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**Date:** June 16, 2004  
**To:** I-710 Council Oversight Committee  
**From:** Christine F. Andersen, Director of Public Works  
**Subject:** **THE I-710 FREEWAY LOCALLY PREFERRED STRATEGY**

**R-30**

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.
3. Minimize right-of-way acquisitions to preserve existing housing, businesses and open space.
4. Reduce air pollution through aggressive diesel emissions reduction programs and the use of alternative fuels.

5. 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. Those recommendations are included as Attachment A to this report.

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 and 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 11/04/03*

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-ramps 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 miles 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:

June 16, 2004  
I-710 Council Oversight Committee  
Page 4

April 26, 2004  
May 19, 2004

Update on comments to Draft strategy  
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. Attachment B summarizes the more detailed design developed by MMA for the Long Beach I-710 Locally Preferred Strategy. If approved, this strategy will be presented for approval to the City Council on June 22<sup>nd</sup>, and 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.

**RECOMMENDED ACTION:**

Approve the Long Beach I-710 Locally Preferred Strategy incorporating the community's recommendations and a systems approach.

APPROVED:

CFA:SG:mm/348-13  
Attachments

*for*   
GERALD R. MILLER  
CITY MANAGER

cc: Mayor and Members of the City Council

# I-710 Oversight Committee

Recommendations of the  
Long Beach Community  
Approved by Consensus addressing  
Key Community Issues and Concerns

HEALTH & ENVIRONMENTAL CONCERNS

PRESERVING NEIGHBORHOODS

PORT OPERATIONS & THE I-710

TRUCK CONGESTION & SAFETY

*Since residents commented on various topics at each of the workshops, the following recommendations have been sorted by issue, and include additional community recommendations that did not fall within these categories.*

I-710 Oversight Committee  
Community Approved Recommendations

**HEALTH AND ENVIRONMENT**

1.	The Long Beach Health Department should conduct air quality studies near the intersection of the 710 Freeway and the 47 Freeway.
2.	School buses should use alternative fuels to reduce diesel emissions.
3.	The performance of alternative fuels on air pollution should be verified prior to commercial use.
4.	City of Long Beach should review impacts of ICTF terminal to community and local schools. Truck idling levels at the ICTF terminal should be reduced to the level of the Ports.
5.	Increase tree plantings in Long Beach by threefold.
6.	Future health studies must include data about deaths related to pollution.
7.	The City of Long Beach should conduct research into the health impacts on the community stemming from local refinery emissions.
8.	The City of Long Beach should conduct research into the health impacts of diesel and other vehicle emission to children. The research should include asthma and other health ailments, including respiratory problems, cancer, allergies, etc.
9.	Trains should use cleaner fuels.
10.	Signage should be visible to traffic at all times in the design of the 710 Freeway
11.	The City of Long Beach should conduct research regarding the impacts of pollution to local residents from Port operations, the 710 Freeway, local petroleum refineries, and the proposed Liquid Natural Gas station
12.	Give incentive funding to truck operators to use bio-diesel
13.	Noise pollution should be mitigated for any I-710 Freeway improvements.
14.	Trucks and ships delivering and hauling cargo form the Port of Long Beach should use particulate matter traps
15.	A pilot project for the use of bio-diesel should be implemented

