



710 Task Force

I-710 South Corridor Existing Conditions Video Transcript

Michael Cano:

Greetings, everyone, and welcome to our presentation on the existing conditions for the I-710 south corridor. On behalf of the 710 Task Force project team, my name is Michael Cano. I am the deputy executive officer at LA Metro helping oversee this process on behalf of Metro and Caltrans to develop an investment plan that will improve the transportation system and the communities within the I-710 south corridor.

Right now, we are at the phase where we are looking at existing conditions and learning about the disparities and the impacts and the benefits needed within the 710 south corridor. And we hope that this presentation allows you to learn more about the corridor, understand more the data surrounding the various elements of the 710 south corridor, and to help us to inform our development of our vision and goals, both as a member of the public or as a 710 Task Force member as we move into that process in 2022.

In this presentation here, we are going to be going over various elements of the 710 south corridor, including just the overview of the study area itself in terms of what it looks like and who lives and works within the study area. We are going to be looking at the mobility options and the trends and the challenges that exist within the 710 south corridor study area. And then we are also going to be looking at the community impacts that are experienced within the study area.

At the conclusion of this discussion, we are going to be going over next steps and the kind of input and feedback we are seeking from you as we bring this information into our task force meetings, starting with our January 10, 2022 meeting coming up. We appreciate your time and your feedback, and we especially hope that you are able to share your thoughts and input with us directly to help us develop an investment plan to that works for the residents and the businesses and the people that travel through the 710 south corridor. Thank you.

I would like to introduce you to our speakers who will be narrating the slides and the datasets in the coming sections. They are Gary Hamrick from Cambridge Systematics and Areyah Cohen from AECOM. Thank you.

Gary Hamrick:

What makes up the I-710 corridor study area? For purposes of this analysis, the study area is preliminarily defined as including the full extent of I-710 freeway from the southern end in Long Beach up to SR-60 freeway plus key parallel and arterial roadways, and it includes all or portions of 19 cities and areas of unincorporated Los Angeles County.

Areyah Cohen:

1.2 million residents live in the study area, which is 12% of LA County's total population. The study area's highest population densities, which are measured in persons per net acre, are located in northern areas surrounding east LA, Huntington Park and South Gate and in downtown Long Beach, as shown in the darker shades of blue on the map. Other higher density areas are located near Lynwood, Paramount, North Long Beach and Wilmington.

In terms of employment density or employees per net acre, half a million jobs are located in the study area, which is 11% of LA County's total jobs. As shown in the map in the darker shades of blue, there are several pockets of higher employment density, including downtown Long Beach, east LA, the city of Commerce, Carson Dominguez Hills, areas west of I-710 between the 91 and 105 freeways, and near the Long Beach airport.

Looking at the number of jobs by industry sector in the study area, the top sectors shown in increasing order from left to right include commercial, professional services, industrial and other services. As shown in the maps, commercial and professional opportunities are scattered throughout the study area with larger clusters to the north near downtown LA. Industrial jobs are clearly clustered around the port of LA, the port of Long Beach, and areas directly adjacent to the I-710 corridor, such as Wilmington, Carson, South Gate, and Vernon. High concentrations of other service jobs, which make up the greatest number of jobs overall, are found in most of the study area with the exception of industrial areas.

Comparing the study area to the county as a whole, we can see that the study area has substantially more industrial jobs, shown in yellow, and fewer professional services jobs, shown in green. In addition, there are fewer other services jobs, shown in blue, and the more commercial jobs, shown in teal, in the study area.

Shifting now to race and ethnicity, the maps on this slide show the breakdown of populations by race and ethnicity within the study area. These maps use data and categories from the US Census Bureau, so it's important to acknowledge that these categories do not capture the full range of identities represented in the study area or the preferred terminology with which some communities and individuals identify. We can see that residents who identify as Hispanic, shown on the far right map, are

the most prevalent population within the study area. Wilmington, downtown Long Beach and areas generally north of the 91 freeway include a higher density population of residents who identify as Hispanic.

