



**I-710 SOUTH CORRIDOR PROJECT**  
**Community Leadership Committee Meetings #7**  
**Summary**

September 22, 2022



710 South Community Leadership Committee #6 Summary

**Attendees**

**Project Team**

- Michael Cano, Executive Officer, Metro
- Ernesto Chaves, Highway Programs Director, Metro
- KeAndra Cylear Dodds, Equity and Race Executive Officer, Metro
- Maria Hsin, Equity and Race Transportation Associate, Metro
- Lilian DeLoza Guitierrez, Community Relations Director, Metro
- Erika Morales, Partner, Morales Partners
- Amber Hawkes, Co-Director, Here LA
- Susan DeSantis, Senior Project Manager, Arellano Associates
- Laura Herrera, Deputy Project Manager, Arellano Associates
- Samantha Sosa, Project Coordinator, Arellano Associates
- Adrian Farran, Project Coordinator, Arellano Associates
- Allison Crook, Assistant Project Coordinator, Arellano Associates
- Robert Cáliz, Cal Strategic Management
- Julie Rush, AECOM

**CLC Members**

	In Attendance (20)
Natalie Diaz Rubio	Y
Emmanuel Godinez	
Fa'alagilagi Meni-Siliga	Y
Alfonso Garate	Y
Phyllis Ollison	Y
Martha Fierro	Y
Amelia Carballo	
Kathleen Barajas	Y
Miyuki Gomez	
Guadalupe Arellano	Y
Jose Rodolfo Vallejo	Y
Dan Wamba	
Marcos Lopez	Y
Maria Reyes	Y
Marlene Sanchez	Y
Elizabeth Zamarripa	
Jamila Cervantes	Y
Amber Bobadilla	Y
Kevin Shin	Y
Esmeralda Hernandez	Y
Viridiana Preciado Cervantes	Y
Tiesha Davis	Y
Manuel Arellano	Y

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Sinetta Farley	Y
Luis Mesa	Y

The Los Angeles County Metropolitan Transportation Authority (Metro) and Caltrans District 7 initiated the I-710 South Corridor Task Force (710 Task Force) to develop a community-supported, regionally significant, multimodal approach to addressing major mobility, safety, air quality, and equity needs for moving people and goods through the I-710 South Corridor between the Ports of Los Angeles and Long Beach and State Route 60. The Community Leadership Committee for the project will inform the Task Force, coordinate with other decision-making bodies, and help move the project forward.

Community Leadership Committee Meeting #7 was held on Thursday, September 22, 2022. The intent of this meeting was to: (1) hear an update from Metro about a related but separate effort (The Integrated Corridor Management project); (2) continue discussing ideas for the Multimodal Strategies, Projects, and Programs; and (3) hear about and comment on the Zero Emission Truck (ZET) Principles.

#### **Meeting Summary – Meeting #7**

- **Introductions, Welcome, Agenda Review, Meeting Objectives**
  - Co-Facilitator, Erika Morales provided an overview of the agenda, along with a member roll call, and introduction to the project team.
  - Erika also led a zoom poll to see if participants watched the video message, which was sent in the latest email, and how helpful the video was for understanding what to expect before the meeting. The project team may use this approach moving forward if people find it helpful. Most respondents who watched the video found it helpful.
  
- **Agenda Item #1: Task Force Recap**
  - Erika described Task Force actions, including:
    - Approving new CLC member, Luis Mesa.
    - Approving the mailer to Vernon residents.
    - Expanding the definition for CLC acceptance within the communities of Bellflower and Montebello.
    - Approving the Prosperity goal.
  - Michael Cano, LA Metro, then described this week’s recent Board action, which:
    - Approved the Vision, Guiding Principles, and Goals.
    - Approved a new corridor name (“The Long Beach/East LA Corridor”).
    - Supported four projects in the corridor for short-term grant opportunities (Huntington Park Safe Routes for Student and Seniors, the 710 ICM project, the SELA Transit Improvement Program, and Humphrey Road overpass for bikes and pedestrians).
  - Erika asked for CLC comments and questions. Clarifying questions about the grant opportunities and the use of the word “harm” were discussed.
  - Erika then opened the meeting up for Public Comments. There was one public comment.

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- **Agenda Item #2: Integrated Corridor Management (ICM) Project**
  - Ed Alegre, LA Metro, presented the ICM project so that CLC members could weigh in and give their input.
  - ICM will help address incidents and collisions on I-710 as well as on arterial streets. ICM helps to get first responders to the incident site as fast as possible and manages congestion that builds up. This can also help avoid secondary incidents that might occur and avoid spillover traffic into nearby neighborhoods.
  - Metro has been working with local cities, Caltrans, and LA County to coordinate improvements through the ICM project. Multi-agency coordination is critical during incidents.
  - Because this is a technology-focused project, there are minimal construction impacts and all improvements are housed within the existing right-of-way.
  - CLC members then asked Ed questions and provided comments and questions, including:
    - Audible signals should be provided in the local communities for crosswalk indicators.
    - How exactly does this work if I'm driving along the freeway?
    - How are alerts and information handled?
    - Will it be a challenge getting the cities around the corridor to participate and how are they encouraged to do so?
    - This sounds very promising.
    - The area from Pacific Coast Highway to Anaheim Street should be less congested.
    - I live near the off ramp on Alondra, which is very dangerous. Are you considering improving this location? It should be improved.
    - In East Los Angeles, the I-710 south freeway exit at 3rd St is also dangerous, with multiple accidents annually.
    - One of my concerns is that reducing freeway congestion is not the root of the problem because this solution may result in congestion on our local streets. However, reducing car and truck traffic in general can help us in places like Maywood, where traffic currently adversely impacts us.
    - I understand the need to redirect traffic, especially when there is an accident that blocks the freeway, but I hope pedestrians are kept in mind in the ICM project. I currently must pass an entrance (7th and Daisy) and exit (6th and Daisy) to the freeway and the lights already prioritize cars over pedestrians at these locations. This is also next to an elementary school (which has a high pedestrian count). Please consider issues like these.
  - Public comment was then held, with two speakers.
- **Agenda Item #3: Multimodal Strategies, Projects, and Programs (MSPP)**
  - Co-Facilitator, Amber Hawkes, provided an overview and recap of the MSPP. The CLC began to discuss the topic in CLC meeting #6 and is picking up where we left off to find out what the CLC's priorities are relating to improvements in their communities.
  - Amber went through each Goal and then opened discussion to CLC members within each Goal area.
  - Note that the "Air Quality" goal was discussed in the last CLC meeting #6.

