is that communities experiencing the I-710-related problems on a day-to-day, first-hand basis are best suited to generate ideas and recommendations for solutions. Similarly, a July 2003 OPC motion called for the establishment of a tiered community participation structure that would include not only local residents and businesses, but also regional resource expertise in the areas of health and air quality, economic development, and environmental justice. This tiered committee structure was designed to ensure community level participation as well as to encourage input from regional perspectives.

## **Community Advisory Committee (CAC) Structure**

The community engagement process enabled the communities to participate on two levels, the Tier 1 Community Advisory Committee (CAC) structure and the Tier 2 Corridor level Advisory Committee (CAC).

## **TIER 1 CAC**

The Tier 1 CAC structure provided forums for locally-affected communities to voice concerns regarding issues affecting the I-710 and suggest opportunities for improvement to the freeway. Each Tier 1 CAC represents the cross-section of people who live and work in their community. The communities that established a CAC include: Bell Gardens, Carson, Commerce, Compton, unincorporated East Los Angeles, Lynwood and South Gate. Throughout the communities, the CAC members reflected the diversity of racial, ethnic, cultural, and economic interests. Participating members were recognized leaders and activists within their own communities and were appointed by their City Council (for cities), or the elected body for their jurisdiction. Each Tier 1 CAC selected its own Chair Person who represented the committee on the Tier 2 CAC. Corridor communities that did not have a Tier 1 CAC participated in the process by selecting a citizen from their respective city to represent them on the Tier 2 CAC. The City of Long Beach established a 3-member I-710 Council Oversight Committee to work with local community members to develop recommendations related to the 8-mile stretch of the freeway that lies within the City of Long Beach. This Committee hosted a series of community meetings to gather broader community input and appointed representatives from affected Long Beach neighborhoods to the corridor-level Tier 2 CAC.

Through regularly scheduled, professionally facilitated meetings, Community Advisory Committees and the Long Beach I-710 Oversight Committee engaged in meaningful dialogue about their needs and concerns, and identified their own community-based ideas and recommendations concerning problems associated with the I-710 Freeway. Their issues and ideas are documented in this report.

The Tier 1 CACs served as an important link to their broader community by distributing information about the I-710 Major Corridor Study and soliciting input. The goal of each CAC was to reach consensus about their community's preferred alternative. The suggestions that the CACs have provided will help policy makers and transportation agencies make better decisions about the future of the I-710.

## **TIER 2 CAC**

Tier 2 CAC is a corridor-wide committee that includes the chairpersons of all the Tier 1 CACs, as well as OPC appointees from the environmental, academic, labor and business communities. The purpose of the Tier 2 CAC is to identify issues, challenges and opportunities that are common along the corridor, and to develop consensus on what should be included in the development of a hybrid alternative strategy.

The Tier 2 CAC met regularly to participate in facilitated meetings. Although it was understood that they represent their own communities' interests, the mission of the Tier 2 Committee was to evaluate information carefully and make recommendations that reflected a broad corridor-wide problem-solving approach.

As questions were raised, Tier 2 Committee members requested specific information about issues, such as air quality, traffic safety measures, and jobs and economic development. To support their review and analysis, facts and background research were provided from a

number of reliable and credible sources, including subject experts, reports and previous studies, and community members.

## **COMMUNITY ISSUES AND FINDINGS**

The community-based recommendations presented in this report emerged through an iterative (“layered”) process that began with members of the Tier 1 Community Advisory Committees identifying issues related to the I-710 Freeway from the individual perspectives of their respective communities. Issue identification then continued from an expanded perspective when Tier 2 Committee members met as representatives of their communities and other stakeholder groups, working together to examine more deeply corridor- wide issues and their implications. Through a series of facilitated meetings, Tier 2 Committee members were able to draw on and share their in-depth knowledge of their own community’s issues, enabling them to collectively expand their perspectives to identify and clarify I-710 issues. Through discussion, a shared understanding of all the impacts of the I-710 Freeway evolved among Tier 2 Committee members, enabling the Committee to determine potential strategies to address critical I-710 Freeway issues from a broader, more integrative perspective.

Over a nine-month period, the Tier 2 CAC generated a series of recommendations for policies and strategies to address the I-710 issues. These are documented in the Tier 2 Major Opportunity/Strategy Recommendations and Conditions Report (August 2004). The TAC reviewed the Tier 2 Report and considered the implications to the local preferred strategy. The Oversight Policy Committee then reviewed the findings and recommendations outlined in the Tier 2 Report and used the information to make recommendations for potential action. The Tier 2 CAC Major Opportunity/Strategy Recommendations and Conditions Report has been incorporated into the I-710 Major Corridor Study (MCS), and in January 2005 the I-710 MCS was presented to the MTA Board which adopted the MCS, and received the Tier 2 report to be accepted and utilized as pre-scoping guidance for the EIR/EIS.



**I-710 MAJOR CORRIDOR STUDY**  
COMMUNITY ADVISORY COMMITTEE  
BELL COMMUNITY MEETING  
APRIL 20, 2004

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**MEETING SUMMARY**

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**INTRODUCTION**

On Tuesday, April 20, 2004, the City of Bell held a community meeting to inform the public about the I-710 Major Corridor Study that is underway, to respond to questions, and to solicit ideas and suggestions. Esmeralda García, Deputy Project Manager, of Moore Iacofano Goltsman, Inc. (MIG) facilitated the meeting, and Katherine Padilla graphically recorded participants' comments and questions. After explaining the purpose of the meeting, Ms. Garcia described the process and objectives for the Study, along with the Guiding Principles developed by the Oversight Policy Committee. She also described the types of concerns that had been expressed at the Tier 2 Committee meetings and how these issues had been framed in the following categories for Tier 2 discussion:

- Health and Air Quality
- Jobs and Economic Development
- Community Enhancements
- Traffic and Mobility
- Process – Decision-making
- Design Concepts
- Noise

Ms. Garcia then encouraged community members to express their I-710 related issues and concerns. She also guided participants through a discussion of their ideas and recommendations for resolving I-710 issues within their community.

Dick Powers, Executive Director of the Gateway Cities Council of Government, attended the meeting. Also present was Jerry Wood, Engineering Consultant for the Gateway Cities Council of Government, who presented preliminary plans for a proposed design that could potentially help address congestion and safety problems on the I-710 Freeway. Meeting participants were asked to review the preliminary plans and provide their observations and reactions.

The following is a summary of Bell community members' comments and questions.

**ISSUES/CONCERNS DISCUSSION**

**Trucks on the Freeway & Neighborhoods**

- The (increased) volume of Trucks on freeway is an issue.
  - Why is the Alameda Corridor not used (enough to lessen truck traffic)?
  - Increase in population = more drivers
- Cut-thru traffic by truckers is a problem.
  - Contributes to diesel emissions in adjacent neighborhoods.
  - Current conditions don't meet our standards.

- More trucks = more fueling stations needed.
- Will there be diversion techniques when accidents occur? Will alternative routes be quickly identified to divert freeway traffic?
- Accidents will be minimized by separating trucks & cars.

### **Air Pollution**

- The poor air quality/pollution is a significant concern.
- If we work together, what can we get for our community?
- There is important pending legislation to address pollution. We need to support it!

### **Improvements**

- The Florence exit needs to be improved--Fix the cloverleaf
- Widen the Bridge that is over the I-710 Freeway
  - Stalled cars on the Bridge present safety hazards.
- It is important to improve conditions for pedestrians; fix the sidewalks in Bell.
- The Florence exit needs to be improved--Fix the cloverleaf
- Improve signalization.
- Beautification –and graffiti removal--is needed from the 91 Freeway to the 60 Freeway
  - Landscaping is needed and funds for on-going maintenance.
  - Soundwalls are needed to buffer noise pollution.
- Seek opportunities/explore opportunities for under-grounding of utilities
- The condition of the freeway is terrible; there's a need to fix pot holes; etc.

### **Potential Construction Impacts**

- Identify impacts to Business for compensation
- City should be compensated for loss in revenue due to business distribution during construction of improvements.

### **Other Concerns**

- When will the study of the (I-710 Freeway) be completed?
- Could MTA overrule our recommendations?
- Bell lacks representation – community wasn't notified about this meeting/about the I-710 study
  - Elected representatives and City of Bell appointee to the Tier 2 Committee need to be more involved.
  - There is a need to improve City communication with the community.
  - More tools/technology should be used

## **IDEAS & RECOMMENDATIONS**

Bell community participants then generated their list of ideas and recommendations to resolve I-710 Freeway issues:

- Redo bike trails along the river.
- At Florence and Atlantic, determine (and implement) improvements that are needed
- Use the Caltrans marquee to alert drivers when accidents occur.

- Assess surcharge fees (on the logistics industry) to pay for improvements.
- Ensure construction mitigation –to ease impacts in Bell.
- Conduct study to determine the increased health/air impacts (children) that Ports growth will cause. The Ports should pay for the study.
- Move people/trucks more quickly out of the Corridor
- Get containers on rail more quickly
- Address pollution before ports allowed to expand
- Improve old trucks, ensure all trucks are well-maintained. Increase inspection points to monitor and enforce compliance.
- Add carpool/bus lanes.
- Maintain the freeway. Resurface it to get rid of potholes.
- Ports should employ locals and provide transportation
- Ports should go to 24/7 operations.
- Explore using other ports.
- Cap port growth and rail yards expansion.
- Implement preventative measures to reduce graffiti
- Provide landscaping and maintain it!
- Clean-up the freeway more frequently to get rid of trash and graffiti.

## **CONCLUSION**

It was announced that the next Tier 2 Meeting will be held on Thursday, April 22, 2004 at 801 Carson Avenue in the City of Carson at 6:30 pm. All were invited and encouraged to attend.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**CITY OF BELL GARDENS**  
City Hall

MEETING #1  
JANUARY 13, 2004

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MEETING SUMMARY

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**INTRODUCTION**

On Tuesday, January 13, 2004, the first meeting of the Community Advisory Committee was held in Bell Gardens. The purpose of the meeting was to introduce the I-710 Major Corridor Study Community Advisory process and develop a list of options and solutions that address issues affecting the I-710 corridor. Community Advisory Members who attended were: Julia Asimus, Clifford Dunbar, and Ronald Hoyt. Mr. Asimus also attended. John Oropeza, Public Works Director, City of Bell Gardens, was present, as well.

Kathy Padilla of Padilla & Associates opened the meeting with self-introductions. Ms. Padilla welcomed the group and reviewed the agenda. Esmeralda García, Deputy Project Manager, of Moore Iacofano Goltsman Inc. (MIG) provided an overview of the Community Advisory process and project schedule in order to clarify and reinforce the important work that the CAC must accomplish. Ms. Padilla began the discussion with the first agenda item.

**Guiding Principles Discussion**

Ms. Padilla presented the Guiding Principles adopted by the Oversight Policy Committee. CAC members were asked to review the five Principles, and suggest any modifications that they felt were needed to reflect the values and needs of the Bell Gardens community. The members all agreed with the intent and content of the Guiding Principles.

**Options**

Some of the CAC members have been involved in the previous I-710 efforts and are optimistic about the new public participation effort. They were eager to discuss potential solutions. After discussion, the options/possible solutions that CAC decided to consider further were the following:

- Encourage trucks to use I-710 during off-peak hours. Provide disincentives consisting of higher fees to trucking companies who transport during peak hours.

- Double-deck the I-710 Freeway to provide truck-dedicated lanes that would by-pass Bell Gardens.
- Build within the Los Angeles River an elevated four-lane truck-dedicated express roadway with minimal off-ramps to accommodate access to distribution facilities, only where needed. No off-ramp should be provided to Bell Gardens.
- Encourage the use of alternative fuels for trucks using any dedicated-truck roadway. Levy higher fees/tolls on trucks that use diesel fuel. Use technology to monitor compliance.
- Relocate transmission lines between the River and I-710 and use transmission right-of-way for a truck-dedicated express roadway.
- Develop a light rail along I-710 Freeway to encourage the use of mass transit in order to alleviate I-710 traffic.
- Create an underground cable system along Alameda that would transport trailers bearing goods to lessen the reliance on trucks.

### **Tier II Representation**

Committee members selected Mr. Clifford Dunbar as Chair of the Community Advisory Committee. His responsibility will be to represent the City of Bell Gardens at the Tier II Meeting, which will be attended by representatives of all I-710 Corridor cities, along with other key stakeholder groups. The Tier II Meeting is expected to be held in early February. This meeting is particularly important because all the Options developed by each City will be presented, discussed, and evaluated for overall I-710 Corridor impacts and effectiveness.

### **Next Steps**

The group scheduled their next Community Advisory Committee Meeting for Tuesday, January 20, 2004, at 6 pm at the Bell Gardens City Hall. CAC Members established that at the January 20 Meeting, they would

- Review background on previous proposed options/alternatives, as well as maps depicting their proposed locations (to be provided by MIG to Mr. John Oropeza for distribution to CAC members)
- Discuss ways to build involvement from Bell Gardens community.
- Review the Meeting Summary, particularly the Options to determine if refinement is needed or if others should be added to the list. (To be provided by MIG to Mr. Oropeza)
- Invite the public to the **Community Advisory Community Meeting on February 10, 2004**, at Ross Hall, at 7:00 PM with MIG/K. Padilla & Associates in attendance to facilitate and graphically record comments. The purpose of this meeting is to invite participation for the broader Bell Gardens community. The proposed Options would be reviewed with community members at that meeting.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**BELL GARDENS**  
Ross Hall

MEETING #2  
FEBRUARY 10, 2004

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MEETING SUMMARY

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**INTRODUCTION**

A meeting of the Bell Gardens Community Advisory Committee (CAC) was held on Tuesday, February 10, 2004 at Ross Auditorium in the city of Bell Gardens. The meeting was planned by the Tier I Commerce Community Advisory Committee to seek community input, particularly about preliminary options for resolving I-710 Freeway-related issues. It was explained that the CAC developed the options as a first step in seeking community-based solutions during their first meeting on January 13. After review of the options, the community provided input during an open discussion.

**MEETING DISCUSSION**

Mr. Clifford Dunbar, Chair of the Bell Gardens CAC, presided over the meeting. He opened the meeting by welcoming all participants, introduced other CAC members who were in attendance, as well as the Mayor of Bell Gardens, and John Oropeza, Public Works Director. Katherine Padilla, of Katherine Padilla & Associates, facilitated the meeting, and Paul Tuttle, of Moore Iacofano & Goltsman, Inc., graphically recorded the comments and questions from the audience. The history, purpose of the project, and the Oversight Policy Committee Guiding Principles were described. The meeting discussion then focused on the preliminary options.

**OPTION DISCUSSION**

The CAC members presented the options that were generated during the CAC meeting #1 and asked the community to consider the advantages and disadvantages of each options and the impact to the quality of life in their community. Community members present have advocated that the CAC recommend the following options.

1. Trucks should use the I-710 during off-peak hours. Charge premium fees for trucking companies who transport during peak hours.

2. As a short-term remedy, levy higher fees/tolls on trucks that use diesel fuel. Use technology to monitor compliance. In the long term, encourage the use of alternative fuels for trucks that use any truck-dedicated roadway.
3. Build within the Los Angeles River an elevated, cantilevered four-lane truck-dedicated express roadway with minimal off-ramps to accommodate access to distribution facilities, only where needed. No off-ramp should be provided to Bell Gardens.
4. Relocate transmission lines onto the river bank along the freeway to free up the land for a truck-dedicated express roadway.
5. Build a truck-dedicated roadway over the river channel that runs along the I-710 freeway.
6. Build a truck-dedicated tunnel beneath the existing I-710 freeway.
7. Community members suggested that additional rail distribution facilities to support out-of-state hauls be provided. This would help alleviate congestion at Commerce and Vernon where many rail distribution facilities are located.
8. Provide multi-modal transportation of goods as a means to decrease dependence on trucking only. This was also a new option suggested by participants.
9. Double-deck the I-710 Freeway to provide truck-dedicated lanes that would by-pass Bell Gardens. *It was decided that this option should be considered only as a last resort. Most participants expressed discomfort at the idea of double-decking due to earthquakes.*

At the direction of community members, the following options were omitted from Bell Gardens' list of options:

10. ~~Develop a light rail along I-710 Freeway to encourage the use of mass transportation in order to alleviate I-710 traffic.~~
11. ~~Create an underground cable system along Alameda that would transport trailers bearing goods to lessen the reliance on trucks.~~

#### **NEXT STEPS**

The next Community Advisory Committee meeting will be held on Tuesday, February 17, 2004. Community Advisory Members will review, discuss, and refine the Bell Gardens options in preparation for the next Tier II Meeting, which is scheduled for February 26, 2004.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**BELL GARDENS**  
Public Works Building

MEETING #3  
MARCH 16, 2004

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MEETING SUMMARY

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**INTRODUCTION**

On Tuesday, March 16, 2004, the Tier I Bell Gardens Community Advisory Committee (CAC) held a meeting at the Public Works Building, City of Bell Gardens. The following CAC members attended: Clifford Dunbar, Chair, Julia Asmus, Ron Hoyt, and Dennis Grizzle. John Oropeza, Public Works Director, and Jerry Wood, Engineering Consultant, Gateway Cities Council of Government, were also present. Esmeralda Garcia, Deputy Project Manager, Moore Iacofano & Goltsman, Inc., facilitated the meeting, and Katherine Padilla, of Katherine Padilla & Associates, graphically recorded participants' comments and questions.

**MEETING DISCUSSION**

The meeting began with an update of the progress of the Tier II Committee. Mr. Dunbar, who, as CAC Chair, represents the City of Bell Gardens, described his impressions of the February 26, 2004, and March 11, 2004 Tier II meetings. Mr. Dunbar, along with other Committee members who had attended the meetings, observed that several I-710 Corridor cities shared many issues and concerns in common. For discussion purposes, those issues and concerns had been categorized as:

- Health & air quality
- Safety
- Jobs & Economic Development
- Community Enhancements
- Noise
- Process

**CONDITIONS OF APPROVAL OF I-710 IMPROVEMENTS**

CAC members then stressed that there are issues of concern to their community that they feel should be addressed *before* any I-710 improvements are addressed. In particular, CAC members stressed that they would like to ensure that:



1. Sound walls would be built along the freeway in their community to mitigate noise pollution, particularly stemming from heavy trucks. It was stated that ivy, or some other type of climbing vine, should be planted on the sound walls to discourage graffiti.
2. Truck inspections should be conducted frequently to ensure trucks comply with safety and emission standards.

### **PRELIMINARY CONCEPT DISCUSSION**

Jerry Wood then presented a preliminary concept for the review and comment of CAC members. The concept depicts a truck-dedicated facility (four-lane roadway) that is located at-grade between the freeway and the Los Angeles River. Other features of the preliminary concept are: a) there would be a total of 14-lanes of mixed flow traffic, 10 lanes of which would be assigned general purpose, b) the current right-of-way line would be maintained as is, and c) no homes would need to be acquired. Asimus Park would also remain intact.

### **QUESTIONS ABOUT THE PRELIMINARY CONCEPT**

To understand and clarify the implications of the preliminary concept, participants asked the following questions. Please note: Jerry Wood's responses are indicated *in italics*.

- Would any businesses need to be re-located or acquired?
  - *Yes, perhaps no more than four —based on preliminary review.*
- If the levy would possibly need to be reconfigured, why not build on top instead?
  - *At this time, it appears a more effective approach would be to reconfigure the levy.*
- What would relocation of the power towers involve?
  - *They will be replaced or relocated. Modern towers require a smaller footprint.*
- Would the truck facility be an express? (Also, consider dedicating it for vehicles using clean fuels.)
  - *New trucks ramps will lead more directly to destinations – a new series of ramps would streamline access for truck drivers.*
- Will there be access for emergency vehicles on truck facility?
  - *Yes, access will be provided –if this concept moves forward.*
- What is the possibility of providing another mode (of transportation) under the truck facility? For example, considering future needs, it might be forward-thinking to plan for a light rail, or conveyor, etc.
  - *We'll take a look at it . . .*
- What's the ability of the concept (in terms of adequacy) to handle growth?
  - *The concept will be designed to handle projected needs based on SCAG projections of growth in population and other demands. This will be addressed in the EIR.*
- The south-bound off-ramp at Florence backs up; it's a bad problem.
  - *Arterials will be addressed in the EIR as part of proposed improvements.*

Mr. Wood concluded with a final point:

- *As part of the concept, a new Diamond interchange will be proposed at Florence, Bell Gardens. This may create surplus land. It represents a possible enhancement opportunity for the city, which can then decide how to use the land.*

## **CONCLUSION**

CAC members expressed their approval of the preliminary concept and directed Mr. Wood to continue to refine it. They stated that they support the concept for the following reasons:

- It effectively addresses Bell Gardens concerns
- No homes would be lost
- Noise would be lessened – sound walls would be provided.
- Provides the opportunity for beautification at Florence
- The casino stays –there are no proposed changes

CAC members then stressed that (multi-agency) cooperation would be needed in order to proceed with the preliminary concept. Agencies that would be involved include the Department of Water & Power, Army Corp. of Engineers, LA County Flood Control Agency, along with the corridor cities.

Participants concluded by saying they felt it is important to hear about other cities' design concepts, and that they were eager to do so. Mr. Dunbar encouraged CAC Members to attend the next Tier II meeting that is scheduled for April 1, 2004 at 6:30 pm at the Teamsters Building in Long Beach.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**CARSON**  
Dominguez Area Community Center

MEETING #1  
NOVEMBER 24, 2003

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**MEETING SUMMARY**

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**INTRODUCTION**

On Monday, November 24, 2003, a Community Advisory Committee Meeting was held at the Dominguez Area Community Center to delve into issues and opportunities related to the I-710 Major Corridor Study. Community Advisory Committee members who attended included Councilmember Jim Dear, Raymond Park, and Robert Riedel. Vick Rollinger, City Engineer; and Rocio Lopez, Associate Planner, City of Carson also attended. Jerry Wood, Director of Transportation and Engineering for the Gateway Cities COG, was also present.

Katherine Padilla, of Katherine Padilla & Associates, facilitated the discussion portion of the meeting, and Esmeralda Garcia, of MIG, Inc., graphically recorded participants' comments and questions.

The Agenda for the November 24 Meeting is attached to this summary of Comments and Questions.

**MEETING DISCUSSION**

**Tier I –Roles and Responsibilities**

The Meeting began with a review of the Process in which Esmeralda Garcia described the structure and composition of both Tier I (CAC) and Tier II Committees. She then defined the roles and responsibilities of each Committee (those of Tier I and Tier II), and emphasized that recommendations generated by each City's Tier I Committee would be analyzed by the Tier II Committee to ensure the development of I-710 Corridor-wide solutions. The overall project and meeting schedules for Tier I and Tier II Committees was also described.

**Tier II Nomination**

Councilmember Dear stated that he wished to nominate Carson CAC Member Louie Diaz, who would represent Labor/Union. The facilitator offered to submit the nomination to the appropriate OPC representative.

**Oversight Policy Committee Guiding Principles**

The OPC Guiding Principles were then reviewed by the Tier I CAC. Participants suggested some revisions, which are shown below underlined and *in italics*. They then approved the Guiding Principles.

1. Minimize right-of-way acquisitions with the objective being to preserve existing houses, businesses and open space.
2. Identify and minimize both immediate and cumulative exposure to air toxics and pollution with aggressive advocacy and implementation of diesel emissions reduction programs and use of alternative fuels, as well as in project planning and design. Include all levels of government City, State, Federal and National—in identifying the extent of the pollution and in seeking solutions.
3. Improve safety by considering enhanced and consistently-operated truck safety inspection facilities and reduced truck/car conflicts and improved roadway design.
4. Relieve congestion and reduce intrusion of traffic into communities and neighborhoods by employing a comprehensive regional systems approach that includes adding needed capacity. However, Transportation Systems Management (TSM) and Transportation Demand Management (TDM) technologies should be deployed first to make full use of freeway, roadway, rail and transit systems.
5. Improve public participation in the development and consideration of alternatives and provide technical assistance to facilitate effective public participation through public noticing by the City, and the use of the City's website.

### **Ideas / Options**

**Participants then discussed and generated possible options/solutions to the I-710 Freeway problems:**

- Analyze the impacts on the I-710 of providing improved East/West Access for truck and auto traffic on other regional freeways.
- Seek beautification opportunities for Carson involving improved I-710 landscaping and other aesthetic enhancements.
- Explore ways to get trucks onto the Freeway more directly and quickly.
- Consider T.I. – Alameda St., its connections to the 405 –and whether the impacts will be potentially negative to Carson.
- Use L.A. River for truck access.
- Consider the possibility of building below grade along Alameda.
- Explore Interchange improvements, particularly Freeway Exits.
- Consider dedicated truck lanes on the I-710 with technology transpondents. Provide incentives for trucks to adopt the use, if feasible.
- Consider the feasibility of building a near Dock-Rail facility.
- Provide incentives to ship by rail.
- Maximize existing transportation methods using TDM and TSM technologies.
- Solutions should strive for equity among all corridor communities, so that the impacts do not disproportionately negatively affect the Carson community.

### **Next Steps**

**The CAC will meet on December 8, 2003 at 7 pm.** with no facilitator. The purpose of the meeting will be to refine the Options/Solutions. The MIG facilitated CAC meeting #2 will be held on January 14, 2004. The CAC is inviting the broader community for extended input. MIG/Katherine Padilla & Associates will develop the Agenda and facilitate.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**CARSON**  
Dominguez Area Community Center

MEETING #2  
JANUARY 14, 2004

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MEETING SUMMARY

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**INTRODUCTION**

On Wednesday, January 14, 2004, the City of Carson Tier I Community Advisory Committee met at the Dominguez Area Community Center in Carson. The meeting was held to review the preliminary options/alternatives developed by the committee during previous meetings. Community Advisory Committee (CAC) Members who attended were: Ray Park, CAC Chair; Louie Diaz; Shar Wright; Donald Tibbetts; Jonathan Switz and Robert Riedel. Councilmember Jim Dear was also present, along with City staff, Rocio Lopez and Farrokh Abolfathi. Engineering consultant, Jerry Wood, engineer consultant for the Gateway COG, was present as a resource to the committee. Members of the public also attended and the Committee solicited their input. Sixteen participants attended the meeting including the Committee.

Esmeralda García, Deputy Project Manager, of Moore, Iacofano, Goltsman, Inc. (MIG) facilitated the meeting, and Katherine Padilla graphically recorded participants' comments and questions. After explaining the purpose of the meeting, Ms. Garcia guided participants through a discussion of the preliminary options. Consequently, the Options were then evaluated and refined.

**OPTIONS DISCUSSION**

Meeting participants discussed the options that they felt would be most effective in resolving the community of Carson's issues and concerns. Ray Park, Community Advisory Committee Chair, will present the following options to the Tier II membership at its first meeting in February.

- Support extended hours of operation (also referred to as 24/7) for the Ports.
  - ✓ Undertake planning now to strategically address the long-range impacts of future increased Port activity.

- ✓ As port activity continues to grow, divert additional goods movement to other ports.
- As a long-range solution, explore establishing a second working port in locations such as Ventura or Ensenada, Baja California to handle goods movement through southern California
  - ✓ Explore re-routing goods through other Ports, such as Seattle, whenever possible.
  - ✓ Provide a truck-dedicated roadway situated between the I-710 Freeway and the Los Angeles River. The roadway should be a minimum of four lanes and extend the entire length of the I-710 Freeway.
- Build an elevated truck dedicated roadway that connects the Ports to the truck roadway.
  - ✓ Determine whether there is a need to extend the truck-dedicated roadway to the 91 Freeway and beyond. ?
  - ✓ Provide separate interchanges to accommodate short-term hauling, where only limited access is needed.
- Provide one-stop truck inspections to enforce air quality standards related to diesel fuel.
  - ✓ Through more stringent fines and fees, encourage the owners of trucks using diesel to upgrade their vehicles.
  - ✓ Use the fines to support the delivery of health services for residents of Carson.
- At the federal level, establish and enforce more stringent air quality improvement measures on rail systems as well as on ships and cranes used at the Ports. All contribute to the current poor air quality in Carson and the surrounding areas.
- Support inter-agency collaboration to effectively address the correlated impacts of the I-5, I-10, and the I-710 Freeways.
- Consider building trenched roadways along (heavy) rail lines.?
- Include decorative sound walls and landscaping along the entire I-710 corridor.
- The community does not support the Terminal Island Freeway proposal because of the possibility of increasing the amount of truck traffic on Alameda Street traveling through Carson.
- ✓

After closing remarks from Councilmember Dear, Mr. Park closed the meeting. A third meeting was not scheduled but will be coordinated at a later time.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**CARSON**  
Dominguez Area Community Center

MEETING #3  
MARCH 15, 2004

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MEETING SUMMARY

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**INTRODUCTION**

The City of Carson's Tier I Community Advisory Committee held a meeting on Monday, March 15, 2004, at the Dominguez Area Residents Community Building in Carson. The purpose of the meeting was to update CAC members on the status of the Tier II meetings, clarify ideas and recommendations, and discuss preliminary design concepts. The following Community Advisory Committee (CAC) Members attended: Ray Park, CAC Chair; Louie Diaz; Shar Wright; Donald Tibbetts; Jonathan Switz and Robert Riedel. City staff also attended, including Rocio Lopez and Farrokh Abolfathi. Jerry Wood, engineering consultant for the Gateway COG, was also present to present preliminary design concepts for improvements.

Katherine Padilla, of Katherine Padilla & Associates facilitated the meeting, while Esmeralda García, Deputy Project Manager, of Moore Iacofano Goltsman, Inc. (MIG) graphically recorded participants' comments and questions.

**Tier 2 Update**

Mr. Park described his observations of the Tier II Committee Meetings. He noted that representatives of I-710 corridor cities appeared to share many common issues of concern, and that they could be categorized as:

- Health
- Economic Development
- Safety
- Jobs & Economic Development
- Congestion & Mobility
- Design Concepts
- Community Impacts & Enhancements

Additionally, Mr. Park observed that many cities stressed the need for the use of alternative fuels. Mr. Park also stated that the Tier II Committee's charge was to review and reconcile a wide range of ideas and recommendations. He concluded by announcing that the Tier II meetings are open to the public and invited participants to attend the next Tier II meeting, which is scheduled for April 1 at 6:30pm at the Teamster Building at 8333 Cherry Avenue in Long Beach.

## **ISSUES AND CONCERNS**

The Community Advisory Committee reviewed and confirmed their issues and concerns. They provided the following comments during the discussion.

- Truck traffic within the river is not feasible
- Truck traffic should (can) flow along the river
- Consider below-grade truck dedicated lanes
- A truck route could run along Alameda Corridor.
- Keep jobs local!
- Acquire a permanent air monitoring system/station.
- Consider the possibility of creating a tunnel for the river and create a truck-dedicated roadway above.
- Support alternative fuels—including bio-diesel
- Address air quality issues before any I-710 improvements
- The Terminal Island extension impacts Carson residents
- A 5-mile radius along the I-710 needs to be considered for beautification and enhancements.
- Address arterial impacts.

## **CITY OF CARSON COMMUNITY ADVISORY COMMITTEE IDEAS & RECOMMENDATIONS**

Based on the Committee's discussion of Issues and Concerns, the following Ideas and Recommendations were generated.

### ***Safety***

- Truck improvements should be mandatory.

### ***Freeway Improvements***

- Provide east/west access to other regional freeways for trucks and autos.
- Get trucks onto the freeway more directly and quickly.
- Examine whether the proposed Terminal Island Freeway extension to the 405 will generate potentially negative impacts to Carson.



- Use the LA Riverbank for trucks.
- Make interchange improvements at the 91 Freeway, Del Amo exit, and the 405.
- Use truck-dedicated routes.
- Create dedicated truck lanes on the I-710 with transponders.
- Build improvements below grade, if possible.

### *Transportation Demand Management*

- Develop near-dock rail facilities.
- Provide incentives to ship by rail.
- Use TDM and TSM technologies.
- Regulate truck hours.

### *Arterial Improvements*

- Explore the possibility of building improvements below grade along Alameda Street.
- Examine whether the proposed Terminal Island Freeway extension to Alameda Street generates potentially negative impacts to Carson.

### *Health*

- Improve the Air Quality.
  - Freeway--Reduce truck emissions.
  - Harbor (ports)—Reduce air pollution emissions.
- Tie improvements to the 710 to air quality improvements.
- There should be no more growth in Port operations until air quality improvements are implemented.
- Use clean fuels (including bio-diesel and/or alternate fuels) for trucks, trains, and ships as soon as possible.
- Perform medical studies (cancer, asthma, etc.) to establish a baseline for community residents along the freeway to determine the extent that air pollution has caused problems in these communities.
- Provide a permanent air monitoring station in Carson.
- Provide funding for the air quality impacts that residents have suffered as a result of truck diesel pollution and other pollution problems that can be attributed to the port.
- Alleviate noise pollution.
  - Provide sound walls along the freeway—Tie them to the I-710 improvements.
  - Alameda Corridor operators must implement noise mitigation measures that will result in quieter operations in the City of Carson.

## *Aesthetics*

- Implement beautification improvements, including installing and maintaining landscaping and attractive (decorative) sound walls, and cleaning-up litter.

## *Ports*

- Ports should provide more efficient loading and unloading operations.
- Examine other ports to determine how they are dealing with similar issues, such as poor air quality and transportation problems.
- Shift as much cargo to other ports as possible.

## *General*

- The City of Carson has borne an excessive share of the negative impacts; therefore, impacts must be distributed more equitably among all corridor cities—or we should be compensated.
- All agencies that affect transportation and air quality must cooperate in seeking solutions.

## **Preliminary Design Concept**

Jerry Wood, Engineering Consultant, Gateway Cities Council of Government, then presented Preliminary Design Concepts to the CAC for their review and comment. The design concept depicted a truck facility, a truck-dedicated roadway running alongside the freeway on the LA Riverbank, the addition of lanes on the freeway, as well as interchange improvements. He explained that these were preliminary ideas only and that the concepts would not require residential property acquisitions.

CAC members asked the following questions. (Please note: Mr. Wood's responses are indicated in *italics*.)

- Are there Right of Way takes on Del Amo?
  - *Not with this preliminary concept.*
- How will truck traffic on Del Amo be affected?
  - *Unknown until further study.*
- What about Railroad crossings?
  - *Will be explored and addressed if the concept moves forward.*
- What businesses are affected?
  - *Smart & Final*
- Will trucks be able to go north on 405 from northbound I-710?
  - *Yes from General Purpose lanes, but not from Truck Facility*
- Can you start the off-ramp farther south?

- *It is possible but this has less impact.*
- How will the concept handle the (projected) growth (in traffic)?
  - *It is expected to be adequate through 2025.*
- How was growth projected?
  - *By SCAG (Southern California Association of Governments)*
- What is status of Terminal Island Freeway?
  - *Currently, there is no proposal for it.*
- What percentage of goods movement stays in the (local LA) area?
  - *An estimated 50%.*
- Are bike trails affected by this concept?
  - *No, bike trails are on the opposite end of river.*

After discussion, CAC members concluded they were in agreement with the design concept as presented. They then directed Jerry Wood to proceed with further refinement of the concept.

## CONCLUSION

After thanking participants, Mr. Park closed the meeting at 8:30 pm.

**I-710 MAJOR CORRIDOR STUDY**  
COMMUNITY ADVISORY COMMITTEE  
**COMMERCE**  
Commerce City Hall

MEETING #1  
NOVEMBER 10, 2003

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MEETING SUMMARY

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**INTRODUCTION**

On Monday, November 10, 2003, a Community Advisory Meeting was held at Commerce City Hall to delve into issues and opportunities related to the I-710 Major Corridor Study. Community Advisory Committee members who attended included Nancy Ramos, City Councilmember; Bob Eula, CAC Chair; Sonia Vizcarra; Miguel Ramos; and Marisela Knott. Angelo Logan, of East Yard, also attended. Tom Sykes, City Administrator, and Bob Zarilli, staff member of the City of Commerce, were also present.

Sam Gennawey, of MIG, facilitated the discussion portion of the meeting, and Katherine Padilla, of Padilla & Associates, graphically recorded participants' comments and questions.

The Agenda of the November 10 Meeting is attached to this summary of Comments and Questions.

**MEETING DISCUSSION**

The Meeting began with a review the Guiding Principles (GP) that had been developed and adopted by OPC.

Participants' approved the Guiding Principles with the following clarifications indicated in *italics*:

GP #3. Improve Safety by considering enhanced truck safety inspection facilities and reduced truck/car conflicts and improved roadway design. *It is important to recognize that location of the facility is a priority!*

GP #4. Relieve Congestion and reduce intrusion of traffic into communities and neighborhoods by adding needed capacity, deploying Transportation Systems

Management and strategies (TSM/TDM), and maximizing use of the Alameda Corridor. *Use of the Alameda Corridor should be particularly emphasized.*

GP. #5. Improve public participation in the development and consideration of the alternatives and provide technical assistance to facilitate effective public participation. *Including the community will be the key to success on this project.*

### **PROJECT HOPES**

Participants expressed their hopes for the project:

- There will be no property acquisition.
- Traffic patterns and corridors will be better defined. Trucks will be removed from city streets, as much as possible.
- Health impacts from poor air quality will be addressed.
- There will be honest information widely available.
- The process will involve community-wide participation---We will bring it to people in parks where they gather.

*Decided:*

A Community Meeting will be held on  
Saturday, December 13, 2003, at 1 p.m. at Bandini Park.

Options/Possible Solutions to I-710 traffic and safety problems will be presented.  
Community members are welcome to express their views.

### **STAKEHOLDER DISCUSSION**

Community Advisory Members and City staff discussed community stakeholders and ways to encourage them attendance at the December 13, 2003 Community Meeting. The product of the discussion appears in Appendix A – Draft Stakeholder Analysis.

### **NARROWING THE OPTIONS**

Community Advisory members then discussed 25 possible options for improving the traffic flow and safety on the I-710, as well as improving the air quality and reducing the associated health risks.

The list was reduced to eight potential options for further research and discussion. These options appeared to be congruent/consistent with the Hopes expressed about the Project. The eight options are:

1. Explore solutions to resolve problems on both the I-5 Freeway and the I-710 concurrently. It is important to recognize that these systems are dynamic, and interrelated.
2. Explore the Bandini Alternative. It shows promise as a viable and community-supported solution.
3. Minimize construction impacts as much as possible, especially private property acquisition.
4. Improve public understanding through public education about the purpose of the Alameda Corridor and its long-term potential as a effective and efficient transportation option.
5. Reduce diesel emissions and other pollutants that damage air quality. In the short term, deploy stronger enforcement; in the long term, encourage the development and use of vehicles with advanced technology that can reduce harmful emissions, and lastly, restrict vehicles that produce high levels of toxic emissions.
6. Analyze the impacts of potential 24/7 Port operation. Explore local goods movement and truck route solutions that can help mitigate the impacts to our community.
7. Determine the need and priority for sound walls, particularly in conjunction with other potential transportation and traffic improvements.
8. Analyze the impacts that the proposed Slauson Avenue improvements may have on our City, and possible courses of action.

#### **NEXT STEPS**

The next Community Advisory Committee-Tier I will be held on November 25, 2003. At that meeting, members will review, discuss, and evaluate the list of eight possible Options – and others, as they deem necessary. The CAC will ensure that the Options are consistent with their Hopes for the Project, as well as the OPC Guiding Principles. The Options will then be presented to the public at the Community Meeting of December 13 for their review and discussion.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**COMPTON**  
City Hall

MEETING #1  
FEBRUARY 25, 2004

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**MEETING SUMMARY**

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**INTRODUCTION**

On Wednesday, February 25, 2004, the first official meeting of the Community Advisory Committee (CAC) Meeting was held at Compton City Hall to discuss issues/concerns and opportunities related to the I-710 Major Corridor Study. Community Advisory Committee members who attended included Francisco Gutierrez, Ulysses Terry, Tom Houston, Latanya Ganter, Marjorie Shipp, Irene Baraza, and Roberto Chavez. Council member Isadore Hall attended to welcome and thank Committee Members for their volunteerism and commitment to the community. City staff members who attended were Augustus Ajawara, Public Works Director; Joseph Lim, Planning Department and Arturo Frazier, Council Assistant for Isadore Hall. Jerry Wood, Engineering Consultant, Gateway Cities Council of Government, also attended.

Esmeralda Garcia, Deputy Project Manager, Moore Iacofano Goltsman, Inc., facilitated the meeting. Katherine Padilla, of Katherine Padilla & Associates, graphically recorded participants' comments and questions.

The Agenda for the Meeting is attached to this Summary.

**MEETING DISCUSSION**

Ms. Garcia reviewed the agenda and explained that the purpose of the meeting was to understand from the group what outcomes they would like to see at the end of the process and to begin to discuss ideas and opportunities that will address some of the issues related to the I-710. She also re-emphasized the importance of the CAC's participation in the process. .

**Desired Outcomes**

The discussion began with identifying the committee's desired outcomes. They are listed below and parallel the Guiding Principles adopted by the OPC.

- All existing homes and businesses should be preserved as much as possible.
  - ✓ Committee members then discussed the importance of seeing first hand the location of homes, businesses, schools, and parks along the I-710 corridor in Compton in order to understand the current conditions and the impact of the recommendations they make (as the CAC).
  - ✓ It was decided that a field visit to the I-710 corridor in Compton would be scheduled for the CAC.
- Improving the safety on the I-710 was important, but of equal importance was improving the safety for pedestrians near the on- and off-ramps in Compton.
  - ✓ Local drivers have created their own exit from the I-710 to the 105 using the Rosecrans Avenue off-ramp.
  - ✓ Several unsafe on-and off-ramps are located near schools, such as Dominguez High.
- Unhealthy air quality and the damaging impacts on health is a major concern for the community of Compton.
  - ✓ Addressing this concern immediately is a top priority for Compton.

## **Issues and Concerns**

The following concerns were also raised:

- Could the flow (the path and the amount) of drainage from paved roadways be changed or increased due to I-710 improvements?
  - ✓ If so, ensure that Compton Creek will not be harmed from additional run-off resulting from freeway improvements.
  - ✓ These are impacts that would be identified through an Environmental Impact Report, according to City staff. Mitigation measure would be identified as well.
- Is there enough room to widen the I-710 towards the river that runs alongside?
- What will be the impact of our work, as CAC members? Will we be able to influence the outcomes of the study?
  - ✓ We should ask ourselves how will our suggestions benefit the City, and improve the quality of life in Compton?
  - ✓ As a result of our acceptance of I-710 improvements, how can we capture economic benefits for our City and its residents?



## Ideas and Recommendations

The Community Advisory Committee developed their preliminary ideas and recommendations to resolve problems associated with the I-710 freeway. They are the following:

- Pedestrian safety near off-ramps must be addressed because some unsafe off-ramps are located near schools, such as Dominguez High.
- Several interchanges are dangerous, such as the I-710/91 Freeway interchange near Alondra. The west bound 91 Freeway interchange must be addressed.
- Air pollution and its damaging affects on health are a serious concern for the community of Compton. Fuel technology should be used to decrease air pollution.
- Sound walls should be provided to alleviate sound pollution.
- Any widening/improvements should take place on the east side of the I-710 through Compton. There should be no “housing takes” on the west side.
- Provide a by-pass for Compton and improve arterials highways (that feed into the I-710).
- Ensure that major arterials are not adversely impacted by I-170 improvements. Analyze whether improvements are needed to improve the traffic flow on Atlantic, Alameda, Alondra, and Santa Fe, all of which are important arterials in Compton.
- Consider placing restrictions for use of arterials that run through Compton and that are linked to I-710 improvements-- unless financial incentives can be derived for the City as a condition for their use.
  - ✓ It is believed that the Ports are responsible for the need for I-710 improvements; therefore, the City of Compton should earn some financial incentives for future proposed I-710 impacts on the City.
- Ensure that truck dedicated lanes on the freeway are located away from residential neighborhoods to avoid increased air pollution near homes.
- Keep elevated roadways away from residential neighborhoods.
  - ✓ If elevated roadways are used, truck-designated lanes should be located on the lower roadway.
- Provide a light rail system along the I-710 with stops in Compton.
- Provide carpool lanes that lead more directly to Long Beach as it is a major destination.
- Explore the use of the riverbed for I-710 improvements.
- When construction is underway, provide advanced warnings of detours and closures.
- Locate a truck facility in Compton—if it generates revenue for the City.
- Ensure that the ramps are “green.” Landscaping should be planted and maintained to beautify the area along the I-710.
  - ✓ Establish a committee to monitor maintenance and accountability.

- For I-710 improvement projects, establish a requirement that Compton youth and adults must be hired on projects.
- ✓ Help community members become trained in jobs/trades that will be needed in implementing the I-710 improvements. Explore establishing a training program with Compton Community College. Establish the program early enough to allow Compton residents to be fully trained –before workers are needed.

### **Next Steps**

A site tour of the I-710 through Compton is scheduled for CAC members on Monday, March 8, 2004 at 8:30 am. The next CAC meeting will be held also on Monday, March 8 at 6-8 pm. CAC members will review and discuss their preliminary ideas and suggestions. They will then refine them to ensure that they represent the intent of the Community Advisory Committee and the values of the Compton community. Roberto Chavez, Chair of the Compton CAC, will present their ideas and recommendations for discussion at the next Tier II Committee Meeting on March 11, 2004, at the Teamsters Hall Auditorium located at 3888 Cherry Avenue in Long Beach.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**COMPTON**  
City Hall

MEETING #2  
MARCH 8, 2004

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**MEETING SUMMARY**

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**INTRODUCTION**

The Compton Community Advisory Committee (CAC) held its second meeting on Monday, March 8, 2004, at Compton City Hall. The purpose of the meeting was two-fold: 1) to review and confirm issues associated with the I-710 that were identified at the first meeting of February 25, and 2) to discuss ideas and recommendations to help resolve those issues. The following Community Advisory Committee members attended: Ulysses Terry, Tom Houston, Latanya Ganter, Marjorie Shipp, and Roberto Chavez, CAC Chair. Jerry Wood, Engineering Consultant, Gateway Cities Council of Government, also attended.

Katherine Padilla, of Katherine Padilla & associates, facilitated the meeting. Antonio Gonzalez, of Moore Iacofano & Goltsman, Inc., graphically recorded participants' comments and questions.

The Agenda for the Meeting is attached to this Summary.

**MEETING DISCUSSION**

Roberto Chavez opened the meeting by welcoming members. At the request of members, he presented a brief overview of the previous Tier II meeting in which he had participated as CAC Chair. Members then briefly discussed their site visit of the I-710 Corridor through Compton and their observations. Ms. Padilla, facilitator, then reviewed with the committee the issues that they had generated

**Review of Issues**

The CAC confirmed that they believe the following issues are key concerns:

- Unhealthy air quality and the damaging impacts on health is a major concern for the community of Compton.
  - ✓ Addressing this concern immediately is a top priority for Compton.
- Pedestrian safety near on-and off-ramps is very important.
- The freeway is too close to residences at some locations. There should be an increase in the allowable distance between residences -- and other buildings-- and the freeway
- Both homes *and businesses* must be protected against impacts due to any future I-710 changes/improvements. In some cases, small businesses were adversely affected during construction of the Alameda Corridor. That should not be allowed to occur in Compton.
- Increased surface run-off into Compton Creek could occur due to changes in the roadway of the I-710, if those changes were to affect the flow of drainages. Pollution from additional surface run-off increases risk of damage to wildlife and plant life.

### **Ideas and Recommendations**

The Community Advisory Committee then refined their preliminary ideas and recommendations to help resolve I-710 Freeway problems by suggesting the following:

- Ensure that on-and-off-ramps and adjacent streets are safe for both cars and pedestrians.
- Conduct a Pedestrian Analysis to determine the safety measures that may be needed on streets that lead to (or connect to) on-and off-ramps in Compton.
- Provide stringent measures to protect Compton Creek from any potential surface-runoff pollution that may occur from the possible re-configuration of the I-710. Wildlife and plant life are vulnerable and must be protected.
- Improve the safety of the I-710/91 Freeway interchange at Alondra. Re-design the interchange in order to provide safer conditions for merging.
- Sound walls should be provided in the community of Compton. The walls must be both aesthetically-pleasing, and be consistently tall-enough in height to meet the current highest noise mitigation standards required by law. Existing sound walls in Compton area vary in height. The entire stretch should be updated according to current Caltrans soundwall standards.
- Ensure that the ramps are “green.” Landscaping should be planted and maintained to beautify the area along the I-710. Establish a local committee to ensure accountability and monitor maintenance.
- Air pollution and its damaging affects on health are a serious concern for the community of Compton. Fuel technology should be used to decrease air pollution.

- Any widening/improvements should take place on the east side of the I-710 through Compton. There should be no “housing, or business takes” on the west side.
- Explore the use of the riverbed for I-710 improvements.
- Provide a by-pass for Compton, using the riverbed, if necessary, and improve arterials that feed into the I-710.
- Ensure that truck dedicated lanes on the freeway are located away from residential neighborhoods to avoid increased air pollution near homes.
- Keep elevated roadways away from residential neighborhoods. If elevated roadways are used, truck-designated lanes should be located on the lower roadway.
- Ensure that major arterials are not adversely impacted by I-170 improvements. Analyze whether improvements are needed to improve the traffic flow on Atlantic, Alameda, Alondra, and Santa Fe, all of which are important arterials in Compton.
- Provide a light rail system along the I-710 with stops in Compton.
- Provide carpool lanes that lead more directly to Long Beach as it is a major destination.
- When construction is underway, provide advanced warnings of detours and closures.
- Locate a truck facility in Compton—if it generates revenue for the City.
- Designate and identify specific alternate routes through Compton for drivers that must get off the freeway when accidents occur. Encourage the use of these alternate routes as much as possible in order to protect neighborhoods.
- Establish an ad hoc partnership, such as a Joint Powers Authority, between the City of Compton (and possibly other I-710 corridor cities), Caltrans, and other public agencies involved with potential I-710 improvements. As a key part of its mission, the Partnership would be responsible for identifying and securing direct economic benefits (including revenue) to I-710 corridor communities to help compensate for bearing the impacts of additional traffic stemming from the ports and population growth. The Partnership shall consider a range of ways to gain benefits including: establishing user fees for local streets, arterials and earning a portion of tolls, if tolls are levied on truckers; seeking funds to build/improve local parks and schools and to improve local streets; creating job training programs and ensuring the employment of local youth and community members. The Partnership would enable the City of Compton (and possibly others) to be pro-active in establishing job-training programs and links to career information—before workers are needed—with public education institutions, such as Compton Community College and Compton School District. The Partnership would establish a requirement that Compton youth and adults must be hired on projects.

## **Additional Questions**

Committee members asked the following questions related to their Ideas and Recommendations

- How will construction affect traffic?
  - ✓ *Construction impacts will be identified and associated mitigation measures will be identified in a Construction Management Plan, a mandatory document that is required by Caltrans before construction can begin.*
  
- How do pollutants (potentially derived from the I-710 improvements and/or construction) flow into the soil or air?
  - ✓ *The majority of pollution from the I-710 is in the form of surface runoff.*
  
- What affect do sound walls have on pollution? Do studies exist?
  - ✓ *No known studies exist. All potential pollution will be addressed in the EIR.*

### **Preliminary Conceptual Sketches**

Committee reviewed and discussed rough, preliminary ideas of possible I-710 improvements on sketch paper. The sketches addressed their issue and subsequent idea/recommendation to address the problematic I-710/91 interchange near the Alondra off-ramp. The CAC directed Jerry Wood to proceed with refining the concept so that any potential impacts on schools, businesses, and traffic could be better identified. It was the expressed intent of the members to fully assess the full range potential impacts of any proposed concept –before they are state their tentative acceptance. Members also directed Jerry Wood to show soundwalls in Compton on any proposed concept.

### **Next Steps**

The next meeting of the CAC is scheduled for Monday, March 22 at 6 pm. at Compton City Hall. Jerry Wood will present more detailed sketches/drawings as directed by the CAC. (MIG/Katherine Padilla & Associates are not expected to attend the March 22 CAC meeting). It was also decided by committee members to schedule an informational Community Meeting after the April 1 Tier II Meeting to introduce the study and to present the Ideas and Recommendations for review. Planning and strategizing for the Community Meeting will take place at the Monday, March 22 CAC Meeting. MIG/Katherine Padilla & Associates are expected to help plan, facilitate, and graphically record the Community Meeting.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**EAST LOS ANGELES**  
East Los Angeles Civic Center Plaza

MEETING #1  
DECEMBER 17, 2003

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**MEETING SUMMARY**

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**INTRODUCTION**

On Wednesday, December 17, 2003, a meeting of the Community Advisory Committee was held in East Los Angeles. The purpose of the meeting was to introduce the I-710 Major Corridor Study Community Advisory process and develop a list of options and solutions that address issues affecting the I-710 corridor. Community Advisory Members who attended are: Nadine Mungia; Clara Solis; Martha Hernandez; Servando Ornelas; and Field Deputy David Vela represented Supervisor Gloria Molina's office. Other attendees included Susan Gilmore (MTA), Kathy Padilla (Padilla & Associates), Esmeralda Garcia (Moore Iacofano Goltsman, Inc.), and Ron Mukai.

Kathy Padilla opened the meeting with self-introductions. Ms. Padilla welcomed the group and reviewed the agenda. Susan Gilmore described the history of the project and stressed the importance of community participation. Esmeralda García provided an overview of the Community Advisory process and project schedule. Ms. Padilla began the discussion with the first agenda item.

**Guiding Principles Discussion**

Ms. Padilla presented the Guiding Principles adopted by the Oversight Policy Committee and asked the committee to review the five Principles and discuss any additions or edits that reflect the views of the East LA community. The following are comments made by the group.

- Concern was expressed about Principle #1. The group objected because they felt that the Principle, as written, implies expansion of the I-710 is imminent and will occur. CAC Members significantly disagreed with this Principle.
- The group agreed with Principle #2 and Principle #3.
- The group in general agreed with Principle #4 but stated that employing a comprehensive regional system to alleviate traffic congestion should be "immediate and ongoing."
- The group agreed with Principle #5.

The group raised a number of issues and concerns affecting the I-710 corridor. They include:

- Unsafe areas near freeway on-and off-ramps and underpasses attract loitering and criminal activity.

- Because of freeway congestion, drivers use local city streets as thoroughfares. “Our local streets feel like freeways” (due to the speed of vehicle travel and congestion) and that “is unacceptable.”
- Health is a major issue. The air quality is very poor.
- The Alameda Corridor is not used at its capacity.

### Outcomes

Ms. Padilla asked the CAC members to describe the outcomes that they would like to see as a result of this process. Outcomes include:

- Clean air
- Quick response in graffiti removal
- Funding for programs to sustain freeway improvements
- Minimized wear on “our” streets
- Ongoing oversight by community-based groups such as the Community Advisory Committee
- Preservation of the existing community character. “We are a built-out area surrounded by freeways and need to preserve our community character,” emphasized several members.

### Options

The options and solutions that the Committee raised are outlined below.

- Build a light rail system along the I-710 to relieve some of the auto congestion.
- Provide incentives such as reduced fees to encourage greater use of the Alameda Corridor, and explore the possibility of providing disincentives, such as increased fees/taxes, for truckers using the I-710.
- Beautify the I-710 – Caltrans should maintain trash pick-ups, at a minimum, and provide landscaping.
- Double deck the I-710 with truck dedicated lanes.
- Encourage policymakers to stress that San Gabriel Valley and South Pasadena must accept a more equitable share of the burden of traffic.
- Build a subterranean tunnel dedicated to truck traffic.
- Provide incentives for businesses to accept delivery during non-peak hours.
- Provide alternative parking options for transport vehicles in order to eliminate their on-street parking in residential neighborhoods.
- Implement policies that encourage “land-use trade-offs,” such as opportunities to revise/change zones/codes to allow shared parking or innovative solutions to eliminate truck parking within neighborhoods.
- Seek ongoing funding for mitigation along the freeway, including soundwalls and concrete median barriers.
- Solutions must seek to resolve problems concurrently on both the I-710 and the 60 Interchange.
- Encourage technology that decreases toxic diesel emissions, such as the use of alternative fuels.
- Improvements along the I-710 should **not** include acquisition of any homes in East LA.
- Improve lighting along the corridor.



- Encourage the Ports to implement 24/7 operations, including negotiating with the Teamsters Union.
- Limit truck traffic hours during rush hours and provide incentives that encourage more driving at night.

### **Closing and Next Steps**

Ms. Padilla closed the meeting and discussed next steps. It was decided that the next meeting will be held on Wednesday, February 4, 2004. The public will be invited to attend and participate in the discussion. CAC Members offered to help publicize the meeting. Members also offered to collect comments and suggestions from the community prior to the meeting. All input will be reviewed and discussed at the February 4 meeting. The group unanimously selected Nadine Munguia as their representative to the Tier II Committee. The consultant team will provide fact sheets and a summary of the first meeting of December 17, 2003 to all CAC members for their review.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**EAST LOS ANGELES**  
Belvedere Park Gymnasium

MEETING #2  
FEBRUARY 4, 2004

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**MEETING SUMMARY**

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**INTRODUCTION**

The East Los Angeles Community Advisory Committee (CAC) met on Wednesday, February 4, 2004, at the Belvedere Park Gymnasium to gather input, ideas and suggestions leading to solutions to I-710 Freeway issues. The meeting was structured to encourage all participants to express their concerns and issues. ,

Servando Ornelas, Chair of the Community Advisory Committee, presided over the meeting. Other Community Advisory Committee members who attended included: Gustavo Camacho, Martha Hernandez; Clara Solis, Eddie Torres, Diana Tarango and Nadine Munguia. Also present were Field Deputy David Vela, of County Supervisor Gloria Molina's office and Susan Gilmore of the MTA..

Esmeralda García, Deputy Project Manager, of Moore Iacofano Goltsman, Inc. (MIG) facilitated the meeting. Paul Tuttle, of MIG, graphically recorded participants' comments and questions. Katherine Padilla of Padilla Associates assisted the committee.

**Guiding Principles Discussion**

Ms. Garcia reviewed with the audience the Guiding Principles that had been adopted by the Oversight Policy Committee. She also described the revision to the first Guiding Principle that had been suggested by the CAC: that the Principle should be revised to state that "There would be no right-of-way acquisitions." Several meeting participants expressed their approval of the revision suggested, as well as the other four Principles. Additionally it was noted that the committee suggested removing the words "addition of needed capacity as well as" from the fourth principal.

**QUESTIONS AND COMMENTS**

The following are the questions and comments made by meeting participants. They are arranged by topic.

### *Previous Engineering Alternatives*

- Who has the models of the I-710 Freeway Alternative improvements that were presented (in 2003)? What happened to the old ideas and input?
  - ✓ We'd like to see the concept alternatives. (I'm concerned because my home is so close to the freeway.)
  - ✓ We need to hold decision-makers accountable.
- Who are the decision-makers?
  - ✓ Who has oversight over agencies, such as MTA, Caltrans?
- We need information on the funding resources, the timing and availability.
- There's no money for improvements. Why continue?

### *EXPANSION OF FREEWAY*

- East Los Angeles already has its fair share of freeways.  
Leave the freeway as it is from Telegraph Road to the I-60 freeway on the I-710.
  - Emphasize that we want that there to be no acquisition of East LA homes or businesses.
  - Loss of open spaces due to freeways is a major concern.
  - Tunnel under the freeway to provide truck-dedicated lanes.
    - ✓ Look to innovative world-wide examples.
    - ✓ Make it a toll-road to fund it.
- Use a double-decker system within an existing right-of-way all the way to the I-210.
  - ✓ Incorporate with mass transit.

### *Projected Growth in Population/Traffic*

- We need to look ahead because the City will grow. We need to look at alternative (types) of transportation (other than the freeway).
- We need to be prepared for the future economic growth that's coming (and bringing an increase in traffic.).
- With increased traffic come increased associated noise levels.

### *Freeway Accidents and Truck*

*Trucks should drive at other times (non-peak hours)s*

*Control speeds of trucks*

*Trucks should only use slow lane and 2<sup>nd</sup> lane for passing only*

*Control traffic of trucks*

- Accidents on the freeway cause congestion on our local streets.
- Traffic impacts neighborhoods even far away from the Freeway.
- Overflow of traffic onto local streets causes problems.
- Propose no interchanges at Compton/I-710.???????

- There are too many trucks. . .How can truck traffic be reduced?
  - ✓ Allow trucks on limited (dedicated) lanes.
  - ✓ Increase enforcement (of vehicles that don't meet regulations.).
- High volume of truck traffic increases accidents on the freeway.
- Need to improve safety through design on freeways to reduce accidents.
  - ✓ Add concrete barrier in the middle of the freeway..
  - ✓ Short-term solutions to safety issues are needed.

Decimate goods to other ports

Alameda corridor should be used.

### *Air Quality*

- With existing interchanges, there is too much air pollution.
- Shift to alternative fuels.
  - ✓ Require (the use of alternative fuels) for shipping
- There needs to be a study conducted to evaluate air quality around schools. With a baseline established, the change can be measured.
- Asthma rates near freeways are higher.
- No diesel fuels, outlaw diesel fuels.

### *Outreach Process*

- We need to improve outreach and organize the community to get more input.
- It is important to speak to your neighbors.
- We need (to hire) lobbyists to represent us, homeowners, like other (wealthier) communities do, such as South Pasadena.
- We need more support for:
  - ✓ mailers
  - ✓ flyers distributed through walking
  - ✓ ads in newspapers
  - ✓ website
  - ✓ David Vela announced that Supervisor Molina is going to give \$10K for mailers and to assist the process of getting input from ELA residents.
- The CAC extends an open invitation to the community to attend its meetings, to become aware and involved.

### *Other Comments*

- Encourage use of public transportation—such as people movers.
- More mass transit.
- Link freeway improvements to community needs, such as:
  - ✓ Parks
  - ✓ Community facilities
  - ✓ Local transit improvements

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**EAST LOS ANGELES**  
Humphreys Elementary School

MEETING #3  
MARCH 9, 2004

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MEETING SUMMARY

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**INTRODUCTION**

On March 9, 2004, a meeting of the East Los Angeles Community Advisory Committee (CAC) of the I-170 Major Corridor Study was held at Humphreys Elementary School in East Los Angeles. The purpose of the meeting was to provide an open forum for the community to receive up-to-date information about the Study that is now underway, and to express their issues, concerns, and opinions related to the corridor. More than 200 community members attended.

Community Advisory Members who attended were: Servando Ornelas, CAC Chair, Martha Hernandez; Clara Solis; Nadine Munguia, Gustavo Camacho and Diana Tarango. Field Deputy David Vela attended representing Supervisor Gloria Molina's office. Jerry Wood, Engineering Consultant, Gateway Cities Council of Government, attended to serve as a resource to respond to engineering questions.

Esmeralda Garcia, Deputy Project Manager, Moore Iacofano Goltsman, Inc., facilitated the meeting while Katherine Padilla, Katherine Padilla & Associates, graphically recorded participants' comments and questions.

**Comments & Questions**

The following are participants' comments and questions that were expressed at the meeting.

**Impacts to personal property**

- Will my property be purchased?
- Renters will be displaced
- Insurance costs are higher (for ELA residents) because freeways threaten our neighborhoods (according to a participant)
- How far does the project extend?
- It's not fair that it doesn't go through South Pasadena.

- We've already taken more than our share!
- Finish 710 through South Pasadena Freeway first!
- Why can't we stop it here??
- We have no voice . . .
- Hire South Pasadena lawyers!
- Emphasize that there will be no acquisition of East LA homes, businesses, parks, etc
- Quality of Life is a concern— This affects our homes.
- Experience shows we didn't get fair price for homes (in previous property acquisitions for freeway expansions)

### **Make Schools a Priority (instead of freeway spending)**

#### **NO ACQUISITION OF SCHOOLS OR PARKS**

- Additional schools needed
- Schools/Education – In poor shape – kids can't read  
Kids go to school year round due to over crowding

### **Economic Impacts**

- How will families who rent be affected?
- What will be the true economic impacts (to our community)?
- Where will money for expansion come from?
  - Freeways not currently maintained
- Where are the funds coming from to add more CHPs? Services? (to support freeway expansion)

### **Health Issues**

- Ask a medical expert (doctor) to join our next meeting to talk about health impacts
- Conduct a study on soot.
- Smog linked to cancer . . . asthma . . . adding lanes contributes
- We don't need new freeways
  - Cleaner fuels will help alleviated
- Maintenance Issues.—trucks that are not well-maintained pollute more.
- Use of diesel is bad!
- Diesel-using trucks, cars and trains contribute.
- Buses use clean fuels—why can't other vehicles?
- Truck-idling also causes problems.
- Not so much a problem with trucks themselves, trouble is with diesel.

## **Elected Officials Involvement**

- Call Molina, Solis, Romero, All elected officials should get involved to address our concerns.
- Why does Molina never attend (these meetings)? We want to see her.
  - Saw her in parade . . .
  - Will take all of us calling Molina. . .

## **Design Ideas**

- Use technology to develop solutions
- Put up toll road to offset costs (of improvements).
- East LA doesn't have big malls/major destinations.
  - Make sure destinations can be reached quickly/directly (through improvements)
  - Provide off ramp at rail yards (in Commerce)
- Sound walls are needed –the freeway is so close to homes. They would improve residential area.
  - Sound walls should be attractive, high enough . . . as in other rich communities
- Community should get something in return (for supporting/acquiescing to I-710 improvements)
- Address the area between 3<sup>rd</sup> and 6<sup>th</sup> and McDonnell
  - There is dangerous double parking.
- Speed bumps are needed on Humphrey/Burger near the school.
- Third Street exit is a problem that needs to be addressed.
- Interchange improvements are needed.
  - Improve interchange at the I-5 to I-710 [South Bound]
  - On-ramp needs improving.
- Could tunneling be an option for I-5/710 Interchange ?
- Divert trucks to 605/Orange County.
- Use more streets . . . rather than freeways.
- Build double deckers . . . with truck dedicated lanes
  - Other cities have them.
- How about developing a monorail/trolley public system?
- Repair the I-710 Freeway --at least the potholes.
- Is there room for increased number of lanes? Along the freeway on the riverbank . .

## **Congestion**

- What does the expansion look like?
- Use more trains instead of trucks
  - Alameda corridor should be used to capacity before we expand

- We are against expansion.
- What percentage of traffic comes from port?
  - Trucks should travel at night – use Alameda corridor for day use.
- For truckers to (be required) to pay more on top of other fees is not a solution!

### **Closing and Next Steps**

It was announced that the next Tier II Meeting would be held on March 11 at 6 pm at the Teamsters Building at 3888 Cherry Avenue in Long Beach. All meeting participants were invited. In closing, CAC members thanked the audience for their participation. They emphasized that, as their representatives, CAC members would not allow plans to proceed without careful analysis.



## **Long Beach City Council I-710 Oversight Committee Summary of Outreach and Actions**

Tonia Reyes Uranga, Chair  
Councilmember  
7<sup>th</sup> District

Bonnie Lowenthal  
Councilmember  
1<sup>st</sup> District

Val Lerch  
Councilmember  
9<sup>th</sup> District

The Long Beach City Council I-710 Oversight Committee was appointed on June 17, 2003, charged with the responsibility of addressing the significant policy issues that the City faces regarding the improvements to the I-710 Freeway. This Committee began working with residents and businesses along the I-710 Corridor to develop a solution for improving the I-710 Freeway that serves both the traveling public and the residents and businesses that are most impacted by the I-710 Freeway.

Long Beach residents first voiced their concerns during the I-710 Major Corridor Study, a multi-agency regional study charged with developing an overall strategy to improve the I-710 Freeway from the Port to the I-60 Freeway. That study, which had identified hundreds of homes in Long Beach to be taken, has been set aside and a new process is underway to allow greater input from all of the communities along this 18-mile corridor.

The I-710 Oversight Committee has hosted 20 community meetings and workshops since August 2003, which have been attended by hundreds of Long Beach residents. The meetings were designed to gain input and to share information regarding the concerns of those most impacted by the operation of the I-710 Freeway.

At its initial meeting, the Committee and the City Council approved a number of actions, including the following Guiding Principles to provide a framework for the development of a locally preferred strategy for the improvement of the I-710 Freeway:

### GUIDING PRINCIPLES FOR THE IMPROVEMENT OF I-710 FREEWAY

1. Improve public participation in the development and consideration of alternatives to provide technical assistance to facilitate effective public participation.
2. Identify and minimize the cumulative exposure to toxic pollutants *and noise* for neighborhoods in the affected areas. Minimize right-of-way acquisitions to preserve existing housing, businesses and open space. Reduce air pollution through aggressive diesel emissions reduction programs and the use of alternative fuels. Improve safety by reducing truck/automobile conflicts through improved roadway design.
6. Relieve congestion by employing a comprehensive, regional systems approach that includes freeway, roadway, rail and transit systems.

After hosting several community meetings, it became clear that the design of freeway improvements was just a part of the concerns of the residents along the corridor. On October 23, 2003, the I-710 Oversight Committee adopted the recommendation to acknowledge and address the four key issues that the community is most concerned about through a series of Community Roundtable Workshops. Those issues were:

## KEY COMMUNITY ISSUES AND CONCERNS

*Approved by the City Council on 11/04/03*

1. Loss of Property and Neighborhood Impacts
2. Health, Environment and Noise
3. Truck Congestion, Safety and Impacts
4. Port Issues

Based on these concerns, the Long Beach I-710 City Council Oversight Committee held four community roundtable workshops:

January 22, 2004	Health & Environmental Concerns
January 29, 2004	Preserving Neighborhoods
February 5, 2004	Port Operations and the I-710 Freeway
February 12, 2004	Truck Congestion and Safety

Almost 350 people attended the four roundtable workshops where residents were able to interact with experts and get answers to their questions about the issues they care most about in regards to the I-710 Freeway. All four workshops were moderated by a local resident, with participation from community leaders and experts from various agencies, including the California Air Resources Board, the South Coast Air Quality Management District, Caltrans, Gateway Cities Council of Governments, the Army Corp of Engineers, and the Alameda Corridor Transportation Authority.

Each workshop generated a list of recommendations for the Long Beach I-710 Oversight Committee to consider as part of the planning process. The recommendations were considered by all of the community in attendance, and only those issues that received a consensus vote were included on the list to be brought forward to this committee. The consensus community recommendations were presented by representatives of the community that participated in formulating these recommendations, and were received and filed by the Committee at their meeting on February 25, 2004, and forwarded to the City Council and the regional I-710 committees that are continuing to meet on this issue.

On a parallel track, the Committee also continued to find common ground regarding the development of design concepts to provide guidance to the engineering consultant hired by the City, Meyer Mohaddes Associates (MMA), in the development of a Long Beach strategy to improve the I-710 Freeway. Design concepts were approved by the Committee on October 23<sup>rd</sup> and 28<sup>th</sup>, 2003:

## DESIGN CONCEPTS TO IMPROVE THE I-710 FREEWAY

*Approved by the City Council on 11/04*

1. Eliminate unnecessary truck ramps at the 91 Freeway interchange to minimize right-of-way impacts.

2. Utilize the space between the existing freeway and the Los Angeles River to add capacity and minimize right-of-way impacts.
3. Separate cars from trucks at-grade for increased safety wherever possible, and construct elevated structures only when necessary to minimize right-of-way impacts.
4. Modify existing freeway on- and off-ramps to use “diamond” designs where possible to minimize right-of-way impacts and expand opportunities for green space.
5. Eliminate the Terminal Island Freeway extension to the I-710 Freeway.
6. Redesign the Shoemaker Bridge and realign the ramps into downtown Long Beach to expand Cesar Chavez Park.

As community meetings continued, MMA began the process of developing a design concept for the eight mile of freeway in Long Beach, with the understanding that the City was looking for a systems approach that addressed the issues and concerns of the residents as a condition of any physical improvements to the I-710 Freeway.

On March 18, 2004, after ten community meetings spanning seven months, a draft locally preferred strategy of the mainline improvements was presented to the I-710 Committee, which was released for comment. The draft strategy was presented at seven community meetings hosted by interested neighborhood associations:

- |                  |                                     |
|------------------|-------------------------------------|
| ▪ March 25, 2004 | West Long Beach Association         |
| ▪ April 5, 2004  | Wrigley Association                 |
| ▪ April 7, 2004  | ProWest Neighbors United            |
| ▪ April 8, 2004  | West End Community Association      |
| ▪ April 21, 2004 | Coolidge Triangle Homeowners Assoc. |
| ▪ May 10, 2004   | Sutter Academy                      |
| ▪ May 12, 2004   | Los Cerritos Elementary School      |

The Committee also held two additional meetings to consider the comments and revisions to the draft plan that resulted from this series of meetings:

- |                |                                      |
|----------------|--------------------------------------|
| April 26, 2004 | Update on comments to Draft strategy |
| May 19, 2004   | I-710 Citywide Town Hall Meeting     |

Numerous comments were received regarding the physical improvements proposed in the draft plan, which has subsequently been revised, as well as continuing concerns expressed regarding air quality, the impacts from Port operations and safety.

The policy of this Committee has continued to be that any physical improvements to the I-710 Freeway must also address the key issues and concerns that have been raised by the Long Beach community, and should also incorporate a systems approach that includes:

- Port diesel emission improvements
- Truck diesel emission improvements
- Enhanced Alameda Corridor

- On-dock rail
- Local street improvements
- Traffic signal enhancements
- Improved transit
- Fees to offset local impacts

Toward that end, this systems approach, along with the recommendations that have been collected regarding the community's concerns, have been and will continue to be a part of the City's I-710 Locally Preferred Strategy. An illustrated map has been developed that summarizes the more detailed design developed by MMA for the Long Beach I-710 Locally Preferred Strategy. This strategy, which includes more detailed maps of proposed improvements was approved by the I-710 Oversight Committee on June 16, 2004 and by the City Council on June 22, 2004. It was forwarded to the regional I-710 Oversight Policy Committee and its subcommittees for incorporation into the locally preferred strategy for the full 18-mile I-710 Freeway Corridor.

## Strategy Includes

- Port Diesel Emissions Improvements
- Truck Diesel Emissions Improvements
- Enhanced Alameda Corridor
- "On-Dock" Rail
- Local Street Improvements
- Traffic Signal Enhancements
- Improved Transit
- Fees to Offset Local Impacts



**I-710 MAJOR CORRIDOR STUDY**  
COMMUNITY ADVISORY COMMITTEE  
**LYNWOOD**  
Bateman Hall

MEETING #1  
DECEMBER 8, 2003

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MEETING SUMMARY

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**INTRODUCTION**

On Monday, December 8, 2003, the first City of Lynwood Community Advisory Committee Meeting was held at Bateman Hall to delve into issues and opportunities related to the I-710 Major Corridor Study. Community Advisory Committee members that attended were Pulette Bradley; Maria Lopez, School Board Member; Rene Luna; Jim Morton; Martina Rodriguez, School Board Member; and Rod White. Joe Wang, Assistant City Manager, was also present.

Katherine Padilla of K. Padilla & Associates facilitated the meeting, while Esmeralda Garcia, Deputy Project Manager of Moore, Iacofano, and Goltsman, Inc., graphically recorded participants' comments and questions.

The Agenda of the December 8, 2003 Meeting is attached to this summary of Comments and Questions.

**MEETING DISCUSSION**

The Meeting began with an overview of the I-710 Major Corridor Study project history. The purpose, roles and responsibilities of the Community Advisory Committee (called Tier I) was then presented by Esmeralda Garcia. She also explained the entire process of seeking community-based solutions, which includes analysis of the Tier I committee-generated solutions by the Tier II committee. The ad hoc group is composed of stakeholders and experts appointed by the Oversight Policy Committee and representatives from cities along the 18-miles stretch of the I-710 Corridor. This committee is charged with addressing the "big picture" by seeking *Corridor-wide* solutions to address the I-710 Freeway issues.

CAC members unanimously selected Mr. Rod White as their representative to the Tier II committee.

Committee members then reviewed and approved the Oversight Polity Committee Guiding Principles.

## Key Concerns

CAC members began to state their key concerns about the I-710 Freeway. They centered on two key issues: Safety and Air Quality. They also proposed suggestions to help address those issues. Their suggestions are presented below *in italics*.

### Safety

- *Install surveillance cameras at areas known to be unsafe in order to reduce hit and run accidents and dangerous, illegal driving behavior.*
- *Minimize Truck accidents by segregating truck /auto traffic.*
- *Explore methods to reduce truck traffic.*

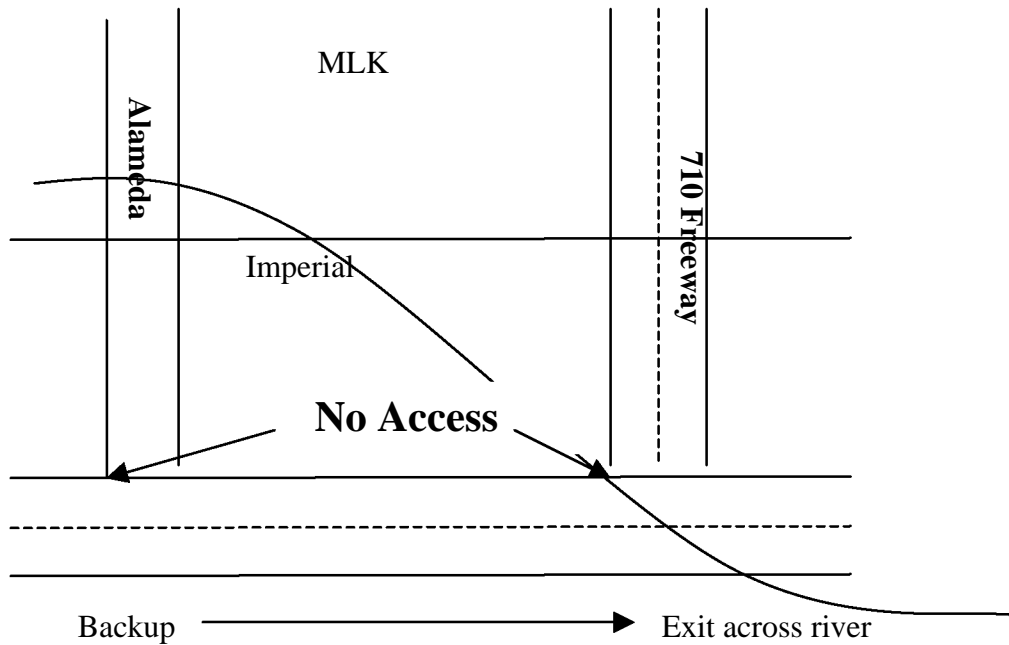
### Air Quality

- *In general the poor air quality in Lynwood is a major concern*
- *Improving the AQ is VERY important.*

## Options

Committee Members then generated the following list of options for resolving some of the I-710 issues:

- Improve safety by implementing public education campaigns aimed at increasing awareness of how to share the road safely with trucks, and through greater enforcement and emphasis on adequate truck driver training and licensing.
- Explore the possibility of constructing a truck-dedicated elevated roadway above the riverbed that runs parallel to the I-710.
- Consider double decking the I-710 Freeway with truck-designated lanes.
- Study the possibility of developing a light-rail system that follows the course of the I-710 with stations readily accessible to Lynwood residents.
- Provide landscaping along the I-710 in Lynwood. Ensure that landscaping creates an aesthetically pleasing, safe environment.
- Provide sound walls to buffer residential neighborhoods.
- Extend the median barriers along the entire stretch of the Freeway.
- Limit truck traffic hours.
- Improve access to Lynwood by developing more off-on freeway ramps.
- Explore utilizing Alameda and Imperial as the major mobility corridors for through truck traffic. (See the following illustration)



## Other Issues

Participants also highlighted other concerns:

- The new High School is too close to the I-710, which increases the possibility of exposure to poor air quality for students.
- Truck noise vibration is disturbing for residents adjacent to the freeway and nearby streets used as truck corridors.

## Stakeholders

The committee discussed stakeholders who should be included in helping to evaluate solutions, including:

- Schools
- Businesses
- Community organizations, such as Rotary
- Coordinating Council

## Next Meetings

The next Community Advisory Committee meeting dates were set:

- January 5, 2003 – CAC only to discuss and refine the Options presented in this Meeting Summary



- January 15, 2003 – CAC and the facilitation team to present the options to the community for review and feedback.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**LYNWWOD**  
Bateman Hall

**MEETING #2**  
**JANUARY 15, 2004**

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**MEETING SUMMARY**

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**INTRODUCTION**

On Thursday, January 15, 2004, the City of Lynwood Tier I Community Advisory Committee (CAC) met at the Bateman Hall in Lynwood. The meeting was held to review the preliminary options/alternatives developed by the CAC during previous meetings. Mr. Rodney White, CAC Chair, presided over the meeting. Other CAC Members who attended were: Martina Rodriguez, Paulette Bradley, Jim Morton and Loreen Reed. Joe Wang, Assistant City Manager, City of Lynwood, was present, along with Jerry Wood, engineer consultant for the Gateway COG, who served as a technical resource to the committee. Members of the public also attended and the Committee solicited their ideas and suggestions about the options/alternatives. Sixteen people attended the meeting including the Committee.

Esmeralda García, Deputy Project Manager, of Moore Iacofano Goltsman, Inc. (MIG) facilitated the meeting, and Katherine Padilla graphically recorded participants' comments and questions. After explaining the purpose of the meeting, Ms. Garcia guided participants through a discussion of the preliminary options. Consequently, the options were then evaluated and refined.

**OPTIONS DISCUSSION**

Meeting participants discussed the options that they felt would be most effective in resolving the community of Lynwood's unique issues and concerns. The following are the options/alternatives that Rodney White, as Chair of the Lynwood Community Advisory Committee, will present the following options to the Tier II membership at its first meeting on February 3. (The Tier II meeting is particularly significant because it will be the first meeting at which CAC representatives from each city along the I-710 will present their preliminary options for open discussion).

- Double deck along the I-710 in order to separate trucks from autos. (The Harbor Freeway is a good model.)
  - ✓ Limit the hours of operation of trucks, or increase fees during peak hours.
- Build a truck-designed elevated roadway within the Los Angeles River.
- Lower fees to promote greater use of the Alameda Corridor for goods transport.
  - ✓ Engage federal support, if necessary.
- Build sound walls along the entire I-710 to buffer noise in residential areas.
  - ✓ Where necessary, use similar sound mitigation methods that airports are employing.
- Improve lighting/add lighting on the I-710.
- Provide landscaping to beautify the I-710 Corridor.
- Support a light rail extension that connects Lynwood to other light rail systems.
- Study Josephine, Rosecrans, Martin Luther King Boulevard, Abbott, and Carlin in order to determine traffic flow improvements that are needed (as part of the EIR process involved in the I-710 improvements).