Residents who identify as Asian are the least prevalent in the study area with the highest concentrations generally south of the 91 freeway and within West Long Beach. Residents who identify as white, shown in the second map, are generally concentrated within areas of Long Beach around Lakewood and in the north near downtown Los Angeles. Residents who identify as black, shown in the third map, are generally concentrated south of the I-105 freeway, specifically in areas of Compton and Lynwood. As seen on this map, most block groups within the study area contain over 80% of residents who identify with a race other than white.

Now comparing the study area to the county as a whole, we can see that the study area contains a substantially higher percentage of residents that identify as Hispanic, shown in purple, and substantially fewer residents that identify as white, shown in yellow, and Asian, shown in blue. The study area and the county share the same proportion of residents who identify as black, shown in green.

Comparing household income in the study area, which is shown in green, to the county, shown in teal, we can see that the study area contains a higher proportion of households making under \$100,000 a year, which is shown in each of the top three categories of this graph, and a lower proportion of households making over \$100,000 a year, shown in each of the bottom two categories.

As we can see in the graph to the left, the study area as a whole has a median household income of \$56,000. That's nearly \$20,000 less than LA County's median household income. Within the study area, we can see that the highest proportion of households making over \$200,000, shown in the dark blue, are areas within and surrounding Long Beach, Lakewood and Downey. Collectively, areas west of the I-710 freeway appear to have slightly lower median household incomes than areas to the east.

The northern portion of the study area contains the highest proportion of households making below \$50,000 a year. Looking at poverty level, compared to LA County, the study area contains a greater percentage of households below the poverty level. The census bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the family's threshold, then that family and every individual in it is considered to be in poverty. The official poverty thresholds don't vary geographically, but they are updated for inflation using the consumer price index. As you can see on the map, there are concentrations of residents below the poverty level throughout the study area, including in parts of Long Beach, Wilmington, Lynwood, and much of the northern portion of the study area.

This transcript was exported on Jan 05, 2022 - view latest version [here](#).

Looking at the age breakdown in the study area compared to the county, we see that the study area, shown in green, contains a younger population on average relative to the county, shown in teal. Within the study area, areas with the most individuals over 65 years old include Lakewood, Downey and portions of Long Beach. Generally, areas to the west of I-710 tend to be younger than those to the east.

Compared with LA County, the study area contains a greater proportion of individuals with a disability, which is defined by the census as a serious difficulty with hearing, vision, cognition and/or ambulation. As you can see on the map to the right, disability rates vary throughout the study area.

Compared with LA County, we can see on the graph to the left that the study area contains a greater proportion of zero vehicle households than the county as a whole. Downtown Long Beach contains the highest concentration of zero vehicle households, and the northern portion of the study area also has lower auto ownership rates.

Gary Hamrick:

The I-710 in the study area is about 19 miles in length, has about three to four lanes in each direction, depending on location, and it crosses four freeway interchanges. In addition, there are many key arterials paralleling and crossing the I-710.

There are multiple transit services within and touching the corridor, including Metro rail and bus, Metrolink, Long Beach Transit and other services. Metro blue and green lines are important rail services within the 710 corridor along with others. And it's important to note that Metro's NextGen Bus Plan will result in changes to the bus system to balance service speed, access and reliability. Those are being implemented now.

Currently, there are about a 111,000 daily total Metro bus and rail boardings in the study area. This represents about 8.5% of all Metro rail boardings that occur within the study area compared to the entire Metro rail system. Metro rail ridership has dropped significantly from pre-pandemic to post-pandemic levels. This is a national trend with lower transit usage throughout the country, LA County and the state of California.

The study area is also served by bicycle facilities. There is a continuous north-south protected bike lane along the LA River, which provides continuous north-south bike access. However, as shown by the map, there is a significant lack of designated bike routes in much of the study area, especially in the northern cities. The green lines represent existing bike routes. You can see that there are a lack of bike facilities and routes in many of the cities, particularly in the northern area.