I-710 Oversight Committee  
Community Approved Recommendations

**PORT OPERATIONS AND THE I-710**

1.	A limit on Port expansion should be discussed.
2.	Tariffs should be imposed on businesses that use the port. The funds gathered through the tariffs should be utilized for programs to clean air pollution.
3.	Trucks operating at the Port should use bio-diesel or alternative fuels.
4.	Shipping companies should hire independent truck drivers as employees and they should treat them fairly
5.	On-dock rail capabilities should be expanded.
6.	The Port should pay for any impacts to the community, including any improvements to the 710 Freeway and impacts to the health of residents in the community.
7.	All empty containers should be shipped to the place of origin and they should be allowed to remain empty in the Port.
8.	The City of Long Beach should research the impacts of Port expansion to the local tourism industry.
9.	Extra fees should be charged to Port tenants and companies hauling cargo from the Port to cover expenses related to local healthcare costs.
10.	The Port should support the use of green diesel and compressed natural gas for trucks hauling cargo from the Port.
11.	The Port should develop aggressive idling legislation to limit diesel truck idling to a maximum of five minutes.
12.	Cargo should be distributed to other regional Ports.
13.	The Port of Long Beach should be downsized
14.	The City of Long Beach should define the maximum capacity of the Port of Long Beach.
15.	The Alameda Corridor Transportation Authority's initiatives should be implemented immediately.
16.	The Port should not extend to a 24-hour operation until further air quality research is conducted on the potential impacts to Long Beach residents.
17.	Governing agencies should make it mandatory for ships to slow down as they prepare to dock at the Port of Long Beach.
18.	By 2006, offshore shipping companies should be equipped to use shore power while docked at the Port.
19.	Cargo containers should be standardized which would allow multiple companies to use the containers and reduce the number of empty containers at the Port.
20.	The Port of Los Angeles should participate at the next workshop related to Port Operations
21.	Local Ports should coordinate the use of alternative fuels strategies.
22.	The Port should conduct research on the cost of pollution to local healthcare.
23.	Identify alternative methods to haul cargo from the Port – other than diesel trucks.
24.	Ships should be made to slow down when entering the Port
25.	Diesel emissions from sea vessels and trains need to be addressed by regulatory agencies
26.	Ships should use alternative fuels when docking at the Port of Long Beach

I-710 Oversight Committee  
Community Approved Recommendations

**PRESERVING NEIGHBORHOODS**

1.	Residents should have free and competent legal advice provided to them to assist them with the property acquisition process.
2.	Residents whose property is not taken but impacted by 710 Freeway improvements should be compensated by Caltrans
3.	The City of Long Beach and Caltrans should inform residents about any property acquisition plans in advance and a timely manner.
4.	The public should be provided an opportunity to view and comment on the new 710 Freeway designs at various public meetings.
5.	Do not take any businesses or homes until all other alternatives and options for improving the 710 Freeway are exhausted.
6.	Caltrans should better maintain the properties they currently own in Long Beach
7.	Caltrans should establish a performance bond for any improvements to the 710 Freeway that would allow for residents to recoup any damages during construction.
8.	Residents should be encouraged to attend meetings about the 710 Freeway and they should continue applying pressure and giving input on this process.
9.	Properties should be referred to as "homes" and not "houses" during discussions about 710 Freeway improvements.
10.	Caltrans should provide contact information to residents about whom to contact regarding damages done to properties because of construction to the 710 Freeway.
11.	An appraisal should be conducted at the time of the final design for the 710 Freeway improvements and a second appraisal should be conducted at the time that Caltrans begins the property acquisition process.
12.	Conduct community meetings in the first district to make it easier for residents in that district to attend meetings