Jerry Wood also presented the following option for consideration by the CAC and community members:

- Build a truck-designed roadway, and truck facilities, along the I-710 between the existing Freeway and the Los Angeles River.

## **OTHER COMMENTS**

Additional issues and concerns that were discussed included:

- The need for more public education to educate drivers about safety tips when driving near/with trucks;
- The needed for more enforcement to ensure that all trucks are well-maintained;
- The need for more stringent air quality standards that address the excessive pollution generated by diesel-using trucks. Meeting participants expressed deep concern that youth in Lynwood are exposed to unhealthy air quality.

## **NEXT STEPS**

Mr. Rodney White, Chair of the Lynwood Community Advisory Committee, will update the Tier II Committee on the Lynwood CAC's recommendations during their first meeting. The community is invited to attend this Tier II meeting. Mr. White will then report to the Committee during their third meeting, which will be facilitated by the consultant team. They will be responsible for coordinating with Mr. White the format of the meeting, as well as the date, time, and place.

**I-710 MAJOR CORRIDOR STUDY**  
**COMMUNITY ADVISORY COMMITTEE**  
**LYNWOOD**  
Bateman Hall  
**MEETING #3**  
**APRIL 13, 2004**

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**MEETING SUMMARY**

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**INTRODUCTION**

The City of Lynwood Community Advisory Committee (CAC) held its third meeting on Tuesday, April 13, 2004 at Bateman Hall. The CAC, which over the past few months has diligently explored the range of issues surrounding the I-710 Freeway, planned the meeting to seek broad community input. Community Advisory Committee members that attended were Paulette Bradley, Lorene Reed and Ron White, as Chair of the CAC, presided over the meeting. Joe Wang, Assistant City Manager, was also present. Jerry Wood, Engineering Consultant, Gateway Cities Council of Government, attended and presented preliminary design comments based on the ideas generated by the committee in previous meetings.

Esmeralda Garcia, Deputy Project Manager of Moore Iacofano and Goltsman, Inc., facilitated the meeting while Katherine Padilla, of Katherine Padilla & Associates, graphically recorded participants' comments and questions.

**MEETING DISCUSSION**

After welcome and introductions, Mr. Wood revealed a draft design concept depicting I-710 improvements that address a range of issues including: traffic flow; access through on-and-off-ramps directly to Lynwood; separation of trucks and cars through a proposed truck-dedicated, four-lane roadway along the LA River; and noise. The committee members' comments are captured in the following synopsis.

- Will there be opportunities to provide additional on-and-off-ramps to Lynwood from the 105 Freeway?
  - *There are opportunities to add a new on-and-off-ramp from the 105 Freeway.*
- How much of the I-710 Freeway Design Concept is elevated?
  - *It occurs only at a few locations where dictated by space constraints.*
- On the elevated portion of the freeways, what are on the sides (of the roadways)?
  - *Probably fifteen-foot high sound walls.*

- While sound walls are shown along the freeway near residential areas, in some areas they are not shown. Why is that?
  - *Where no sound walls are shown on the Design Concept, it is because the adjacent buildings are industrials (in usage). Additional studies will be conducted to confirm the need and location of the sound walls.*
- Is the bike trail still located on the east side of the river?
  - *Yes.*
- What is the duration of any potential construction for improvements? Six to seven years?
  - *Yes, it may take that long. It will be phased. Arterial improvements will be probably done first.*
- How will owner operator of older trucks have the funds to retro-fit their vehicles?
  - *Funding strategies are being addressed by Tier 2 and will continue to be explored through other sources.*

## CONDITIONS OF APPROVAL

Participants then discussed how to ensure that their community's most important interests were addressed. They identified the City of Lynwood's "Conditions of Approval" for allowing I-710 improvements. They emphasized it was imperative that:

1. THE LEVEL OF AIR POLLUTION BE REDUCED NOW! Steps must be taken immediately.
2. Beautification of areas will take place through landscaping and maintenance of landscaping, particularly where the cloverleaf portion of the I-710 freeway may be reconfigured as a future improvement.
3. Provide an on/off-ramp to Lynwood from the 105 Freeway.
4. Conduct a pavement analysis of city streets before and after construction of arterial improvements and I-710 improvements to assess whether damage has occurred. If streets have been damaged, the responsible agency/entity shall pay for and conduct repair in a timely manner.

## TIER 2 COMMITTEE UPDATE

Facilitator Esmeralda Garcia provided an update of the Tier 2 Committee's progress by describing the issues that had been addressed over their past four meetings. She also related that the issues had been categorized into the six following topics:

1. Jobs and Economic Development
2. Noise

3. Congestion and Mobility
4. Community Impacts, Enhancements and Quality of Life, including Open Space
5. Design Concepts
6. Processes for Decision-making

Mr. White, who as Chair of the Lynwood CAC, serves on the Tier 2 Committee, described his experiences and impressions. He remarked that learning about economic impacts from logistics industry and Port activity was particularly enlightening. He explained that hidden costs, such as illness and stress that can be traced to air and noise pollution, are burdens that community members of Lynwood (and other I-710 corridor cities) must bear at disproportionately high levels. These costs, however, are not shared by industries or other communities who are benefiting from the excessive use of the I-710 by trucks and from the use of ships and trains that also contribute to the air pollution. While the region was eager to be known as the Number 1 importer, it was now important to allocate some of the funds to protect communities in the corridor, according to Mr. White.

Another CAC member commented that “getting used to” and accepting the high level of noise had been a part of her life. Through her participation, she realized that all these issues were detrimental to the quality of life in Lynwood. She expressed her gratitude at being a part of the Community Advisory Committee because she found it to be empowering.

#### **NEXT STEPS**

Overall, members of the Community Advisory Committee expressed their approval of the Design Concept. The Committee agreed that their next steps will be to review the Design Concept with other CAC members who were absent that evening and poll them for their response. The Committee will then write a letter to the City Council reflecting the group’s opinion of the Design Concept.

CITY OF SOUTHGATE  
710 FREEWAY TIER 1 COMMUNITY ADVISORY COMMITTEE  
LIST OF ISSUES, CONCERNS AND RECOMMENDATIONS  
FOR TIER 2 COMMUNITY ADVISORY COMMITTEE  
FEBRUARY 3, 2004

**SAFETY**

1. Additional enforcement is needed by CHP to limit speeds on freeway
2. Add truck inspection facility

**FREEWAY IMPROVEMENTS**

1. Separate cars and trucks
2. Redesign W/B Imperial off-ramp
3. Redesign Imperial Highway Interchange with diamond like ramps
4. Develop 2<sup>nd</sup> exit to Thunderbird Villa Mobile Home Park
5. Move or adjust existing freeway centerline to minimize the right-of-way impacts for proposed freeway improvements
6. Rebuild Firestone Blvd. bridge
7. Address construction staging and impacts of freeway construction to residents of South Gate
8. What is the property acquisition process and how will business be compensated?
9. Utilize River, if necessary
10. Early implementation of safety improvements on freeway. (Concrete barriers, sound walls, CHP, etc.)

**HEALTH AND ENVIRONMENT**

1. Add sound walls (ASAP)
2. Improve Air Quality
  - (1) Reduce diesel emissions
  - (2) Use alternate fuels
3. Study emissions from freeway
4. Subsidies CNG

**ARTERIAL HIGHWAYS**

1. Synchronize signals of parallel arterial highways
2. Improve adjacent/local arterial highways
3. Near term improvements on adjacent arterials due to impact of I-710 such as paving, street widening and channelization

## **AESTHETICS**

1. Beautify freeway and local interchanges
2. Develop landscape/aesthetics guidelines for:
  - (1) Local interchanges
  - (2) Entire freeway

## **GOODS MOVEMENT**

1. Move more cargo by Alameda Corridor
2. Why doesn't Alameda Corridor handle more cargo?
3. Is there an alternate route to move cargo from ports to desired destination(s)?
4. Can ports operate with extended hours of operations (24/7)?



**I-710 MAJOR CORRIDOR STUDY**  
**TIER 2 COMMUNITY ADVISORY COMMITTEE**  
Progress Park

**MEETING #1**  
**FEBRUARY 3, 2004**

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**MEETING SUMMARY**

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**SUMMARY**

On Tuesday, February 3, the Tier Two Corridor Level Advisory Committee met to discuss issues related to the I-710 freeway. The charge of this Committee is to review key local issues and opportunities identified by the Tier One Community Advisory Committees, consider issues of local and regional importance from a corridor-wide perspective and provide recommendations to the I-710 Major Corridor Study Oversight Policy Committee (OPC). Members invited to attend the first meeting of the Tier Two Committee included: 1) the elected chairpersons of the Tier One Committees; 2) the designated representative of each of the other cities in the corridor; 3) members appointed by the OPC to represent business, environmental, labor and academic interests and expertise in the corridor and 4) the chair of the I-710 Technical Advisory Committee. A roster of members who attended is attached.

Pat McLaughlin of Moore Iacofano Goltsman, Inc. (MIG) facilitated the discussion and Esmeralda García (MIG) graphically recorded the discussion.

Ms. McLaughlin welcomed the group and introduced the I-710 Major Corridor Study Facilitation Team. She reviewed the agenda and explained the meeting objectives, which included: review the Advisory Committee process, receive an update on the Tier One process to date, discuss member expectations and goals for the process, review member interests and expertise and identify potential additional members to be named to the committee. She introduced Richard Powers, Executive Director of the Gateway Cities Council of Governments, who provided an overview of the I-710 Major Corridor Study history and the Oversight Policy Committee's Guiding Principles.

**MEETING DISCUSSION**

**Expectations**

Ms. McLaughlin asked the group to state expectation of the process during the self-introductions. The following outlines the members' expectations of the process.

- Continued public participation/involvement beyond Phase I
  - Business
  - Residents
  - Labor
- Develop partnerships with other corridor communities and stakeholders
- Engage in creative long-term planning for the corridor and communities
- Strengthen political and policy-level support – especially for funding of future improvements

- Consider open space, focusing on preservation and development of partnerships that lead to sustainability
- Look at balancing international trade with the local economy
- Conduct effective regional transportation planning that supports economic balance
- Develop long-term as well as short-term solutions

**Issues and Opportunities**

The Committee discussed a number of issues related to the I-710 freeway and opportunities to address these issues. *(Note: The issues and opportunities have been organized in categories consistent with the information gathered during the Tier I Committee Meetings.)*

**Health**

Health is an issue of concern and needs to be identified as an issue of major importance in the Major Corridor Study.

Issue	Opportunity
Pollution from diesel emissions	Pollution reduction strategies <ul style="list-style-type: none"> <li>• Control devices (catalysts), filters, retrofits, and restriction of truck operations</li> <li>• Engine/truck replacements</li> <li>• Conversion programs</li> <li>• Use of alternative fuels (emulsified diesel, biodeisel)</li> <li>• Increase inspection and oversight of polluting trucks</li> </ul>
Damage to health from emissions	

**Community Impact**

Issue	Opportunity
Threat of right-of-way acquisitions especially in communities with low-income residents <ul style="list-style-type: none"> <li>• Homes</li> <li>• Businesses</li> <li>• Parks</li> </ul>	Identify alternative truck routes <hr/> Design to avoid impacting homes, businesses and parks

**Safety**

Issue	Opportunity
Increase in truck traffic creates safety hazards	<ul style="list-style-type: none"> <li>• Increased inspections</li> <li>• Regulations</li> <li>• Maintenance programs</li> <li>• Separate truck and auto traffic</li> </ul>

**Congestion**

Issue	Opportunity
Increase in goods movement	Consideration of 24/7 port operations
	Sharing impacts of corridor and balancing movement of goods between trucks & ships in the south and trucks & rail in the north
	Local traffic mitigation as a short term solutions
	Use other freeways as routes for trucks
	Use of other ports

**Other**

Issue	Opportunity
	Working with labor as a resource during construction phase

**Ground Rules, Group Processes and Protocols**

Ms. McLaughlin asked the group to develop a set of group ground rules and guidelines for processes and protocols. In response, committee members recommended the following:

- Meetings will begin and end on time
- The COG will send committee members materials in advance of the meetings
- Given the short timeframe and importance of meetings, members will make all efforts to attend. However, if absolutely necessary, substitutes may attend as authorized by their appointing authority:
  - For Tier One: The Tier One Committee
  - For Other Cities: The City appointing authority (Council)
  - For OPC Appointees: No alternates were anticipated or appointed by the OPC.

### **Additional Representatives**

After reviewing member expertise and interests, and following public comment, the Committee unanimously voted in Angelo Logan as an additional member representing the Coalition for Environmental Health and Justice.

### **Expert Resources**

The Committee requested that representatives from the following be invited to attend the regular meetings of Tier Two as expert resources:

- BNSF & UP Railroads
- Alameda Corridor Transportation Authority (ACTA)
- California Highway Patrol (CHP)
- California Department of Transportation (Caltrans)
- Southern California Air Quality Management District (AQMD)
- Port of Los Angeles and Long Beach representatives

### **Resource Presentations**

In addition, the Committee requested that the COG arrange for the following resource presentations to the Committee:

- State legislation and legislative remedies
- Alternative fuels
- Regulatory processes and opportunities

### **Additional Documentation**

The Committee requested that the COG provide the following additional resource documents prior to the next Tier Two meeting:

- The five alternatives considered by the Oversight Policy Committee in Spring of 2003
- Environmental Justice Guidelines

### **Next Meetings**

The Committee determined that the majority of members would prefer the following meeting dates:

- Thursday, February 26
- Thursday, March 11
- Thursday, March 25 (if needed)

All meetings will be held starting at 6:30 p.m. and ending at 9:00 p.m.

### **Public Comment**

One public comment concerning the need for environmental justice awareness was received.

### **Adjournment**

The meeting adjourned at 9:15 p.m.



**I-710 MAJOR CORRIDOR STUDY**  
**TIER 2 COMMUNITY ADVISORY COMMITTEE**  
Teamsters Building Auditorium

MEETING #2  
FEBRUARY 26, 2004

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**MEETING SUMMARY**

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**INTRODUCTIONS AND REVIEW OF AGENDA**

Facilitator Pat McLaughlin of MIG opened the meeting and asked Tier 2 Committee members to introduce themselves, including the city or organization they represented. She reviewed the agenda and introduced the evening's two resource presentations – Dr. Joe Maggadino of Cal State University Long Beach and Art Goodwin of the Alameda Corridor Transportation Authority and author of the Q&A document included in the Committee's agenda packet.

**RECAP OF FEBRUARY 3, 2004 TIER 2 MEETING AND APPROVAL OF MEETING SUMMARY**

Ms. McLaughlin briefly reviewed the outcomes from the Tier 2 meeting. Two representatives of the Committee expressed concerns that the meeting notes did not adequately reflect the strength and nature of comments on certain issues – most notably health issues. The Committee deferred approval of the meeting notes to the March 11 Committee meeting to allow MIG to amend them and add comments submitted by the Committee.

**ISSUES AND OPPORTUNITIES DISCUSSION**

Ms. McLaughlin introduced Sam Gennaway from MIG as the discussion facilitator for the evening. Mr. Gennaway reviewed the objectives for the discussion, which were:

- Document all of the issues along the I-710 corridor by individual City and corridorwide
- Determine commonalities of issues and begin discussion of potential opportunities, leading to the next meeting's discussion of common views of opportunities and solution, along with identification of differences.

He stated that cities would be called on in alphabetical order to outline their issues and opportunities and that the expert and interest group representatives on the Committee would then be asked to give their perspective on issues. Following is a synopsis of individual and common issues raised, along with potential opportunities.

**City of Bell**

*Not present*

**City of Bell Gardens**

- The three greatest concerns expressed by community members have been:
  - Health and air pollution
  - Safety

- Property acquisition
- Congestion on arterials from neighboring cities is also a significant concern
- Trucks do not adhere to designated routes – enforcement is needed
- Speed limits should be enforced
- There is concern about impacts on the City’s park and casino
- Landscaping is needed along the freeway

**City of Carson**

- What the 710 is to Long Beach, the 110 is to Carson
- The Alameda Corridor causes problems for the City
- The potential bridge extension is a concern
- Too much truck traffic causes air and noise pollution
- Traffic on Alameda Boulevard impacts residents

**City of Commerce**

- Pollution and health impacts are the #1 concern
- The 710 and Interstate 5 improvements threaten homes and parks, which are already in short supply in the corridor
- Commerce and the area are becoming an intermodal hub, causing a whole range of problems: light and noise, safety, impacts on land and impacts on the local economy
- Rail yards are full to capacity
  - Access causes congestion. Atlantic/Bandini need to be reconfigured.
  - Washington Boulevard is backed up with trucks past Slauson

**City of Compton**

- There is a lot of concern with the human impact of the 710 corridor
- There is a housing crisis and displacement and taking of homes is making the situation worse
- The impact to businesses will “run down” our community
- Sound barriers are needed
- Compton Creek is a resource that needs to be considered
- Overall, natural resource impacts, including urban runoff, are concerns
- There is impact beyond the 710 – for example, what happens to the 91 corridor?
- Safety is a concern for our residents
- The impact to arterials if there are improvements to the freeway
- The economic benefits to the corridor communities need to be addressed

**City of Cudahy**

- The 710 has a negative impact on the community
- Use of the Alameda Corridor is a concern – we do not understand why it has not met public expectations

**City of Downey**

- Health impacts are a concern
- There is no access to the City of Downey from the West

- Cut through truck traffic causes safety and congestion problems

### **Community of East Los Angeles**

- Homes and business should not be taken
- The 710 has a negative impact on Brooklyn and Cesar Chavez
- The 3<sup>rd</sup> Street exit should be changed so that a hard right is made on 3<sup>rd</sup>.
- Land acquisition that was planned moves the freeway closer to homes
  - There are already too many community facilities close to the freeway
- Air quality and health are great concerns and should be addressed through alternative fuels and enforcement
- Enforcement of the speed limit is lacking
- Goods movement should be diverted to other ports
- Policies should encourage 24/7 port operation
- Policies should encourage use of the Alameda Corridor
- Provide local businesses with incentives to accept delivery during non-peak hours
- Any expansion to I-710 would create a bottleneck at ELA

### **City of Huntington Park**

*Not present*

### **City of Long Beach**

- Health is the #1 concern
  - This includes noise impacts
- The #2 issue is preservation of homes
- Port expansion is a concern to citizens. Improvement to the 710 could enable the Port to expand further
- Some solutions to pollution are:
  - Decrease the idling of ships and implement a clean ship policy
  - Reduce truck and auto emissions
- Inspection is spotty at the ports, which impacts security
- Refineries create a plume from the ports
- Aesthetics of the corridor should be improved.
- Long Beach is developing design concepts which should be incorporated
- San Pedro and Wilmington are impacted by ports and 710 Freeway issues and these impacts should be considered

### **City of Lynwood**

- Concerns were shared with the committee at the last meeting
- Health is the #1 issue
- Safety and community impacts are also concerns.
- Access to our city is an issue – there is only one way from the 105 freeway
- A light rail line should be part of any improvements to the freeway

### **City of Maywood**



*Not Present*

### **City of Paramount**

*Not Present*

### **City of South Gate**

- Health is a large concern
- Ancillary roads are in poor repair:
  - Garfield
  - Alameda
  - Lakewood
  - Firestone
- Signals should be synchronized
- The Metro Rapid idea should be applied to trucks
- Port expansion can have negative effects on cities
- Balance economic development is needed – warehouse industries are not the best businesses for our community
- It is important to pay attention to aesthetics, which are important to keep and attract residents

### **City of Vernon**

- Railyards are eating up property
- Parking lots do not equal jobs
- Trucks should be required to have clean fuels
- There should be dedicated truckways into railyards – BNSF and UP should be at the table
- There should be a near-dock intermodal facility
- The Ports should have 24/7 operations
- The City's issues, raised in numerical order are:
  1. Dedicated truck lanes
  2. Near dock state of the art intermodal facility
  3. Reconfiguration of Atlantic and Bandini
  4. Heavy impact on Washington Blvd.
  5. Need for an exit at Slauson
  6. 24/7 port operations with goods movement from harbor to intermodal facilities from 11-4 AM
  7. Too many warehouses as a result of growing imports
  8. The inter modal facility at the USAF site at Bandini and Atlantic

### **ISSUES IDENTIFIED BY OPC APPOINTEES**

The Oversight expert and interest group representatives were asked to provide their insight on issues that had been raised – and any additional issues that needed to be considered by the committee as a whole. The following is a synopsis of these observations by category:

#### **Rivers, Watersheds and Open Space**

- Runoff and watershed health need to be addressed
- Permeable surfaces should be retained

- The 710 should be viewed as a way to increase open space with the Los Angeles River, including bikeways and pedestrian access
- Improvements should create linkages with open space and river property
- Schools, parks and open space are scarce and important resources for communities and children in the corridor – special care should be placed on protecting them.

### **Community Engagement and Committee Process**

- Tier 1 community level representatives are actively engaging their communities in discussion of corridor improvements
- Three of community representatives from cities without Tier 1 committees commended the community engagement process, particularly the ability to hear and learn directly from the Tier 1 chairs
- One of the OPC appointed members on the committee questioned the role of the facilitators and expressed concern that the group was being asked to re-iterate issues discussed at the previous meeting. Two additional committee members repeated this concern.
- The ports should be at the Committee meetings
- There are global issues such as the changing economy, increase in imports and pollution that are not solvable by simply addressing them via 710 Freeway improvements or port restrictions. The Committee should also focus on more immediate, implementable improvements such as safety barriers, traffic and neighborhood intrusion of trucks.
- Set long term goals and develop immediate solutions to address congestion
- This is a corridor. As such, we should improve transit access as well.

### **Health Impacts**

- The #1 issue is air quality and health. This view is shared by most of the Committee members.
- Widening the freeway only brings it closer to homes, schools and parks, exacerbating the problem
- There should be a policy to deal with the impacts before expanding the freeway: health, air quality, the community
- Health costs should be calculated and their offset on economic benefits should be measured
- Polluters should be required to subsidize community and health programs required as a result of their pollution
- The pollution issues is national – there needs to be action in Washington, D.C on aggressive pollution reduction strategies
- Clean fuel initiatives should include trucks, trains and ships
  - One representatives expressed the view that all vehicles are polluters
- California vehicles are not the largest part of the problem – vehicles from other states and nations are a large part of the problem
- Truck replacement is a start but we need to accelerate it
- Health impacts of moving from the freeway to arterials should be considered
- Noise is a considerable issue corridor wide

### **Jobs and Economic Development**

- Impact on jobs from warehousing and imports is a significant negative
- We should require companies who locate here to employ here

- There is a question as to whether this shift to warehousing and distribution is a sustainable economy.
- We need to determine the net impact of international trade on communities – is it a positive or a negative?
- There are significant “upstream impacts” of port expansion to accommodate the increase in imports – specifically, replacement of manufacturing with warehousing
- The corridor is very important to the economic health of the City of Long Beach. The perception of accessibility to the larger Los Angeles urban area is key.

### **Public Policy**

- NAFTA has created the need for more cross-border controls
- There is an issue of whether to accommodate the growth or prevent it
- One argument is that trucks will continue to move goods with or without imports into the ports.
- Alternative locations for imports will merely change the direction of flow – it is currently from the port to Los Angeles and national consumers. Stemming port growth will only change some of the flow from the Inland Empire into the Los Angeles area
- One opportunity is to re-direct trans-ship containers
- Policies for implementation with the corridor include:
  - 24/7 Port operation
  - Use caps on the Alameda Corridor
  - Alternate parking for trucks
  - Labor policies

### **Other Issues for Consideration**

- East-west and north-south arterials are part of the 710 Plan
- Signal synchronization is being implemented and should be complete within the 5-year timeframe.
- Homeland security at the ports is a concern

### **PUBLIC COMMENT**

Two public comments were received. A representative from Assemblyman Lowenthal’s office, who spoke to the Assemblyman’s bills dealing with port issues and Rocio Lopez a public representative from the City of Bell who spoke to concerns about health issues in the corridor.

### **MEETING CONCLUSION**

The meeting concluded at 9:15 p.m. The next two meetings are scheduled for Thursday, March 11 and Thursday, April 1 at 6:30 p.m. in the Teamsters Building Auditorium.

**I-710 MAJOR CORRIDOR STUDY**  
**TIER 2 COMMUNITY ADVISORY COMMITTEE**  
Teamsters Building Auditorium

MEETING #3  
MARCH 11, 2004

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**MEETING SUMMARY**

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**INTRODUCTIONS AND REVIEW OF THE AGENDA**

The third meeting of the Tier 2 Community Advisory Committee Meeting was held on Thursday, March 11, 2004 at the Teamsters Building Auditorium in Long Beach. Facilitator Sam Gennawey, of Moore Iacofano Goltsman, Inc., opened the meeting at 6:30 p.m. by welcoming participants and asking them to introduce themselves and state the city or organization they represent. Mr. Gennawey then reviewed the agenda with the group. The following resource persons were introduced: Jerry Wood, Engineering Consultant, Gateway COG; California Highway Patrol Officers Morrison and Howard; T.L. Garrett, Port of Los Angeles and Kerry Cartwright, Port of Long Beach; Richard Hollingsworth, Gateway Cities Partnership; Carol Gomez, AQMD; and Mario Gutierrez, California Department of Transportation.

**REVIEW AND APPROVAL OF FEBRUARY 3, 2004 TIER 2 MEETING SUMMARY**

Mr. Gennawey reviewed the first meeting's summary with the committee. It was suggested that the summary be amended as follows: Under the issue "Pollution from diesel emissions" the opportunity, "Increase inspections and oversight of polluting trucks", should be included as an additional bullet. All of the opportunities enumerated would then relate to both issues listed, "Pollution from diesel emissions," and "Damage to health from emissions".

**REVIEW AND APPROVAL OF FEBRUARY 26, 2004 TIER 2 MEETING SUMMARY**

The Committee then reviewed the summary from the second meeting. It was recommended that the summary be amended to include the name of Belinda Faustinos, who was in attendance on February 26, 2004 but did not appear as present on the sign-in sheet.

**MEETING DISCUSSION**

Mr. Gennawey reviewed the categories that the Committee would use to create a framework, or outline, for their recommendations for resolving key issues and concerns. The group concurred with the first six categories of issues (see Issues Categories below). Members then recommended adding two more categories, Noise and Decision-making Process. They further concurred that the category of Community Impacts, Enhancements and Quality of Life would include issues relating to open space and that Health and Air Quality would include dust and certain noise impacts, although the issue of noise was significant enough to warrant a separate category.

**ISSUE CATEGORIES**

1. Health and Air Quality (includes dust)
2. Safety

3. Jobs and Economic Development
4. Congestion and Mobility
5. Design Concepts
6. Community Impacts, Enhancements and Quality of Life (Open Space will be included in this category)
7. Noise
8. Decisionmaking Process: Roles, Involvement, and Environmental Justice

Mr. Gennawey then facilitated the discussion, which began with the committee’s top priority issue, Health and Air Quality.

### **HEALTH AND AIR QUALITY**

The Committee began with a discussion of aspects of the issue that should be emphasized. These included:

- Health impacts of pollution on children, particularly those who attend schools and day care centers located along the corridor.
- The health community is increasingly concerned that a large number of very small particles of pollutants can enter the respiratory system and lead to damage to the cellular system.
- Focus of the committee’s efforts should be on reduction of pollution; too much emphasis is placed on “no net increase.”
- An overall public policy question, “How much the L.A. basin carry?” should be addressed.
- It is important to create a baseline to determine an accurate measure of the level of pollution.
- Root causes of pollution include Port expansion and the increase in the amount of imported goods.
  - There is an overall increase in truck traffic as a result of increased imports and shipping.
  - All transportation corridors are impacted.
- Federal action is needed to enact legislation to address pollution.
  - Some have observed that the Southeast Los Angeles does not comply with Federal Standards for Air Quality.
- Overall reduction of truck and shipping pollutants is needed for all modes, including:
  - Trucks
  - Equipment
  - Trains
  - Boats and Ships
- Hidden costs, including negative health effects, are currently paid for by taxpayers – and by communities along the corridor.
- If 24/7 is adopted, it is important to ensure Port efficiency so that trucks can move in and out quickly.
  - The trucking industry supports 24/7 under these conditions.

### **Potential Opportunities, Strategies and Solutions**

Mr. Gennawey facilitated, and Paul Tuttle of MIG graphically recorded, the Committee’s identification of potential opportunities, strategies and recommendations to address the Health and Air Quality issue.

### ***Impact Analysis***

- Define mass and type of particulates that need to be reduced and measure the sources.
- Conduct a study of level of impacts from increased trucking and shipping.
- Direct funds for a study of the feasibility of handling increased goods coming to into the Ports of Long Beach and Los Angeles before determining improvements
  - Study alternatives to reduce imports into the community and the Port.
  - Develop long-term measures to deal with impacts.
- All EIR studies should include:
  - Emission impacts of all modes of transportation, including trucks, buses, rail and yard equipment
  - Impacts on school children riding buses on public thoroughfares
  - Impacts on all schools, daycare and public facilities serving children within ¼ mile of the I-710

### ***Management and Enforcement***

- Use enforcement (such as penalties), inspections, and incentives to control emissions:
  - First, identify the baseline
  - Implement measures to comply with existing standards
  - Determine the levels of overall reduction that is required
  - Ensure actual reduction, not just “no net increase”
  - Since the issue requires controls beyond the local level, state and federal legislation is needed.
- Require ships to use electrical power when in port.

### ***Infrastructure Improvements***

- Install permanent monitoring stations to measure truck and train emission levels. (Current temporary stations provide inadequate and inconsistent levels of information).
- Implement road improvements.
  - Improve road surfaces
  - Improve roadway alignment

### ***Alternative Fuels***

- Make the use of alternative fuels a priority.
  - Reduce use of out-of-state fuel.
  - Couple this strategy with efficiency and alternative fuel requirements.
  - Implement Federal rules identified under MATES II to control trucks.
- Establish a fund that all truckers or shippers must pay into, with funds repaid in the form of rebates, to those who adopt the use of clean air engines for vehicles.
  - Ensure that this program accomplishes the goal of decreasing pollution rather than a pay-to-pollute program.

### ***Fleet Modernization***

- Continue programs to upgrade trucks, such as the Fleet Modernization Clean Air Program.
  - Require that only 1993 and newer trucks be used at the Port.
  - Extend programs to retrofit engines of trucks produced before 1984 retrofit engines of trucks produced through 1984, if possible.

### *Fees and Incentives*

- Include incentives to change vehicle operations. Consider modeling a fee or tax rebate structure after the one used for recycling fees.
- Levy fees on containers to fund air quality improvements and hidden costs:
  - Health care
  - Alternative fuels
  - Construction of I-710 infrastructure
  - Beautification of the corridor, including tree-planting to help improve air quality
- Allow fees and revenues to stay local to deal with area impacts.
- Address current barriers in foreign trade policy (e.g. taxes not allowed) and re-interpret as port fees.
- Require that all vehicles, trucks, ships and trains serving the Port use clean-burning fuel engines.
  - If an incremental approach is used, start with requiring bio-diesel fuel.

### *Legislative and Policy Actions*

- Support pending Bills in the Transportation Committee:
  - AB 2041 (Amend to make sure money stays local, and, in particular, is earmarked for 710 corridor communities)
  - AB 2042 (Zero net increase in air pollution for any expansion at the ports)
  - AB 2043 (Maritime Task Force)
- The Committee should lobby elected officials, at both local and federal (Congressional) levels to implement legislation that funds programs to alleviate air pollution.
  - Get the community involved so that they can advocate for needed legislation.

### **Conditions for Approval of Improvements**

The Committee discussed a further recommendation that conditions for approval be attached to future expansion of the I-710, specifically making approval of new I-710 improvements contingent on first installing measures to reduce air quality impacts. Other Committee members expressed concern that, given the long lead time for planning and designing major capital improvements, that consideration be given to initiation of planning and design while air quality improvements were still being implemented.

### **AIR QUALITY REPORT**

Carol Gomez, of the AQMD, described the MATES II study. The study provided the basis to implement truck rules and regulations to help alleviate the most heavily polluted areas in the LA basin, including the I-710 corridor communities.

### **QUESTION & COMMENTS**

A committee member asked whether air quality of southeast LA is out of compliance with federal standards. Ms. Gomez stated that she would get the answer to the question and that it would be supplied at the next meeting.

## **HIGHWAY SAFETY**

Richard Powers, of the Gateway Cities Council of Government, provided a presentation of Safety Initiatives adopted and promoted by the Oversight Policy Committee (OPC) and currently being implemented. Mr. Powers indicated that these initiatives had been developed subsequent to an I-710 safety workshop sponsored by the OPC in which Caltrans and the California Highway Patrol (CHP). He described the progress on the six elements of the recommendations.

1. Public education and awareness
  - Materials are being produced.
2. Enhanced enforcement
  - CHP has stepped up targeted enforcement
3. Concrete median barriers
  - Caltrans has funding to install concrete median barriers along the entire length of the freeway; these will be installed in phases.
4. Truck inspection facilities
  - Design concepts are being developed.
5. Technology approaches
  - These are designed to improve traffic flow and also reduce emissions through real-time information.
6. Improve infrastructure
  - Specific safety-related design improvements are being identified as part of the current I-710 Major Corridor Study.

## **Potential Opportunities, Strategies and Solutions**

In discussion of potential opportunities, strategies and recommendations to deal with the issue of Safety, the Committee expressed support for safety improvements recommended by the OPC and made the following additional recommendations:

### ***Impact Analysis***

- Explore the rate structure and business models of trucks leaving ports, to learn more about potential obstacles for compliance with safety standards.

### ***Management and Enforcement***

- Limit truck traffic during peak hours.
- Increase enforcement of autos, specifically reduction of speeding.
- Target enforcement of car drivers, who are more likely to cause accidents than truck drivers.
- Meter truck movements out of the Ports to control the flow of trucks onto the freeway.

### ***Infrastructure Improvements***

- Increase the height of median barriers to achieve a twofold objective: increased protection and decreased slowing to view accidents.
- Separate trucks from cars.
- Consider building elevated roadways or truck lane in the riverbed.
  - However, the riverbed should be kept and improved as an open space river corridor, to increase green space as much as possible.
- Improve lighting and signage.



- Provide sound walls to reduce noise impacts to neighborhoods.
- Improve infrastructure, particularly off-ramps, shoulders, etc. Specific areas include:
  - The I-105/710 interchange
  - Atlantic Boulevard
  - Lynwood Avenue
  - Washington Boulevard/710 Interchange.
- Eliminate unnecessary off-ramps.
- Implement diamond rather than cloverleaf interchanges.
- Re-surface the I-710.

### ***Operational Improvements***

- Expand Big Rig Tow program. (A demonstration program to get disabled trucks off freeway as quickly as possible).
- Increase efforts to re-route traffic when freeway segments are shut down.
- Synchronize lights on Alameda and all major thoroughfares.
- Turn off CHP patrol car lights to limit rubbernecking.

### ***Fees and Incentives***

- Provide incentives to encourage more people use public transportation.
  - MTA should have an opportunity to discuss their efforts to improve and encourage the use of public transportation.
- Secure funding to implement the median barriers by 2007.
- Install a meter system (similar to the on-ramp metering) to control trucks coming out of the port along with incentives or penalties to support the system.
- Extend support for a truck replacement program to get newer and safer trucks.
  - Revise the rate structure to support truck upgrades.

## **PUBLIC COMMENTS**

Mr. Gennawey noted that several members of the public had submitted requests to speak. Comments and suggestions presented were:

*Julia Asmus, Ron Hoyt (Bell Gardens residents)*

- There should be no expansion or property takes for freeway improvements

*Ron Hoyt*

- Autos and trucks going to the port on I-710 cause problems. In the short-term:
  - Restrict all 3-axles vehicles to night hours only
  - Restrict 18-wheel trucks from using the I-710 during rush hours
  - Port operations should be extended 24-7
  - Increase enforcement of speed limits and trucks inspection.
- In the long-term:
  - Use DWP right-of-way along the riverbed for expansion
  - Relocate power lines in Bell Gardens area to allow use of the riverbed
  - Implement a (future-oriented) automated conveyor system to transport trailers to rail yards

*Clara Solis*

- Freeway exits should be improved on residential streets to reduce speeds. Improvements should include speed bumps, double fines for speeding in residential neighborhoods and implementation of regular monitoring systems.
- Conduct additional education for car drivers should be educated about how long it takes trucks to stop; consider using comic strips.

*Miguel Rodriguez*

- Health studies should look at 1-mile radius impacts along the corridor and prevailing winds should be taken into account.

### ***Tier 2 Committee Member Comments***

- Dr. Avol noted that at 100 meters (about 1/8 of a mile) concentration of particles drops off to ambient levels. Schools and daycare centers are at higher risk, based on the proximity. There is little benefit in going beyond 100 meters for specific corridor measurements.
- Mr. Carson noted that Dr. Ed Blakely, urban planning professor at Berkeley, has developed drawings of a conveyor system for the Port of Oakland. He suggested that staff locate the drawings.

## **JOBS AND ECONOMIC DEVELOPMENT**

Richard Hollingsworth, economic development for Gateway COG, made a presentation regarding Jobs and Economic Development. Mr. Hollingsworth began by stating that his professional role is to help ensure sustainability for the area by examining three aspects: 1) the economy, 2) the environment, and 3) equity. He made the point that excessive use of the freeway is fueled by population growth among the area's residents, as well. Port growth is not the only factor. He suggested that the Committee consider the following questions:

- How much larger do we want to get?
- What kind of transportation hub do we wish to be?
- What do we wish to be in the future?

Mr. Hollingsworth stated that pollution absolutely must be addressed; he pointed out that the jobs provided by the logistics industry fit the education level of the majority of people who live in communities surrounding the I-710, and that those entry-level jobs provide opportunities for advancement into middle class income levels. However, the real costs of providing those jobs are not borne by the logistics industry, including hidden costs such as damage to health, lost productivity due to congestion.

Mr. Hollingsworth suggested that the Tier 2 Committee needed additional economic data to make wise decisions. He suggested that a cost-benefit analysis be conducted in the next phase to determine the true costs of balancing the elements of the economy, the environment, and equity. Through the cost-benefits analysis, it would be possible to accurately highlight the costs that this region is paying for benefits that other less-impacted areas—including the entire nation--enjoys.

## **COMMITTEE COMMENTS**

The Committee concluded with additional comments under Jobs and Economic Development

- These are global and nationwide issues that other ports throughout the county and world are dealing with.
- A breakdown of jobs created by the logistics industry for each city, area/location is needed.

## **MEETING CONCLUSION**

The meeting ended at 9 pm. The next meeting is scheduled for April 1, 2004. Mr. Gennawey stated that the next meeting would begin with a discussion of potential opportunities and solutions under

Jobs and Economic Development and would also identify potential opportunities and solutions under other areas identified by the Committee.

**I-710 MAJOR CORRIDOR STUDY**  
**TIER 2 COMMUNITY ADVISORY COMMITTEE**  
Teamsters Building Auditorium

MEETING #4  
APRIL 1, 2004

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MEETING SUMMARY

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**INTRODUCTIONS AND REVIEW OF THE AGENDA**

On Thursday, April 1, 2004, the fourth meeting of the Tier 2 Community Advisory Committee Meeting was held at the Teamsters Building Auditorium in Long Beach. Sam Gennawey, facilitator, of Moore Iacofano Goltsman, Inc., opened the meeting at 6:30 p.m. He welcomed Tier 2 Committee Members. They introduced themselves and the city or organization they represent. Mr. Gennawey reviewed the agenda with the group and then introduced the following members of the audience who were attending as resources persons: Jerry Wood, Engineering Consultant, Gateway COG; Richard Hollingsworth, Gateway Cities Partnership; Art Goodwin, Alameda Corridor Transportation Authority; Kerry Cartwright, Port of Long Beach and Carol Gomez from the AQMD.

**REVIEW OF MARCH 11, 2004 TIER 2 MEETING SUMMARY**

After reviewing the third meeting's summary, committee members suggested the following revisions:

- On page 2 in the discussion of "Health and Air Quality" the fourth bullet should state: *Two overall public policy questions should be addressed, "How much traffic can the I-710 carry? And how much can the LA basin bear in terms of the correlated environmental impacts?"*
- On page 2, in the section of Impact Analysis, the third bullet should read: *Before improvements are determined, a study should be conducted to determine the physical and environmental impacts of the increased goods movement that is projected for the Ports of Long Beach and Los Angeles.*
  - *Study the feasibility of alternative entry points for imported goods.*
- On page 3, in the discussion of "Alternative Fuels," under the bullet "Make the use of Alternative Fuels a priority", there should be another bullet added: *The use of alternative fuels must become mandatory as a condition for I-710 improvements to proceed.* Also, it was recommended that the third sub-bullet be revised to state: *Implement federal rules identified in the MATES II report to help improve air quality.*
- On page 4, the last bullet in the section "Fees and Incentives" should be amended to state: *Require that all vehicles, trucks, ships and trains serving the Port and using the I-710 use clean-burning fuel engines.*

- On page 4, in the paragraph entitled “Conditions for Improvements,” the sentence should state: *The committee discussed a further recommendation that conditions for approval be attached to future expansion of the I-710, specifically making approval of new I-710 improvements contingent on first developing a plan to reduce air pollution to below current levels and implementing measures to reduce air quality impacts.*

*Page 4 AIR QUALITY REPORT –members asked us to clarify the intent of MATES II. We need to refer to AQMD.*

- On page 5, the fourth bullet in the section “Infrastructure Improvements,” should be revised to state: *Improve lighting and the size of signage.*
- On page 7, in the section Tier 2 Committee Member Comments, the first sentence should be revised to state: *Dr. Avol noted that although, at 100 meters (about 1/8 of a mile) concentration of particles drops off to regional levels, schools and daycare centers that are in close proximity to the I-710 corridor remain at higher risk. He cautioned that, due to dispersion, measurements of air pollution levels taken at 100 meters or more from the I-710 may not adequately reflect the impacts.*

Mr. Gennawey started the facilitated discussion with the first item on the agenda item, Jobs and Economic Development.

## **JOBS AND ECONOMIC DEVELOPMENT**

Mr. Gennawey recalled that the previous Tier 2 meeting had ended just after a presentation by Richard Hollingsworth, Economist and Executive Director of the Gateway Cities Partnership. Mr. Hollingsworth then briefly summarized the key points of his past presentation:

- In general, the educational attainment level of people who reside in the I-710 corridor is low. According to a corridor study, sixty to seventy percent of residents over the age of 25 do not have a high school education and the attrition rate (high school student drop-out rate) is 54%.
- There are jobs that are leaving the corridor and currently, there is no industry that can replace them.
- The area cannot attract biotech or any other type of industry.

The committee discussed the implications of the information presented by Mr. Hollingsworth and impacts to the economic health of the corridor.

- The poor air quality related to Port and logistics industry profoundly decreases the quality of life and property values.
- “Ugly” sound walls, the volume of trucks and trains, the statewide problem of aging infrastructure are conditions that have attributed to the decrease in the quality of life along the corridor communities.
- The current infrastructure in local corridor cities is not sufficient to retain high paying/professional workers.
- There is a need to reduce communities’ over-reliance on jobs that damage the quality of life by supporting the development of other industries.
- We need to look at alternatives to our current industry and look at other waterfront cities (Boston, New York, Melbourne and London) as examples of renovation.

- Since we have become an information-based economy, there is a greater divergence of income and this needs to be addressed in our corridor.
- In the past, the corridor cities have not seen an economic benefit from the goods movement industry but have had a severe impact to our quality of lives.

### **Potential Opportunities, Strategies and Solutions**

The Committee then identified opportunities and strategies that address the economic impacts of the corridor:

- Raising education levels is an important, long-term solution.
- Develop and promote training and internship opportunities for youth and young adults
  - Urge all cities to provide opportunities for young people
  - Support collaboration between cities, Gateway COG, community colleges, and unions
  - Train students in skills needed for international trade
  - Programs should be earmarked for local residents as much as possible
- Foster adult education and vocational training programs as an alternative to colleges such as ROP and occupational training.
- Establish sustainable green economies by moving away from oil-dependent economies and creating an alternative fuel-based economy.
  - Make decreasing harmful emissions a goal of all industry
  - Support business development through funding (SBA-type loans, for example) and technical assistance, such as incubator industries for environment/retrofits. Place special emphasis on local small business development.
  - Emphasize the use of new engine (Hydrogen Fuel) technologies and fuel cell industries
  - Retrofit diesel engines to use hydrogen and other alternative fuels
  - Build the hydrogen highway
  - Provide alternative fuel stations
  - Encourage and enforce the use alternative fuels
  - Link to the 2006 nationwide fuel standards
- Promote industries that reduce pollutants
  - Set targets and goals
  - The I-710 shall become the “Green Industry Corridor”
- Develop a series of strategies that describe the type of industry that will support the corridor in the future and how much larger we want to become.
- A new industry represents an opportunity for revitalization and redevelopment of the central LA basin. Industries that offer the greatest multiplier effect and those that would improve the region’s quality of life should especially be encouraged.
- The committee needs to present the OPC a baseline number of current air quality to help set standard/target for air quality improvements.
- Place a cap on container growth, although some members expressed that such a cap would hinder economic growth and the full economic impacts should be explored before they would recommend it.

### Possible Funding Opportunities

- Use container fees to help fund opportunities identified
  - Education and training
  - Home improvements and neighborhood improvements
  - Mitigate years of environmental injustice.
- The next phase should conduct a cost/benefit analysis of the international goods movement industry. We should decide what kind of trade center we want to be.
- The Gateway Cities establish a district, such as an assessment district that could help fund education and training.

### **NOISE**

The committee began to discuss opportunities and strategies to address noise along the corridor. Their comments are summarized below.

#### **Truck Traffic Noise**

- How will 24/7 truck traffic impact communities?
  - Special truck routes are needed through several communities.
  - Truck access should be limited through neighborhoods.
- Improve technology/retrofit old, noisy trucks.
- Prevent trucks from parking on streets.
- Prevent trucks from idling in neighborhoods.
  - Provide truck parking --with “plug-in” opportunities, where possible.
- Repaving can reduce noise 15-18%.
- Retrofit school windows with double glazed windows
- Provide new air conditions and filters for schools along freeways.
- Plant trees with big leaves to help mitigate sound (and air pollution).
- A combination of noise mitigation methods is needed, including improving technology of trucks, providing sound walls and landscaping

#### **Funding**

- Some state is available for sound walls.

#### **Sound walls**

- Sound walls are needed in all communities adjacent to the I-710 corridor..
  - Sound walls should be consistent in appearance, attractive and well designed.
  - Plant ivy on the walls to discourage graffiti.
- Provide sound walls on bridges and near schools to muffle sound and improve safety.
- Ensure that sound walls/noise abatement methods go in first on projects. If left to the end, there may not be funding available.
- Double decking equals increased noise; sound walls are therefore especially important for those communities where it may occur.

#### **Trains**

- Heavy rail is particularly noisy and difficult for communities.  
(Committee members requested from the Gateway COG up-to-date information about methods to alleviate heavy rail noise.)
- The use of conveyors to transport goods would decrease noise.



## **PROCESS**

The discussion then centered on the Process for this phase of the project. Mr. Powers, of the Gateway Cities Council of Government, explained that the study was currently in the “Issue Development Phase.” The role of the Tier 2 Committee is to define the issues and recommend strategies for addressing them. The process was intended to provide a format for discussion and to memorialize issues and strategies. Their recommendations would be compiled in a Draft Final Report to go to the Oversight Policy Committee for their review, consideration, and subsequent adoption. It would also be the responsibility of the Tier 2 Committee to identify the community issues that would be addressed in a subsequent EIR/EIS for the project. The Committee was assured that they would be provided adequate time to complete their work in a thoughtful manner. Committee members also suggested that, because the group represents a broad range of interests and can work productively, the Committee should continue to work together to resolve beyond the scope of the study.

## **PUBLIC COMMENTS**

A member of the audience expressed this opinion:

- The City of Compton is not in favor of the Terminal Island extension as trucks that may be diverted to Alameda Street will negatively impact the city. He encouraged Committee members to bear this in mind. –Mayor Eric Perrodin

## **MEETING CONCLUSION**

After announcing that the next Tier 2 Meeting would be held on April 22, 2004, with the location yet to be determined, Facilitator Sam Gennawey concluded the meeting at 9:30 pm.

**I-710 MAJOR CORRIDOR STUDY**  
**TIER 2 COMMUNITY ADVISORY COMMITTEE**  
Carson Community Center

MEETING #5  
APRIL 22, 2004

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MEETING SUMMARY

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**INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION**

On Thursday, April 22, 2004, the fifth meeting of the Tier 2 Community Advisory Committee Meeting was held at the Carson Community Center in Carson. Sam Gennaway, facilitator, of Moore Iacofano Goltsman, Inc. opened the meeting at 6:30 p.m. He introduced Jim Dear, the City of Carson Mayor, who welcomed Tier 2 Committee Members. Mayor Dear briefly discussed the importance of this undertaking for both the economics of Carson and the people of the corridor. The committee members introduced themselves and the city or organization they represent.

**REVIEW AND APPROVAL OF MEETING #3 SUMMARY**

After reviewing the third meeting's summary, committee members suggested one revision: include the name of the representative from BNSF (La Donna DiCamilla) on the first paragraph of page one. The committee members approved the minutes.

**MEETING DISCUSSION**

Mr. Gennaway reviewed the agenda with the group and introduced the following members of the audience who were attending as resource persons: Jerry Wood, Gateway Cities COG Consulting Engineer. Mr. Gennaway started the facilitated discussion with the first item on the agenda Congestion and Mobility.

**CONGESTION AND MOBILITY**

During this discussion, participants offered their suggestions and recommendations for non-freeway solutions to help increase mobility and curb congestion including, synchronized signals and mass transit. There were several issue categories that committee members discussed:

**ISSUE CATEGORIES**

1. Impacts of Construction
2. Alternative Transit
3. Port Regulations (and the effects of "making the pipe bigger")
4. Health and Air Quality
5. Quality of Life and Safety
6. Freeway Repair and Maintenance
7. Alameda Corridor

8. Extended Port Hours
9. Federal/State/Local Policy Consistency
10. Strategic Plan
11. Process

### **IMPACTS OF CONSTRUCTION**

- This discussion revolved around the ramifications of concurrent construction on multiple freeways. Without an adequate plan in place, congestion could drastically increase.

### **ALTERNATIVE TRANSPORTATION**

The committee discussed the importance of encouraging alternative modes of transportation including light rail, freight rail, cycling and pedestrian travel. Several specific suggestions included:

- Build a light rail system along the I-710 corridor.
- Encourage biking and pedestrian travel by creating more bike paths and widening bridges (specifically Rio Hondo) to accommodate travel.
- The Port should extend light rail lines from Willow to the port entries to make the shipping process more efficient.
- Take trucks off the freeway by transporting more goods via rail.

### **PORT REGULATIONS & “EFFECTS OF MAKING THE PIPE BIGGER”**

The committee members voiced concerns that this plan was not treating the causes of the problem, rather providing temporary congestion relief. Comments from committee members included:

- If this plan focuses on increasing the volume of traffic traveling through the corridor, there may be temporary relief, but it’s not a permanent solution. Congestion relief strategies are very short-term solutions. If the Port’s traffic is not curbed by 2025, the congestion will be just as bad, but at the expense of the corridor communities who sacrificed for highway expansion.
- This plan is a temporary reactive fix versus the proactive solution we should be aiming for. This plan has consequences for the communities along the I-710. This plan should not enable the growth of the problem.
- This plan treats the symptoms, but the real issue is not that the freeways are too small but that the ports (Los Angeles, San Diego and Long Beach) bring through more traffic than the freeway can handle. More proactive radical thinking is necessary to improve this problem.
- The Port of Los Angeles is important, but it should not operate at the expense of those living along the I-710 corridor. One member suggested an underground tunnel pathway for trucks.
- It is important to note that the Port and truck traffic has increased partly due to the increasing population demanding more goods.
- There must be limitations placed on incoming Port traffic. We need to do something that discourages Port traffic.
- Committee member suggested that all Ports should collectively develop a plan for dispersing anticipated traffic among the Ports, “sharing the wealth” and “sharing the

burden.” A focus could be on west coast ports, but all ports (US, Canada and Mexico) should be considered.

### **HEALTH AND AIR QUALITY**

- The issue of maximum operation is a concern due to negative health impacts. Noise pollution is a real problem.
- There was a suggestion to use container fees to mitigate health impacts, and reduce traffic coming through the ports. This should be agreed upon by all the west coast ports as not to push the problem on someone else.
- There is legislation on the port, I-710 and other freeways relating to air quality.
- The pollution around rail yards is extremely bad because of the 24-7 locomotive operation. This plan should mitigate locomotive and rail yard emissions..

### **QUALITY OF LIFE AND SAFETY**

The issue of improved quality of life for residents along the corridor was a major discussion thread. Some suggestions to improve the quality of life are:

- Increase safety on the 91 freeway in Compton.
- Encourage a revitalization effort, including:
  - Increasing open space, for example converting old manufacturing plants and utility corridors,
  - Preserving wetlands,
  - Graffiti removal,
  - Redesign of chain fences,
  - Update dilapidated building/ landscaping,
  - Sound walls,
  - Growth limitation, and
  - Follow the design of the I-5 freeway in Anaheim near Disneyland.

### **FREEWAY REPAIR AND MAINTENANCE**

The committee members raised several issues regarding repairs and comments on specific freeways.

- The freeways need to be repaved.
- Repair freeway ramps.
- Repave several Boulevards, including: Atlantic, Santa Fe, Del Amo and Long Beach Boulevard.
- Close the 710 on ramp at Washington for easier access to the 5-North.
- Add on and off ramps to the 105 freeway.
- Provide an alternative to the 710 freeway.

### **ALAMEDA CORRIDOR DISCUSSION**

- Provide signage to let people know about Alameda Street as an alternate route to the I-710.
- Alternative uses of the Alameda Corridor have not fully been used.
- The Alameda corridor will reach capacity in 20-25 years.

### **EXTENDED PORT HOURS**

- Through extended hours of operation, the Port could double its traffic.
- The Port is asking taxpayers to spend billions of dollars to achieve a solution, but the Port is not willing to compromise and run night shipments.
- Though extending the hours of operation would decrease congestion, it raises quality of life issues for families because of its impact during leisure time (late afternoon, evening, weekends)

#### **FEDERAL/STATE/LOCAL POLICY CONSISTENCY – NAFTA**

- The Bush Administration allowing more open entry for Mexican trucks is in conflict with the work of the Tier 2 Committee. It is essential to make sure that federal government policies support local efforts to clean up the ports and roads.

#### **STRATEGIC PLAN**

- The cities along the corridor should band together and write a strategic plan. The ports have one and so should the communities. The Tier 2 committee should continue beyond this immediate process, develop the plan, and see it through implementation.

#### **COMMUNITY IMPACTS, ENHANCEMENTS AND QUALITY OF LIFE, INCLUDING OPEN SPACE**

Belinda Faustinos from the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy presented an outline of both funded and planned projects along the I-710 corridor which aim to increase open space, parks and recreational opportunities and improve both water and air quality. Some of these projects include, enhancing the bike path on either side of the river and establishing additional wetlands and open spaces.

#### **PROCESS**

There was an extensive discussion regarding the process, specifically how the OPC would incorporate the committees' comments. The group expressed a lack of clarity about the outcome of their energy, time and work on the Tier 2 Committee. They voiced concerns that their input might be ignored, marginalized or that the process was here solely to satisfy a public involvement requirement. Committee members expressed dedication for working on the I-710 issues that affect their communities and would like more information about how the OPC will use their comments. Some specific concerns and questions focused on how their input is formalized into the process and what are the types of results that the committee can expect to see.

Richard Powers, Executive Director of the Gateway Cities Council of Governments, explained that there were three processes, or tracks, occurring concurrently. Each track provides information that will be provided to the OPC prior to their decision making.

The OPC will receive recommendations from three distinct groups:

1. The Corridor Cities and the County – The City Council in each city and the County Board of Supervisors for the unincorporated areas will be taking a

position, based on input from their Tier 1 CAC's, (where Tier 1 CAC's exist) that is forwarded to the OPC.

2. The Technical Advisory Committee (TAC) which is comprised of public works officers from each city and the county and a number of other agencies including the AQMD and the CHP and others.
3. The Tier 2 Committee – Which represents each of the communities and a broad group of stakeholders..

Once the OPC receives the input from the three distinct groups, they have three options:

- Receive and file.
- Go forward based on the recommendations as presented.
- Modify the recommendations, seek clarification.

If the process goes forward then it enters the EIR/EIS phase, which is estimated to take approximately 2 years to complete. Speaking only from the perspective of the COG, it will be the COG staff recommendation that the local community involvement component continue and the Tier 2 in some form stay in place to provide ongoing advice and input as corridor agreements progress.

It is anticipated that each City Council and the Board of Supervisors will be taking a formal action on both the infrastructure and a series of policy issues such as air quality, safety, noise, community enhancements, etc.

It is expected that the OPC will meet two or three times, once to receive the information, another meeting or two to evaluate and deliberate prior to reaching a conclusion. The OPC can apply conditions to their actions to reflect various issues and recommendations.

Committee members suggested that the Tier 2 Committee take the following action:

- Create a short concise list of issues that are unanimously important to the committee. This will create a clear standard of bottom line issues that the group could say must be incorporated in the plan for the committee to support it.
- Articulate the process in writing in a clear way, concise way.
- Send out OPC meeting notices and agenda so committee members are aware of the meetings. It was clarified that Tier 2 members can personally attend and contribute public comments at the OPC meetings.

## **DESIGN CONCEPTS**

Jerry Wood, Gateway Cities COG Consulting Engineer, presented the design concepts and offered some program background. There have been over 100 meetings in the last 6 months. Mr. Wood stated that he started with a blank slate and went to the Tier 1 groups and cities and tried to reflect what the communities wanted. He said that he believes there

is a consensus for the I-710 designs because the community has participated in this process. The maximum design possible, with minimum right-of-way impacts, is 14 lanes with 10 general and 4 dedicated truck lanes. This was evaluated with an assumption of 60% truck traffic during the day and 40% in off hours. This could be done; whether we should do it is up to the policy makers. The committee members offered several comments:

- Brought a letter as matter of record
- Commented on the straightforwardness and transparency of the process.
- Several Tier 1 representatives commented that the designs reflected what their groups wanted or requested.
- Discussed the impact on parks and open spaces. This design creates more open space in several parks.
- Committee members stated that they did not know that 14 lanes was the starting point.
- Support AB 1397 to mitigate rail yard pollution and asked about procedures for supporting legislation in the future.

#### **MEETING CONCLUSION**

Mr. Gennawey briefly recapped the major discussion points and announced the next meeting the committee would: review I-710 Freeway Community Enhancements, discuss the process and develop strategies. After announcing that the next Tier 2 Meeting would be held on May 6<sup>th</sup> from 6:30 pm-9:00 pm at Bateman Hall in Lynnwood, Mr. Gennawey concluded the meeting at 9:10 pm.

**I-710 MAJOR CORRIDOR STUDY**  
**TIER 2 COMMUNITY ADVISORY COMMITTEE**  
Bateman Hall

MEETING #6  
MAY 6, 2004

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MEETING SUMMARY

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**INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION**

On Thursday, May 6, 2004, the sixth meeting of the Tier 2 Community Advisory Committee Meeting was held at Bateman Hall in Lynwood. Sam Gennawey, facilitator, of Moore Iacofano Goltsman, Inc. opened the meeting at 6:30 p.m. Mr. Gennawey briefly reviewed the agenda stating the focus of this meeting was to discuss the desired community enhancements from Long Beach to East Los Angeles, as articulated by the Tier 1 representatives. Mr. Gennawey asked committee members to voice conflicts or additional enhancements not mentioned. The committee members introduced themselves and the community or organization they represent.

**REVIEW AND APPROVAL OF MEETING #5 SUMMARY**

Mr. Gennawey noted that Belinda Faustinos' presentation on "Community Impacts, Enhancements and Quality of Life, Including Open Spaces" was not included in the draft summary but will be added to the final summary. After reviewing the fifth meeting's summary, committee members suggested four revisions:

- Page 3, in the Alameda Corridor section, add the word *discussion* to the heading. The committee discussed the Alameda Corridor, but this heading is misleading implying the group had reached a consensus.
- Page 3, in the Freeway Repair and Maintenance section, under the "repave several boulevards" bullet, add Long Beach Boulevard.
- Page 3, in the Freeway Repair and Maintenance section, under the "add on and off ramps" bullet, change the 91 to the 105 freeway.
- Page 3, in the Freeway Repair and Maintenance section, strike the bullet stating, "the 91 cannot solve the Port traffic problem, we should try to shift the traffic to residential streets."

After acknowledging those changes will be incorporated into the meeting summary, the committee members approved the meeting 5 summary.

**PRESENTATION OF DESIGN AND ENHACEMENT OPPORTUNITES**



Mr. Gennawey facilitated as the communities with Tier 1 committees presented their design and enhancement opportunities. Each of the I-710 corridors represented (Long Beach, Carson, Compton, Lynwood, Paramount, South Gate, Bell Gardens, Bell, Maywood, Cudahy, Downey, Vernon, Commerce and East Los Angeles) had specific opportunities/enhancements for their communities and this summary reflects highlights from each presentation. In addition to the comments summarized by community, there was committee consensus that several issues were extremely important. The largest issue for each community was improving air quality and decreasing pollution. All representatives agreed that the high levels of pollution pose a significant threat to residents' health and must be mitigated as part of this process. Other shared topics of concern included: quality of life, health, safety, mobility and noise pollution.

Tier 1 representatives presented their committee findings and had a variety of comments, both specific and general, regarding design and enhancement opportunities; the highlights of these, as well as related discussion points, are set forth below.

**LONG BEACH** (Mr. Alan Hose, Community Representative)

- Build attractive sound walls before highway construction begins.
- Complete proposed mitigations prior to beginning construction. (Produce an EIR)
- Two layer -double deck truck lanes along the river may help increase mobility.
- Rebuild 405 interstate to make the ramps smoother. This comment sparked discussion regarding the impact to neighborhoods on the east side heading towards Sutter. To minimize the impact to communities, the engineers tried to move the truck lanes closer to the Blue Line.
- Expand Chavez Park taking wetland preservation into consideration. The addition of new off ramps could negatively impact the wetlands.
- The port must reduce emissions before new construction projects begin.
- Improve vegetation and landscape

**CARSON** (Mr. Ray Park, Tier 1 Representative)

- A general stress on improving safety,
- Construct freeway improvements,
- Improving air quality by at least 20-30%. This could be accomplished by curbing Port development and reducing pollution from trucks, trains and ships.
- The community is concerned that, because Carson is surrounded by several major freeways and corridors (710 East, Alameda St. and the 110) additional mitigation measures will be required in order to mitigate health effects (air quality, noise, increase truck traffic) caused by both ports.
- Any and all mitigation measures that are listed in the Final EIR will be in-place in all cities prior to starting any new freeway construction projects. Historically, construction projects begin without the environmental impact mitigation measures in-place, which causes the communities to suffer greater harm during construction phases.
- Proposed alternate truck lanes.

**COMPTON** (Mr. Roberto Chavez, Tier 1 Representative)

- Improving the social and economic vitality of the community,

- Increase job training, employment opportunities and education programs for residents,
- Preserve and improve Compton Creek focusing on minimizing construction run-off.
- Improve the poor air quality, through supporting a “no net increase” in pollution policy
- Improve the quality of life,
- Improve safety through public information campaigns
- Improve Alameda Street and reduce truck traffic through residential areas,
- Reduce the impact for area homes,
- Evaluate the impact of adding truck lanes to the 91 freeway (ending at the 605)
- The design minimizes the right of way impacts for Compton.
- Connect the bike trails along the Compton Creek to the LA river

**LYNWOOD** (Mr. Rod White, Tier 1 Representative)

- Increase safety through public information campaigns,
- Heighten freeway barriers,
- Improve the lighting along the I-710 freeway,
- Improve air quality through reducing emissions,
- Improve on and off ramps,
- Improve quality of life through sound walls and landscaping. The loss of parks is a large negative impact for communities,
- Meter the Port truck traffic to limit truck traffic during peak hours,
- Proposed an elevated truck deck on the 710,
- Reduce congestion through: evaluating traffic flows (i.e. Rosecrans), synchronizing the 710 corridors, and building an elevated truck lane adjacent to the 710. The current plan supports this through building a dedicated truck lane, improving Rosecrans, and improving the Imperial highway interchange. Tier 1 representatives reviewed this plan.

**PARAMOUNT** (Mr. Gerald Burgess, Community Representative)

- The LA River acts as a buffer to the city. Any suggested building on the river is not favored.
- Concerns over adding on and off ramps to the 710 freeway and building a double deck lane on of 710 freeway,
- Improve access to Rosecrans and Garfield from the 105,

**SOUTH GATE** (Ms. Glenna J. Amos, Tier 1 Representative)

- A focus on improving health and safety,
- Reducing noise and dusts through constructing an attractive sound wall,
- Increasing mobility through: alternative transportation, improving bus routes, enhancing Garfield, improving the Imperial interchange, widening the Rio Hondo/ Garfield bridges, building a thorough fare through Southgate and metering trucks out of the Port.
- Study the impacts of local arterials to determine improvements to streets, interchanges, etc.
- Improve railroad bridges for access during construction,
- Provide compensation to businesses that might lose money because of construction,

- Maintain Tier 2 community committee through construction for ongoing input,
- Maximize and preserve parks and open spaces, including the Rio Hondo Restoration Park and the Del Amo-Dominguez Gap Project.
- Some important enhancements that appear on the engineers sketches are:
  - Increasing entrances to the Mobile home park,
  - Connecting Garfield through currently vacant property,
  - Add a small tunnel entrance to the mobile home park, and
  - Minimize right of way impacts to businesses.

**BELL GARDENS** (Mr. Clifford Dunbar, Tier 1 Representative)

- Echoing the concerns of other communities pertaining to health, air quality and quality of life.
- Improve signage on the freeway,
- Preserving open spaces and trees. The community did not want to give up space for highway expansion.
- Increasing mobility through removing trucks from the freeway,
- Move towers over toward the river and build a sound wall to better protect homes,
- The engineer noted that there were minor river intrusions, which the Tier 1 members reviewed and supported.
- Is there an impact to the bike trail on the wet side of the river? The overall goal is to provide a lateral bike trail on each side of the freeway.
- The community wants a plan that improves their community.

**BELL** (Julie Gonzales, Tier 1 Representative)

- Improving air quality,
- Improving quality of life,
- Compensating business owners,
- Building sound walls,
- Removing graffiti,
- Improving mobility through, improving the Slauson on ramp, opposing a Slauson off ramp, improving Florence/Firestone, mimicking the Atlantic and Bandini solution and supporting the concept of a 14-lane freeway.

**MAYWOOD**

Maywood does not have a Tier 1 Committee and Maywood's representative was not present at this meeting. Angelo Logan advised that he is aware that a majority of Maywood residents are opposed to a Slauson off-ramp

**DOWNEY** (Mr. Harold Tseklenis, Community Representative)

- Improving health, noise, congestion and safety.
- This effort aims to increase the quality of life for corridor residents, not to increase the Port's capacity. The Port's congestion should not extend to residential streets. This is a parallel effort involving road expansion and stabilizing Port growth.
- Possible expansion to eight dedicated truck lanes.

- Provide a tunnel under the freeway for additional lanes to accommodate truck traffic, if more than eight lanes are needed.
- The 710 expansion is a short-term solution, but what about 2050?

**VERNON** (Mr. Harold Arsenian, Community Representative)

- Preserve jobs.
- Negative impacts on this job hub if the railroads acquire more land.
- Increase mobility (similar to Atlantic Bandini Interchange) and improve the Carmony interchange.
- Minimize the freeway impact, if larger, it may have less community impact.
- Prepare an environmental document.
- Send a liaison from Tier 2 to the next phase. Tier 2 is expected to continue until the freeway is built when it becomes an advisory committee.
- Engineers commented that this maximum 14-lane design is projected to handle traffic through 2025 at adequate levels of service. “Adequate” or acceptable levels of service operate at 80-90% capacity. Currently the 710 is about a D-E (30 mph).

**CITY OF COMMERCE** (Mr. Bob Eula, Tier 1 Representative)

- Decrease pollution,
- Increase safety,
- Improve the terrible noise and dirt problem,
- Build new barriers and repave ramps.
- Some specific recommendations include: close the Washington on/off ramp, make Atlantic and Telegraph the on-ramp for the I-5, examine the impact of Bandini and Garfield on home loss, and oppose the Slauson on/off ramp.
- The representative commented that the new metering signal installed by Caltrans causes truck traffic to back up for miles. It is essential to receive community input.
- Increase locomotives and crews because containers are backed up on the rail lines. Aim to get trucks off the freeway and into rail yards.
- Research and use alternative fuels.
- Important to keep trucks off of the local streets.
- Build a new interchange on Bandini and Atlantic.
- Suggests moving cargo, not with trucks, but through the corridor on a conveyor belt.
- The dedicated lanes should use the best technology available, not diesel trucks.
- Bandini/Washington Boulevard should be the first priority when funds become available.

**EAST LOS ANGELES** (Mr. Gustavo Camacho, Tier 1 Representative)

- Decrease congestion on the on/off freeway to reduce pollution.
- East LA is an extremely complex area surrounded by many freeways (i.e. I-710/I-5/I-60)
- The representative noted that 70,000 cars travel along Whittier on a day-to-day basis.
- East Los Angeles is a densely populated community with little open space.
- Opposed to losing homes or businesses

- Build sound walls with trees and vines to increase eye appeal and reduce graffiti. East LA should not “look like a jail.”
- More time is necessary to examine these complex issues. Each time engineers meet with community representatives, there are more suggestions and ideas to incorporate.
- The two issues that concern East Los Angeles are its commerce and complexity.
- Reduce traffic on local streets by closing some of the off ramps.
- Desire extending the 710 or studying a tunnel to run through South Pasadena.
- Maintain space on both sides of the soundwalls.
- Increase the medians to reduce lights from on-coming traffic.
- Remove graffiti.
- Limit the Port capacity to the highway capacity, thinking about the long-term.
- Increase truck lanes.
- Increase tunnels.

This plan will ultimately be based on the consensus of the corridor communities. Mr. Gennaway discussed what it means to ultimately achieve consensus, but at this point the focus is on resolving any significant conflicts. The Tier 2 Committee members agreed that there are no major conflicts south of Washington.

### **Funding**

The project funding relating to sources, amount and timeframe was discussed. Funding for this project will most likely come in small pieces over time, and projects will need to be prioritized when funding becomes available. Transportation funding is programmed many years in advance, so construction may not be immediate. If the Highway Bill passes, funding will be available more immediately. There are other funding sources besides federal funding, for example the Firestone project was funded through an MTA call for projects.

## **REVIEW AND DISCUSS TIER 2 COMMITTEE FINDINGS AND OPPORTUNITIES REPORT DRAFT**

Pat McLaughlin, of Moore Iacofano & Goltsman, Inc. and Katherine Padilla of Katherine Padilla & Associates introduced the Findings and Opportunities Report Draft. This report summarizes the major issues and presents key findings and recommended strategies. The Organizing Principles deal with both corridor issues and those that extend beyond the corridor. There were several comments and suggestions on this draft document including:

- Increase the Port’s involvement in the air quality discussion. The Port must support a “zero tolerance” policy for pollution increase, or the Tier 2 Committee cannot support the document moving forward. Federal compliance is essential and the Committee Members want to aim for higher standards.
- Separate the strategies, policies and conditions in the report.
- Propose actual policies as part of the report.
- Public health, personal health and economic health are important concerns for committee members.

- Add specific committee member suggestions from the past six meetings for improving air quality (i.e. container fees, alternate fuel) to the air quality section, which is currently too vague. Consultants responded that this document is a general overview and are in the process of developing a much more detailed report complete with an action matrix.
- This committee should articulate conditions for approval before discussing strategies.
- The report should include facts illustrating the degree of pollution in the corridor communities.
- Examine whether the suggestions the Tier 2 is making are plausible and executable.
- Are these really “organizing principles” or just a cluster of subject areas? To have organizing principles don’t we need a baseline to go back and test against?
- Needs filters criteria to evaluate.
- Need to quantify the air quality discussions.
- This problem is a direct derivative of Port growth.
- The report should have more specificity included. The committee members desire a bold, accurate and specific portrayal of their comments. One committee member suggested breaking into subcommittees to discuss the issues in more detail.
- The report should reflect the issues the Committee has formed consensus over.
- Process and Product (reflects what comes out of the group).

## **PUBLIC COMMENT**

Paulette Bradley, a Lynwood Personnel Commissioner, appreciates this effort and Lynwood’s involvement in this process.

## **ASSEMBLYMAN LOWENTHAL BILLS**

Luiz Marquez, represented Assemblyman Lowenthal, making a brief presentation and answering questions. Assemblyman Lowenthal has been working on three bills to improve air quality, which are:

**AB 2041:** This bill aims to stabilize impacts of pollution. (Appropriations)

**AB 2042:** This bill provides incentives to support off peak hours operation. (Assembly floor)

**AB 2043:** This bill creates a statewide ports committee to deal with a long-term strategy to tackle port related issues. (Appropriations)

One of the Tier 2 representatives asked whether Assemblyman Lowenthal supported 1397, the train idling bill. Mr. Marquez replied that the Assemblyman Lowenthal has been focused on the bills mentioned above, but is currently researching this bill.

## **BNSF**

LaDonna DiCamillo and John Chavez from the BNSF made a presentation detailing steps the railroads have and are taking to improve air quality. Some highlights from the presentation are:

- Rail is more efficient and three times cleaner than trucks.
- The railroads have reduced emissions before required by enforcing the Clean Air Act five years in advance of forced federal compliance.
- The railroads plan to have retrofitted their fleets and rebuilt their locomotives with new cleaner burning technology in five years. These updates, occurring before normal wear

and tear requires vehicle replacing, will reduce the nitrogen oxides and other harmful particulates by 50%.

- The BNSF urges voters not to support AB 1397 because of its vague language on the railroads “fair share” of emissions reduction. The railroad’s fear the “fair share” may be excessive and inadvertently increase pollution by putting more trucks on the road.

#### **MEETING RECAP AND NEXT STEPS**

Mr. Gennawey Briefly recapped the major discussion points and announced the next committee meeting tentatively set for May 20<sup>th</sup> from 6:30 to 9:00 at Bateman Hall in Lynwood. Mr. Gennawey concluded the meeting at 9:05 pm.

**I-710 MAJOR CORRIDOR STUDY**  
**TIER 2 COMMUNITY ADVISORY COMMITTEE**  
Carson Community Center

MEETING #7  
JUNE 10, 2004

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MEETING SUMMARY

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**INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION**

On Thursday, June 10, 2004, the seventh meeting of the Tier 2 Community Advisory Committee Meeting was held at Carson Community Center. Sam Gennawey, facilitator, of Moore Iacofano Goltsman, Inc. welcomed the committee at 6:30 p.m. and announced to the committee that they did not have a quorum. He explained that the committee could review information but could not take any action. There were two presentations prior to a quorum. Mr. Gennawey then briefly reviewed the agenda stating the focus of this meeting was to discuss the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations.

Committee members in attendance included: Ed Avol, Hamid Bahadori, Gustavo Camacho, Malcolm Carson, Louis Diaz, Clifford Dunbar, Bob Eula, Belinda Faustinos, Allen Hose, Angleo Logan, Domenick Miretti, Elisa Nicholas, William Pagett, Noel Park, Ray Park, Harold Tseklenis, Rod White.

**PROCESS REVIEW, UPDATE AND NEXT STEPS**

Mr. Gennawey explained to the group that their report is one of the last steps in this phase of the process. He introduced Ron Kosinski, Deputy Director District 7, Caltrans to explain the EIR/EIS process.

**EIR/EIR PHASE PRESENTATION**

Mr. Kosinski provided an overview of the process. He stressed that public agencies, such as Caltrans and FHWA, involved in overseeing any EIR/EIS process must always maintain a neutral position about the contents of the document until decision-makers approve the final document. He explained that the EIR/EIS process is guided by CEQA/NEPA guidelines, Environmental Justice laws and the National Historic Preservation Act. Mr. Kosinski described the steps associated with environmental analysis.

Mr. Kosinski described the EIR/EIS process as a tool that begins early in the process to insure that community impacts are considered. Scoping is the first phase in the process and includes talking to the local residents early in the process to identify significant community issues. During the scoping phase, the agencies also work with experts, such as biologists, who conduct research within the potential project area. There is ongoing dialogue with the community and input is provided on alternatives to assist planners and engineers in their work. After analyzing the input gathered during the scoping, mitigation measures to



minimize potential environmental impacts are identified. This process can take between two to three years.

Mr. Kosinski stated that the work of the Tier 2 Community Advisory Committee can be incorporated into the input for scoping for any future projects along the I-710 corridor.

### **COMMITTEE COMMENTS**

- It is important that the Tier 1 representatives present the Tier 2 Draft Report on Major Opportunity/Strategy Recommendations to their constituents as soon as possible, as it will form the foundation for identification of I-710 issues/concerns for future scoping.
- The EIR will not solve all of the communities' issues and therefore the Tier 2 needs to state a strong position to the OPC so that Tier 2 and the communities can have a leadership role and set the tone for the overall CEQA process, rather than be in a reactive mode
- Project implementation should be conditioned on meeting environmental objectives.

### **ORANGE LINE MAGLEV PRESENTATION**

Al Perdon, Executive Director of the OrangeLine Development Authority, conducted a presentation of the OrangeLine MagLev system. Studies of the proposed system are currently underway. The OrangeLine is a high-speed magnetic levitation (or Maglev) system that is intended to connect Orange and Los Angeles counties in an aerial "monorail" alignment using existing freeway corridors. The presentation also described the environmental advantages that the system would have over alternative rail or trucking systems. These included: lower noise, air pollution and energy consumption, and less community disruption through right-of-way acquisition and visual intrusion. Several committee members asked whether the OrangeLine could be used to move freight containers. Mr. Perdon responded that it would be possible to retrofit the passenger cars to accommodate cargo pallets. The notion that Maglev could possibly be used to move freight from the ports to inland locations was mentioned

### **REVIEW AND APPROVAL OF MEETING #6 SUMMARY**

At 7:45 P.M. it was announced that Mr. Gerald Burgess had arrived and that there was now a quorum. The committee reviewed the May 6, 2004 Meeting #6 summary and made the following revisions:

- On Page 2, in the City of Long Beach section, in the fourth bullet, change the referenced rail line from Green Line to Blue Line.
- Page 2, under the City of Carson section, beneath the fourth bullet, add the words at the end of the sentence, "will require additional mitigation measures in order to mitigate the health effects (air quality, noise, increase truck traffic) caused by both ports."
- Also, in the Carson section, under the fifth bullet, omit the complete sentence and add the following sentences instead, "Any and all mitigation measures that are listed in the

Final EIR will be in-place in all cities prior to the start of any freeway new construction projects. Historically, construction projects begin without the environmental impact mitigation measures in-place, which causes the communities to suffer greater harm during construction phases.”

- Page 3, in the City of Paramount section, omit the last bullet: “Need additional light rail.”
- Page 4, in the City of Downey section, beneath the third bullet, create a new bullet that states: “Provide a tunnel under the freeway for additional lanes to accommodate truck traffic, if an excess of eight lanes is needed.”
- On page 5, in the paragraph beginning with the sentence-- “This plan will ultimately be based on the consensus . . . -- revise/shorten the last sentence of the paragraph to state, “ The Tier 2 Committee members agreed that there are no major conflicts south of Washington.”

## **REVIEW AND DISCUSSION OF TIER 2 COMMITTEE DRAFT REPORT ON MAJOR OPPORTUNITY/STRATEGY RECOMMENDATIONS**

The Committee reviewed the first section, Public Health, and suggested revisions in language and formatting. They also re-emphasized the importance of allowing sufficient time for thoughtful review and discussion. The consultant team informed the committee that facilitation staff is available to conduct a next meeting to review the rest of the document. The consultant team proposed that the committee forward any further revisions or comments via e-mail or fax before June 16. The consultant team will incorporate these edits before the next meeting.

### **PUBLIC COMMENT**

There was no public comment.

### **MEETING RECAP AND NEXT STEPS**

Mr. Gennaway briefly recapped the discussion and reviewed the recommended revisions, including reformatting, of the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations. He announced that the next Tier 2 Meeting was set for Tuesday, June 29, 2004 from 6:30 to 9:00 pm. at Progress Park in Paramount. Mr. Gennaway concluded the meeting at 9:15 pm.

**I-710 MAJOR CORRIDOR STUDY**  
**TIER 2 COMMUNITY ADVISORY COMMITTEE**  
Progress Park

MEETING #8  
JUNE 29, 2004

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**MEETING SUMMARY**

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**INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION**

On Thursday, June 29, 2004, the eighth meeting of the Tier 2 Community Advisory Committee Meeting was held at Progress Park Community Center. Sam Gennaway, facilitator, of Moore Iacofano Goltsman, Inc. opened the meeting at 6:30 p.m. and reviewed the agenda. The primary purpose of this meeting was to continue to discuss the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations.

The following are Committee members who were present. Glenna Amos, Harold Arsenian, Ed Avol, Hamid Bahadori, Gerald Burgess, Gustavo Camacho, Malcolm Carson, Clifford Dunbar, Bob Eula, Belinda Faustinos, Julie Gonzalez, Patricia Herrera, Allen Hose, Bobbi Kimble, Joseph Magaddino, Elisa Nicholas, Bill Pagett, Noel Park, Ray Park, Patty Senecal, Harold Tseklenis and Rod White.

**REVIEW AND APPROVAL OF MEETING #6 SUMMARY**

After reviewing the June 10, 2004 Meeting #7 summary, committee members asked that the meeting summary reflect the lack of a quorum at the beginning of meeting #7.

**REVIEW AND DISCUSSION OF TIER 2 COMMITTEE DRAFT REPORT ON MAJOR OPPORTUNITY/STRATEGY RECOMMENDATIONS**

The Committee reviewed and discussed the chapters on Economic Development and Safety. The committee's comments are reflected on the Draft #4.

**PUBLIC COMMENT**

There was no public comment.

**MEETING RECAP AND NEXT STEPS**

Mr. Gennaway briefly recapped the discussion and reviewed the recommended revisions to the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations. He announced that the consultants would be available on Tuesday, July 13 and 27 to facilitate additional meetings in an effort to complete revisions to the report. Gennaway concluded the meeting at 9:15 pm.