Also, many of the 710 and LA River east-west crossings do not have designated bike lanes, so it's more difficult for people to get across both the freeway and the river due to the lack of bike lanes, missing or

unpaved or narrow sidewalks, making crossing the freeway and the river safely difficult for bicycle and pedestrians in many locations.

In terms of what types of land use there are in the study area, this study area has more industrial, more residential, less commercial and less office land use than the county as a whole. You can see that the largest proportion of land use is, in fact, residential followed by a large concentration of industrial. And this map shows, for people who live and work in the study area you already know where the big concentrations of warehousing, rail yards industry are located, and next to all of those in many cases directly located in proximity to those is residential land uses.

In terms of how people get to work, more people carpool, drive their cars, and less work from home as compared to the county, but double the number use transit as compared to the county. However, you also note that still almost three-quarters of the people drive themselves alone to work. Drive alone and carpool, as mentioned, are still the predominant mode for the study area residents to get to work, as shown by particularly the two maps on the right-hand side, showing the density of people who carpool and drive alone.

The study area contains many arterials with high levels of delay or greater congestion. Traffic has been better during COVID, but it is now returning, both in this study area and throughout the state. In terms of speeds and congestion on the arterial system, there seems to be greater morning congestion in the northbound direction, but many arterials do experience slow speeds.

The PM peak hour in the evening-afternoon rush hour experiences substantially lower average vehicle speeds than the AM, indicating more congestion in the evening hours. Again, those of us who live and work in the study certainly understand and experience this. Driving on the I-710 freeway itself, much of the 710 freeway is congested and has speeds under 45 miles per hour, and a substantial portion of the corridor has speeds well under 35 miles per hour.

Again, as we know, driving the freeway during the peak hours, the peak rush hours, often that is down to a crawl where you come to a stop in many locations. The dark red lines indicate the areas of significant slowing and congestion during the worst morning peak hour. And in the evening peak hour, similarly, speeds are low in the evening with significant congestion. And you can see leaving the port in the afternoon, speeds are very low from the southern end of I-710 all the way up to north of the 105. This is both related to people leaving downtown Long Beach, as well as a significant amount of port truck traffic exiting the ports.

Northbound bottlenecks along I-710 include congestion points which occur throughout the study area. Some of the worst slowdowns occur at Willow Street, Long Beach Boulevard, Imperial Highway and Atlantic Avenue in the northbound direction. In the southbound direction, the worst slowdowns occur at

Florence and the I-405 with additional areas of slowing that are somewhat less at Paramount, Atlantic, Eastern, and some other areas.

In terms of daily vehicle and person trips or how much the freeway carries, the freeway currently carries from a low of 144,000 trips per day south of the 405 up to over 300,000 vehicle trips per day between SR-91 and 105. Compare this to the highest known freeway volume in the country and, in fact, locally is the I-405 just south of the LA County line that carries over 400,000. So the 710 is lower than that, but still carries a significant number at up to 300,000. Daily person trips with the number of people in those vehicles, because many vehicles have more than one person, range from 224,000 south of the 405 to over half a million between the SR-91 and 105. So that's people traveling in cars as well as buses and carpools.

Vehicle miles traveled, or VMT, is a very important measure of the transportation system and is becoming more important going forward with respect to greenhouse gas and generating emissions. The study area of VMT is about 12% of the total LA County vehicle miles traveled, and this is split about half and half between freeways and arterial roadways.

This map shows the VMT on the arterial roadways and the ones that have higher levels of VMT. The study area contains many arterials with high levels of VMT. High VMT arterials generally match their arterials with high delay and congestion. So where you have a lot of miles traveled, you also have a lot of congestion, just simply more vehicles taking up the roadway space and slowing the speeds and creating congestion.