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- Comments received most recently in meeting #7 for the Goal areas discussed, include:

### ■ Mobility

- Safer crosswalks, especially at intersections that are known to be dangerous.
- I like the example of increasing transit service within the corridor by reducing wait times between buses, by increasing frequency on existing routes (specifically the 108 Line).
- The westbound on ramp at Florence is extremely busy and should be addressed.
- In general, on- and off-ramps need to be better designed for safety for people walking and biking.
- Ensure that bike/pedestrian networks connect from one jurisdiction to another and that there are no gaps.
- Provide safe connections across I-710 for people walking and biking.
- Transit is critical. Improve transit.
- When you have greenery along the freeway and streets, the upkeep is difficult due to unhouse populations and safety concerns. Ensure that these dark places are maintained, safe, and well lit.

### ■ Community

- Having an asthma van doesn't prevent the disease. We need prevention too.
- Community health education is critical.
- Local elementary schools should have trees and greenery. Reduce asphalt areas at schools, especially those that are very close to the freeway.
- Better HVAC systems for schools near the freeway.
- Community centers and places where people gather, should be funded and supported. (1 person agreed with this comment)
- Improvements to the riverbed along I-710 should be made, including proper lighting and trash cans.
- Separate walking and biking areas with bollards and other vertical separation, like planters.

### ■ Safety

- Reduce the speed of drivers in residential communities using proper street design.
- Improve safety from the sun, for example for people waiting for the bus.
- Provide secure facilities for active transportation users to lock up their devices so that they do not get stolen.
- Improve the safety within the hidden areas near the freeway through better monitoring and design.
- Vigilance/surveillance unnecessarily criminalizes people.
- The safety of students is critical.
- Provide roofs over school play yards for shade (sun safety).
- Safety on and around transit is critical too.
- Consider provisions to discourage street takeovers (e.g., on the new bridge).
- Support roaming officers for security, for example on the LA River bike path. Officers on bikes and in cars in trouble areas.

Commented [HM1]: Meeting #7?

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- I love bus shelters but a lot of them are built near city trash cans (which I also love) and together these elements impede people in wheelchairs, forcing them to get off onto the street.
- Provide assistance service for bikes and pedestrians on paths.
- Support call buttons at bus stops to use in emergencies.
- Provide lighting and security features for people walking and biking.
- **Environment**
  - Plant trees in the community. Tree planting is critical. (3)
  - Plant trees along the freeways to trap and filter pollution.
  - Limit access for trucks in major population areas to reduce their impact. For example, trucks can go to a distribution center and final deliveries would be made using smaller zero emission vehicles, similar to what Santa Monica has done with their zero-emission delivery zone.
- **Opportunity & Prosperity**
  - Build more affordable housing near major employment centers and ensure that it remains affordable, so that people don't have to drive to get to their jobs.
  - Ensure health benefits for local workers.
  - Provide job training in local parks and community centers.
  - Key job types to support include maintenance, tree trimers, etc.
  - Provide access to childcare for working parents.
  - Partner with local high schools to create public service opportunities for seniors to participate in weekly/monthly clean ups.
  - Incentive employers to give youth work or for them to learn a trade. (2)
  - Hire formerly incarcerated people to help reduce recidivism.
  - Provide guidance for young kids, since many do not have a vision for where they are heading.
  - Support training for youth.
  - Create a center to inform or share with community members how to improve the environment. Centers can also inform and teach people how to improve or deal with asthma.
- Public comment was then held, with two speakers. The first speaker discussed that safety is critical as well as coordination across departments to implement the MSPP solutions. For example, more coordination should happen across environmental agencies (e.g., air monitoring, trees, etc.). The second speaker spoke about our drought and the need to prioritize native plants and sustainability.
- **Agenda Item #4: Zero Emission Truck (ZET) Principles**
  - Michael Cano described the ZET principles, which will guide implantation of the ZET program. The Metro Board committed \$50 million as seed funding for the program, to support the accelerated deployment of zero-emission trucks and supporting zero-emission infrastructure (October 2021, Motion 16).
  - The principles include:

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- Maximize leverage of seed funding by collaborating with regional partners and funding agencies.
- Community engagement that centers corridor residents and stakeholders throughout the development process.
- Ensure and create corridor community benefits delivered through the ZET Program.
- Coordination with regional and funding partners, government agencies, and key stakeholders.
- Workforce Development that ensures community benefits and access to opportunity through the pursuit and implementation of ZE technology.
- Equitable outcomes ensured by performance metrics that evaluate sustainable outcomes.
- Legislative platform designed to support the accelerated, equitable deployment of ZE technology by reducing barriers and increasing incentives to adoption.

- **Closing Remarks**

- The facilitators then closed the meeting by reporting on Working Group progress (ZET and Equity Working Groups).
- The facilitators described the next Task Force meeting on Tuesday 10/11/22, 5-7pm as well as the upcoming CLC meeting:
  - CLC Meeting #8: 10/20/22- 5-7pm