**I-710 MAJOR CORRIDOR STUDY  
TIER 2 COMMUNITY ADVISORY COMMITTEE  
PROGRESS PARK**

**MEETING # 9**

July 13, 2004

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MEETING SUMMARY

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**INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION**

The ninth meeting of the Tier 2 Community Advisory Committee Meeting was held at Progress Park in Paramount, CA., on Tuesday, July 13, 2004. Patricia McLaughlin, Principal of Moore Iacofano Goltsman, Inc. served as facilitator. She opened the meeting at 6:30 p.m. beginning with self-introductions. She briefly reviewed the agenda stating that the focus of this meeting was to continue the discussion of the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations. Prior to the Discussion Lynda Bybee, Deputy Executive Officer, Metro Community Relations provided an update on the Major Corridor Study and thanked the committee members for their efforts.

**REVIEW AND APPROVAL OF MEETING #8 SUMMARY**

Committee members confirmed that they had reviewed the summary. The summary was approved as written.

**REVIEW AND DISCUSSION OF TIER 2 COMMITTEE DRAFT REPORT ON MAJOR OPPORTUNITY/STRATEGY RECOMMENDATIONS**

The Committee reviewed and discussed two chapters of the Report: 1) Noise, and 2) Congestion and Mobility. The Committee's comments and suggested revisions are reflected in Draft #5. During the discussion a committee member suggested that it would be helpful to review the Strategies prior to the Synopsis of Findings in each chapter of the report. The committee agreed to follow this process for the remaining the chapters. It was also requested that Strategy #6 "*Support Capacity Enhancement Improvements for the I-710 Freeway upon meeting the conditions recommended in this report*" be moved from the Mobility and Congestion chapter to the Design Concepts chapter. Discussion of this chapter will occur when the committee reviews the Design Concepts chapter.

**PUBLIC COMMENT**

Mr. Gilbert Roque, who stated that he was speaking on behalf of the City of Commerce and East Los Angeles, thanked members for their commitment and participation on the Committee.

**MEETING RECAP AND NEXT STEPS**

Ms. McLaughlin briefly recapped the discussion and reviewed the recommended revisions of the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations.

She announced that the next Tier 2 Meeting would be held on Tuesday, July 27 from 6:30 to 9:00 pm. at Progress Park. Ms. McLaughlin stated that the Committee's review of the Draft Report would continue at the July 27 Meeting. She encouraged members to provide written comments/suggested revisions before the meeting, so that the new Draft would reflect all suggested revisions for Committee review. Ms. McLaughlin concluded the meeting at 9:15 pm.

**I-710 MAJOR CORRIDOR STUDY**  
**TIER 2 COMMUNITY ADVISORY COMMITTEE**  
**PROGRESS PARK**

**MEETING # 10**  
July 27, 2004

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MEETING SUMMARY

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**INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION**

On Tuesday, July 27, 2004, the tenth meeting of the Tier 2 Community Advisory Committee Meeting was held at Progress Park in Paramount. Patricia McLaughlin, Principal of Moore Iacofano Goltsman Inc., opened the meeting at 6:30 p.m. with committee self-introductions. Ms. McLaughlin introduced members of the project team: Susan Gilmore, of the MTA, and Esmeralda Garcia, of MIG, Inc., and briefly reviewed the agenda. She stated that the purpose of the meeting was to continue the discussion of the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations.

Committee members in attendance were: Glenna J. Amos, Harold Arsenian, Ed Avol, Hamid Bahadori, Gustavo Camacho, D. Malcolm Carson, Louie Diaz, Bob Eula, Belinda Faustinos, Julie C. Gonzales, Allen Hose, Roger Holman, Bobbi Kimble, Angelo Logan, Joe Magaddino, Mandy McLaughlin, Bill Pagett, Noel Park, Ray Park, Patty Senecal, Rod White, Larry Galvan.

**REVIEW AND APPROVAL OF MEETING #9 SUMMARY**

Committee members reported that they had reviewed the Meeting #9 Summary. It was requested that the Summary be revised to reflect the committee's discussion and decision that *Strategy #6: "Support Capacity Enhancement Improvements for the I-710 Freeway upon meeting the conditions recommended in this report"* be moved from the Mobility and Congestion chapter to the Design Concepts chapter instead. Therefore, Committee review and discussion of this strategy would occur at a subsequent meeting with the Design Concepts chapter.

**REVIEW AND DISCUSSION OF TIER 2 COMMITTEE DRAFT REPORT ON MAJOR OPPORTUNITY/STRATEGY RECOMMENDATIONS**

**Congestion and Mobility Discussion**

The Committee reviewed and discussed the Congestion and Mobility chapter of the Draft Report. Revisions to the Report were recommended after suggestions were made and the implications explored through open dialogue. The revisions will be incorporated in Draft #6, which will be distributed to all committee members for review at the new Tier 2 Meeting.

**Design Concepts Discussion**

The committee began to discuss the potential for a "project" after one of the committee members pointed out that the work they have accomplished cannot lead to studies without a project. One committee member asked that they take an informal poll to gauge the

Committee's support for a project. A dialogue continued and it was concluded that a project is not out of the question; however, the Tier 2 committee needs to focus on the conditions to any improvements.

Ms. McLaughlin introduced Jerry Wood, Engineering Consultant, of Gateway Cities Council of Government. Mr. Wood stated that he had worked closely with several Tier 1 Committees to develop a locally preferred strategy (design concept) to alleviate safety and congestion issues of the I-710, and that the strategy had been approved by Tier 1 Committees. Ms. Garcia, of MIG, who facilitated the Tier 1 Committees, further clarified the engagement process through which communities had taken an active role in, first, defining their issues and concerns and, then, developing their list of Community Ideas to address those concerns. She explained that Mr. Wood had then worked with communities to develop the locally preferred strategy to also help address their concerns.

Several committee members expressed a wide range of opinions and concerns, including the following:

- The Tier 2 Committee had not yet agreed to support a design concept, or improvements that increased capacity
- The status quo is intolerable—and steps leading to a preferred design concept must be taken to improve the I-710
- It is necessary to approve a “project” (“to serve as a vehicle”) in order to proceed towards implementation of other recommended strategies.
- The EIR process of the locally preferred design concept would provide an opportunity for additional community review of issues and mitigation measures.

After discussion, several members emphasized that it is important for the Committee to first reach agreement on the conditions that must be met in order to improve the quality of life in the I-710 Corridor. It was suggested that, based on that shared understanding and agreement on conditions, consensus on a design concept of a locally preferred strategy may develop. One member expressed gratitude for the opportunity to serve on the Tier 2 Committee in which community issues and concerns—as well as a diverse range of views--could be discussed in an open manner. The committee concluded that it is important for Tier 2 to support the recommendations made by the Tier 1 CAC's by focusing the Tier 2 committee's work on conditions.

## **PUBLIC COMMENT**

No audience members asked to speak before the group.

## **MEETING RECAP AND NEXT STEPS**

Ms. McLaughlin briefly recapped the discussion. She announced that the next Tier 2 Meeting would be held on Thursday, August 12 from 6:30 to 9:00 pm. at Progress Park. She encouraged members to provide written comments/suggested revisions before the meeting, so that the Draft #6 would reflect all suggested revisions for Committee review. Ms. McLaughlin concluded the meeting at 9:15 pm.



**I-710 MAJOR CORRIDOR STUDY**  
**TIER 2 COMMUNITY ADVISORY COMMITTEE**  
**PROGRESS PARK**

**MEETING # 11**  
August 12, 2004

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MEETING SUMMARY

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**INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION**

On Thursday, August 12, 2004, the eleventh meeting of the Tier 2 Community Advisory Committee Meeting was held at Progress Park in Paramount. Patricia McLaughlin, Principal of Moore Iacofano Goltsman Inc., opened the meeting at 6:00 p.m. with committee self-introductions. Ms. McLaughlin introduced members of the project team: Susan Gilmore, of the MTA, and Esmeralda Garcia, of MIG, Inc., and briefly reviewed the agenda. She stated that the purpose of the meeting was to continue the discussion of the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations, specifically the chapters on Community Enhancements, Design Concepts, Environmental Justice and Process.

Committee members in attendance were: Glenna J. Amos, Hamid Bahadori, Malcolm Carson, Louie Diaz, Bob Eula, Allen Hose, Angelo Logan, Joe Magaddino, Mandy McLaughlin, Noel Park, Ray Park, Patty Senecal, Rod White, Larry Galvan, Elsa Nicholas, and Harold Tseklenis.

**REVIEW AND APPROVAL OF MEETING #9 SUMMARY**

Committee members reported that they had reviewed the Meeting #10 Summary. Mr. Galvan stated that he was present at the last meeting and that the meeting summary should reflect this. The meeting summary was approved with this change.

**REVIEW AND DISCUSSION OF TIER 2 COMMITTEE DRAFT REPORT ON MAJOR OPPORTUNITY/STRATEGY RECOMMENDATIONS**

The Committee completed review of the Community Enhancements chapter and the edits are reflected in the report draft #8. After some discussion during the review of Design Concept chapter, the committee unanimously agreed that this chapter should reflect support for the ideas generated by the Tier 1 CAC even if conflict exists between the different communities. The committee felt it is important that the Tier 1 CAC recommendations be reflected in the Tier 2 report. The Community Ideas Matrices will be incorporated into the report appendix. Edits to the chapter have been incorporated. The Committee continued to review the chapters on Environmental Justice and Organization & Process. Draft #8 reflects these edits.

**PUBLIC COMMENT**

No audience members asked to speak before the group.

**MEETING RECAP AND NEXT STEPS**

Ms. McLaughlin briefly recapped the discussion. Ms. Gilmore stated that the facility would be available on August 19 or 26 for the committee to review the chapter on Health. The Committee agreed to meet on Thursday, August 26 from 6:30 to 9:00 pm. at Progress Park. She encouraged members to provide written comments/suggested revisions before the meeting, so that the Draft #8 would reflect all suggested revisions for Committee review. Ms. McLaughlin concluded the meeting at 9:00 pm.

**I-710 MAJOR CORRIDOR STUDY**  
**TIER 2 COMMUNITY ADVISORY COMMITTEE**  
**PROGRESS PARK**

**MEETING # 12**  
August 26, 2004

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MEETING SUMMARY

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**INTRODUCTIONS AND ROLL CALL BY SELF-INTRODUCTION**

On Thursday, August 26, 2004, the twelfth meeting of the Tier 2 Community Advisory Committee Meeting was held at Progress Park in Paramount. Patricia McLaughlin, Principal of Moore Iacofano Goltsman Inc., opened the meeting at 6:00 p.m. with committee self-introductions. Ms. McLaughlin introduced members of the project team: Susan Gilmore, of the MTA, and Esmeralda Garcia, of MIG, Inc., and briefly reviewed the agenda. She stated that the purpose of the meeting was to continue the discussion of the Tier 2 Committee Draft Report on Major Opportunity/Strategy Recommendations, specifically the chapter on Health and Air Quality.

Committee members in attendance were: Glenna J. Amos, Harold Arsenian, Hamid Bahadori, Gerald Burgess, Gustavo Camacho, Malcolm Carson, Clifford Dunbar, Bob Eula, Belinda Faustinos, Julie Gonzalez, Patricia Herrera, Roger Holman, Alan Hose, Bobbi Kimble, Angelo Logan, Mandy McLaughlin, Domenick Miretti, Bill Pagett, Noel Park, Ray Park, Patty Senecal, Harold Tseklenis, Rod White.

**REVIEW AND APPROVAL OF MEETING #11 SUMMARY**

Committee members reported that they had reviewed the Meeting #11 Summary. The meeting summary was approved as written.

**REVIEW AND DISCUSSION OF TIER 2 COMMITTEE DRAFT REPORT ON MAJOR OPPORTUNITY/STRATEGY RECOMMENDATIONS**

The Committee reviewed of the Health and Air Quality chapter. The Committee had minor edits to this chapter that will be incorporated. The committee also reviewed the Executive Summary of the report. After the discussion, the committee members in attendance unanimously approved the Tier 2 Report on Major Opportunity/Strategy Recommendations on a roll call vote.

**PUBLIC COMMENT**

No audience members asked to speak before the group.

**MEETING RECAP AND NEXT STEPS**

Ms. Gilmore stated that the Oversight Policy Committee is scheduled to meet on September 30 to receive and file the Tier 2 Report. The Committee decided to create a subcommittee to prepare the presentation to the OPC. The members of the subcommittee are: Malcolm Carson, Bob Eula, Belinda Faustinos, Alan Hose, Bobbi Kimble, Angelo Logan, Joseph

Magadino, Harold Tseklenis, Rod White, Dr. Avol. The Gateway COG will coordinate logistics with the subcommittee and provide support as needed.

The meeting was adjourned at 9:00 PM.

**Long Beach City Council I-710  
Oversight Policy Committee, Summary  
of Outreach, City of Long Beach, September  
2004**

## **Long Beach City Council I-710 Oversight Committee Summary of Outreach**

Tonia Reyes Uranga, Chair  
Councilmember  
7<sup>th</sup> District

Bonnie Lowenthal  
Councilmember  
1<sup>st</sup> District

Val Lerch  
Councilmember  
9<sup>th</sup> District

The Long Beach City Council I-710 Oversight Committee was appointed on June 17, 2003, charged with the responsibility of addressing the significant policy issues that the City faces regarding the improvements to the I-710 Freeway. This Committee began working with residents and businesses along the I-710 Corridor to develop a solution for improving the I-710 Freeway that serves both the traveling public and the residents and businesses that are most impacted by the I-710 Freeway.

Long Beach residents first voiced their concerns during the I-710 Major Corridor Study, a multi-agency regional study charged with developing an overall strategy to improve the I-710 Freeway from the Port to the I-60 Freeway. That study, which had identified hundreds of homes in Long Beach to be taken, has been set aside and a new process is underway to allow greater input from all of the communities along this 18-mile corridor.

The I-710 Oversight Committee has hosted 20 community meetings and workshops since August 2003, which have been attended by hundreds of Long Beach residents. The meetings were designed to gain input and to share information regarding the concerns of those most impacted by the operation of the I-710 Freeway.

At its initial meeting, the Committee and the City Council approved a number of actions, including the following Guiding Principles to provide a framework for the development of a locally preferred strategy for the improvement of the I-710 Freeway:

### GUIDING PRINCIPLES FOR THE IMPROVEMENT OF I-710 FREEWAY

1. Improve public participation in the development and consideration of alternatives to provide technical assistance to facilitate effective public participation.
2. Identify and minimize the cumulative exposure to toxic pollutants *and noise* for neighborhoods in the affected areas. Minimize right-of-way acquisitions to preserve existing housing, businesses and open space. Reduce air pollution through aggressive diesel emissions reduction programs and the use of alternative fuels. Improve safety by reducing truck/automobile conflicts through improved roadway design.

6. Relieve congestion by employing a comprehensive, regional systems approach that includes freeway, roadway, rail and transit systems.

After hosting several community meetings, it became clear that the design of freeway improvements was just a part of the concerns of the residents along the corridor. On October 23, 2003, the I-710 Oversight Committee adopted the recommendation to acknowledge and address the four key issues that the community is most concerned about through a series of Community Roundtable Workshops. Those issues were:

#### KEY COMMUNITY ISSUES AND CONCERNS

*Approved by the City Council on 11/04/03*

1. Loss of Property and Neighborhood Impacts
2. Health, Environment and Noise
3. Truck Congestion, Safety and Impacts
4. Port Issues

Based on these concerns, the Long Beach I-710 City Council Oversight Committee held four community roundtable workshops:

January 22, 2004	Health & Environmental Concerns
January 29, 2004	Preserving Neighborhoods
February 5, 2004	Port Operations and the I-710 Freeway
February 12, 2004	Truck Congestion and Safety

Almost 350 people attended the four roundtable workshops where residents were able to interact with experts and get answers to their questions about the issues they care most about in regards to the I-710 Freeway. All four workshops were moderated by a local resident, with participation from community leaders and experts from various agencies, including the California Air Resources Board, the South Coast Air Quality Management District, Caltrans, Gateway Cities Council of Governments, the Army Corp of Engineers, and the Alameda Corridor Transportation Authority.

Each workshop generated a list of recommendations for the Long Beach I-710 Oversight Committee to consider as part of the planning process. The recommendations were considered by all of the community in attendance, and only those issues that received a consensus vote were included on the list to be brought forward to this committee. The consensus community recommendations were presented by representatives of the community that participated in formulating these recommendations, and were received and filed by the Committee at their meeting on February 25, 2004, and forwarded to the City Council and the regional I-710 committees that are continuing to meet on this issue.

On a parallel track, the Committee also continued to find common ground regarding the development of design concepts to provide guidance to the engineering consultant hired by the City, Meyer Mohaddes Associates (MMA), in the development of a Long Beach strategy to improve the I-710 Freeway. Design concepts were approved by the Committee on October 23<sup>rd</sup> and 28<sup>th</sup>, 2003:



## DESIGN CONCEPTS TO IMPROVE THE I-710 FREEWAY

*Approved by the City Council on 11/04*

1. Eliminate unnecessary truck ramps at the 91 Freeway interchange to minimize right-of-way impacts.
2. Utilize the space between the existing freeway and the Los Angeles River to add capacity and minimize right-of-way impacts.
3. Separate cars from trucks at-grade for increased safety wherever possible, and construct elevated structures only when necessary to minimize right-of-way impacts.
4. Modify existing freeway on- and off-ramps to use "diamond" designs where possible to minimize right-of-way impacts and expand opportunities for green space.
5. Eliminate the Terminal Island Freeway extension to the I-710 Freeway.
6. Redesign the Shoemaker Bridge and realign the ramps into downtown Long Beach to expand Cesar Chavez Park.

As community meetings continued, MMA began the process of developing a design concept for the eight mile of freeway in Long Beach, with the understanding that the City was looking for a systems approach that addressed the issues and concerns of the residents as a condition of any physical improvements to the I-710 Freeway.

On March 18, 2004, after ten community meetings spanning seven months, a draft locally preferred strategy of the mainline improvements was presented to the I-710 Committee, which was released for comment. The draft strategy was presented at seven community meetings hosted by interested neighborhood associations:

- |                  |                                     |
|------------------|-------------------------------------|
| ▪ March 25, 2004 | West Long Beach Association         |
| ▪ April 5, 2004  | Wrigley Association                 |
| ▪ April 7, 2004  | ProWest Neighbors United            |
| ▪ April 8, 2004  | West End Community Association      |
| ▪ April 21, 2004 | Coolidge Triangle Homeowners Assoc. |
| ▪ May 10, 2004   | Sutter Academy                      |
| ▪ May 12, 2004   | Los Cerritos Elementary School      |

The Committee also held two additional meetings to consider the comments and revisions to the draft plan that resulted from this series of meetings:

- |                |                                      |
|----------------|--------------------------------------|
| April 26, 2004 | Update on comments to Draft strategy |
| May 19, 2004   | I-710 Citywide Town Hall Meeting     |

Numerous comments were received regarding the physical improvements proposed in the draft plan, which has subsequently been revised, as well as

continuing concerns expressed regarding air quality, the impacts from Port operations and safety.

The policy of this Committee has continued to be that any physical improvements to the I-710 Freeway must also address the key issues and concerns that have been raised by the Long Beach community, and should also incorporate a systems approach that includes:

- Port diesel emission improvements
- Truck diesel emission improvements
- Enhanced Alameda Corridor
- On-dock rail
- Local street improvements
- Traffic signal enhancements
- Improved transit
- Fees to offset local impacts

Toward that end, this systems approach, along with the recommendations that have been collected regarding the community's concerns, have been and will continue to be a part of the City's I-710 Locally Preferred Strategy. An illustrated map has been developed that summarizes the more detailed design developed by MMA for the Long Beach I-710 Locally Preferred Strategy. This strategy, which includes more detailed maps of proposed improvements was approved by the I-710 Oversight Committee on June 16, 2004 and by the City Council on June 22, 2004. It has been forwarded to the regional I-710 Oversight Policy Committee and its subcommittees for incorporation into the locally preferred strategy for the full 18-mile I-710 Freeway Corridor.

The attached map drawing illustrates the locally preferred strategy that was approved by the Long Beach I-710 Oversight Committee.

## Strategy Includes

- Port Diesel Emissions Improvements
- Truck Diesel Emissions Improvements
- Enhanced Alameda Corridor
- "On-Dock" Rail
- Local Street Improvements
- Traffic Signal Enhancements
- Improved Transit
- Fees to Offset Local Impacts



# ***APPENDIX F***

***Issues Analysis Report,*** Consensus  
Planning Group, August 2001



# **I-710 Major Corridor Study**

## **Informal Value Analysis Issues Analysis**

Prepared for:

**LOS ANGELES COUNTY  
METROPOLITAN TRANSPORTATION AUTHORITY**

In cooperation with:

**Gateway Cities Council of Governments  
Caltrans, District 7  
Southern California Association of Governments**

Prepared by:

**PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.**

**Kaku Associates, Inc.  
Cambridge Systematics, Inc.  
Greenwood and Associates  
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## **1.0 INTRODUCTION**

Since the inception of the I-710 Major Corridor Study, the community outreach team has worked closely with the technical team in designing an appropriate outreach program for this Corridor. The first component of this program involved introducing this Study to the stakeholders within the Corridor area and soliciting input regarding issues and problems associated with the I-710 Corridor. The goal of this stage of outreach was to determine Study Purpose and Need. Information gathered will also be used to integrate public input in identifying and determining possible solutions and alternatives for improvement. The public involvement program for this study also involves users of the I-710 who may not reside in the Study area but travel this Corridor on a frequent basis. The following document details meetings and discussions held from late February 2001 to late June 2001 and summarizes public comment on problems and issues in the I-710 study area. This is the first of several documents, which will present and analyze public comments regarding the I-710 Long Beach Freeway at different phases of the Study.

## **2.0 PUBLIC INVOLVEMENT PROCESS**

For the purpose of the I-710 Major Corridor Study, stakeholders are being defined as, “a public or private party affected by or otherwise interested in the I-710 Major Corridor Study and its consequences.” To formally initiate the public involvement process, the outreach team met with the Oversight Policy Committee (OPC) to identify stakeholders from each city. Once this was accomplished, the outreach team conducted the following meetings and activities to introduce this project and gather input for the determination of the purpose and need for transportation improvements in the Corridor. The stakeholders involved in these activities included elected officials and city staff, interest groups and organizations, frequent users of the I-710 and residents along the Corridor. The following details the process of public involvement for this phase of the study. The information disseminated at each of the meetings was uniform in content. The purpose of having the different types of meetings was to ensure that the different perspectives were recognized and addressed. Summaries of all comments received during the public involvement process are provided in the Summary of Public Comments section of this document.

### **2.1 Stakeholder Interviews**

The outreach team arranged and documented meetings with the thirteen cities along the Corridor, transportation agencies and the Ports of Long Beach and Los Angeles. Representatives from the cities included elected officials, public works directors, city engineers and other city staff members. A set of questions was developed through coordination of the outreach and study teams to ensure that relevant input and information were being gathered. [see Appendix A for questions]. Members of both the technical and outreach teams were present at these meetings. [See Appendix B for list of stakeholder contacts]

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## 2.2 Community Roundtables

In addition to gathering information regarding issues and problems in the I-710 Corridor, the stakeholder meetings with city representatives provided the outreach team with information on how best to outreach to their particular communities. This was also an exercise in identifying major organizations, employers and other community groups in each city. On May 15 and 16, 2001, roundtable sessions were conducted to outreach to particular members of the communities. The roundtable format allows similar groups to gather and receive information and have the opportunity to express concerns and opinions about the Study. The roundtables consisted of the following groups and attendees:

- **Elected Officials** (Cities of Bell, Huntington Park, Lynwood, Maywood, Paramount, South Gate; staff from Cities of Bell Gardens, Commerce, Cudahy, Maywood, Paramount, South Gate)
- **Agencies** (Auto Club)
- **Major Employers and Destination Points** (Blue Diamond Materials)
- **Business Organizations** (Lynwood Chamber of Commerce, Tweedy Mile Association)
- **Trucking and Transportation Businesses** (DSL, HON, J.B. Hunt, Schultz Steel)
- **Community and Neighborhood Groups** (Representatives from Commerce, Huntington Park, Long Beach)

Notices were sent to representatives for each group [see Appendix C for notice]. 314 notices were mailed out, with 22 individuals attending the roundtable sessions. Staff representing the consultant team and the MTA were present to engage in discussions regarding the I-710.

## 2.3 Questionnaires

A bilingual questionnaire developed by the study team was used to capture the opinions of those that frequently travel the I-710 Corridor but may not reside nearby. Distribution of questionnaires was through coordination among the outreach team, individual cities, major employers and assistance from attendees of the roundtable sessions. Questionnaires were also available for on-line submittal through the I-710 Major Corridor Study project web site. Over 2,000 questionnaires were distributed throughout the Corridor and 263 have been received to date. A majority of the respondents reside outside of the Corridor and use the I-710 to reach their place of employment. Questionnaires were also received via on-line submittal. [See Appendix D for a copy of the questionnaire]

## 2.4 Public Open Houses

The study team conducted three public Open Houses to outreach to the general public and/or Corridor residents. Open Houses were held in Commerce, Lynwood and Long Beach on June 25, 26 and 28, 2001, respectively. Staff members representing the Los Angeles County MTA, Caltrans and the consultant team were available to answer questions from the 56 community members in attendance. Four elected officials or representatives from their offices attended as well. The Open Houses allowed attendees to peruse the concepts, interact with the study team by marking "problem areas" on display boards, identify issues and make suggestions for



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improvements. Comment sheets were also available to submit thoughts regarding specific topics. [See Appendix E]

Noticing for the Open Houses took the form of invitations being sent to interested parties identified at the previous meetings, advertisements in city newsletters and local editions of newspapers and posting on local cable stations and the project web site [see Appendix F for listings]. Respondents to the questionnaires wishing to be contacted regarding public meetings were also sent notices. [See Appendix G for a copy of the notice]

## **2.5 Community Presentations**

To conclude the outreach process for this stage of the study and further maximize public participation, presentations were arranged with community organizations and other elected officials. Community groups were identified during the earlier stakeholder interviews and community roundtables and also during the open houses. Letters to over 100 community groups and elected officials throughout the Corridor were sent out and the study team conducted over 10 presentations in both English and Spanish. [See Appendix H for the list of community groups who responded and a copy of the letter]

## **2.6 PUBLIC INFORMATION MATERIALS**

Public information materials provided at the Roundtable sessions, Open Houses, and Community Presentations included:

- Welcome Sheet (Open Houses only)
- Introductory Project Fact Sheet
- Displays describing study area, study process and timeline, study purpose and need, and possible improvements (Open Houses only)
- Comment Sheets (Open Houses and Community Presentations only)
- Questionnaires

All noticing and materials distributed at the meetings were translated into Spanish. Bilingual staff was also present to maximize public participation and input. [See Appendix I for public information materials]

## **3.0 SUMMARY OF PUBLIC COMMENT**

The public involvement process described above presented opportunities for the study team to engage the local communities in discussion regarding problems and issues of the I-710 Long Beach Freeway and the surrounding transportation network. Responses from verbal discussions, questionnaires and comment sheets will be used to assist the study team in developing the purpose and need for improvements as well as alternatives for improvement.

The comments listed below were the most commonly heard issues/problems and suggestions for improvement during the meetings with all stakeholders. This section will be followed by a

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further breakdown of comments by each stakeholder contact or meeting, which list issues and comments unique to each group of stakeholders.

### **3.1 Problems and Issues**

#### **3.1.1 Truck Traffic**

A majority of the respondents cited high truck volumes as the single major issue of this Corridor. Many felt that the volume of trucks traveling this Corridor is the cause of congestion and lack of safety one feels while driving on the I-710. The absence of adequate shoulders for the California Highway Patrol to pull over and cite trucks and other traffic violators exacerbates the unsafe conditions of this freeway.

*COMMENTS (when asked what is the biggest problem on the I-710 Corridor)*

“Trucks, Trucks, Trucks”

“Traffic congestion, especially with large trailer trucks driving aggressively alongside passenger vehicles.”

“Port traffic is too much—trucks are so heavy—too big, too many—lanes are too small. Trucks block 2 of the 3 lanes. You can’t merge to get off due to the trucks.”

“Lack of law enforcement”

#### **3.1.2 Interchanges and Ramps**

The most commonly heard issue regarding interchanges and ramps had to do with the absence of an interchange connecting to the I-5 south from the I-710 north. Currently, truckers use the Atlantic/Bandini Avenue off-ramp to access the I-5 south, resulting in a bottleneck at this area. The City of Commerce had particular interest in this issue--they had questions and concerns regarding impacts on parts of their community should an interchange to the I-5 south be constructed in the future. The current difficulty of left lane freeway connectors was also mentioned. Transitioning from the I-710 north to the I-5 north is one example of this. The location of the interchange is at the far left so any attempts to get on the I-5 north would require multiple lane changes. This is especially difficult for large trucks entering the I-710 freeway northbound at the Atlantic/Bandini Avenue or Washington Boulevard on-ramps and having to immediately move over to the far left lane to exit to the I-5 northbound. This required transition not only results in a slowing and ultimate blockage of vehicle movement but is also perceived as a major cause of accidents.

Other interchanges, along the I-710 such as the I-405, SR-91 and I-105 were also mentioned to be worthy of improvement.

Stakeholders also indicated that the current “cloverleaf” configuration of many on and off-ramps to the I-710 are not adequate to handle the trucks that use them. Presently, there is great potential for trucks overturning due to the “hairpin turns” required on the ramps. The short

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length of ramps was also cited as a problem. The Florence Avenue off-ramp causes trucks to back up on the freeway. The narrow bridge adds to the increased congestion on this street. The off-ramps at Rosecrans Avenue, Imperial Highway and Firestone Boulevard all have stop signs at the top of the ramps, causing trucks to back-up on the freeway. The Atlantic/Bandini Avenue off-ramp is another problem ramp because it is short and narrow and this too, causes trucks to back-up onto the freeway.

*COMMENT*

“...Transition from the I-710 north to the I-5 north, is one of the worst in the county...”

### **3.1.3 Arterial Traffic**

As a result of the congestion on the I-710, motorists are using arterial streets as an alternative to the freeway. This is especially true and problematic when an accident occurs on the I-710. The spillover traffic puts an undue burden on cities and communities closest in proximity to the I-710. The truck traffic on heavy shipping days can also affect the local bus transit system by making it difficult for buses to pass through, resulting in long delays of service. A Washington Boulevard back-up is nearly always likely, due to trucks waiting to enter the rail yards. The City of Commerce also states that there is a high-volume of “cut-through” traffic in their city. Many cars will go through this city en route to either the I-5 or I-710. The lack of an appropriate freeway connector to the I-5 has had major effects on the City of Commerce’s surface street circulation. The impact on the city’s surface streets is especially bad during the morning and evening rush hours. Any improvement to the I-710 Freeway must be preceded by improvements to parallel arterials. Lane closures and other effects of any future I-710 construction will undoubtedly move more cars onto surface streets and these streets must be prepared to adequately handle this increased volume of traffic.

A number of questionnaire respondents indicated using alternate routes to avoid the traffic on the I-710. Some of the alternate routes mentioned were using the I-110 and I-605 freeways but the majority listed several nearby arterial streets as their alternate routes.

*COMMENT*

*“Cannot get onto freeway – because too many trucks waiting to enter (going south) cannot access Washington Blvd. too many trucks waiting to enter 710 going south. Trucks are backed up to City of Vernon—on Washington Blvd.”*

### **3.2 Suggestions for Improvement**

This section summarizes the most commonly heard suggestions by stakeholders, to improve traffic conditions on the I-710 Corridor.

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### **3.2.1 Truck Only/Elevated Truck Lanes (mixed flow or truck)/Additional lanes (mixed flow or general purpose)/Carpool Lanes/Double-decking/Widening**

One area of consensus among all stakeholders was to separate trucks from general passenger vehicles, in whatever form it may take. Many are in favor of exploring ways to separate truck traffic from general passenger vehicles to improve the flow of traffic and safety. A Truck Only lane is the most favored alternative. Widening of the freeway or double decking were other desired options. If widening does occur, most would like the Southern California Edison right-of-way to be used and the Los Angeles river corridor preserved. A few however, feel that trucks can and should be diverted to the river corridor during the 9 months of the year when it is dry but give no alternative to the other three months when it is wet. A truck expressway on the I-710 from the I-405 interchange to the ports was suggested by stakeholders in the southern corridor, although many feel that the I-710 itself, is already a de facto truck only route.

#### *COMMENT*

“Would love to see trucks re-routed. If this is not possible, would love to see one more lane added to both northbound and southbound sides.”

### **3.2.2 24 Hour Port Operation**

Extending port hours or making deliveries at night to alleviate congestion during rush hour was a commonly heard suggestion, particularly in the Long Beach or southern corridor area. Other suggestions regarding the ports included operating on 3 shifts, running 24 hours. The empty container issue should also be addressed. Suggestions included: attaching gate fees to peak hour deliveries, providing economic incentives for after hour deliveries and/or constructing an Inland port. Any shift in the current paradigm of how the ports operate would require cooperation and coordination among many parties having a stake in the ports. This includes, but is not limited to, terminal operators, steamship lines and unions who are likely to oppose any legislation regarding the operation of port hours.

### **3.2.3 Restricting Truck Travel**

A “7-7” plan was suggested to move non-commercial vehicles from 7 a.m. to 7 p.m. and 7 p.m. to 7 a.m. for commercial vehicles only. A similar plan restricting truck traffic to certain hours of the day was implemented during the 1984 Olympics and many felt that this system was successful because it alleviated congestion significantly.

### **3.2.4 Weigh Station**

A major goal of the California Highway Patrol (CHP) is to have a weigh station/truck scale located on the I-710. The only other weigh station in the area is the Carson scale on the I-405. It is not necessary for most of the trucks to pass through the Carson scale and this results in ineffective enforcement by the CHP. A suggested location for a scale on the I-710 is northbound between Anaheim Street and Willow Street. They recognize that a large plot of land would be required for this.

### **3.2.5 I-5 South Interchange/Right lane interchanges**

Both an I-5 south interchange from the I-710 north and right lane interchanges in general, were viewed as necessary improvements for this corridor. It is widely believed that the construction

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of these interchanges would increase the safety of this corridor as well as decrease the congestion on both the freeway and parallel arterials. As mentioned earlier, the Bristow Park community in Commerce could be impacted by plans for interchange construction or improvement and the city and community are very aware of this.

### **3.2.6 Slauson Avenue On/Off-Ramp**

Nearly every city, particularly in the northern section of the corridor, expressed a need for construction of an on and off ramp at Slauson Avenue on the I-710. Slauson Avenue is heavily industrial and is the major destination for port deliveries. Currently Washington Boulevard and Atlantic Avenue are the arterials of choice for many trucks to gain access to Slauson Avenue. An off-ramp at Slauson Avenue is believed by respondents to solve most of the traffic issues on Washington Boulevard, Atlantic Avenue and other nearby arterials.

### **3.2.7 Reconfiguration of Ramps**

The radii of the I-710 on/off ramps need to be reconfigured to accommodate the size of the large trucks and to reduce the possibility of trucks overturning. The ramps on the I-710 from the I-405 are particularly tight and the “hair-pin” turns are perceived to lead to many collisions. Reconfiguration of the short ramps is also necessary to reduce the back-up of trucks on the freeway. Suggestions regarding removal of the I-105 /I-710 ramp meters were also heard.

### **3.2.8 Direct Off-Ramp for Trucks into Rail Yards**

A direct off-ramp for trucks to the rail yards on Washington Boulevard was suggested by cities in the northern section of the Corridor. It was felt that an off-ramp leading directly into the rail yards would alleviate congestion on arterial streets.

### **3.2.9 Florence Avenue Bridge**

The Florence Avenue bridge that runs over the I-710 and the Los Angeles River, is currently not wide enough to handle the large traffic volumes using this route. The back-up on this bridge extends down to the freeway, causing congestion and gridlock. The widening of this bridge may improve the flow of traffic both on and off the freeway.

## **3.3 Other Issues and Suggestions**

### **3.3.1 Improved Landscaping**

Besides the issues of high truck volumes and congestion on the I-710 Freeway, the poor aesthetic condition of this freeway has been mentioned during numerous meetings. Improving the look and landscape of this corridor should be included in all plans for improvement.

COMMENT:

*“The 710 south is the major artery into the City of Long Beach. Make the 710 south from the 405 aesthetically beautiful!...You have the opportunity to set a precedent and turn this freeway into a beautiful visual experience...”*

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### **3.3.2 Improved Signage**

The signage near Long Beach is confusing and in need of improvement. Lanes to the Queen Mary should not be confused with lanes to the port, which is currently the case. The exits to Ocean Avenue or Shoreline Drive and Broadway are all confusing as well.

### **3.3.3 Impacts of Planned Long Beach Development**

The planned Queensway Bay development, port expansion and other developments in downtown Long Beach is sure to bring additional traffic and congestion. At the same time, these new projects cannot survive if ease of access is an issue. The Carnival Cruise Line Company has recently completed an Environmental Impact Report, which projects the bringing in of approximately 400,000 guests to the terminal per year.

#### *COMMENT:*

*"710 widening from downtown L.B. to the 91 Freeway. Queensway Bay development cannot succeed financially until this minimal widening is completed!"*

### **3.3.4 Improved Incident Management**

The California Highway Patrol, Automobile Club of Southern California, the Port of Long Beach and the City of Bell all feel that the current system for incident management on this corridor is unacceptable. On a freeway with a perceived high volume of accidents and spills, a better incident management system needs to be implemented. It has also been mentioned that the CHP does not make efforts to notify the local police forces of sig alerts on the I-710. Many feel that this notification would be helpful to cities so that they can prepare for or better manage spillover traffic. Use of all ITS tools for incident management is important for clearing the roadway and for motorist information. Trucks are not diverting to parallel arterials because they do not know of or like circuitous routing and would like to avoid the cloverleaf ramps as much as possible. The ITS Port terminal gate messages could include messaging for alternate routes when applicable. The synchronization of traffic signals on arterials during particularly heavy congestion could improve the flow of traffic. Increasing the width of shoulders was also suggested as a way to move accidents and break downs off the freeway, when possible. Shoulders also allow for proper enforcement of the freeway.

## **3.4 Specific Comments by Cities and Agencies** [See Appendix J for documentation]

### **3.4.1 City of Bell**

The close proximity of Bell to the I-710 creates many impacts for this city. Trucks entering and exiting the freeway cause delays on their surface streets. The city sees a Slauson Avenue off-ramp as a vital part of improving traffic on the I-170 and in their city. They also feel that they see the most impacts from spillover traffic any time an accident occurs on the freeway.

Residents of Bell are highly dependent on public transportation. More linkages to other public transit corridors is sought.

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The city is planning to make improvements to Florence Avenue in the next year. An elementary school is being constructed on the block bordered by Florence Avenue and Wilcox. There are no future developments in the near future but the city feels that traffic would increase significantly on its own, regardless.

### **3.4.2 City of Bell Gardens**

The bridge needs to be widened and ramps need to be reconfigured. Florence Avenue provides access to the Bicycle Club, Bell Gardens' largest employer and revenue generator.

Bell Gardens needs more money to expand the public transit system. The bus system is heavily used especially since the Montebello School District no longer operates its own buses. Three buses may pass by before there is room for one person to board.

Improvements to Eastern Avenue from the southern city limit to Mueller Avenue are being examined in a study for possible signal synchronization. Overflow traffic from the freeway spills onto the streets in this area. These improvements should occur before any improvements to the I-710 are made. All parks in this city should be protected from improvements.

### **3.4.3 City of Commerce**

The City of Commerce had the most concerns and questions regarding possible acquisition of land for freeway interchange construction. The Bristow community, noted as worthy of protection, is bordered by both the I-710 and I-5 Freeways so any improvements or construction near this area could have impacts on the residents of this community. The City is not unfamiliar to land acquisition for freeway improvements. The I-5 Corridor Major Improvement Study also addressed the need for possible right-of-way acquisition.

### **3.4.4 City of Compton**

Enforcement of trucks is necessary—not just with inspections but also operations within cities along the corridor.

Compton would like to see a rapid transit system such as a bus and light rail. They would like this system to link with the current MTA system and to light rail transit along the I-710.

The city would like to see the golf course on Compton Boulevard located adjacent to the L.A. River protected from any planned improvements on the I-710 corridor. Improvements may also cause potential impacts on schools located near the I-710. Committed projects in Compton include improvement to North Compton Boulevard, Rosecrans Avenue (between Gibson and Lindsey) and various County projects in unincorporated areas, having a significant impact on Compton.

### **3.4.5 City of Cudahy**

All parks should be protected from improvements to the I-710.

### **3.4.6 City of Downey**

Although Downey is not as close to the Corridor as some other cities, they do experience their share of truck traffic. Firestone Boulevard is frequently congested and the congestion worsens when there is too much traffic on the I-170 and traffic diverts through their city streets.

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Ultimately, the city would like to see traffic minimized on local arterial streets. The city is currently attempting to obtain state and federal funding to accomplish much needed street repairs, due to damage from heavy trucks traveling on their streets.

#### **3.4.7 City of Huntington Park**

One of the farthest removed cities from the Corridor, Huntington Park is said to be the least effected by traffic and congestion on the I-710 corridor. The city does however, experience truck travel through their city en route to Vernon. The streets most impacted by this are Florence Avenue and Slauson Avenue and they agree that a Slauson Avenue off-ramp would be the most viable solution in addressing the problems of the Corridor.

#### **3.4.8 City of Long Beach**

Most comments by the City of Long Beach had to do with trucks going into and coming out of the Ports. The city supports restricting truck hours on the I-710 and expansion of port hours. The planned development for downtown Long Beach will result in an increase of traffic and will also require easier access for patrons to get to this area. Without easier accessibility, the project could suffer financially. An expressway for trucks on the I-710 from the I-405 could ease the current traffic congestion in this area. Traffic flow onto major arterials from detours, during any improvements or construction on the I-710 is of concern to the City of Long Beach. Follow-up repairs should be done to these arterials.

The Los Angeles River, Caesar Chavez Park, The Queen Mary and the City of Long Beach itself should be protected from and during improvements to the I-710.

*California State University, Long Beach, Center for International Trade & Transportation*

No other comments made.

*Long Beach Aquarium of the Pacific*

The I-710 needs to be more automobile and consumer friendly if it wants to continue to position itself as a tourism and trade local. A suggestion would be to present the I-710 as the "Gateway to Long Beach" and this vision should be incorporated into all plans for improving the I-710.

*Long Beach Transit*

No other comments made.

*Queen Mary*

The key issue with regard to the Queen Mary would be that access is not to be restricted during construction of improvements.

#### **3.4.9 City of Lynwood**

Long Beach Boulevard is viewed as a problem for Lynwood because, although other cities may have designated this street as a truck route, the City of Lynwood has not. Many businesses are located along Long Beach Boulevard so traffic is especially problematic here. The city would like to see improvements at the Atlantic/Imperial Highway intersection.



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Lynwood has its own trolley system that shuttles residents around the city. This is a heavily used service, which may indicate that public transportation is relied upon by many Lynwood residents. More buses would be helpful to this city.

#### **3.4.10 City of Maywood**

No city-specific issue mentioned

#### **3.4.11 City of Paramount**

Alondra Boulevard and Rosecrans Avenue are Paramount's only exits from the I-710. Any closures for improvements could create problems for the city.

Mass transit in Paramount is not utilized to capacity possibly because people do not feel comfortable with the buses and trains. Lack of information regarding mass transit options and poor public relations and customer service only adds to this problem.

The L.A. River should be protected from improvements to the I-710. The City of Paramount has recently spent millions of dollars on improvements to increase the city's flood protection to 133 years. This will eliminate the \$2 million per year citizens currently spend on flood insurance.

#### **3.4.12 City of South Gate**

Truck traffic is the most common transportation problem in South Gate. The city currently has a moratorium on truck generating uses (existing businesses are exempt). This moratorium was negotiated with the California Trucking Association (CTA), who is committed to working with the city to expedite improvements on the I-710. Both the CTA and the City of South Gate would like to see an off-ramp constructed at Southern Avenue. The intersection at Garfield Avenue and Firestone Boulevard is very congested because this is where several large companies generating truck traffic are located. An off-ramp at Southern could ease congestion at this intersection. Three separate truck projects are in review that could generate a total of at least 2,000 additional truck trips.

A grade separation at a rail line that crosses two blocks west of the I-710 is needed. Rio Hondo bridge will be expanded to 3 lanes this year. This is expected to alleviate the current bottleneck traffic associated with this bridge. The city is also committed to making improvements to the Firestone Boulevard off-ramp. Widening of the Los Angeles Bridge and improving the intersection at Garfield Avenue and Southern Avenue are other possible improvements being examined by the city.

Thunderbird Villa mobile home park is in need of an additional exit. The trailer park currently has one entrance/exit located under the I-710 Freeway bridge.

Public transit is in great need in South Gate. Local taxi service was recently cut back resulting in a need for other modes of affordable public transportation.

#### *DSL Transportation Services*

To increase productivity and accommodate projected growth, DSL would like to see extended operating hours at the ports. In addition to this, differential pricing at terminal gates should be implemented with premium prices being charged during the daytime hours. DSL is not

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supportive of Truck Only lanes because this would only create one long line of trucks and there would be physically no place for them to go.

#### **3.4.13 City of Vernon**

Lack of mobility within this mostly industrial city was stated as a major problem. Due to the high volume of truck traffic, overall traffic is slowed. Current proposals for the Rail Road to acquire additional land for vehicle storage and additional warehouse type uses could increase truck traffic in Vernon. The city is proposing to widen the rail road bridge on Los Angeles, widen Soto Street and increase capacity on 61<sup>st</sup> Street. St. Martha's Church was noted as a landmark worthy of protecting.

#### **3.4.14 Automobile Club of Southern California**

The Automobile Club advocates better incident management as a short-term improvement for the I-710 Major Corridor Study. A pilot program similar to programs already in place in other states should be implemented. The Caltrans District 11 program should be referenced.

#### **3.4.15 California Highway Patrol**

The CHP offered suggestions for improvements but focused their comments on the difficulty of enforcement on this freeway. There are no shoulders wide enough to conduct enforcement of trucks or places to move breakdowns. During accidents or other incidents, it is a great challenge to get equipment to the scene to clear it. For road spills, the road should be cleared immediately. Salvage should not be attempted. Other methods to assist in enforcement on this freeway include: better terminal inspections with sticker showing compliance attached to trucks, breaks in center dividers with controlled gates that allow officers to turn around for incidents and photo enforcement.

#### **3.4.16 Gateway Cities Partnership**

The Gateway Cities Partnership believes the burden rests on the ports to alleviate the current problems of the I-710 corridor. Simply put, the ports must change the way they operate. This means allowing trucks to operate during non-peak hours. This alone could reduce the truck traffic significantly.

#### **3.4.17 Los Angeles County Metropolitan Transportation Authority, Board Representative**

Arterials are a big concern to all of the Gateway Cities. The increase in the number of trucks will deteriorate the streets and there is insufficient money to upkeep them. Specifically, the Rosemead Boulevard, Slauson Avenue, Washington Boulevard and Telegraph Road arterials are of concern because of the heavy usage of trucks on these streets.

#### **3.4.18 Port of Long Beach**

Volume of truck traffic, expected increase in truck traffic and lack of capacity were the major themes of the meetings with the Port. The three interchanges on the I-710 between the port and the I-405 are all cloverleaf in design and this contributes to the problem. They would like to see designated truck lanes and widening to the greatest extent possible. Studies completed or currently being performed by the port should be referenced for use in the I-710 Study—Port Transportation Master Plan and the Empty Container Study.

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### **3.4.19 Port of Los Angeles**

The Port of Los Angeles discussed their plans for expansion and growth and how this may affect traffic on the I-110 and the I-710 freeways. The Port was not pleased about the Port of Long Beach's plan to replace the Gerald Desmond Bridge. They would rather see it widened as opposed to building another bridge nearby. Construction would take too long and could have significant impacts on the I-710 resulting in a possible shift of truck traffic to the I-110. The Port of Los Angeles would feel that the I-110 should be used mainly for traffic coming from the redeveloped West Basin (China Shipping) and Pier 400 (Maersk and others).

## **3.5 Comments from Roundtables** [See Appendix K for documentation]

### **3.5.1 Elected Officials**

Elected officials and staff from seven cities attended this roundtable. Most of the issues and concerns expressed were identical to the major issues heard thus far (trucks, spillover onto arterials, etc.). The City of Bell commented that better incident management was imperative and a suggestion was made to have the CHP notify the surrounding cities when a major accident occurs so the cities can be prepared for the spillover traffic. Alternate routes should also be designated when an accident occurs.

All agreed that a change in the way trucks operate needs to be implemented and reiterated the need for incentives for the off-peak hour operations. Collaboration with the ports to encourage longer hours and off-peak hour deliveries was also noted as a necessary action for reducing truck traffic during the peak hours of the day.

### **3.5.2 Agencies**

One agency representative from the Auto Club participated in this roundtable. The biggest issue with the I-710 was noted to be the truck traffic. Safety of mixing cars and trucks was of big concern along with the poor road conditions. Suggestions for improvements included, separate truck lanes, freeway expansion and coordinating hours of truck traffic. The Auto Club would like to see truck lanes implemented at the end of the Study.

### **3.5.3 Business Groups**

The Tweedy Mile Association and the Lynwood Chamber of Commerce felt that trucks, congestion and spillover traffic onto local arterials were the biggest problems with this Corridor. They would like to see truck lanes and synchronization of traffic signals to increase capacity and safety on this freeway.

### **3.5.4 Major Employers and Destination Points**

Two representatives from the Blue Diamond Company participated in this roundtable. They mentioned the impact the ports have on this freeway and suggested restricting truck hours and toll lanes for trucks. They also suggested a need for an off-ramp near Firestone Boulevard. Other comments included, outdated freeway design and a lack of alternate routes. At the end of this Study, they would like to see the freeway expanded and the L.A. River opened to traffic.

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### **3.5.5 Trucking and Transportation Businesses**

Representatives from Schultz Steel, HON Furniture, DSL and J.B. Hunt were present at this roundtable. This group had mentioned the same issues we have heard thus far regarding the problems with the I-710 but offered a different perspective with respect to the suggestions to add a Truck Only lane. The majority of the attendees felt that adding a truck lane would only slow trucks down. It would take more than one truck lane to improve mobility. All agreed that if only one lane was to be added, it should be a general use lane. One attendee suggested opening up the LA River corridor for truck use.

Safety was of big concern for the truck drivers who complained of being cut-off by passenger vehicles and having to look out for speeding trucks. The outdated design of the freeway was also listed as a safety issue.

All agreed that one possible solution would be to encourage trucks to travel at night. J.B. Hunt commented that if enough companies planned to make deliveries during off-peak hours, the ports would stay open. The challenge lies in creating an incentive for trucking companies to operate at this time. They also added that most of the major trucking companies were interested in modifying their operating hours but the difficulty lay in convincing the smaller companies and owner operators. Most companies do not have extra drivers for off-peak hours and the few who do have to pay their staff additional for these hours. Thus, an incentive needs to be created and offered for operating at night.

This group also indicated that the congestion on the I-710 adversely affects their businesses by slowing down their deliveries. They too, would like to see both a Slauson off-ramp and a direct ramp to the rail yards. For a future improvement suggestion, they would like to someday see a connector to the 210 Freeway as more warehouses will be opening in the Inland Empire.

### **3.5.6 Community Groups**

Community members representing the Commerce, Huntington Park and Long Beach areas participated in this roundtable. They listed a number of problems associated with this freeway including: poor road conditions, road closure problems during construction, truck traffic at the north and south I-405/I-710 interchange, congestion at Bandini Avenue and near the I-105 freeway, outdated and dangerous on and off ramps, noise and air pollution, and poor aesthetics. In Long Beach, Santa Fe Avenue, Atlantic Boulevard and Long Beach Boulevard are heavily congested. Many of the streets in Long Beach are old and narrow and need to be updated. The streets with the most problems in Commerce were noted to be Slauson Avenue, Atlantic/Bandini Avenue and Washington Boulevard. Also mentioned was the need to synchronize traffic signals to improve the flow of traffic on both the freeway and surface streets, which are already in bad shape and in need of repair.

This group would like to see additional lanes, a separation of trucks from cars, an off-ramp to the rail yards, an I-5 south connector and other transit alternatives implemented at the end of the Study. They mentioned that double-decking this freeway would be the best option to accommodate for the lack of space currently.

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### **3.6 Comments from Open House Meetings** [See Appendix L for comment sheets and displays]

The community members attending these meetings reiterated the presence of too many trucks as their single major issue with the I-710. Problems and issues noted at the Commerce and Lynwood meetings included: access issues to Alondra Boulevard from the I-710 north and from the 105 to the I-710. The I-405 was also noted as one of the “problem interchanges.” In Lynwood, many community members voiced concerns over possible takings of residential or commercial properties.

Issues specific to the Long Beach community had to do with ensuring adequate access to downtown Long Beach. Also heard was concern over poor air quality and pollution resulting from diesel emissions from trucks coming out of the ports and all along the Corridor area.

### **3.7 Comments from Community Presentations** [See Appendix M for documentation]

#### **3.7.1 United Familias of Bristow (Commerce)**

The community members present at this meeting felt that Bandini has too many trucks and too much traffic. Also mentioned was congestion on the south I-710 after SR-91. Poor conditions on the I-710 freeway, particularly the pavement and aesthetics, which are in need of improvement, were mentioned. This group would like to see carpool lanes and double-decking of the freeway.

#### **3.7.2 Lynwood Latino Coalition**

Traffic and safety issues on the I-710 are considered to be the main problems for this group. They felt that Lynwood needs to have better access to the freeways. Currently only one exit on both the I-710 and the I-105 is available and both of these exits are always backed-up. Suggestions for improvement include: adding an extra lane, designating a truck-only lane, adding a carpool lane, double-decking the freeway (seen as the best option), and limiting truck access. Also mentioned was the need to update the on and off ramps by making them wider and more user-friendly for both cars and trucks.

#### **3.7.3 Lynwood Community Affairs Commission**

The commissioners mentioned a new housing development (Woodglen) that may be impacted by any changes on the I-710. The backs of these new homes currently face the I-710. They understood the need to improve the freeway and realize that money will need to be spent to accommodate the increase in California’s population. Suggestions for improvement include: truck-only lanes and elevated truck lanes. Carpool was not seen as a good option with this group.

#### **3.7.4 Downey Kiwanis**

The members of the Downey Kiwanis were interested in the current proportion of trucks to passenger vehicles on the I-710. After learning that the Alameda Corridor would not be enough to make a significant reduction in truck traffic on the I-710, they suggested limiting trucks to nighttime hours and/or building a road over the river for trucks only. The I-5 bottleneck was

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mentioned as a problem and also the lack of an I-710/I-5 south interchange. This group questioned the effectiveness of additional lanes or roads, mentioning that this is likely to result in an increase of travelers on the I-710.

### **3.7.5 South Gate Optimists**

Limiting truck traffic was the main topic of discussion at this meeting. The system used during the 1984 Los Angeles Olympics was viewed as highly successful. A curve in the I-710 near South Gate was cited as a contributor to congestion and accidents. Another problem area mentioned were the single lanes getting onto the I-105 in both directions. Suggestions for improvement includes: double-decking the freeway, using the riverbed for trucks and use of monorail systems.

### **3.7.6 Long Beach Optimists Club**

The Optimists provided suggestions to reduce the congestion on the I-710. They felt that providing alternative means of transportation such as a Maglev system or additional Blue/Green Line service would reduce the number of passenger vehicles traveling into downtown Los Angeles. Implementing a toll road on the I-710 may also encourage people to use other means of transportation. To reduce truck traffic, it was suggested that the Alameda Corridor be expanded to include separate car and truck lanes and bridges. Special lanes and access ramps for trucks for direct routes was also suggested.

### **3.7.7 Assemblyman Marco Antonio Firebaugh, District 50**

No formal presentation was made. Study team briefed Assemblyman on project.

### **3.7.8 Office of Assemblyman Alan Lowenthal, District 54 (Helene Ansel)**

In a meeting with the District Director, the outreach team provided funding and study timeline information. The district director mentioned interest in having the soundwalls along the I-710 decorated by the Public Corporation for the Arts (PCA). She also mentioned that when the Caesar Chavez Park was built, there were plans to have a "grand entrance" into Long Beach and believes that designs have already been developed. She suggested contacting the Long Beach Parks and Recreation Department for the plans for possible integration into the I-710 improvement project. For other improvements, she suggested peak hour only HOV and reversible lanes (similar to the system used in San Francisco) to ease the traffic issues along the I-710 as well as on connecting arterials.

### **3.7.9 Gateway Cities Chamber Alliance**

No specific comments mentioned. Outreach team provided presentation at monthly luncheon.

### **3.7.10 Huntington Park Kiwanis**

No specific comments mentioned.

## **3.8 QUESTIONNAIRES** [See Appendix N for questionnaires received]

Questionnaires were received by many living outside of the Corridor but who travel on the I-710 frequently. Not surprisingly, the majority of respondents listed truck traffic as the major issue with this freeway, closely followed by the poor condition of the freeway (pot holes). Similar to the other stakeholders, they cited short on and off-ramps as making it difficult to merge safely

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and inadequate number of lanes. An issue cited on nearly all questionnaires was the poor road conditions of the I-710 freeway. The most commonly listed suggestions for improvement included: adding additional lanes, a truck only lane and carpool lane and repairing the road condition of the freeway (this last suggestion should be addressed by the current Caltrans repaving program).

#### **4.0 CONCLUSION**

From the meetings with all stakeholders, it is abundantly clear that the consensus on what is perceived to be the major issue on the I-710, Long Beach Freeway, is the traffic congestion, widely believed to be caused by the high volume of truck traffic. The truck traffic was said to be a main cause of travelers feeling unsafe while driving on this freeway.

The congestion on the freeway also is perceived to lead to traffic on the parallel and nearby arterial streets. Many who wish to avoid the traffic on the freeway, exit and cut through neighborhoods to reach their destinations. This causes back-ups on surface streets and it is especially problematic when an accident or other incident occurs on the freeway, which is perceived to be more often than not.

Every participant involved in the outreach process agreed that improvements must be made on the I-710. It is evident that separation of trucks and cars is the most desired option from both truck drivers and motorists driving passenger vehicles. The only disagreement between the two groups is in the form it takes. Again, truckers do not feel that designating one lane for their use will solve the current mobility problems on this freeway. A better option for them would be to add additional mixed-flow lanes instead.

Another underlying theme of improving this freeway has to do not with physically changing the freeway but changing the paradigm of how this freeway operates with the ports. Especially since the Port of Long Beach is planning to expand, dialogue and collaboration among multiple parties are necessary components to identifying areas of agreement to implement a system of cargo transport that will benefit all.

Based on the comments received from this phase of the study, it can be concluded that all stakeholders agree that the I-710 corridor needs to be improved to enhance capacity and safety, and reduce congestion. A number of suggestions for improvement have been given and it seems that most respondents are open to almost anything that would possibly make this freeway more user-friendly and safe.

*As the I-710 Major Corridor Study continues, all interested community members will be kept apprised of the status and progress of the Study. Furthermore, the outreach team will continue outreaching to the public and provide opportunities for the public to participate.*

## **I-710 Major Corridor Study Meeting Notes**

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**Meeting With:**

**Date:**

**Attendance:**

**Location:**

**Team Members:**

**Notes By:** Juliette Cagigas

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### **Summary**

### **Questions/Issues Raised**

- 1) What do you perceive to be the biggest transportation problems associated with the I-710 Corridor?**
- 2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**
- 3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**
- 4) What are the public transit needs in your City?**
- 5) Are there any recent studies you feel should be considered in the I-710 Study?**
- 6) Are there any landmarks, etc. worthy of protection?**
- 7) Are there any needs or special interests to consider?**
- 8) What transportation solutions would you like to see implemented?**
- 9) What is the best approach for outreach in your community?**
- 10) Who would you like us to meet with?**

See list above.

- 11) What are the active organizations in your community?**
- 12) Major employers? Good places for questionnaire?**



**Comments**

**Action Items**



## **I-710 MAJOR CORRIDOR STUDY**

# **Round Table Discussions**

### **Tuesday, May 15<sup>th</sup> – Girl's Clubhouse**

9:00 a.m. - 10:30 a.m.	Elected Officials	9 attendees
11:00 a.m. – 12:30 p.m.	Business Chamber	2 attendees
1:00 p.m. – 2:30 p.m.	Agencies	1 attendee

### **Wednesday, May 16<sup>th</sup> – South Gate Park, Banquet Room**

2:00 p.m. – 3:30 p.m.	Trucking & Transportation	4 attendees
4:00 p.m. – 5:30 p.m.	Major Employers	2 attendees
6:00 p.m. - 8:00 p.m.	Community Groups	3 attendees

**Total Turn-out: 21 people**

**Total Outreach: 314 notices**

<b>Agencies</b>	<b>21</b>
<b>Business Groups</b>	<b>17</b>
<b>Community Groups</b>	<b>98</b>
<b>Elected Officials</b>	<b>83</b>
<b>Major Employers/ Destinations</b>	<b>75</b>
<b>Trucking/Transportation</b>	<b>20</b>



## **I-710 MAJOR CORRIDOR STUDY**

# **Round Table Discussions**

### **Interstate 710 Major Corridor Study**

A comprehensive study to improve traffic conditions on Interstate 710 and nearby surface streets is currently being conducted. The public agencies behind this effort include the California Department of Transportation (Caltrans), the Los Angeles County Metropolitan Transportation Authority (MTA), the Southern California Association of Governments (SCAG), and the Gateway Cities Council of Governments (GC-COG).

The portion of the Interstate 710 which will be studied consists of the section between State Route 60 (Pomona Freeway) on the north and the ports of Long Beach and Los Angeles on the south, plus major arterial streets.

**Join us for a round table discussion with other  
elected officials from the participating cities on the**

### **I-710 Major Corridor Study**

**Tuesday, May 15, 2001  
9 a.m. to 10:30 a.m.**

**South Gate Park, Girl's Clubhouse  
4900 Southern Avenue · South Gate**

**Please RSVP to Juliette at (888) 625-5440**

Your participation in this study will help provide us with most complete and accurate information regarding the problems on and around the I-710 Long Beach Freeway and will additionally lead to the development of better solutions. We hope you will join us.



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----- -- **Freeway User Questionnaire** -- -----

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The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? \_\_\_\_\_

2. What time(s) of day do you travel on the I-710? \_\_\_\_\_

3. What do you think are the biggest problems on the I-710?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. Do you think the I-710 needs to be improved? \_\_\_\_\_

5. What improvements would you like to see made on the I-710?

\_\_\_\_\_  
\_\_\_\_\_

6. What routes do you use instead of the I-710? Why?

\_\_\_\_\_  
\_\_\_\_\_

7. In what city do you live? \_\_\_\_\_ In what city do you work? \_\_\_\_\_

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_

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Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to your employer or mail to: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



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## Comentarios

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- 1. ¿Cuales problemas específicos ve usted en este Corredor?**
  
  
  
  
  
  
  
  
  
  
  
- 2. ¿De todos los problemas que usted a identificado, cual, piensa usted, debe tener prioridad?**
  
  
  
  
  
  
  
  
  
  
  
- 3. ¿Que tipo de mejoramientos de transporte le gustaría ver realizados en los próximos 0-5 años? ¿En el largo plazo (10+ años)?**
  
  
  
  
  
  
  
  
  
  
  
- 4. ¿Hay algo de este corredor que usted piensa el equipo del estudio debe tomar en cuenta?**

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Una vez mas, gracias por su tiempo. Su participación será valuable en el estudio del Corredor de la Autopista I-710 y en la identificación de alternativos posibles para mejoramientos. Si gustaría mas información acerca de este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet al [www.gatewaycog.org](http://www.gatewaycog.org)

Por favor deposite esta pagina en la caja o envíela al:

I-710 Study  
Consensus Planning Group  
444 S. Flower Street, Suite 1300  
Los Angeles, CA 90071



## 710 Community Newsletters/ Local Papers by City

### **Wave Community Newspapers (all cities)**

Montebello Office  
819 W. Whittier Blvd., Montebello, CA 90640  
Tel: (323) 727-1117  
Fax: (323) 727-9515

### **Bell**

- City newsletter- contact Dawn Pace
- Type: Monthly  
Phone: (562) 789-4047  
Fax: (562) 789-4057  
Email: [vmacomm@earthlink.net](mailto:vmacomm@earthlink.net)

### **Bell Gardens**

- **City newsletter- Bell Gardens Now**
- Contact: Yolanda  
Phone: (562) 806-7700

### **Commerce**

**Newsletters: Strictly Business - Chamber**

**City newsletter- Commerce Pillar**

- Type: Monthly  
Phone: (323) 722-4805  
Fax: (323) 888-6841  
Contact: Jason Stinnett or Margie
- City Website

### **Compton**

- **Local Paper – Compton Bulletin**  
(310) 635-6776
- No City Newsletter

### **Downey**

- **Local Paper -- Downey Eagle**
- No City Newsletter

### **Huntington Park**

- **City Newsletter “Spectrum”**– contact: Clarence
- Type: Bi-monthly- next issue in June  
e-mail: [clwilliams@earthlink.net](mailto:clwilliams@earthlink.net)  
phone: (323) 582-6161
- Water bill – contact: Elba Padilla

### **Long Beach**

Kurt Helin (562) 433-2000, Ext. 118  
Editor  
**Gazette Newspapers**  
5225 East 2nd Street  
Long Beach, CA 90803

### **Lynwood**

**City Newsletter—Prospective** - Natalie, contact

Type: Monthly  
Phone: (310) 603-0220  
Fax: (310) 764-4908

**e-mail:** [jhoward@email.lynwood.ca.us](mailto:jhoward@email.lynwood.ca.us)

Water bill is sent out by the city. They would gladly include an insert on the study.

### **Paramount**

**Chamber Newsletter – Pulse Beat**

(562) 634-3980  
(562) 634-0891 Fax

### **Port of Long Beach**

#### • **Tie Lines**

Type: Monthly  
Phone: (562) 590-4123  
e-mail: [wong@polb.com](mailto:wong@polb.com)

### **South Gate**

#### • **City Newsletter - Progress** – Patrician Price, contact

Type: Monthly magazine  
Phone: (323) 563-9565  
E-mail: [sgpubinfomgr@earthlink.net](mailto:sgpubinfomgr@earthlink.net)

- Community in Action – (Community Oriented Policing group) door-to-door
- City Water Bill

### **Vernon**

#### • **Chamber Newsletter - Vernon Voice(on-line only)**- Dolores Petullo, contact

Phone: (323) 583-3313  
Fax: (323) 583-0704



PLEASE JOIN US!

PLEASE JOIN US!



# Open Houses

## Juntas Comunitarias

Estudio del  
Corredor Mayor de  
la Autopista I-710

### Dates, Times & Locations/ Fechas, Horas, y Locales

**MONDAY, JUNE 25, 2001 5-7:30 p.m.**  
 Veteran's Memorial Park  
 6364 Zindell Avenue · Commerce

**TUESDAY, JUNE 26, 2001 5-7:30 p.m.**  
 Bateman Hall  
 11331 Ernestine Avenue · Lynwood

**THURSDAY, JUNE 28, 2001 5-7:30 p.m.**  
 Long Beach Public Library  
 101 Pacific Avenue · Long Beach

Arrive at your leisure. There will be no public presentation.  
*Llegue cuando pueda. No habrá presentación formal.*

### What is the I-710 Major Corridor Study?

A comprehensive study to improve traffic conditions on Interstate 710, nearby surface streets, and transit services is currently being conducted. The public agencies sponsoring this effort include the California Department of Transportation (Caltrans), the Los Angeles County Metropolitan Transportation Authority (MTA), the Southern California Association of Governments (SCAG) and the Gateway Cities Council of Governments (GC-COG).

As part of our continuing outreach process, your participation in these public open houses will help provide us with more complete and accurate information regarding the transportation problems on and around the I-710 Corridor and will additionally lead to the development of better solutions. We hope you will join us.

### ¿Que es el Estudio del Corredor Mayor de la Autopista I-710?

Un estudio comprensivo para identificar métodos de mejorar las condiciones de trafico en la autopista Interestatal 710, calles cercanas, y servicios de transito se esta conduciendo. El estudio esta patrocinado por la Autoridad de Transportación Metropolitana del Condado de Los Ángeles (MTA), junto con Caltrans, la Asociación de Gobiernos del Sur de California (SCAG), y El Concilio de Gobiernos de Ciudades Portales, (GC-COG).

Como parte de nuestro procesó continuo de compartir información con él publico, su participación en esta junta comunitaria nos ayudara a coleccionar información importante sobre los problemas de transporte en el corredor mayor de la autopista I-710 y las áreas cercanas. Al fin, su participación nos ayudara a desarrollar mejores soluciones. Esperamos que pueda venir.

For more information please call / Para mas informacion por favor llame: Juliette at (888) 625-5440



c/o Consensus Planning Group  
444 S. Flower Street, Suite 1300  
Los Angeles, CA 90071



DATE

Name of Community Group  
Address  
City, State Zip

Dear Name of Community Group:

The I-710 Major Corridor Study is now underway. This two-year study is designed to find ways to improve traffic conditions on Interstate 710 (from the 60 Freeway to the Ports), nearby surface streets, and transit services in the I-710 Corridor area.

Since February, our team has been meeting with interested stakeholders who live and work in the Corridor area. The feedback gained from these meetings has been extremely informative and important to the study. As an important community group in the Corridor area, we would like to encourage you to be an active participant in the Study and we would appreciate the opportunity to present this project at your next meeting. If you are interested in hosting a presentation on the I-710 Major Corridor Study, please contact Juliette Cagigas at (888) 625-5440 to make arrangements. We look forward to hearing from you soon.

Sincerely,

Alisa Kwun  
I-710 Major Corridor Study Team



## I-710 MAJOR CORRIDOR STUDY

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# COMMUNITY PRESENTATIONS

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### **Commerce**

- United Familias of Bristow

### **Cudahy**

- Assemblyman Marco Antonio Firebaugh

### **Downey**

- Downey Kiwanis

### **Huntington Park**

- Huntington Park Kiwanis

### **Long Beach**

- Helene Ansel, District Director (Assembly Alan Lowenthal)
- Long Beach Optimists

### **Lynwood**

- Lynwood Latino Coalition
- Lynwood Community Affairs Commission

### **South Gate**

- South Gate Optimists

### **Agencies**

- Gateway Chambers Alliance

## Datos Importantes - Mayo 2001

### Corredor de la Autopista I-710

La Autopista Interestatal 710 (Long Beach), es la ruta primaria de viaje para camiones y autos, conectando la área de Long Beach con la región de Los Ángeles. Desde los Puertos de Long Beach y Los Ángeles a la Ruta Estatal 60, este corredor mide aproximadamente 18 millas y batalla con una lista creciente de problemas y preocupaciones de transporte, incluyendo:

- Incrementos dramáticos de tráfico de camiones
- Riesgo de Accidentes / Problemas de Seguridad
- Condiciones Pobres y un Diseño de Autopista Anticuado
- Congestionamiento de Tráfico Creciente
- Preocupaciones sobre la Calidad del Aire
- Preocupaciones sobre la Calidad de Vida para las Comunidades Alrededor de la Autopista.

### El Estudio del I-710

El Estudio del Corredor Mayor de la Autopista I-710 fue iniciada en Febrero del año 2001 después de haber sido solicitada por las ciudades alrededor del corredor como un primer paso importante necesitado para combatir los problemas de transporte. Por medio de este estudio de dos años de duración, la Autoridad de Transportación Metropolitana del Condado de Los Ángeles (MTA), junto con Caltrans, la Asociación de Gobiernos del Sur de California (SCAG), El Concilio de Gobiernos de Ciudades Portales, (GC-COG), están buscando modos de hacer mejoramientos de transporte al corredor de la Autopista I-710. El estudio considera opciones como carriles adicionales en la autopista I-710, mejoramientos a los intercambios, carriles separados para camiones, y un servicio de autobús mejorado, entre otras ideas. Durante el curso de este estudio, proyectistas de transporte analizaran modelos de tráfico, harán ingeniería conceptual, prepararan estimados de costo, y evaluaran impactos al medio ambiente asociados con diferentes alternativas de transporte.

### Propósito del Estudio

La meta mayor del Estudio del Corredor Mayor de la Autopista I-710 es llegar a un acuerdo en el alternativo de transporte que mejor trata con los problemas y necesidades de mejoramientos al largo plazo. El estudio también ayudara a determinar cuales elementos del alternativo preferido deben ser usados lo mas pronto posible. Esta información, junto con el análisis técnico producido por el estudio, es critico para obtener los fondos y la aprobación federal y estatal necesaria para la construcción de este proyecto. Cerca del fin del estudio, una comité incluyendo oficiales elegidos de ciudades participantes representantes de agencias, seleccionarán un alternativo preferido basado en participación publica y los resultados del estudio.

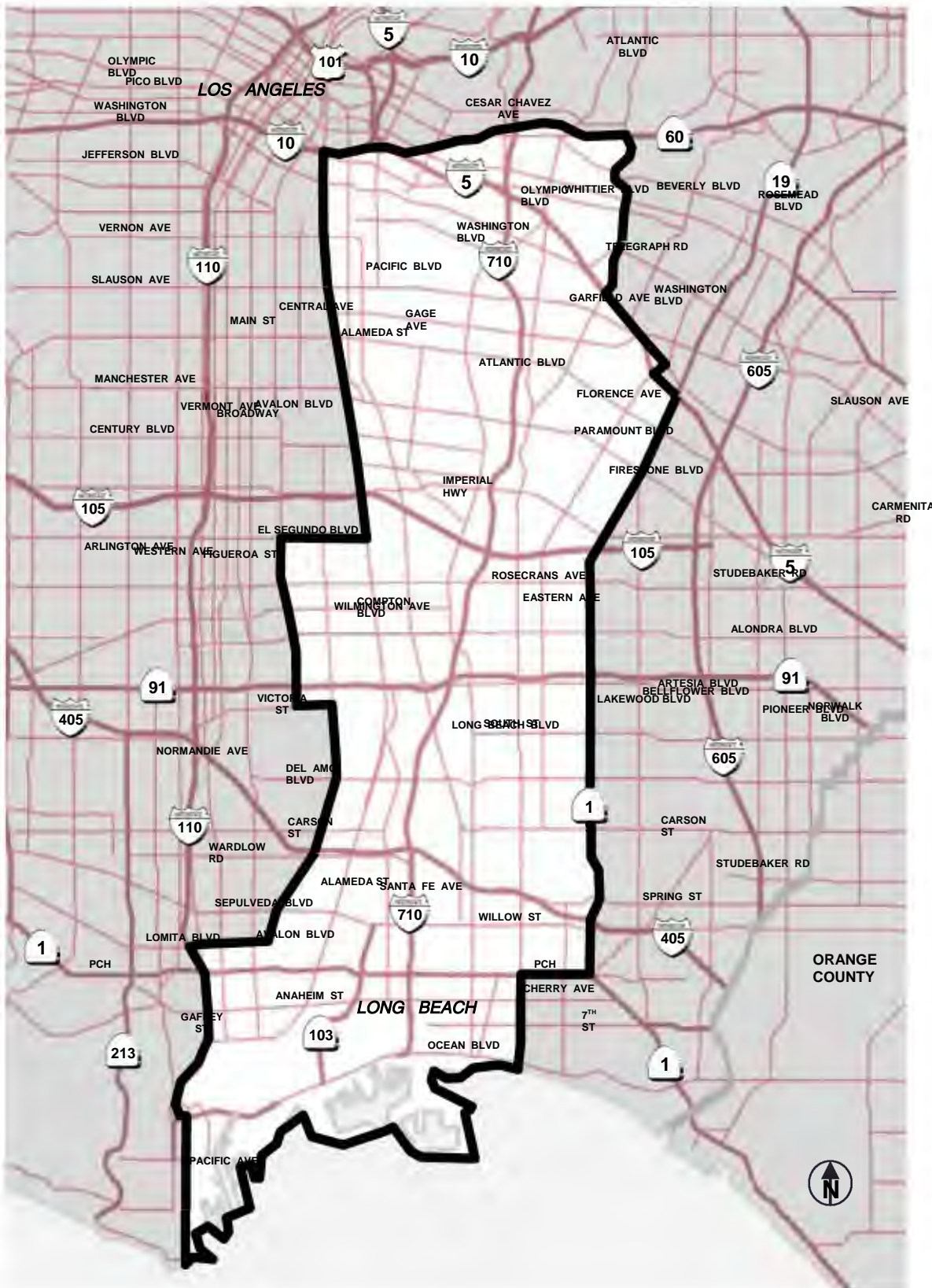
### El Papel del Publico

El Estudio I-710 esta dividido en fases mayores de trabajo que resultan en una serie de puntos de decisiones. El estudio esta diseñado para fomentar participación publica para que las opiniones residentes, negociantes, grupos comunitarios, y otros son tomados en cuenta antes de llegar a los puntos de decisiones.

#### **Estudio I-710 – Fases Mayores de Trabajo**



Es importante que recibamos la participación de cuantos miembros del publico sea posible mientras decisiones son echas durante los dos años del estudio. Comentarios y opiniones publicas serán colectadas usando varios métodos diferentes, incluso una pagina en el Internet sobre el proyecto, preguntas escritas, talleres públicos y presentaciones comunitarias.



**Project Contact Information**

If you have questions or comments on the I-710 Study or if you would like to find out about upcoming opportunities to participate in the project, do contact us at:

*Si tiene preguntas o comentarios acerca del Estudio del I-710, o si gustaría ser informado de mas oportunidades para participar en el proyecto, por favor comuníquese con nosotros:*

Mailing Address ( <i>Dirección</i> )	Phone Numbers ( <i>Números de Teléfono</i> )	Website ( <i>Internet</i> )
I-710 Major Corridor Study c/o Consensus Planning Group 444 S. Flower Street, Suite 1300 Los Angeles, CA 90071	Phone: (323) 960-4406 Fax: (213) 438-1764	<a href="http://www.gatewaycog.org/index2.html">http://www.gatewaycog.org/index2.html</a>

# Fact Sheet- May 2001

## I-710 Corridor

Interstate 710, the Long Beach Freeway, is the primary travel route for trucks and autos, connecting the Long Beach area with the greater Los Angeles region. From the Ports of Long Beach and Los Angeles to State Route 60, this travel corridor is approximately 18 miles long and is faced with a growing list of transportation problems and concerns, including:

- Sharp Increases in Truck Traffic
- Accident Risk / Safety Problems
- Poor Roadway Conditions and Outdated Freeway Design
- Growing Traffic Congestion
- Air Quality Concerns
- Quality of Life Issues for the Surrounding Communities

## I-710 Study

The I-710 Major Corridor Study was initiated in February 2001 at the request of the cities along the corridor as an important first step needed to combat these transportation problems. Through this two-year study, the Los Angeles County Metropolitan Transportation Authority (MTA) along with Caltrans, the Southern California Association of Governments (SCAG) and the Gateway Cities Council of Governments are seeking ways to make transportation improvements to the I-710 travel corridor. The study will consider options such as added travel lanes to I-710, interchange improvements, separate lanes for trucks, and improved bus service, among other ideas. During the course of the study, transportation planners will analyze traffic patterns, perform conceptual engineering, prepare cost estimates, and evaluate environmental impacts associated with different transportation alternatives.

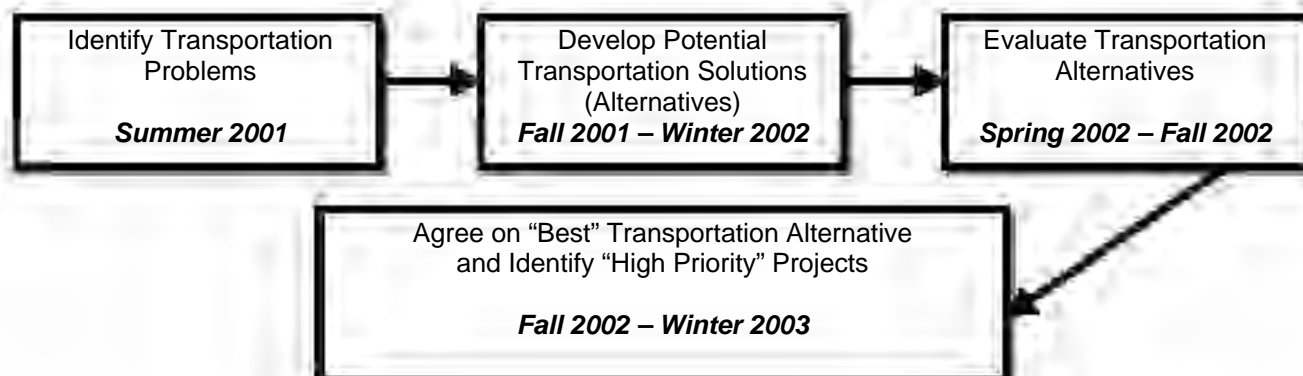
## Study Purpose

The main goal of the I-710 Major Corridor Study is to reach agreement on the transportation alternative that best addresses the transportation problems and need for improvements in the long run. The study will also help determine which elements of the preferred alternative should be implemented as soon as possible. This information, along with the accompanying technical analysis produced by the study, is critical to obtaining the necessary funding and federal or state approvals for project construction. Toward the end of the study, an Oversight Policy Committee (OPC) comprised of elected officials from participating cities and agency representatives will select a preferred alternative based on public input and findings from the planning and engineering technical work.