The I-710 carries extremely high truck volumes compared to other freeways. There are substantially higher truck volumes, which occur at the southern end of the corridor near the ports with nearly 40,000 daily heavy-duty trucks. This is much higher than any other freeway in the LA area or perhaps even in the state of California. Truck trips do decrease significantly north of the I-105 freeway, however, they're still relatively high compared to your average urban arterial freeway. Most freeways carry in the range of four to 5% heavy-duty trucks, whereas the 710 carries well over 20%.

This slide contains background information on crash and safety data. You can pause and read this detailed information later, and we'll walk through some maps displaying crash and safety information in the next few slides.

This map shows bike or pedestrian crashes as well as location and severity. So these would be crashes that involved either a bicyclist or a pedestrian and oftentimes with vehicles, but they could have been other types of crashes as well involving bike or pedestrian. And as you can see, downtown Long Beach has a high concentration of bicyclists or pedestrian-involved crashes. Other areas with crash

This transcript was exported on Jan 05, 2022 - view latest version [here](#).

concentrations of bike and ped include parts of Lakewood, North Long Beach, Carson, Compton, East LA, Wilmington, and generally the northwestern portion of the study area.

Similar to total bike and pedestrian crashes, higher concentrations of crashes with a fatality or serious injury occur in downtown Long Beach, Carson, Compton, Lakewood, and the northwest portion of the study area, as well as East Los Angeles.

Now talking about truck crashes, truck crashes predominantly occur along all truck routes, including freeways, which by definition are truck routes, and arterial roadways that allow truck movements. Not all arterials do allow trucks. In this case, particularly Alameda Street and Pacific Coast Highway have high concentrations of truck crashes due to their high number of truck trips that occur on those streets. Concentrations of truck crashes also occur in the areas with more industrial and warehousing land uses such as the northern portion of the study area, areas near the ports, and the Rancho Dominguez area west of I-710 south of SR-91, where there is a preponderance of warehousing and industrial activity.

This map shows the same data as the last map, but highlights areas where more truck-involved crashes occur with the red color. So you can sort of concentrate and see where the larger number of crashes are occurring, again, near the 710-405 interchange, along the 710 in general, at the 710-91, and certainly in the northern industrial and warehousing portion of the study area.

Now looking at all crashes, including location and severity, in this map, all crashes are shown including vehicle-only, bicyclist involved, pedestrian involved crashes. The darker red colors indicate the relatively higher concentration of crashes where crashes are located close to one of another and occur densely in one area. The northern portion of the study area, again, and downtown Long Beach had the highest concentration of crashes with other concentrations such as along the 710 freeway and even the 105 freeway and some other areas such as the Huntington Park area.

And finally, along the I-710 itself, so now just looking at the freeway, more fatalities and serious injuries occur at the 710-91 interchange near Pacific Coast Highway south of I-105, as well as at other isolated locations along the I-710 freeway. So this provides a summary of the existing crash data. This data is a summary of three years worth of information of all reported crashes through police reports, CHP, sheriff, or other city police departments where police reports were filled out for crashes.

Areyah Cohen:

Particulate matter 2.5, commonly referred to as PM 2.5, are small particles less than 2.5 microns in size. Breathing in PM 2.5 is especially harmful to your health because these particles are small enough to get deep into the lungs and even your bloodstream. PM 2.5 levels above 12 micrograms per meter cubed, which exceed federal standards for PM 2.5, occur in the middle and northern portions of the study area, shown in dark blue.

This transcript was exported on Jan 05, 2022 - view latest version [here](#).

Diesel particulate matter, which comes from a variety of diesel engine sources, contains hundreds of different harmful chemicals that can lead to health issues, including increased cancer risk. This map reflects how many tons of diesel PM are omitted per year by both mobile and stationary sources surrounding each census tract. High diesel PM concentrations occur throughout the study area, typically highest in heavy industrial areas and surrounding the ports and freeways.

Many factors influence asthma rates, including air pollution. One way to measure asthma rates is the estimated number of emergency department visits for asthma per 10,000 people, which is reflected in this map using data from 2015 to 2017. High rates of asthma incidents are found throughout the study area, particularly south of the 105 freeway and in Vernon and East LA to the north.