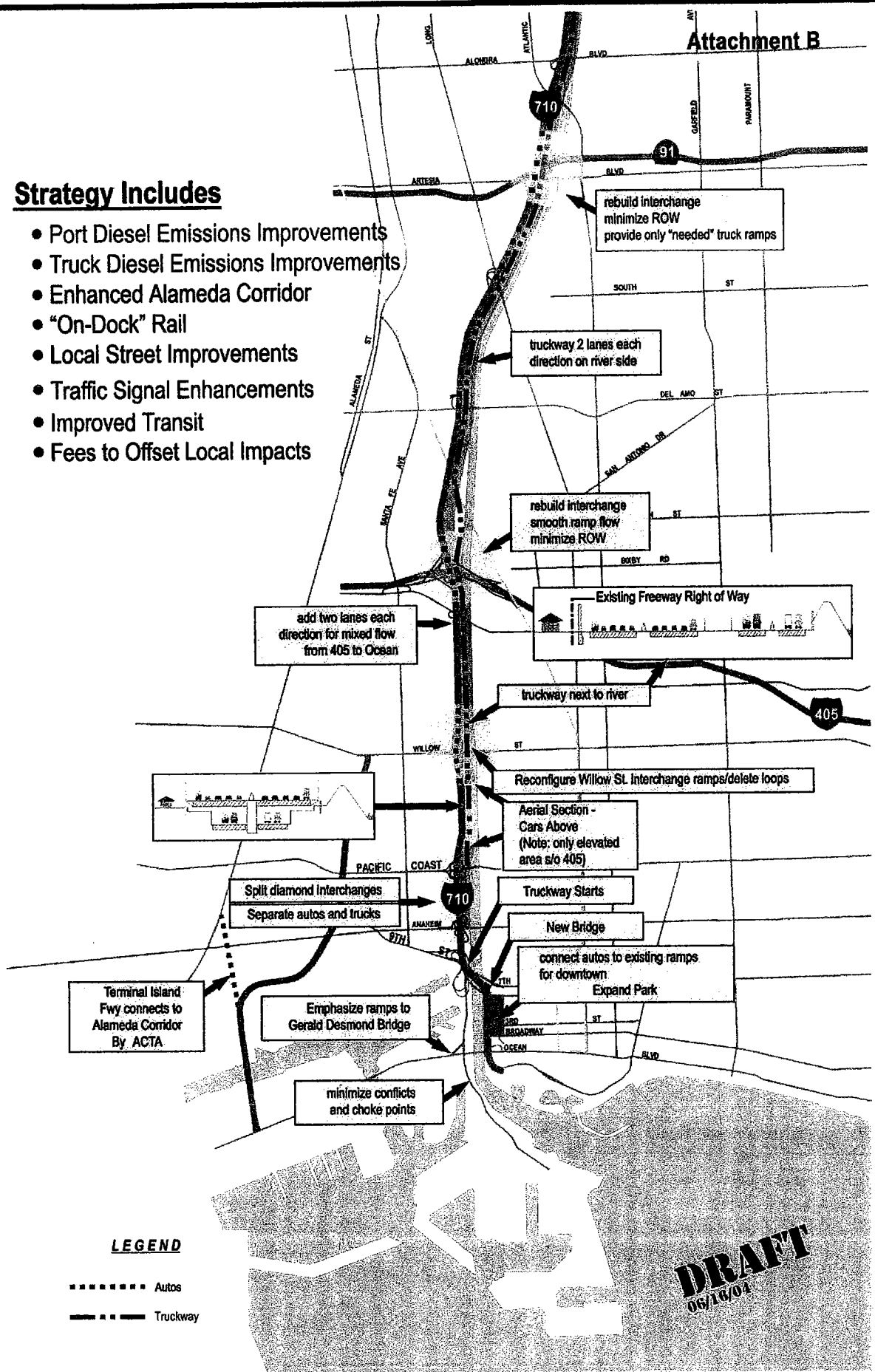
I-710 Oversight Committee  
Community Approved Recommendations

**TRUCK CONGESTION AND SAFETY**

1.	A toll on diesel trucks should be imposed to offset the cost of utilizing the Alameda Corridor
2.	Study the spillover traffic and the 710 Freeway. The spillover traffic may create safety issues for pedestrians.
3.	A shuttle train system should be developed to haul cargo to local distribution centers in Southern California.
4.	Use the Terminal Island Freeway and the Alameda Corridor to haul cargo and divert diesel trucks away from the 710 Freeway
5.	The 103 Freeway should be expanded and should proceed left on Sepulveda and Willow and connect to the Alameda Corridor.
6.	Encourage the use of the 110 Freeway to divide truck traffic equally with the 710 Freeway
7.	The City of Long Beach should establish a transportation policy to divert truck traffic to routes other than the 710 Freeway
8.	A toll should be implemented on trucks hauling cargo from the Port and shipping companies should pay the toll
9.	A new truck inspection site should be built on Port of Long Beach property
10.	Truck drivers should be considered when developing new cargo hauling methods