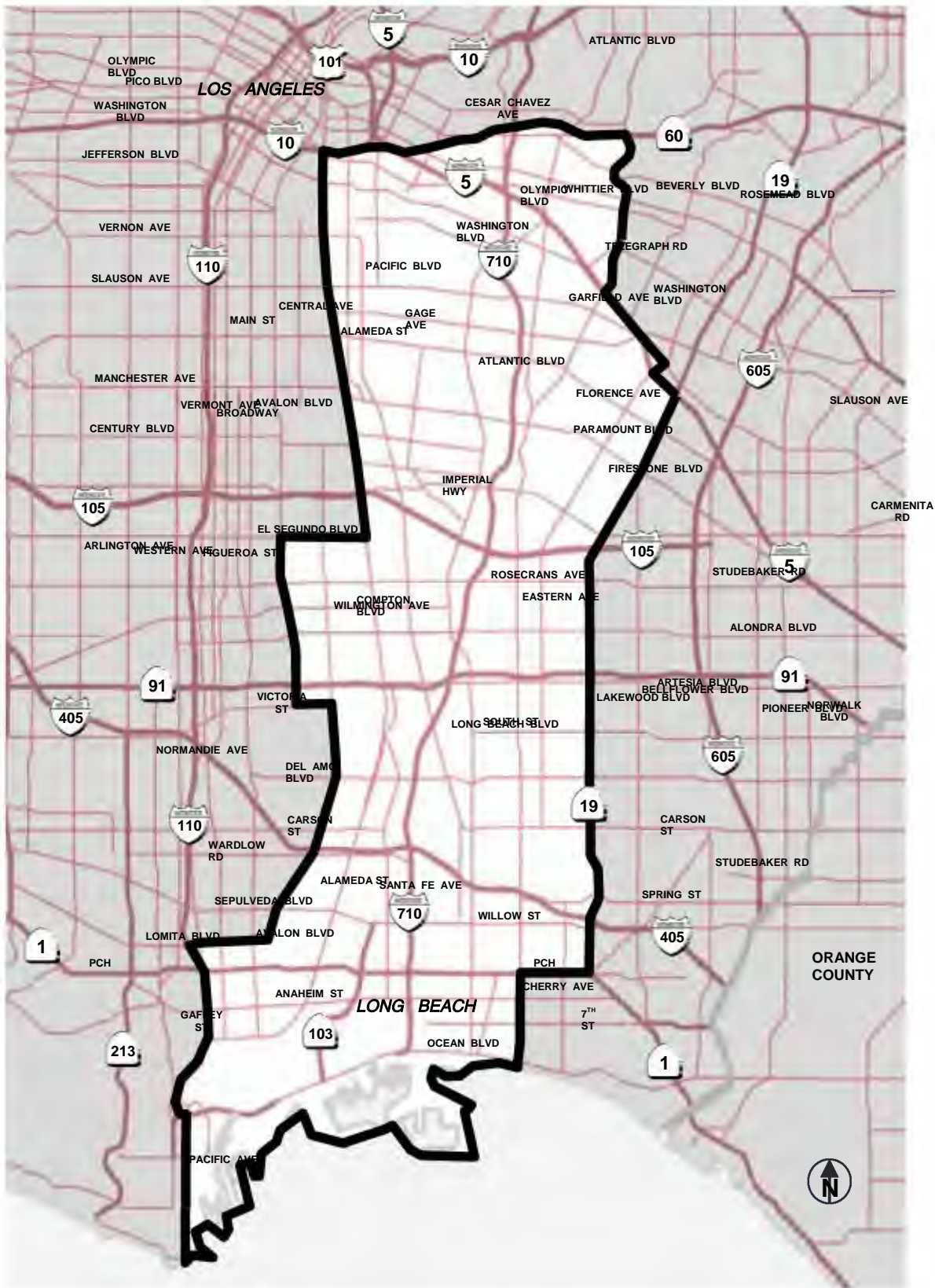
## The Public's Role

The I-710 Study is divided into major work phases that result in a series of decision points. The study is designed to encourage public participation so that opinions from residents, business interests, community groups, and other project stakeholders are taken into account prior to these decision points.

### *I-710 Study – Major Work Phases*



It is important that we hear from as many members of the public as possible as decisions are made throughout the two-year study. Public comments and opinions will be collected using several different methods, including a project website, questionnaires, public workshops, and community presentations.



**Project Contact Information**

If you have questions or comments on the I-710 Study or if you would like to find out about upcoming opportunities to participate in the project, do contact us at:

*Si tiene preguntas o comentarios acerca del Estudio del I-710, o si gustaría ser informado de mas oportunidades para participar en el proyecto, por favor comuníquese con nosotros:*

Mailing Address (Dirección)	Phone Numbers (Números de Teléfono)	WebSite (Internet)
I-710 Major Corridor Study c/o Consensus Planning Group 444 S. Flower Street, Suite 1300 Los Angeles, CA 90071	Phone: (323) 960-4406 Fax: (213) 438-1764	<a href="http://www.gatewaycog.org/index2.html">http://www.gatewaycog.org/index2.html</a>





# Welcome...

The purpose of today's open house is to introduce the I-710 Major Corridor Study to the public and gather input regarding transportation problems and possible solutions along the I-710 Corridor.

**Your feedback is important to us.** Please share your questions, comments, and concerns with us today.

Like any good neighbor, the Study Team is sensitive to the concerns of surrounding residents. We are here today to answer any questions or respond to any concerns residents may have.

There will be no formal presentation during the open house session. At each station, project experts are ready to speak with you and provide you with additional information. Please visit the stations that provide information in your areas of interest.

The stations are:

- *Sign-In*
- *Study Information*
- *I-710 Issues and Problems*
- *Possible Solutions and Improvements*
- *Comments*

**Please write your thoughts or concerns on a comment sheet.** There are comment sheets available at the *Sign-in* and *Comments* stations. You may fill-out the forms as you circulate the different stations and upon completion, hand to any staff member or deposit them in the comment box. You may also fill out the comment forms on a laptop computer at the *Comments* station.

To send written comments, please mail to:

**I-170 Major Corridor Study  
c/o Consensus Planning Group  
444 South Flower Street, Suite 1300  
Los Angeles, CA 90071**

If you have questions regarding the I-710 Study, please call **(323) 960-4406** or visit the project web site at **[www.gatewaycog.org](http://www.gatewaycog.org)**

***Thank you for coming***

# **I-710 Major Corridor Study Meeting Notes**

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**Meeting With:** City of Maywood & Cudahy

**Location:** City of Paramount, Public Works

**Attendance:** Bill Pagett, City Engineer; Gene Daniels, Paramount Councilman (OPC member)

**Notes By:** Juliette Cagigas

**Date:** April 17, 2001

**Team Members:** Alisa Kwun, Juliette Cagigas, Bruce Chow, Ruchira Buragohain, Jeff Henderson, Erica Lampe

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## **Summary**

Bill Pagett is an engineer with Wildan. He acts as the city engineer for the cities of Paramount, Maywood, Cudahy, Bell Gardens and a few others not in the scope of the 710 study. His insight as an engineer for four of the affected cities is extremely valuable. This meeting was also attended by Adler Public Affairs, who is covering the cities of Paramount and Bell Gardens. As such, these meeting notes will concentrate on the cities of Maywood and Cudahy.

## **Questions/Issues Raised**

**1) What do you perceive to be the biggest transportation problems associated with the I-710 Corridor?**

Trucks and the traffic associated with them was discussed as the biggest transportation problem along the 710. Other problems noted were lack of landscaping along the corridor, the need for improved signage, and the reconfiguring of some on-off ramps.

**2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

Cities are built out. No large projects in the foreseeable future.

**3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**

Firestone Boulevard has some major improvements going on now. In Maywood, Slauson Avenue is being resurfaced and a landscaped median is being added.

**4) What are the public transit needs in your City?**

According to Mr. Pagett, the problem is that there is not enough funding for local transportation programs to meet current demand. He felt this was true for all the cities he represents. All the cities need more funding. Mr. Pagett cited a common 1 hour wait for a bus that is not filled to capacity.

**5) Are there any recent studies you feel should be considered in the I-710 Study?**

None mentioned.

**6) Are there any landmarks, etc. worthy of protection?**

The parks in all cities were noted as worthy of protection.

**7) Are there any needs or special interests to consider?**

None mentioned.

**8) What transportation solutions would you like to see implemented?**

- Slauson off-ramp
- Connector to the I-5 freeway southbound
- Direct off-ramp into rail yard for truck traffic
- Lengthen port hours of operation
- Empty Containers- look at better system for dealing with these
- Possible Inland Port
- Florence avenue bridge needs widening
- On-off ramps at Florence need reconfiguring

**9) What is the best approach for outreach in your community?**

City newsletters

**10) Who would you like us to meet with?**

Maywood Mayor Sam Pena- 710 OPC member

**11) What are the active organizations in your community?**

Local Churches

**12) Major employers? Good places for questionnaire?**

We were directed to the Chamber of each city for this information.

**Comments**

**Action Items**

Schedule meeting with Maywood Mayor Sam Peña.

# I-710 Major Corridor Study

## Meeting Notes

**Meeting with:** Jack Findley  
Publisher  
*Long Beach Press-Telegram*

**Meeting Date:** April 17, 2001

**Attendance:** Jack Findley, Erika Laird Lampe

**Location:** Long Beach Press-Telegram  
604 Pine Avenue  
Long Beach, CA 90744

**Notes By:** Jeffrey Henderson

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### Summary

Thirty-minute discussion of I-710 as it impacts the residents of Long Beach and the *Long Beach Press-Telegram*.

### Questions/Issues Raised

- What do you perceive to be the biggest transportation problem(s) associated with the I-710 Corridor? (Specific streets/interchanges in your City? On I-710?)

Too much truck traffic  
Lack of ease of access

- Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?

Potentially the new CityPlace mall and the Queensway Bay project

- Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?

N/A

- Are there any proposed or planned improvements in your City that might affect the transportation system in the future?

N/A

- What are the public transit needs in your City?

There is no major east-west corridor south of the 405 freeway other than 7<sup>th</sup> street, access is an issue with public transit in Long Beach.

- Are there any recent studies you have seen that you think should be considered in the I-710 Study because they are relevant, because they were done very well, or because they were done very poorly?

N/A

- Are there any local landmarks, resources, or special places in the I-710 vicinity that you think are especially worthy of protection?

No, there are none.

- Are there any needs or special interests of a sensitive nature in your community that we need to consider in the Study?

Environmental concerns  
Port of Long Beach  
People who are aware of the issues

- What transportation solutions would you like to see implemented either in your community or on I-710?

Double-decking the 710 from the 91 or 105 to the south  
Implement a major facelift and landscaping

- What is the best approach for outreaching to your community?

Speaking – Utilize the *Press-Telegram* for those who choose to be aware  
Listening – Public forums  
Publish questionnaires and public a digest of responses

- Who would you like us to meet with?

Downtown Long Beach Associates  
Long Beach Chamber of Commerce  
Environmental groups  
Business associations

- What are the active organizations (i.e., churches, schools, community groups) in your community?

Neighborhood groups

- We are also interested in capturing the opinion of frequent I-710 users. Can you suggest locations in your community where it would be effective to place questionnaires (i.e., major employers, destination points, etc.)?

Publish questionnaires and public a digest of responses

- We are collecting baseline information about transportation conditions such as existing traffic counts, accident data, park-n-ride locations, local/regional transit data, general plan, circulation element and land use element. Is this information available?

N/A

### **Comments**

### **Action Items**

Update on progress/study findings/recommendations.

## **I-710 Major Corridor Study Meeting Notes**

**Meeting with:** Warren Illif  
President  
Long Beach Aquarium of the Pacific

**Meeting Date:** March 28, 2001

**Attendance:** Illif, Lampe

**Location:** 301 Golden Shore Avenue  
Suite 300  
Long Beach, CA 90802

**Notes By:** Erika Laird Lampe

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### **Summary**

Thirty-minute discussion of I-710 as it impacts the Aquarium of the Pacific.

### **Questions/Issues Raised**

- What do you perceive to be the biggest transportation problem(s) associated with the I-710 Corridor? (Specific streets/interchanges in your City? On I-710?)

Road conditions (especially lanes 2 and 3)  
Heavy truck traffic  
Appearance

- Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?

Opening of the new Carnival Cruise Line terminal adjacent to the Queen Mary  
Opening of the Queensway Bay shopping and entertainment complex

- Are there any proposed or planned improvements in your City that might affect the transportation system in the future?

There is discussion of a monorail serving Downtown Long Beach.  
New hotels, cruise line, shopping complex, will bring additional traffic.  
Continued increase in port activity.

- What are the public transit needs in your City?

Aquarium is served well by the Passport (local transit system) to connect the Aquarium to downtown. Parking in downtown is an issue, and will continue to be an issue.

- Are there any local landmarks, resources, or special places in the I-710 vicinity that you think are especially worthy of protection?

The Queensway Bay waterfront.

- Are there any needs or special interests of a sensitive nature in your community that we need to consider in the Study?

Long Beach continues to position itself as a tourism and trade local. The I-710 must be made more automobile/consumer friendly. Should be presented as the gateway to Long Beach.

- What transportation solutions would you like to see implemented either in your community or on I-710?

Additional lanes.

Lanes to the Queen Mary that are not confused with lanes to the port.

Exit to Ocean Avenue or Shoreline Drive (Broadway exit is confusing).

Improved signage.

Separation of truck and automobile traffic.

- Who would you like us to meet with?

Cultural organizations (Latin American Museum of Art, Long Beach Museum of Art) and tourism organizations (Queen Mary, Downtown Long Beach Association, Convention Center).

- We are also interested in capturing the opinion of frequent I-710 users. Can you suggest locations in your community where it would be effective to place questionnaires (i.e., major employers, destination points, etc.)?

The Aquarium is open to our use of their facility. In addition, they perform a quarterly customer satisfaction survey, and would be open to our participation in the survey.

### **Comments**

### **Action Items**

Update on progress/study findings/recommendations.

# I-710 Major Corridor Study Meeting Notes

**Meeting with:** Laurence Jackson  
President & General Manager  
Long Beach Transit

**Meeting Date:** April 5, 2001

**Attendance:** Laurence Jackson,  
Jeffrey Henderson,  
Julie Rush

**Location:** Long Beach Transit  
1963 East Anaheim Street  
Long Beach, CA 90804

**Notes By:** Jeffrey Henderson

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## **Summary**

Thirty-minute discussion of I-710 as it impacts Long Beach Transit.

## **Questions/Issues Raised**

- What do you perceive to be the biggest transportation problem(s) associated with the I-710 Corridor? (Specific streets/interchanges in your City? On I-710?)

Truck/auto conflict – there is such a large volume of trucks that it is difficult to deal with as an auto-driver, there are a lot of tie-ups with truck/auto accidents; Long Beach Transit can't use it as an express route

- Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?

Queensway Bay, Queen Mary/Carnival Cruises, Port of Long Beach expansion; when the Aquarium opened you couldn't get down there because it was so congested (SCAG did a great deal of modeling and environmental impact studies for the Aquarium)

- Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?

These are submitted annually to MTA and they then go to SCAG, the last completed plan was for 2001

- Are there any proposed or planned improvements in your City that might affect the transportation system in the future?

Downtown developments

- What are the public transit needs in your City?

Three things: 1) Significant senior/disabled community – Long Beach Transit offers dial-a-ride for people who can't use the bus or drive themselves; 2) Bus Service – a) Long Beach has a huge transit-dependent population, and b) 20% of Long Beach Transit passengers is



choice-ridership, people who have cars but use buses for convenience (especially the Passport); and 3) Tourism/Conventions/Visitors

- Are there any recent studies you have seen that you think should be considered in the I-710 Study because they are relevant, because they were done very well, or because they were done very poorly?

Councilmember Ray Grabinski has some study information that would probably be helpful even if it is a little dated; Ed Shikada, who is probably the most knowledgeable person in the city on traffic matters, should have some modeling information; Port of Long Beach will have some reports

- Are there any local landmarks, resources, or special places in the I-710 vicinity that you think are especially worthy of protection?

Not really, other than the Queen Mary at the end, the corridor is very ugly.

- Are there any needs or special interests of a sensitive nature in your community that we need to consider in the Study?

There are no negatives, HOVs or truck separation would be a positive but the I-710 doesn't measure up to Caltrans standards for HOV lanes; the perception of the I-710 as a resident is that it is an eyesore and is awful to drive on because of the trucks

- What transportation solutions would you like to see implemented either in your community or on I-710?

Separation of trucks from cars; HOV lanes; truck lanes; partial separation; aesthetically – make it more positive, make it look nice, implement some artistic soundwalls

- What is the best approach for outreaching to your community?

Basic outreach is pretty effective in Long Beach except when trying to reach the large (60,000-70,000) Cambodian population – the best way to reach this group is through cultural and religious centers and by producing Khmer-language materials

- Who would you like us to meet with?

Cambodian cultural and religious centers

*Jackson gave the names of Don Richardson, Long Beach Transit Community Relations Representative who specializes in inter-governmental relations and would know how to reach the Cambodian groups; and Rhea Mealey, Long Beach Transit Marketing Manager who keeps apprised of all groups with which Long Beach Transit deals.*

- What are the active organizations (i.e., churches, schools, community groups) in your community?

Religious and cultural centers

- We are also interested in capturing the opinion of frequent I-710 users. Can you suggest locations in your community where it would be effective to place questionnaires (i.e., major employers, destination points, etc.)?

High-rise offices on Ocean Boulevard; the main post office downtown; City Hall, City Council field offices, utility bill stuffers; World Trade Center; Federal building

- We are collecting baseline information about transportation conditions such as existing traffic counts, accident data, park-n-ride locations, local/regional transit data, general plan, circulation element and land use element. Is this information available?

Long Beach Transit's 5-year plan and the CAFR (Comprehensive Annual Financial Reporting) document

*These reports were given to Julie Rush*

### **Comments**

### **Action Items**

Update on progress/study findings/recommendations.

## **I-710 Major Corridor Study Meeting Notes**

**Meeting with:** Joseph Prevratil  
President/CEO  
Queen Mary

**Meeting Date:** March 29, 2001

**Attendance:** Prevratil, Adler

**Location:** 1126 Queens Highway  
Long Beach, CA 90802

**Notes By:** Jeffrey Adler

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### **Summary**

Thirty-minute discussion of I-710 as it impacts the Queen Mary.

### **Questions/Issues Raised**

- What do you perceive to be the biggest transportation problem(s) associated with the I-710 Corridor? (Specific streets/interchanges in your City? On I-710)

The biggest single issue would be separate truck and car lanes.

One key thing for the Queen Mary would be that access off the 710 remains direct and open.

Another useful tool would be better signage on the freeway.

Guests complain about the amount of potholes along the 710.

- Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?

The Alameda Corridor that will be reducing truck traffic along the 710.

- Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?

The Carnival Cruise Line company has completed an EIR to homeport adjacent to the Queen Mary. It expects to bring approx. 400,000 guests to the terminal a year.

The Dick Clark Rock-n-Roll Hall of Fame at the Queen Mary is expected to attract 300,000 – 400,000 guests a year.

A 3,500-seat amphitheater at the Queen Mary is expected to attract approximately 200,000 guests a year.

- Are there any proposed or planned improvements in your City that might affect the transportation system in the future?

Not applicable

- What are the public transit needs in your City?

That there will not be disruptions on the I-710 that will effect access to the Queen Mary by buses which bring a large number of Carnival's passengers.

- Are there any recent studies you have seen that you think should be considered in the I-710 Study because they are relevant, because they were done very well, or because they were done very poorly?

Not applicable

- Are there any local landmarks, resources, or special places in the I-710 vicinity that you think are especially worthy of protection?

The Queen Mary

- Are there any needs or special interests of a sensitive nature in your community that we need to consider in the Study?

You need to carefully look at CityPlace and Queensway Bay and the surrounding attractions to see what impact they have on the I-710.

Approximately 1/3 of Carnival Cruise guests will be arriving by bus. The study may want to implement some sort of bus traffic lane.

- What transportation solutions would you like to see implemented either in your community or on I-710?

Have the lanes either widened or segregated by type of vehicle (i.e., trucks, cars, buses).

- What is the best approach for outreaching to your community?

Not applicable

- Who would you like us to meet with?

The residents along the corridor South of the 91 Freeway.

- What are the active organizations (i.e., churches, schools, community groups) in your community?

Not applicable

- We are also interested in capturing the opinion of frequent I-710 users. Can you suggest locations in your community where it would be effective to place questionnaires (i.e., major employers, destination points, etc.)?

The Queen Mary would be a great place, considering that approx. 20% of it's employees use the 710 as part of their daily commute.

- We are collecting baseline information about transportation conditions such as existing traffic counts, accident data, park-n-ride locations, local/regional data, general plan, circulation element and land use element. Is this information available?

The Carnival Cruise Lines (etc.), you may want to check the EIR and related traffic studies that they have produced.

### **Comments**

### **Action Items**

Update on progress/study findings/recommendations.

# **I-710 Major Corridor Study Meeting Notes**

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**Meeting With:** City of Bell

**Location:** Bell City Hall

**Attendance:** Councilman George Cole, Carlos Alvarado-City Engineer, & Luis Martinez

**Notes By:** Juliette Cagigas

**Date:** Wednesday, March 28, 2001

**Team Members:** Sylvia Novoa, Juliette Cagigas

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## **Summary**

Because of its close proximity to the I-710 freeway, the problem of traffic on the 710 directly impacts the City of Bell. Trucks entering and exiting the freeway cause delays on their city streets. In addition, their streets are often used as detours by motorists seeking alternate routes or by motorists simply trying to avoid an the traffic delays of an accident mentioned on the radio.

The City of Bell sees a Slauson Interchange as a vital part of improving traffic on the I-710 and in their city. From the interview, we learned that they have a fairly active core of parents in the school district. It was suggested we contact this group in addition to several others mentioned.

## **Questions/Issues Raised**

### **1) What do you perceive to be the biggest transportation problems associated with the I-710 Corridor?**

- On/off ramp needed at Slauson
- Trucks enter the 710 N very slowly; creates traffic
- Corridor is in need of landscaping and beautification
- Florence Ave. Bridge over freeway river should be widened and have dedicated lane for traffic exiting freeway.

Mr. Alvarado mentioned the bridges as having high traffic. He quoted average daily traffic as being about 50,000 trips.

It was also noted that accidents on the I-710 lead to spill-over traffic in Bell. The city streets are heavily impacted any time a major accident occurs.

### **2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

Although no specific projects were noted, all felt the traffic, regardless of future projects, would increase significantly on its own.

### **3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**

Mr. Alvarado mentioned that the City planned to make improvements to Florence Avenue in the next year or so. Also, an elementary school is being constructed on the block bordered by Florence and Wilcox.

### **4) What are the public transit needs in your City?**

According to Mr. Cole, the residents of Bell are highly dependent on public transportation. He feels more linkages to the other public transit corridors (i.e. shuttle to the blue line) are needed.

### **5) Are there any recent studies you feel should be considered in the I-710 Study?**

Both Mr. Cole and Mr. Alvarado suggested the consideration of the Slauson Interchange Study conducted a few years back. They felt it was a good study that clearly illustrated the need for a Slauson on/off ramp to the I-710.

**6) Are there any landmarks, etc. worthy of protection?**

None mentioned.

**7) Are there any needs or special interests to consider?**

None mentioned.

**8) What transportation solutions would you like to see implemented?**

All stressed the importance of the Slauson Interchange as a viable solution to the traffic experienced in the City of Bell.

Mr. Cole added a suggestion for more regulation of truck traffic as a possible traffic solution. He explained that trucks entering the I-710 via the Atlantic/Bandini on-ramp enter very slowly due to the curve in the ramp and that, once on the freeway, they routinely block traffic as they make their way over to the far left lane to merge onto the North-bound 5 Freeway. This action of slowing and blocking traffic, he noted, creates a huge amount of traffic. One thing which may alleviate the problem somewhat, he suggested, would be to prohibit trucks from using the 5 freeway exit when entering from Atlantic/Bandini. He argued that the trucks could just as easily take the 60 Freeway, which provides access to the same area.

The last suggestion made was by Mr. Alvarado. On the topic of restricting truck traffic, he recalled measures taken during the 1984 Olympics, which set specific times during which trucks were allowed to use the freeway. All recalled this had alleviated traffic significantly.

**9) What is the best approach for outreach in your community?**

Mr. Cole recommended going to community group meetings.

**10) Who would you like us to meet with?**

See list below.

**11) What are the active organizations in your community?**

- School District J has two committees: Title I and Bilingual Ed, which meet every 2<sup>nd</sup> Tuesday of the month. \*\*
- Chamber of Commerce
- Parents' Coalition- meets every Tuesday
- Seniors Club- meets on Wednesdays
- Old Timers
- Family Center- Various groups

\*\*According to Mr. Cole, the group is comprised of roughly 40-50 active parents and encompasses the City of Bell and other cities along the I-710 Corridor.

Mr. Cole offered his assistance in getting our Study Team some time to speak at the various group meetings if needed. Mr. Alvarado also suggested contacting SABRE- Southeast Area Bus Restructuring Effort. He suggested contacting Annette Peretz, Director of Community Services for Bell, regarding more information on the group. Her extension is 213.

## **12) Major employers? Good places for questionnaire?**

All noted that the major employer in Bell is the school district. For other employers, they suggested contacting Warren in the Bell Chamber of Commerce.

### **Comments**

Mr. Alvarado asked if widening the I-710 would be considered as part of the study. The answer is yes, it will likely be presented as a possible alternative.

Mr. Cole wondered about the impact of the Alameda Corridor on the I-710.

### **Action Items**

Schedule meetings with community groups.



# **I-710 Major Corridor Study Meeting Notes**

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**Meeting With:** City of Commerce

**Date:** Thursday, April 5, 2001

**Attendance:** Robert Quintero, Raymond Ramirez,  
Fernando Mendoza, Brian Dowling,  
Bob Zarrilli, Brian Wolfson

**Location:** Commerce City Hall

**Notes By:** Juliette Cagigas

**Team Members:** Sylvia Novoa, Juliette Cagigas  
Bruce Chow, Ruchira Buragohain

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## **Summary**

The City of Commerce was extremely organized in their preparation for this meeting. The staff members present were very attentive and helpful. From this meeting, we learned that truck traffic is a major problem in certain areas of the city. The city also suffers from traffic either exiting or heading to the I-5 and I-710 Freeways. Being that two of the city's major employers are railway yards, the city has a unique problem of trucks stacking up on city streets while waiting to enter these rail yards to unload their goods.

Outreach efforts in the City of Commerce will be helped by virtue of the many outreach tools available. The City was also very helpful in identifying community groups and organizations we should contact.

## **Questions/Issues Raised**

### **1) What do you perceive to be the biggest transportation problems associated with the I-710 Corridor?**

As with many of the cities in the area, trucks are a problem for Commerce. It was explained to us that the problem is especially bad on the heavy shipment days: Tuesdays and Thursdays. On these days, a line of trucks trying to enter the rail yards backs up on Washington Boulevard for about a mile. Mr. Ramirez described the resulting traffic as "atrocious."

Aside from the truck traffic, the other problem mentioned was that of "cut-through" traffic. As they described, many cars will go through the City of Commerce en route to either the I-5 or I-710 Freeway. The impact on the city's surface streets is especially bad during the morning and afternoon rush hours.

### **2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

Commerce Casino is in the final stages of completing their new hotel. In addition, the railroad yards are making improvements and may soon be expanding.

### **3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**

None mentioned.

### **4) What are the public transit needs in your City?**

Although no real needs were mentioned, it was noted that the truck traffic on the streets greatly affects the transit system in the City. On the heavy shipment days mentioned earlier, buses are often unable to pass through the congested area for long periods of time. The result is a long delay in service.

### **5) Are there any recent studies you feel should be considered in the I-710 Study?**

The SABRE study was mentioned as one worth looking at. Also mentioned was the Magmac study.

**6) Are there any landmarks, etc. worthy of protection?**

Though not a landmark, Bristow Park was noted as a place worthy of protection.

**7) Are there any needs or special interests to consider?**

Several people in the group mentioned the importance of talking to the Bristow Park Community. Specifically, the United Familias of Bristow was noted as a very active community group that should be contacted. The Bristow Park Community is bordered on one side by the I-5 fwy and on another by the I-710. Any connection made between these two freeways could conceivably involve some loss of property and disruption of the neighborhood.

**8) What transportation solutions would you like to see implemented?**

The City of Commerce has a “wish list” of transportation solutions that they compiled in a letter. (Please see attached) Included in that list of possible solutions are also some concerns over the likely effects of certain I-710 improvements on their city. Their concerns and ideas are as follows:

- Concern over I-710 bottlenecking at the 60 Freeway, if 710 is widened
- Would like to see connectors from 710 N to 5 S & from 5 N to 710 S.
- Concerned about possible impact to neighborhoods near fwy; specifically the Bristow Park Community. Some homes there date back to 1920.
- Would like to see I-710 on/off ramps at Slauson Avenue
- Would like to see I-710 on/off ramps at Bandini & Atlantic Boulevards
- Want signage on 710 improved to encourage truck use of 60 and 710.
- Would like restrictions placed on truck access to I-5 Fwy

**9) What is the best approach for outreach in your community?**

The following ideas were suggested for outreach in Commerce:

- Contact businesses through the Industrial Council
- Use Comcats (senior volunteer group) to disseminate info
- Cable Channel 55
- Newsletters: “Strictly Business” and City newsletter
- Papers: “Commerce Pillar” and “The Wave”
- City Website

**10) Who would you like us to meet with?**

It was recommended we meet with the following groups:

- Industrial Council (Chamber of Commerce)
- Supervisor Molina’s Office
- Union Pacific Railway Yard- Tony Giardino, Intermodal
- Burlington Northern Santa Fe Railway Yard- Chuck McCoy, Road Master
- United Familias of Bristow

**11) What are the active organizations in your community?**

United Familias of Bristow was noted as perhaps the most active. It was also noted that Commerce has a very active Senior Citizens group.

## **12) Major employers? Good places for questionnaire?**

Commerce Casino, The Citadel, National Guard, Crowe Development, UPS, Certified Grocers, and Smart & Final were mentioned as major employers. A list was later provided to us with additional employers to contact. It was suggested we go through the Industrial Council for mailing of our questionnaire.

### **Comments**

As with most of the cities we have met with, Commerce asked about the length of the study and how soon changes, if any, would be seen. They asked to be kept informed of the Study progress and offered their assistance where possible.

### **Action Items**

We have a call in to Hugo Argumedo, Mayor of Commerce, to set up a briefing on the study. I will be following up on that call early next week.

# I-710 Major Corridor Study Meeting Notes

**Meeting with:** Marianne Venieris  
Executive Director  
California State University, Long Beach  
Center for International Trade & Transportation (CITT)

**Meeting Date:** April 12, 2001

**Attendance:** Marianne Venieris, Jeffrey Henderson,  
Bruce Chow, Ruchira Buragohain

**Location:** CITT  
1 World Trade Center, Suite 215  
Long Beach, CA 90831

**Notes By:** Jeffrey Henderson

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## Summary

Thirty-minute discussion of I-710 as it impacts the Center for International Trade & Transportation. (*Bruce Chow invited me to this meeting, it was set up as a technical meeting but he thought it would be useful from an outreach standpoint as well*)

## Questions/Issues Raised

- What do you perceive to be the biggest transportation problem(s) associated with the I-710 Corridor? (Specific streets/interchanges in your City? On I-710?)

Trucking hours of operation

Main carriers don't live in the community and don't have a stake in the community

- Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?

Port of Long Beach/trade expansion

- Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?

N/A

- Are there any proposed or planned improvements in your City that might affect the transportation system in the future?

N/A

- What are the public transit needs in your City?

N/A

- Are there any recent studies you have seen that you think should be considered in the I-710 Study because they are relevant, because they were done very well, or because they were done very poorly?

CITT's Industry Forum/Town Hall meeting information (available on internet)

- Are there any local landmarks, resources, or special places in the I-710 vicinity that you think are especially worthy of protection?

N/A

- Are there any needs or special interests of a sensitive nature in your community that we need to consider in the Study?

Truckers/terminal operators

- What transportation solutions would you like to see implemented either in your community or on I-710?

Move traffic (trucks) to evening hours – provide an economic incentive  
Procedural changes are better than physical changes  
Get the key stakeholders to come to the table to discuss solutions

- What is the best approach for outreaching to your community?

N/A

- Who would you like us to meet with?

PMA – Pacific Maritime Association (represents ocean carriers on labor issues)  
MET Transport Advisory Board  
ILWU

- What are the active organizations (i.e., churches, schools, community groups) in your community?

N/A

- We are also interested in capturing the opinion of frequent I-710 users. Can you suggest locations in your community where it would be effective to place questionnaires (i.e., major employers, destination points, etc.)?

ILWU  
Truckers  
Stakeholders in Ports' operation

- We are collecting baseline information about transportation conditions such as existing traffic counts, accident data, park-n-ride locations, local/regional transit data, general plan, circulation element and land use element. Is this information available?

CITT Town Hall information

### **Comments**

### **Action Items**

Update on progress/study findings/recommendations.

# **I-710 Major Corridor Study Meeting Notes**

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**Meeting With:** City of Downey

**Date:** Monday, April 30, 2001

**Attendance:** Anthony La, Traffic Engineer

**Location:** Downey City Hall

**Notes By:** Juliette Cagigas

**Team Members:** Bruce Chow, Ruchira Buragohain, Juliette Cagigas

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## **Summary**

As Downey is more removed from the I-710 its problems are not as severe as some of the other cities we have encountered. It does, however, experience its share of truck traffic. Thus, it has the same major concern echoed by the other cities: Trucks.

## **Questions/Issues Raised**

### **1) What do you perceive to be the biggest transportation problems associated with the I-710 Corridor?**

Truck traffic is the biggest problem. Firestone is also frequently congested. In addition, Downey experiences diversion traffic when there is too much traffic on the I-710. This only adds to the traffic problem on Firestone and clogs other city streets.

### **2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

The former Boeing Site is currently being developed. A portion of it, including the main building, has been converted into a movie studio. Scenes from "Spiderman" are currently being filmed there. Of the remaining portions, one will be developed into a mixed-use retail center featuring a Home Depot and other small stores. The other portion will be a Medical Center complete with a new hospital.

### **3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**

Mr. La noted that while Downey does not have any improvement projects currently on the horizon, the city is working to get State and Federal funding to help shoulder the burden of the many street repairs needed because of the amount of truck traffic moving through the city. He explained that the added burden and added cost on the city is not equal to the benefits, which are few, of the truck traffic.

### **4) What are the public transit needs in your City?**

Downey has a few MTA lines, but the main ridership is on the Metro Green Line.

### **5) Are there any recent studies you feel should be considered in the I-710 Study?**

Mr. La felt strongly that any recent study on trucking traffic numbers and impact should be included. He noted several recent studies from SCAG and one that Kaku had worked on. Bruce Chow was familiar with the studies mentioned.

### **6) Are there any landmarks, etc. worthy of protection?**

None mentioned.

**7) Are there any needs or special interests to consider?**

None mentioned.

**8) What transportation solutions would you like to see implemented?**

Ultimately, Mr. La would like to see traffic minimized on local arterial streets.

**9) What is the best approach for outreach in your community?**

Local Paper – Downey Eagle

We were also advised to work with Assistant to City manager- June Yoshuya.

**10) Who would you like us to meet with?**

Mr. La said he would think on this more and get back to us with a list of groups who would be more active or provide some useful input.

**11) What are the active organizations in your community?**

None mentioned.

**12) Major employers? Good places for questionnaire?**

Chamber has a list.

**Comments**

No additional comments.

**Action Items**

I will be following up with Mr. La to get a list of groups from Downey and with Ms. Yoshuya regarding community outreach.

# **I-710 Major Corridor Study Meeting Notes**

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**Meeting With:** City of Huntington Park

**Date:** Wednesday, April 4, 2001

**Attendance:** Patrick Fu, City Engineer

**Location:** Huntington Park City Hall

**Team Members:** Alisa Kwun, Juliette Cagigas,  
Ruchira Buragohain

**Notes By:** Juliette Cagigas

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## **Summary**

The City of Huntington Park is more removed from the I-710 than the other cities we have met with thus far. Being as such, they are not as concerned about the resulting traffic and congestion from the freeway. At least, Mr. Fu did not give the impression that they were. He did, however, join in with the other cities in suggesting a Slauson off-ramp as one possible transportation solution. Huntington Park has many resources available for outreach purposes including several active churches.

## **Questions/Issues Raised**

### **1) What do you perceive to be the biggest transportation problems associated with the I-710 Corridor?**

According to Mr. Fu, truck trips on Florence and Slauson cause the most traffic in Huntington Park. Trucks apparently travel through Huntington Park en route to Vernon. Mr. Fu believes that, if nothing is done, Slauson will receive the biggest impact in terms of increased congestion.

### **2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

A Home Depot is under construction at State Street and Slauson, and a "La Curacao" furniture and appliance store is being built at Pacific and Slauson. In addition, the city is expecting five new schools to be built in the next few years.

Mr. Fu also mentioned that the city is considering a transit center on Pacific Avenue. This would increase bus traffic along that street.

### **3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**

None mentioned.

### **4) What are the public transit needs in your City?**

The city currently has a Dial-a-Ride system. Mr. Fu noted that residents do use public transit.

### **5) Are there any recent studies you feel should be considered in the I-710 Study?**

None mentioned.

### **6) Are there any landmarks, etc. worthy of protection?**

None mentioned.

### **7) Are there any needs or special interests to consider?**



None mentioned.

**8) What transportation solutions would you like to see implemented?**

- I-710 Slauson off-ramp
- Improvements to Slauson Ave.

**9) What is the best approach for outreach in your community?**

- Chamber of Commerce
- Church Groups
- City Newsletter – contact: Clarence
- “The Wave”- weekly newspaper
- Water bill – contact: Elba Padilla

**10) Who would you like us to meet with?**

Chamber of Commerce

**11) What are the active organizations in your community?**

None mentioned aside from Church groups, however, a list of community organizations was given to us at this meeting.

**12) Major employers? Good places for questionnaire?**

Mr. Fu directed us to the Chamber for this information.

**Comments**

No additional comments.

**Action Items**

No action items.

# **I-710 Major Corridor Study Meeting Notes**

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**Meeting With:** City of Lynwood

**Location:** Lynwood City Hall

**Attendance:** Joe Wang- Director of Public Works,  
and Paul Nguyen, Civil Engineering

**Notes By:** Juliette Cagigas

**Date:** March 28, 2001

**Team Members:** Sylvia Novoa, Juliette Cagigas,  
Bruce Chow, Ruchira Buragohain

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## **Summary**

In this interview, we learned that many of the traffic problems in the City of Lynwood are caused by two things: trucks and intersections in need of upgrading. Although the City did not have many suggestions for the I-710 itself, they did feel improvements to the intersection at Atlantic and Imperial Hwy would help increase the flow of traffic in Lynwood.

## **Questions/Issues Raised**

### **1) What do you perceive to be the biggest transportation problems associated with the I-710 Corridor?**

Long Beach Boulevard is viewed as a problem for Lynwood because, although other cities have designated it as a trucking route, Lynwood has not. Many of their business are located along Long Beach Boulevard so the traffic is especially problematic there.

Mr. Wang mentioned that once the closure of Long Beach Boulevard to truck traffic is enforced, the problem will likely shift to the I-710 and Imperial Highway. Both he and Mr. Nguyen noted that the intersection is already congested with heavy truck traffic.

### **2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

New developments are planned at the intersection of Atlantic and Imperial, right off of the I-710 freeway. Mr. Wang mentioned a Walgreen's Pharmacy and other shops.

### **3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**

None mentioned

### **4) What are the public transit needs in your City?**

Lynwood has its own trolley system that shuttles residents around the city for 0.25 cents a ride. According to Mr. Wang, this service is heavily used and probably reflects a reliance on public transportation by most residents. More buses, he felt, would be helpful.

### **5) Are there any recent studies you feel should be considered in the I-710 Study?**

None mentioned

### **6) Are there any landmarks, etc. worthy of protection?**

Ham House at Ham Park off the I-710 was listed a possible special place.

**7) Are there any needs or special interests to consider?**

None mentioned.

**8) What transportation solutions would you like to see implemented?**

They would like to see improvements to the intersection at Atlantic and Imperial Hwy.

**9) What is the best approach for outreach in your community?**

- Lynwood has Block Watch groups. The captains meet monthly.
- Lynwood Ambassador program. This program consists of individuals who go door-to-door distributing notices and information.
- Water bill is sent out by the city. They would gladly include an insert on the study.
- City newsletter

**10) Who would you like us to meet with?**

- Chamber of Commerce
- Block Watch Groups

**11) What are the active organizations in your community?**

None mentioned

**12) Major employers? Good places for questionnaire?**

St. Francis Hospital and a PACE Trucking Warehouse were mentioned as major employers. It was suggested we contact the Chamber for further information.

**Comments**

No additional comments.

**Action Items**

No action items.

# **I-710 Major Corridor Study Meeting Notes**

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**Meeting With:** City of South Gate

**Date:** Thursday, March 29, 2001

**Attendance:** Efrain Mino, City Engineer; Joseph Comstock; Steve Lefever; Mohammad Mostahkami; Patrician Price

**Location:** South Gate City Hall

**Notes By:** Juliette Cagigas

**Team Members:** Alisa Kwun, Juliette Cagigas,  
Ruchira Buragohain

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## **Summary**

It is clear from this meeting that trucks are the biggest transportation problem for the City of South Gate. We learned that the city has been working with the California Trucking Association to address some of its concerns. However, expansions and new development in the City of South Gate could increase the amount of congestion currently experienced. The city is hopeful that an I-710 off-ramp will be placed at Southern Avenue.

## **Questions/Issues Raised**

### **1) What do you perceive to be the biggest transportation problems associated with the I-710 Corridor?**

All agreed the biggest transportation problem in South Gate can be summed up in one word: Trucks. According to city officials, the intersection at Garfield and Firestone is particularly congested. The city currently has a moratorium on truck generating uses. Existing businesses are exempt. The moratorium was negotiated with the California Trucking Association, who also committed to work with the city to expedite improvements to the 710. Specifically, the city and the CTA would like to see an off-ramp at Southern Avenue.

### **2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

There are 3 truck projects in review that may generate 1000-2000 additional truck trips. Another project under review could generate another 1,000 truck trips. One concrete facility in South Gate is planning to expand. This expansion would add another 100-700 truck trips.

### **3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**

The city is committed to making improvements to the Firestone-710 Interchange and to widening the Rio Hondo Bridge. They are also tentatively looking at widening the Los Angeles Bridge and improving the intersection at Garfield and Southern.

### **4) What are the public transit needs in your City?**

The most popular public transit in South Gate is the city taxi. Shuttles run by the Old Timers club are also popular. Recently, South Gate contributed \$7,000 to a study of the Orange Line. They are hopeful that a station will be placed in South Gate.

### **5) Are there any recent studies you feel should be considered in the I-710 Study?**

This summer, the city plans to undergo a truck traffic analysis that would include the entire city. This information could be useful to the I-710 study team.

**6) Are there any landmarks, etc. worthy of protection?**

None mentioned.

**7) Are there any needs or special interests to consider?**

None mentioned.

**8) What transportation solutions would you like to see implemented?**

The city would like to see a 710 off-ramp at Southern Avenue. Several large companies located at Firestone and Garfield generate several thousand truck trips per day. An off-ramp at Southern would help ease congestion. Also, Thunderbird Villa is in need of another exit. The trailer park currently has only one entrance/exit located under the I-710 Freeway bridge.

**9) What is the best approach for outreach in your community?**

- City Newsletter – Patrician Price, contact
- Community in Action – (Community Oriented Policing group) door-to-door
- City Water Bill

**10) Who would you like us to meet with?**

- South Gate Chamber, Ted Chandler
- California Trucking Association can generate meeting with local truckers
- School Districts
- Tweedy Mile Association

**11) What are the active organizations in your community?**

See above.

**12) Major employers? Good places for questionnaire?**

Arco BP; Blue Diamond; Rockview Dairy; Adhor Farms; Koos Manufacturing; LA Chemical; HON Office Furniture; Armstrong; Schultz Steele; local schools; city; J.B. Hunt; Alfa Meat Co.; Gardena Cheese.

**Comments**

South Gate City Engineer, Efrain Mino expressed a concern that too much emphasis is being placed on Rapid Transit. He would like to see more focus on public transportation. He feels local streets and arteries are in need of repair and would like to see more funds allocated towards that purpose.

**Action Items**

The City would like to be invited to any meetings scheduled with the local truckers.

# **I-710 Major Corridor Study Meeting Notes**

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**Meeting With:** City of Vernon

**Date:** March 29, 2001

**Attendance:** Kevin Wilson, Director of Community Services; Christopher Romero, Administrative Aide

**Location:** Vernon City Hall

**Notes By:** Juliette Cagigas

**Team Members:** Alisa Kwun, Juliette Cagigas, Bruce Chow

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## **Summary**

Being primarily an industrial city, Vernon's "residents" are the businesses that reside there. The majority of the traffic on the city streets consists of trucks either going to, or coming from, the various businesses. Because of this, Vernon's main focus is improving mobility on its local streets and improving freeway access for its businesses.

## **Questions/Issues Raised**

**1) What do you perceive to be the biggest transportation problems associated with the I-710 Corridor?**

Lack of mobility was noted as a problem in Vernon. Due to the high volume of truck traffic in the city, overall traffic is slowed and interchanges are frequently backed up. It was mentioned that the Atlantic/Bandini interchange was in need of improvements.

**2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

According to Mr. Romero, the Rail Road is seeking additional property for vehicle storage and some properties in the city are being considered for warehouse type uses that could create more truck traffic. No new developments are planned as Mr. Romero explained that the city is "built out."

**3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**

The Alameda Corridor is currently the only significant project underway in Vernon. The city is also proposing to widen the rail road bridge on Los Angeles, widen Soto Street and increase capacity on 61<sup>st</sup> Street.

**4) What are the public transit needs in your City?**

Mr. Wilson commented that there few, if any, public transit needs in the City because they have very few residents.

**5) Are there any recent studies you feel should be considered in the I-710 Study?**

None mentioned.

**6) Are there any landmarks, etc. worthy of protection?**

St. Martha's Church was mentioned as a special place.

**7) Are there any needs or special interests to consider?**

None mentioned.

**8) What transportation solutions would you like to see implemented?**

- Slauson off-ramp
- Acceleration lane for vehicles entering the freeway
- Widening of the freeway
- Improvements to Atlantic/Bandini interchange
- Direct off-ramp into rail yard for truck traffic

**9) What is the best approach for outreach in your community?**

Since Vernon's "community" consists of businesses, we were directed to meet with the Chamber of Commerce regarding outreach.

**10) Who would you like us to meet with?**

Chamber of Commerce- contact: Dolores Petula, General Manager 583-3313

**11) What are the active organizations in your community?**

Rotary and Lions Club

**12) Major employers? Good places for questionnaire?**

Farmer John's and UPS were mentioned as major employers. Mr. Wilson suggested we contact the Chamber for a more complete list.

**Comments**

Mr. Romero and Mr. Wilson also noted that changing Rail Road yard hours to a 24-hour shift could work to effectively reduce traffic. Another possibility they mentioned would be to charge trucks an access fee to use the I-710 between the hours of 7a.m. and 7p.m.

**Action Items**

Meet with Chamber

## **I-710 Major Corridor Study Meeting Notes**

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**Meeting With:** Traffic  
Commission, City of Commerce

**Date:** November 6, 2002

**Attendance:** Commerce Traffic  
Commission members and Larry  
Garcia, Commerce Director of  
Public Works

**Location:** Commerce City Hall

**Notes By:** Sylvia Novoa

**Team Members:** Julie Rush, PBQD and Sylvia Novoa, Consensus Planning  
Group

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### **Summary**

Larry Garcia, Director of Public Works for the City of Commerce, invited the project team to present information to the Traffic Commission at their regularly scheduled meeting. One of the commission members, Mr. Gonzalez had been present at a number of other community presentations and felt that it was important that the Traffic Commission be briefed on the study's progress. Julie Rush, Deputy Project Manager for PBQD detailed the history of the study, the process that had determined the five alternatives available for review, and outlines what steps were still required to finalize the study.

### **Questions Asked**

The Commissioners asked questions of each alternative as they were explained and then made general comments regarding the overall study.

### **Questions/Comments regarding Alternative A (No Build)**

- The Commissioners questioned if this was a stand-alone alternative and whether the City of Vernon would be building the Atlantic/Bandini interchange.

### **Questions/Comments regarding Alternative B (TSM/TDM)**

- The Commissioners had no questions regarding this alternative.

### **Questions/Comments regarding Alternative C**

- The Commissioners had no questions regarding this alternative.

### **Questions/Comments regarding Alternative D**

- Would an elevated facility along the I-710 be like the one on the I-110?



### **Questions/Comments regarding Alternative E**

- Commissioner Cortines is a truck driver and mentioned the various alternatives that truck drivers use to avoid the 710. Commissioner Cortines likes the idea of separating cars and trucks. Commissioner Cortines also indicated that while he likes the idea of operating a 24-hour port operation he recognized the need to deal with existing business schedules and hours of operations.

### **General Questions and Comments**

- Larry Garcia asked for a clarification on what was meant by a collector/distributor system and if any of the alternatives were considering coming directly into the Commerce railroad yards.
- Commissioner Gus Lamas asked what the timeline was for these improvements and how many residents would be impacted.
- Commissioner Cortines stated that in his opinion Orange County appeared to be far ahead of L.A. County with regard to transportation projects.

Questions were raised regarding Metrolink and Metrorail as an option.

### **Action Items**

The Traffic Commission requested that we make another presentation once information regarding costs and impacts becomes available.

## **I-710 Major Corridor Study Meeting Notes**

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**Meeting With:** Jesus Cervantes, Councilman  
City of Commerce

**Date:** April 18, 2001

**Attendance:** Robert Quintero, Director of  
Public Works

**Location:** Commerce City Hall

**Notes By:** Juliette Cagigas

**Team Members:** Sylvia Novoa, Juliette Cagigas

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### **Summary**

This meeting was more of a briefing for the councilman than a gathering of information. The City of Commerce had been very thorough in presenting its concerns in our previous meeting with the staff. It was suggested we meet with Councilman Cervantes because he is a resident of the Bristow Park Community. This community is bordered by the I-710 and I-5 Freeways and could be impacted if a connection was built between these two freeways.

The councilman did not elaborate or add to the concerns expressed by the City staff, but did thank us for briefing him on the study.

### **Questions/Issues Raised**

Please see above summary.

### **Comments**

No additional comments.

### **Action Items**

No action items.

# **I-710 Major Corridor Study Meeting Notes**

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**Meeting With:** Richard Hollingsworth, President  
Gateway Cities Partnership

**Location:** 7300 Alondra Boulevard, Suite 102  
Paramount

**Attendance:** Richard Hollingsworth

**Date:** April 9, 2001

**Notes By:** Juliette Cagigas

**Team Members:** Dave Levinsohn, Sylvia Novoa, Juliette Cagigas

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## **Summary**

Mr. Hollingsworth had some insight into the real problems plaguing the I-710 although a more dismal outlook on the possibility of fixing those problems. He agrees with most that the problem is the truck traffic, but blames this on the Ports and their current non-flexible schedules. To increase mobility along the I-710 and to allow it to bear the increased traffic expected in the coming years, Mr. Hollingsworth believes the Ports must change the way they operate. This, he says, would allow for trucks operate during non-peak hours and thus reduce traffic. Getting the Ports to agree to change is, according to Mr. Hollingsworth, a whole other story.

## **Questions/Issues Raised**

### **1) What do you perceive to be the biggest transportation problems associated with the I-710 Corridor?**

Trucks.

### **2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

Mr. Hollingsworth quoted figures from a Caltrans study that predicts that the I-710 will carry 95,000 container vehicles per day by the year 2020. He believes this number will be reached by the year 2012.

While he feels the trucks are the biggest problem, he sees the truckers as "messengers" in this debate. The biggest constraints, he feels, are the Ports and the Unions.

He explains that the ports don't care about traffic congestion. They simply want their containers at a certain time.

He further explained that the Port expects to do 13.6 million moves a year by the year 2020. Of these containers, 70% will go out by truck. This, he concluded, means 15 million truck moves each year.

### **3) What transportation solutions would you like to see implemented?**

According to Hollingsworth, the solutions that would actually do something about the problem will be difficult to implement because it will involve asking people to change their behavior for the greater good.

- He feels the Port should operate on 3 shifts and run 24 hours.
- Shippers wanting their containers dropped off/picked up during peak traffic hours should have an added convenience fee attached.
- Something should be done to address the "empty container" problem.
- Possibly an inland port.

### **Comments**

Mr. Hollingsworth expressed interest in keeping abreast of the study's progress and offered his assistance where possible.

### **Action Items**

No action items.

# ***I-710 Major Corridor Study Meeting Notes***

**Meeting with:** Long Beach Optimists Club

**Meeting Date:** October 25, 2001

**Attendance:** Erika Laird Lampe, Jeffrey Henderson,  
Paul Taylor

**Location:** Westin Hotel  
333 East Ocean Boulevard  
Long Beach, CA 90802

**Notes By:** Jeffrey Henderson

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## **Summary**

*Thirty-minute presentation regarding the I-710 Major Corridor Study.*

## **Issues Raised**

*After the presentation by Erika Laird Lampe and Paul Taylor the group engaged in a question and answer session. Following are the comments and suggestions that arose during the question and answer portion of the meeting:*

- *There were several misconceptions over the Alameda Corridor, many thought that trucks would be using the Alameda Corridor when it opens rather than the 710 freeway, they didn't realize it was for cargo trains only*
- *Add an additional blue/green line-like service or a Maglev train to reduce the number of people travelling in cars into downtown Los Angeles daily*
- *Further development and expansion of Alameda Street around the Alameda Corridor adding separate car and truck lanes and bridges*
- *Implement tolls on the 710 to encourage people to use alternate means of transportation, i.e. trains, buses, etc.*
- *Implement a two-level transportation and shipping system on the 710 to service the regional delivery of goods (versus the national delivery offered by the Alameda Corridor) with a rail and truck system on the lower level and cars on the upper level*
- *Create special lanes and access ramps for direct routes for trucks to utilize based on their destination, i.e. port to 405 freeway, port to 105 freeway, etc.*

## **Comments**

## **Action Items**

*Update on progress/study findings/recommendations.*

# **I-710 Major Corridor Study Meeting Notes**

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**Meeting with:** Ray Mellen, Manager  
Automobile Club

**Meeting Date:** March 30, 2001

**Team Attendance:** Bacharach, Buragohain

**Location:** Auto Club offices – Los Angeles  
Corner of Adams & Figueroa

**Notes By:** Jacki Bacharach

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## **Summary**

- He is a vocal advocate for better incident management and focused on that as a short term improvement for the project.

## **Questions/Issues Raised**

- Upgrading the parallel arterials for trucks would be a good idea. It would have safety and emissions benefits.
- Truck only freeway/freeway ramps should be considered.
- A special on and off ramp for trucks in South Gate should be considered.
- Truck lane assignments need to be better enforced. The Auto Club receives complaints re: this.
- Use of all ITS tools for incident management is important for clearing the roadway and for motorist information.
- Freeway Service Patrols are not equipped to tow trucks.
- He suggested a pilot project for the 710 in incident management – especially during construction - similar to programs already in place in other states including:
  - A special contract in this area for truck tow-ers who would bring state of the art equipment to the scene.
  - Clearing the scene before the coroner arrives.
  - Removing the cargo or fuel from the road without trying to save the load for insurance purposes.
  - Getting the responding agencies all on the same frequency for inter-agency coordination.
- Kern County is building warehousing so when the study looks at the affected area it sprawls outside of the L.A. Basin or even SCAG region.
- Transit should not be mixed in the same travel way as the trucks. Use Blue Line and the Harbor Transitway as the alternatives.
- SuperShuttle and other vans that travel throughout the region should be linked to motorist information so they can avoid congested areas as much as possible.

### **Comments**

- The Auto Club has cut back their staffing and they do not have the resources to study and analyze projects that they used to.
- Just In Time deliveries make mobility even more critical and make incident management even more important.
- All improvements should use modern technology – specifically long life pavement to prevent significant disruptions as much as possible.
- Re: truck lanes, he hadn't studied them but was concerned that if they were only one lane, there could be significant problems in a breakdown situation. He felt that totally separate truck lanes would be safer but would take more right of way which is probably not available.
- He does not believe that Accident Investigation Areas on the freeways (ex. Santa Monica Fwy) are used for their intended purpose and their use is unknown to the motorist.

### **Action Items**

- Explore a pilot project on the 710 re: state of the art incident management. (Caltrans District 11, San Diego is current national leaders in this – Tarbell Martin)
- Consider meeting with other users besides the trucking companies such as the Post Office, UPS, Federal Express and the truck towing companies.
- Consider special truck on and off ramps to the freeway, possible in South Gate.

# **I-710 Major Corridor Study Meeting Notes**

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<b>Meeting with:</b> <b>Dan Baker</b> Vice Mayor/City Councilmember, District 2 City of Long Beach	<b>Meeting Date:</b> April 5, 2001
<b>Attendance:</b> Mark Taylor, Jeffrey Adler Jeffrey Henderson , Fred Pearson	<b>Location:</b> <b>Long Beach City Hall</b> <b>333 West Ocean Blvd., 14<sup>th</sup> Floor</b> <b>Long Beach, CA 90802</b>
	<b>Notes By:</b> Jeffrey Henderson

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## **Summary**

Thirty-minute discussion of I-710 as it impacts the City of Long Beach, particularly the 2<sup>nd</sup> Council District.

## **Questions/Issues Raised**

**1) What do you perceive to be the biggest transportation problem(s) associated with the I-710 Corridor?**

- Port traffic
- Sharing the road with the trucks

**2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

- Port of Long Beach expansion
- Downtown developments – Queensway Bay, Carnival Cruises/Queen Mary, CityPlace, 2,000 additional residential units

**3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**

There is a fund of business revenue allocated to a pot for improvements which is disbursed when enough funds are raised to fund a project. Some of this fund is related to area where the I-710 becomes Shoreline Drive.

**4) Are there any proposed or planned improvements in your City that might affect the transportation system in the future?**

Queensway Bay, CityPlace, Carnival Cruises, the Camden development, the Block M development, many major downtown developments as well as the airport

**5) What are the public transit needs in your City?**

Our bus system does a tremendous job, but we would like to see more connectivity with the Blue Line and more integrated shuttles and we also need improvement on connecting our neighborhoods.

**6) Are there any recent studies you feel should be included in the I-710 Study?**

EIR on for the Carnival Cruise port and the EIR for Queensway Bay

**7) Are there any local landmarks, resources, or special places in the I-710 vicinity that you think are especially worthy of protection?**

The City of Long Beach, including the Queen Mary and everything on the south end and the Grand Prix



cannot be disrupted, also the Los Angeles River.

**8) Are there any needs or special interests to consider in the Study?**

Traffic delays, bumps, length of project – the project needs to move along quickly as it could have very adverse effects on downtown developments.

**9) What transportation solutions would you like to see implemented?**

In the community – produce, support and encourage mass transit

On the I-710 – Port traffic: restricting truck use to limited hours, no trucks during rush hours; discourage commercial traffic; open shoulders during rush hours; 405 to downtown expressway; add a deck above existing freeway to separate cars and trucks.

**10) What is the best approach for outreaching to your community?**

- Local press – the smaller papers, specifically the *Gazettes*
- City's website
- Use the new crawler on the televised City Council meetings
- Target the 30 most active neighborhood associations (out of the 200 neighborhood associations in the city)

**11) Who would you like us to meet with?**

- Council of Neighborhood Associations
- East Village Association
- West End Community Associates
- Wrigley Neighborhood Association
- Alamitos Beach Neighborhood Association
- The two main neighborhood associations from districts eight and nine

**12) What are the active organizations in your community?**

- Neighborhood associations
- Long Beach Chamber of Commerce
- Ministerial Alliance
- First Congregational Church
- Ecumenical Council

**13) Can you suggest locations in your community where it would be effective to place questionnaires (i.e., major employers, destination points, etc.)?**

World Trade Center, Landmark Square, City Hall Information Desk, Queen Mary, Gold's Gym, West End Community Association, East Village Association, all of the high rises on Ocean Boulevard

**14) We are collecting baseline information about transportation conditions such as existing traffic counts, accident data, park-n-ride locations, local/regional transit data, general plan, circulation element and land use element. Is this information available?**

Traffic reports would be available from the City's Traffic Engineer or speak with Ed Shikada the City's former Traffic Engineer

**Comments:** None

**Action Items:** Update on progress/study findings/recommendations.



# **I-710 Major Corridor Study**

## **Meeting Notes**

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**Meeting with:** Officers from the California Highway Patrol

**Meeting Date:** April 11, 2001

**Attendance:** Captain Calvin Aubrey, Commander,  
Southern Division  
Lt. Joe Vizcarra, TMC, Chief Carter, Sgt. Granger (405 scale facility)  
Area commanders: Capt. Jill Angel, Sgt. Todd Sturgiss (N of 91 to Port)  
Lt. Dennis Martinez, E.L.A. & Capt. Acevedo (S of 91 to end)

**Location:** CHP Offices, 1601 Corporate Center,  
Monterey

**Team Attendance:** Jacki Bacharach, Bruce Chow, Ruchira Buragohain

**Notes By:** Jacki Bacharach

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### **Summary**

- Their major goal is to get a truck scale located on the 710. The only 2 scales in the basin that exist are the Carson scale on the 405 and a scale in Castaic in Santa Clarita.

### **Questions/Issues Raised**

- There is no reason for trucks carrying illegal loads to go by the 405 scale so the CHP can't enforce effectively.
- They would like the scale northbound between Anaheim and Willow on 710. It has to be before the 91. But, they need a lot of land and they know that it's scarce as well as being inhibited by the freeway on and off ramps.
  - To accommodate all trucks that would have to stop when the station was open, they would need 3-4 lanes coming in and 2 weigh (scale) lanes and 1-2 empty lanes. Caltrans can assess the amount of property required.
  - Caltrans builds and finances scale facilities.
  - City of Long Beach wants a scale facility. It produces a lot of money. They might build one.
- Northbound to 5 is a major problem because of left lane egress. More collisions because of this.
- Caltrans is re-configuring the Atlantic/Bandini on-ramp
- Packard Bell is building a manufacturing plant east of 710 @ Atlantic/Bandini which will produce more commercial traffic. 1500 containers a day expected.
- No transition road @ Atlantic – need to get off at Atlantic to go southbound 5.
- Some traffic diverts at Washington.
- Possible improvement – sign the freeway and force trucks to use 60 or 10 which is a right merge to get to the 5 instead of trying to make the left merge from the 710.
- Off ramps @ Rosecrans, Imperial, Firestone all have stop signs at the top of the ramps causing trucks to back up onto the freeway. This is an issue for all overpassing ramps. As well as the on ramps being short and metered. Cloverleaves and on/off ramp traffic merge at these areas also.
- Florence is the worst with its stop signs which restrict traffic flow.

- Study needs to look at 605 to see how it will be affected as well as the impact on the 110. If funding is an issue, at least a cursory review should be done.
- All ramps on 710 from 405 to ports need reconstruction – will last 2 years. Ramps are tight and hair pin turns leading to many collisions.
- Metered ramps on 105 to 710 need to be used more judiciously. The ramps can back up while the 710 is free flowing.
- Incident management:
  - There are no shoulders wide enough to conduct enforcement for trucks or for truck breakdowns on the freeway and this is needed. It is very difficult for them to get equipment to the scene to clear it. They need to use a tow-sliding rotator arm which can lift trucks (there are only 4 in L.A. and they are putting them under contract.)
  - The road should be cleared if a truck spills its load. Salvage should not be attempted. Insurance should cover the loss.
  - All tow trucks should carry pumping equipment.
- Better terminal inspections with a sticker showing compliance should be required.
- A constriction is caused by the railroad overcrossing south of the rail yard where the bridge support is right at the freeway. This is south of Bandini and north of Clara.

### **Comments**

- Alameda Corridor won't reduce traffic. The harbor will double or triple within 15 years.
- Truckers don't like the 710 to 60 connector because it's uphill.
- There is a special road clearance project in the West Valley with extra personnel assigned. It has reduced response time from 20 minutes to 6. But a shoulder or center divider is needed.

### **Action Items**

- Consider possible improvements:
  - Pre-pass program with weigh in motion strategies as long as operational costs are minimized.
  - Restrict trucks from traveling in the commute times.
  - Shoulders along the freeway for enforcement and breakdowns.
  - Breaks in center dividers with some kind of controlled gates would allow officers to turn around for incidents.
  - Glare screens to avoid seeing the other side of the freeway
  - More cameras are need on the 710.
  - Photo enforcement
- They suggested checking with trucking industry re: suggestion of not salvaging spilled loads.

# **I-710 Major Corridor Study Meeting Notes**

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<b>Meeting with:</b>	<b>Frank Colonna</b> Councilmember, District 3 City of Long Beach	<b>Meeting Date:</b>	April 19, 2001
<b>Team Attendance:</b>	Jeffrey Henderson	<b>Location:</b>	<b>Colonna &amp; Company</b> <b>203 Glendora Avenue, Suite A</b> <b>Long Beach, CA 90803</b>
		<b>Notes By:</b>	Jeffrey Henderson

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## **Summary**

Thirty-minute discussion of I-710 as it impacts the City of Long Beach, particularly the 3<sup>rd</sup> Council District.

## **Questions/Issues Raised**

**1) What do you perceive to be the biggest transportation problem(s) associated with the I-710 Corridor? (Specific streets/interchanges in your City? On I-710?)**

The 710 was built in about 1952 and hasn't really had any modifications since and the area has outgrown the freeway. It can't manage the load capacity and is incapable of managing the traffic that the area has the capability of putting on the road. The 710 is too congested and vehicles move at sub-speed limit of those on residential streets. Vehicles move at about 15 miles per hour, which wastes fuel and pollutes. This is an unsafe roadway for passenger traffic.

**2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

The downtown developments will have an affect on traffic on the 710, when the aquarium opened traffic was backed up on the 710 all the way to the 405.

**3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**

There are a great deal of projects in the downtown area and there is no other arterial than the 710 unless you use surface streets.

**4) Are there any proposed or planned improvements in your City that might affect the transportation system in the future?**

City Council has recently approved 1,500 new residential units downtown, a 200,000 square-foot shopping center, the Queensway Bay project and three hotels are waiting for financing.

**5) What are the public transit needs in your City?**

We need an ancillary rail line to travel with the 710, looking at some form of rapid transit like an elevated train system in addition to the blue line.

**6) Are there any recent studies you think should be considered in the I-710 Study?**

No

**7) Are there any local landmarks, resources, or special places in the I-710 vicinity that you think are especially worthy of protection?**

None that I'm aware of, preservationists would know. A cautionary approach should be taken with the water tables as the Alameda Corridor ran into trouble when digging the trench.

**8) Are there any needs or special interests of a sensitive nature in your community that we need to consider in the Study?**

There should be an assessment of schools and hospitals that are adjacent and directly affected by the 710, primarily schools.

**9) What transportation solutions would you like to see implemented either in your community or on I-710?**

Separation of the trucks and the cars would be the most important outcome. Whether you cut the freeway in half and use one side for truck traffic and the other for cars or create some kind of dedicated route for trucks. It would be best to stay inside the existing corridor and avoid trying to widen and gain right-of-way and eliminate houses. Again, an elevated, high-speed train would be a good idea. Possibly build a rail line with the river (rail or tracking alongside the river) and make the river look better in the process.

There are currently lobbyists trying to get the same type of designation for the 710 freeway that the Alameda Corridor received, an IST21 and a "project of national significance" as the Alameda Corridor is known. Two of the lobbyists are Tom Bulger and Del Smith and they're working through the Gateway Cities COG.

**10) What is the best approach for outreaching to your community?**

Schools, churches and the *Long-Beach Press Telegram* are always good methods. You would also want to do a 300-foot survey and a random sampling of other areas.

**11) Who would you like us to meet with?**

DLBA – they have statistics posted on their website and one of those is that 25,000 – 30,000 people come to the downtown Long Beach area every day for work.

**12) What are the active organizations (i.e., churches, schools, community groups) in your community?**

There are several churches, schools and community groups.

**13) Can you suggest locations in your community where it would be effective to place questionnaires (i.e., major employers, destination points, etc.)?**

The utility billing is the best method for reaching people with a questionnaire.

**Comments** – None

**Action Items** - Update on progress/study findings/recommendations.

# **I-710 Major Corridor Study**

## **Meeting Notes**

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<b>Meeting with:</b>	<b>Phil Clarke</b> DSL Transportation Services	<b>Meeting Date:</b>	March 27, 2001
<b>Team Attendance:</b>	Bacharach, Chow, Buragohain	<b>Location:</b>	<b>DSL Transportation Services</b> South Gate
		<b>Notes By:</b>	<b>Jacki Bacharach</b>

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### **Summary**

- His overriding issue was the hours that truckers can work at the ports. Many of the issues got back to the fact that they could be more productive and there would be less congestion if the port terminals were open at night.
- He was interested in discussing the issues and helpful in identifying areas of concern on the freeway.

### **Questions/Issues Raised**

- The major issue raised dealt with keeping the port terminals open at night on a scheduled basis.
  - Now they are open only occasionally so that trucking companies can't staff up for it. But with the growth, using the night hours will be essential.
  - He would like to see differential pricing for the gate charge for the terminals at night and in the day (premium price). The State should levy the charge.
  - Terminal operators don't care but the impacts of day-only terminals impacts everyone outside the ports.
- There are isolated spots on the 710 that could be fixed to improve the flow.
  - @ 91 it is always backed up because of the climb and turn movement
  - The Del Amo off ramp is difficult
  - The 105/710 interchange is a disaster when there is no metering
  - @ Imperial, the freeway makes a jog and there is a short on-ramp onto the 710 with a curve.
  - Off ramp @ Firestone @ SoutGate needs improvement
  - Going from the 710 north to the 5 north, trucks dive down and contribute to fender benders.
  - And of course, the interchanges – 710/101/5/10
- Synchronizing the signals on the major arterials paralleling the 710 would be a help. For example, Lakewood, Rosemead, Firestone.

### **Comments**

- Clarke sits on the Trucking Association's Los Angeles/Orange County Intermodal Committee which also meets jointly with the Steamship Association and the terminal operators.
- He is not supportive of truck only lanes because there is physically no place for them to go. He doesn't believe that there is a need for special facilities for trucks.
- He doesn't anticipate the Alameda Corridor's implementation having any impact on his operations.
- He sees alternate routes to the 710 in case of an accident to be the 110 or Atlantic.

### **Action Items**

- Consider off site impacts of the port terminals being regularly open at night.
- Review isolated spots identified above for possible improvements.
- Review county's program for signal synchronization in the area to see if and/or when the major arterials running parallel to the freeway would be included.
- He offered to provide more names of trucking companies in the area that might be helpful for us to meet with. I am following through to get those names.



# I-710 Major Corridor Study

## Meeting Notes

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**Meeting with:** **Jack Findley**  
Publisher  
*Long Beach Press-Telegram*

**Meeting Date:** April 17, 2001

**Team Attendance:** Erika Laird Lampe

**Location:** **Long Beach Press-Telegram**  
**604 Pine Avenue**  
**Long Beach, CA 90744**

**Notes By:** Jeffrey Henderson

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### **Summary**

Thirty-minute discussion of I-710 as it impacts the residents of Long Beach and the *Long Beach Press-Telegram*.

### **Questions/Issues Raised**

- 1) What do you perceive to be the biggest transportation problem(s) associated with the I-710 Corridor? (Specific streets/interchanges in your City? On I-710?)**
  - Too much truck traffic
  - Lack of ease of access
- 2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

Potentially the new CityPlace mall and the Queensway Bay project

- 3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**

N/A

- 4) Are there any proposed or planned improvements in your City that might affect the transportation system in the future?**

N/A

- 5) What are the public transit needs in your City?**

There is no major east-west corridor south of the 405 freeway other than 7<sup>th</sup> street, access is an issue with public transit in Long Beach.

- 6) Are there any recent studies you think should be considered in the I-710 Study?**

N/A

**7) Are there any local landmarks, resources, or special places in the I-710 vicinity that you think are especially worthy of protection?**

No, there are none.

**8) Are there any needs or special interests of a sensitive nature in your community that we need to consider in the Study?**

- Environmental concerns
- Port of Long Beach
- People who are aware of the issues

**9) What transportation solutions would you like to see implemented either in your community or on I-710?**

- Double-decking the 710 from the 91 or 105 to the south
- Implement a major facelift and landscaping

**10) What is the best approach for outreaching to your community?**

- Speaking – Utilize the *Press-Telegram* for those who choose to be aware
- Listening – Public forums
- Publish questionnaires and public a digest of responses

**11) Who would you like us to meet with?**

- Downtown Long Beach Associates
- Long Beach Chamber of Commerce
- Environmental groups
- Business associations

**12) What are the active organizations (i.e., churches, schools, community groups) in your community?**

Neighborhood groups

**13) We are also interested in capturing the opinion of frequent I-710 users. Can you suggest locations in your community where it would be effective to place questionnaires (i.e., major employers, destination points, etc.)?**

Publish questionnaires and public a digest of responses

**14) We are collecting baseline information about transportation conditions such as existing traffic counts, accident data, park-n-ride locations, local/regional transit data, general plan, circulation element and land use element. Is this information available?**

N/A

**Comments**

No additional comments

**Action Items**

Update on progress/study findings/recommendations.

# **I-710 Major Corridor Study Meeting Notes**

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<b>Meeting with:</b>	<b>Ray Grabinski</b> City Councilmember, District 7 City of Long Beach	<b>Meeting Date:</b>	April 13, 2001
<b>Team Attendance:</b>	Jeffrey Henderson Bruce Chow, Ruchira Buragohain	<b>Location:</b>	<b>Long Beach City Hall 333 West Ocean Blvd., 14<sup>th</sup> Floor Long Beach, CA 90802</b>
		<b>Notes By:</b>	Jeffrey Henderson

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## **Summary**

Thirty-minute discussion of I-710 as it impacts the City of Long Beach, particularly the 7<sup>th</sup> Council District.

## **Questions/Issues Raised**

**1) What do you perceive to be the biggest transportation problem(s) associated with the I-710 Corridor? (Specific streets/interchanges in your City? On I-710?)**

- Safety
- Pollution
- Poor road conditions

**2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

- Port of Long Beach expansion
- Queensway Bay
- Queen Mary/Carnival Cruises

**3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**

\$50-60 million worth of street improvements

**4) Are there any proposed or planned improvements in your City that might affect the transportation system in the future?**

Several infrastructure improvements

**5) What are the public transit needs in your City?**

Long Beach Transit is one of the best in the country and Larry Jackson is a genius. We need to have positive conversation about public transit, it needs to be fun and free – something like the Trolleys in San Francisco but without the Trolleys.

**6) Are there any recent studies you have seen that you think should be considered in the I-710 Study because they are relevant, because they were done very well, or because they were done very poorly?**

Edison's Right-of-Way Electric Automated Freight Train Study

**7) Are there any local landmarks, resources, or special places in the I-710 vicinity that you think are especially worthy of protection?**

Queen Mary

**8) Are there any needs or special interests of a sensitive nature in your community that we need to consider in the Study?**

No, just utilize public input. We always hear that we need to educate the public but the public is smarter than we are, we can learn from the public.

**9) What transportation solutions would you like to see implemented either in your community or on I-710?**

Divert truck traffic. SCAG did a report for me in 1999 about extending the Terminal Island (103) Freeway to the 405. It is a viable proposal.

**10) What is the best approach for outreaching to your community?**

- Business associations
- Newspapers – *Long Beach Press-Telegram, Los Angeles Times, Gazette Newspapers, Business Journals*

**11) Who would you like us to meet with?**

- West Long Beach PAC
- West Long Beach Business Associates
- Bixby Knolls Business Association
- North Long Beach groups

**12) What are the active organizations (i.e., churches, schools, community groups) in your community?**

Ministerial alliance – organization of the churches

**13) We are also interested in capturing the opinion of frequent I-710 users. Can you suggest locations in your community where it would be effective to place questionnaires (i.e., major employers, destination points, etc.)?**

Downtown, business areas, business associations

**14) We are collecting baseline information about transportation conditions such as existing traffic counts, accident data, park-n-ride locations, local/regional transit data, general plan, circulation element and land use element. Is this information available?**

SCAG 1999 Study on Terminal Island Freeway-San Diego Freeway Connector (*provided one copy to APA, one copy to Kaku*)

**Comments** – No additional comments

**Action Items** - Update on progress/study findings/recommendations.

# **I-710 Major Corridor Study Meeting Notes**

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**Meeting with:** **Warren Illif**  
President  
Long Beach Aquarium of the Pacific

**Meeting Date:** March 28, 2001

**Location:** **301 Golden Shore Avenue  
Suite 300  
Long Beach, CA 90802**

**Team Attendance:** Erika Lampe

**Notes By:** Erika Laird Lampe

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## **Summary**

Thirty-minute discussion of I-710 as it impacts the Aquarium of the Pacific.

## **Questions/Issues Raised**

**1) What do you perceive to be the biggest transportation problem(s) associated with the I-710 Corridor? (Specific streets/interchanges in your City? On I-710?)**

- Road conditions (especially lanes 2 and 3)
- Heavy truck traffic
- Appearance

**2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

- Opening of the new Carnival Cruise Line terminal adjacent to the Queen Mary
- Opening of the Queensway Bay shopping and entertainment complex

**3) Are there any proposed or planned improvements in your City that might affect the transportation system in the future?**

- There is discussion of a monorail serving Downtown Long Beach.
- New hotels, cruise line, shopping complex, will bring additional traffic.
- Continued increase in port activity.

**4) What are the public transit needs in your City?**

Aquarium is served well by the Passport (local transit system) to connect the Aquarium to downtown. Parking in downtown is an issue, and will continue to be an issue.

**5) Are there any local landmarks, resources, or special places in the I-710 vicinity that you think are especially worthy of protection?**

The Queensway Bay waterfront.

**6) Are there any needs or special interests of a sensitive nature in your community that we need to consider in the Study?**

Long Beach continues to position itself as a tourism and trade local. The I-710 must be made more automobile/consumer friendly. Should be presented as the gateway to Long Beach.

**7) What transportation solutions would you like to see implemented either in your community or on I-710?**

- Additional lanes.
- Lanes to the Queen Mary that are not confused with lanes to the port.
- Exit to Ocean Avenue or Shoreline Drive (Broadway exit is confusing).
- Improved signage.
- Separation of truck and automobile traffic.

**8) Who would you like us to meet with?**

Cultural organizations (Latin American Museum of Art, Long Beach Museum of Art) and tourism organizations (Queen Mary, Downtown Long Beach Association, Convention Center).

**9) We are also interested in capturing the opinion of frequent I-710 users. Can you suggest locations in your community where it would be effective to place questionnaires (i.e., major employers, destination points, etc.)?**

The Aquarium is open to our use of their facility. In addition, they perform a quarterly customer satisfaction survey, and would be open to our participation in the survey.

**Comments**

No additional comments.

**Action Items**

Update on progress/study findings/recommendations.

# **I-710 Major Corridor Study Meeting Notes**

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<b>Meeting with:</b> <b>Laurence Jackson</b> President & General Manager Long Beach Transit	<b>Meeting Date:</b> April 5, 2001
<b>Team Attendance:</b> Jeffrey Henderson, Julie Rush	<b>Location:</b> <b>Long Beach Transit</b> <b>1963 East Anaheim Street</b> <b>Long Beach, CA 90804</b>
	<b>Notes By:</b> Jeffrey Henderson

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## **Summary**

Thirty-minute discussion of I-710 as it impacts Long Beach Transit.

## **Questions/Issues Raised**

**1) What do you perceive to be the biggest transportation problem(s) associated with the I-710 Corridor?**

Truck/auto conflict – there is such a large volume of trucks that it is difficult to deal with as an auto-driver, there are a lot of tie-ups with truck/auto accidents; Long Beach Transit can't use it as an express route.

**2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

Queensway Bay, Queen Mary/Carnival Cruises, Port of Long Beach expansion; when the Aquarium opened you couldn't get down there because it was so congested (SCAG did a great deal of modeling and environmental impact studies for the Aquarium).

**3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**

These are submitted annually to MTA and they then go to SCAG, the last completed plan was for 2001

**4) Are there any proposed or planned improvements in your City that might affect the transportation system in the future?**

Downtown developments

**5) What are the public transit needs in your City?**

Three things:

- Significant senior/disabled community – Long Beach Transit offers dial-a-ride for people who can't use the bus or drive themselves;
- Bus Service –
  - i. Long Beach has a huge transit-dependent population
  - ii. 20% of Long Beach Transit passengers is choice-ridership, people who have cars but use buses for convenience (especially the Passport)
- Tourism/Conventions/Visitors

**6) Are there any recent studies you have seen that you think should be considered in the I-710 Study?**

Councilmember Ray Grabinski has some study information that would probably be helpful even if it is a little dated; Ed Shikada, who is probably the most knowledgeable person in the city on traffic matters, should have some modeling information; Port of Long Beach will have some reports.

**7) Are there any local landmarks, resources, or special places in the I-710 vicinity that you think are especially worthy of protection?**

Not really, other than the Queen Mary at the end, the corridor is very ugly.

**8) Are there any needs or special interests of a sensitive nature in your community that we need to consider in the Study?**

There are no negatives, HOVs or truck separation would be a positive but the I-710 doesn't measure up to Caltrans standards for HOV lanes; the perception of the I-710 as a resident is that it is an eyesore and is awful to drive on because of the trucks.

**9) What transportation solutions would you like to see implemented either in your community or on I-710?**

Separation of trucks from cars; HOV lanes; truck lanes; partial separation; aesthetically – make it more positive, make it look nice, implement some artistic soundwalls.

**10) What is the best approach for outreaching to your community?**

Basic outreach is pretty effective in Long Beach except when trying to reach the large (60,000-70,000) Cambodian population – the best way to reach this group is through cultural and religious centers and by producing Khmer-language materials.

**11) Who would you like us to meet with?**

Cambodian cultural and religious centers

*Jackson gave the names of Don Richardson, Long Beach Transit Community Relations Representative who specializes in inter-governmental relations and would know how to reach the Cambodian groups; and Rhea Mealey, Long Beach Transit Marketing Manager who keeps apprised of all groups with which Long Beach Transit deals.*

**12) What are the active organizations (i.e., churches, schools, community groups) in your community?**

Religious and cultural centers

**13) Can you suggest locations in your community where it would be effective to place questionnaires (i.e., major employers, destination points, etc.)?**

High-rise offices on Ocean Boulevard; the main post office downtown; City Hall, City Council field offices, utility bill stuffers; World Trade Center; Federal building

**14) We are collecting baseline information about transportation conditions such as existing traffic counts, accident data, park-n-ride locations, local/regional transit data, general plan, circulation element and land use element. Is this information available?**

Long Beach Transit's 5-year plan and the CAFR (Comprehensive Annual Financial Reporting) document  
*These reports were given to Julie Rush*

**Comments**

No additional comments.