Cancer risk due to air toxicity is reflected on this map as the number of extra cancer cases per one million people. We can see the highest risk shown in dark blue in the port of Long Beach, downtown Long Beach, and in the northwest of the study area near downtown LA. The lowest risk, shown in yellow, is in the mid-Long Beach, Lakewood and Paramount areas.

Looking at ground toxins cleanup sites, shown as blue dots on this map, we can see many sites throughout the study area. The cleanup sites database of points contains information on numerous types of cleanup sites with varying levels of severity. The dark brown areas on the map indicate areas with exposure to the highest concentrations of cleanup sites and the highest levels of severity.

Michael Cano:

As we conclude this presentation, we do appreciate the fact that there is a lot of data and a lot of information that has been presented within this slide deck. And we do want to offer you the opportunity to use timestamps to revisit any of these chapters to help further understand the information that we have available for you today. We are going to be going over this information at our next task force meeting. And so for now, I want to go over the next steps so that you know what to expect going forward.

So on January 10, 2022, our 710 Task Force will meet, and we'll have a high-level overview of these slides and discussion about various information that we need, more data we need, and ways to use this data going forward as we develop our vision and goals for the 710 south corridor. The information for this meeting can be found on our project webpage, which is here on the slide that you see, and this information should allow you to log into our meeting and to participate as a member of the public or as a task force member.

This discussion about the data and the development of our vision and goals will continue through March 2022, and we will accept any written comments from you by email at 710corridor@metro.net. We want to make sure that we have opportunities to provide comment and feedback at all 710 task force meetings, as well as other community outreach efforts that we'll be announcing in the coming days.

There will be many opportunities for you, as a member of the public, to provide input and to information for us and to help us understand the lived experience for the 710 corridor community members.

So these are the key questions that we are asking as we start our first round of feedback with the public and the 710 Task Force. The first question is this, are there communities that are impacted directly by the I-710 south that should be included in the study area? We know the study area has been discussed for many years. We want to make sure that we're getting it right, and that we're not missing any communities that are impacted by the movement of people and goods through the 710 south corridor that should also be part of the study area so that we can develop more data and include it in our process.

The second question is, are there datasets that are missing or could be enhanced in this presentation? We have what we believe is the most current data available, but we know that there are the datasets out there, especially that may speak more to some of the challenges and disparities faced by the community. So we want to make sure that we're aggregating that information and bringing it into our process here. So we definitely look for your input as to whether or not there are other datasets out there we should be looking at.

Third, do these datasets accurately represent the lived experience for community members in the 710 corridor? This is what we call ground truthing. We want to make sure that the information that we provide is relevant and speaks to the challenges that you face as you live or work in the 710 south corridor.

The next question is, what are your initial reactions to the data presented? We know that everyone has different experiences and different opinions and thoughts about what happens in the 710 south corridor. But we're hoping that this complete comprehensive look at all the different variables and issues associated with the 710 south corridor provided you more information and help to illuminate some of the challenges that you may not be aware of or that you may not have heard about in full.

Finally, we want to ask you this question, how do these datasets help inform the vision and goals for the 710 corridor as the 710 task force moves forward to adopting that in the coming months? We know that there is going to be a lot of needs in this corridor, and we understand that the vision and goals are going to differ from different perspectives, different organizations, and different communities. We want to make sure these datasets helped inform that conversation and to make sure that as we move forward, that the vision and goals that we set forth as the 710 Task Force accurately reflect the needs of the communities impacted in this corridor.

This transcript was exported on Jan 05, 2022 - view latest version [here](#).

So as we move forward here, I want to make sure that you have our contact information. Here you see my information here and ways to contact us by phone, by email or checking in with us on our webpage or checking in with us on our Facebook and Twitter accounts. So with that, I do want to thank you. I appreciate your time. And if there are any questions, please get in touch, as we want to make sure that this information is available to you and helps all of us to make better decisions about how we invest in the 710 south corridor. Thank you.