**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



**LEGEND**

- ..... Autos
- — — — — Truckway

**DRAFT**  
06/16/04

I-710 Oversight Committee  
Community Approved Recommendations

**ENTITIES WITH RESPONSIBILITY**

Entities with Responsibility	HEALTH AND ENVIRONMENT	
CLB, AQMD	1.	The Long Beach Health Department should conduct air quality studies near the intersection of the 710 Freeway and the 47 Freeway.
LBUSD, CARB	2.	School buses should use alternative fuels to reduce diesel emissions.
CARB, Users	3.	The performance of alternative fuels on air pollution should be verified prior to commercial use.
JPA, CLB, LA	4.	City of Long Beach should review impacts of ICTF terminal to community and local schools. Truck idling levels at the ICTF terminal should be reduced to the level of the Ports.
CLB, Caltrans	5.	Increase tree plantings in Long Beach by threefold.
CLB, AQMD	6.	Future health studies must include data about deaths related to pollution.
CLB, AQMD	7.	The City of Long Beach should conduct research into the health impacts on the community stemming from local refinery emissions.
CLB, AQMD	8.	The City of Long Beach should conduct research into the health impacts of diesel and other vehicle emission to children. The research should include asthma and other health ailments, including
EPA, Railroads	9.	Trains should use cleaner fuels.
CALTRANS	10.	Signage should be visible to traffic at all times in the design of the 710 Freeway
CLB, AQMD	11.	The City of Long Beach should conduct research regarding the impacts of pollution to local residents from Port operations, the 710 Freeway, local petroleum refineries, and the proposed Liquid Natural Gas
CARB, Users, Gateway COG	12.	Give incentive funding to truck operators to use bio-diesel
CALTRANS	13.	Noise pollution should be mitigated for any I-710 Freeway improvements.
IMO, CARB, POLB, Truckers, Shipping Lines	14.	Trucks and ships delivering and hauling cargo from the Port of Long Beach should use particulate matter traps
CARB	15.	A pilot project for the use of bio-diesel should be implemented

- CLB = City of Long Beach
- LBUSD = Long Beach Unified School District
- CARB = California Air Resources Board
- JPA = Joint Powers Authority for ICTF
- LA = Los Angeles
- AQMD = (Southern California) Air Quality Management District
- Caltrans = California Department of Transportation
- Gateway COG = Gateway Cities Council of Governments
- IMO = International Maritime Association/U.S. Treaty Obligations
- POLB = Port of Long Beach
- POLA = Port of Los Angeles
- EPA = Environmental Protection Agency
- ACTA = Alameda Corridor Transportation Authority
- LBCVB = Long Beach Convention & Visitors Bureau
- MTA = (Los Angeles County) Metropolitan Transportation Authority
- ACET = Alameda Corridor Engineering Team

I-710 Oversight Committee  
Community Approved Recommendations

**ENTITIES WITH RESPONSIBILITY**

Entities with Responsibility	PORT OPERATIONS AND THE I-710	
State (AB2142)	1.	A limit on Port expansion should be discussed.
POLB, CARB, EPA	2.	Tariffs should be imposed on businesses that use the port. The funds gathered through the tariffs should be utilized for programs to clean air pollution.
CARB, EPA	3.	Trucks operating at the Port should use bio-diesel or alternative fuels.
Shipping Lines	4.	Shipping companies should hire independent truck drivers as employees and they should treat them fairly
POLB, Railroads, Terminal Operators	5.	On-dock rail capabilities should be expanded.
POLB, State	6.	The Port should pay for any impacts to the community, including any improvements to the 710 Freeway and impacts to the health of residents in the community.
POLB, ACTA	7.	All empty containers should be shipped to the place of origin and they should not be allowed to remain empty in the Port.
LBCVB, CLB	8.	The City of Long Beach should research the impacts of Port expansion to the local tourism industry.
Congress, State	9.	Extra fees should be charged to Port tenants and companies hauling cargo from the Port to cover expenses related to local healthcare costs.
POLB, CARB, EPA, Truckers	10.	The Port should support the use of green diesel and compressed natural gas for trucks hauling cargo from the Port.
State	11.	The Port should develop aggressive idling legislation to limit diesel truck idling to a maximum of five minutes.
Shipping Lines	12.	Cargo should be distributed to other regional Ports.
State (AB2142)	13.	The Port of Long Beach should be downsized
State (AB2142)	14.	The City of Long Beach should define the maximum capacity of the Port of Long Beach.
ACTA	15.	The Alameda Corridor Transportation Authority's initiatives should be implemented immediately.
POLB, Terminal Operators	16.	The Port should not extend to a 24-hour operation until further air quality research is conducted on the potential impacts to Long Beach residents.
IMO, Congress	17.	Governing agencies should make it mandatory for ships to slow down as they prepare to dock at the Port of Long Beach.
IMO, Congress, POLB	18.	By 2006, offshore shipping companies should be equipped to use shore power while docked at the Port.
POLB, ACTA	19.	Cargo containers should be standardized which would allow multiple companies to use the containers and reduce the number of empty containers at the Port.
POLA	20.	The Port of Los Angeles should participate at the next workshop related to Port Operations
POLA, POLB, CARB	21.	Local Ports should coordinate the use of alternative fuels strategies.