**Action Items** -Update on progress/study findings/recommendations.



# I-710 Major Corridor Study Meeting Notes

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<b>Meeting with:</b>	<b>Geraldine Knatz, Ph.D.</b> Director of Development Port of Long Beach	<b>Meeting Date:</b>	April 16, 2001
<b>Team Attendance:</b>	Jeffrey Henderson Bruce Chow, Ruchira Buragohain	<b>Location:</b>	<b>Port of Long Beach 925 Harbor Plaza Long Beach, CA 90802</b>
		<b>Notes By:</b>	Jeffrey Henderson

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## **Summary**

Thirty-minute discussion of I-710 as it impacts the Port of Long Beach. Knatz noted that her perspective for this interview was of the section of the I-710 freeway south of the I-405 freeway.

## **Questions/Issues Raised**

**1) What do you perceive to be the biggest transportation problem(s) associated with the I-710 Corridor?**

- Volume of truck traffic and the anticipated increase of truck traffic
- Lack of capacity

**2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

- San Pedro Bay Ports expansion
- Downtown developments may affect the traffic but not significantly

**3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**

Port expansion

**4) Are there any proposed or planned improvements in your City that might affect the transportation system in the future?**

Port expansion

**5) What are the public transit needs in your City?**

N/A

**6) Are there any recent studies you have seen that you think should be considered in the I-710 Study?**

- Port Transportation Master Plan
- Empty Container Study (by the Gateway Cities COG, funded by SCAG) that should be under way and if it is, should be completed by the summer

**7) Are there any local landmarks, resources, or special places in the I-710 vicinity that you think are especially worthy of protection?**

No

**8) Are there any needs or special interests of a sensitive nature in your community that we need to consider in the Study?**

- Difficulty of navigating with trucks
- Possibly Caesar Chavez Park

**9) What transportation solutions would you like to see implemented either in your community or on I-710?**

- Widen as much as possible
- Increase shoulder width
- Make four lanes in each direction
- Increase trucks' hours of operation
- Weaving room on the on-ramps to get onto the freeway
- Improve the radius of the off-ramps reducing the danger of overturned trucks

**10) What is the best approach for outreach to your community?**

- Public/community/neighborhood meetings – increase public's understanding of how the trucks with which they contend affect/benefit them
- Newsletters are good, but may not be well-read
- Local publications should be a part of it but not relied upon fully

**11) Who would you like us to meet with?**

Port of Los Angeles, ILWU

**12) What are the active organizations (i.e., churches, schools, community groups) in your community?**

Neighborhood groups

**13) Can you suggest locations in your community where it would be effective to place questionnaires (i.e., major employers, destination points, etc.)?**

- Metered entrances to the freeway
- Truck stops/gas stations – PCH/Anaheim Boulevard areas
- Terminal Operators could hand them out at the exit gateways

**14) We are collecting baseline information about transportation conditions such as existing traffic counts, accident data, park-n-ride locations, local/regional transit data, general plan, circulation element and land use element. Is this information available?**

The Port Transition Master Plan (*Kaku Associates is getting this from Cary Cartwright when it is made available*)

**Comments** – no additional comments

**Action Items** - Update on progress/study findings/recommendations.

# **I-710 Major Corridor Study Meeting Notes**

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**Meeting with:** **Gene Daniels, Councilmember**  
City of Paramount  
**Bill Pagett, City Engineer**  
Cities of Paramount and Bell Gardens  
(also Cities of Maywood and Cudahy)

**Meeting Date:** April 17, 2001

**Team Attendance:**  
Erika Laird Lampe, Jeffrey Henderson,  
Bruce Chow, Ruchira Buragohain,  
(Juliette Cagigas, Alisa Kwun for Maywood  
and Cudahy portion of interview)

**Location:** **City of Paramount**  
**15300 Downey Avenue**  
**Paramount, CA 90723**

**Notes By:** Jeffrey Henderson

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## **Summary**

Thirty-minute discussion of I-710 as it impacts the Cities of Paramount and Bell Gardens.

## **Questions/Issues Raised**

**1) What do you perceive to be the biggest transportation problem(s) associated with the I-710 Corridor? (Specific streets/interchanges in your City? On I-710?)**

- The number one issue is safety – 60-70% of the trucks on the freeway shouldn't be there but there are no inspections to regulate them. Some of the trucks have very bad drivers who don't obey the rules of the road.
- CHP has no pull-off areas.
- Landscaping is very poor.
- Bad signage.
- Interchanges are bad – they have no access easability especially in the areas where the freeway is intersected – 405, 91, 105, 5, 60, and eventually the 210.
- Increase of traffic.
- At Florence Avenue, the bridge needs to be widened and the all on- and off-ramps need to be reconfigured (Florence Avenue provides access to the Bicycle Club – Bell Gardens' largest employer and largest revenue-generator)

**2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

- No, other than port activity, all the cities are built-out
- Maybe population increases, but most of this growth is offset by mass transit
- Cities are trying to de-densify and add park space

**3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**

Paramount – improvements to Alondra Boulevard

Bell Gardens – improvements to Eastern Avenue from the south city limit to Mueller Avenue  
Garfield and Eastern Avenues (in both cities) are being examined in a study for possible signal synchronization and other as they are the streets that take the overflow traffic and construction traffic from the 710, these improvements should be determined and made prior to any work on the 710.

**4) Are there any proposed or planned improvements in your City that might affect the transportation system in the future?**

- Just basic street work
- Regional projects have included signal synchronization, the Imagine Project

**5) What are the public transit needs in your City?**

Paramount – mass transit regional buses are not utilized, people don't feel comfortable with the buses and the trains because there is a lack of information and very bad public relations and customer service – the bus and train operators are very rude to riders. Until mass transit is done effectively and efficiently people won't use it. There is a proposed monorail-type system (orange line) that would cut through the city diagonally.

Bell Gardens – needs more money to expand system – MTA is over-funded; the bus system is heavily-used especially since the Montebello School District no longer operates its own buses; three buses may pass by before there is room to board; kids use the buses to get to and from school and also recreationally

**6) Are there any recent studies you have seen that you think should be considered in the I-710 Study because they are relevant, because they were done very well, or because they were done very poorly?**

Long Beach Transit is working on a study of how to tie the cities together with mass transit  
The Multi-Modal High Speed Study

**7) Are there any local landmarks, resources, or special places in the I-710 vicinity that you think are especially worthy of protection?**

- Parks in all cities
- Los Angeles River – new levy artwork and the City of Paramount just spent millions of dollars on improvements to increase the city's flood protection to 133 years which will eliminate the \$2 million per year citizens spend on flood insurance
- Alondra and Rosecrans exits off of the 710 (these are Paramount's only exits) – long closures could create problems for the city

**8) Are there any needs or special interests of a sensitive nature in your community that we need to consider in the Study?**

No

**9) What transportation solutions would you like to see implemented either in your community or on I-710?**

- Increase operating hours at the ports (this has worked in the past – 1984 Olympics in Los Angeles)
- Store empty containers in Los Angeles rather than running them back down the 710 to be stored and up the 710 again empty to pick up a load in Los Angeles – this is very dangerous
- Expand the freeway – utilize some of the Edison right-of-way
- Better rail yard access
- Truck lanes/HOV lanes
- Create I-5 south access from the 710 – this could help eliminate the Atlantic/Bandini bottleneck, or an exit at Slauson would help
- Increase funding for local street improvements
- Improve mass transit

**10) What is the best approach for outreaching to your community?**

Paramount

- Flyers/door hangers
- Chamber of Commerce publication (Circ. 18,000)
- *Long Beach Press-Telegram*
- Quarterly City circular, "Around Town"
- Cable Television (AT&T Broadband – formerly Media One)

Bell Gardens

- Programs are similar to those in Paramount

**11) Who would you like us to meet with?**

- Chamber of Commerce
- Church Groups
- Community Groups – Contact each city's City Manager for information

**12) What are the active organizations (i.e., churches, schools, community groups) in your community?**

Paramount Chamber of Commerce – very active, their "Pulse Beat" monthly newsletter (Circ. 18,000) is very well-read

Bell Gardens Chamber of Commerce – not as active as Paramount, but still a good source

Both Cities have several civic organizations: Soroptimists, Rotary, Elks Club, Lions Club, Women's Club

**13) Can you suggest locations in your community where it would be effective to place questionnaires (i.e., major employers, destination points, etc.)?**

Paramount – Speak with Assistant City Manager Linda Bediditti-Real

- Swap Meet
- New Home Depot
- Weber Metals
- Carlton-Forge
- Water bill insert (city uses surveys frequently in the water bills)

Bell Gardens – Speak with Tony Ybarra in Community Development Department

- Bicycle Club
- Chamber of Commerce
- Main Post Office
- DMV
- Florence & Eastern developments – Mission Plaza & Toys R Us Plaza

**14) We are collecting baseline information about transportation conditions such as existing traffic counts, accident data, park-n-ride locations, local/regional transit data, general plan, circulation element and land use element. Is this information available?**

Empty Container Study

**Comments** – No additional comments

**Action Items** - Update on progress/study findings/recommendations.

# I-710 Major Corridor Study

## Meeting Notes

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<b>Meeting with:</b>	<b>Kerry Cartwright,</b> Assistant Director of Planning, POLB	<b>Meeting Date:</b>	April 5, 2001
<b>Team Attendance:</b>	Julie Rush (PB), Jacki Bacharach	<b>Location:</b>	<b>Port of Long Beach offices</b> 925 Harbor Plaza Long Beach
		<b>Notes By:</b>	Jacki Bacharach

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### **Summary**

- He was eager to help in any way. He is very engaged with this project and very knowledgeable about port activities now and into the future.
- Capacity is the major problem. The 3 interchanges on the 710 between the POLB and 405 are all cloverleaf and contribute to the problem.

### **Questions/Issues Raised**

#### **Regarding hours of operations**

- For at least the last 3-4 years, the terminals have offered extended hours but probably not consistently.
- Terminal operators and steamship lines will strongly oppose legislation forcing hours of operation.
- POLB's model tests 3 scenarios for hours of operation in 2020. The % of truck movements are distributed as follows:
  - Best case – 40% @ 8 am to 4 pm; 40% @ 6 pm to 2 am; 20% @ 3 am to 8 am
  - Baseline (most probably in 2020) – 60% @ 8 am to 4 pm; 20% @ 6 pm to 2 am; 20% 3 am to 8 am (Hanjin does this already)
  - Conservative (close to today) – 80% @ 8 am to 4 pm; 10% @ 6 pm to 2 am; 10% @ 3 am to 8 am
  - For weekends 15% is the base – 20% is the best case
  - Scenarios include on and off dock rail existing and expanded.

#### **Regarding gate charge by time of day concept**

- (congestion pricing) proposed by DSL – Cartwright found it very interesting and shared it with colleagues even before the meeting ended

#### **Regarding operational efficiency**

- Emodal.com is an internet application that 11 of 14 terminals use to find out container status information. It is updated every 15 minutes. Looking for money in the MTA Call for Projects to enhance it such as the following:
  - The ports are funding an appointment system to lessen the wait. It should facilitate just-in-time deliveries.

- Changeable message signs at the outside gates will notify truckers of traffic situation from the Caltrans center.
- CCTV will be placed on key roadways and notices will be placed at gates if there is a major queuing problem so that truckers can alter their drop-offs or pick-ups.

### **Regarding future studies**

- 3 alternatives are being modeled for traffic flow improvements
  - Extending the Terminal Island Freeway to the 710 (probably not realistic)
  - Add mixed flow lane on 710 with some interchange improvements to eliminate some weaving (ex. PCH and Anaheim areas)
  - New possible rail yard at Watson Yard. Trucks on Alameda Street but they are not looking north of the 91
- POLB has been considering a project on their main on-ramp to the 710. It's a 1 lane section but in a constrained area. They can only extend the merge, not add a new lane.
- The interchanges on the 710 need to be re-configured to a diamond from the cloverleaf.
- POLB did a conceptual study for Caltrans re: truck lanes. The biggest capacity constraint were the interchanges.
- POLA is building Pier 400 and more development to the west. POLB's model shows that 60-70% of traffic from both ports will use the 710 but some of the new development will use the 110 to the 91.

### **Formal lease policy re: terminals**

- All queuing must be on the terminal site, not in the streets. This has been implemented on Hanjin's lease only so far but will be included in all leases from now on. Emodal and more hours should help with queuing problems which are mostly at APL for POLA and ITS and PCT for POLB.

### **Other Issues**

- Part of the Call for Project request is queue detection if it is backing up on the 710 ramps.
- Gerald Desmond Bridge is almost at capacity. A climbing lane in each direction and a merge at the crest will be added in the next few weeks. Within 10 years, the bridge will need to be replaced. A tunnel alternative will be considered. This will proceed separately from the 710 Corridor study.
- **Possible opposition:**
  - Environmental groups, ex. Surfrider Foundation. They are opposed to port expansion.
  - Unions – They have proposal for near dock terminals.
  - Neighborhood groups along the 710.
  - Air Quality constituencies
- Tolls are expected. But, if the port can charge at the gates, they can bond like Alameda Corridor.
- Edison power lines north of 405 could be an issue.

## **Comments**

- The importers and exporters control the activity.
- Ports are having discussions with California Transportation Commission re: technology and access to the ports. They've been trying to outreach to smaller companies. They've discussed this with Larry Magid (Calif. Business, Transportation & Housing), Norma Fasler Katz (staff for Assembly Select Committee on Ports chaired by Lowenthal)
- Philip Wright – Terminal Operator @ Hanjin is the most progressive
- Origin and destination surveys were taken with truckers at the gates August-October 1999
- When the cruise terminal was built, the EIR included overriding considerations re: the 710. It could not be mitigated.
- There are some contaminated areas along the 710 between the ports and 405 – on and off state property.
- Transit doesn't have a big role here. The Blue Line is close to capacity.
- Re: Incident management – seems poor on 710. Trucks don't divert to parallel arterials because they don't like or know circuitous routing and cloverleaf ramps. The ITS gate messages could include alternate routes when applicable.

## **Action Items**

- Follow-up re: list of stakeholders
  - The Intermodal Committee of Steamship Operators is a place to do briefings and presentations on the project. It includes customs, freight forwarders, truckers, terminal operators etc. - everyone involved in operations except labor. They meet monthly on the 1<sup>st</sup> Wednesday of every month. The ports alternate the chair – currently – Wilma Powell, POLB.
  - CITT – Center for International Trade and Technology – Marion Vineras, CSULB. Work with Metrans and sponsored town halls on goods movement, international trade and how to accommodate trade in the next 20 years. They include labor.
  - He suggested that we meet with LA Economic Development Commission – Wally Baker – LA/LB World Trade Center is a part of LAEDC
  - Jay Winter, Pres., Steamship Association, could provide information re: importers.
  - Foreign Trade Association
  - Harbor Association for Industry and Commerce – chaired by Gus Heine – POLB Director of Government Affairs
  - POLA person – Ron Reddick, Director of Development.



# I-710 Major Corridor Study Meeting Notes

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<b>Meeting with:</b>	<b>Joseph Prevratil</b> President/CEO Queen Mary	<b>Meeting Date:</b>	March 29, 2001
<b>Team Attendance:</b>	Jeff Adler	<b>Location:</b>	<b>1126 Queens Highway Long Beach, CA 90802</b>
		<b>Notes By:</b>	Jeffrey Adler

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## **Summary**

Thirty-minute discussion of I-710 as it impacts the Queen Mary.

## **Questions/Issues Raised**

**1) What do you perceive to be the biggest transportation problem(s) associated with the I-710 Corridor? (Specific streets/interchanges in your City? On I-710)**

- The biggest single issue would be separate truck and car lanes.
- One key thing for the Queen Mary would be that access off the 710 remains direct and open.
- Another useful tool would be better signage on the freeway.
- Guests complain about the amount of potholes along the 710.

**2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

The Alameda Corridor that will be reducing truck traffic along the 710.

**3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**

- The Carnival Cruise Line company has completed an EIR to homeport adjacent to the Queen Mary. It expects to bring approx. 400,000 guests to the terminal a year.
- The Dick Clark Rock-n-Roll Hall of Fame at the Queen Mary is expected to attract 300,000 – 400,000 guests a year.
- A 3,500-seat amphitheater at the Queen Mary is expected to attract approximately 200,000 guests a year.

**4) Are there any proposed or planned improvements in your City that might affect the transportation system in the future?**

Not applicable

**5) What are the public transit needs in your City?**

That there will not be disruptions on the I-710 that will affect access to the Queen Mary by buses which bring a large number of Carnival's passengers.

**6) Are there any recent studies you have seen that you think should be considered in the I-710 Study because they are relevant, because they were done very well, or because they were done very poorly?**

Not applicable

**7) Are there any local landmarks, resources, or special places in the I-710 vicinity that you think are especially worthy of protection?**

The Queen Mary

**8) Are there any needs or special interests of a sensitive nature in your community that we need to consider in the Study?**

You need to carefully look at CityPlace and Queensway Bay and the surrounding attractions to see what impact they have on the I-710.

Approximately 1/3 of Carnival Cruise guests will be arriving by bus. The study may want to implement some sort of bus traffic lane.

**9) What transportation solutions would you like to see implemented either in your community or on I-710?**

Have the lanes either widened or segregated by type of vehicle (i.e., trucks, cars, buses).

**10) What is the best approach for outreaching to your community?**

Not applicable

**11) Who would you like us to meet with?**

The residents along the corridor South of the 91 Freeway

**12) What are the active organizations (i.e., churches, schools, community groups) in your community?**

Not applicable

**13) Can you suggest locations in your community where it would be effective to place questionnaires (i.e., major employers, destination points, etc.)?**

The Queen Mary would be a great place, considering that approx. 20% of it's employees use the 710 as part of their daily commute.

**14) We are collecting baseline information about transportation conditions such as existing traffic counts, accident data, park-n-ride locations, local/regional data, general plan, circulation element and land use element. Is this information available?**

The Carnival Cruise Lines (etc.), you may want to check the EIR and related traffic studies that they have produced.

**Comments** – No additional comments

**Action Items** - Update on progress/study findings/recommendations.

# **I-710 Major Corridor Study**

## **Meeting Notes**

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**Meeting with:** **Councilmember Bea Proo**  
MTA Board Representative for Gateway area

**Meeting Date:** March 27, 2001

**Team Attendance:** Bacharach, Chow, Buragohain

**Location:** **Pico Rivera City Hall**

**Notes By:** Jacki Bacharach

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### **Summary**

- The purpose of this meeting was to acquaint Proo with the project since she will become the MTA representative for the Gateway area.

### **Questions/Issues Raised**

- Pico Rivera & Santa Fe Springs have concerns with the rail crossings through the city. Trains sit on the tracks and then children climb on the trains.
- Arterials are a big concern to all of the COG cities. With the increased load from trucks they will deteriorate and there is insufficient money to maintain them and keep them safe.
  - Specific arterial concerns of hers because of heavy truck usage: Rosemead, Slauson, Washington, Telegraph.
- Transit goes on either side of Pico Rivera but doesn't connect in the city. 710 transit would help
- There is no on-ramp at Florence (Downey). It is a challenge getting on the freeway in this area.
- The problems associated with making improvements are: lack of money, NIMBYs, and improved flow encourages more traffic.

### **Comments**

- It hasn't been easy to get the COG attention on this.
- Congestion is the biggest problem on the 710. The merge with the 5 is guaranteed to be congested all day.
- With 3 railroad lines going through the area, she expects train traffic to double.
- There are several industrial businesses generating national, international and port traffic.
- The Northrop plant in Pico Rivera is leaving and will be replaced by 5 state of the art warehouses, commercial and retail.
- She used to own a trucking business.

### **Action Items**

- She suggested interviewing Councilman Kevin McCarthy, Downey. She said that he thinks things through.
- She would like to have briefings throughout the project.

# **I-710 Major Corridor Study**

## **Meeting Notes**

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<b>Meeting with:</b>	<b>Laura Richardson-Batts</b> City Councilmember, District 6 City of Long Beach	<b>Meeting Date:</b>	April 3, 2001
<b>Team Attendance:</b>	Erika Laird Lampe Jeffrey Henderson, Fred Pearson, Ruchira Buragohain	<b>Location:</b>	<b>Long Beach City Hall</b> <b>333 West Ocean Blvd., 14<sup>th</sup> Floor</b> <b>Long Beach, CA 90802</b>
		<b>Notes By:</b>	Erika Laird Lampe

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### **Summary**

Thirty-minute discussion of I-710 as it impacts the City of Long Beach, particularly the 6<sup>th</sup> Council District.

### **Questions/Issues Raised**

**1) What do you perceive to be the biggest transportation problem(s) associated with the I-710 Corridor?**

- Peak congestion, primarily port traffic
- Mixture of cars and trucks
- Poor condition of freeway, poor pavement
- Not being able to travel at optimum speeds and the need for defensive driving

**2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

- Changes to the I-710
- Sewer and street work on Pacific Coast Highway from Seal Beach to West Long Beach, this work will delay traffic

**3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**

- Loynes Drive near the Marina Marketplace is being redone
- At Alamitos, south of Pacific Coast Highway a portion of Orange Avenue is being removed to allow for construction of a Sav-On

**4) Are there any proposed or planned improvements in your City that might affect the transportation system in the future?**

No, overall

**5) What are the public transit needs in your City?**

- Additional services for seniors, the routes don't address senior needs
- Improvements in existing and adding bus shelters
- Major thoroughfare service
- Long Beach is not properly dealing with the impacts of the Port

**6) Are there any local landmarks, resources, or special places in the I-710 vicinity that you think are especially worthy of protection?**

- The Los Angeles River
- Caesar Chavez Park
- The City of Long Beach itself

**7) Are there any needs or special interests of a sensitive nature in your community that we need to consider in the Study?**

Traffic flow onto major arterials during construction, the detours and the use of those arterials, including follow-up repairs to damage resulting from use of the arterials

**8) What transportation solutions would you like to see implemented either in your community or on I-710?**

- Elevated alternate freeway
- Separate lanes – vehicle separation
- FasTrak
- Tolls

**9) What is the best approach for outreaching to your community?**

Utilize the local cable system, community forums and newspapers – these are good, but they don't reach everyone, in order to do so go door-to-door and speak to residents

**10) Who would you like us to meet with?**

PTA organizations, NAACP, Central NIS (neighborhood improvement strategy), Wrigley Association, and other groups from the Council's general calendar

**11) Can you suggest locations in your community where it would be effective to place questionnaires (i.e., major employers, destination points, etc.)?**

- Churches
- *Councilmember Richardson-Batts offered her assistance*

**12) We are collecting baseline information about transportation conditions such as existing traffic counts, accident data, park-n-ride locations, local/regional transit data, general plan, circulation element and land use element. Is this information available?**

Long Beach Transit has a report with information on street usage

**Comments**

The biggest issue is separating the truck traffic from the auto traffic.

**Action Items**

Update on progress/study findings/recommendations.

# **I-710 Major Corridor Study Meeting Notes**

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<b>Meeting with:</b> <b>Marcine Shaw</b> Mayor Pro Tem/City Councilmember, District 2 City of Compton	<b>Meeting Date:</b> April 23, 2001
<b>Attendance:</b> Jeffrey Henderson, City Manager John Johnson, Assistant City Manager Laurence Adams, Cynthia Coleman (City Manager's Office), Dante Segundo (Public Works Department)	<b>Location:</b> <b>Compton City Hall</b> <b>205 South Willowbrook Avenue</b> <b>Compton, CA 90220</b>
	<b>Notes By:</b> Jeffrey Henderson

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## **Summary**

Sixty-minute discussion of I-710 as it impacts the City of Compton.

## **Questions/Issues Raised**

**1) What do you perceive to be the biggest transportation problem(s) associated with the I-710 Corridor? (Specific streets/interchanges in your City? On I-710?)**

- Traffic congestion
- Truck traffic – insufficient capacity to handle the plan set forth by the Harbor 2020 Plan
- Landscaping
- Commercial enforcement on trucks – not just inspections but also operations within cities along the corridor

**2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

- End of the construction of the Alameda Corridor
- Alondra Shopping Center
- Oasis Project
- Small housing projects in the area

**3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**

- North Compton Boulevard
- Rosecrans – between Gibson and Lindsey
- County projects (there are several pockets of unincorporated County of Los Angeles land around Compton) have a serious impact on Compton

**4) Are there any proposed or planned improvements in your City that might affect the transportation system in the future?**

Alondra Shopping Center and Small housing projects in the area

**5) What are the public transit needs in your City?**

Some public transit is used, Renaissance Transportation handles mostly seniors  
Need a rapid transit system – bus and light rail including linking it with the current MTA system and linking it to some kind of light rail transit on the 710

**6) Are there any recent studies you have seen that you think should be considered in the I-710 Study?**

No

**7) Are there any local landmarks, resources, or special places in the I-710 vicinity that you think are especially worthy of protection?**

The golf course on Compton Boulevard that is adjacent to the Los Angeles River

**8) Are there any needs or special interests of a sensitive nature in your community that we need to consider in the Study?**

Potential impacts to students and schools – many Compton schools are near the 710 freeway – 30,000 children attend these schools Monday through Friday

**9) What transportation solutions would you like to see implemented either in your community or on I-710?**

- Truck lanes/HOV lanes – or directional lanes (lanes that change direction to handle the heavier flow of traffic)
- Landscaping and lighting
- Commercial enforcement
- Attractive soundwalls
- Better on- and off-ramps located in appropriate areas

**10) What is the best approach for outreaching to your community?**

- Town Hall meetings and workshops at City Hall
- Distribution of printed materials that are precise and very forthcoming and outright
- Cable television

**11) Who would you like us to meet with?**

Compton Unified School District

**12) What are the active organizations (i.e., churches, schools, community groups) in your community?**

- Block clubs
- Chamber of Commerce
- Industrial Council

**13) Can you suggest locations in your community where it would be effective to place questionnaires (i.e., major employers, destination points, etc.)?**

City Hall, DMV, Social Services, DPSS directors, churches, Compton Community College, schools, parks, California State University, Dominguez Hills, community centers, library, Courthouse – traffic division

**14) We are collecting baseline information about transportation conditions such as existing traffic counts, accident data, park-n-ride locations, local/regional transit data, general plan, circulation element and land use element. Is this information available?**

There are two park-n-ride locations in Compton, however there is no updated information regarding this and there are no updated traffic counts, the new counts should be done before the end of the fiscal year (6/30/01)

**Comments** – No additional comments

**Action Items** - Update on progress/study findings/recommendations

# **I-710 Major Corridor Study Meeting Notes**

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<b>Meeting with:</b> <b>Jerry Shultz</b> City Councilmember, District 9 City of Long Beach	<b>Meeting Date:</b> April 10, 2001
<b>Attendance:</b> Leana Marshall, Jeffrey Henderson , Dave Levinson	<b>Location:</b> <b>Long Beach City Hall</b> <b>333 West Ocean Blvd., 14<sup>th</sup> Floor</b> <b>Long Beach, CA 90802</b>
	<b>Notes By:</b> Jeffrey Henderson

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## **Summary**

Thirty-minute discussion of I-710 as it impacts the City of Long Beach, particularly the 9<sup>th</sup> Council District.

## **Questions/Issues Raised**

**1) What do you perceive to be the biggest transportation problem(s) associated with the I-710 Corridor?**

Too many trucks on the 710, narrow lanes, bad road conditions

**2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

- Port of Long Beach expansion
- Downtown development, primarily Queensway Bay
- Alameda Corridor

**3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**

Every project on the 5-year transportation plan affects the transportation system. We're currently working on Lakewood Boulevard north of Spring Street.

**4) Are there any proposed or planned improvements in your City that might affect the transportation system in the future?**

Downtown development is a big concern; we are always looking at transportation needs in relationship to each project

**5) What are the public transit needs in your City?**

Bus system and the Blue Line

**6) Are there any recent studies you have seen that you think should be considered in the I-710 Study because they are relevant, because they were done very well, or because they were done very poorly?**

There are no current relevant studies, we need a new study because the last one was 10 years ago and a lot has changed in the past 10 years.



**7) Are there any local landmarks, resources, or special places in the I-710 vicinity that you think are especially worthy of protection?**

- Queen Mary
- Queensway Bay
- Long Beach Aquarium of the Pacific
- Lighthouse
- Long Beach Convention Center

**8) Are there any needs or special interests of a sensitive nature in your community that we need to consider in the Study?**

Port traffic (trucks/unions) refuses to load and run at night while the ships can offload 24 hours per day.

**9) What transportation solutions would you like to see implemented either in your community or on I-710?**

- Widen the freeway or double deck it
- Truck toll (higher during the daytime)
- Utilize the Los Angeles River bed. It is dry nine months out of the year, trucks could be diverted to the riverbed during that time – it is feasible with some work.

**10) What is the best approach for outreaching to your community?**

Neighborhood associations – they have their finger on the pulse of the city and they are the grassroots level of the city.

**11) Who would you like us to meet with?**

Neighborhood associations

**12) What are the active organizations (i.e., churches, schools, community groups) in your community?**

Neighborhood associations, they're more organized than the churches.

**13) Can you suggest locations in your community where it would be effective to place questionnaires (i.e., major employers, destination points, etc.)?**

- Blue Line Stations – Artesia, Del Amo, Willow, Downtown Stations
- Bike Station
- Neighborhood associations
- City employees

**14) We are collecting baseline information about transportation conditions such as existing traffic counts, accident data, park-n-ride locations, local/regional transit data, general plan, circulation element and land use element. Is this information available?**

Contact the City's Traffic Engineer or speak with Ed Shikada the City's former Traffic Engineer

**Comments** – No additional comments

**Action Items** - Update on progress/study findings/recommendations

# I-710 Major Corridor Study Meeting Notes

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<b>Meeting with:</b>	<b>Richard Steinke</b> Executive Director Port of Long Beach	<b>Meeting Date:</b>	April 10, 2001
<b>Team Attendance:</b>	Jeffrey Adler, Jeffrey Henderson, Bruce Chow Ruchira Buragohain	<b>Location:</b>	<b>Port of Long Beach</b> <b>925 Harbor Plaza</b> <b>Long Beach, CA 90802</b>
		<b>Notes By:</b>	Jeffrey Henderson

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## **Summary**

Thirty-minute discussion of I-710 as it impacts the Port of Long Beach.

## **Questions/Issues Raised**

- 1) What do you perceive to be the biggest transportation problem(s) associated with the I-710 Corridor?**
  - Lack of capacity
  - Roughness of road
  - It is particularly bad south of the 405 and around Atlantic/Bandini.
  
- 2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**
  - Caltrans repairing/shoulder widening project
  - Port of Long Beach's infrastructure projects
  
- 3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**
  - Port expansion
  - Replacing the Gerald Desmond Bridge (this is a long-term project that may begin 6-8 years from now, Caltrans is supportive of the project)
  
- 4) Are there any proposed or planned improvements in your City that might affect the transportation system in the future?**

Queensway Bay

- 5) What are the public transit needs in your City?**

N/A

- 6) Are there any recent studies you have seen that you think should be considered in the I-710 Study because they are relevant, because they were done very well, or because they were done very poorly?**

Economic Forecast of Mega Terminal Projects; Port Transition Master Plan

**7) Are there any local landmarks, resources, or special places in the I-710 vicinity that you think are especially worthy of protection?**

Not really

**8) Are there any needs or special interests of a sensitive nature in your community that we need to consider in the Study?**

No

**9) What transportation solutions would you like to see implemented either in your community or on I-710?**

A perfect scenario would be to make it a lot wider and designate truck lanes; however, realistically, designation of truck lanes, stacking/double-decking and creating truck express lanes. Approximately 70% of all traffic going to *both* ports (LA & LB) uses the 710 freeway, an expressway would help because these trucks aren't taking the residential exits.

**10) What is the best approach for outreaching to your community?**

Position a positive outlook on international trade so citizens can understand how it benefits them and they can understand.

**11) Who would you like us to meet with?**

Truckers and community organizations

**12) What are the active organizations (i.e., churches, schools, community groups) in your community?**

Optimists, Kiwanis, etc. – meet with them to garner support from business people and spread it into the community.

**13) Can you suggest locations in your community where it would be effective to place questionnaires (i.e., major employers, destination points, etc.)?**

- Trucking company dispatchers
- Port Terminal Operators
- Port could distribute to key staff and tenants

**14) We are collecting baseline information about transportation conditions such as existing traffic counts, accident data, park-n-ride locations, local/regional transit data, general plan, circulation element and land use element. Is this information available?**

The Port would be happy to provide any information available as public record, the draft forms would not be available. The Port Transition Master Plan will be available (*Kaku Associates is getting this from Cary Cartwright already when it is made available*)

**Comments** – No additional comments.

**Action Items** - Update on progress/study findings/recommendations

# I-710 Major Corridor Study Meeting Notes

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**Meeting with:** **Marianne Venieris**  
Executive Director  
California State University, Long Beach  
Center for International Trade & Transportation (CITT)

**Meeting Date:** April 12, 2001

**Team Attendance:** Jeffrey Henderson,  
Bruce Chow, Ruchira Buragohain

**Location:** **CITT**  
**1 World Trade Center,**  
**Suite 215**  
**Long Beach, CA 90831**

**Notes By:** Jeffrey Henderson

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## **Summary**

Thirty-minute discussion of I-710 as it impacts the Center for International Trade & Transportation. *(Bruce Chow invited me to this meeting, it was set up as a technical meeting but he thought it would be useful from an outreach standpoint as well)*

## **Questions/Issues Raised**

**1) What do you perceive to be the biggest transportation problem(s) associated with the I-710 Corridor?**

- Trucking hours of operation
- Main carriers don't live in the community and don't have a stake in the community

**2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

Port of Long Beach/trade expansion

**3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**

N/A

**4) Are there any proposed or planned improvements in your City that might affect the transportation system in the future?**

N/A

**5) What are the public transit needs in your City?**

N/A

**6) Are there any recent studies you have seen that you think should be considered in the I-710 Study?**

CITT's Industry Forum/Town Hall meeting information (available on internet)

**7) Are there any local landmarks, resources, or special places in the I-710 vicinity that you think are especially worthy of protection?**

N/A

**8) Are there any needs or special interests of a sensitive nature in your community that we need to consider in the Study?**

Truckers/terminal operators

**9) What transportation solutions would you like to see implemented either in your community or on I-710?**

- Move traffic (trucks) to evening hours – provide an economic incentive
- Procedural changes are better than physical changes
- Get the key stakeholders to come to the table to discuss solutions

**10) What is the best approach for outreaching to your community?**

N/A

**11) Who would you like us to meet with?**

- PMA – Pacific Maritime Association (represents ocean carriers on labor issues)
- MET Transport Advisory Board
- ILWU

**12) What are the active organizations (i.e., churches, schools, community groups) in your community?**

N/A

**13) Can you suggest locations in your community where it would be effective to place questionnaires (i.e., major employers, destination points, etc.)?**

- ILWU
- Truckers
- Stakeholders in Ports' operation

**14) We are collecting baseline information about transportation conditions such as existing traffic counts, accident data, park-n-ride locations, local/regional transit data, general plan, circulation element and land use element. Is this information available?**

CITT Town Hall information

**Comments**

No additional comments

**Action Items**

Update on progress/study findings/recommendations.

# **I-710 Major Corridor Study Meeting Notes**

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**Meeting With:** Hector de la Torre, OPC

**Location:** Edison International  
2244 Walnut Grove, Rosemead

**Date:** Monday, April 9, 2001

**Notes By:** Juliette Cagigas

**Team Members:** David Levinson, Sylvia Novoa,  
Juliette Cagigas

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## **Summary**

As a councilmember for the City of South Gate and the head of the I-710 OPC, Mr. De la Torre echoed many of the concerns expressed by South Gate officials. He resounded their concern over trucks and the various transportation problems associated with them and also reiterated their expressed desire for a Slauson off-ramp. He further expressed his wish, however difficult to achieve, to find a way to separate truck and vehicle traffic.

## **Questions/Issues Raised**

### **1) What do you perceive to be the biggest transportation problems associated with the I-710 Corridor?**

According to Mr. De la Torre, trucks and trucks mixing with regular traffic are the biggest transportation problems. He explained that the I-710 was originally designed for 5% truck use, not its current 13% (and growing) truck use.

### **2) Are there any projects or developments on the horizon, which you think will worsen or create traffic problems?**

South Gate has just opened a movie theatre complex off the I-710. Mr. De la Torre expects traffic to increase steadily as more stores in the complex open. Also, a "La Curacao" furniture and appliance store will be open soon.

### **3) Are there any committed improvement projects in your Capital Improvement Program that affect the transportation system?**

Rio Hondo bridge will be expanded to 3 lanes this year. This should help alleviate the current bottle-neck traffic associated with the bridge.

### **4) What are the public transit needs in your City?**

According to Mr. De la Torre, there are serious public transit needs in the city of South Gate. Because their local taxi service had to be cut back, many people are in need of affordable means of transportation. A bus system is needed.

### **5) Are there any recent studies you feel should be considered in the I-710 Study?**

The SABRE study was recommended by Mr. De la Torre.

### **6) Are there any landmarks, etc. worthy of protection?**

No landmarks were mentioned, however, Mr. De la Torre did note the recent developments at Garfield and Firestone as worthy of protection.

### **7) Are there any needs or special interests to consider?**

The Thunderbird Villa trailer park adjacent to the freeway was brought up as a special needs group. This trailer park currently has only one access point and has been requesting a sound wall from Caltrans for some time now.

**8) What transportation solutions would you like to see implemented?**

Mr. De la Torre would love to see traffic separated, either by having a separate truck lane or by double-decking the freeway. Other solutions he would like are:

- Off-ramp at Slauson
- I-710 & 5 merger
- An improvement to the 60 E & W connector to the I-710 (always congested)
- Possible light rail along the 710
- Southern Ave. Off-ramp

Mr. De la Torre also mentioned that, in South Gate, a rail line crosses two blocks West of the 710. He feels a grade separation is needed.

**9) What is the best approach for outreach in your community?**

- City newsletter: "Progress"
- Communities in Action: door-to-door
- Service Clubs
- St. Helen's Catholic Church
- Churches in Action: meet with pastors
- Paramount Unified
- Downey Unified
- Padres Unidos: group of parents from each school district

**10) Who would you like us to meet with?**

See list above.

**11) What are the active organizations in your community?**

See list above.

**12) Major employers? Good places for questionnaire?**

Contact Chamber for complete list.

**Comments**

No additional comments.

**Action Items**

Schedule meetings.

## **I-710 OPC Meeting** **Tuesday, October 30, 2001**

Tentatively agreed on December 13<sup>th</sup> for next OPC meeting

### **Questions & Comments:**

- Will CHP have weigh station? More enforcement?
- Is study including people who work in area?
- Various questions regarding environmental justice issues.
  - What exactly qualifies as “minority”?
  - Is income involved also or just ethnicity?
- Senator wants to be sure soundwalls are placed where needed
- Trees – Senator: Do they deflect sound? Answer: no, they need flat surface to “bounce” off.
- Did issues vary by ethnicity or income level? Answer: no, but did geographically.
- Senator: People understand traffic. Communities will live with best alternative because they understand traffic.
- How does Alameda Corridor impact study? Answer: Study takes into account completion of Alameda Corridor.
- Need shoulder on 710. Truckers know CHP is lax and have a disregard for safety.
- Senator: we should continue to work with Ports to negotiate hours
- Senator: Concerned with finding ways to speed up study.



# I-710 Major Corridor Study

## Meeting Notes

**Meeting with:** David L. Mathewson  
Port of Los Angeles  
Assistant Director of Marketing  
Planning and Market Development

**Meeting Date:** July 31, 2001

**Attendance:** Mathewson, Taylor, Bacharach

**Location:** Port of Los Angeles, headquarters

**Notes By:** Jacki Bacharach

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### **Summary**

- Discussion focused on the Port of L.A.'s plans for growth and how they would affect traffic not only on the 710 but also on the 110.

### **Questions/Issues Raised**

- With 24/7 port operations which could be coming in the future, there will be longer periods of traffic impact.
- Concern was expressed re: proposals to re-vamp or replace the Gerald Desmond Bridge and how the construction will impact the 710 vs 110 traffic. Will improvements create even a further bottleneck down the road or will they be sufficient? If there is a bottleneck, more trucks will chose the 110. Preference was expressed for widening in place rather building a new structure nearby.
- The Harbor Blvd. off ramp of the 110 has conflicts re: turns and needs reconfiguring.

### **Comments**

- Truck traffic on the 110:
  - In the last 5 years it has increased but it is still not the preferred route or the shortest distance to travel although it can be faster than the 710.
  - 110 will be used mainly by traffic from the redeveloped West Basin (China Shipping) and Pier 400 (Maersk and others).
  - Currently 18-19% of Port of L.A. traffic uses the 110 but in 10 years, 25% will.
- Port of L.A. has more on dock rail facilities than the Port of L.B.
- Both ports assume a 50/50 truck/rail split in travel of goods.
- Expansion of BNSF's Watson intermodal facility is not being pursued. It would have to be on Port of L.A. land and they don't feel that there is sufficient land available to bring rail facilities/terminals closer.
- The Port of L.A. has completed 5 years of major infrastructure improvements in the community. The only remaining one planned is Pier 400 access to Terminal Island.
- Port of L.A. growth was 4-5% this year.
- The growth at the Ports is already outstripping SCAG's 20 year projections. The 2025 #s will be achieved in the next few years.

### **Action Items**

- Add Mathewson to the I-710 TAC mailing list.



## I-710 MAJOR CORRIDOR STUDY

# Round Table Discussions

### ATTENDEES

Tuesday, May 15<sup>th</sup> – Girl's Clubhouse

#### Elected Officials

9 attendees

George Bass	City of Bell
Gene Daniels	City of Paramount
Hector De La Torre	City of South Gate
Ricardo Sanchez	City of Lynwood
Mayor Sam Pena	City of Maywood
Mayor Pro-tem Jessica Maes	City of Huntington Park

#### **Staff**

Fernando Mendoza	City of Commerce
Ed Mino	City of South Gate
Bill Pagett	City of Cudahy, Maywood, Bell Gardens, Paramount

#### Business Chamber

2 attendees

Jerry Garcia	Tweedy Mile Association
Errick Lee	Lynwood Chamber of Commerce

#### Agencies

1 attendee

John Zeigler	Auto Club
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**Wednesday, May 16<sup>th</sup> – South Gate Park, Banquet Room**

**Trucking & Transportation**

5 attendees

Robert Schonberger  
Aaron Regalado  
Phil Clarke  
Jim Bickley  
Georgia Mclean

JB Hunt  
JB Hunt  
DSL Trucking  
HON Furniture  
Schultz Steele

**Major Employers**

2 attendees

Rich Shaon  
Pete Powels

Blue Diamond Materials  
Blue Diamond Materials

**Community Groups**

3 attendees

Pat Kennedy  
Alice Lipscomb  
Al Gonzalez

Long Beach  
Huntington Park  
Commerce

**Total Turn-out: 22 people**

**Total Outreach: 314 notices**

<b>Agencies</b>	<b>21</b>
<b>Business Groups</b>	<b>17</b>
<b>Community Groups</b>	<b>98</b>
<b>Elected Officials</b>	<b>83</b>
<b>Major Employers/ Destinations</b>	<b>75</b>
<b>Trucking/Transportation</b>	<b>20</b>

## **I-710 Major Corridor Study Round Table Discussion Notes**

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**Meeting With:** Agencies

**Date:** May 15, 2001

**Attendance:** John Ziegler, Auto Club

**Location:** Girl's Clubhouse, South Gate

**Notes By:** Juliette Cagigas

**Team:** Julie Gertler, Dave Levinsohn, Julie Rush, Jacki Bacharach, Karin Hodin

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### **Summary**

One agency representative attended this roundtable.

### **Questions/Issues Raised**

**1) What do you perceive to be the biggest transportation problems associated with the I-710 Corridor?**

- Truck traffic
- Safety – trucks mixing with cars
- Road Conditions

**2) What improvements would you like to see implemented?**

- Improved road conditions

**3) What are some possible solutions to the problems discussed?**

- Truck lanes
- Freeway expansion
- Coordinating hours for truck traffic

**4) At the end of this study, what solutions would you like to see implemented?**

- Truck lanes

### **Comments**

Mr. Ziegler commented that the safety of motorists and of truck drivers alike is of great concern.

# **I-710 Major Corridor Study Round Table Discussion Notes**

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**Meeting With:** Business Groups

**Date:** May 15, 2001

**Attendance:** Jerry Garcia, Tweedy Mile Association;  
Errick Lee, Lynwood Chamber of Commerce

**Location:** Girl's Club House, South Gate

**Notes By:** Juliette Cagigas

**Team:** Julie Gertler, Dave Levinsohn, Julie Rush, Jacki Bacharach, Karin Hodin, Juliette Cagigas

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## **Summary**

This roundtable discussion was rather brief as both gentlemen arrived towards the latter part of the allotted session time.

## **Questions/Issues Raised**

**1) What do you perceive to be the biggest transportation problems associated with the I-710 Corridor?**

- Trucks
- Congestion
- Spill-over traffic onto local arterials

**2) What are some possible solutions to the problems discussed?**

- Truck lanes
- Synchronization of traffic signals

**3) At the end of this study, what solutions would you like to see implemented?**

- Increased capacity
- Increased safety

## **Comments**

No additional comments.

# **I-710 Major Corridor Study Round Table Discussion Notes**

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**Meeting With:** Community Groups

**Date:** May 16, 2001

**Attendance:** Pat Kennedy, Long Beach; Alice Lipscomb, Huntington Park; Al Gonzalez, Commerce

**Location:** South Gate Park, Banquet Room

**Notes By:** Juliette Cagigas

**Team:** Julie Gertler, Julie Rush, Karin Hodin, Juliette Cagigas

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## **Summary**

Three community members joined us for this roundtable. Though few in number, they provided valuable input from the perspective of the north, middle, and south end of the study corridor.

## **Questions/Issues Raised**

### **1) What do you perceive to be the biggest transportation problems associated with the I-710 Corridor?**

- Road conditions
- Trucks
- Closure problems associated with construction
- Truck traffic near ports and N/S 405 / 710 interchange
- Congestion at Bandini
- Congestion near the 105 Freeway
- On-ramps are old, dangerous, and too short
- Aesthetics

### **2) What about arterials?**

Mr. Kennedy indicated that, in Long Beach, Santa Fe Avenue, Atlantic Boulevard and Long Beach Boulevard are heavily congested. He further commented that many streets are old and narrow and need to be upgraded.

For Commerce, the biggest problems, as noted by Mr. Gonzales, were Slauson Boulevard, Atlantic/ Bandini, and Washington Boulevard.

The group also mentioned the need to synchronize lights to improve the flow of traffic. Overall the consensus among the group was that the arterials are in bad shape and in need of repair.

### **3) What are your priorities?**

- Get rid of trucks
- Road Conditions
- Decreasing Congestion

### **4) What are some possible solutions to the problems discussed?**

- Use River as roadway
- Widening

- Double-Decking (cars on top)
- Direct off-ramp into Railyards
- Need connector to the 5 South from the 710 North to alleviate traffic on Atlantic/Bandini
- Atlantic/ Bandini ramp is too short
- Limit times trucks are on Freeway
- Need to reconfigure ramps – lengthen

**5) Is pollution a concern for you?**

All agreed that air and noise pollutions were of concern to their respective communities. Debris was also noted as a concern not only in terms of pollution, but also for safety. Lastly, Mr. Kennedy noted that the freeway divided Long Beach and expressed concern over community division.

**6) What about safety?**

The group expressed considerable concern over safety issues. One commented that the freeway is “scary.” It was noted the freeway has little or no shoulder and that, because of this, the CHP will not pull over motorists. It was also noted that when trucks break down, there are often no tow trucks available. One person suggested having heavy-duty tow trucks available along the 710 for any incidents. All described the freeway as being very dangerous.

**7) What criteria would you use to evaluate proposed alternatives?**

- Criteria will depend on what group is affected.
- Overall more efficient flow of traffic
- Location of I-710 / I-5 connector is through rail yard

**8) At the end of this study, what solutions would you like to see implemented?**

- More lanes, like in Orange County – increase capacity
- Separation of trucks and cars
- Off-ramp to rail yard
- Connector from I-710 North to 5 South
- Transit Alternatives

**Comments**

It was mentioned that double-decking may be the best option as there is no space for real expansion.

# **I-710 Major Corridor Study Round Table Discussion Notes**

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**Meeting With:** Elected Officials

**Date:** May 15, 2001

**Attendance:** Councilman George Bass, Bell; Councilman Gene Daniels, Paramount; Councilman Hector de la Torre, South Gate; Councilman Ricardo Sanchez, Lynwood; Mayor Pro-Tem Jessica Maes, Huntington Park; Mayor Sam Pena, Maywood; Staff-Fernando Mendoza, Commerce; Staff-Ed Mino, South Gate; Staff-Bill Pagett, Cudahy, Maywood, Bell Gardens.

**Location:** Girl's Club House, South Gate

**Notes By:** Juliette Cagigas

**Team:** Julie Gertler, Dave Levinsohn, Julie Rush, Jacki Bacharach, Karin Hodin, Juliette Cagigas

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## **Summary**

Six elected officials and three city staff members were present for this roundtable. Most of the issues and concerns expressed were identical, if not very similar, to those expressed during the initial stakeholder interviews.

## **Questions/Issues Raised**

### **1) What do you perceive to be the biggest transportation problems associated with the I-710 Corridor?**

- Trucks
- Safety (specifically, left lane merges & cars mixing with trucks)
- Traffic Volume
- Impacts on arterials (spill-over traffic) / problems on Atlantic
- Lack of Slauson off-ramp
- Left lane merges
- Outdated Freeway design
- Need for landscaping/ aesthetics

### **2) What improvements would you like to see implemented?**

There was a general consensus among the group that the potholes should be repaired immediately. Bill Pagett suggested that Garfield and Atlantic be improved before any work is done on the I-710 as these two arterials will be the main alternate routes during 710 repairs.

### **3) What are some possible solutions to the problems discussed?**

Councilman Bass from Bell stated that he would like the CHP to notify surrounding cities when a major accident occurs on the I-710. This way, he explained, cities can brace for the spill over traffic. He further noted that alternate routes should be designated for use by traffic when accidents occur in order to maintain a steady flow of traffic.

The group suggested a change in truck movements to alleviate traffic on the freeway. They briefly discussed incentives to encourage trucks to travel on the 710 during off-peak hours but concluded that legislation may be necessary to enforce the change.



#### **4) Will transit make a difference?**

The majority present felt that transit would not make a difference in alleviating the traffic on the 710. They further commented that transportation within the respective cities was fine, the problem was in getting from one city to the next.

#### **5) What should some of the criteria for improvements be?**

- Measure how much an improvement will move trucks
- Does it increase safety?
- How much can it move arterial traffic to the freeway?
- How many vehicles can it get off the freeway?
- Bottleneck issues
- Aesthetics

#### **6) What are environmental concerns you have?**

- Diesel impacts on air quality
- Emissions concerns
- Concern over river

#### **7) At the end of this study, what solutions would you like to see implemented?**

- |                                 |   |
|---------------------------------|---|
| ▪ Separation of trucks and cars | ▪ Message boards w/ fwy conditions      |
| ▪ Slauson off-ramp              | ▪ Dedicated truck lanes                 |
| ▪ I-5/710 Interchange           | ▪ Lower emission levels                 |
| ▪ Pot Holes repaired            | ▪ Reduced traffic levels                |
| ▪ Carpool lanes/ truck lanes    | ▪ Better signage                        |
| ▪ HOV lanes                     | ▪ 710 radio/ traffic info               |
| ▪ Increased CHP patrol          | ▪ Incentives for trucks to modify hours |
| ▪ Coordination with Ports       | ▪ Ramp improvements                     |
| ▪ Address bottleneck issues     | ▪ Improvement of Arterials              |

### **Comments**

Several of the officials commented that the removal of trash and debris from the freeway is not fast enough and simply adds to unsafe conditions on the I-710. Mayor Sam Peña of Maywood suggested working with the Ports to encourage longer hours and incentives for off-peak deliveries. The other officials also felt it was important to work with the ports in the effort to reduce traffic. All present expressed their desire to stay involved in the study as it progresses.

# **I-710 Major Corridor Study Round Table Discussion Notes**

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**Meeting With:** Major Employers

**Location:** South Gate Park, Banquet Room

**Attendance:** Rich Shaon & Pete Powels, Blue Diamond;

**Notes By:** Juliette Cagigas

**Date:** May 16, 2001

**Team:** Julie Gertler, Dave Levinsohn, Julie Rush, Jacki Bacharach, Karin Hodin, Juliette Cagigas

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## **Summary**

Two representatives from the Blue Diamond Company were present at this discussion.

## **Questions/Issues Raised**

**1) What do you perceive to be the biggest transportation problems associated with the I-710 Corridor?**

- Traffic/ congestion
- Impact of the ports
- Delays in scheduled maintenance
- Outdated freeway design
- Lack of alternate routes

**2) What improvements would you like to see implemented?**

- Open LA river to traffic
- Add capacity
- Consider double decking
- Limit truck access to specific hours
- Need off-ramp near Firestone
- Consider toll lanes / tolls for trucks

**3) What are some possible solutions to the problems discussed?**

**4) At the end of this study, what solutions would you like to see implemented?**

## **Comments**

## **Action Items**

## **I-710 Major Corridor Study Round Table Discussion Notes**

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**Meeting With:** Transportation

**Date:** May 16, 2001

**Attendance:** Georgia McLean, Schultz Steel; Jim Bickley, HON Furniture; Phil Clarke, DSL; Aaron Regalado & Robert Schonberger, J.B. Hunt

**Location:** South Gate Park, Banquet Room

**Notes By:** Juliette Cagigas

**Team:** Julie Gertler, Dave Levinsohn, Julie Rush, Jacki Bacharach, Karin Hodin, Juliette Cagigas

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### **Summary**

At this meeting, three people from the trucking industry and two employers who rely on trucks for goods shipment were present.

### **Questions/Issues Raised**

**1) What do you perceive to be the biggest transportation problems associated with the I-710 Corridor?**

- Congestion
- Traffic along Firestone
- Construction along Alameda Corridor
- Lack of 5 South Interchange
- Congested arterials
- Inadequate length of on-off ramps

Washington Boulevard was noted as a particularly troublesome arterial because both major Railroads are located just off it. J.B. Hunt estimated it sends out about 500 truck trips per day to these railroads.

Safety was a big concern for the truck drivers who complained of being cut-off by cars and having to beware of speeding trucks trying to make up for lost time. The outdated freeway design was also listed as a safety issue.

**2) What improvements would you like to see implemented?**

In an effort to separate cars and trucks, it was suggested that Lakewood Blvd be used as an alternate route for cars. If the lights were synchronized, they suggested, Lakewood could become a very possible alternate route.

**3) What are some possible solutions to the problems discussed?**

All agreed one possible solution would be to encourage truck traffic to travel at night. The representatives from J.B. Hunt commented that if enough companies planned to make deliveries during off-peak hours, the ports would stay open. Their problem, they noted, was creating an incentive for trucking companies to operate at night.

J.B. Hunt further stated that the major trucking companies were interested in moving their operating times, but the difficulty lay in convincing the smaller companies and owner operators. They explained that most companies do not have extra drivers to at night, and the few who do

often pay more for off-shifts. In other words, this solution involves a major change in human behavior and trucking operations. While all present saw this approach as possible, most also noted the many obstacles to successful implementation of this solution.

The moderator suggested truck lanes as a possible solution in order to elicit comments from the attendees. All present felt that truck lanes would only slow trucks down. Because of the volume of trucks on the I-710, they felt it would take more than one truck lane to accommodate the truck traffic and improve mobility. All agreed that if only one lane was to be added, it should be a general use lane.

The majority present felt more could be accomplished by addressing the outdated freeway design. One attendee suggested opening the river to truck traffic.

#### **4) What would be some possible incentives to encourage driving at night?**

For trucks traveling to the ports, a daytime gate fee was suggested. The funds collected from this daytime fee would help support nighttime port operations. At the same time, the customer would have this cost passed on to them and perhaps consider saving money by shipping at night. The Port Authority would have to impose the daytime gate fee.

For trucks traveling to the rail yards, J.B. Hunt commented that there are no real incentives since the customer determines when and where they deliver.

#### **5) At the end of this study, what solutions would you like to see implemented?**

- Added Capacity
- Alternate Routes
- Fix Washington and Firestone intersections
- Make 710 smooth and safe
- Complete freeway connection to 210
- Slauson off-ramp
- Direct rail yard off-ramp

### **Comments**

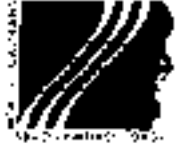
The representatives from the trucking industry commented that the heavy congestion on the I-710 adversely affects their business. The congestion slows their deliveries and they frequently find themselves adding trucks to be able to meet the trains on time.

There was also a brief discussion on the evolution of the trucking business. Many present commented on the move to the Inland Empire as more warehouses open in the area. For this reason, they noted, a connector to the 210 Freeway would be extremely helpful. They also commented that as companies narrow down the number of distribution centers, more truck traffic is traveling to local stores for delivery of goods.





BUSINESS GROUPS



I-710 MAJOR  
CORRIDOR  
STUDY

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**SIGN - IN**

NAME	ORGANIZATION	ADDRESS (Street, City, Zip Code)	PHONE	FAX
JERRY GARCIA Elizabeth R. Loig	Tosedy Auto / Jerry's Sport Design Knoxville Tennessee Knoxville Tennessee	9550 CALIFORNIA S.G. 90280 1651 G. FARMER. High Springs Florida	(303) 564-2590 (303) 564-2582 10-557-6488 10-557-8143	







(PLEASE PRINT)

**SIGN - IN**

NAME	ORGANIZATION	ADDRESS (Street, City, Zip Code)	PHONE	FAX
Georgina McLean Zin Brewery Pete Hughes	Shultz Steel Hou Dix Transpacific	5331 Firestone Subgate 2323 Firestone Subgate P.O. Box 10000	503-357-3331 21-586-3720 503-281-7761	503-357-3331 503-324-3249 345-567-1092
Aaron Keszner Rich Strawn Pete Poyards	JIS Hunt Bluebonnet " " " " "	5650 Southern Subgate 5615 Southern Mile South Gate " " " " " "	802-806-6803 (562)-806-3676 714-497-2288	802-806-6806 (512) 806-8651 749-2295
Robert Schenberger Pat Kennedy Alice Lipscomb	JIS Hunt ICC LA	5650 Southern Ave. SE 70280 5600 Lindan, Long Beach, CA 90805 3723 Santa Ana, BJR 70255	562-806-6806 (562) 804-2702 (714) 893-0184	562 806-6806
Al Gonzalez	Sisame City	5560 Jorguin Court Commerce	(323) 721-5797	

CGC community by 8/10/05

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**SIGN - IN**

NAME	ORGANIZATION	ADDRESS (Street, City, Zip Code)	PHONE	FAX
VALERIO POLIJO	Grid Challenges	2323 S. CONNOR, Commerce	323-728-1488	
Virginia Polieto		2323 S. Connor, Commerce	323-728-1486	
ESTHER HERRERA	Identification	5021 Spadine St, Commerce	323-561-2077	
Joe Sandoz	Center for Urban Faculty of Prob	1202 Spingy St, CA - CA	213-977-0849	
Leonard Mendez	<del>4424</del>	4478 Tuttle St, CA 90023	(323) 258-1882	
Carlos Colon	Resident	6941 E. Gableton	323 725-7500	

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**SIGN - IN**

NAME	ORGANIZATION	ADDRESS (Street, City, Zip Code)	PHONE	FAX
FLORA OCHOA	Beaufort	3375 Courts A1 COMMERCE	268-4891	
RENE SALAZAR	Beaufort Beautification	2415 Wilbur Commerce	262-2019	
Carrie Herraitz	Community Supply	7027 Camp Rd	927-8452	
SEBASTIAN	Beaufort Community	4928 Jills St Commerce	268-4506	
FRANCIS	"	"	"	
MILLIE	CLUBS	6759 AYNIA ST. COMMERCE SA	268-2861	
MARIA ROSA	COMMISSIONER	1451 S. MC BRIDE AVE	268-2861	

Following are the major issues regarding the I-710 Corridor as reported to us during our outreach so far:

✓ Here

❖ ***Too Much Truck Traffic on I-710***

❖ ***Problems with I-710 Interchanges and Ramps***

➤ Lack of I-710/ I-5 Interchange

➤ Safety and traffic impacts of left lane freeway connectors

➤ Desire for Slauson Off-ramp

➤ Traffic impacts on Florence Avenue Off-ramp/ Need for bridge widening

➤ Need for reconfiguration of ramps to better accommodate trucks

❖ ***Other Issues***

➤ Need for Landscaping

➤ Improved Signage

➤ Need for Soundwalls

➤ Concern over Port Traffic & delivery schedules

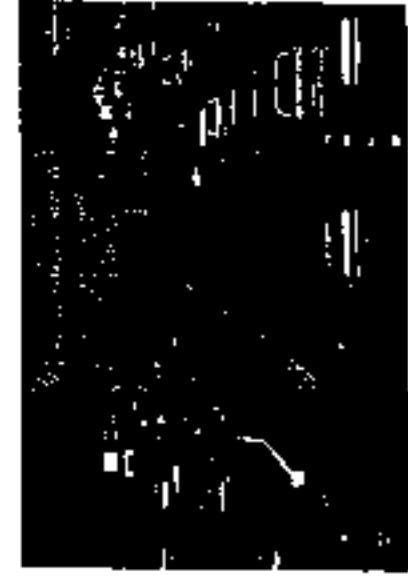
➤ Arterial Roadway Traffic

➤ Traffic Impacts of Long Beach Development



Additional Mixed Flow/General Purpose Lanes

✓ Here



Carpool Lanes

✓ Here



Truck Only Lanes

✓ Here



Elevated Lanes (Mixed Flow or Truck)

✓ Here



Rail Transit (Like LA Blue Line)

✓ Here



Improved Bus Service

✓ Here

✓ Here  Other ?



# Elected Officials



(PLEASE PRINT)

## SIGN - IN

NAME	ORGANIZATION	ADDRESS (Street, City, Zip Code)	PHONE	FAX
GENE DANIELS RICARDO SANCHEZ	City Paramount City of Lynwood	16400 Colborne Dr. Paramount	(562) 220-2223 (910) 605-0900	

2

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**SIGN - IN**

NAME	ORGANIZATION	ADDRESS (Street, City, Zip Code)	PHONE	FAX
ARMEN DITEGH		12706 S HARRIS AVE Livermore, CA 94550	310 622 6558	
MARIA ROMERO		11091 Shiloh Ave " " " "	(310) 763-9263	
SILVA QUINONES		4517 Abbott Ave " " " "	(310) 567 6800	
ANDY GATORVA	Traffic Safety	3185 Delwood Ave.	(210) 335-8237	
ROSA CASABLANCA		38221 YNDORA ST	(710) 633-5951	
ROSA CASABLANCA		38223 YNDORA ST	(310) 622-6954	
CARLOS E. ROMERO		10929 SAN VINCENTE AVE Livermore, CA 94552	310 671 8583	



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**SIGN - IN**

NAME	ORGANIZATION	ADDRESS (Street, City, Zip Code)	PHONE	FAX
JOHN BEIMER	LYNWOOD RACING & Traffic	5252 CALIFORNIA AVE. LYNWOOD 90262-4657	310 635 5292	
SILVANO CASILLAS		8819 SPIRIT ST. BELL GARDENS, CA 90804	(562) 999-7880	927 2366
Joseph Y. Wang	LYNWOOD COMMUNITY FORUM	11330 Bullis Rd.	(310) 601-0330	
MICHAEL P. HUIZIK		11795 NAYWOOD	661 512-8124	(310) 413-3834
TERESA MIMS		4200 JOSEPHINE Highway, VA.	(510) 631-1653	310 760 1781
Margaret Bryant	Community	5445 McMillan	310-438-3544	
Rox Bufanda		721 Orange Grove	Atlanta 91803	
ADOLPH LOPEZ	BLACK WATCH	11431 Plum St. - Lynwood CA 90262	310 632 7922	
Edo Pacheco	Commission	4017 Cole Sage Dr	310 635-8110	
TERESA DEL ROSARIO	Black Watch	7532 Verdugo Ave. - Lynwood, Ca	710 898-1749	
	Black Watch	11634 Virginia Ave. Lynwood 90262	(310) 635-2237	

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**SIGN - IN**

NAME	ORGANIZATION	ADDRESS (Street, City, Zip Code)	PHONE	FAX
Delfina Flores	City of Lynwood		886-0457	
Rod White	Lynwood	4608 Carolin Ave.	310-86662	
Korene Reed		11805 Harris Ave. Lynwood	310-8257	
Shere Samra		2737 S 111 <sup>th</sup> St	762-2022	
Mary White	Lynwood	11342 Hulse	310-638-9191	Land Title
Darlene Sullivan	Black Watch Corp.	Po Box 1874 Lynwood 90262	(310)631-7929	
SPRINGGOLD	Black Watch (Lynwood)	11616 Olive St. Lynwood		
Alan St. Gerard		5818 Platt Ave Lynwood		
Robert Gonzalez	Black Watch (Lynwood)	1809 N. Stone St Lynwood		
Kathleen	Black Watch (Lynwood)	Compton CA 90221		
Michelle Magaña	Black Watch	3557 Centred Lynwood 90262	(310)632-0571	
Frank & Pauline Callahan	Black Watch	3543 641 <sup>st</sup> SE ST. 80262	310-638-2894	
	Black Watch	4010 Josephine St. Lynwood 90262	(310)774-2791	



# I-710 MAJOR CORRIDOR STUDY

# Major Issues

Following are the major issues regarding the I-710 Corridor as reported to us during our outreach so far:

✓ Here

✓✓

❖ ***Too Much Truck Traffic on I-710***

✓✓✓

❖ ***Problems with I-710 Interchanges and Ramps***

➤ **Lack of I-710/ I-5 Interchange**

✓

➤ **Safety and traffic impacts of left lane freeway connectors**

✓

➤ **Desire for Slauson Off-ramp**

✓✓

➤ **Traffic impacts on Florence Avenue Off-ramp/ Need for bridge widening**

✓

➤ **Need for reconfiguration of ramps to better accommodate trucks**

❖ ***Other Issues***

✓

➤ **Need for Landscaping**

✓

➤ **Improved Signage**

✓✓

➤ **Need for Soundwalls**

✓

➤ **Concern over Port Traffic & delivery schedules**

➤ **Arterial Roadway Traffic**

✓

➤ **Traffic Impacts of Long Beach Development**



Additional Mixed Flow/General Purpose Lanes

✓ Here



Carpool Lanes

✓ Here



Truck Only Lanes

✓ Here



Elevated Lanes (Mixed Flow/Truck)

✓ Here



Rail Transit (Like LA Blue Line)

✓ Here



Improved Bus Service

✓ Here

✓ Here  Other ?



# Elected Officials



(PLEASE PRINT)

## SIGN - IN

NAME	ORGANIZATION	ADDRESS (Street, City, Zip Code)	PHONE	FAX
Sharon Weisman Kathleen McCarthy	Assemblymember Teresa Caputo Greensboro Girls	1500 Plaza Dr #320, Carson 90745	310/518-3324	310/518-3524

# Press/media



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## SIGN - IN

NAME	ORGANIZATION	ADDRESS (Street, City, Zip Code)	PHONE	FAX
MICHEL SIMON	GOREGA	5225 E. SECOND 90803	433-2000	434 8826

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**SIGN - IN**

NAME	ORGANIZATION	ADDRESS (Street, City, Zip Code)	PHONE	FAX
Catharine Larsson	Band Chorus School	508 Cherry Ave. 210	828 987-5387	
John R. Barkman	Port of Long Beach	401 Chestnut Ave. L.B.	(562) 421-3841	
Cheryl M. Harrison	San Joaquin County Superior Ct. Assn.	2507 E. 15th St. (near 32nd St.) CA 95601	562 438-0898	
John Deats	MEN	3600 Pacific Ave. L.B. 90807	(562) 424-6876	
Sunday Anderson	San Joaquin Peninsula Homeowners Coalition	320 Garden Shore, 21270, L.B. 90802	(562) 590-6520	
Bry Myer		174 Raymond Ave. L.B. 90804	(562) 435-0233	
Noel R. ...		2277 S. Walker Ave. San Pedro 90731	(562) 804-5205 w/ (562) 804-5210	



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**SIGN - IN**

NAME	ORGANIZATION	ADDRESS (Street, City, Zip Code)	PHONE	FAX
<del>John L. ...</del>	<del>San Joaquin</del>	1739 Apple St, Long Beach, CA 90802	562 436 5800	562 436 5807
<del>...</del>	<del>...</del>	1417 ... 5825 ...	800 755 1702	562 436 5807
Key ...	...	...	...	...
...	...	...	...	...
Pat Reid	...	4111 E ... ST	562-595-0909	
Ralph ...	...	1205 ...	213-897-4634	
Steve Simons	...	404 E ... ST #445 LB 90802	626 491-2143	
...	...	249 N. ... AVE LB 90802	562 436 9425	562 590 8424
...	...	318 W. ...		
...	...			
...	...			

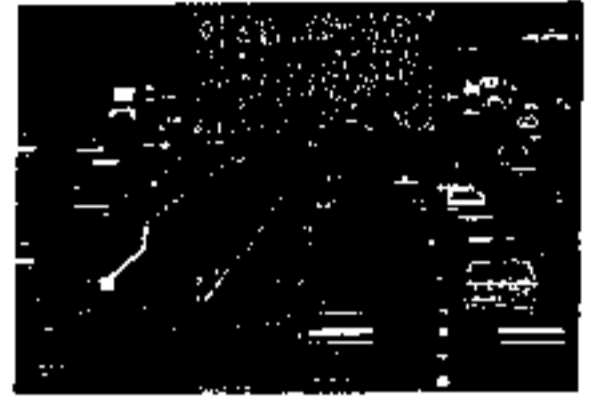
# I-710 MAJOR CORRIDOR STUDY

# Transportation Alternatives



Additional Mixed Flow/General Purpose Lanes

✓ Here



Carpool Lanes

✓ Here



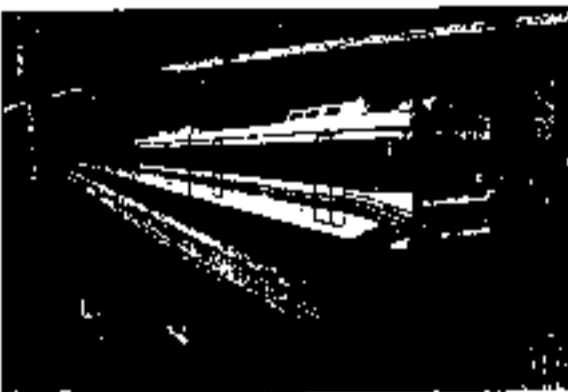
Truck Only Lanes

✓ Here



Elevated Lanes (Mixed Flow or Truck)

✓ Here



Rail Transit (Like LA Blue Line)

✓ Here



Improved Bus Service

✓ Here

✓ Here

Other ?

*Elevated Lanes for cars only  
Extend TI Fwy N to 405 for Truck*

Following are the major issues regarding the I-710 Corridor as reported to us during our outreach so far:

✓ Here

✓ ✓ ✓

❖ ***Too Much Truck Traffic on I-710***

✓

❖ ***Problems with I-710 Interchanges and Ramps***

✓

➤ Lack of I-710/ I-5 Interchange

✓

➤ Safety and traffic impacts of left lane freeway connectors

✓

➤ Desire for Slauson Off-ramp

✓

➤ Traffic impacts on Florence Avenue Off-ramp/ Need for bridge widening

✓

➤ Need for reconfiguration of ramps to better accommodate trucks

❖ ***Other Issues***

✓

➤ Need for Landscaping

✓

➤ Improved Signage

✓ ✓ ✓

➤ Need for Soundwalls

✓ ✓

➤ Concern over Port Traffic & delivery schedules

✓

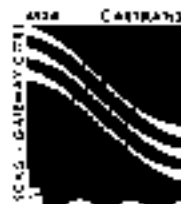
➤ Arterial Roadway Traffic

✓

➤ Traffic Impacts of Long Beach Development

**Health Impacts**





**I-710 MAJOR  
CORRIDOR  
STUDY**

**Comment Sheet**

1. Are there any other specific problems you see on this Corridor?

As San Pedro residents, we are most concerned about the diesel emissions from the massive projected truck traffic. This is a regional health emergency. We would like you to review

2. Of all the issues you have listed, which do you think should be a priority?

The AQMD MATES II study and to involve the AQMD as part of your team. We are asking the Ports of Long Beach and Los Angeles to provide whatever financial resources are necessary to address this issue with clearer equipment and expedited

3. What kinds of transportation improvements would you like to see take place in the near term (0-5 years)? In the long term (10+ years)?

Repair existing pavement. Increase capacity by whatever means necessary - dedicated truck lanes created by either building retaining walls at R/W lines and eliminating full slopes and/or overhead structures.

Find a way to expedite traffic major interchange 10/9/11 bad E.P.

4. Is there anything about this corridor that you think the study team should take into consideration?

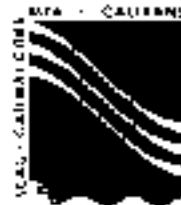
Air quality issues must be addressed immediately. Air quality is unacceptable now. If port traffic increases 100% or 200% it will be a disaster. When the public realizes what is going on expect massive legal action against everyone involved. Ports pay their share of the cost of expansion

Once again, thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please drop this sheet in the comment box or mail to:

I-710 Study  
Consensus Planning Group  
444 S. Flower Street, Suite 1300  
Los Angeles, CA 90071

This is the priority



**I-710 MAJOR  
CORRIDOR  
STUDY**

---

**Comment Sheet**

---

1. Are there any other specific problems you see on this Corridor?

*Bandone on Ramps to Washington off Ramps  
traffic is very heavy and dangerous.  
On Ramps from 10 freeway to 710 is also very  
heavy & dangerous.*

2. Of all the issues you have listed, which do you think should be a priority?

*Safety - Too many trucks*

3. What kinds of transportation improvements would you like to see take place in the near term (0-5 years)? In the long term (10+ years)?

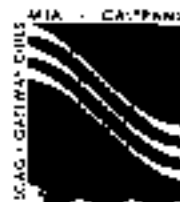
4. Is there anything about this corridor that you think the study team should take into consideration?

---

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Consensus Planning Group  
444 S. Flower Street, Suite 1300  
Los Angeles, CA 90071



**I-710 MAJOR  
CORRIDOR  
STUDY**

---

**Comment Sheet**

---

1. Are there any other specific problems you see on this Corridor?

TOO MANY ACCIDENTS ON I 710 AREA IN VICINITY  
OF WASH BLVD AREA.

2. Of all the issues you have listed, which do you think should be a priority?

MAKE THE TRANSITION FROM I 710 TO S Fwy  
AND HAVING NORTH & SOUTH ON RAMP TO S Fwy.

3. What kinds of transportation improvements would you like to see take place in the near term (0-5 years)? In the long term (10+ years)?

NEAR TERM - ELIMINATE TRUCK TRAFFIC GOING TO WASH  
BLVD AND INTERCHANGING DIVERT TO SLAYSON AVE, WHICH IS  
MORE INDUSTRIAL.

4. Is there anything about this corridor that you think the study team should take into consideration?

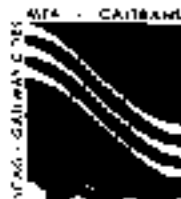
NORTH ON RAMP TO S Fwy FROM I 710 SHOULD BE ON  
THE RIGHT SIDE TO AVOID CROSSING OVER I 710  
WHEN ENTERING FROM NORTH WASH. BLVD TO GET ON  
THE S Fwy

---

Once again, thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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Consensus Planning Group  
444 S. Flower Street, Suite 1300  
Los Angeles, CA 90071



**I-710 MAJOR  
CORRIDOR  
STUDY**

---

----- **Comment Sheet** -----

---

1. Are there any other specific problems you see on this Corridor?

*Trucks*

2. Of all the issues you have listed, which do you think should be a priority?

*Trucks lanes only*

3. What kinds of transportation improvements would you like to see take place in the near term (0-5 years)? In the long term (10+ years)?

*improve the flow of Trucks*

4. Is there anything about this corridor that you think the study team should take into consideration?

---

Once again, thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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Consensus Planning Group  
444 S. Flower Street, Suite 1300  
Los Angeles, CA 90071





**I-710 MAJOR  
CORRIDOR  
STUDY**

---

----- **Comment Sheet** -----

---

1. Are there any other specific problems you see on this Corridor?

NAFTA.

2. Of all the issues you have listed, which do you think should be a priority?

TRUCKS - TRUCKS - TRUCKS

3. What kinds of transportation improvements would you like to see take place in the near term (0-5 years)? In the long term (10+ years)?

TRAFFIC FLOW BETWEEN CITY OF COMMERC.  
AND ~~CITY OF~~ LONG BEACH - FWY

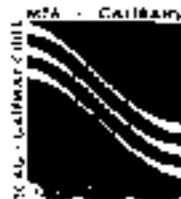
4. Is there anything about this corridor that you think the study team should take into consideration?

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Consensus Planning Group  
444 S. Flower Street, Suite 1300  
Los Angeles, CA 90071



**I-710 MAJOR  
CORRIDOR  
STUDY**

---

----- **Comment Sheet** -----

---

1. Are there any other specific problems you see on this Corridor?

2. Of all the issues you have listed, which do you think should be a priority?

3. What kinds of transportation improvements would you like to see take place in the near term (0-5 years)? In the long term (10+ years)?

7-7 PLAN

7 AM - 7 PM Non Commercial Vehicles only

7 PM - 7 AM Commercial Vehicles only

4. ~~Is there anything about this corridor that you think the study team should take into consideration?~~

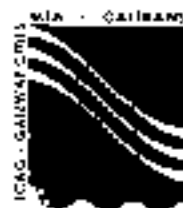
This would open the Highways to  
Increase Productivity

---

Once again, thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please drop this sheet in the comment box or mail to:

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Consensus Planning Group  
444 S. Flower Street, Suite 1300  
Los Angeles, CA 90071



## I-710 MAJOR CORRIDOR STUDY

### Comentarios

1. ¿Cuales problemas especificos ve usted en este Corredor?

*El estancamiento del tráfico en las salidas de las autopistas 5 y 710, debido a la circulación de camiones de carga.*

2. ¿De todos los problemas que usted a identificado, cual, piensa usted, debe tener prioridad?

*El anterior mencionado.*

3. ¿Que tipo de mejoramientos de transporte le gustaria ver realizados en los próximos 0-5 años? ¿En el largo plazo (10+ años)?

*El transporte de MTA, sobre todo en los bulevards Garfield, Telegraph, Eastern en el área de Veterans Park*

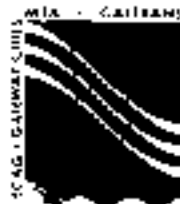
4. ¿Hay algo de este corredor que usted piensa el equipo del estudio debe tomar en cuenta?

*El área entre Gage Av. Telegraph, Garfield*

Una vez más, gracias por su tiempo. Su participación será valuable en el estudio del Corredor de la Autopista I-710 y en la identificación de alternativos posibles para mejoramientos. Si gustaría más información acerca de este estudio, por favor llame al (323) 960-4406 o visitenos en el Internet al [www.gatewaycog.org](http://www.gatewaycog.org)

Por favor deposite esta pagina en la caja o envíela al:

I-710 Study  
Consensus Planning Group  
444 S. Flower Street, Suite 1300  
Los Angeles, CA 90071



**I-710 MAJOR  
CORRIDOR  
STUDY**

**Comment Sheet**

1. Are there any other specific problems you see on this Corridor?

TOO MUCH TRAFFIC (BOTH TRUCKS AND CARS)  
AND NOT ENOUGH CAPACITY DURING THE  
BUSINESS WEEK DURING "NORMAL" BUSINESS  
HOURS.

2. Of all the issues you have listed, which do you think should be a priority?

WIDENING THE 710 FROM DOWNTOWN  
L.B. / PORT OF L.B. TO THE 91 FWY.

3. What kinds of transportation improvements would you like to see take place in the near term (0-5 years)? In the long term (10+ years)?

SEE ANSWER #2. QUEENSWAY BAY  
DEVELOPMENT NEAR DOWNTOWN L.B. ABSOLUTELY  
CANNOT SUCCEED FINANCIALLY UNTIL THIS  
MINIMAL WIDENING IS COMPLETED!

4. Is there anything about this corridor that you think the study team should take into consideration?

FOUND WALLS WHILE  
THERE CURRENTLY ARE NONE (E.G.:  
710 NORTH OF THE 405.

Once again, thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please drop this sheet in the comment box or mail to:

I-710 Study  
Consensus Planning Group  
444 S. Flower Street, Suite 1300  
Los Angeles, CA 90071

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...

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## **I-710 Major Corridor Study Meeting Notes**

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**Meeting With:** Downey Kiwanis

**Date:** October 19, 2001

**Attendance:** Kiwanis members

**Location:** Rio Hondo Country Club

**Team Members:** Karin Hodin, Julie Rush, Alisa Kwun,  
Juliette Cagigas

**Notes By:** Juliette Cagigas

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### **Summary**

The Kiwanis Club responded to a letter sent out to local organizations by the study team, which asked groups to contact us if they would like a presentation. Text in parenthesis is brief summary of team response.

### **Questions/Issues Raised**

- What portion of traffic on 710 is due to trucks? (about 20%)
- How much property can be purchased to widen?
- Build road over river for trucks only.
- Won't Alameda Corridor take care of truck traffic? (not really)
- Won't there be more cars if more roads are built?
- Get trucks to drive only at night.
- Road conditions are bad.
- Can't Rail Roads have distribution points in other areas to decrease traffic? (Trucks are fastest and most direct. Economics.)
- What about Blue Line? (Blue line carries over 65,000 people each day)
- I-5 bottleneck
- I-5 /710 interchange needed
- What about reversible lanes? (won't work in CA)
- Need park and Ride.

### **Comments**

### **Action Items**

# **I-710 Major Corridor Study Meeting Notes**

**Meeting with:** Helene Ansel, District Director,  
Assemblymember Alan Lowenthal's Office

**Meeting Date:** November 19, 2001

**Attendance:** Erika Laird Lampe, Jeffrey Henderson

**Location:** Office of Assemblymember Alan Lowenthal  
115 Pine Avenue, Suite 430  
Long Beach, CA 90802

**Notes By:** Jeffrey Henderson

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## **Summary**

Forty-five-minute briefing regarding the I-710 Major Corridor Study.

