



South Gate LAC Meeting

November 6, 2008

7:00 PM – 8:30 PM

*Thunderbird Villa Mobile Home Park
10001 Frontage Road, South Gate, California*

MEETING SUMMARY

INTRODUCTION

On November 6, 2008, the City of South Gate held a Local Advisory Committee (LAC) meeting at the Thunderbird Villa Mobile Home Park. The purpose of this meeting was to discuss LAC members' vision of a new I-710 corridor, to hear an introductory presentation on goods movement concepts and review the initial geometric plans (plans for physical improvement of the I-710 freeway, including ramp designs) and how they related to the original concepts endorsed by community participants in the original Major Corridor Study (MCS).

INTRODUCTIONS AND MEETING OVERVIEW

Pat McLaughlin of MIG reviewed the meeting agenda and introduced Andy Pendoley of MIG, who graphically recorded the meeting. She also introduced Desiree Portillo-Rabinov, Metro Program Manager, Jerry Wood of Gateway Cities COG and Shannon Willits of URS.

“NEW I-710 CORRIDOR” DISCUSSION

Ms. McLaughlin introduced this topic by stating that the concept developed in cooperation with the community during the original Major Corridor Study was that the I-710 is not just a freeway corridor but should be an asset to health, air quality, mobility and safety for residents and travelers alike. She said that Metro, the funding partners and the project team were interested in further understanding residents' vision of this new I-710 corridor, concerns they would like to see addressed and improvements they would like to see made. The following is a brief synopsis of concepts discussed:

- The river area could be beautified, along with Department of Water and Power and railroad property.



Metro



- Partnerships could be established for improvements among the city, Union Pacific railroad and DWP.
- The corridor, off-ramps and entry areas could establish South Gate's identity.
- Soundwalls could be artistic, carry out a theme and make gateway statements for entry into the city.
- Truck parking on local streets could be controlled and reduced.
- Safety could be improved from both a crime (gangs) and emergency access perspective.
- Intersection designs could be safer.

Members mentioned that the new South Gate shopping centers may reduce congestion at Firestone and I-710 but also talked about concerns and additional improvements they would like to see:

- Safety of the proposed Wright Road ramp should be addressed.
- East-west traffic is congested.
- Miller should be improved.
- Hunt's truck traffic is too heavy.
- Safety should be improved, including reduction in crime and gangs and provision for East-west access should be improved, providing traffic relief.
 - there was some discussion about whether or not Southern Avenue should be re-opened; concerns were expressed about the tradeoff between improved emergency access and access that could reduce privacy and expose Thunderbird Park to the potential of crime.

GOODS MOVEMENT INTRODUCTION

Mr. Jerry Wood, Engineer for the Gateway Cities Council of Governments (GCCOG) gave an overview of components of the Southern California freight movement system, including ports, highways, rail and warehouse/intermodal facilities. The following issues were discussed in the question and answer period:

- Trucks on I-710 mostly travel to other regions.
- Train destinations are predominantly east of the Rockies.
- Maglev has been considered for the freight movement corridor being studied in conjunction with I-710 but other technologies, including electric trucks with power on the guideway but able to run on batteries in local traffic, were also being considered
- Firestone Boulevard will have truck-based improvements.

INITIAL REVIEW OF GEOMETRICS

Members convened around large maps where Shannon Willits of URS reviewed how more detailed engineering studies of the proposed freeway and ramp improvements adopted as part of the original Major Corridor Study had resulted in changes to the original designs (geometrics). Maps were left with the group for further review, but the following issues were raised during the initial discussion:

- Proposed Garfield/Miller left turns for trucks should be addressed in terms of congestion and safety.
- Safety of proposed ramps, grades and truck speeds should be analyzed.
- Landscaping should be addressed.

CONCLUSION

Ms. McLaughlin thanked the members for their participation and continuing contributions. The meeting closed at 8:30 p.m.