I-710 Oversight Committee  
Community Approved Recommendations

**ENTITIES WITH RESPONSIBILITY**

POLB, CLB	22.	The Port should conduct research on the cost of pollution to local healthcare.
POLB	23.	Identify alternative methods to haul cargo from the Port – other than diesel trucks.
POLB, Congress, IMO	24.	Ships should be made to slow down when entering the Port
IMO, Congress, EPA	25.	Diesel emissions from sea vessels and trains need to be addressed by regulatory agencies
IMO, Congress, EPA, POLB	26.	Ships should use alternative fuels when docking at the Port of Long Beach

I-710 Oversight Committee  
Community Approved Recommendations

**ENTITIES WITH RESPONSIBILITY**

Entities with Responsibility	<b>PRESERVING NEIGHBORHOODS</b>	
Residents, State, CLB	1.	Residents should have free and competent legal advice provided to them to assist them with the property acquisition process.
State	2.	Residents whose property is not taken but impacted by 710 Freeway improvements should be compensated by Caltrans
CLB, Caltrans	3.	The City of Long Beach and Caltrans should inform residents about any property acquisition plans in advance and a timely manner.
CLB, Caltrans, MTA	4.	The public should be provided an opportunity to view and comment on the new 710 Freeway designs at various public meetings.
State, CLB	5.	Do not take any businesses or homes until all other alternatives and options for improving the 710 Freeway are exhausted.
Caltrans	6.	Caltrans should better maintain the properties they currently own in Long Beach
Caltrans	7.	Caltrans should establish a performance bond for any improvements to the 710 Freeway that would allow for residents to recoup any damages during construction.
CLB, Residents	8.	Residents should be encouraged to attend meetings about the 710 Freeway and they should continue applying pressure and giving input on this process.
CLB, Consultants	9.	Properties should be referred to as "homes" and not "houses" during discussions about 710 Freeway improvements.
Caltrans	10.	Caltrans should provide contact information to residents about whom to contact regarding damages done to properties because of construction to the 710 Freeway.
Caltrans	11.	An appraisal should be conducted at the time of the final design for the 710 Freeway improvements and a second appraisal should be conducted at the time that Caltrans begins the property acquisition
CLB	12.	Conduct community meetings in the first district to make it easier for residents in that district to attend meetings

I-710 Oversight Committee  
Community Approved Recommendations

**ENTITIES WITH RESPONSIBILITY**

Entities with Responsibility	<b>TRUCK CONGESTION AND SAFETY</b>	
POLB, JPA, CLB	1.	A toll on diesel trucks should be imposed to offset the cost of utilizing the Alameda Corridor
CLB	2.	Study the spillover traffic and the 710 Freeway. The spillover traffic may create safety issues for pedestrians.
ACTA	3.	A shuttle train system should be developed to haul cargo to local distribution centers in Southern California.
ACTA, ACET	4.	Use the Terminal Island Freeway and the Alameda Corridor to haul cargo and divert diesel trucks away from the 710 Freeway
ACTA, ACET	5.	The 103 Freeway should be expanded and should proceed left on Sepulveda and Willow and connect to the Alameda Corridor.
LA, CLB, State	6.	Encourage the use of the 110 Freeway to divide truck traffic equally with the 710 Freeway
CLB, State	7.	The City of Long Beach should establish a transportation policy to divert truck traffic to routes other than the 710 Freeway
POLB, JPA, CLB, State	8.	A toll should be implemented on trucks hauling cargo from the Port and shipping companies should pay the toll
POLB, State	9.	A new truck inspection site should be built on Port of Long Beach property
Shipping Lines, Truckers	10.	Truck drivers should be considered when developing new cargo hauling methods