## **Issues Raised**

Erika Laird Lampe gave an update on the project. Ms. Ansel was quite familiar with project and proceeded to engage in a discussion. Following are the topics and some of the highlights of that discussion:

- Funding – After Ms. Lampe explained the structure of the study she went on to explain where the study's funding came from in response to a question from Ms. Ansel.
- Study Progress – Ms. Ansel asked where we were in the study and Ms. Lampe explained our progress thus far and what the next steps will be as well as the time frame for completion of the study and the study's deliverables.
- Long Beach Parks & Recreation Department – Ms. Ansel explained that when Cesar Chavez Park was built that there were also plans for a 'grand entrance' into Long Beach. She believed that there were designs developed when the park was built and wondered if they would be integrated into the I-710 project. Ms. Ansel suggested contacting the Long Beach Parks & Recreation Department for the plans.
- Soundwalls – Assemblymember Lowenthal's office has been contacted by Rob Hankins with the Public Corporation for the Arts (PCA) regarding the soundwalls along the 710 freeway. The PCA would like to decorate the soundwalls.
- Suggestions – Ms. Ansel suggested to the use of HOV lanes that only act as HOV lanes during peak traffic hours and streets that change directions based on traffic flow (similar to those in the San Francisco Bay area) as possibilities in helping to ease the traffic issues along the I-710 as well as on connecting arterials.
- Outreach – Ms. Ansel suggested including the Long Beach Chamber of Commerce in our outreach efforts and also suggested working in cooperation with her with the Small Business Advisory Panel she oversees and with other outreach efforts in which they are involved.

## **Action Items**

Include Ms. Ansel in mailings and continue to update on progress/study findings/recommendations.

# **I-710 Major Corridor Study Meeting Notes**

**Meeting with:** Long Beach Optimists Club

**Meeting Date:** October 25, 2001

**Attendance:** Erika Laird Lampe, Jeffrey Henderson,  
Paul Taylor

**Location:** Westin Hotel  
333 East Ocean Boulevard  
Long Beach, CA 90802

Notes By: Jeffrey Henderson

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## **Summary**

Thirty-minute presentation regarding the I-710 Major Corridor Study.

## **Issues Raised**

After the presentation by Erika Laird Lampe and Paul Taylor the group engaged in a question and answer session. Following are the comments and suggestions that arose during the question and answer portion of the meeting:

- There were several misconceptions over the Alameda Corridor, many thought that trucks would be using the Alameda Corridor when it opens rather than the 710 freeway, they didn't realize it was for cargo trains only
- Add an additional blue/green line-like service or a Maglev train to reduce the number of people travelling in cars into downtown Los Angeles daily
- Further development and expansion of Alameda Street around the Alameda Corridor adding separate car and truck lanes and bridges
- Implement tolls on the 710 to encourage people to use alternate means of transportation, i.e. trains, buses, etc.
- Implement a two-level transportation and shipping system on the 710 to service the regional delivery of goods (versus the national delivery offered by the Alameda Corridor) with a rail and truck system on the lower level and cars on the upper level
- Create special lanes and access ramps for direct routes for trucks to utilize based on their destination, i.e. port to 405 freeway, port to 105 freeway, etc.

## **Comments**

## **Action Items**

Update on progress/study findings/recommendations.



## **I-710 Major Corridor Study Meeting Notes**

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**Meeting With:** Lynwood Community Affairs  
Commission

**Date:** October 17, 2001

**Attendance:** Lucille Walker, Barbara Newton,  
Katherine Amey, Anne Fields, Commissioner Cooper

**Location:** Lynwood City Hall

**Notes By:** Juliette Cagigas

**Team Members:** Sylvia Novoa, Karin Hodin, Alisa Kwun

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### **Summary**

The I-710 Study team was invited by the Commission to give a presentation at this meeting.

### **Questions/Issues Raised**

- Back of new homes is facing 710. Woodglen Housing development.
- Would like to see truck only lanes
- Questioned who is picking up cost.
- Will this be put on ballot?
- What are our chances to get the feds, ports, shippers, to pay?
- What is the timeframe for this to be built?
- Who allocated the funds to retrofit the bridges?
- 710 is the oldest freeway in the state. It is also the most unsafe.
- We need special truck lanes.
- Widening would be difficult due to the LA river.
- Carpool lane may not be as effective. Not enough carpoolers
- Elevated lanes are expensive, but we like the idea.
- Can we put restrictions on truck use?
- Public transit doesn't work in CA
- California population expected to increase. We need to accommodate.

### **Comments**

Resident- "I am a mother of 4 & I choose not the drive on the freeway at all. Getting on and off is dangerous. Trucks make it dangerous."

Commission - "if we also want to have a city where we're not inundated with traffic, we realize we have to put some funds in."

### **Action Items**

No items.

# **I-710 Major Corridor Study Meeting Notes**

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**Meeting With:** Lynwood Latino Coalition

**Date:** September 27, 2001

**Attendance:** 10 members

**Location:** Lynwood Recreation Center

**Team Members:** Sylvia Novoa, Karin Hodin, Julie Rush,  
Juliette Cagigas

**Notes By:** Juliette Cagigas

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## **Summary**

The I-710 study team was invited to attend this meeting.

## **Questions/Issues Raised**

- 710 is congested at all times
- All day congestion with trucks
- Imperial Highway on-ramp is dangerous due to trucks exiting at the same time
- Martin Luther King Blvd. and Rosecrans have no 105 on-ramp.
- Only 2 on-ramps to 710: MLK and Imperial.
- Only 1 exit to Lynwood: Imperial
- Lynwood needs more access to 710.
- 105 also only has one exit to Lynwood.
- 105 on-ramp is constantly backed up because there is only one.
- Add extra lane to 710 and designate truck lane
- Trucks and cars should be separated. Too dangerous to have them together.
- 710 has no carpool lane. Would like to see additional lanes.
  - Carpool
  - Truck lane
  
- Double deck the freeway
- Limit truck access
- On-ramps / exits need to be updated. Turns are too tight for both cars and trucks.
- Bandini exit is particularly bad.
- Feel blue line would be beneficial. People use it a lot.
- Buses would not work as not many people use them.
- Feel most people will continue to drive.
- Double decking seen as best option.

## **Comments**

No additional comments.

## **Action Items**

Recommended we make presentation at school PTA meeting.

## **I-710 Major Corridor Study Meeting Notes**

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**Meeting With:** South Gate Optimists

**Date:** October 24, 2001

**Attendance:** Members

**Location:** South Gate Senior Center

**Team Members:** Karin Hodin, Sylvia Novoa

**Notes By:** Alisa Kwun

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### **Summary**

The I-710 Study team was invited to give a presentation at this meeting of the South Gate Optimists club.

### **Questions/Issues Raised**

- Limit truck traffic
- The Olympics were very successful in limiting truck traffic.
- Sound walls are needed.
- Alternative off-ramp should be placed at Firestone for trucks.
- Imperial highway needs improvement.
- Have you tracked where Orange line proposal is?
- Why not take advantage of monorail systems?
- Why so many accidents? Curve in freeway near South Gate contributes to accidents. If you North on 710 and approach Imperial there is so much congestion because of subtle curve.
- Have you considered possibility of southbound 710 to 105? West off ramp is single lane.
- Where the 105 splits to go east, can you widen to two lanes?
- Why can't they run sweeper trains at night?
- When is Alameda Corridor going to open?
- Use riverbed for trucks when weather is good.
- Double deck the freeway!
- Can we have different work schedules in cities?
- Olympics system was wonderful.
- Any plans to repave? Right 2 lanes are always in poor condition.
- Are they ever going to finish the 105?

### **Comments**

No additional comments.

### **Action Items**

No items.

## **I-710 Major Corridor Study Meeting Notes**

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**Meeting With:** United Familias of Bristow

**Date:** September 26, 2001

**Attendance:** Members

**Location:** Bristow Park, Commerce

**Team Members:** Sylvia Novoa, Karin Hodin, Paul Taylor,  
Juliette Cagigas

**Notes By:** Juliette Cagigas

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### **Summary**

This group expressed an interest in a presentation during an earlier workshop. We contacted them to set up this meeting.

### **Questions/Issues Raised**

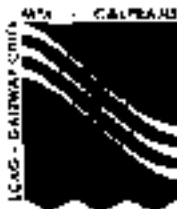
- Bandini has too many trucks, too much traffic
- Washington/ Bandini/ Atlantic – both N. & S. are congested all the time
- 710 S / 91 – a lot of traffic and congestion after the 91
- Florence exit is flooded when it rains.
- Needs landscaping. The corridor is ugly.
- Road conditions are bad.
- 710 past Olympic has soundwalls. Bristow Park needs soundwalls!
- Problems with Graffiti
- Would like carpool and double-decking of the freeway
- Do not feel truck lanes are enforceable

### **Comments**

No additional comments.

### **Action Items**

No items.



## I-710 MAJOR CORRIDOR STUDY

### Freeway User Questionnaire

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

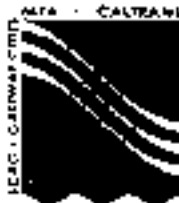
1. How often do you travel on the I-710 (days per week)? 7 days
2. What time(s) of day do you travel on the I-710? 8am - 3am
3. What do you think are the biggest problems on the I-710?  
Roads, Traffic, No carpool lanes, and too many Commercial Vehicles
4. Do you think the I-710 needs to be improved? yes
5. What improvements would you like to see made on the I-710?  
Better Roads, Carpool lanes, & Better lighting
6. What routes do you use instead of the I-710? Why?  
None, I-105 is always in traffic jams
7. In what city do you live? Bell In what city do you work? Gardena
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to your employer or mail to: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120

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## I-710 MAJOR CORRIDOR STUDY

### ----- Preguntas Sobre el Uso de la Autopista -----

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta página. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 7
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 5 PM - 5 AM
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
Mucho hoyos y muy transitado
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
Remodelen. Muchas cosas
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
Remodelen
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
Florence
7. ¿En cual ciudad vive usted? Bell Gardens ¿En cual ciudad trabaja? L.A.
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:

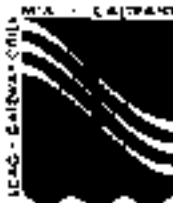
Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

Por favor regrese esta pagina a su gerente o envíe la a:

I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120







# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? SEVEN DAYS/NIGHTS

2. What time(s) of day do you travel on the I-710? ALL THE TIME

3. What do you think are the biggest problems on the I-710?  
CANNOT GET ONTO FREEWAY - BECAUSE TOO MANY TRUCKS WAITING TO ENTER (GOING SOUTH) CANNOT ACCESS WASHINGTON BLVD. TOO MANY TRUCKS WAITING TO ENTER I-710 GOING SOUTH. TRUCKS ARE BACKED UP TO CITY OF UCRADN - ON WASHINGTON BLVD.

4. Do you think the I-710 needs to be improved? YES!

5. What improvements would you like to see made on the I-710?  
ACCESS FOR TRUCKS - NOISE ABATEMENT - B.N.I.S.E./S.P./UP RAILROAD CONTAINERS USE ON RAMP GOING S.

6. What routes do you use instead of the I-710? Why? ON 710

7. In what city do you live? COMMERCE In what city do you work? COMMERCE

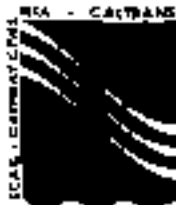
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

VALERIC POLIUTA  
2323 S. CONNOR COMMERCE CALIF 90040  
(ALONG SIDE THE 710)

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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Los Angeles, CA 90099-5120

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# I-710 MAJOR CORRIDOR STUDY

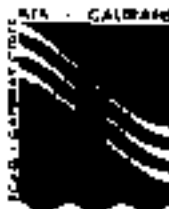
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1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? All day
3. What do you think are the biggest problems on the I-710?  
Heavy traffic out of the ports,  
The road seems old and worn out in the Southern  
portion (Long Beach area)
4. Do you think the I-710 needs to be improved? Yes.
5. What improvements would you like to see made on the I-710?  
Widening of course, and re covered, smoothed out.
6. What routes do you use instead of the I-710? Why?  
105, 405
7. In what city do you live? Long Beach In what city do you work? Commerce
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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## I-710 MAJOR CORRIDOR STUDY

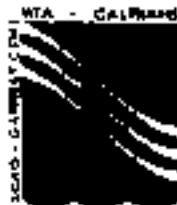
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1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? Mon. + Afternoon
3. What do you think are the biggest problems on the I-710?  
Debris (Rocks & Dirt) on freeway
4. Do you think the I-710 needs to be improved? Yes
5. What improvements would you like to see made on the I-710?  
Regulate gravel & Dirt haulers more strictly on freeway
6. What routes do you use instead of the I-710? Why?
7. In what city do you live? Brentwood In what city do you work? Commerce
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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1. How often do you travel on the I-710 (days per week)? 6

2. What time(s) of day do you travel on the I-710? All times

3. What do you think are the biggest problems on the I-710?  
Road condition (concrete), transitions, and it is too small.

4. Do you think the I-710 needs to be improved? YES

5. What improvements would you like to see made on the I-710?  
Widening of the freeway, redesign/reconstruct the interchanges (5 Fwy + 60 Fwy + 10 Fwy)

6. What routes do you use instead of the I-710? Why?  
110 Fwy, 605 Fwy, Lakewood Blvd., and Garfield; Traffic

7. In what city do you live? M. P. K. In what city do you work? Commerce/Huntington Park

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

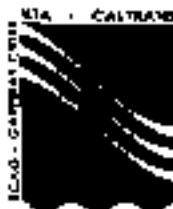
Darrell Santos

346 S. Orange Ave.

Monterey Park, CA 91755

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# I-710 MAJOR CORRIDOR STUDY

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- How often do you travel on the I-710 (days per week)? 5
- What time(s) of day do you travel on the I-710? 7:30-8:00 A.M. - 10:30-11:30 - 5:30
- What do you think are the biggest problems on the I-710?  
uneven pavement, too many trucks  
Northbound transition to the 5 Fwy West  
too many cars - traffic in CA needs to be improved across  
the board
- Do you think the I-710 needs to be improved? YES
- What improvements would you like to see made on the I-710?  
smooth the surface, widen the transition  
lane to the 5 Fwy from both north & south 710 direc
- What routes do you use instead of the I-710? Why?  
605 fwy - smoother ride, less congestion
- In what city do you live? El Monte In what city do you work? Commerce

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Arne Svendsen

5657 E. Washington Blvd

LA CA 90040

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## Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 2.0

2. What time(s) of day do you travel on the I-710? all day

3. What do you think are the biggest problems on the I-710?  
LOS ON RAMP / TRUCK TRAFFIC / SLOW MERGE

4. Do you think the I-710 needs to be improved? Yes

5. What improvements would you like to see made on the I-710?  
4 lanes level merge for automobiles for 2 lanes to be used for truck traffic

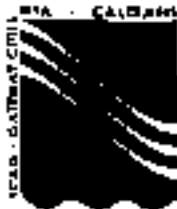
6. What routes do you use instead of the I-710? Why?  
NONE / I-15 to use I-710

7. In what city do you live? Manhattan Beach In what city do you work? Long Beach

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
David Cohen  
1837 11th St Apt A  
Manhattan Beach, CA 90266

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to your employer or mail to: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

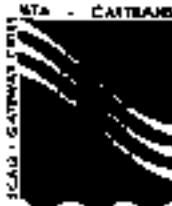
## Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 25 times
2. What time(s) of day do you travel on the I-710? between 7:30 am - 6:30 pm
3. What do you think are the biggest problems on the I-710?  
not enough lanes
4. Do you think the I-710 needs to be improved? yes
5. What improvements would you like to see made on the I-710?  
Four additional lanes
6. What routes do you use instead of the I-710? Why?  
None
7. In what city do you live? Pasadena In what city do you work? Compton
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 3
2. What time(s) of day do you travel on the I-710? 7AM 3PM
3. What do you think are the biggest problems on the I-710?  
Trucks in fast lanes
4. Do you think the I-710 needs to be improved? \_\_\_\_\_
5. What improvements would you like to see made on the I-710?  
Limit truck traffic to early and late hours  
NO RUSA HOV'S.
6. What routes do you use instead of the I-710? Why?  
#5 #91
7. In what city do you live? Newport Beach In what city do you work? Commerce
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

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**I-710 MAJOR  
CORRIDOR  
STUDY**

**Freeway User Questionnaire**

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1. How often do you travel on the I-710 (days per week)? 7

2. What time(s) of day do you travel on the I-710? VARIES usually morning/late afternoon

3. What do you think are the biggest problems on the I-710?  
truck traffic, poor coordination of the pavement,

4. Do you think the I-710 needs to be improved? YES

*Better*

5. What improvements would you like to see made on the I-710?  
ON/OFF ramps for trucks in Bell Garden, Southgate Bell Community Center, and a ramp to the truck yard and Com/Don

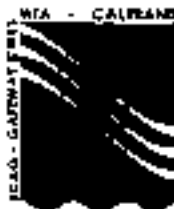
6. What routes do you use instead of the I-710? Why? Improvement. Less truck traffic  
4, 105, 405, 60, 10

7. In what city do you live? Long Beach In what city do you work? COM/Don

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 7 DAYS A WEEK

2. What time(s) of day do you travel on the I-710? 12:00 PM - 8:30 PM

3. What do you think are the biggest problems on the I-710?

TRUCKS AND TOO MANY TRAILERS MAKES MORE TRAFFIC AND THE LOT OF SMALL ROCKS ARE ALWAYS STOPPING BECAUSE OF HILLS TRAILERS CARRY WHICH ARE SLOTTED AND HARD TO DRIVE

4. Do you think the I-710 needs to be improved? YES

5. What improvements would you like to see made on the I-710?

MAKE A SEPARATE LANE FOR TRAILERS ONLY AND MAKE A CARPOOL LANE

6. What routes do you use instead of the I-710? Why?

I-10 NORTH TO I-210 - I-210 EAST TO THE 5 NORTH

7. In what city do you live? Harbort City In what city do you work? COMMERCE

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

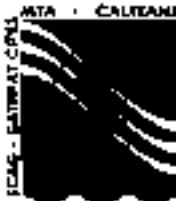
COMPOS RAMOS -  
1206 W COMITEL BLVD #5  
HARBOR CITY CA 90710

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MTA  
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Los Angeles, CA 90099-5120

1

2



# I-710 MAJOR CORRIDOR STUDY

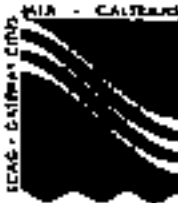
## ----- Preguntas Sobre el Uso de la Autopista -----

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta página. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 0
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 0
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
LAS LINEAS DE LOS TRAILERS NECESITAN MEJORAMIENTO.
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
PORQUE SUCEDEN MUCHOS ACCIDENTES
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710? DE TRAFICO EL PAVIMENTO MAS SOLIDO Y DE MEJOR CALIDAD.
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
COMPTON BLV PORQUE ESTA CERCA DE MI TRABAJO.
7. ¿En cual ciudad vive usted? COMPTON ¿En cual ciudad trabaja? COMPTON
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

Por favor regrese esta pagina a su gerente o envíe la a: I-710 Study  
MTA  
PO Box 53184  
Los Angeles, CA 90099-5120



## I-710 MAJOR CORRIDOR STUDY

### ----- Preguntas Sobre el Uso de la Autopista -----

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta página. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? todos los días
2. ¿A que hora(s) del día viaja usted en la autopista I-710? \_\_\_\_\_
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
\_\_\_\_\_  
\_\_\_\_\_
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
\_\_\_\_\_
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
\_\_\_\_\_  
\_\_\_\_\_
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
ALAMEDA, MANCHESTER y CENTRAL
7. ¿En cual ciudad vive usted? Alhambra ¿En cual ciudad trabaja? EMERSON
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:  
\_\_\_\_\_  
\_\_\_\_\_

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

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## I-710 MAJOR CORRIDOR STUDY

### ----- Preguntas Sobre el Uso de la Autopista -----

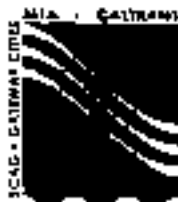
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1. ¿Cuántos días por semana viaja usted en la autopista I-710? 5
2. ¿A que hora(s) del día viaja usted en la autopista I-710? TARDE & NOCHE
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
GRIETAS Y ESTA MUY DESCUIDADA
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
SI
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
PREPARAR EL CEMENTO, MANTENERA MAS HACIENDO Y QUE SEA MAS MODERNA.
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
110 FWY, 105 FWY & 91 FWY
7. ¿En cual ciudad vive usted? CARSON ¿En cual ciudad trabaja? CAMPTON
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

Por favor regrese esta página a su gerente o envíe la a:

I-710 Study  
MTA  
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## I-710 MAJOR CORRIDOR STUDY

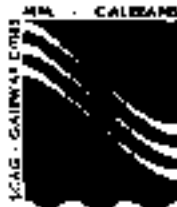
### ----- Preguntas Sobre el Uso de la Autopista -----

La Autoridad de Transportación Metropolitana del Condado de Los Ángeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Ángeles, norte a la Ruta Estatal 80, y para identificar alternativas para mejorar este corredor. Quéremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta página. Estas preguntas también están disponibles en el Internet at: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 7
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 5PM 4AM
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
DEMAGIRO AVUGECOS MUY FACILITADO
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
SI DEMAGIDOS
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
QUE LO REMODELARAN TODO
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
110 Y 105
7. ¿En cual ciudad vive usted? Los Angeles ¿En cual ciudad trabaja? COMPTON
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

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Los Angeles, CA 90005-5194



## I-710 MAJOR CORRIDOR STUDY

### Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 5 DAYS
2. What time(s) of day do you travel on the I-710? 4:30 PM
3. What do you think are the biggest problems on the I-710?  
It's has holes
4. Do you think the I-710 needs to be improved? yes
5. What improvements would you like to see made on the I-710?  
More lanes
6. What routes do you use instead of the I-710? Why?  
Streets
7. In what city do you live? Compton In what city do you work? Compton
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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## I-710 MAJOR CORRIDOR STUDY

### ----- Preguntas Sobre el Uso de la Autopista -----

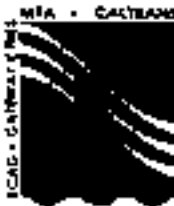
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1. ¿Cuántos días por semana viaja usted en la autopista I-710? todos los días
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 5:00pm hasta 4:30
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
(el tráfico)
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
no
5. ¿Cuales mejoramientos le gustaria ver hechos en el I-710?
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
10, 71
7. ¿En cual ciudad vive usted? Long Beach ¿En cual ciudad trabaja? Compton
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:  
[Redacted]

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

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# I-710 MAJOR CORRIDOR STUDY

## ----- Preguntas Sobre el Uso de la Autopista -----

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1. ¿Cuántos días por semana viaja usted en la autopista I-710? Todos los días
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 4:30 y 4:30 AM
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
el tráfico y se ocupan mas líneas
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
mucho
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
un Fwy
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?
7. ¿En cual ciudad vive usted? Compton ¿En cual ciudad trabaja? Compton
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:  
Ana MARIA Ovalles

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet: [www.gatewaycoq.org](http://www.gatewaycoq.org).

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## I-710 MAJOR CORRIDOR STUDY

### ----- Preguntas Sobre el Uso de la Autopista -----

La Autoridad de Transportación Metropolitana del Condado de Los Ángeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Ángeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta página. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 5 días
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 7 de la mañana
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
muchas horas y mucho transito
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
Claro que sí
5. ¿Cuales mejoramientos le gustaria ver hechos en el I-710?  
que se mejorara de todo a todo
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
Las Angeles Ca
7. ¿En cual ciudad vive usted? Las Vegas ¿En cual ciudad trabaja? San Juan
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:

RIBALDO De Santiago  
Las Angeles CA 93451 90071

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

Por favor regrese esta pagina a su gerente o envíe la a:

I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



## I-710 MAJOR CORRIDOR STUDY

### ----- Preguntas Sobre el Uso de la Autopista -----

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta página. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 7 DÍAS
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 5 PM 5 AM
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
NESESITA REPARACION
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos? SI
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
REMODELACION
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
105 - South Gate
7. ¿En cual ciudad vive usted? South Gate ¿En cual ciudad trabaja? Compton
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

Por favor regrese esta página a su gerente o envíe la a:

I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## ----- Preguntas Sobre el Uso de la Autopista -----

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta pagina. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 7
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 5 AM - 5 PM
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
- Congestión  
- Falta de señalamientos y Alumbrado
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
Sí, bastante
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
Una remodelación Completa
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
105, 60
7. ¿En cual ciudad vive usted? Bell ¿En cual ciudad trabaja? Compton
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:  
[Redacted]

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

Por favor regrese esta pagina a su gerente o envíe la a: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



## I-710 MAJOR CORRIDOR STUDY

### ----- Preguntas Sobre el Uso de la Autopista -----

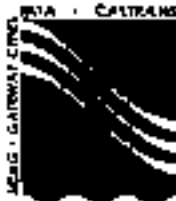
La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta pagina. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? todos los días
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 4:00 PM. 5:00 A.M.
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
Bestuda trafico por las tardes
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
Bestuda
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
Que se abra mas carr. por
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
105 y 110
7. ¿En cual ciudad vive usted? South-Gate ¿En cual ciudad trabaja? Compton
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

Por favor regrese esta pagina a su gerente o envíe la a:

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MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



## I-710 MAJOR CORRIDOR STUDY

### ----- Preguntas Sobre el Uso de la Autopista -----

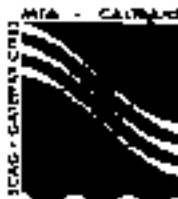
La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta página. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 5
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 5 P.M. 5 AM
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
MUCHOS BACHOS Y MUY TRANSCITO  
FALTA UN POCO MEJORAMIENTO
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
UN POCO
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
NO MUY TRANSCITO
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
\_\_\_\_\_
7. ¿En cual ciudad vive usted? LOS ANGELES En cual ciudad trabaja? COMPTON
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:  
\_\_\_\_\_

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

Por favor regrese esta página a su gerente o envíe la a:

I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5190



## I-710 MAJOR CORRIDOR STUDY

### ----- Preguntas Sobre el Uso de la Autopista -----

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta página. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 7
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 5PM - 5AM
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
MUCHOS HOYOS Y AUN TRANQUILIZADA POR LO  
REGULAR MUCHOS TROQUES GRANDES
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
SI MUCHO
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
NO PLENO DE LLEN
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
105 - 60
7. ¿En cual ciudad vive usted? DOWNLY ¿En cual ciudad trabaja? COMPTON
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:  
7060 DIMWIDDIE ST DOWNER CA. 90241

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visitenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

Por favor regrese esta pagina a su gerente o envíe la a:

I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120





## I-710 MAJOR CORRIDOR STUDY

### Freeway User Questionnaire

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? 4x/
2. What time(s) of day do you travel on the I-710? 9:00 am; 2 pm
3. What do you think are the biggest problems on the I-710?

add in medians to be brought up to modern standards

4. Do you think the I-710 needs to be improved? yes

5. What improvements would you like to see made on the I-710?

gather data first; understand in place; MTA is the best guide to be posted before the transition to the I-710. I would like to see more signs to our left and right to help us find our way instead of the I-710? Why? the information.

7. In what city do you live? S.F. In what city do you work? Compton
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

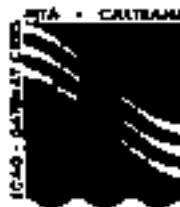
Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to your employer or mail to: I-710 Study

MTA

PO Box 53194

Los Angeles, CA 90039-5120



## I-710 MAJOR CORRIDOR STUDY

### ----- Preguntas Sobre el Uso de la Autopista -----

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta página. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 1

2. ¿A que hora(s) del día viaja usted en la autopista I-710? 8 AM

3. ¿Cuáles son los problemas más grandes en la autopista I-710?

el tráfico y el embotellamiento

4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?

5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?

mas fluidez en la autopista

6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?

7. ¿En cual ciudad vive usted? South Gate ¿En cual ciudad trabaja? Compton

8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escribe su nombre y dirección:

Martha Gaccione

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4408 o visitenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

Por favor regrese esta pagina a su gerente o envíe la a: I-710 Study  
MTA  
PO Box 53184  
Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? AS little as possible
2. What time(s) of day do you travel on the I-710? try not to.
3. What do you think are the biggest problems on the I-710?  
the excessive truck traffic. Truck drivers are lined up in first two right lanes - at 45 to 70 mph with only 8-10 feet between them. Very dangerous & impatient !!
4. Do you think the I-710 needs to be improved? Definitely.
5. What improvements would you like to see made on the I-710?  
get 50% of the truck traffic off the 710 (but don't move them to other freys)
6. What routes do you use instead of the I-710? Why?  
605, 110, 91, & 105 - 710 is so congested with trucks (with very rude drivers). Very dangerous & too many accidents
7. In what city do you live? Dana Point In what city do you work? Compton
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to your employer or mail to: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? ONCE / WEEK

2. What time(s) of day do you travel on the I-710? 7:30 AM

3. What do you think are the biggest problems on the I-710?  
N/A

4. Do you think the I-710 needs to be improved? YES

5. What improvements would you like to see made on the I-710?  
PAYMENT

6. What routes do you use instead of the I-710? Why?  
405/91/5

7. In what city do you live? IRVINE In what city do you work? COMPTON

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
Wallace J Burnett  
1001 W. Walnut Street  
Compton, CA 90221

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to your employer or mail to: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



## I-710 MAJOR CORRIDOR STUDY

### Freeway User Questionnaire

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? 5

2. What time(s) of day do you travel on the I-710? 5AM & 3PM

3. What do you think are the biggest problems on the I-710?  
Trucks, reduced number of lanes at various locations, 710/5 interchange

4. Do you think the I-710 needs to be improved? yes

5. What improvements would you like to see made on the I-710?  
replace damaged pavement, I-710/5 interchange

6. What routes do you use instead of the I-710? Why?  
Garfield Ave, accidents, congestion

7. In what city do you live? Acton In what city do you work? Compton

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

William Martin  
P.O. Box 5665  
Compton CA 90224

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4408 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to your employer or mail to: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaybog.org](http://www.gatewaybog.org)

- How often do you travel on the I-710 (days per week)? 5 days
- What time(s) of day do you travel on the I-710? 4:15 - 5:00 pm
- What do you think are the biggest problems on the I-710?
  - TRUCKS BLENDING DOWN OR GOING EXTREMELY SLOW.
  - CENTER MEDIAN IS TOO LOW, ALLOWING DRIVERS TO SEE ACCIDENTS OR OPPOSITE DIRECTION AND SLOW DOWN TO LOOK.
  - THE 70 N TO 10 W INTERCHANGE IS VERY ROUGH AND NEEDS RESURFACING.
- Do you think the I-710 needs to be improved? YES.
- What improvements would you like to see made on the I-710? \*
  - TALLER CENTER MEDIAN.
  - ENFORCED TRUCKS TO STAY TO RIGHT TWO LANES.
- What routes do you use instead of the I-710? Why?
  - 5) RESURFACE 710 N TO 10 W INTERCHANGE.
  - THE ONLY ALTERNATIVE IS THE 110 WHICH DOESN'T MOVE AT ALL.
  - I TAKE THE 110 IN THE MORNING WHEN IS OK ONLY THEN, BEFORE 6:30.
- In what city do you live? GLENDALE In what city do you work? COMPTON
- If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaybog.org](http://www.gatewaybog.org)

Please return to your employer or mail to: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90089-5120

AS I'M TO I AS T TO THE 5N/10W DIVISION, I GET THE 10 WOULD BE BETTER AT 4-6 PM BOTH HOURS. THIS WOULD TAKE AWAY PRESSURE OFF OF THE 710, SINCE MANY PEOPLE WOULD THEN TAKE THE 110.  
\* (cont.)



# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? 5 days/week
2. What time(s) of day do you travel on the I-710? 7:00 AM - 5:30 PM
3. What do you think are the biggest problems on the I-710?

TRAFFIC - BIG RIDS, ESPECIALLY ON THE  
E-105 INTERSECTION

4. Do you think the I-710 needs to be improved? YES!

5. What improvements would you like to see made on the I-710?

CARPOOL LANE

6. What routes do you use instead of the I-710? Why?

I HAVE NO OTHER OPTIONS; BUT TO TAKE STREET  
SURFACE, (ATLANTIC BLVD)

7. In what city do you live? SUNLAND In what city do you work? COMPTON

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

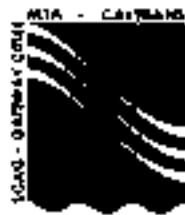
ELVIA GRACIANO

1805 N. SANTA FE AVE.

COMPTON, CA 90221

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 880-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to your employer or mail to: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 5 DAYS

2. What time(s) of day do you travel on the I-710? 6 AM 5 PM

3. What do you think are the biggest problems on the I-710?  
ROAD CONDITION

4. Do you think the I-710 needs to be improved? YES

5. What improvements would you like to see made on the I-710?  
ROAD REPAIR

6. What routes do you use instead of the I-710? Why?  
N/A

7. In what city do you live? Lakewood In what city do you work? Compton

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4408 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to your employer or mail to: I-710 Study  
MTA  
PO Box 53184  
Los Angeles, CA 90089-5120





# I-710 MAJOR CORRIDOR STUDY

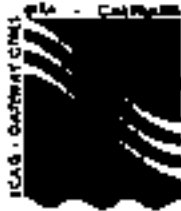
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1. How often do you travel on the I-710 (days per week)? 0
2. What time(s) of day do you travel on the I-710? 0
3. What do you think are the biggest problems on the I-710?  
0
4. Do you think the I-710 needs to be improved? 0 N/A
5. What improvements would you like to see made on the I-710?  
N/A
6. What routes do you use instead of the I-710? Why?  
110, 91, 405 more accessible to home
7. In what city do you live? Manhattan Beach In what city do you work? Compton
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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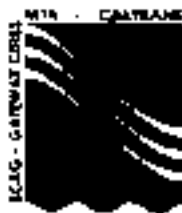
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1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? 7-8<sup>AM</sup> / 6-7<sup>PM</sup>
3. What do you think are the biggest problems on the I-710?  
The quality of the road surface.
4. Do you think the I-710 needs to be improved? Yes
5. What improvements would you like to see made on the I-710?  
Road surface
6. What routes do you use instead of the I-710? Why?  
91 W. / Alternate route to O.C.
7. In what city do you live? Leguna Hills In what city do you work? Compton
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

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- How often do you travel on the I-710 (days per week)? once a week
- What time(s) of day do you travel on the I-710? During the day (Business)
- What do you think are the biggest problems on the I-710?  
Too many Trucks
- Do you think the I-710 needs to be improved? yes
- What improvements would you like to see made on the I-710?  
repaving and would like to see it used exclusively for heavy trucks - no cars. Here on
- What routes do you use instead of the I-710? Why? USE THE 605 & 110 110 - 75 - & 105 Freeways
- In what city do you live? Stelling N. Va In what city do you work? Compton

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Charles Hansen  
Continental Forge  
412 E El Segundo Blvd  
Compton Ca 90221

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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1. How often do you travel on the I-710 (days per week)? 5

2. What time(s) of day do you travel on the I-710? 2

3. What do you think are the biggest problems on the I-710?

Heavy traffic, accidents

4. Do you think the I-710 needs to be improved? Yes

5. What improvements would you like to see made on the I-710?

No sign work

6. What routes do you use instead of the I-710? Why?

SR 60

7. In what city do you live? Huntington In what city do you work? LA

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_

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# I-710 MAJOR CORRIDOR STUDY

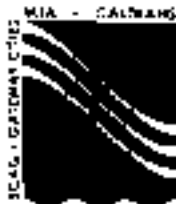
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1. How often do you travel on the I-710 (days per week)? 7 times a week
2. What time(s) of day do you travel on the I-710? 7:00 am - 5:00 pm
3. What do you think are the biggest problems on the I-710?  
traffic / narrow Freeway lanes near City of Commerce off Bandine exit.
4. Do you think the I-710 needs to be improved? Yes
5. What improvements would you like to see made on the I-710?  
wider lanes
6. What routes do you use instead of the I-710? Why?  
Freeway only
7. In what city do you live? Downey In what city do you work? LA
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

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## I-710 MAJOR CORRIDOR STUDY

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1. How often do you travel on the I-710 (days per week)? 6 Day of week
2. What time(s) of day do you travel on the I-710? between 11 A.M To 5 o'clock
3. What do you think are the biggest problems on the I-710?  
many trucks
4. Do you think the I-710 needs to be improved? yes! is in worse condition
5. What improvements would you like to see made on the I-710?  
The pavement needs big reparation
6. What routes do you use instead of the I-710? Why?  
the 105 because is short way to get to 605
7. In what city do you live? carson in what city do you work? Downey and south gate
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



**Alisa Kwun**

---

**From:** edrogerick@yahoo.com  
**Sent:** Friday, June 29, 2001 1:59 PM  
**To:** Alisa Kwun  
**Subject:** Gateway Cities I710 Questionnaire

Below is the result of your feedback form. It was submitted by (edrogerick@yahoo.com) on Friday, June 29, 2001 at 13:54:56

---

days\_driven\_on\_I710: one

times\_of\_day\_on\_I710: 3-4pm

biggest\_problems\_on\_I710: 1 Trucks  
2. all lanes but the left are damaging to vehicles  
3. Poorly trained truck drivers

improve\_I710?: Yes

I710\_improvement\_suggestions: Trucks confined to certain operating hours and only one lane.

I710\_alternate\_routes\_and\_why: 805 which is now getting many more trucks

city\_where\_you\_live: LB

city\_where\_you\_work: Downey

Name: Roger Erickson

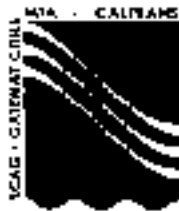
Address: 341 Bayshore Ave

City: Long Beach,

State: ca

Zip: 90803

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# I-710 MAJOR CORRIDOR STUDY

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1. How often do you travel on the I-710 (days per week)? 5

2. What time(s) of day do you travel on the I-710? VARIES

3. What do you think are the biggest problems on the I-710?  
TO MANY TRUCKS

4. Do you think the I-710 needs to be improved? YES

5. What improvements would you like to see made on the I-710?  
SMOOTHER SURFACE

6. What routes do you use instead of the I-710? Why?  
605 - LESS TRAFFIC & MUCH FASTER EXCEPT AT RUSH HOUR

7. In what city do you live? Downey In what city do you work? Downey

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
PLEASE KINGSA 710 TO PASADENA

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4408 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## ----- Preguntas Sobre el Uso de la Autopista -----

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta pagina. Estas preguntas también están disponibles en el Internet al: [www.gatewaycoq.org](http://www.gatewaycoq.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 4
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 9 - 7 PM
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
MUCHOS BACKES, DEMORADOS CARTOS
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
SI EN AMPLIARLA
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
QUE TENGA ACCESO A AUTOPISTA COMPARTIDA
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
LOS ANGELES LONG BEACH  
LONG BEACH LOS ANGELES TRAYO
7. ¿En cual ciudad vive usted? Downey ¿En cual ciudad trabaja? Todas las ciudades contiguas
8. Si gustara mas información sobre el estudio y para recibir información sobre Juntas futuras del proyecto, por favor escriba su nombre y dirección:

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítanos en el Internet: [www.gatewaycoq.org](http://www.gatewaycoq.org).

Por favor regrese esta pagina a su gerente o envíe la a:

I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

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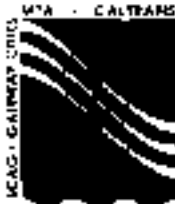
1. How often do you travel on the I-710 (days per week)? 5 days per week
2. What time(s) of day do you travel on the I-710? M-TH 12<sup>00</sup> to 9<sup>30</sup> p.m.  
W 9-5<sup>30</sup> p.m.  
F 8<sup>30</sup>-4<sup>20</sup> p.m.
3. What do you think are the biggest problems on the I-710? The trucks are the biggest problem.  
Traffic does not move at all  
when at least three lanes are filled  
with trucks.
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
Hot hole repairs and regulation  
of truck lanes when autos are not present
6. What routes do you use instead of the I-710? Why?  
Only the I-710 - I have no other  
choice!
7. In what city do you live? Downey in what city do you work? Carson

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

CORINNE CANDELLA  
12312 BROOK AVENUE  
DOWNEY, CA 90242

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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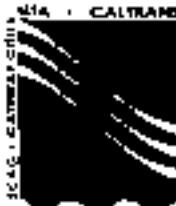
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1. How often do you travel on the I-710 (days per week)? EVERY WEEK
2. What time(s) of day do you travel on the I-710? IN THE MORNING
3. What do you think are the biggest problems on the I-710?  
THE FREEWAY ROAD SIDE BARRIER
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
THE ROAD FIXES
6. What routes do you use instead of the I-710? Why?  
THE STREETS, BECAUSE IT IS A LOT EASIER
7. In what city do you live? NORWALK In what city do you work? LONG BEACH
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

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- How often do you travel on the I-710 (days per week)? 7
- What time(s) of day do you travel on the I-710? ALL DAY AM/PM
- What do you think are the biggest problems on the I-710?  
PAVEMENT TERRIBLE CONDITIONS  
TOO MANY TRUCKS  
NOT ENOUGH LANES
- Do you think the I-710 needs to be improved? LONG TIME AGO - YES
- What improvements would you like to see made on the I-710?  
NEW PAVEMENT - CONCRETE - TOP ETC  
MORE LANES
- What routes do you use instead of the I-710? Why?  
NOT CHOICE - I GET OFF 710 SOUTH + PCH
- In what city do you live? LONG BEACH In what city do you work? LONG BEACH
- If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
AGUSTIN FERRER  
5914 LEMMON AVE  
L-B CA 90805

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# I-710 MAJOR CORRIDOR STUDY

## ----- -- Freeway User Questionnaire -- -----

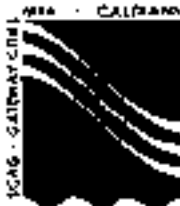
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1. How often do you travel on the I-710 (days per week)? 7
2. What time(s) of day do you travel on the I-710? VARIES BUT VIRTUALLY ALL DAY  
HOURE.
3. What do you think are the biggest problems on the I-710?  
TOO MUCH TRAFFIC (BOTH CARS & TRUCKS)  
AND NOT ENOUGH CAPACITY DURING "NORMAL"  
BUSINESS HOURS DURING THE BUSINESS WEEK (M-F).
4. Do you think the I-710 needs to be improved? YES, DESPERATELY
5. What improvements would you like to see made on the I-710?  
WIDENING OR DOUBLE DECKING OR WHATEVER  
IT TAKES TO AT LEAST DOUBLE CAPACITY ASAP!
6. What routes do you use instead of the I-710? Why?  
SANTA FE AVE, MAGNOLIA AVE, PACIFIC AVE OR L.B.  
BLVD BECAUSE 710 IS GRIDLOCKED OR THERE IS A TRUCK ACCI
7. In what city do you live? LONG BEACH In what city do you work? LONG BEACH
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
JOHN DEWIS  
3600 PACIFIC AVENUE  
LONG BEACH, CA. 90807-3828

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to your employer or mail to: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120

SCP



# I-710 MAJOR CORRIDOR STUDY

## --- Freeway User Questionnaire ---

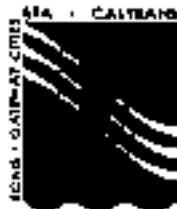
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1. How often do you travel on the I-710 (days per week)? 5-6
2. What time(s) of day do you travel on the I-710? Between 6am - 4:30 PM
3. What do you think are the biggest problems on the I-710?  
Hot holes and poor maintenance on the Road.  
Too many vehicles and not enough lanes.
4. Do you think the I-710 needs to be improved? Yes!
5. What improvements would you like to see made on the I-710?  
Re Paving, more lanes, and get the meters off  
the 105. They cause a pile up on the 710.
6. What routes do you use instead of the I-710? Why?  
None
7. In what city do you live? Sylmar In what city do you work? Long Beach
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
GARY FIELDS  
P.O. Box 921204  
Sylmar, CA 91392-1204

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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## I-710 MAJOR CORRIDOR STUDY

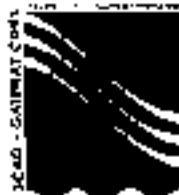
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1. How often do you travel on the I-710 (days per week)? 6
2. What time(s) of day do you travel on the I-710? ALL DAY. I'm a Salesman
3. What do you think are the biggest problems on the I-710?  
TOO MANY TRUCKS  
TOO NARROW  
Terrible Condition!
4. Do you think the I-710 needs to be improved? 10 YEARS AGO.
5. What improvements would you like to see made on the I-710?  
Wider - CAR pool LANE  
new Pavement
6. What routes do you use instead of the I-710? Why?  
I have no choices My job is in PCH OFF  
710 South-
7. In what city do you live? Long Beach In what city do you work? Long Beach
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
Nelson Gonzalez  
1834 Harbor Ave  
Long Beach Ca 90810

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## I-710 MAJOR CORRIDOR STUDY

### ----- Preguntas Sobre el Uso de la Autopista -----

La Autoridad de Transportación Metropolitana del Condado de Los Ángeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Ángeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta página. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 6
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 8 a.m., 9 p.m., 3:30 p.m., 8
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
El problema mas grande seria el congestionamiento de trafico por los traves-guandes.
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
Si necesita mejoramiento en todas formas y necesita ampliar
5. ¿Cuales mejoramientos le gustaria ver hechos en el I-710?  
Ampliar el freeway - E
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
En lugar de autopista 710 preferio usar las calles porque el trafico en el I-710 va congestionado.
7. ¿En cual ciudad vive usted? LONG BEACH ¿En cual ciudad trabaja? LONG BEACH
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:  
Roberto Plascencia - 1701 Sherman Place Long Beach, CA 90804

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

Por favor regrese esta página a su gerente o envíe la a:

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## I-710 MAJOR CORRIDOR STUDY

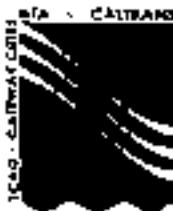
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1. How often do you travel on the I-710 (days per week)? 10 times
2. What time(s) of day do you travel on the I-710? 7 AM & 4:30 PM
3. What do you think are the biggest problems on the I-710?  
Too many trucks and the road conditions are bad
4. Do you think the I-710 needs to be improved? yes
5. What Improvements would you like to see made on the I-710?  
A Ramp from the Washington Blvd<sup>exit</sup> to the ship yard in Long Beach for trucks or trailers on two lanes for trucks and trailers
6. What routes do you use instead of the I-710? Why?  
If there is an accident I would take Garfield to Cherry Ave to Long Beach on 5 Freeway to West Freeway and exit on 7th Street.
7. In what city do you live? Montebello In what city do you work? Long Beach
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
Alex Gonzalez  
2240 Northside Dr  
Montebello CA 90040

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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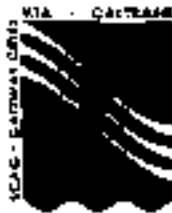
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1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? 7:30-8:30am / 4:30-7:00pm
3. What do you think are the biggest problems on the I-710?  
too many trucks  
rainage during rainy season, cracks  
merge from 405-S kiosk
4. Do you think the I-710 needs to be improved? yes
5. What improvements would you like to see made on the I-710?  
wider - more lanes
6. What routes do you use instead of the I-710? Why?  
110 -
7. In what city do you live? Culver City In what city do you work? Long Beach
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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- 1. How often do you travel on the I-710 (days per week)? 5 days
- 2. What time(s) of day do you travel on the I-710? 8:30 - 9:00 AM
- 3. What do you think are the biggest problems on the I-710?

Truck Congestion

- 4. Do you think the I-710 needs to be improved? NO
- 5. What improvements would you like to see made on the I-710?

6. What routes do you use instead of the I-710? Why?  
Do not use other routes

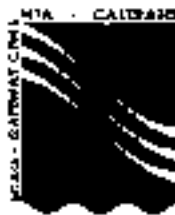
7. In what city do you live? Alhambra In what city do you work? Long Beach

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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- 1. How often do you travel on the I-710 (days per week)? M-F
- 2. What time(s) of day do you travel on the I-710? 7:20a and 4:00p
- 3. What do you think are the biggest problems on the I-710?

In many large trucks, no shoulder on the left.

- 4. Do you think the I-710 needs to be improved? Yes!

- 5. What improvements would you like to see made on the I-710?  
easier (safer) access to the southbound 710 from northbound 405. Shoulder on the left to avoid being pinned.
- 6. What routes do you use instead of the I-710? Why?  
None. (Could use 110 but don't.)

- 7. In what city do you live? Redondo Beach in what city do you work? Long Beach

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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2



# I-710 MAJOR CORRIDOR STUDY

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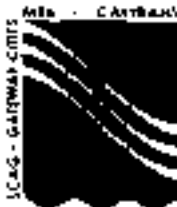
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1. How often do you travel on the I-710 (days per week)? Mon - Fri
2. What time(s) of day do you travel on the I-710? 8:30 AM 6 PM
3. What do you think are the biggest problems on the I-710?  
Too many trucks, too slow merges
4. Do you think the I-710 needs to be improved? extended to Pasadena.
5. What improvements would you like to see made on the I-710? ↑
6. What routes do you use instead of the I-710? Why? Atlantic
7. In what city do you live? Alhambra what city do you work? Huntington Park
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
No.

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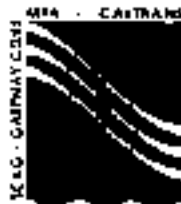
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1. How often do you travel on the I-710 (days per week)? 7 days a week
2. What time(s) of day do you travel on the I-710? 12:30 - 7:50 PM
3. What do you think are the biggest problems on the I-710?  
Jammed traffic
4. Do you think the I-710 needs to be improved? Yes
5. What improvements would you like to see made on the I-710?  
Car-pool lane
6. What routes do you use instead of the I-710? Why?  
Only 710 Fwy. Too far for going by the street
7. In what city do you live? H.P. In what city do you work? H.P. and Montebello
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
Carmen L. Delgado  
5948 Middleton St.  
Huntington Park CA 90255

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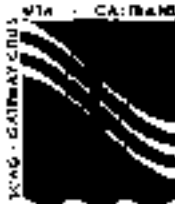
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1. How often do you travel on the I-710 (days per week)? 4
2. What time(s) of day do you travel on the I-710? 4:15 P.M., 2:00 A.M.
3. What do you think are the biggest problems on the I-710?  
THE FWY NEEDS TO BE COMPLETED.  
TRANSITION FROM I-710 NO. TO I-5 NO.  
IS ONE OF THE WORST IN THE COUNTY.  
BANDING ON RAMPS IS ALSO A PROBLEM.
4. Do you think the I-710 needs to be improved? YES
5. What Improvements would you like to see made on the I-710?  
SEE #3. ADD AT LEAST ONE  
LANE IN EACH DIRECTION
6. What routes do you use instead of the I-710? Why?  
IMPERIAL HWY TO ATLANTIC - EXCESSIVE  
TRAVEL
7. In what city do you live? SAN JUAN in what city do you work? MINNETONKA  
LA BOSTON PAUL
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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1. How often do you travel on the I-710 (days per week)? 5

2. What time(s) of day do you travel on the I-710? AM + PM

3. What do you think are the biggest problems on the I-710?

TOO MANY TRUCKS - NO CAR POOL LANE  
NEEDS FIVE OR SIX LANES BOTH NORTH + SOUTH BOUND -  
ESPECIALLY AT BANDINI & THE IS

4. Do you think the I-710 needs to be improved? YES

5. What improvements would you like to see made on the I-710?

CAR POOL LANE - EXTENDED TO  
THE 210

6. What routes do you use instead of the I-710? Why?

101 S - ATLANTIC -  
GARFIELD -

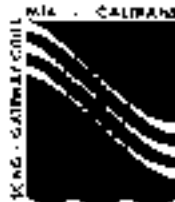
7. In what city do you live? H.P. In what city do you work? S.F.S.

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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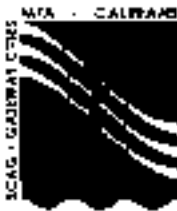
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1. How often do you travel on the I-710 (days per week)? 3 AVE
2. What time(s) of day do you travel on the I-710? 9:00 AM - 7:00 PM
3. What do you think are the biggest problems on the I-710?  
GETTING OFF AT FLORENCE
4. Do you think the I-710 needs to be improved? YES!
5. What improvements would you like to see made on the I-710?  
MAKE THE SAME IMPROVEMENTS ON FLORENCE AS WERE MADE AT FIRESTONE.
6. What routes do you use instead of the I-710? Why?  
NONE.
7. In what city do you live? HIC PK In what city do you work? RETIRED
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to your employer or mail to: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## --- Freeway User Questionnaire ---

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

- 1. How often do you travel on the I-710 (days per week)? Seldom
- 2. What time(s) of day do you travel on the I-710? \_\_\_\_\_
- 3. What do you think are the biggest problems on the I-710?  
\_\_\_\_\_  
\_\_\_\_\_

4. Do you think the I-710 needs to be improved? yes, some more lanes

5. What improvements would you like to see made on the I-710?  
fill potholes

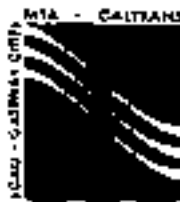
6. What routes do you use instead of the I-710? Why?  
\_\_\_\_\_  
\_\_\_\_\_

7. In what city do you live? High Park In what city do you work? retired

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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## I-710 MAJOR CORRIDOR STUDY

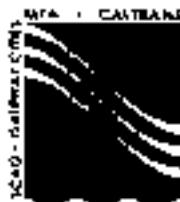
### --- Preguntas Sobre el Uso de la Autopista ---

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta página. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? ninguno
2. ¿A que hora(s) del día viaja usted en la autopista I-710? no viajo
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
no sabría decirles
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
no sabría decir
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
no se
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
\_\_\_\_\_
7. ¿En cual ciudad vive usted? Hahintong por En cual ciudad trabaja? Los Angeles
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:  
H241 Santana St. Hahintong por  
Maria Ochoa Vera

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

Por favor regrese esta pagina a su gerente o envíe la a: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90089-5120



# 1-710 MAJOR CORRIDOR STUDY

## ----- Preguntas Sobre el Uso de la Autopista -----

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta pagina. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 0

2. ¿A que hora(s) del día viaja usted en la autopista I-710? Ninguna

3. ¿Cuáles son los problemas más grandes en la autopista I-710?

No sabria decir.

4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?

No sabria decir

5. ¿Cuales mejoramientos le gustaria ver hechos en el I-710?

6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?

NA

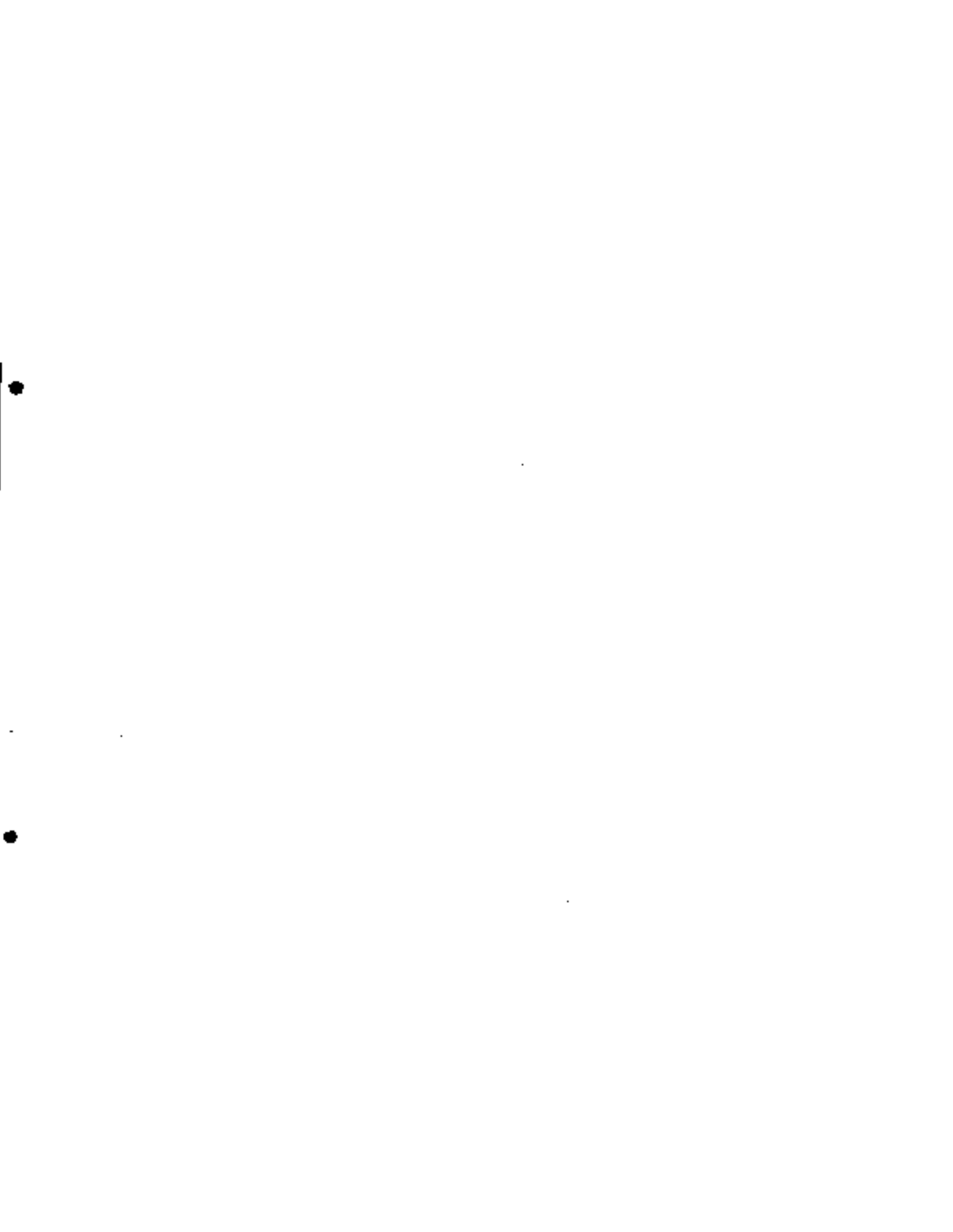
7. ¿En cual ciudad vive usted ~~Huntington Park~~ En cual ciudad trabaja?

8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:

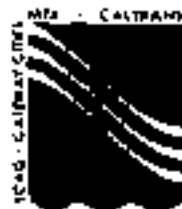
Karina Ochoa Padarte 3255 Santa Ana St Huntington Park APT F (323) 2-77-97-96

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

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# I-710 MAJOR CORRIDOR STUDY

## -- Freeway User Questionnaire --

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? 7

2. What time(s) of day do you travel on the I-710? 8:30 AM - 3:30 PM

3. What do you think are the biggest problems on the I-710?

BIG BIG TRUCKS ESPECIALLY AT  
BANDINI + ATLANTIC

4. Do you think the I-710 needs to be improved? YES

5. What Improvements would you like to see made on the I-710?

NOT JUST COVER POT HOLES, BUT A NEW  
FACE LIFT, MAKE OVER

6. What routes do you use instead of the I-710? Why?

FLORENCE TO ROSEMEAD BLVD

7. In what city do you live? 90255 In what city do you work? RETIRED

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

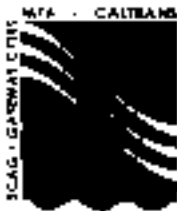
MARIA DELIVERAS

3356 FLOWER ST

HUNTINGTON PARK 90255

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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Los Angeles, CA 90099-5120



## I-710 MAJOR CORRIDOR STUDY

### Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 5 or 6
2. What time(s) of day do you travel on the I-710? 8:15 AM, 10:15 AM, 12 NOON, 6:30 PM, 9:30 PM, 11:30 AM
3. What do you think are the biggest problems on the I-710?  
I'm having difficulty with the mess in the center of the freeway between the 405 and Ocean Boulevard. It snarls traffic and makes our commute impossible. Aren't you ever going to finish it?
4. Do you think the I-710 needs to be improved? yes. Please finish up your mess!
5. What improvements would you like to see made on the I-710?  
From the 91 to Ocean Boulevard - Traffic needs to be alleviated. The end of the 710 (from 10 Freeway to Valley Boulevard) is an irritant.
6. What routes do you use instead of the I-710? Why? A150, the 5 interchange. The 105 Freeway East, or over the Vincent Thomas Bridge. I go way out of my way to try to bypass the traffic problem.
7. In what city do you live? Downey In what city do you work? Long Beach
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
e-mail: Baby Bird Buddy @ aol.com

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to [REDACTED]

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PO Box 53194  
Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## ----- Freeway User Questionnaire -----

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1. How often do you travel on the I-710 (days per week)? 5 DAYS PER WEEK
2. What time(s) of day do you travel on the I-710? 7-9 AM and 4:30-7:00 PM
3. What do you think are the biggest problems on the I-710?  
TRUCKS, FIRST, SECOND, BAD ROAD CONDITIONS, I.E. RUTS, POT HOLES, THIRD SLOW DRIVERS IN FAST LANE.
4. Do you think the I-710 needs to be improved? CERTAINLY, I-710 IS WAY OVERDUE FOR REPAIRS
5. What Improvements would you like to see made on the I-710?  
WOULD LOVE TO SEE TRUCKS RE-ROUTED. IF THIS IS NOT POSSIBLE, WOULD LOVE TO SEE 1 MORE LANE ADDED TO BOTH NORTHBOUND AND SOUTHBOUND SIDES.
6. What routes do you use instead of the I-710? Why?  
PACIFIC AVENUE. (WHEN FREEWAY TRAFFIC DOES NOT MOVE.)
7. In what city do you live? BIXBY KNOLLS in what city do you work? LANDMARK BLDG. LONG BEACH
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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## I-710 MAJOR CORRIDOR STUDY

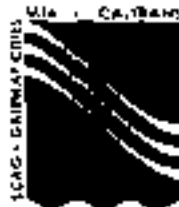
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1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? 07:00 - 08:00 + 16:00 - 18:00
3. What do you think are the biggest problems on the I-710?  
TRAFFIC CONGESTION FROM MERGING FROM THE 405 ONTO THE 710
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
MORE LANES, SEPARATE ROUTE FOR CARGO TRUCKS (SEMI'S)
6. What routes do you use instead of the I-710? Why?  
NONE
7. In what city do you live? SANTA MONICA In what city do you work? LONG BEACH
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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MTA  
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Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

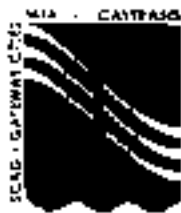
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1. How often do you travel on the I-710 (days per week)? 3-4
2. What time(s) of day do you travel on the I-710? morning (7:30-9:00 am) + afternoon (4:00-5:00 pm)
3. What do you think are the biggest problems on the I-710?  
1) Roadway in disrepair  
2) Slow-moving trucks mixed w/ fast-moving cars → accidents  
3) Not enough lanes of traffic
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
Additional lanes added, repair of cracked & broken road.
6. What routes do you use instead of the I-710? Why?  
If going to Downtown LB, Alamos St. because it's shorter.  
If going to Terminal Island, I take the 43(?) TI ferry over the ~~the bridge~~ because it's faster.
7. In what city do you live? Long Beach In what city do you work? Long Beach / Terminal Island
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to ~~your employer~~

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## I-710 MAJOR CORRIDOR STUDY

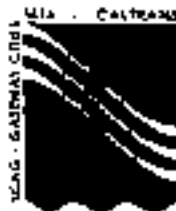
### Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 5 days a week
2. What time(s) of day do you travel on the I-710? 7:00 am + 4pm
3. What do you think are the biggest problems on the I-710?  
Too many trucks, poor road conditions
4. Do you think the I-710 needs to be improved? YES!!!
5. What improvements would you like to see made on the I-710?  
more lanes, maybe like a carpool lane but for trucks only
6. What routes do you use instead of the I-710? Why?  
7th St. to 605 N., too much traffic, too bumpy
7. In what city do you live? Buena Park In what city do you work? Long Beach
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to ~~Los Angeles County Metropolitan Transportation Authority~~: I-710 Study  
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PO Box 53194  
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# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

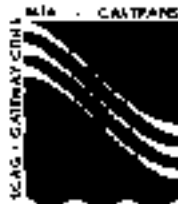
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1. How often do you travel on the I-710 (days per week)? 5-7 days / wk.
2. What time(s) of day do you travel on the I-710? between 8am - 6pm
3. What do you think are the biggest problems on the I-710?  
Not enough lanes. Way too many potholes.
4. Do you think the I-710 needs to be improved? Yes!
5. What improvements would you like to see made on the I-710?  
More lane additions & continuous monitoring for any road damage. Better signage.
6. What routes do you use instead of the I-710? Why?  
Streets. (Alamitos) due to too much traffic.
7. In what city do you live? Long Beach in what city do you work? Long Beach
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
JENNIFER M. HORNE  
3045 LAUNDRY AVE.  
LONG BEACH CA 90807-4209

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 2-3

2. What time(s) of day do you travel on the I-710? afternoon (11:20)  
Even (7:10)

3. What do you think are the biggest problems on the I-710?  
TRUCKS TRUCKS TRUCKS !!  
NO SAFE PULLOFF AREAS!  
UNEVEN SURFACE FROM TRUCK TRAFFIC

4. Do you think the I-710 needs to be improved? OF COURSE

5. What improvements would you like to see made on the I-710?  
TRUCK TRAFFIC OUT OF & INTO PORTS MUST BE  
MANAGED SOMEHOW... HOW I DO NOT KNOW

6. What routes do you use instead of the I-710? Why?  
THE ONLY REASON I USE THE 710 ARE TIMES I NEED  
TO GET TO A LOCATION THE OTHER ROUTES WILL OVERSHOOT.

7. In what city do you live? SAN PEDRO In what city do you work? LONG BEACH

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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MTA  
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Los Angeles, CA 90099-5120





## I-710 MAJOR CORRIDOR STUDY

### Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 5 days
2. What time(s) of day do you travel on the I-710? Between 7:30-9:30 AM & 4:30-6:00 PM
3. What do you think are the biggest problems on the I-710?  
The Trucks!!! The finishing of the freeway is really bad.  
lots of potholes!!
4. Do you think the I-710 needs to be improved? Definitely!!
5. What improvements would you like to see made on the I-710?  
More a truck lane & improvements in the quality of the  
freeway!!!
6. What routes do you use instead of the I-710? Why?  
The 105 South to 7th Street
7. In what city do you live? Carrollton In what city do you work? Long Beach
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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# I-710 MAJOR CORRIDOR STUDY

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## ----- -- Freeway User Questionnaire -- -----

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)?

7

2. What time(s) of day do you travel on the I-710?

6-8 AM + 4-6 PM

3. What do you think are the biggest problems on the I-710?

Pot Holes + Trucks + Trash

4. Do you think the I-710 needs to be improved?

YES

5. What improvements would you like to see made on the I-710?

new Road less trucks

6. What routes do you use instead of the I-710? Why?

ocean Blvd

7. In what city do you live? Long Beach

In what city do you work? Long Beach

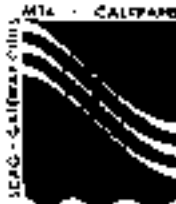
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Chris A. Guerra  
3605 East Ave  
Long Beach, CA 90808

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4408 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to ~~████████████████████~~

I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 5

2. What time(s) of day do you travel on the I-710? 7:30 A.M.

3. What do you think are the biggest problems on the I-710?  
TRUCKS AND POT HOLES.

4. Do you think the I-710 needs to be improved? Yes!!

5. What improvements would you like to see made on the I-710?  
SMOOTHER ROAD SURFACE AND PERHAPS A FOURTH LANE WOULD BE NICE.

6. What routes do you use instead of the I-710? Why?  
VINCENT ST. THOMAS BRIDGE TO THE 110

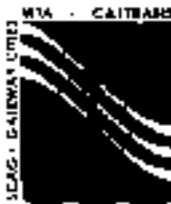
7. In what city do you live? GARDENA In what city do you work? LONG BEACH

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to ~~your employer~~: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? Everyday

2. What time(s) of day do you travel on the I-710? Mornings & Evenings

3. What do you think are the biggest problems on the I-710?  
humps + road hazards

4. Do you think the I-710 needs to be improved? YES!

5. What improvements would you like to see made on the I-710?  
Fix all the holes on all the lanes

6. What routes do you use instead of the I-710? Why?  
Surface, its take less holes

7. In what city do you live? L.B. In what city do you work? L.B.

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_

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1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? Evening 4:00 - 6:00 PM  
Morning 7:30 - 9:05
3. What do you think are the biggest problems on the I-710?  
Not enough lanes - no commuter lanes  
potholes -
4. Do you think the I-710 needs to be improved? YES!
5. What improvements would you like to see made on the I-710?  
Commuter lanes - new pavement  
sewer trucks must help on the pavement
6. What routes do you use instead of the I-710? Why?  
I do not have an alternate route
7. In what city do you live? Redondo Beach In what city do you work? Long Beach
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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## I-710 MAJOR CORRIDOR STUDY

### Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 5 days
2. What time(s) of day do you travel on the I-710? 6-7:30 am 4:30-5:30 pm
3. What do you think are the biggest problems on the I-710?  
Too many trucks during rush hours traffic  
Rough Roads  
No carpool lane
4. Do you think the I-710 needs to be improved? yes
5. What improvements would you like to see made on the I-710?  
Smoothen roads & a carpool lane
6. What routes do you use instead of the I-710? Why?  
will use 605 due to less trucks, better roads + carpool lane
7. In what city do you live? Edinburg In what city do you work? Long Beach
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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## I-710 MAJOR CORRIDOR STUDY

### Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 5 DAYS A WEEK

2. What time(s) of day do you travel on the I-710? AM & PM

3. What do you think are the biggest problems on the I-710?

NO HOV 3+, TRUCKS & TOO NARROW

4. Do you think the I-710 needs to be improved? YES

5. What improvements would you like to see made on the I-710?

CARPOOL LANE, REPAVEMENT, NO TRUCKS

6. What routes do you use instead of the I-710? Why?

605 when there is an accident

7. In what city do you live? LA HABRA In what city do you work? Long Beach

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

MICHELE SOUSA  
210 Saddlewood Ave  
LA HABRA, CA 90631

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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1. How often do you travel on the I-710 (days per week)? 5 days per week
2. What time(s) of day do you travel on the I-710? Around 10am & around 6pm
3. What do you think are the biggest problems on the I-710?  
The large capacity of large trucks that use all lanes and slowdown traffic.
4. Do you think the I-710 needs to be improved? Yes
5. What improvements would you like to see made on the I-710?  
More lanes
6. What routes do you use instead of the I-710? Why?  
The 605 to the 91. Depending on the time, it can be less crowded.
7. In what city do you live? Rancho Cucamonga In what city do you work? Long Beach
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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Please return to ~~your employer~~

I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



## Alisa Kwun

**From:** pwblevins@earthlink.net  
**Sent:** Tuesday, July 10, 2001 8:18 PM  
**To:** Alisa Kwun  
**Subject:** Gateway Cities I710 Questionnaire

Below is the result of your feedback form. It was submitted by  
(pwblevins@earthlink.net) on Tuesday, July 10, 2001 at 20:14:47

days\_driven\_on\_i710: six

times\_of\_day\_on\_I710: 9:00 AM and 6:00 PM

biggest\_problems\_on\_I710: Excessive diesel truck traffic from and to the Long Beach Port. The Long Beach extension of the 710 has become in essence a private road dedicated to truck traffic from and to the Long Beach Port subsidized by taxpayer citizens without their explicit knowledge.

The few automobiles that venture onto the Long Beach extension experience a roadway surface destroyed by truck traffic.

In addition there is extraordinary air pollution from the diesel trucks existing from and going to the Long Beach Port. Diesel pollution has been known for over twenty-five years to be a serious carcinogen. This has put the health of local citizens in jeopardy for the last few decades.

improve\_I710?: Yes

I710\_improvement\_suggestions: Expand the Long Beach portion of the freeway from two to four lanes. Physically separate truck and automobile traffic and have the Port of Long Beach pay for the expansion. This separation and cost burden carried by the truck traffic has been successfully accomplished in other states, i.e. the New Jersey turnpike.

Mandate that all trucks burn clean fuels and meet emission standards equivalent to automobiles. The trucking industry has had a free ride for decades on emission controls; the public is starting to understand that and is getting very annoyed (read "pissed off").

I710\_alterate\_routes\_and\_why: There aren't any.

city\_where\_you\_live: Long Beach

city\_where\_you\_work: El Segundo

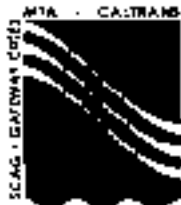
Name: Preston W. Blevins

Address: 4225 East Ocean Blvd

City: Belmont Shore

State: CA

Zip: 90803



# I-710 MAJOR CORRIDOR STUDY

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- 1. How often do you travel on the I-710 (days per week)? 6 days
- 2. What time(s) of day do you travel on the I-710? 7:00 AM 5:00 pm 12:00 pm
- 3. What do you think are the biggest problems on the I-710?  
PORT TRAFFIC IS TOO MUCH - TRUCKS ARE SO HEAVY - TOO BIG, TOO MANY - LANES ARE TOO SMALL. TRUCKS BLOCK 2 OF THE 3 LANES YOU CAN'T MERGE TO GET OFF DUE TO THE TRUCKS
- 4. Do you think the I-710 needs to be improved? YES!!!!!!!
- 5. What improvements would you like to see made on the I-710?  
WIDER LANES, PORT TRAFFIC ONLY LANE, MORE LANES (1 PER SIDE) TRUCKS SHOULD HAVE BETTER SMOG CONTROL
- 6. What routes do you use instead of the I-710? Why?  
I HAVE NO OTHER ROUTES AVAILABLE
- 7. In what city do you live? LONG BEACH In what city do you work? LONG BEACH

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

BRAD GORD  
511 CEDAR AVE  
LONG BEACH, CA 90803

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Please return to your employer or mail to: I-710 Study  
 MTA  
 PO Box 53194  
 Los Angeles, CA 90089-5120



# I-710 MAJOR CORRIDOR STUDY

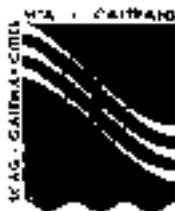
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1. How often do you travel on the I-710 (days per week)? 1 OR 2
2. What time(s) of day do you travel on the I-710? MID DAY
3. What do you think are the biggest problems on the I-710?  
TRUCKS
4. Do you think the I-710 needs to be improved? Yes
5. What improvements would you like to see made on the I-710?  
Fix potholes
6. What routes do you use instead of the I-710? Why?  
Depends where I am going
7. In what city do you live? LCB In what city do you work? LCB
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## ----- Freeway User Questionnaire -----

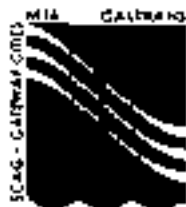
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1. How often do you travel on the I-710 (days per week)? NEVER (TO DANGEROUS)
2. What time(s) of day do you travel on the I-710? NONE (I WON'T USE IT)
3. What do you think are the biggest problems of the I-710? Dangerous during (Raining Season) (ALL YEAR) WORSE  
BIG RIGS (TRUCKS) NEED TO BE SEPERATE FROM REST OF TRAFFIC.  
DIRECTIONAL SIGNS AND SURFACE MARKINGS NEED MORE VISIBILITY
4. Do you think the I-710 needs to be improved? YES, FOR SAFETY !!! (I WON'T USE IT)
5. What improvements would you like to see made on the I-710?  
RESURFACING, BETTER MARKING, SEPERAT LARGE TRUCKS  
MORE PUBLIC TRANSIT, (RAIL LINES)
6. What routes do you use instead of the I-710? Why?  
PACIFIC AVE  
MTA BLUE LINE (RAIL)
7. In what city do you live? Long Beach what city do you work? Go To Est. Comp. CAURC IN L.B.
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

John F. Callahan  
5530 S. ACKERFIELD AVE # 305  
Long BEACH CA 90805

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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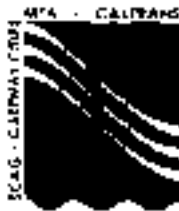
1. How often do you travel on the I-710 (days per week)? 2
2. What time(s) of day do you travel on the I-710? Morning or late afternoon
3. What do you think are the biggest problems on the I-710?  
Poor paving, narrow lanes, poor off ramps & on ramps  
creating hazards in slow lane, excessive truck traffic,  
merging with autos
4. Do you think the I-710 needs to be improved? Yes
5. What improvements would you like to see made on the I-710?  
See #3
6. What routes do you use instead of the I-710? Why?  
Long Beach surface streets - safer.
7. In what city do you live? Long Beach In what city do you work? Long Beach
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
  

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Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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1. How often do you travel on the I-710 (days per week)? 2 or 3
2. What time(s) of day do you travel on the I-710? It varies.
3. What do you think are the biggest problems on the I-710?  
1) the surface condition 2) the heavy volume of truck traffic  
3) the poor condition of the median divider (now being replaced)  
4) the difficult transition ramps with the I-405.
4. Do you think the I-710 needs to be improved? Absolutely.
5. What improvements would you like to see made on the I-710?  
New surface pavement. Re-route truck traffic from port.
6. What routes do you use instead of the I-710? Why?  
1) Ocean Blvd. west over the bridges 2) Pacific Ave.  
Due to expected congestion, primarily from trucks.
7. In what city do you live? Long Beach In what city do you work? Long Beach & Gardena
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
Robert Hildebrand  
555 Maine Ave. #306  
Long Beach, CA 90802

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1. How often do you travel on the I-710 (days per week)? Average 2x/wk.
2. What time(s) of day do you travel on the I-710? mostly evenings & afternoons  
Sometimes morning.
3. What do you think are the biggest problems on the I-710?  
Too many trucks. Traffic jams in Long Beach area.
4. Do you think the I-710 needs to be improved? Yes.
5. What improvements would you like to see made on the I-710?  
~~More lanes~~ Fewer trucks. A carpool lane
6. What routes do you use instead of the I-710? Why?  
405 & 110
7. In what city do you live? Long Beach In what city do you work? Long Beach
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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# I-710 MAJOR CORRIDOR STUDY

## ----- → Freeway User Questionnaire → -----

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? 4 or 5
2. What time(s) of day do you travel on the I-710? varies each day - afternoon/evenings mostly
3. What do you think are the biggest problems on the I-710?  
Too many large trucks.  
Very rough and broken up.
4. Do you think the I-710 needs to be improved? Yes - please!
5. What improvements would you like to see made on the I-710?  
Smother, more lanes (so trucks can have their own)
6. What routes do you use instead of the I-710? Why?  
I've tried Pacific Avenue in order to avoid the  
afternoon bumper-to-bumper traffic.
7. In what city do you live? Long Beach in what city do you work? Long Beach
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
No, Thank you.

Good Luck

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to your employer or mail to: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120





# I-710 MAJOR CORRIDOR STUDY

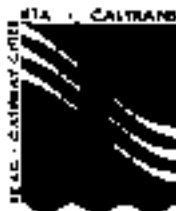
## Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 5 days a wk
2. What time(s) of day do you travel on the I-710? 1pm, 7pm, 6am.
3. What do you think are the biggest problems on the I-710?  
too many of the Big Rigs (trucks)  
on the 710 Freeway, not enough lanes, & some  
terrible pot holes.
4. Do you think the I-710 needs to be improved? yes
5. What improvements would you like to see made on the I-710?  
add on more lanes, maybe create carpool lanes,  
smoother street, less traffic of the Big Rigs.
6. What routes do you use instead of the I-710? Why?  
Surface street, 605 or 10 Freeway or 405.
7. In what city do you live? N. Long Beach. In what city do you work? Carson
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
Sisi Lotulelei  
3420 E. 67th St #3  
Long Beach CA 90805

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**I-710 MAJOR CORRIDOR STUDY**

**Freeway User Questionnaire**

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1. How often do you travel on the I-710 (days per week)? 4 days

2. What time(s) of day do you travel on the I-710? AM

3. What do you think are the biggest problems on the I-710?  
Road conditions  
traffic

4. Do you think the I-710 needs to be improved? Yes

5. What improvements would you like to see made on the I-710?  
improve road - (cracks, bumps etc.)  
more lanes

6. What routes do you use instead of the I-710? Why?  
405 (Orange Ave. to the 405)  
to avoid 710 at

7. In what city do you live? Long Beach In what city do you work? Torrance

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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Please return to your employer or mail to: I-710 Study  
MTA  
PO Box 50194  
Los Angeles, CA 90099-5120



**I-710 MAJOR  
CORRIDOR  
STUDY**

**----- -- Freeway User Questionnaire -----**

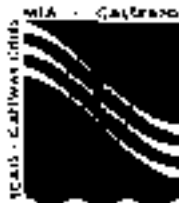
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1. How often do you travel on the I-710 (days per week)? 5-6
2. What time(s) of day do you travel on the I-710? AM & PM
3. What do you think are the biggest problems on the I-710?  
TOO MANY TRUCKS & Bad Road  
I.E. CRACKS & HOLES!
4. Do you think the I-710 needs to be improved? YES!
5. What improvements would you like to see made on the I-710?  
WIDER LANES MORE LANES; LESS TRUCKS  
BETTER PAVEMENTS
6. What routes do you use instead of the I-710? Why?  
605 & 110 FWYS. Better roads, more  
LANES
7. In what city do you live? LB In what city do you work? VARIOUS
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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## I-710 MAJOR CORRIDOR STUDY

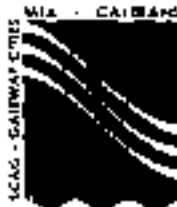
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1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? morning and evening
3. What do you think are the biggest problems on the I-710?  
The road needs to be re-surfaced. You cannot drive in lanes # 2 and 3 south of the 405.
4. Do you think the I-710 needs to be improved? Needs resurfacing every 6 months.
5. What improvements would you like to see made on the I-710?  
Because of the large number of heavy trucks, the road needs regular re-surfacing
6. What routes do you use instead of the I-710? Why?  
Blue Line and Red Line, to get to work.
7. In what city do you live? Long Beach In what city do you work? Los Angeles
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
James Coleman  
555 Maine Avenue #202  
Long Beach, CA 90802

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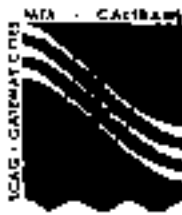
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1. How often do you travel on the I-710 (days per week)? 2-3/week
2. What time(s) of day do you travel on the I-710? varied
3. What do you think are the biggest problems on the I-710?  
Trucks speeding + changing lanes without caution or a glance for right-of-way they turn on their signals and change lanes, forget safety.
4. Do you think the I-710 needs to be improved? responded, yes
5. What improvements would you like to see made on the I-710?  
improving + more - MORE - CTRP for Speed control
6. What routes do you use instead of the I-710? Why?  
L B Blvd + Atlantic - truck wrecks on the freeway
7. In what city do you live? La B. In what city do you work? Not employed and Long
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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## I-710 MAJOR CORRIDOR STUDY

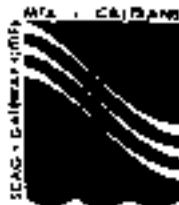
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1. How often do you travel on the I-710 (days per week)? 3x
2. What time(s) of day do you travel on the I-710? 10AM-NOON 3pm-6
3. What do you think are the biggest problems on the I-710?  
TRUCKS POTHOLES
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
TRUCKS DIVERTED MUCH IMPROVED MAINTENANCE
6. What routes do you use instead of the I-710? Why?  
405 > 116 > ANAHEIM
7. In what city do you live? LONG BEACH in what city do you work? NONE
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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MTA  
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Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

Group Beach Citizens for Long Beach

## Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? I avoid it Maybe 2 or 3 times a month
2. What time(s) of day do you travel on the I-710? when I do it's usually at night I avoid using it during day
3. What do you think are the biggest problems on the I-710?  
crowded, too many trucks, no car pool  
dirty and depressing to look at

4. Do you think the I-710 needs to be improved? YES

5. What improvements would you like to see made on the I-710?  
widened, carpool, added beautification  
Separate route for trucks

6. What routes do you use instead of the I-710? Why?  
When I come home on 605 freeway  
Instead of cutting over to 710 via 91 Freeway  
on my way home from El Monte if it's congested I

7. In what city do you live? Long Beach In what city do you work? El Monte

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Catherine A Barasa  
508 Cherry Ave Long Beach  
Zip 90802

get off at Telegraph and take Lakewood to Long Beach

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to your employer or mail to: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90098-5120



# I-710 MAJOR CORRIDOR STUDY

## ----- Freeway User Questionnaire -----

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1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? NOT STRICTLY ON SCHEDULE
3. What do you think are the biggest problems on the I-710?  
OVER-CROWDED WITH BIG CARGO TRUCKS  
THERE'S NO DIAMOND LANE  
SOME EXITS/ENTRANCES ARE CONFUSING
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
PROVIDE A DIAMOND LANE  
LIMIT USE OF FREEWAY BY CARGO TRUCKS (SAV EARLY AM and LATE PM)
6. What routes do you use instead of the I-710? Why?  
SURFACE STREETS DURING "ZERO HOURS" BECAUSE  
IT'S FASTER TO REACH THE DESTINATION.
7. In what city do you live? LONG BEACH In what city do you work? \_\_\_\_\_

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

ROGELIO S. ALSISTO

510 W 37th ST

LONG BEACH, CA 90804

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4408 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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MTA  
PO Box 53194  
Los Angeles, CA 90099-5120





**I-710 MAJOR CORRIDOR STUDY**

Gray Beach Citizens for Long Beach  
**Freeway User Questionnaire**

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1. How often do you travel on the I-710 (days per week)? I never travel it.

2. What time(s) of day do you travel on the I-710? never

3. What do you think are the biggest problems on the I-710?  
I avoid it because there are too many trucks and it's too congested

4. Do you think the I-710 needs to be improved? yes

5. What improvements would you like to see made on the I-710?  
car pool, separate lane for trucks

6. What routes do you use instead of the I-710? Why?  
When I go to the doctor in Bellflower I avoid freeways altogether especially 710 I use Clark or Arroyo Blvd

7. In what city do you live? Long Beach In what city do you work? Retired

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
Betty Bailey 1845 East 6th street  
LB CA 90802

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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## I-710 MAJOR CORRIDOR STUDY

### Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 6-7
2. What time(s) of day do you travel on the I-710? 6:30 a.m., 6:30 p.m.
3. What do you think are the biggest problems on the I-710?  
The aesthetics, the paving surfaces, 710 is the major artery into the City of Long Beach, make the 710 from the 405 aesthetically beautiful!
4. Do you think the I-710 needs to be improved? God, yes
5. What improvements would you like to see made on the I-710?  
You have the opportunity to set a precedent and turn this freeway into a beautiful, visual experience - a pleasurable boulevard.
6. What routes do you use instead of the I-710? Why?  
405, 60, 10 - all work related
7. In what city do you live? Long Beach In what city do you work? LA
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
Mr. Kimel Conway  
3847 Olive Avenue  
Long Beach, CA 90807

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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1. How often do you travel on the I-710 (days per week)? 5x

2. What time(s) of day do you travel on the I-710? 2:30

3. What do you think are the biggest problems on the I-710?

TRUCKS, BUSES, TRUCKS!

4. Do you think the I-710 needs to be improved? YES

5. What improvements would you like to see made on the I-710?

ADDITIONAL LANE SOME TYPE OF AUTO/TRUCK SEPARATION

6. What routes do you use instead of the I-710? Why?

405, PACIFIC BLVD.

7. In what city do you live? LONG BEACH In what city do you work? CANTON, CA

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

CHRISTOPHER JONES  
1650 KIMFORD SUITE 120  
LONG BEACH CA 90804

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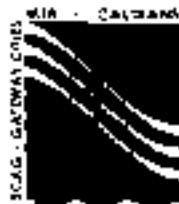
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1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? 7:00 am - 5 pm
3. What do you think are the biggest problems on the I-710?  
Too many trucks - rigs - semi during peak hours.
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
schedule movements of big rigs etc, like from this time - to this only TRUCK - the passengers cars/next
6. What routes do you use instead of the I-710? Why?  
405 - more lanes available, also with CARPOOL lanes
7. In what city do you live? LB In what city do you work? ROWLAND HEIGHTS
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

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1. How often do you travel on the I-710 (days per week)? 3

2. What time(s) of day do you travel on the I-710? varies.

3. What do you think are the biggest problems on the I-710?  
rough road surface.

4. Do you think the I-710 needs to be improved? yes

5. What improvements would you like to see made on the I-710?  
asphalt repair & more landscaping as freeway nears the ocean (south of 405 fwy).

6. What routes do you use instead of the I-710? Why?  
NONE make sure signs are clear for Aqueduct Convention Center, & Pine Avenue

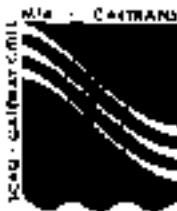
7. In what city do you live? Long Beach In what city do you work? San Pedro.

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to ~~your employer~~ to: I-710 Study  
MTA  
PQ Box 53194  
Los Angeles, CA 90099-5120



## I-710 MAJOR CORRIDOR STUDY

### Freeway User Questionnaire

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? MIDDAY & EARLY EVENINGS
3. What do you think are the biggest problems on the I-710?  
TOO MANY TRUCKS, BAD PAVEMENT, TOO SHARP ON & OFF RAMP, TOO HIGH SPEED LIMIT FOR BOTH TRUCKS & CARS, MORE LAW ENFORCEMENT.
4. Do you think the I-710 needs to be improved? DEFINITELY
5. What improvements would you like to see made on the I-710? LENGTHEN WEAVING SECTIONS TO GO FROM N.B. 405 TO 710 SOUTH. NEED MORE DIRECT FWY TO FWY CONNECTORS TO ELIMINATE WEAVING SECTIONS
6. What routes do you use instead of the I-710? Why? WEST BOUND SANTA FE AVE OFF RAMP FROM N.B. 405 AS WILLOW ST INTERCHANGE RAMPS ARE CLOSED AT 6 OR 7 PM.
7. In what city do you live? LONG BEACH In what city do you work? RETIRED
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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# I-710 MAJOR CORRIDOR STUDY

## ----- Preguntas Sobre el Uso de la Autopista -----

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta pagina. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? \_\_\_\_\_

2. ¿A que hora(s) del día viaja usted en la autopista I-710? \_\_\_\_\_

3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
\_\_\_\_\_  
\_\_\_\_\_

4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
\_\_\_\_\_

5. ¿Cuales mejoramientos le gustaria ver hechos en el I-710?  
\_\_\_\_\_  
\_\_\_\_\_

6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
\_\_\_\_\_  
\_\_\_\_\_

7. ¿En cual ciudad vive usted? JA ¿En cual ciudad trabaja? INVER

8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:

1200 80th ST Los Angeles CA 90001

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

Por favor regrese esta pagina a su gerente o envíe la a: I-710 Study  
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# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 6 days/wk

2. What time(s) of day do you travel on the I-710? 7:15am & 4:00pm

3. What do you think are the biggest problems on the I-710?

- ① extremely rough and damaged road ② too few lanes  
③ congestion caused by transfer trucks

4. Do you think the I-710 needs to be improved? yes

5. What improvements would you like to see made on the I-710?

- ① 1 more lane(s) on each direction ② repavement  
③ more attractive median, maybe with plants ④ lanes just for cars - lanes for transfer truck  
6. What routes do you use instead of the I-710? Why?  
Atlantic Blvd - As an alternative to traveling north from Long Beach when the 710 is backed up

7. In what city do you live? Long Beach In what city do you work? Lynwood

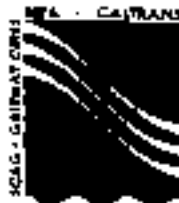
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

C. Keith Woodfin  
911 Cedar Ave  
Long Beach, CA 90813

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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# I-710 MAJOR CORRIDOR STUDY

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1. ¿Cuántos días por semana viaja usted en la autopista I-710? 5
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 11:00 AM.
3. ¿Cuáles son los problemas más grandes en la autopista I-710?

fiere muchos pordos y el pavimento esta muy mal todos

4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?

Claro que si

5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?

mejorar sobre todo el tramo de autista de la Imperial hasta la five stone

6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?

uso esa autopista porque no me gusta andar rodeando.

7. ¿En cual ciudad vive usted? A.P. ¿En cual ciudad trabaja? Pasadena

8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:

\_\_\_\_\_

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visitenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

Por favor regrese esta pagina a su gerente o envíe la a.

I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120

**Alisa Kwun**

---

**From:** ecb\_3@yahoo.com  
**Sent:** Thursday, July 12, 2001 11:15 AM  
**To:** Alisa Kwun  
**Subject:** Gateway Cities I710 Questionnaire

Below is the result of your feedback form. It was submitted by (ecb\_3@yahoo.com) on Thursday, July 12, 2001 at 11:08:48

---

days\_driven\_on\_I710: five

times\_of\_day\_on\_I710: 8 am and 5 pm

biggest\_problems\_on\_I710: No shoulder, potholes

improve\_I710?: Yes

I710\_improvement\_suggestions: smoother roads, shoulders for vehicles that breakdown

city\_where\_you\_live: Alhambra

city\_where\_you\_work: Paramount

---

**Alisa Kwun**

---

**From:** sburhans@ppcla.com  
**Sent:** Monday, July 02, 2001 3:42 PM  
**To:** Alisa Kwun  
**Subject:** Gateway Cities I710 Questionnaire

Below is the result of your feedback form. It was submitted by (sburhans@ppcla.com) on Monday, July 2, 2001 at 15:38:09

---

days\_driven\_or\_i710: five

times\_of\_day\_on\_i710: 7-7:30 a.m., 4:30-5 p.m.

biggest\_problems\_on\_i710: Bottlenecks at the I-5 and I-10. It doesn't go through to the I-210, concrete is deteriorating, not enough lanes, flooding during rainstorms

improve\_i710? Yes

I710\_improvement\_suggestions: More lanes, wider lanes, shoulders where there are none, asphalt pavement, extension to the I-210 completed

I710\_alternate\_routes\_and\_why: Lakewood Blvd and I-5 if there is known congestion

city\_where\_you\_live: Santa Clarita

city\_where\_you\_work: Paramount

---

**Alisa Kwun**

---

**From:** KeyRack@ppcta.com  
**Sent:** Friday, June 29, 2001 3:30 AM  
**To:** Alisa Kwun  
**Subject:** Gateway Cities I710 Questionnaire

Below is the result of your feedback form. It was submitted by  
(KeyRack@ppcta.com) on Friday, June 29, 2001 at 03:26:19

days\_driven\_on\_I710 seven

times\_of\_day\_on\_I710 1:00 am and 11:00 am

biggest\_problems\_on\_I710 Uneven road surfaces and also unclear road markers to divide each individual lane

improve\_I710? Yes

I710\_improvement\_suggestions: repaving of the freeway

I710\_alternate\_routes\_and\_why: 110 north bound to the 91 east bound to get to work. I work at Paramount Petroleum Corporation in the city of Paramount.

city\_where\_you\_live San Pedro

city\_where\_you\_work Paramount

Name: Robert D Ortiz

Address: 2131 S Gaffey st Apt . 3

City San Pedro

State Calif

Zip 90731

---

**Alisa Kwun**

**From:** DPapadakis@ppcla.com  
**Sent:** Friday, June 29, 2001 6:44 AM  
**To:** Alisa Kwun  
**Subject:** Gateway Cities I710 Questionnaire

Below is the result of your feedback form. It was submitted by  
(DPapadakis@ppcla.com) on Friday, June 29, 2001 at 06:40:55

days\_driven\_on\_710: five

times\_of\_day\_on\_710: 6:00am

biggest\_problems\_on\_710: Congestion at the 405 freeway and 91 interchanges. Not enough lanes, trucks take up right two lanes leaving only the left lane for cars.

improve\_710?: Yes

I710\_improvement\_suggestions: Another lane added.

I710\_alternate\_routes\_and\_why: I use the 110 south to travel home because of the congestion at 405 freeway and also at the 47 freeway

city\_where\_you\_live: San Pedro

city\_where\_you\_work: Paramount

**Alisa Kwun**

**From:** tpaginawan@ppcla.com  
**Sent:** Friday, June 29, 2001 7:23 AM  
**To:** Alisa Kwun  
**Subject:** Gateway Cities 1710 Questionnaire

Below is the result of your feedback form. It was submitted by  
(tpaginawan@ppcla.com) on Friday, June 29, 2001 at 07:08:48

days\_driven\_on\_1710: five

times\_of\_day\_on\_1710: 6:00 A.M. and 4:30 P.M.

biggest\_problems\_on\_1710: Congestion approaching Freeway junctions

improve\_1710?: Yes

1710\_improvement\_suggestions: 1. Continuation to the 210 Freeway.  
2. Carpool lane  
3. Minimum truck movement

1710\_alternate\_routes\_and\_why: 1. 110 Freeway in the morning due to the carpool lane  
2. side streets in the afternoon due to freeway traffic.

city\_where\_you\_live: Monterey Park

city\_where\_you\_work: Paramount



**Alisa Kwun**

---

**From:** SLovejoy@PPCLA.com  
**Sent:** Thursday, June 28, 2001 6:22 PM  
**To:** Alisa Kwun  
**Subject:** Gateway Cities I710 Questionnaire

Below is the result of your feedback form. It was submitted by  
(SLovejoy@PPCLA.com) on Thursday, June 28, 2001 at 18:17:58

---

days\_driven\_on\_I710: five

times\_of\_day\_on\_I710: 8:00a.m, 6:00 p.m.

biggest\_problems\_on\_I710: Congestion; Truck Traffic; Debris in Roadway.

improve\_I710? Yes

I710\_improvement\_suggestions: Hopefully the Alameda Corridor project will alleviate much of the truck traffic and therefore some congestion. That in turn should reduce much of the debris that is often in the traffic lanes. If there is additional need for improvement to the freeway to reduce congestion, adding additional lanes would be desirable. A carpool lane would not improve the situation for me.

I710\_alternate\_routes\_and\_why: I-5 to the 605 South  
Garfield/Atlantic

city\_where\_you\_live: LaCanada

city\_where\_you\_work: Paramount

Name: Scott Lovejoy

Address: 14700 Downey Avenue

---

**Ailsa Kwun**

---

**From:** mmilos@ppcla.com  
**Sent:** Friday, June 29, 2001 7:45 AM  
**To:** Ailsa Kwun  
**Subject:** Gateway Cities I710 Questionnaire

Below is the result of your feedback form. It was submitted by  
(mmilos@ppcla.com) on Friday, June 29, 2001 at 07:23:22

---

days\_driver\_on\_I710: five

Times\_of\_day\_on\_I710: 6 a.m. and 4 p.m.

biggest\_problems\_on\_I710: Right hand truck lanes need major repair. During peak traffic times, a lot of congestion is created by on-ramps and interchanges merging into right hand lanes. The lanes are often a steady line of slow moving trucks making merging difficult.

improve\_I710?: Yes

I710\_improvement\_suggestions: Have trucks diverted to the Alameda Corridor when completed and restrict the number of trucks using the 710. Repave the 710 and widen by one lane in both directions. The freeway is also the ugliest in Southern California. Beautify the 710 by replacing the center median metal guard rails with a solid concrete wall. Trash easily accumulates between the wooden posts supporting the guard rail. A solid concrete median wall would allow for easier trash cleaning. Add sound walls and landscape with larger trees to block views of power lines and isolate sound. Consider restricting and removing the large number of billboards along the freeway.

city\_where\_you\_live: Northridge

city\_where\_you\_work: Paramount

Name: Michael Milos

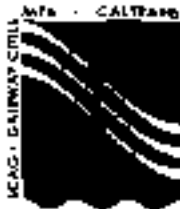
Address: 15917 Tupper Street

City: Northridge

State: California

Zip: 91343

---



**I-710 MAJOR  
CORRIDOR  
STUDY**

Employee #  
Lindsay Henderson

**Freeway User Questionnaire**

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? 5-6
2. What time(s) of day do you travel on the I-710? Various times between 6am - 4pm
3. What do you think are the biggest problems on the I-710?  
Not enough lanes - too narrow - chucks holes + uneven pavement - a total eye sore, weeds, dirt, trash, etc.
4. Do you think the I-710 needs to be improved? Absolutely!
5. What Improvements would you like to see made on the I-710?  
Resurfaced, wider lanes, more lanes, cleaned-up + landscaped.
6. What routes do you use instead of the I-710? Why?  
605, 105, 91, 110, 405
7. In what city do you live? Downey In what city do you work? Paramount VT
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 3-4 X'S

2. What time(s) of day do you travel on the I-710? 7:00 A.M.

3. What do you think are the biggest problems on the I-710?  
Debris. ~~It is a mess~~ - My vehicle was struck by a large piece of metal debris that caused a flat tire.

4. Do you think the I-710 needs to be improved? Yes. Get the trucks off the I-710.

5. What improvements would you like to see made on the I-710?  
Separate lanes for trucks.

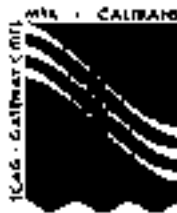
6. What routes do you use instead of the I-710? Why?  
Surface streets. Less trucks.

7. In what city do you live? Long Beach In what city do you work? Long Beach

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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1. How often do you travel on the I-710 (days per week)? 1

2. What time(s) of day do you travel on the I-710? 10-5 pm

3. What do you think are the biggest problems on the I-710?

leaves no room for error

- too many trucks
- Narrow Lanes
- no Emergency lanes

4. Do you think the I-710 needs to be improved? yes But at what cost? & how?

5. What improvements would you like to see made on the I-710?

- Expansion (width ways) of lanes
- truck lane (ALANOR corridor)

6. What routes do you use instead of the I-710? Why?

- 605 - less congested, smoother pavement
- 405 - " " " "

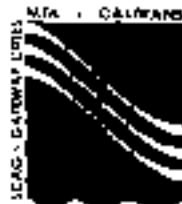
7. In what city do you live? Hawthorne Beach In what city do you work? Paramount

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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## Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 5 days a week
2. What time(s) of day do you travel on the I-710? 8:15 am
3. What do you think are the biggest problems on the I-710?  
Rough Ride Slow Trucks
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
Repave, Special Truck Lanes
6. What routes do you use instead of the I-710? Why?  
Cherry Ave
7. In what city do you live? Long Beach In what city do you work? Paramount
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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1. How often do you travel on the I-710 (days per week)? 6

2. What time(s) of day do you travel on the I-710? 7-8 am. 6-7 pm.

3. What do you think are the biggest problems on the I-710?  
Lanes too narrow  
NO emergency lane  
Too many trucks (overloaded)

4. Do you think the I-710 needs to be improved? Yes

5. What improvements would you like to see made on the I-710?  
Wider lanes

6. What routes do you use instead of the I-710? Why?  
605 sometimes avoid accidents on 710, wider lanes.  
or Rosemead into Paramount.

7. In what city do you live? Alhambra In what city do you work? Paramount

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
N/A

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

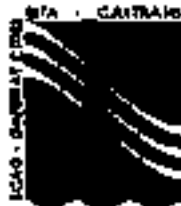
The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? 3
2. What time(s) of day do you travel on the I-710? Afternoons and evenings
3. What do you think are the biggest problems on the I-710?  
Truck traffic,  
Potholes,  
General Congestion
4. Do you think the I-710 needs to be improved? Yes
5. What improvements would you like to see made on the I-710?  
Widening with more lanes,  
Truck only lanes
6. What routes do you use instead of the I-710? Why?  
take Paramount Blvd to go north
7. In what city do you live? Lakewood In what city do you work? Paramount
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to your employer or mail to: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120





## I-710 MAJOR CORRIDOR STUDY

Lindsay Lumbard Co.  
Employee # 3

### Freeway User Questionnaire

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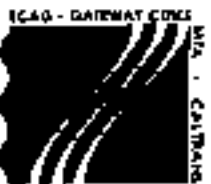
1. How often do you travel on the I-710 (days per week)? 5-6
2. What time(s) of day do you travel on the I-710? Various times between 6am-4pm
3. What do you think are the biggest problems on the I-710?  
Not enough lanes - too narrow - chock holes + uneven pavement - a total eye sore, weeds, dirt, trash, etc.
4. Do you think the I-710 needs to be improved? Absolutely!
5. What improvements would you like to see made on the I-710?  
Resurfaced, wider lanes, more lanes, cleaned-up + landscaped.
6. What routes do you use instead of the I-710? Why?  
605, 105, 91, 110, 405
7. In what city do you live? Long Beach In what city do you work? Paramount UT
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
  

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PO Box 53194  
Los Angeles, CA 90009-5120



# I-710 MAJOR CORRIDOR STUDY

Sample #2  
Linda Lopez, Researcher Co

## Freeway User Questionnaire

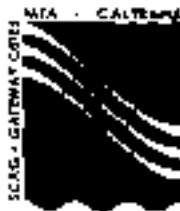
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1. How often do you travel on the I-710 (days per week)? 5-6
2. What time(s) of day do you travel on the I-710? various times between 6am-4pm
3. What do you think are the biggest problems on the I-710? Not enough lanes - too narrow - chucky holes + uneven pavement - a total eye sore, weeds, pits, trash, etc.
4. Do you think the I-710 needs to be improved? Absolutely
5. What improvements would you like to see made on the I-710? Resurfaced, wider lanes, more lanes, elevated ramp + landscaped.
6. What routes do you use instead of the I-710? Why? 605, 105, 91, 110, 405
7. In what city do you live? Northwalk In what city do you work? Palmdale VT
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address: \_\_\_\_\_

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# I-710 MAJOR CORRIDOR STUDY

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- 1. How often do you travel on the I-710 (days per week)? EVERY DAY
- 2. What time(s) of day do you travel on the I-710? 12:00 to 11:00 AM
- 3. What do you think are the biggest problems on the I-710?  
TO MANY CRAZY HARDB DRIVER

- 4. Do you think the I-710 needs to be improved? TWO LANES FOR TRUCKS ONLY

- 5. What improvements would you like to see made on the I-710?  
REPAIRED IT ALWAYS

- 6. What routes do you use instead of the I-710? Why?  
105 OR 605 SOME TIME 91

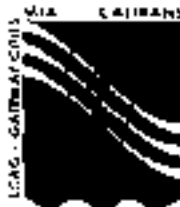
- 7. In what city do you live? Downey In what city do you work? SOUTH GATE

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Vernon Hooper  
P.O. Box 2110  
Downey CA 90242

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1. How often do you travel on the I-710 (days per week)? 3 Sometimes 4

2. What time(s) of day do you travel on the I-710? mostly 7-9 AM 3-5 PM

3. What do you think are the biggest problems on the I-710?  
trucks - trucks - short - on ramps - WS on ramp *Needs 2 lanes in each!*  
parking -

4. Do you think the I-710 needs to be improved? yes please -

5. What improvements would you like to see made on the I-710?  
road repair - need safety pull off spots  
visibility of signs.

6. What routes do you use instead of the I-710? Why?  
purvis - LB Blvd - State St - Rosewood Blvd.  
Antenna - Bent.

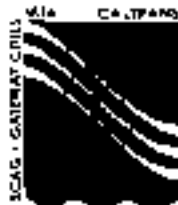
7. In what city do you live? Holt CA In what city do you work? Holt - SAC of CA GARDENA

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Alice Lipscomb - Alice Lipscomb  
3723 SANTA ANA ST  
HUNTINGTON PARK CA 90255

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1. How often do you travel on the I-710 (days per week)? 5

2. What time(s) of day do you travel on the I-710? 12-1, 7-8am, 9:30 pm

3. What do you think are the biggest problems on the I-710?

TRUCKS

4. Do you think the I-710 needs to be improved? Yes

5. What improvements would you like to see made on the I-710?

6. What routes do you use instead of the I-710? Why?

7. In what city do you live? Burbank In what city do you work? So Cal

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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1. How often do you travel on the I-710 (days per week)? FIVE

2. What time(s) of day do you travel on the I-710? ALL DAY DRIVING

3. What do you think are the biggest problems on the I-710?  
TO MANY SPILLS BUMPERS AND POT HOLES.

4. Do you think the I-710 needs to be improved? YES

5. What improvements would you like to see made on the I-710?  
MORE METERING - IMPERIAL HAVY NEED METERING  
WHERE 130th NORTH BOUND LANES MEET BEFORE JOINING 710 NORTH.

6. What routes do you use instead of the I-710? Why?  
THE 5 AND THE 105 AND 605 JOBS

7. In what city do you live? STANTON In what city do you work? SOUTHGATE

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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**I-710 MAJOR  
CORRIDOR  
STUDY**

**Freeway User Questionnaire**

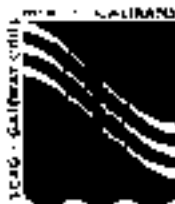
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1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? 0500-0600
3. What do you think are the biggest problems on the I-710?  
TOO MUCH TRAFFIC - OUT DATED ON AND OFF RAMP'S.
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
MORE OFF RAMP'S.
6. What routes do you use instead of the I-710? Why?  
FROM 405 TO 605 TO 105 XT PARAMOUNT.  
TO AVOID THE 710 TRAFFIC.
7. In what city do you live? HUNTINGTON BEACH CA In what city do you work? SOUTH GATE
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4408 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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1. How often do you travel on the I-710 (days per week)? 10
2. What time(s) of day do you travel on the I-710? 0300 AM - 1300 PM
3. What do you think are the biggest problems on the I-710?  
1. POOR ROAD SERVICE EDOWN TO 3 LANES AT 91 AND 405 INTERCHANGE
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
RESURFACE
6. What routes do you use instead of the I-710? Why?  
SURFACE STREETS
7. In what city do you live? TORRANCE In what city do you work? SOUTH GATE
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
NO THANKS

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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## I-710 MAJOR CORRIDOR STUDY

### ----- Preguntas Sobre el Uso de la Autopista -----

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta página. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 5 días
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 12:00 AM
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
Excesiva congestión de tráfico y muchos camiones y ni siquiera hay un lugar para estacionarse si hay alguna problema con el carro.
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
Claro que si necesita pues esta en mal estado
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
que se mejore al exceso del tráfico de camiones de carga y sus carriles.
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
5 o por calles
7. ¿En cual ciudad vive usted? Downville ¿En cual ciudad trabaja? South Gate
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:  
Marcia Pelayo

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet [www.gatewaycog.org](http://www.gatewaycog.org).

Por favor regrese esta pagina a su gerente o envíe la a: I-710 Study  
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PO Box 53194  
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## I-710 MAJOR CORRIDOR STUDY

### Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 6 DAYS A WEEK
2. What time(s) of day do you travel on the I-710? 8PM - 7AM
3. What do you think are the biggest problems on the I-710?  
LACK OF LAW ENFORCEMENT, LARGE CRACKS AND  
DEPRESSIONS
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
MORE CHP PRESENCE TO SLOW TRAFFIC DOWN TO A MORE  
REASONABLE SPEED, PLEASE FIX THE LARGE CRACKS
6. What routes do you use instead of the I-710? Why?  
I-605, FOR SAFETY AND CONVENIENCE
7. In what city do you live? MUNTEREY PARK In what city do you work? SOUTH GATE
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
EDWARD NISHI  
305 WEST PLOREAL DRIVE  
MUNTEREY PARK, CA, 91754

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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1. How often do you travel on the I-710 (days per week)? 3 + 5 Times A day 5 days a week
2. What time(s) of day do you travel on the I-710? 4am to 1 am
3. What do you think are the biggest problems on the I-710?  
TO NARROW TO BUMPY TAKE UP!
4. Do you think the I-710 needs to be improved? yes!
5. What improvements would you like to see made on the I-710?  
Smooth Smoothed Out
6. What routes do you use instead of the I-710? Why?  
Depends On where I Have to Go
7. In what city do you live? Gardena In what city do you work? So. Gate
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
Martina Thurman  
299 W 135 PL  
Gardena Ca 90249

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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- How often do you travel on the I-710 (days per week)? SWEEK DAYS. SAT. Some time
- What time(s) of day do you travel on the I-710? 6-7 AM. 3:30 4:30 PM.
- What do you think are the biggest problems on the I-710?  
TRUCKS, POT HOLES THEY CAUSE CRACKS IN THE CONCRETE. CONCRETE REPAIRS INTO ASPHALT. SOUTH BOUND #4 LANE FROM LIVERSTONE TO 105 Fwy concrete breaking up bad. TRUCKS! TRUCKS!! TRUCKS!!! ARE CEH PROVE U
- Do you think the I-710 needs to be improved? VERY MUCH SO
- What improvements would you like to see made on the I-710?  
WIDER FREEWAY. ROAD CONDITION. (POT HOLES, CRACKS, ~~AS THE~~ CONCRETE FINISH LIKE ALAMEDA CORRIDOR) (CONGESTION)
- What routes do you use instead of the I-710? Why?  
GARFIELD AVE to LIVERSTONE. (CONGESTION)
- In what city do you live? BUEVA PARK In what city do you work? SOUTH GATE

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

R. D. REYES

8629 SAN ANTONIO AVE

BUEVA PARK, CA. 90620

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Please .

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**I-710 MAJOR  
CORRIDOR  
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1. How often do you travel on the I-710 (days per week)? 5 DAYS

2. What time(s) of day do you travel on the I-710? 7:30 AM + 5 PM

3. What do you think are the biggest problems on the I-710?  
TOO MANY BIG TRUCKS + POTHOLES  
CAUSING DELAYS & MAJOR UNRELIABILITY

4. Do you think the I-710 needs to be improved? YES

5. What improvements would you like to see made on the I-710?  
TRUCKS TAKEN OFF + BADLY NEEDED  
ROAD REPAIRS

6. What routes do you use instead of the I-710? Why?  
STEWART + GRAY TO LAKEWOOD BLVD  
TO ENSURE TIMELY TRAVEL

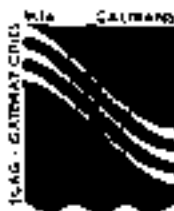
7. In what city do you live? LAKEWOOD In what city do you work? SOFT + GATE

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 980-4408 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please, mail to: I-710 Study  
MTA  
PO Box 53184  
Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? 5-6

2. What time(s) of day do you travel on the I-710? 0745 & 1715

3. What do you think are the biggest problems on the I-710?

- ① CONDITION of the ROADWAY IS TERRIBLE.
- ② CONTROL of TRAFFIC AT the 405 INTERCHANGE
- ③ REPAIRS AREN'T STARTED & NEVER COMPLETED - NO
- ④ VOLUME of TRUCKS. .08110

4. Do you think the I-710 needs to be improved? YES!!! MAINTENANCE

5. What improvements would you like to see made on the I-710?

REPAIR/SMOOTH the CONCRETE JOINTS REPAIR the POT HOLES, MORE HIGHWAY PATROLMEN on the

6. What routes do you use instead of the I-710? Why?

CHERRY AVE → GARFIELD WHEN TRAFFIC BLOCKED DUE to ACCIDENT.

7. In what city do you live? LONG BEACH In what city do you work? SOUTH GATE

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

BRUCE STIRLING  
883 MAGNOLIA AVE  
LONG BEACH, CA 90813 (323-249-2876)

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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Los Angeles, CA 90099-5120

SAW CUTS WERE MADE IN EGS #9 LAURE NORTH BOUND AT IMPERIAL HWY MORE THAN 2 MONTHS AGO. CONCR WAS NOT REPAIRED AND PITS ARE ALMOST 6" DEEP.



# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 6

2. What time(s) of day do you travel on the I-710? 9-10 PM

3. What do you think are the biggest problems on the I-710?  
could be useless if possible for growing population  
improvement will not allow many people to separate from  
other countries.

4. Do you think the I-710 needs to be improved? yes

5. What improvements would you like to see made on the I-710?  
adding what else could be done, double deck  
lanes, running 24 hours only after midnight

6. What routes do you use instead of the I-710? Why?  
westside road west to 605 south to 91 east

7. In what city do you live? Fullerton In what city do you work? SOUTH GATE

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
not needed

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please mail to: I-710 Study  
MTA  
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Los Angeles, CA 90099-5120





# I-710 MAJOR CORRIDOR STUDY

## ----- Preguntas Sobre el Uso de la Autopista -----

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta pagina. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 7 días

2. ¿A que hora(s) del día viaja usted en la autopista I-710? 7:30 AM

3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
El tráfico a todas horas del día

4. ¿Piensa usted que la autopista I-710 necesita mejoramientos? NO

5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
carriles en mal estado y demoradas camionetas de carga

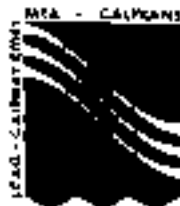
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
S

7. ¿En cual ciudad vive usted? Los Angeles ¿En cual ciudad trabaja? South

8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:  
EDWIN GEORVANNY M LOPEZ 919 S NEW HAMPSHIRE AV  
LOS ANGELES CA 90006

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visitenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

Por favor regrese esta pagina a su gerente o envíe la a: 1-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



## I-710 MAJOR CORRIDOR STUDY

### ----- Preguntas Sobre el Uso de la Autopista -----

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1. ¿Cuántos días por semana viaja usted en la autopista I-710? \_\_\_\_\_
2. ¿A que hora(s) del día viaja usted en la autopista I-710? \_\_\_\_\_
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
\_\_\_\_\_  
\_\_\_\_\_
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
\_\_\_\_\_
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
\_\_\_\_\_  
\_\_\_\_\_
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
\_\_\_\_\_  
\_\_\_\_\_
7. ¿En cual ciudad vive usted? \_\_\_\_\_ ¿En cual ciudad trabaja? \_\_\_\_\_
8. Si gustara mas Información sobre el estudio y para recibir información sobre Juntas futuras del proyecto, por favor escriba su nombre y dirección:  
\_\_\_\_\_  
\_\_\_\_\_

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Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

- How often do you travel on the I-710 (days per week)? 5 days / week
- What time(s) of day do you travel on the I-710? (1:00 PM) (5:00 & 5:30) (2:00 & 5:30)
- What do you think are the biggest problems on the I-710? Rush hour & commercial traffic
- Do you think the I-710 needs to be improved? An extra lane in both direction would be nice
- What improvements would you like to see made on the I-710?  
None
- What routes do you use instead of the I-710? Why?  
N/A
- In what city do you live? Maywood in what city do you work? South Gate, California
- If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
Bergio J. Calderon, 4529 East 56th Street,  
Maywood CA 90270

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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MTA  
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Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## ----- Freeway User Questionnaire -----

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1. How often do you travel on the I-710 (days per week)? 2

2. What time(s) of day do you travel on the I-710? after 4 pm

3. What do you think are the biggest problems on the I-710?  
too many cars, traffic

4. Do you think the I-710 needs to be improved? yes

5. What improvements would you like to see made on the I-710?  
Less traffic

6. What routes do you use instead of the I-710? Why?  
Street, less traffic

7. In what city do you live? Walnut Park in what city do you work? South Gate

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 880-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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MTA  
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Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

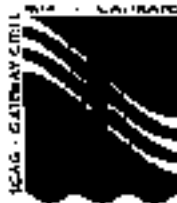
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- How often do you travel on the I-710 (days per week)? 5
- What time(s) of day do you travel on the I-710? 4 PM Southbound
- What do you think are the biggest problems on the I-710?  
TOO MUCH TRUCK TRAFFIC  
BAD ROAD SURFACE
- Do you think the I-710 needs to be improved? YES
- What improvements would you like to see made on the I-710?  
RE-SURFACE  
ADD CARPOOL LANE
- What routes do you use instead of the I-710? Why?  
RE-SURFACE 605 N + FIRESTONE BLVD WEST BOUND  
ADD CAR POOL LANE AVOID TRUCKS AND POTHOLES
- In what city do you live? HUNTINGTON BEACH In what city do you work? SOUTH GATE
- If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 980-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please mail to: I-710 Study  
MTA  
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# I-710 MAJOR CORRIDOR STUDY

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1. How often do you travel on the I-710 (days per week)? 5 DAYS

2. What time(s) of day do you travel on the I-710? 8 PM - 5 AM

3. What do you think are the biggest problems on the I-710?  
TRANSITION 710 SOUTH AT 5 INTERCHANGE, NEED TO CROSS 2 LANES OF TRAFFIC TO EXIT AT WASHINGTON IN 1/4 MILE

4. Do you think the I-710 needs to be improved? YES

5. What improvements would you like to see made on the I-710?  
NEED 3/4 LANES GRADED AND SOME AREAS RE-CEMENTED + CRACKS (QUICK REPAIR) FROM IMPERIAL NORTH OLYMPIC

6. What routes do you use instead of the I-710? Why?  
ATLANTIC FROM FIRESTONE TO WASHINGTON IN CASES OF CONSTRUCTION + ACCIDENTS

7. In what city do you live? DNY in what city do you work? SIBATE

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
N/A

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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# I-710 MAJOR CORRIDOR STUDY

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1. How often do you travel on the I-710 (days per week)? 5

2. What time(s) of day do you travel on the I-710? 3:PM 1AM

3. What do you think are the biggest problems on the I-710?  
To Small / NARROW

4. Do you think the I-710 needs to be improved? yes

5. What improvements would you like to see made on the I-710?  
one lane or 2 for trucks. OR. make a loop



6. What routes do you use instead of the I-710? Why?  
1 and 2 I drive a pickup

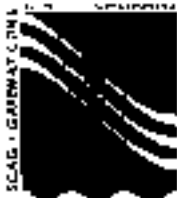
7. In what city do you live? Long Beach In what city do you work? South Gate

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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## Freeway User Questionnaire

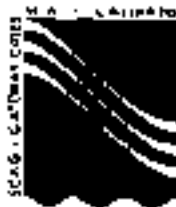
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- How often do you travel on the I-710 (days per week)? DAILY, (WORK) NUMEROUS
- What time(s) of day do you travel on the I-710? EARLY AFT - EARLY MORN
- What do you think are the biggest problems on the I-710?  
ROUGH # 2 LANE NB, ROUGH # 1 LANE SB OF COURSE, TOO MUCH TRAFFIC.
- Do you think the I-710 needs to be improved? ONLY CERTAIN SECTIONS
- What improvements would you like to see made on the I-710?  
AS ABOVE, ESP NEAR I-5
- What routes do you use instead of the I-710? Why?  
VERY RARE, AM FORCED TO USE ATLANTIC IT IS THE ONLY ALT.
- In what city do you live? LA In what city do you work? S. GATE
- If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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# I-710 MAJOR CORRIDOR STUDY

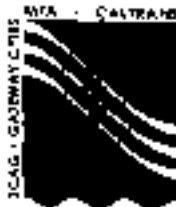
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- How often do you travel on the I-710 (days per week)? 5 MON. - FRI.
- What time(s) of day do you travel on the I-710? 7 AM. - 7 PM.
- What do you think are the biggest problems on the I-710?  
TOO MANY VEHICLES - TOO MANY PEOPLE WHO DON'T CARE ABOUT DRIVING SAFELY -
- Do you think the I-710 needs to be improved? YES
- What improvements would you like to see made on the I-710?  
SPECIAL TRUCK ONLY LANES - MORE LANES - MORE LAW ENFORCEMENT - JERKS WEAVING IN & OUT - CUTTING PEOPLE OFF
- What routes do you use instead of the I-710? Why?  
GARFIELD - EASTERN
- In what city do you live? ANAHEIM In what city do you work? SO. GATE
- If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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1. How often do you travel on the I-710 (days per week)? None

2. What time(s) of day do you travel on the I-710? N/A

3. What do you think are the biggest problems on the I-710?  
To many people

4. Do you think the I-710 needs to be improved? Yes

5. What improvements would you like to see made on the I-710?  
\_\_\_\_\_  
\_\_\_\_\_

6. What routes do you use instead of the I-710? Why?  
Firestone to Imperial

7. In what city do you live? Brea In what city do you work? Southgate

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

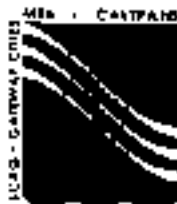
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- How often do you travel on the I-710 (days per week)? 6 Days per week.
- What time(s) of day do you travel on the I-710? 2:30 pm and 12:00 am  
MIDNIGHT
- What do you think are the biggest problems on the I-710?  
TRAFFIC  
ROAD NOT SMOOTH (ITS ROUGH) GOING (TPT) TIP  
(TOO MANY TRUCKS) (AND SOME STUPID DRIVERS)
- Do you think the I-710 needs to be improved? YES
- What improvements would you like to see made on the I-710?  
IMPROVE TAR AND CEMENT (SMOOTH) LIKE 105.
- What routes do you use instead of the I-710? Why?  
NONE - OTHER ROUTE
- In what city do you live? HAWTHORNE In what city do you work? SOUTH GATE
- If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please

mail to: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

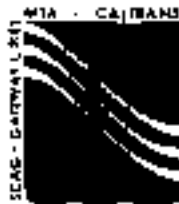
## Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? 5-7 AM
3. What do you think are the biggest problems on the I-710?  
ROAD NEEDS REPAIRS  
ROAD IS TOO BUMPY
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
SMOOTHER SURFACE
6. What routes do you use instead of the I-710? Why?  
ATLANTIC AVE  
GARFIELD
7. In what city do you live? Huntington Park In what city do you work? South Gate
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
GARY BLAIR  
6215-B STATE ST.  
Huntington Park Calif 90005

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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# I-710 MAJOR CORRIDOR STUDY

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- How often do you travel on the I-710 (days per week)? 5
- What time(s) of day do you travel on the I-710? 6:15 AM / 5:15 PM
- What do you think are the biggest problems on the I-710?  
CONGESTION / POOR ROAD CONDITIONS
- Do you think the I-710 needs to be improved? YES
- What improvements would you like to see made on the I-710?  
WIDEN NORTH & SOUTH TRAFFIC LANES, INCREASE LANES, RESURFACE, CREATE HOV EXPRESS LANES
- What routes do you use instead of the I-710? Why?  
PARALLEL STREETS - CONGESTION ON FREEWAY
- In what city do you live? NORWALK In what city do you work? SOUTH GATE
- If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
ALSO, PUT HIGH SPEED RAIL & EXCLUSIVE TRUCK CORRIDORS FROM PORT OF LB TO LA.

Mr. David Russell  
11530 August St  
Norwalk, CA 90650-4716

RUSSELLD@AOL.COM

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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MTA  
PO Box 53194  
Los Angeles, CA 90099-5120

SUBMITTED  
6/14/01



# I-710 MAJOR CORRIDOR STUDY

## ----- -- Freeway User Questionnaire -- -----

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1. How often do you travel on the I-710 (days per week)? 5 OR 6 DAYS
2. What time(s) of day do you travel on the I-710? 1600 - 0100
3. What do you think are the biggest problems on the I-710?  
LOT OF PAVEMENT DAMAGED (POTHOLES)
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
REPAVED SURFACE
6. What routes do you use instead of the I-710? Why?  
GO TO GARFIELD AVE. SOUTH BEACH - TRAFFIC  
SAMS QUITE OFTEN ON GO AND TO INTERCHANGE
7. In what city do you live? LA VUE In what city do you work? So. Gate

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to your employer or mail to: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

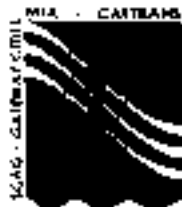
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1. How often do you travel on the I-710 (days per week)? 10
2. What time(s) of day do you travel on the I-710? 4pm - 1 AM
3. What do you think are the biggest problems on the I-710?  
pot holes
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
WIDER LANES - MORE PAVEMENT
6. What routes do you use instead of the I-710? Why?  
I10, CA60, I405, I5, I10, CA91, etc.
7. In what city do you live? Downs In what city do you work? South Gate
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to your employer or mail to: I-710 Study  
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## I-710 MAJOR CORRIDOR STUDY

### Freeway User Questionnaire

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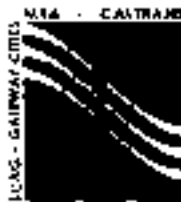
1. How often do you travel on the I-710 (days per week)? 4-5 days
2. What time(s) of day do you travel on the I-710? 6:45 am - 9 am / 5:00 - 5:30 pm
3. What do you think are the biggest problems on the I-710?  
The pot holes & general road condition
4. Do you think the I-710 needs to be improved? yes
5. What improvements would you like to see made on the I-710?  
Road made smoother
6. What routes do you use instead of the I-710? Why?  
Surface streets -- Slauson to Garfield  
less traffic
7. In what city do you live? Whittier in what city do you work? South Gate  
(I traffic 710 when I take my kids to school in Rosemead & Alhambra)
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 980-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please :

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MTA  
PO Box 53194  
Los Angeles, CA 90099-5120





# I-710 MAJOR CORRIDOR STUDY

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1. How often do you travel on the I-710 (days per week)? 5 days per week

2. What time(s) of day do you travel on the I-710? 2:00 & 2:30

3. What do you think are the biggest problems on the I-710?  
TRUCKS ON THE 710 AT BRIDGE  
& COME FROM LONG BEACH.

4. Do you think the I-710 needs to be improved? YES

5. What improvements would you like to see made on the I-710?  
A cleaned up lane

6. What routes do you use instead of the I-710? Why?  
FRIERSTONE

7. In what city do you live? LA In what city do you work? WILMINGTON

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
Tommy Amador  
3105 W. 27th St # 24 LA CA 90018

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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1. How often do you travel on the I-710 (days per week)? 1

2. What time(s) of day do you travel on the I-710? AFTERNOON

3. What do you think are the biggest problems on the I-710?  
POOR ROAD CONDITIONS

4. Do you think the I-710 needs to be improved? YES

5. What improvements would you like to see made on the I-710?  
MORE LANES

6. What routes do you use instead of the I-710? Why?  
RESIDENTIAL STREETS, THEY ARE LESS CONGESTED AND ITS A SHORTER ROUTE TO WHERE I'M GOING

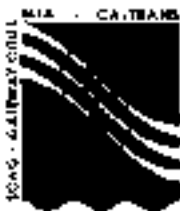
7. In what city do you live? LA In what city do you work? SOUTH GATE

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

FRANCISCO J. MARIN  
2131 E. 113<sup>th</sup> ST  
LA CA 90059

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please mail to: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90098-5120



# I-710 MAJOR CORRIDOR STUDY

## ----- Freeway User Questionnaire -----

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1. How often do you travel on the I-710 (days per week)? 6 days
2. What time(s) of day do you travel on the I-710? 2:15pm and 12:15N
3. What do you think are the biggest problems on the I-710?  
Some accidents and lots of traffic in and out in morning and afternoon
4. Do you think the I-710 needs to be improved? Some what
5. What improvements would you like to see made on the I-710?  
it need a diamond lane south and north
6. What routes do you use instead of the I-710? Why?  
sometimes I use eastern the south due to heavy traffic going south
7. In what city do you live? ELA In what city do you work? South Gate  
East Los Angeles
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
José Lopez  
9150 S. Marianna Ave.  
East Los Angeles CA 90023

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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MTA  
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Los Angeles, CA 90099-5120



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- 1. How often do you travel on the I-710 (days per week)? 6 days/week
- 2. What time(s) of day do you travel on the I-710? 8:00 & 6<sup>PM</sup> - 10 pm

3. What do you think are the biggest problems on the I-710?  
The road needs repairing. The AM traffic (North) is constantly congested. Although the PM traffic is less, it moves faster than the AM.

4. Do you think the I-710 needs to be improved? yes

5. What improvements would you like to see made on the I-710?  
Passing mostly. Maybe a separation of the lane shared at the 105 interchange.

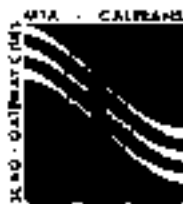
6. What routes do you use instead of the I-710? Why?  
Sanford Ave to Firestone Blvd.

7. In what city do you live? Buenos Aires In what city do you work? South Gate

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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 MTA  
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 Los Angeles, CA 90099-5120



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1. How often do you travel on the I-710 (days per week)? 5 DAYS

2. What time(s) of day do you travel on the I-710? 2:30 PM

3. What do you think are the biggest problems on the I-710?  
UNEVEN PAVEMENT / POT HOLES

4. Do you think the I-710 needs to be improved? Yes

5. What improvements would you like to see made on the I-710?  
EVEN OUT THE PAVEMENT

6. What routes do you use instead of the I-710? Why?  
ATLANTIC BL. / LONG BEACH BL.

7. In what city do you live? LYNWOOD In what city do you work? S. GATE

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4408 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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MTA  
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Los Angeles, CA 90099-5120



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1. How often do you travel on the I-710 (days per week)? 7 DAYS
2. What time(s) of day do you travel on the I-710? 7AM - 8AM / 3:PM - 5PM
3. What do you think are the biggest problems on the I-710?  
POT HOLES / UNEVEN PAVEMENT NORTH BOUND  
405 GET TO ABOUT 60 Fwy, 710 S. FROM  
IMPERIAL ON DOWN SOUTH.
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
EVEN OUT Fwy FILL POT HOLE.
6. What routes do you use instead of the I-710? Why?  
ATLANTIC Blvd. GARFIELD, EASTERN
7. In what city do you live? SOUTH GATE what city do you work? SOUTH GATE
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
ALVARO GUTIERREZ  
4550 TWEEDY BLVD #A  
SOUTH GATE, CA 90280

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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1. How often do you travel on the I-710 (days per week)? 5 OR 6

2. What time(s) of day do you travel on the I-710? 1:00 <sup>↑ SOUTH</sup> OR 2:00 PM. ~~BACK~~ BACK

3. What do you think are the biggest problems on the I-710?

TO MANY TRUCKS AND VERY SLOW, PLUS THERE IS NOT MUCH ALTERNATE ROUTES TO GO EASTER.

10:30 PM.  
↑ NORTH,

4. Do you think the I-710 needs to be improved? YES

5. What improvements would you like to see made on the I-710?

I WOULD LIKE YOU TO HAVE A FREEWAY JUST FOR THE TRUCKS OR JUST FOR CARS.

6. What routes do you use instead of the I-710? Why?

~~SAN~~ ATLANTIC BUT IS TO SLOW

7. In what city do you live? GLENDALE In what city do you work? SOUTH GATE

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please

mail to: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120

## Juliette Cagigas

---

**From:** Aisa Kwun  
**Sent:** Thursday, June 14, 2001 12:22 PM  
**To:** Juliette Cagigas  
**Subject:** FW: Gateway Cities I710 Questionnaire

Our first On-line questionnaire . . .

Aisa Kwun, Senior Associate  
Consensus Planning Group  
213 438 1735

-----Original Message-----

**From:** [dconnor@shultzsteel.com](mailto:dconnor@shultzsteel.com) [SMTP:dconnor@shultzsteel.com] <[mailto:\[SMTP:dconnor@shultzsteel.com\]](mailto:[SMTP:dconnor@shultzsteel.com])>  
**Sent:** Thursday, June 14, 2001 12:09 PM  
**To:** Aisa Kwun  
**Subject:** Gateway Cities I710 Questionnaire

Below is the result of your feedback form. It was submitted by  
[dconnor@shultzsteel.com](mailto:dconnor@shultzsteel.com) on Thursday, June 14, 2001 at 12:03:41

days\_driven\_on\_i710: five

times\_of\_day\_on\_i710: 7:30AM & 5PM

biggest\_problems\_on\_i710: Truck traffic causing congestion, pot holes etc

improve\_i710? Yes

i710\_improvement\_suggestions: Trucks traveling from ports to rail need to have an efficient flow that doesn't impede nor interrupt automobile traffic. Primarily, trucks need easier access to rail yards from Atlantic offramp. Special lanes for trucks?

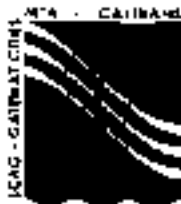
I would commute via rail from Cal State LA, if one were available as is on the I-110

i710\_alternate\_routes\_and\_why: If I-710 is congested I'll take Soto to Santa Fe

city\_where\_you\_live: NE Los Angeles

city\_where\_you\_work: South Gate





# I-710 MAJOR CORRIDOR STUDY

## -- Freeway User Questionnaire --

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? 10

2. What time(s) of day do you travel on the I-710? 5:30 AM - 6:00 AM  
4:00 PM - 6:00 PM

3. What do you think are the biggest problems on the I-710?  
TRUCKS, BAD ROAD

4. Do you think the I-710 needs to be improved? YES

5. What improvements would you like to see made on the I-710?  
NO TRUCKS - TRUCKS MUST DRIVE SLOWER - NO TAILGATING CARS.

6. What routes do you use instead of the I-710? Why?

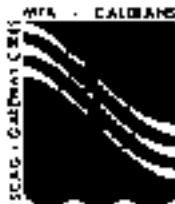
7. In what city do you live? Redondo Hills in what city do you work? SOUTH GATE

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to your employer or mail to: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? 4:20 - 4:30 PM
3. What do you think are the biggest problems on the I-710?  
CRACKS, HOLES AND UNEVEN PAVEMENT BETWEEN I-5 AND THE 91 FREEWAY. TRAFFIC JAMS CAUSED BY DRIVERS READING PROGRAMMABLE MESSAGE CENTERS. (THEY HAVE TO SLOW TO 10 MPH TO READ THEM)
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
HOLE & CRACKS FIXED PERMANENTLY, NOT JUST FILLED WITH ASPHALT.
6. What routes do you use instead of the I-710? Why?  
I-5. IT IS A MUCH MORE DIRECT ROUTE, BECAUSE OF ITS DIAGONAL PATH TO SOUTH ORANGE COUNTY.
7. In what city do you live? MISSION VIEJO In what city do you work? SOUTH GATE,
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4408 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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## I-710 MAJOR CORRIDOR STUDY

### Freeway User Questionnaire

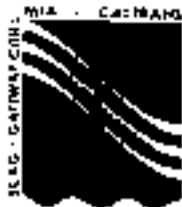
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1. How often do you travel on the I-710 (days per week)? 7
2. What time(s) of day do you travel on the I-710? 7:50 AM + 5:00 PM
3. What do you think are the biggest problems on the I-710?  
TRAFFIC W/ BIG RIGS
4. Do you think the I-710 needs to be improved? \_\_\_\_\_
5. What improvements would you like to see made on the I-710?  
TAKE OUT BIG RIGS ON RUSH HOUR
6. What routes do you use instead of the I-710? Why?  
CITY STREETS
7. In what city do you live? LYNWOOD In what city do you work? SOUTH GATE
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

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# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

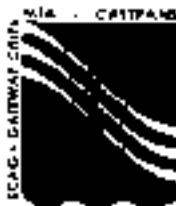
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- How often do you travel on the I-710 (days per week)? 6 days
- What time(s) of day do you travel on the I-710? 1pm and 10:30pm
- What do you think are the biggest problems on the I-710?  
Pot Holes, Speeding over 70 mph
- Do you think the I-710 needs to be improved? yes
- What improvements would you like to see made on the I-710?  
unable to get off ramp without on coming cars coming at high speed.
- What routes do you use instead of the I-710? Why?  
Some times I take side streets if to congested
- In what city do you live? Long Beach In what city do you work? both gate
- If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
Victor Villanueva Jr.  
99 E Loma St  
Long Beach, Calif. 90805

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 5 DAYS

2. What time(s) of day do you travel on the I-710? between 4:00pm & 6:00pm

3. What do you think are the biggest problems on the I-710?  
TRUCKS  
EXIT TO 405 SOUTH

4. Do you think the I-710 needs to be improved? YES

5. What improvements would you like to see made on the I-710?  
405 JUNCTION

6. What routes do you use instead of the I-710? Why?  
S - QUIETER IN MORNING

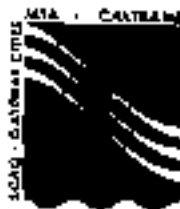
7. In what city do you live? LAKELAND In what city do you work? SOUTH GATE

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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# I-710 MAJOR CORRIDOR STUDY

## ----- Preguntas Sobre el Uso de la Autopista -----

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termina, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta pagina. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 6 días
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 6:30 AM a 3:30 PM
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
De muchos camiones de carga  
especialmente todos los días
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
Si
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
ponerle nuevo piso a toda la  
autopista y un carril de carr pull
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
la 107 y la 91 porque tiene  
línea de carr pull
7. ¿En cual ciudad vive usted? Long Beach En cual ciudad trabaja? South Gate
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:  
Alfonso Morales  
687 S. Sunset St Long Beach CA 90805

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 980-4406 o visítenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

Por favor regrese esta pagina a su gerente o envíe la a: I-710 Study  
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Los Angeles, CA 90099-5120



## I-710 MAJOR CORRIDOR STUDY

### Freeway User Questionnaire

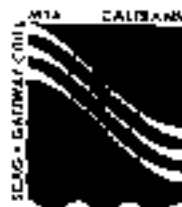
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1. How often do you travel on the I-710 (days per week)? 0
2. What time(s) of day do you travel on the I-710? \_\_\_\_\_
3. What do you think are the biggest problems on the I-710?  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
4. Do you think the I-710 needs to be improved? \_\_\_\_\_
5. What improvements would you like to see made on the I-710?  
\_\_\_\_\_  
\_\_\_\_\_
6. What routes do you use instead of the I-710? Why?  
I live close enough where I work, there is not need to get on Freeway
7. In what city do you live? Bell Gardens In what city do you work? South Gate
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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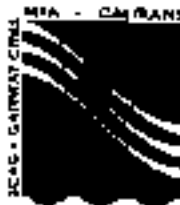
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- How often do you travel on the I-710 (days per week)? Six days
- What time(s) of day do you travel on the I-710? 5:30 AM and 2:30 P.M.
- What do you think are the biggest problems on the I-710?  
Too many big trucks travel on it
- Do you think the I-710 needs to be improved? Yes
- What improvements would you like to see made on the I-710?  
maybe more lanes
- What routes do you use instead of the I-710? Why?  
No alternative
- In what city do you live? Huntington Beach In what city do you work? South Gate
- If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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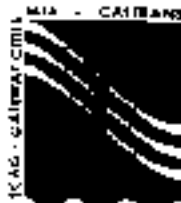
## ----- Preguntas Sobre el Uso de la Autopista -----

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1. ¿Cuántos días por semana viaja usted en la autopista I-710? 5 a 6 x
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 5/5 AM 3/0
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
El Ferry tiene muchas fls agujeros y baches y Banning Atanin Banning much congestionamiento tráfico
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos? Si
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
mas salidas a calles y muchas trails que pasan a horas como 11 AM - 12 PM
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque? dale Ruita a La de en medio de Lade
7. ¿En cual ciudad vive usted? L A ¿En cual ciudad trabaja? SGate
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:  
Jose Corona  
160 N Ditman Ave Los Angeles Ca 90062

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visitenos en el Internet: [www.gatewaycoag.org](http://www.gatewaycoag.org).

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# I-710 MAJOR CORRIDOR STUDY

## ----- Freeway User Questionnaire -----

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1. How often do you travel on the I-710 (days per week)? 6
2. What time(s) of day do you travel on the I-710? 6-6:30 AM 4-5 PM
3. What do you think are the biggest problems on the I-710?  
I 105 & 91 Interchanges
4. Do you think the I-710 needs to be improved? \_\_\_\_\_
5. What improvements would you like to see made on the I-710?  
update on ramps
6. What routes do you use instead of the I-710? Why?  
Imperial Hwy & Firestone Blvd / Accident on Fwy
7. In what city do you live? Yuba City In what city do you work? South Gate
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 980-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? 5:30 A.M. 3:30 P.M.
3. What do you think are the biggest problems on the I-710?  
TRUCKS
4. Do you think the I-710 needs to be improved? NO TRUCKS
5. What improvements would you like to see made on the I-710?  
Wider, a truck only lane
6. What routes do you use instead of the I-710? Why?  
Atlantic Long Beach Blvd, Because of an accident
7. In what city do you live? Redondo Beach In what city do you work? Seaside
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
NO

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1. How often do you travel on the I-710 (days per week)? 6 DAYS A WEEK
2. What time(s) of day do you travel on the I-710? 2:30 pm
3. What do you think are the biggest problems on the I-710?  
NEED MORE OPEN LANES
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
BETTER TRAFFIC LIGHTS SYS.  
ROADS NEED TO BE FIXED
6. What routes do you use instead of the I-710? Why?  
NONE
7. In what city do you live? PARAMOUNT In what city do you work? S. GALE
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
NO JUST FIX THE  
MOTHER FUCKER

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1. How often do you travel on the I-710 (days per week)? less than once per week
2. What time(s) of day do you travel on the I-710? Evening
3. What do you think are the biggest problems on the I-710?  
To many big trucks, surface condition poor, not enough lanes.
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
Repair bad areas, add more lanes
6. What routes do you use instead of the I-710? Why?  
I generally use 605 because it's closer to my house and typical destinations.
7. In what city do you live? Downey In what city do you work? So. Gate
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

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1. How often do you travel on the I-710 (days per week)? 5

2. What time(s) of day do you travel on the I-710? 4:30 AM & 3:00 PM

3. What do you think are the biggest problems on the I-710?  
CONDITION OF ROADWAY SURFACE  
AMOUNT OF LOAD TRUCKS  
AMOUNT OF TOTAL TRAFFIC

4. Do you think the I-710 needs to be improved? YES!

5. What improvements would you like to see made on the I-710?  
REMOVE CARPOOL LANE, RESTRICTIONS OF LARGE TRUCKS TO OFF PEAK HOURS

6. What routes do you use instead of the I-710? Why?  
\_\_\_\_\_  
\_\_\_\_\_

7. In what city do you live? BUENA VISTA In what city do you work? SOUTH GATE

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please mail to: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



## I-710 MAJOR CORRIDOR STUDY

### Freeway User Questionnaire

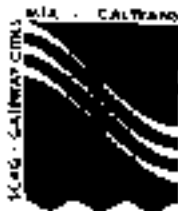
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1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? 5:00-5:30 PM
3. What do you think are the biggest problems on the I-710?  
Traffic congestion, too many big trucks, road conditions poor (to be repaved).
4. Do you think the I-710 needs to be improved? yes
5. What improvements would you like to see made on the I-710?  
New carpet asphalt
6. What routes do you use instead of the I-710? Why?  
605 → Firestone Blvd. in the morning because of traffic congestion on the 710.
7. In what city do you live? Long Beach, in what city do you work? ANAHEIM
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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1. How often do you travel on the I-710 (days per week)? 6

2. What time(s) of day do you travel on the I-710? 6

3. What do you think are the biggest problems on the I-710?

Too many trucks!! Dangerous.

4. Do you think the I-710 needs to be improved? Yes

5. What improvements would you like to see made on the I-710?

Widen - enforce trucks only use  
1st 3 lanes

6. What routes do you use instead of the I-710? Why?

5 - wide & less trucks

7. In what city do you live? \_\_\_\_\_ In what city do you work? South Gate

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

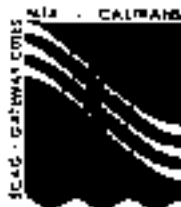
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## I-710 MAJOR CORRIDOR STUDY

### Freeway User Questionnaire

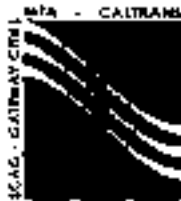
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1. How often do you travel on the I-710 (days per week)? 6-7 Days.
2. What time(s) of day do you travel on the I-710? 2 A.M. - 2 - 3.30 P.M.
3. What do you think are the biggest problems on the I-710?  
Too MUCH TRAFFIC
4. Do you think the I-710 needs to be improved? Yes.
5. What improvements would you like to see made on the I-710?  
SHOULD HAVE CAR POOL LANE; AND SHOULD NOT HAVE CITY HEAVY EQUIPMENTS WORKING FOR FREE-WAY CLEANING IN THE MIDDLE OF
6. What routes do you use instead of the I-710? Why? DAY,  
ONLY I-710 I'M USING.
7. In what city do you live? L.A. In what city do you work? SOUTH GATE
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

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# I-710 MAJOR CORRIDOR STUDY

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1. How often do you travel on the I-710 (days per week)? 5 or 6
2. What time(s) of day do you travel on the I-710? 4:30 AM 3 - 4 pm
3. What do you think are the biggest problems on the I-710?

Traffic on the way home  
Too many big rigs

4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?

Completion of 710

6. What routes do you use instead of the I-710? Why?

Atlantic. Because 710 is too packed

7. In what city do you live? E. L.A. In what city do you work? S Gate

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

VIRGINIA LORANTO

227 N. GATE AVE

L.A. CA 90063

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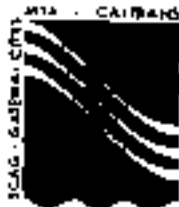
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- How often do you travel on the I-710 (days per week)? five
- What time(s) of day do you travel on the I-710? 1:30 to 2:00 PM
- What do you think are the biggest problems on the I-710?  
Trucks and accidents
- Do you think the I-710 needs to be improved? yes
- What improvements would you like to see made on the I-710?  
more lanes and make the trucks use the right lane only.
- What routes do you use instead of the I-710? Why?  
Some times I use the streets, when there is accidents.
- In what city do you live? Glendale In what city do you work? South Gate
- If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

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1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? 6:00AM, 5:00PM
3. What do you think are the biggest problems on the I-710?  
trucks, 105 Interchange, Truck tire debris
4. Do you think the I-710 needs to be improved? yes
5. What improvements would you like to see made on the I-710?  
more lanes, reduced truck traffic during peak
6. What routes do you use instead of the I-710? Why?  
105
7. In what city do you live? Gardena In what city do you work? So. Gate
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
N/A

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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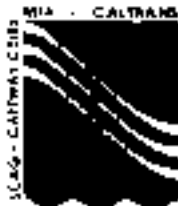
1. How often do you travel on the I-710 (days per week)? 3 TO 5 TIMES/WEEK
2. What time(s) of day do you travel on the I-710? 8:00AM TO 10:00PM
3. What do you think are the biggest problems on the I-710?  
NO TRANSITION FROM THE N-710 TO S-5. NOT ENOUGH LANES ON THE TRANSITION TO N-5 LEADING TO MAJOR TRAFFIC CONGESTION.
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
REPAVE LANES, SMOOTH POT HOLES.
6. What routes do you use instead of the I-710? Why?  
ATLANTIC BLVD. OR LONG BEACH BLVD LESS CONGESTION THAN THOSE AREAS.
7. In what city do you live? CUADAHY In what city do you work? SOUTH GATE
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
GILBERT S ARGUELLO  
4451 SANTA ANA ST.  
CUADAHY, CA. 90201

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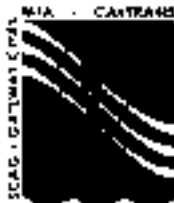
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- How often do you travel on the I-710 (days per week)? 10 times
- What time(s) of day do you travel on the I-710? 7:00 am - 8:00 am, 5:00 pm - 5:15 pm
- What do you think are the biggest problems on the I-710?  
the large amount of traffic coming from the 105. The way  
short transition lanes (back from freeway). Always slow down  
high cost impact. Too many trucks using it. Frey long haul trucks they need their own  
truck-only corridor
- Do you think the I-710 needs to be improved? Yes.
- What improvements would you like to see made on the I-710?  
Give trucks their own corridor
- What routes do you use instead of the I-710? Why?  
city streets. too much traffic
- In what city do you live? LB In what city do you work? South Gate
- If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

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1. How often do you travel on the I-710 (days per week)? 7 DAYS
2. What time(s) of day do you travel on the I-710? 2:30 PM to work / Holidays 10:00 AM 12:00 Noon
3. What do you think are the biggest problems on the I-710?  
TOO MANY TRUCKS SOME OF THEM GO VERY SLOW AND THEY ARE TO HEAVY THEY DESTROY THE CONCRETE AND PUT OTHERS VEHICLES IN DANGER.
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
FIX THE CRACKS AT CONCRETE LET IT BE FOR USE OF SMALL VEHICLES (NO TRUCKS)
6. What routes do you use instead of the I-710? Why?  
STREET to go to work - SOMETIMES I GOT OFF FWY BECAUSE IS VERY SLOW AND TAKE MAYOR STREET TO GET TO MY WORK.
7. In what city do you live? BELLFLOWER In what city do you work? SOUTH GATE
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
  

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1. How often do you travel on the I-710 (days per week)? Not at all

2. What time(s) of day do you travel on the I-710? Not at all

3. What do you think are the biggest problems on the I-710?

Do not know since I don't travel it.

4. Do you think the I-710 needs to be improved? Do not know

5. What improvements would you like to see made on the I-710?

6. What routes do you use instead of the I-710? Why?

None

7. In what city do you live? DOWNEY, CA In what city do you work? So Gate, CA

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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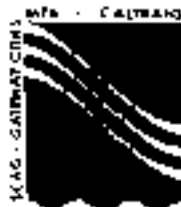
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1. How often do you travel on the I-710 (days per week)? Every Day
2. What time(s) of day do you travel on the I-710? 1400-1500 2350-0400
3. What do you think are the biggest problems on the I-710?  
Three Lanes And Semi Trucks Load Surface
4. Do you think the I-710 needs to be improved? Yes
5. What improvements would you like to see made on the I-710?  
Four Lanes Less Trucks Re Surface
6. What routes do you use instead of the I-710? Why?  
None
7. In what city do you live? Long Beach In what city do you work? South Gate
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

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1. How often do you travel on the I-710 (days per week)? 6 days

2. What time(s) of day do you travel on the I-710? Mornings & Nights

3. What do you think are the biggest problems on the I-710?  
Yes about 7:30am to 10:00 am & 2:30 to 6:00 pm

4. Do you think the I-710 needs to be improved? Yes (Big)

5. What improvements would you like to see made on the I-710?  
Car Pool

6. What routes do you use instead of the I-710? Why?  
ATLANTIC & GARFIELD

7. In what city do you live? Paramount In what city do you work? SOUTH GATE

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
ROGELIO GONZALEZ  
15712 DELEON BLVD  
PARAMOUNT CA 90723

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## I-710 MAJOR CORRIDOR STUDY

### ----- Preguntas Sobre el Uso de la Autopista -----

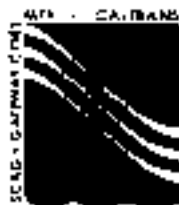
La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor contesta estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta pagina. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 7 días
2. ¿A que hora(s) del día viaja usted en la autopista I-710? di. Frente orario
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
mucha Tráfico, muchos Trucks y  
muchas agujeros.
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos? SI
5. ¿Cuales mejoramientos le gustaria ver hechos en el I-710?  
mas lineas y mejorar el piso
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
ninguna no tengo otro alternativo  
que usar el (710)
7. ¿En cual ciudad vive usted? South Gate ¿En cual ciudad trabaja? South Gate
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:

Arturo Nava  
19520 Washington ave South Gate, ca. 90280

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

Por favor regrese esta pagina a su gerente o envíe la a: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



## I-710 MAJOR CORRIDOR STUDY

### ----- -- Freeway User Questionnaire -- -----

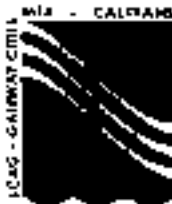
The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 80, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? 6 to 7
2. What time(s) of day do you travel on the I-710? 9:30 to 5:00
3. What do you think are the biggest problems on the I-710?  
The mainly people use I-710 - The upgrades were stalled in the courts for 10 years, while the population triple. Don't know the answers now.
4. Do you think the I-710 needs to be improved? No but an alternative route.
5. What improvements would you like to see made on the I-710?  
To be extended to reach the I-210
6. What routes do you use instead of the I-710? Why?  
I-605, because I can get ~~to~~ 210 on it.
7. In what city do you live? Bellflower In what city do you work? South Gate
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
h2benji@hotmail.com

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please :

mail to: I-710 Study  
MTA  
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Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? FIVE DAYS PER WEEK
2. What time(s) of day do you travel on the I-710? 6 AM 5 PM
3. What do you think are the biggest problems on the I-710?  
(1) TOO MANY MANY TRUCKS. BIG TRUCKS  
(2) TOO FAR DISTANCE WITHOUT ON RAMP AND OFF RAMP  
BETWEEN FIRESTONE BLVD AND FLORENCE AND ATLANTIC
4. Do you think the I-710 needs to be improved? MAKE 5 LANES IF POSSIBLE
5. What improvements would you like to see made on the I-710?  
MAKE 5 LANES IF POSSIBLE, MORE ON RAMP AND OFF  
RAMP
6. What routes do you use instead of the I-710? Why?  
IF I GO TO ALHAMBRA, I CAN TAKE 110, 91, 710 AND 10 OR  
(110) NORTH AND (10) EAST GO THROUGH DOWNTOWN, IF 91, 710 IS
7. In what city do you live? TORRANCE. In what city do you work? SOUTH GATE
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

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MTA  
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# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 5 DAYS

2. What time(s) of day do you travel on the I-710? 8 A.M. - 4 PM

3. What do you think are the biggest problems on the I-710?

HEAVY HARBOR TRUCKING OPTEN EQUALIZING THE QUANTITY OF THESE LARGE TRUCKS  
WITH STANDARD SIZE AUTOMOBILES.

4. Do you think the I-710 needs to be improved? PERMIT LESS USE OF HEAVY TRUCKS

5. What improvements would you like to see made on the I-710?

REMOVE THE HEAVY TRUCKING OR AS A REASONABLE ALTERNATIVE, PERMIT THEIR USE  
OF I-710 DURING 7-9 AM AND 4pm - 6pm.

6. What routes do you use instead of the I-710? Why?

ATLANTIC AVENUE OR GARFIELD (BOTH HEAVILY SIGNALLED). DUE TO GRID LOCK OF  
HEAVY TRUCK AND AUTO CONGESTION.

7. In what city do you live? ROLLING HILLS In what city do you work? SOUTH GATE

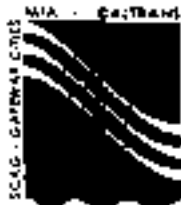
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GORDON W. SHULTZ  
5321 FIRESTONE BLVD.  
SOUTH GATE, CA. 90280

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# I-710 MAJOR CORRIDOR STUDY

## ----- Freeway User Questionnaire -----

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1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? 7:45 AM 4:45 or 5:00 pm
3. What do you think are the biggest problems on the I-710?  
Stalled cars / stalled trucks, poor merge on and off the freeway
4. Do you think the I-710 needs to be improved? Yes
5. What improvements would you like to see made on the I-710?  
Better merge on and off freeway entrances and exits
6. What routes do you use instead of the I-710? Why?  
105 Exit Lakewood BLV or Pasadena to avoid traffic jams from 105 merge onto 710
7. In what city do you live? Lakewood In what city do you work? South Gate
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

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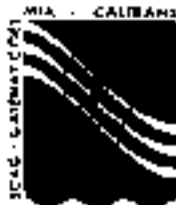
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1. How often do you travel on the I-710 (days per week)? 5 Mon - Friday
2. What time(s) of day do you travel on the I-710? 6:30 AM + 3:30 PM
3. What do you think are the biggest problems on the I-710?  
- Too many Trucks  
- Large Ruts in the Road
4. Do you think the I-710 needs to be improved? Yes Fix the Ruts/Holes
5. What improvements would you like to see made on the I-710?  
Have Trucks Use Freeway in off Peak Hour times  
Fix Potholes
6. What routes do you use instead of the I-710? Why?  
Garfield Ave
7. In what city do you live? Long Beach In what city do you work? South Gate
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

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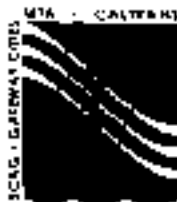
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1. How often do you travel on the I-710 (days per week)? 5 days a week
2. What time(s) of day do you travel on the I-710? 1:00
3. What do you think are the biggest problems on the I-710?  
always jammed at Firestone & Imperial Hwy
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
another lane
6. What routes do you use instead of the I-710? Why?
7. In what city do you live? Bellflower In what city do you work? South Gate
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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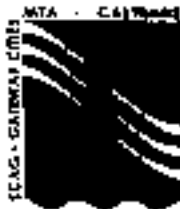
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1. How often do you travel on the I-710 (days per week)? 5 DAYS
2. What time(s) of day do you travel on the I-710? MORNING & EVENING
3. What do you think are the biggest problems on the I-710?  
TO MANY TRUCKS, POT HOLES
4. Do you think the I-710 needs to be improved? FIX THE POT HOLES
5. What improvements would you like to see made on the I-710?  
A TRUCK LANE
6. What routes do you use instead of the I-710? Why?  
605 ~~60~~ 2
7. In what city do you live? ANTHROP In what city do you work? SO GATE
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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1. How often do you travel on the I-710 (days per week)? 5

2. What time(s) of day do you travel on the I-710? 2 PM - 3 PM / 11 PM - 12 AM

3. What do you think are the biggest problems on the I-710?  
TO MANY BIG RIGS CAUSE MORE TRAFFIC JAMS

4. Do you think the I-710 needs to be improved? YES

5. What improvements would you like to see made on the I-710?  
MAKE A SEPARATE ROAD FOR THE BIG RIGS

6. What routes do you use instead of the I-710? Why?  
SIDE STREETS

7. In what city do you live? LYNWOOD In what city do you work? SOUTH GATE

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

JULIAN CABRERA  
10778 STATE ST. LYNWOOD CA. 90262

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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# I-710 MAJOR CORRIDOR STUDY

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1. How often do you travel on the I-710 (days per week)? 5

2. What time(s) of day do you travel on the I-710? 7:00 am - 8:00 am

3. What do you think are the biggest problems on the I-710?  
ROAD SURFACE CONDITION

4. Do you think the I-710 needs to be improved? YES

5. What improvements would you like to see made on the I-710?  
REPAIR & REPLACE POOR SECTIONS

6. What routes do you use instead of the I-710? Why?  
I-605  
SIDE STREETS, DEPENDS ON TRAFFIC

7. In what city do you live? CHINO In what city do you work? SOUTH GATE

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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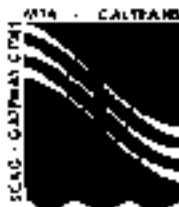
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1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? 6:30 + 5:00
3. What do you think are the biggest problems on the I-710?  
Big Trucks, 105 Merge Northbound
4. Do you think the I-710 needs to be improved? Yes
5. What improvements would you like to see made on the I-710?  
No trucks  
Paving on curve North before Firestone exit
6. What routes do you use instead of the I-710? Why?  
No alternatives except Atlantic going North
7. In what city do you live? Palms Verdes In what city do you work? South Gate
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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1. How often do you travel on the I-710 (days per week)? 5

2. What time(s) of day do you travel on the I-710? 6:30AM AND 4:00 or 5:00P

3. What do you think are the biggest problems on the I-710?  
POT HOLES AND NO CARPOOL LANE

4. Do you think the I-710 needs to be improved? DEFINATELY

5. What improvements would you like to see made on the I-710?  
RE-PAVE

6. What routes do you use instead of the I-710? Why?  
FLORENE AVE TO ROSEMEAD TO THE 60

7. In what city do you live? DIAMOND BAR in what city do you work? SOUTH GATE

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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## Freeway User Questionnaire

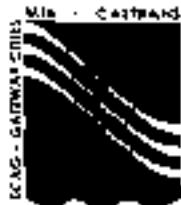
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- How often do you travel on the I-710 (days per week)? 2 OR 3
- What time(s) of day do you travel on the I-710? 9AM To 12PM
- What do you think are the biggest problems on the I-710?  
The big TRUCKS, AND big PROBLEMS  
LIVING EXITS ON FIRESTONE AND FLORENCE  
NEEDS MORE IMPROVES
- Do you think the I-710 needs to be improved? Car pool YES
- What improvements would you like to see made on the I-710?  
CAR POOL AND SPECIAL ROAD FOR  
big Trucks.
- What routes do you use instead of the I-710? Why?  
10 FREEWAY, HARBOR OR ALAMEDA ST
- In what city do you live? L.A. In what city do you work? SOUTH GATE
- If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
ANDRES BARRIENTAS  
9918 GRAHAM AV  
L.A. CA. 90002

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1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? 6:30/6:50 am, 4:00/4:15 pm.
3. What do you think are the biggest problems on the I-710?  
NO OPINION - I USE VERY SMALL PART OF I-710  
(SEE P. 5)
4. Do you think the I-710 needs to be improved? \_\_\_\_\_
5. What improvements would you like to see made on the I-710?  
\_\_\_\_\_  
\_\_\_\_\_
6. What routes do you use instead of the I-710? Why?  
ATLANTIC BLVD - FROM HWY 5 TO FIRESTONE BLVD (OR BACK)  
IF I-710 CLOGGED AND NOT MOVING.
7. In what city do you live? ENCINO In what city do you work? SOUTH GATE
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

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1. How often do you travel on the I-710 (days per week)? 5 DAYS / WEEK
2. What time(s) of day do you travel on the I-710? 3-4
3. What do you think are the biggest problems on the I-710?  
TOO MANY BIG RIG TRUCKS TRAVELLING w/ Numb  
Vehicle
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
Limitations on use by Trucks. Times of day etc.
6. What routes do you use instead of the I-710? Why?  
\_\_\_\_\_
7. In what city do you live? PASADENA In what city do you work? South Gate
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
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Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please

mail to: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

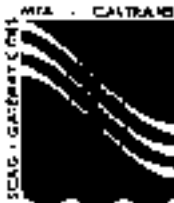
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- How often do you travel on the I-710 (days per week)? 5
- What time(s) of day do you travel on the I-710? VARIOUS THROUGH DAY.
- What do you think are the biggest problems on the I-710?  
TOO MANY TRUCKS GOING TOO FAST. TOO MANY TRAFFIC ACCIDENTS AND LONG DELAYS. DATED ON & OFF RAMP'S - TOO SHARP CORNERS POOR MERGE AREAS ETC.
- Do you think the I-710 needs to be improved? Yes.
- What Improvements would you like to see made on the I-710?  
SEPARATE TRUCK LINES, CARPOOL LINES MORE TRAFFIC POLICE ENFORCEMENT OF UNSAFE LANE CHANGE LAWS - Better DRIVER TRAINING
- What routes do you use instead of the I-710? Why?  
Garfield, Atlantic, Harbor Frey, 605 CROWDING ON 710
- In what city do you live? La Habra In what city do you work? South Gate
- If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

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# I-710 MAJOR CORRIDOR STUDY

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1. How often do you travel on the I-710 (days per week)? 5 DAYS
2. What time(s) of day do you travel on the I-710? 7:30AM-8:00AM 5:10-5:30PM
3. What do you think are the biggest problems on the I-710?
  - 1) THE BUMPY LANES (#1 & #2) BETWEEN IMPERIAL & FIRESTONE (TOO MANY CRACKS, BUMPS, HOLES)
  - 2) NOT ENOUGH LANES
4. Do you think the I-710 needs to be improved? ADD A CARPOOL LANE
5. What improvements would you like to see made on the I-710? ADD ANOTHER LANE & FIX THE ROAD (CRACKS IN LANES)
6. What routes do you use instead of the I-710? Why? EXIT AT ROSSFARMS AND TAKE ATLANTIC BLVD TO FIRESTONE BLVD. I DO THIS WHENEVER I CAN SEE THE TRAFFIC HAS STOPPED.
7. In what city do you live? BOLIVAR In what city do you work? SOUTH GATE.
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

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- 1. How often do you travel on the I-710 (days per week)? 5
- 2. What time(s) of day do you travel on the I-710? 7:30 AM 4:30 PM
- 3. What do you think are the biggest problems on the I-710?

TOO MANY TRUCKS - CONSTRUCTION

- 4. Do you think the I-710 needs to be improved? Yes

- 5. What improvements would you like to see made on the I-710?  
CARPOOL LANE TRUCKS SHOULD HAVE SEPARATE RAMP ON RAMP NOT EXTENDED LONG ENOUGH TO MERGE ON FWY

- 6. What routes do you use instead of the I-710? Why?  
105 FWY

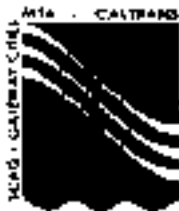
- 7. In what city do you live? LA In what city do you work? Down City

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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# I-710 MAJOR CORRIDOR STUDY

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- How often do you travel on the I-710 (days per week)? 5 days/week
- What time(s) of day do you travel on the I-710? morning/evening rush hours & lunch hours
- What do you think are the biggest problems on the I-710?  
traffic congestion, especially with large trailer trucks driving aggressively alongside passenger vehicles
- Do you think the I-710 needs to be improved? yes
- What improvements would you like to see made on the I-710?  
widening w/ more lanes added, specifically for carpoolers, and large ~~trucks~~ trailer trucks
- What routes do you use instead of the I-710? Why?  
take Hwy 105 to Hwy 10 - difficult to predict traffic congestion on I-710; make better time w/ alternate route to
- In what city do you live? Westchester (L.A.) In what city do you work? South Gate, distance
- If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

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## I-710 MAJOR CORRIDOR STUDY

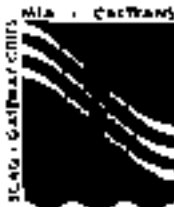
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1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? 7:30 - 8:00 AM
3. What do you think are the biggest problems on the I-710?  
NEED EXTENSION TO THE 210 FREEWAY
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
NEED EXTENSION TO THE 210 FREEWAY
6. What routes do you use instead of the I-710? Why?  
ATLANTIC
7. In what city do you live? PLACENTIA In what city do you work? SOUTH GATE
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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1. How often do you travel on the I-710 (days per week)? 7
2. What time(s) of day do you travel on the I-710? VARIOUS (MOSTLY FROM 4:00 PM - 8:00 PM)
3. What do you think are the biggest problems on the I-710?  
BAD ROADS (POT HOLES), HEAVY TRAFFIC, COULD USE ONE OR TWO FREEWAY EXITS BETWEEN WASHINGTON BLVD AND FLORENCE AVE., NO CAR POOL LANES/METERS TO TOWERING FWY'S SHOULD BE BETTER REGULATED.
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
REPAIR BAD PAVEMENT, AND ADD ON RAMP AND EXITS. ADD CAR POOL LANES. BETTER REGULATION OF METERS TO CONNECTING FWY'S
6. What routes do you use instead of the I-710? Why?  
I-605, I-110 BECAUSE THEY BOTH HAVE CAR POOL LANES.
7. In what city do you live? NORWALK in what city do you work? SOUTH GATE
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
  

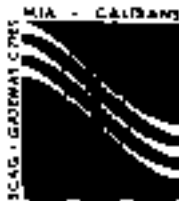
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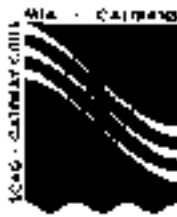
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1. How often do you travel on the I-710 (days per week)? 5 days - Mon to Fri
2. What time(s) of day do you travel on the I-710? 8 AM, 5:30 PM
3. What do you think are the biggest problems on the I-710?  
POT HOLES! TOO MUCH TRAILER TRAFFIC  
& NOT ENOUGH LANES - UNSAFE CONDITION  
THERE'S NO S5 FREEWAY CONNECTION EASTBOUND  
FROM 710 NORTH.
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
POT HOLES ON THE SLOW LANES AND CONNECTION  
TO S5 EAST CREATED. CREATE CARPOOL LANE.
6. What routes do you use instead of the I-710? Why?  
FIRESTONE STREET (EAST) TO PARAMOUNT BLVD (NORTH)  
TO S5 FREEWAY (EAST) TO 605 (NORTH) TO 60 (EAST)
7. In what city do you live? LA PUENTE In what city do you work? SOUTH GATE
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
TOO AVOID UNSAFE TRAFFIC CONDITIONS  
CAUSED BY POT HOLES, TRAILER TRUCKS, & NOT  
ENOUGH LANES AT 5:30 P.M.

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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## I-710 MAJOR CORRIDOR STUDY

### Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 5 days
2. What time(s) of day do you travel on the I-710? MORNING (7-8:30) / AFTERNOON (3-5:30)
3. What do you think are the biggest problems on the I-710?  
SLOWLY DRIVE COME TO A STOP THRU I-5 FREEWAY MAIN PROBLEM IS THE INTERCHANGE AND MERGE OF FREEWAYS
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
HAVE A TRUCK LANE INSTEAD THAN CAR POOL LANE HELP EASY UP TRAFFIC
6. What routes do you use instead of the I-710? Why?  
NONE
7. In what city do you live? Long Beach In what city do you work? South Gate
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

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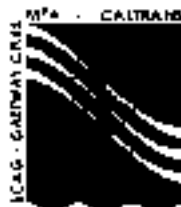
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1. How often do you travel on the I-710 (days per week)? 5 days a week
2. What time(s) of day do you travel on the I-710? 4:30 pm
3. What do you think are the biggest problems on the I-710?  
TRUCKS - TOO MANY
4. Do you think the I-710 needs to be improved? yes
5. What improvements would you like to see made on the I-710?  
Specific truck lanes -
6. What routes do you use instead of the I-710? Why?  
105 (second route) + FIRESTONE Blvd (3rd route)
7. In what city do you live? Cerritos In what city do you work? So. GATE
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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1. How often do you travel on the I-710 (days per week)? 5

2. What time(s) of day do you travel on the I-710? 6:45am and 5pm

3. What do you think are the biggest problems on the I-710?

Road conditions - increased of repair - and  
traffic congestion?

4. Do you think the I-710 needs to be improved? Yes

5. What improvements would you like to see made on the I-710?

3 car pool lane added plus another lane - repair  
of road - less pot holes - Better scenery -

6. What routes do you use instead of the I-710? Why?

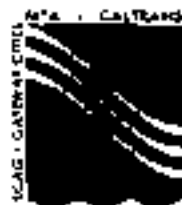
Surface streets - when the traffic comes to almost  
a complete stop on the freeway.

7. In what city do you live? Hawthorne City In what city do you work? South Gate

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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## I-710 MAJOR CORRIDOR STUDY

### ----- Preguntas Sobre el Uso de la Autopista -----

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta página. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 5
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 2.00 p.m.
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
El congestionamiento de tráfico y  
el tráfico de vehículos parados.
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos? si
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
ampliación de carriles
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
Calle Atlantic o Garfield - porque  
están menos llenas de Autos.
7. ¿En cual ciudad vive usted? Soreno ¿En cual ciudad trabaja? South Gate
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:  
no

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

Por favor regrese esta página a su gerente o envíe la a: I-710 Study  
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# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 5

2. What time(s) of day do you travel on the I-710? 6-6:30 Am

3. What do you think are the biggest problems on the I-710?

Too many freeways merging onto 710 too close together  
↓ → 60 + 5 Freeway

4. Do you think the I-710 needs to be improved? Yes

5. What improvements would you like to see made on the I-710?

Shoulder next to East Lane<sup>in</sup> non-existent (South 710) right after  
5 merges - which causes drivers to drive too close to the right.

6. What routes do you use instead of the I-710? Why?

Do not use going home - too congested - use 60 S instead of

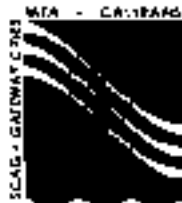
7. In what city do you live? Leimert, CA In what city do you work? South Gate, CA

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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\_\_\_\_\_

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# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? 15

2. What time(s) of day do you travel on the I-710? 7:30

3. What do you think are the biggest problems on the I-710?  
BIG TRUCKS CROWDING  
THE FREEWAYS

4. Do you think the I-710 needs to be improved? CAR POOL LANES

5. What improvements would you like to see made on the I-710?  
ROAD WIDENING, OVERPASSES & LANES

6. What routes do you use instead of the I-710? Why?  
105 AND 110

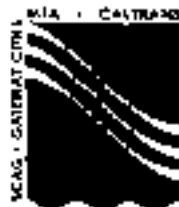
7. In what city do you live? LONG BEACH In what city do you work? SOUTHGATE

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

N/A

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to your employer or mail to: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



## I-710 MAJOR CORRIDOR STUDY

### Freeway User Questionnaire

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? 6

2. What time(s) of day do you travel on the I-710? 7 AM - 6 PM.

3. What do you think are the biggest problems on the I-710?

(A) TRAFFIC (B) TOO MANY TRAILERS (C) FEW LANES. (D) THE CONNECTION FROM THE I-105 TO THE I-710, TRAFFIC REALLY SLOWS DOWN INCLUDING WHEN MERGING TO I-5.

4. Do you think the I-710 needs to be improved? YES.

5. What improvements would you like to see made on the I-710?

(A) ADD CARPOOL LANE. (B) ADD ONE ADDITIONAL LANE. (C) ROAD CONDITIONS.

6. What routes do you use instead of the I-710? Why?

THE ONLY OTHER OPTION IS THE STREET. BUT IT IS TOO SLOW. I HAVE NO OTHER CHOICE BUT TO USE I-710.

7. In what city do you live? LONG BEACH In what city do you work? SOUTH GATE.

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

ANGELICA PLASCEARIA

259 E. MORNINGSIDE ST.

LONG BEACH, CA 90805

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 860-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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Los Angeles, CA 90099-5120





# I-710 MAJOR CORRIDOR STUDY

## ----- Freeway User Questionnaire -----

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? MORNINGS (8:00am)  
AFTERNOONS (5:00pm)
3. What do you think are the biggest problems on the I-710?  
- FREEWAY ROADS TOO RUNDOWN  
- TOO MANY TRUCKS  
- SHORT ON RAMPS
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
CLEAN IT UP, FIX UP ROADS, CARPOOL, NO TRUCKS (SEPARATE ROAD FOR TRUCKS)
6. What routes do you use instead of the I-710? Why?  
SIDE STREETS - FIRESTONE, 605 NORTH, TOO CONGESTED
7. In what city do you live? NORWALK In what city do you work? SOUTH GATE
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to your employer or mail to: I-710 Study  
MTA  
PO Box 53184  
Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

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- How often do you travel on the I-710 (days per week)? 7 DAYS A WEEK
- What time(s) of day do you travel on the I-710? 8:00 AM + 5:30 PM WEEKDAYS / 11:00 AM + 4:00 PM WEEKENDS
- What do you think are the biggest problems on the I-710?  
ACCIDENTS PERTAINING TO BIG RIGS/SEMI-TRUCKS. IF ACCIDENT HAPPENS EVEN A SMALL ONE TRAFFIC IS BACKED UP QUICKLY + IS DELAYED FOR A LONG TIME. THE FREEWAY EXITS ARE TOO FAR APART.
- Do you think the I-710 needs to be improved? Definitely!!! Fix the damaged lane due to truck usage.
- What improvements would you like to see made on the I-710?  
put a carpool lane, fix the "potholes", or even put/build extra lanes. BUILD SUBWAY LINE PARALLEL TO 710 FREEWAY.
- What routes do you use instead of the I-710? Why?  
I can use the I 110 or even I 605, but it will take longer. Otherwise, I would take surface streets + then get back on the freeway
- In what city do you live? LA in what city do you work? South Gate (work) (SCHOOL) - LONG BEACH.
- If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
  

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Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 5

2. What time(s) of day do you travel on the I-710? Approx 550 Am and 3pm

3. What do you think are the biggest problems on the I-710?

To many Trucks

4. Do you think the I-710 needs to be improved? yes

5. What improvements would you like to see made on the I-710?

wider, more lanes

6. What routes do you use instead of the I-710? Why?

Street, <sup>Due to</sup> accidents

7. In what city do you live? Long Beach In what city do you work? South Gate

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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# I-710 MAJOR CORRIDOR STUDY

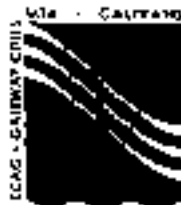
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1. How often do you travel on the I-710 (days per week)? 14.5
2. What time(s) of day do you travel on the I-710? 0800-0930 / 1400-1730
3. What do you think are the biggest problems on the I-710?  
Potholes - additional lanes - larger approach for  
oncoming vehicles entering into traffic from on ramp
4. Do you think the I-710 needs to be improved? yes
5. What improvements would you like to see made on the I-710?  
additional lanes - fill in potholes
6. What routes do you use instead of the I-710? Why?  
605 - lanes flow better
7. In what city do you live? Alhambra In what city do you work? South Gate
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 660-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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## I-710 MAJOR CORRIDOR STUDY

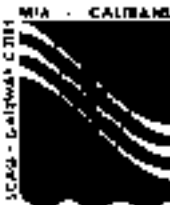
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1. How often do you travel on the I-710 (days per week)? Once a week at most
2. What time(s) of day do you travel on the I-710? varies, 7:00AM, 12:00PM, 6:00PM
3. What do you think are the biggest problems on the I-710?  
traffic congestion in the evenings & morning  
& noon
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
more merge competition when freeways connect
6. What routes do you use instead of the I-710? Why?  
state. Do not want to get stuck on freeway
7. In what city do you live? DUNN In what city do you work? SOUTH GATE
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 850-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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## I-710 MAJOR CORRIDOR STUDY

### Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? 8:15 a.m. & 6:00 p.m.
3. What do you think are the biggest problems on the I-710?  
Backup of traffic from the 91 & 105  
Connectors.
4. Do you think the I-710 needs to be improved? Yes
5. What improvements would you like to see made on the I-710?  
A Carpool Lane
6. What routes do you use instead of the I-710? Why?  
605 Freeway to Firestone Blvd. Traffic
7. In what city do you live? Garden Grove In what city do you work? South Gate
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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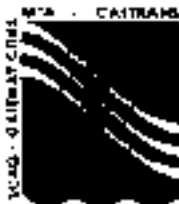
### ----- Freeway User Questionnaire -----

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1. How often do you travel on the I-710 (days per week)? 5 days
2. What time(s) of day do you travel on the I-710? 6:30 a.m. + 5:00 p.m.
3. What do you think are the biggest problems on the I-710?  
poor condition on the 15<sup>+</sup> two lanes + truck traffic.
4. Do you think the I-710 needs to be improved? yes
5. What improvements would you like to see made on the I-710?  
condition of the road - too many pot holes.
6. What routes do you use instead of the I-710? Why?  
exit on the 105-west to Garfield to avoid traffic.
7. In what city do you live? Wilmington In what city do you work? South Gate
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? 6-6:30 AM
3. What do you think are the biggest problems on the I-710?  
Too many trucks merging onto 710 too close together  
→ hot + sticky
4. Do you think the I-710 needs to be improved? Yes
5. What improvements would you like to see made on the I-710?  
Shoulder next to Fast Lane<sup>in</sup> non-existent (South 710) right after  
5 merges - which causes drivers to drive too close to the right.
6. What routes do you use instead of the I-710? Why?  
Do not use gateway - too congested - use 605 instead
7. In what city do you live? Upland, CA In what city do you work? South Gate, CA
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
  

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Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please

mail to: I-710 Study  
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## I-710 MAJOR CORRIDOR STUDY

### ----- Preguntas Sobre el Uso de la Autopista -----

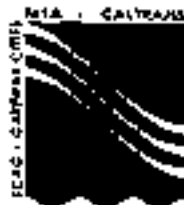
La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta página. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 3 días
2. ¿A que hora(s) del día viaja usted en la autopista I-710? De 5 A 6 AM Y De 3 A 4 P.
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
~~Los problemas~~ Lo que manejo no veo ningún problema pues es corto el recorrido.
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
Pues el mejoramiento que necesita es el piso porque ha esta muy fregada
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
Lo mismo un arreglo a el piso.
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
En vez de usar la autopista I-710. Uso la Atlanti calle la uso cuando oigo que ai mucho trafico.
7. ¿En cual ciudad vive usted? En Lynwood ¿En cual ciudad trabaja? En South Gate C
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4408 o visitenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

Por favor regrese esta pagina a su gerente o envíe la a:

I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



# 1-710 MAJOR CORRIDOR STUDY

## ----- Preguntas Sobre el Uso de la Autopista -----

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta pagina. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 7 días

2. ¿A que hora(s) del día viaja usted en la autopista I-710? 6:00 Am

3. ¿Cuáles son los problemas más grandes en la autopista I-710?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?

5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?

\_\_\_\_\_  
\_\_\_\_\_

6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?

\_\_\_\_\_  
\_\_\_\_\_

7. ¿En cual ciudad vive usted? South Gate ¿En cual ciudad trabaja? Compton

8. Si gustara mas Información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:

Raul Torres

9555 Barbours Ave. South Gate Cal 90280

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

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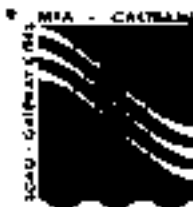
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1. ¿Cuántos días por semana viaja usted en la autopista I-710? 5 días
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 10:00 AM
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
El tráfico tan grande a todas  
horas del día y sus carriles en  
mal estado.
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
Claro que necesita mucha mejora.
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
los carriles y tráfico del ~~tráfico~~  
carreteras secundarias.
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
5.
7. ¿En cual ciudad vive usted? South Gate ¿En cual ciudad trabaja? Kansas
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:  
Enrique Nieto 2618 Kansas Ave  
South Gate CA 90280

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llama al (323) 960-4406 o visítenos en el internet: [www.gatewaycog.org](http://www.gatewaycog.org).

Por favor regrese esta página a su gerente o envíe la a: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



## I-710 MAJOR CORRIDOR STUDY

### ----- Preguntas Sobre el Uso de la Autopista -----

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta pagina. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 7 días
2. ¿A que hora(s) del día viaja usted en la autopista I-710? A LA 6:20 AM
3. ¿Cuáles son los problemas más grandes en la autopista I-710?

MUCHO CONGESTIONAMIENTO EN TODAS HORAS DEL DIA.

4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?

5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?

6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?

7. ¿En cual ciudad vive usted? S.G. ¿En cual ciudad trabaja? VERBON

8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:

CLEMENTINA VELASQUEZ

MISSOURI AVE. 2733 S.G.

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

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## I-710 MAJOR CORRIDOR STUDY

### ----- Preguntas Sobre el Uso de la Autopista -----

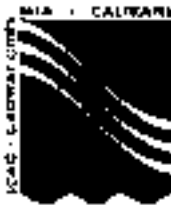
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1. ¿Cuántos días por semana viaja usted en la autopista I-710? 5
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 0
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
\_\_\_\_\_  
\_\_\_\_\_
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos? Yes
5. ¿Cuales mejoramientos le gustaria ver hechos en el I-710?  
Que la carretera este en buenas condiciones
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
Aidueda St.
7. ¿En cual ciudad vive usted? Long Beach En cual ciudad trabaja? Vernon
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:  
\_\_\_\_\_  
\_\_\_\_\_

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## I-710 MAJOR CORRIDOR STUDY

### ----- Preguntas Sobre el Uso de la Autopista -----

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1. ¿Cuántos días por semana viaja usted en la autopista I-710? 5

2. ¿A que hora(s) del día viaja usted en la autopista I-710? 9 AM

3. ¿Cuáles son los problemas más grandes en la autopista I-710?

\_\_\_\_\_

\_\_\_\_\_

4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?

5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?

\_\_\_\_\_

\_\_\_\_\_

6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?

\_\_\_\_\_

\_\_\_\_\_

7. ¿En cual ciudad vive usted? South Gate ¿En cual ciudad trabaja? Vernon

8. Si gustara mas información sobre el estudio y para recibir Información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:

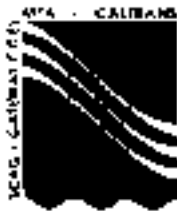
José Luis Cancino  
10235 Virginia Av. South Gate, CA

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## I-710 MAJOR CORRIDOR STUDY

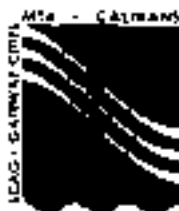
### Freeway User Questionnaire

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? 3
2. What time(s) of day do you travel on the I-710? all times
3. What do you think are the biggest problems on the I-710?  
Too many tractor-trailer rigs; ~~the~~ badly-  
maintained road
4. Do you think the I-710 needs to be improved? yes
5. What improvements would you like to see made on the I-710?  
Fix the road, limit the big trucks or  
eliminate them
6. What routes do you use instead of the I-710? Why?  
I-605, surface streets
7. In what city do you live? LA In what city do you work? LA County
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
Ken Fujimoto  
4566 Bedilion St.  
LA 90032

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

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1. How often do you travel on the I-710 (days per week)? Once a month
2. What time(s) of day do you travel on the I-710? morning
3. What do you think are the biggest problems on the I-710?  
I have travelled early morning after-noon, and evenings. The biggest problem has always been too many trucks.
4. Do you think the I-710 needs to be improved? No
5. What improvements would you like to see made on the I-710?  
Restrict the truck hours.
6. What routes do you use instead of the I-710? Why?  
\_\_\_\_\_
7. In what city do you live? Northridge in what city do you work? North Hills
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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# I-710 MAJOR CORRIDOR STUDY

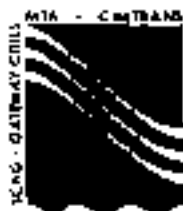
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1. How often do you travel on the I-710 (days per week)? 2-3
2. What time(s) of day do you travel on the I-710? Evenings
3. What do you think are the biggest problems on the I-710?  
too narrow, too many big trucks all over the freeway - all  
days
4. Do you think the I-710 needs to be improved? Yes
5. What improvements would you like to see made on the I-710?  
Extended to Pasadena, truck lane
6. What routes do you use instead of the I-710? Why?  
I-5
7. In what city do you live? PLV In what city do you work? Carson
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to [redacted]: I-710 Study  
MTA  
PO Box 53194  
Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

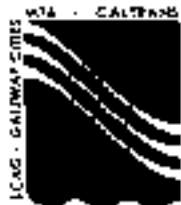
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1. How often do you travel on the I-710 (days per week)? 5
2. What time(s) of day do you travel on the I-710? 6:45am - 7:15am & 5:00 - 6:00pm
3. What do you think are the biggest problems on the I-710?  
The road is awful. Many potholes and cracks. Always congested especially with big rigs.
4. Do you think the I-710 needs to be improved? Yes, drastically
5. What improvements would you like to see made on the I-710?  
The road repaved perhaps a car pool
6. What routes do you use instead of the I-710? Why?  
Occasionally the I-605 because it travels north/south like the I-710
7. In what city do you live? El Monte in what city do you work? Gardena
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
Clemencia Gonzalez  
13425 S. Figueroa St.  
Los Angeles, Ca 90061

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? 3

2. What time(s) of day do you travel on the I-710? 8:30 AM + 6 PM

3. What do you think are the biggest problems on the I-710?  
Too many TRUCKS, Going faster than the speed limit + NOT STAYING IN THE TWO RIGHT LANES.

4. Do you think the I-710 needs to be improved? YES!

5. What improvements would you like to see made on the I-710?  
ADD CAR POOL LANE CONNECTION TO I 210 AREA!!

6. What routes do you use instead of the I-710? Why?  
ROSEMEAD - LAKEWOOD Sometimes 605  
TOO much Traffic + too slow

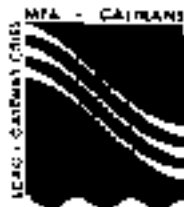
7. In what city do you live? San Gabriel In what city do you work? ---

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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## I-710 MAJOR CORRIDOR STUDY

### ----- Preguntas Sobre el Uso de la Autopista -----

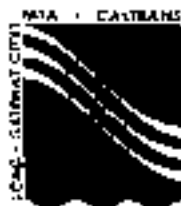
La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta página. Estas preguntas también están disponibles en el Internet al: [www.gatewaycoq.org](http://www.gatewaycoq.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 5
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 4: P.m
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
Tarda para para pasar esa  
autopista
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
Si
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
que pasara cada 15 o 20 minutos
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
\_\_\_\_\_
7. ¿En cual ciudad vive usted? Los Angeles ¿En cual ciudad trabaja? Los Angeles
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:  
\_\_\_\_\_

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet: [www.gatewaycoq.org](http://www.gatewaycoq.org).

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# I-710 MAJOR CORRIDOR STUDY

## ----- Preguntas Sobre el Uso de la Autopista -----

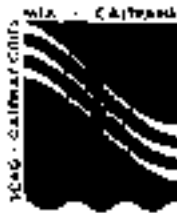
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1. ¿Cuántos días por semana viaja usted en la autopista I-710? 4
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 5 AM 5 PE
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
muchos otros muchos trailers
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
muchos otros
5. ¿Cuales mejoramientos le gustaria ver hechos en el I-710?  
mas f  
constant velocidad
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
porque estan mejor
7. ¿En cual ciudad vive usted? \_\_\_\_\_ ¿En cual ciudad trabaja? \_\_\_\_\_

8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:

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## I-710 MAJOR CORRIDOR STUDY

### ----- Freeway User Questionnaire -----

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? 5

2. What time(s) of day do you travel on the I-710? AM + PM commute

3. What do you think are the biggest problems on the I-710?

1. Too many trucks! 2. Too many dangerous lane switches necessary in order not to be routed off the 710, both N. + S. bound.  
3. Road bed in poor shape, esp. at south end.

4. Do you think the I-710 needs to be improved? YES !!!

5. What improvements would you like to see made on the I-710?

1. Ban trucks during commute hrs. 2. Complete the north end to Pasadena.  
3. Let trucks have it + put special car lanes above or beside.

6. What routes do you use instead of the I-710? Why?

605 - 710; 605 - 5 - 110; 405 - 105 - 110; 605 - 60 - 710; other combos...

Why: If traffic reports seem to indicate.

7. In what city do you live? Signal Beach In what city do you work? N.W. Pasadena  
(old town)

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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## I-710 MAJOR CORRIDOR STUDY

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1. How often do you travel on the I-710 (days per week)?

7 days a week -

2. What time(s) of day do you travel on the I-710?

10:00 AM And 7:30 PM

3. What do you think are the biggest problems on the I-710?

TO MANY Trailers makes more traffic and what really it is a problem is that trailers carrying dust they blew many of small rocks which has caused my cars windshield to break.

4. Do you think the I-710 needs to be improved?

yes definitely -

5. What improvements would you like to see made on the I-710?

TO MAKE a OWN route for trailers to go on one side only and vehicles on a different lane but not mixed up.

6. What routes do you use instead of the I-710? Why?

I have to use the 110 N to the 10 E to the 5 South pitonolympic why the 110 again have to many trailers + traffic.

7. In what city do you live?

San Pedro

In what city do you work? EAST LOS ANGELES.

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

David Castillejos

51022 Whittier Blvd Commerce CA 90022

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

Please return to your employer or mail to:

I-710 Study

MTA

PO Box 53194

Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## Freeway User Questionnaire

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? 6

2. What time(s) of day do you travel on the I-710? 7<sup>30</sup> AM N/B 6<sup>00</sup> PM S/B

3. What do you think are the biggest problems on the I-710?  
occasionally mud clay  
massive truck traffic - mostly containers  
Extremely bumpy and a poor repair especially Truck lanes (2/3). Massive health hazard due to diesel exhaust - both to motorists & to adjacent residents

4. Do you think the I-710 needs to be improved? yes, repair, address air quality issues.

5. What improvements would you like to see made on the I-710?  
repair or overlay to provide acceptable ride. Increase capacity by whatever means necessary - under/overhead structure / Truck only lanes

6. What routes do you use instead of the I-710? Why?  
110 - it is just a bad from San Pedro to The 91 but I try it some times out of frustration. I would like it more if

7. In what city do you live? San Pedro In what city do you work? Bellflower

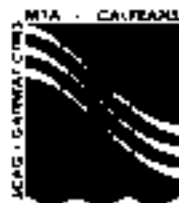
8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

<u>Noel Burt</u>	<u>San Pedro and Peninsula Homeowners Coalition</u>
<u>3222 S. Walker Ave</u>	<u>P.O. Box 406</u>
<u>San Pedro 90711</u>	<u>San Pedro 90711</u>

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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MTA  
PO Box 53194  
Los Angeles, CA 90099-5120

EX-1111 SAN PEDRO 11 30 NOV 2011



# I-710 MAJOR CORRIDOR STUDY

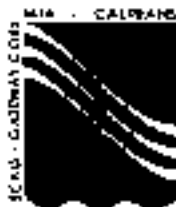
## ----- Preguntas Sobre el Uso de la Autopista -----

La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta pagina. Estas preguntas también están disponibles en el Internet at: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 5 días
2. ¿A que hora(s) del día viaja usted en la autopista I-710? CUANDO MARCHA A TRABAJE
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
EL TRAFICO POR LARGAS HORAS SOBRE TODO POR LA GRAN CANTIDAD DE TRUCKS QUE VAN A QUE PASAN EL 710
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos?  
SI
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
UN CARPOOL Y UN CARPOOL PARA PULKS TRUCKS
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
PUES LAS CALLES QUE ME SEAN LLEGAR A LA INTERSECCION CON LOS FREEWAYS 10 O 91
7. ¿En cual ciudad vive usted? L.A. ¿En cual ciudad trabaja? COMINA
8. Si gustara mas Información sobre el estudio y para recibir Información sobre Juntas futuras del proyecto, por favor escriba su nombre y dirección:  
JOSE GARCIA GONZALO 7817 WALNUT DR LA. CA. 90001

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visítenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

Por favor regrese esta pagina a su gerente o envíe la a: I-710 Study  
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PO Box 53194  
Los Angeles, CA 90099-5120



## I-710 MAJOR CORRIDOR STUDY

### ----- Freeway User Questionnaire -----

The Los Angeles County Metropolitan Transportation Authority (MTA) has recently initiated the I-710 Major Corridor Study to evaluate the overall transportation system from the Ports of Long Beach and Los Angeles, north to State Route 60, and to identify alternatives to improve this Corridor. As a user of the I-710, Long Beach Freeway, we are interested in hearing your thoughts regarding this Corridor. Please complete this questionnaire so that we may address your issues and concerns in our Study. Upon completion, please return to your employer (if received from them) or mail back to the address listed below. Questionnaires are also available on-line at [www.gatewaycog.org](http://www.gatewaycog.org)

1. How often do you travel on the I-710 (days per week)? 2.5 days, 1wk
2. What time(s) of day do you travel on the I-710? 4-9 PM
3. What do you think are the biggest problems on the I-710?  
TRUCK TRAFFIC AND NARROW / POT HOLE FILLED  
ROADS. I THINK A CARPOOL LANE WOULD NOT  
WORK TO IMPROVE TRAFFIC FLOW AT ALL!
4. Do you think the I-710 needs to be improved? YES
5. What improvements would you like to see made on the I-710?  
ALL TRUCKS SHOULD BE REQUIRED TO USE THE #3 (RIGHT)  
LANE ONLY WITH A SPECIAL TRUCK LANE AT THE 5 FREEWAY
6. What routes do you use instead of the I-710? Why?  
MY MAIN TRAVEL ROUTE IS THE 405 TO SANTA MONICA WITH  
TRAVEL TO LONG BEACH DOWNTOWN TWICE WEEKLY
7. In what city do you live? CARSON In what city do you work? SANTA MONICA

B. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

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Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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# I-710 MAJOR CORRIDOR STUDY

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- How often do you travel on the I-710 (days per week)? 2-3
- What time(s) of day do you travel on the I-710? varies
- What do you think are the biggest problems on the I-710?
  - No carpool lane
  - Offramp @ Bandini/Atlantic always backed up
  - Traffic slows @ bridge approaching Firestone (northbound) for no apparent reason, then lights up for no reason.
- Do you think the I-710 needs to be improved? yes
- What improvements would you like to see made on the I-710? limited truck traffic / carpool lanes
- What routes do you use instead of the I-710? Why? 91 Frey to 110 Frey - when I am carpooling
- In what city do you live? Lakewood In what city do you work? Downtown LA
- If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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Los Angeles, CA 90099-5120



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1. How often do you travel on the I-710 (days per week)? 1-2

2. What time(s) of day do you travel on the I-710? 4 pm 5 pm

3. What do you think are the biggest problems on the I-710?  
18 wheelers and semi's large trucks

4. Do you think the I-710 needs to be improved? Yes

5. What improvements would you like to see made on the I-710?  
I would like to see an improvement to speed up traffic.  
I would like to see fewer large trucks.

6. What routes do you use instead of the I-710? Why?  
St Vincent Bridge into Long Beach. It's less  
hazardous by vision is not impaired by large vehicles.

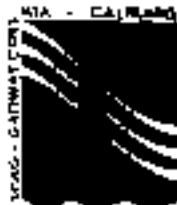
7. In what city do you live? Los Angeles in what city do you work? Los Angeles.

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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1. How often do you travel on the I-710 (days per week)? 5 days

2. What time(s) of day do you travel on the I-710? 8 - 3

3. What do you think are the biggest problems on the I-710?  
TRUCKS, NOT ENOUGH LANES

4. Do you think the I-710 needs to be improved? YES

5. What improvements would you like to see made on the I-710?  
MORE LANES

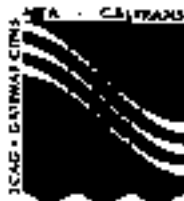
6. What routes do you use instead of the I-710? Why?  
GO 5 FWY 110 - To keep away from trucks!

7. In what city do you live? Latona In what city do you work? CORSON

8. If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 860-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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PO Box 53194  
Los Angeles, CA 90099-5120



# I-710 MAJOR CORRIDOR STUDY

## ----- Preguntas Sobre el Uso de la Autopista -----

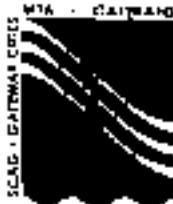
La Autoridad de Transportación Metropolitana del Condado de Los Angeles (MTA) ha iniciado recientemente El Estudio Mayor del Corredor de la Autopista I-710 para evaluar el sistema de transporte desde los puertos de Long Beach y Los Angeles, norte a la Ruta Estatal 60, y para identificar alternativas para mejorar este corredor. Queremos saber sus opiniones sobre el corredor como persona que usa la autopista I-710, Long Beach. Por favor conteste estas preguntas para que podamos incluir sus temas y preocupaciones en nuestro estudio. Cuando termine, por favor devuélvala a su gerente (si lo recibió de su trabajo) o envíe la por correo a la dirección al fin de esta pagina. Estas preguntas también están disponibles en el Internet al: [www.gatewaycog.org](http://www.gatewaycog.org).

1. ¿Cuántos días por semana viaja usted en la autopista I-710? 7 days
2. ¿A que hora(s) del día viaja usted en la autopista I-710? 7:15 AM.
3. ¿Cuáles son los problemas más grandes en la autopista I-710?  
mucho tráfico de camioneros y el mal estado de la autopista
4. ¿Piensa usted que la autopista I-710 necesita mejoramientos? SI
5. ¿Cuales mejoramientos le gustaría ver hechos en el I-710?  
sus carreteras y el tráfico
6. ¿Cuales rutas usa en lugar de la autopista I-710? ¿Porque?  
105 - 605 - 91
7. ¿En cual ciudad vive usted? Watts ¿En cual ciudad trabaja? Benitos
8. Si gustara mas información sobre el estudio y para recibir información sobre juntas futuras del proyecto, por favor escriba su nombre y dirección:  
Edso Chavez

Gracias por su tiempo. Sus comentarios serán valiosos en nuestro estudio del corredor de la autopista I-710 y en la identificación de alternativas posibles para mejoramiento. Si quiere mas información sobre este estudio, por favor llame al (323) 960-4406 o visitenos en el Internet: [www.gatewaycog.org](http://www.gatewaycog.org).

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# I-710 MAJOR CORRIDOR STUDY

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- How often do you travel on the I-710 (days per week)? 5 days
- What time(s) of day do you travel on the I-710? 6:15-6:45 AM & 3:40-4:00 PM
- What do you think are the biggest problems on the I-710?  
High industrial corridor and traffic to and from the Harbor of cargo trucks (semi's)
- Do you think the I-710 needs to be improved? yes
- What improvements would you like to see made on the I-710?  
Add more lanes and use thicker concrete -
- What routes do you use instead of the I-710? Why?  
A bottle neck exists between 105 Freeway and 60 freeway due to large volume of semi-trucks and trailers
- In what city do you live? \_\_\_\_\_ In what city do you work? \_\_\_\_\_
- If you would like more information about the Study and to be contacted about upcoming meetings regarding this project, please provide your name and mailing address:  
AL ZEPEDA  
704 E. HARDY ST.  
INGLEWOOD, CA 90301

Thank you for your time. Your input will be valuable in studying the I-710 Corridor and identifying possible alternatives for improvement. If you would like more information on this Study, please call (323) 960-4406 or visit our project web page at [www.gatewaycog.org](http://www.gatewaycog.org)

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# ***APPENDIX G***

***Initial Set of Alternatives***, Parsons  
Brinckerhoff, Inc., March 2002



# **Initial Set of Alternatives**

March 2002

## Initial Set of Alternatives - Draft

The Initial Set of Alternatives proposed for the I-710 Major Corridor Study is summarized below. These alternatives are the result of a series of workshops conducted throughout January and February 2002 with the project team, representatives from participating agencies, and the Technical Advisory Committee (TAC). The alternatives are multimodal, include both capital improvements and operational strategies, and are structured to illustrate the full range of options so that their respective trade-offs in terms of costs, transportation benefits, and other impacts may be understood. Detailed descriptions of each alternative are provided on the following pages.

- Alternative 1 - No Build Alternative
- Alternative 2 - TSM/TDM Alternative
- Alternative 3 - Low General Purpose Alternative
- Alternative 4 - Low Truck Alternative
- Alternative 5 - Medium HOV Alternative
- Alternative 6 - Medium General Purpose Alternative
- Alternative 7 - Medium Truck Alternative
- Alternative 8 - High General Purpose Alternative
- Alternative 9 - High Truck Alternative
- Alternative 10 - High Goods Movement Alternative
- Alternative 11 - High HOV Alternative
- Alternative 12 - High Rail Alternative

## Framework for Alternatives Development

The following guidelines were used to develop the Initial Set of Alternatives:

- Alternatives are conceptual in scope.
- Alternatives should respond to the purpose and need for improvements developed for the I-710 Major Corridor Study.
- The alternatives should encompass an appropriate range of options, without major gaps in the likely costs of the alternatives. The number of alternatives should be manageable.
- The alternatives should include all reasonable modes and alignments, but only those that are reasonable. The conceptual alternatives should include all options that have a reasonable chance of becoming the locally preferred strategy (LPS).
- Each alternative should be significantly different from other alternatives. The conceptual alternatives should be designed to address differing study goals and objectives.
- The conceptual alternatives should include the No Build and TSM future baseline options.

The conceptual alternatives may be classified based on their respective levels of capital investment as shown on the chart below. For example, Alternative 3 represents a low-range investment with an emphasis on serving general purpose trips, whereas Alternative 9 represents a high-range investment designed to accommodate growing truck demand.

### Build Alternatives Grouped by Levels of Investment

Mode	Low-Range	Mid-Range	High-Range
General Purpose (GP)	Alternative 3	Alternative 6	Alternative 8
Truck	Alternative 4	Alternative 7	Alternative 9
Goods Movement	-	-	Alternative 10
High Occupant Vehicle (HOV)	-	Alternative 5	Alternative 11
Rail	-	-	Alternative 12

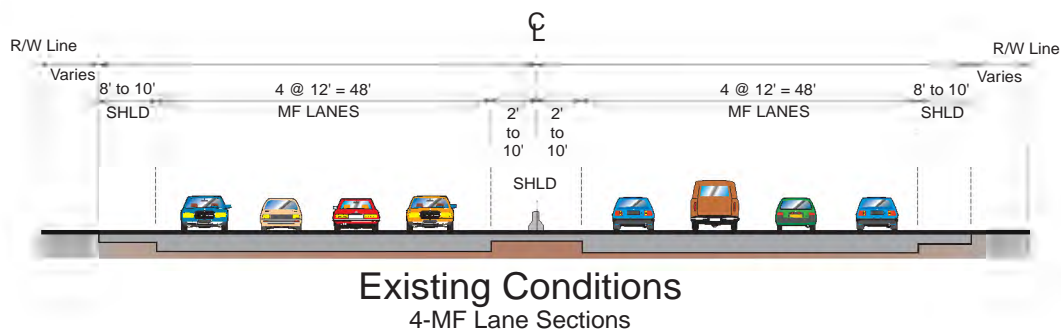
## Notes on Alternative Descriptions

By definition, all of the No Build transportation improvements are incorporated in all of the proposed alternatives. In addition, the TSM/TDM Alternative improvements are included in all of the build alternatives (Alternatives 3-12) by design. This means that operational strategies such as added transit service, access management, and intelligent transportation systems (ITS) are included in the proposed build alternatives to maximize the efficiencies of the various major capital investments.

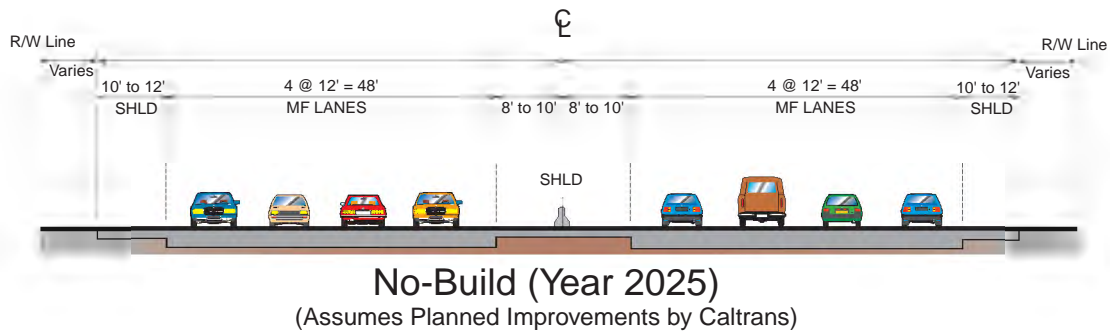
At this stage in the I-710 Study, the alternatives are still highly conceptual. The locations of facilities such as exclusive truck ramps, collector-distributor systems, alignments of viaduct facilities, and points of ingress/egress as shown on the following maps are approximate only.

The cross sections shown for each alternative are illustrative. Each cross section is intended to represent the most typical case for each alternative and at the same time highlight the major differences among the proposed alternatives. In actuality, the cross sections vary along the full length of the I-710 corridor depending upon existing geometrics and the types of improvements proposed for each segment of I-710 under the various alternatives. The typical cross sections show only the mainline through lanes. Ramps and auxiliary lanes are not shown.

A typical cross section that best represents existing conditions for I-710 is shown below.



A typical cross section that best represents future conditions on I-710 (Year 2025) is shown below. This takes into account the pavement and median rehabilitation projects that are already planned and committed for I-710. [See the text description of Alternative 1, No Build Alternative, on the following page.]



# Alternative 1

## No Build Alternative

### Purpose of Concept

The No Build Alternative consists of those transportation projects that are already planned and committed for 2025, the planning horizon year for the I-710 Major Corridor Study. Consequently, the No Build Alternative represents future travel conditions in the I-710 Study Area and it is the baseline against which candidate transportation alternatives proposed for the I-710 Study will be assessed.

### Freeway System

- I-710, from Ocean Boulevard to I-10, pavement and median rehabilitation, selected bridge widenings (no additional capacity)
- I-710, at Atlantic Boulevard/Bandini Boulevard, interchange modifications
- I-710, at Firestone Boulevard, interchange modification (NB side)
- I-5, Orange County Line to I-710, add two HOV lanes
- I-605, Orange County Line to South Street, add two HOV lanes\*
- I-605, Telegraph Road to I-10, add two HOV lanes\*
- I-405, I-110 to I-710, add two HOV lanes\*
- SR-60, I-605 to I-215, add two HOV lanes
- SR-47, at Ocean Boulevard, interchange improvement

### Roadway System

- Alameda Street/Henry Ford Avenue, SR-47 ramps to SR-91 ramps, widen to six lanes\*
- Alamos Avenue, Ocean Boulevard to Pacific Coast Highway, widen from four to six lanes
- Gerald Desmond Bridge, widen from four lanes to five lanes (climbing lane)\*
- New Four-Lane Connector Road to Del Amo Boulevard, Avalon Boulevard to Main Street (@ I-405 junction)
- Del Amo Boulevard, Main Street to Vermont Avenue, widen from two to six lanes
- Sepulveda Boulevard, Alameda Street to Carson City Limits, widen from two to four lanes
- Ocean Boulevard/Seaside Avenue, Gerald Desmond Bridge to Vincent Thomas Bridge, widen from four to six lanes\*
- Atlantic Boulevard, Olympic to Whittier, widen from four lanes to six lanes
- Phase I (approx. 31) and Phase II (approx. 45) intersection improvements for most “truck-impacted” intersections.
- Signal system upgrades and signal synchronization for several major arterials throughout the I-710 Study Area.

### Rail / Transit

- Alameda Corridor, LA/LB Ports to approx. Washington Boulevard, construct double track freight rail expressway, grade separations\*
- Pasadena “Gold” Line, Union Station to Sierra Madre Villa, new LRT line\*
- Los Angeles Blue Line, downtown Long Beach to Union Station, platform and operational improvements to existing line\*
- Eastside Transit Corridor, Union Station to Beverly/Atlantic, new LRT line
- Green Line, miscellaneous capital and operational improvements to existing line
- Bus Service Improvements, miscellaneous operational improvements to existing systems (approx. 20% increase in service levels)

Note: (\*) indicates projects that are currently under construction or that have recently been implemented.

# Alternative 2

## TSM/TDM Alternative

### Purpose of Concept

The TSM/TDM Alternative largely consists of operational investments, policies, and actions aimed at improving goods movement, passenger auto and transit travel, and reducing the environmental impacts of transportation facilities and operations in the Study Area.

### Mainlines on I-710

- additional ramp metering
- aesthetics
- continuous high-mast illumination
- improved signage on I-710

### Interchanges/Arterials

- I-710 ramp terminus/arterial improvements
  - for example, curb and gutter including aesthetics improvements
  - mostly in state ROW
- parking restrictions on major parallel arterials during peak periods

### Goods Movement Strategies

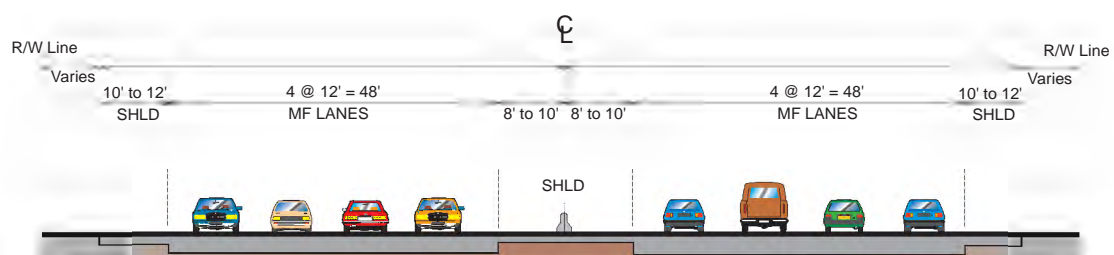
- empty container management through policies and incentives
- expanded drayage truck emission reduction program
- extended gate hours at the ports
  - move toward 24 hour / 7 days a week operations
  - emphasize policy recommendations, not mandate
  - include all entities in the supply chain

### Transit

- additional Blue/Green line feeder shuttles
- enhanced community service (local circulators)

### Intelligent Transportation Systems (ITS)

- expand ITS Corridors
  - expand “depth” of ITS coverage on two identified ITS corridors (I-710/Atlantic; I-105 Corridor)
  - emphasize system connectivity



**Remain 4 Mixed Flow Lanes**  
(Same as Year 2025 Future Conditions)

# Alternative 3 Low General Purpose Alternative

## Purpose of Concept

Some capital investment in roadway facilities within the Study Area to improve traffic flow and safety for all vehicle types, focusing on the most deficient arterials serving as feeders or alternate routes to I-710.

## Interchanges

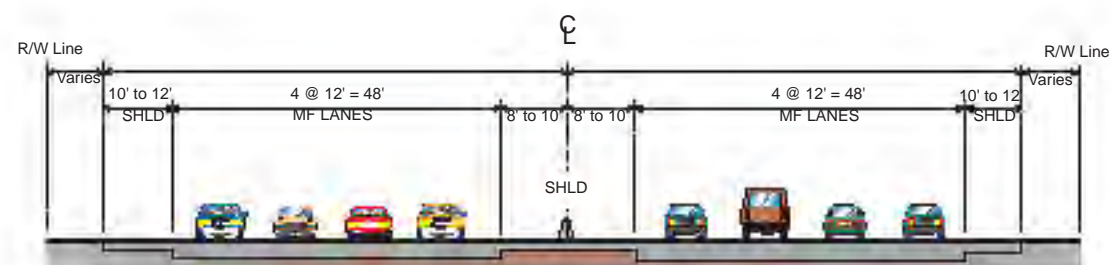
- partially address I-5/I-710<sup>a</sup> design deficiencies for general purpose traffic by improving the NB I-710 to NB I-5 and SB I-5 to SB I-710 connectors (remove left-side ramps and build right-side entrance/exit ramps)
- eliminate design deficiencies at I-710/Florence Ave.
- eliminate design deficiencies at I-710/Imperial Blvd.

## Arterials

- Arterial Capacity Enhancements to 10 major arterials<sup>b</sup>
  - consists of: spot widenings to eliminate chokepoints/bottlenecks; restriping; and removal of on-street parking / provision of off-street parking
  - access management (raised medians, elimination/consolidation driveways and smaller streets)

## Notes

- a. requires coordination with I-5 Corridor Improvements
- b. Atlantic Blvd.; Cherry Ave./Garfield Ave.; Eastern Ave.; Long Beach Blvd.; Paramount Blvd.; Pacific Coast Highway; Willow St.; Del Amo Blvd.; Florence Ave.; Firestone Blvd.



**Remain 4 Mixed Flow Lanes**  
(Same as Year 2025 Future Conditions)

## Alternative 3 Low General Purpose Alternative

### LEGEND

- Arterial Capacity Enhancement
- Partial Interchange Improvement
- Interchange Improvement





# Alternative 4 Low Truck Alternative

## Purpose of Concept

Some capital investment to I-710 and selected arterials focused on improving safety and managing the flow of heavy-duty trucks within the corridor.

## Mainline

- add collector/distributor lanes from Atlantic/Bandini to I-5
- add Truck Inspection facility adjacent to NB I-710 between Del Amo Blvd. and Long Beach Blvd.

## Interchanges

- add truck-only connector ramps at I-5/I-710 interchange<sup>a</sup> (NB I-710 to NB I-5 and SB I-5 to SB I-710)
- eliminate design deficiencies at I-405/I-710 interchange

## Intelligent Transportation Systems (ITS)

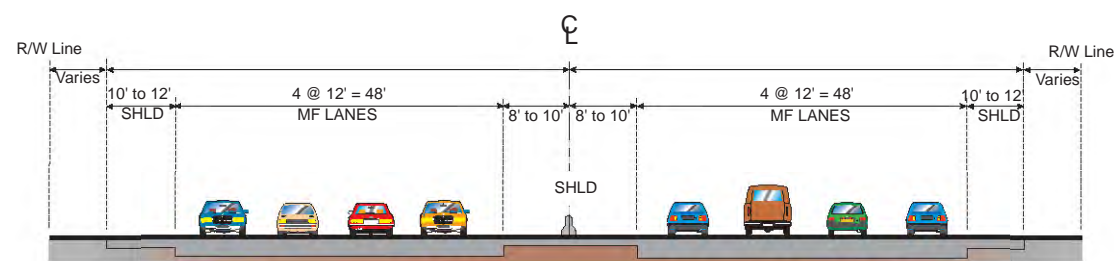
- provide ITS improvements that address trucks
  - incident detection/management (tie in w/Ports ITS)<sup>b</sup>
  - private sector systems enhancement

## Arterials

- arterial capacity enhancements to arterials that carry very high truck volumes: Ocean Blvd.; Pacific Coast Highway; Florence Ave.; Atlantic Blvd.; Bandini Blvd.; Washington Blvd.

## Notes

- a. requires coordination with I-5 Corridor Improvements
- b. approximately 80% of this is already funded under the No Build Alternative

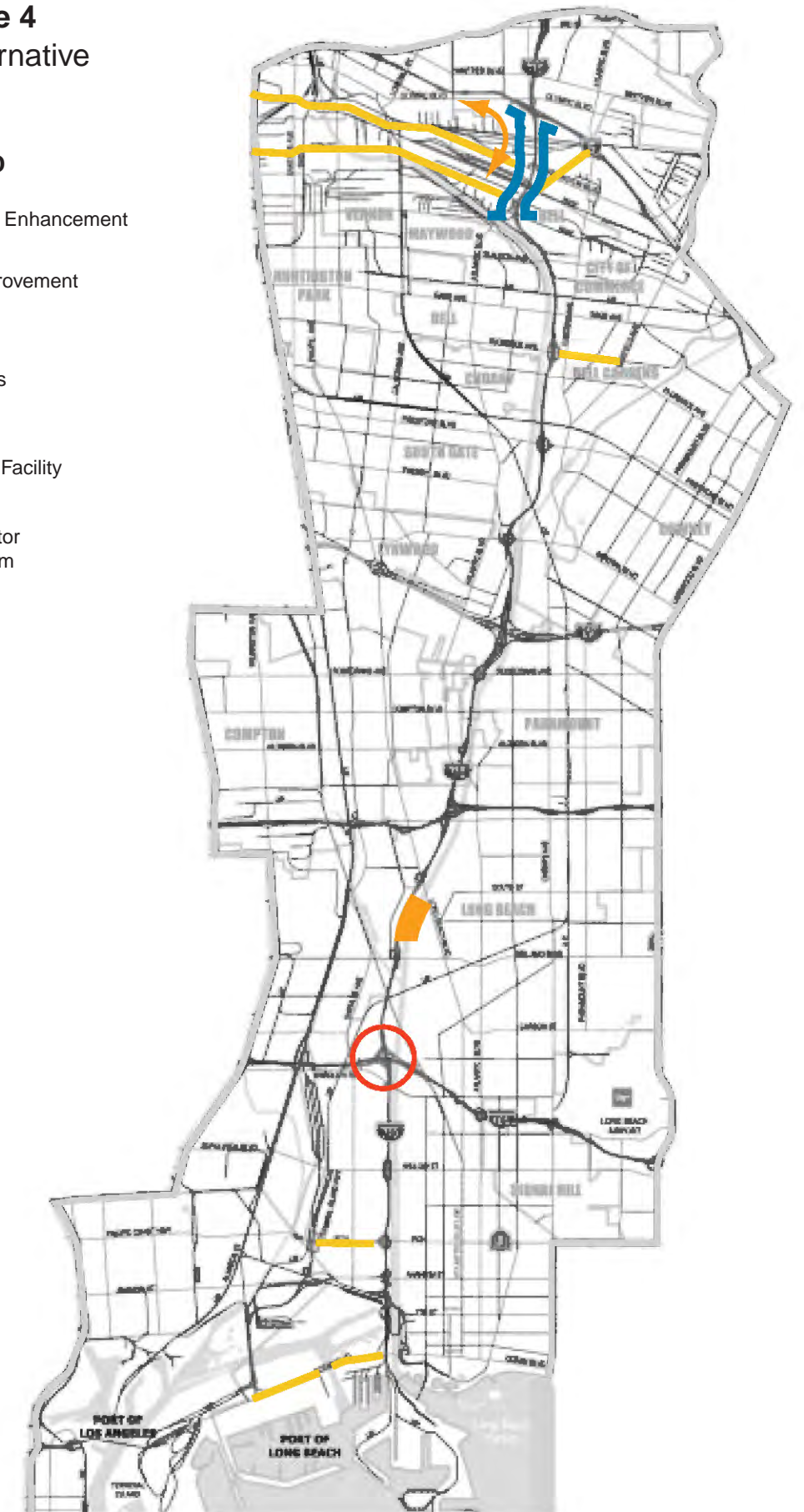


Remain 4 Mixed Flow Lanes  
(Same as Year 2025 Future Conditions)

# Alternative 4 Low Truck Alternative

## LEGEND

- Arterial Capacity Enhancement
- Interchange Improvement
- Truck Connectors
- Truck Inspection Facility
- Extended Collector Distributor System



# Alternative 5 Medium HOV Alternative

## Purpose of Concept

Mid-range capital cost investment to I-710 focused on improving the travel time and hence attractiveness of high occupancy vehicles, including buses, to help increase the person-carrying capacity of I-710.

## Mainline

- add HOV lane in each direction from 7th Street to SR-60
- at-grade
- 4' buffer separation between HOV lane and adjacent mixed flow lanes
- HOV lanes would operate 24 hours/7 days per week and assume a 2+ occupancy requirement
- improve mainlines to design standards
  - 12' travel lanes
  - 12' right shoulder
- provide HOV lane ingress/egress for most all interchange locations (approx. 1-mile spacing)

## Interchanges

- address deficiencies of I-5/I-710 interchange<sup>a</sup> (replace left-side ingress/egress with right-side ramps; add missing movements)
- include direct HOV connectors at I-5/I-710<sup>a</sup> interchange (NB I-710 to NB I-5, SB I-5 to SB I-710)

## Transit


- add express bus service on I-710

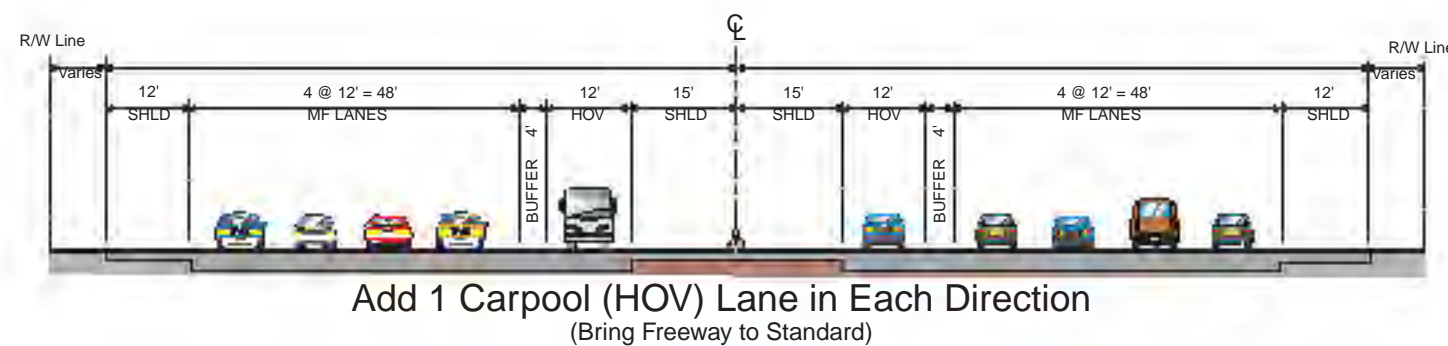
## Notes

- a. requires coordination with I-5 Corridor Improvements

# Alternative 5 Medium HOV Alternative

## LEGEND

-  One HOV Lane (Each Direction)
-  Interchange Improvement
-  Direct HOV Connector



# Alternative 6 Medium General Purpose Alternative

## Purpose of Concept

Mid-range capital investment to I-710 focused on improving safety and eliminating operational bottlenecks on I-710 for all vehicle types.

## Mainlines

- add one mixed flow lane in each direction for selected I-710 segments
  - Ocean Blvd. to I-405 (I-710 becomes 4 lanes in each dir.)
  - Imperial Hwy. to Atlantic Blvd. (I-710 becomes 5 lanes in each dir.)
- improve mainlines to design standards
  - 12' travel lanes
  - 12' right shoulder
- continuous collector-distributor system between Atlantic Blvd. and I-5

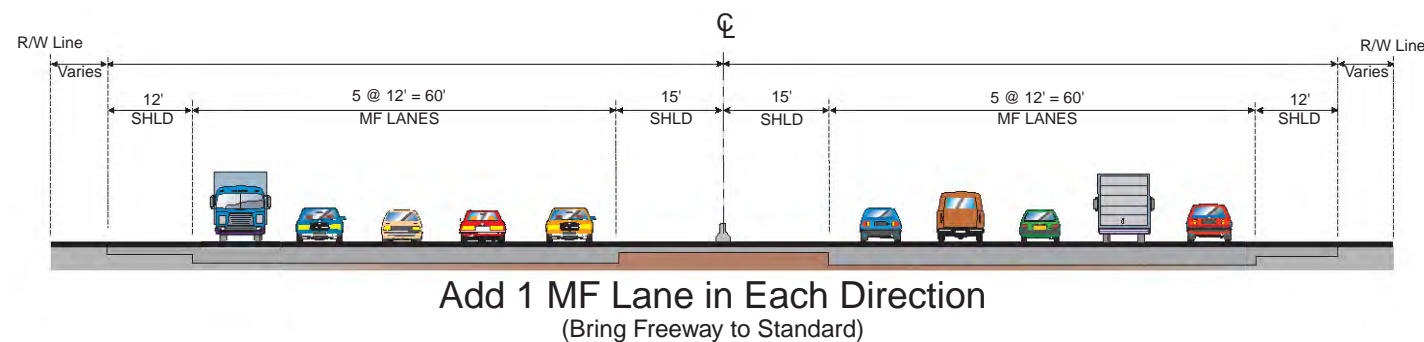
## Interchanges

- eliminate design deficiencies at three freeway-to-freeway interchanges: I-405/I-710, SR-91/I-710; I-5/I-710<sup>a</sup>
- eliminate design deficiencies at 10 local interchanges<sup>b</sup>
- add one new interchange (Slauson)

## Notes

a. requires coordination with I-5 Corridor Improvements

b. Anaheim; Pacific Coast Highway; Willow; Del Amo; Long Beach Blvd; Rosecrans; Imperial; Florence; Atlantic/Bandini; Washington



## Alternative 6 Medium General Purpose Alternative

### LEGEND

- Add One Mixed Flow Lane (Each Direction)
- Interchange Improvement
- Extended Collector Distributor System
- New Interchange



# Alternative 7 Medium Truck Alternative

## Purpose of Concept

Mid-range capital investment focused on improving safety, reliability of travel, and access to I-710, particularly for heavy-duty trucks.

## Mainlines

- no new travel lanes on I-710 but improve mainlines to design standards friendly to trucks
  - 14' travel lanes for two right lanes
  - 12' shoulders
- extensive auxiliary lane improvements

## Interchanges

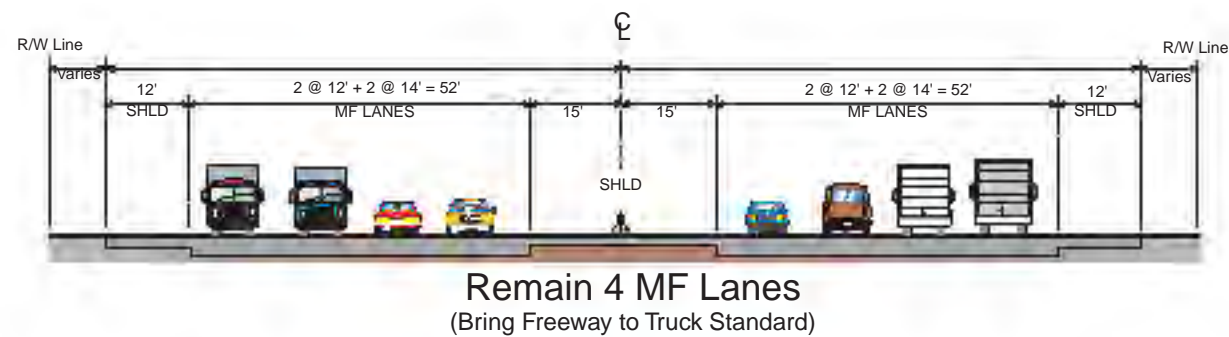
- eliminate design deficiencies at three freeway-to-freeway interchanges: I-5/I-710<sup>a</sup>; I-405/I-710; SR-91/I-710
- add truck bypass facilities at three freeway-to-freeway interchanges (I-105/I-710; I-405/I-710; SR-91/I-710)
- add truck ramps to selected interchanges with high truck volumes<sup>b</sup>
- provision for 2-lane ramps to accommodate trucks
- ramp design: 14' lanes / radii / geometrics / design speeds / sight distances

## Arterials

- arterial capacity enhancements to arterials that carry very high truck volumes: Pacific Coast Highway; Willow St.; Florence Ave.; Atlantic Blvd.; Bandini Blvd.; Washington Blvd.

## Notes

- requires coordination with I-5 Corridor Improvements
- Willow, Pacific Coast Highway, Florence, Atlantic/Bandini, Washington



## Alternative 7 Medium Truck Alternative

### LEGEND

- Arterial Capacity Enhancement
- Interchange Improvement
- Direct Truck Ramps
- Truck Bypass Lanes



# Alternative 8 High General Purpose Alternative

## Purpose of Concept

High level of capital investment focused on improving safety and increasing capacity to address the high traffic volumes along the full length of I-710 for all vehicle types.

## Mainlines

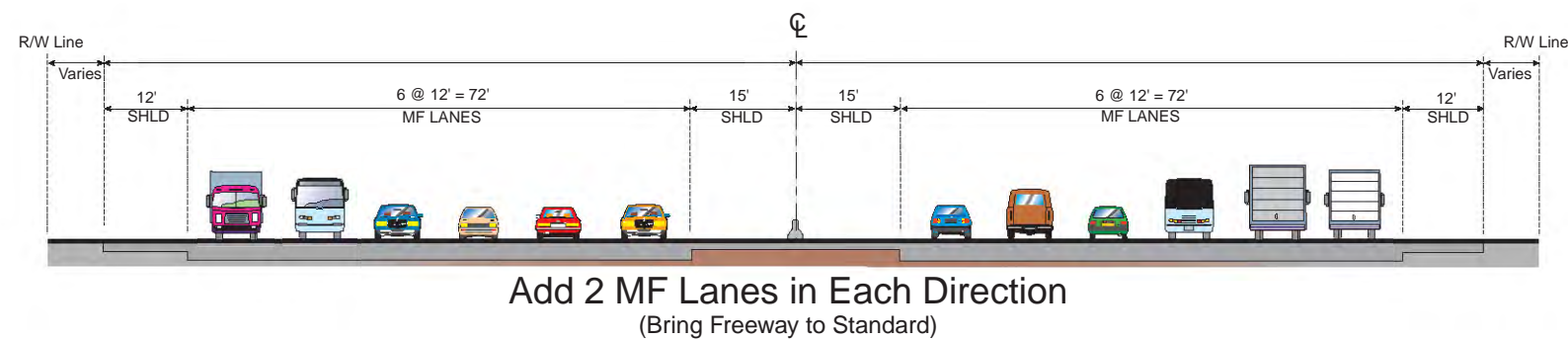
- add 2 mixed flow lanes in each direction to I-710 at:
  - Ocean Blvd. to I-405 (I-710 becomes approx. 5 lanes in each dir.)
  - Imperial Hwy. to Atlantic Blvd. (I-710 becomes approx. 6 lanes in each dir.)
- add 1 mixed flow lane to remaining I-710 segments
- improve mainlines to design standards
  - 12' travel lanes
  - 12' right shoulder
- extensive auxiliary lane improvements

## Interchanges

- eliminate design deficiencies at three freeway-to-freeway interchanges: I-405/I-710, SR-91/I-710; I-5/I-710<sup>a</sup>
- eliminate design deficiencies at 10 local interchanges<sup>b</sup>
- add one new interchange (Slauson)

## Notes

- a. requires coordination with I-5 Corridor Improvements
- b. Anaheim; Pacific Coast Highway; Willow; Del Amo; Long Beach Blvd; Rosecrans; Imperial; Florence; Atlantic/Bandini; Washington



# Alternative 8 High General Purpose Alternative

## LEGEND

- Add Two Mixed Flow Lanes (Each Direction)
- ▨ Add One Mixed Flow Lane (Each Direction)
- Interchange Improvement
- ◇ New Interchange



# Alternative 9 High Truck Alternative

## Purpose of Concept

High level of capital investment focused on increasing capacity to address growing demand on I-710, improving reliability of travel, and reducing points of conflict between autos and heavy-duty trucks.

## Mainline Facility

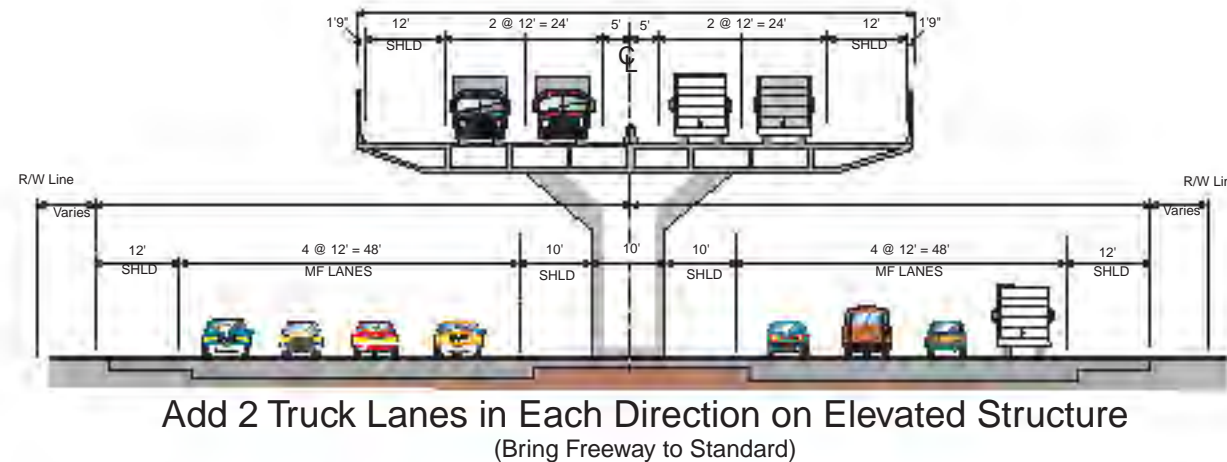
- exclusive truck facility
  - 4 lanes (2 in each direction) between SR-91 and SR-60
  - 6 lanes (3 in each direction) between 7th Street and SR-91
- generally elevated, however, profile will ultimately be determined based on need to minimize grades and best fit to minimize need for additional ROW
- dedicated ingress/egress points for trucks at selected locations (approx. every 3-4 miles)
- horizontal alignment could be in the median or adjacent to I-710 in state ROW, on LA Flood Control District property, or on Southern California Edison property, depending upon best fit
- consider tolling suboption
- improve I-710 mainlines to design standards
  - 12' travel lanes
  - 12' right shoulder

## Interchanges

- eliminate design deficiencies at I-5/I-710<sup>a</sup>; SR-91/I-710; and I-405/I-710

## Notes

- a. requires coordination with I-5 Corridor Improvements



# Alternative 9 High Truck Alternative

## LEGEND

- Exclusive Truck Facility (4 Lanes)
- Exclusive Truck Facility (6 Lanes)
- Interchange Improvement
- Approx. Truck Ingress/Egress Location



# Alternative 10 High Goods Movement Alternative

## Purpose of Concept

High level of capital investment focused on addressing high travel demand for goods movement on a system-wide basis throughout the I-710 Study Area. Includes additional capacity to help separate truck and auto moves, new facilities to manage truck demand, and safety/design improvements on I-710.

## I-710 Mainline

- Barrier-Separated Dual Roadway Facility
  - add 2 lanes in each direction for autos in the median from 7<sup>th</sup> Street to SR-60
  - dedicated ingress/egress to dual roadway facility for autos at selected locations (approx. every 3-4 miles)
  - remaining lanes (3-5) to be used for mixed flow traffic
  - mostly at grade
  - consider toll suboption for new lanes
- improve mainlines to design standards
  - 12' travel lanes
  - 12' right shoulder

## Terminal Island Freeway (SR-47/SR-103)

- extend Terminal Island Freeway (SR-103) to I-405, by adding an elevated, two-lane facility for trucks-only
- add four-lane viaduct connector, between SR-47 and Alameda Street

## I-710 Interchanges

- eliminate design deficiencies at three freeway-to-freeway interchanges: I-405/I-710, SR-91/I-710; I-5/I-710<sup>a</sup>
- eliminate design deficiencies at 10 local interchanges<sup>b</sup>

## Systemwide Goods Movement Improvements

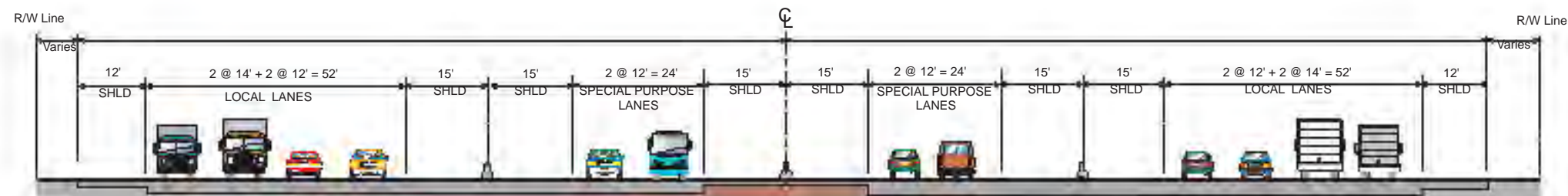
- add staging areas for trucks
- add new near dock intermodal rail facility
- truck land use management program (incentive zones)

## Arterials

- increase capacity on major parallel arterials close to I-710<sup>c</sup>

### Notes

- requires coordination with I-5 Corridor Improvements
- Anaheim; Pacific Coast Highway; Willow; Del Amo; Long Beach Blvd; Rosecrans; Imperial; Florence; Atlantic/Bandini; Washington
- Atlantic Blvd., Cherry Ave./Garfield Ave., Eastern Ave., Long Beach Blvd.



Dual Roadway Concept Add 2 Special Purpose Lanes  
(Bring Freeway to Standard)

## Alternative 10 High Goods Movement Alternative

### LEGEND

- Dual Roadway Facility
- Exclusive Truck Facility
- Arterial Capacity Enhancement
- Interchange Improvement
- New Interchange
- Approx. Vehicle Ingress/Egress Location



# Alternative 11 High HOV Alternative

## Purpose of Concept

High level of capital investment focused on improving travel time and hence attractiveness of high occupancy vehicles, including buses, to help increase the person-carrying capacity of I-710 as well as safety.

## Mainline Facility

- exclusive HOV facility (carpools and buses)
- 4 lanes (2 HOV lanes in each direction) from 7th Street to SR-60
- generally elevated, however, profile will be adjusted as needed depending upon best fit in I-710 ROW
- alignment generally located in the median of I-710
- dedicated ingress/egress points to facility for high occupancy vehicles at selected locations (approx. every 3-4 miles)
- HOV lanes would operate 24 hours/7 days per week and assume a 2+ occupancy requirement
- improve mainlines to design standards
  - 12' travel lanes
  - 12' right shoulder

## Interchanges

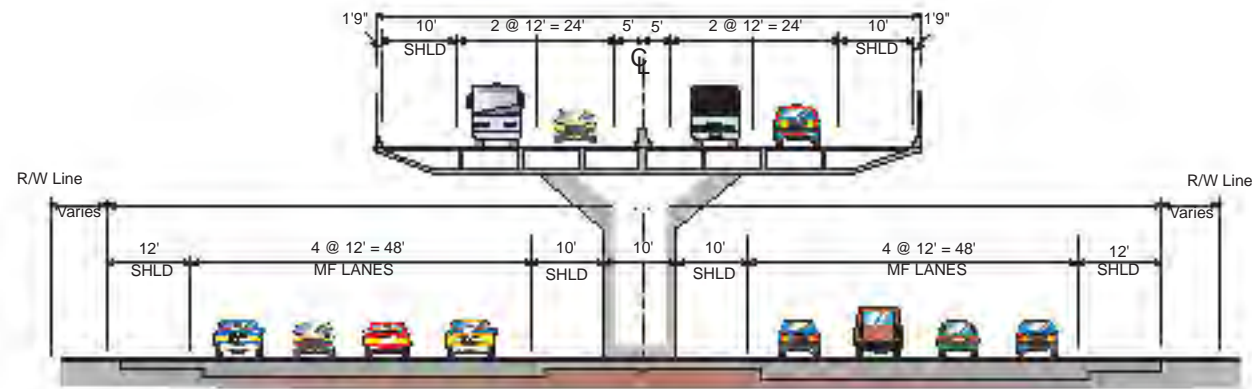
- eliminate design deficiencies at three freeway-to-freeway interchanges: I-405/I-710, SR-91/I-710; I-5/I-710<sup>a</sup>
- include direct HOV connectors at:
  - I-405/I-710 interchange (NB I-405 to NB I-710, SB I-710 to SB I-405)
  - SR-91/I-710 interchange (NB I-710 to EB SR-91, WB SR-91 to SB I-710; SB I-710 to EB SR-91, WB SR-91 to NB I-710)
  - I-5/I-710<sup>a</sup> interchange (NB I-710 to NB I-5, SB I-5 to SB I-710)

## Transit

- add express bus service on I-710

## Notes

- a. requires coordination with I-5 Corridor Improvements



Add 2 Carpool (HOV) Lanes in Each Direction on Elevated Structure  
(Bring Freeway to Standard)

# Alternative 11 High HOV Alternative

## LEGEND

- Elevated HOV Facility
- Interchange Improvement
- ↪ Direct HOV Connector
- Approx. HOV Ingress/Egress Location





# Alternative 12 High Rail Alternative

## Purpose of Concept

High level of capital investment focused on improving travel time and hence attractiveness of rail transit to increase transit ridership and thereby help increase the person carrying capacity of the I-710 as well as improve mobility for the transit dependent.

## Mainline Rail Facility

- Exclusive double track transit facility<sup>a</sup>
- General at-grade, however profile will be adjusted as needed depending upon best fit in I-710 and UPRR ROW
- Alignment generally located in median of I-710 and along UPRR ROW
- Stations at selected locations for access and to maintain higher average speed (approx. every 5 miles), including connections with the Blue and Green lines

## I-710 Mainline

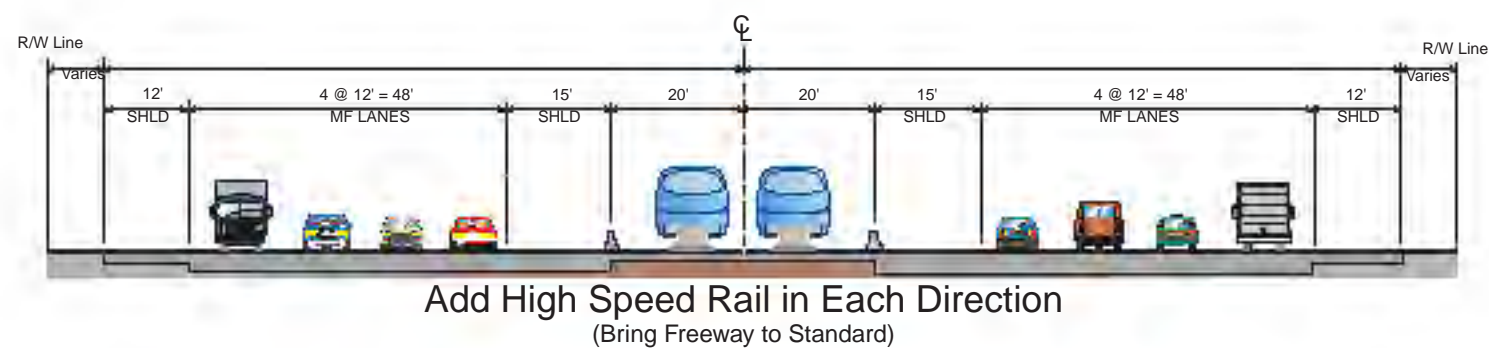
- Improve mainlines to design standards
  - 12' travel lanes
  - 12' right shoulder

## Transit

- Add high speed rail transit service to I-710 Study Area between downtown Long Beach and Union Station in Los Angeles
  - Approximate peak period headway of 15 minutes
  - Approximate off-peak headways of 30 minutes
- Add feeder bus service to proposed high speed rail stations

## Notes

a. Transit technology has not been determined, but would be consistent with the regional high speed ground transportation system currently under study.



# Alternative 12 High Rail Alternative