I-710 Oversight Committee  
Community Approved Recommendations

**ENTITIES WITH RESPONSIBILITY**

Entities with Responsibility	OTHER RECOMMENDATIONS	
CLB, State, Congress	1.	Involve federal elected officials in the 710 Freeway major corridor study.
CLB	2.	The City of Long Beach should support Congress-member Rohrabacher's legislation to impose a fee on each container that enters the Port.
CLB, Caltrans, MTA, Gateway COG	3.	Do not move forward with the 710 Freeway project.
MTA, Caltrans, Gateway COG	4.	Find an alternative to 710 Freeway expansion
CLB, Caltrans, MTA, Gateway COG	5.	Sound walls need to be included into the final budget for the 710 Freeway improvements, and they must be built at the time of construction of any improvements.
MTA, Caltrans, Gateway COG	6.	MTA and Caltrans should conduct a walk thru the Long Beach segment of the 710 Freeway where proposed improvements might take place.
CLB	7.	Minutes of all workshops should be translated in Spanish and Khmer
CLB, Gateway COG, Caltrans	8.	No double decking of the 710 Freeway
LBUSD, CLB, Caltrans	9.	School Bus traffic flow should not be impacted by future construction on the 710 Freeway
Caltrans	10.	Center dividers must be built taller in the future





The City of Long Beach, California  
**COMMISSION / COMMITTEE / BOARD**  
**2004 APPLICATION**

*"Working Together to Serve"*

**COMMISSION/COMMITTEE/BOARD PREFERENCE (S):**

- (1) Regional I-710 Community Advisory Committee (3) \_\_\_\_\_  
 (2) \_\_\_\_\_ (4) \_\_\_\_\_

Mr.  Name: (Last, First, Middle) Social Security #: \_\_\_\_\_  
 Mrs.  Driver License #: \_\_\_\_\_  
 Ms.   
 Other

Who is your Councilmember or District? \_\_\_\_\_ Which address & phone number do you want shown in the city roster?  
 (Required)  Residence  Business

Residence Address: \_\_\_\_\_ City: \_\_\_\_\_ Zip \_\_\_\_\_  
 Business Address: \_\_\_\_\_ City: \_\_\_\_\_ Zip \_\_\_\_\_  
 Residence Phone: ( ) \_\_\_\_\_ FAX/Pager/Other: ( ) \_\_\_\_\_  
 Business Phone: ( ) \_\_\_\_\_ Email address: \_\_\_\_\_

How long have you been a resident of the City of Long Beach? \_\_\_\_\_ years Are you a Registered Voter? \_\_\_\_\_

**EMPLOYMENT EXPERIENCE: (Current to ten (10) years ago):**

Employer	Title	Type of Business	City/State	From	To

**ORGANIZATION / COMMUNITY INVOLVEMENT EXPERIENCE:**

Organization/Society	Title	Type of Work Performed

**EDUCATION HISTORY:**

From	To	Major	Degree

**PROFESSIONAL LICENSES/CERTIFICATES:**

License/Certificate	Date Issued	License/Certificate	Date Issued

Some positions require the appointment of persons with specific degrees or certificates, specialized backgrounds or experience. Please indicate below those categories for which you qualify

Accountant <input type="checkbox"/>	Airport Issues <input type="checkbox"/>	Architect <input type="checkbox"/>	Attorney <input type="checkbox"/>	Business <input type="checkbox"/>	Community Service <input type="checkbox"/>
Dentist <input type="checkbox"/>	Disabled Issues <input type="checkbox"/>	Early Childhood <input type="checkbox"/>	Education <input type="checkbox"/>	Electrician <input type="checkbox"/>	Ethnic/Minority <input type="checkbox"/>
Health <input type="checkbox"/>	Historical Preservation <input type="checkbox"/>	Housing Issues <input type="checkbox"/>	Insurance <input type="checkbox"/>	Job Training <input type="checkbox"/>	Low Income <input type="checkbox"/>
Nurse <input type="checkbox"/>	Pharmacist <input type="checkbox"/>	Physician <input type="checkbox"/>	Plumber <input type="checkbox"/>	Realtor <input type="checkbox"/>	Redevelopment <input type="checkbox"/>
Social Service <input type="checkbox"/>	Transportation <input type="checkbox"/>	Veterinarian <input type="checkbox"/>	Water/Marinas <input type="checkbox"/>	Youth Enrichment <input type="checkbox"/>	Other <input type="checkbox"/>

**LONG BEACH MUNICIPAL CODE - CODE OF ETHICS (Chapter 2.07)**

Prior to assuming office or employment, every City employee, elected City official, City commission, committee or board member shall pledge, in writing, to follow the principles outlined in the Code of Ethics while acting in their official capacity:

Initials: \_\_\_\_\_

**STATEMENT OF ECONOMIC INTEREST FORM: (700 Form)**

In compliance with state law, appointees to commissions are required to file a Statement of Economic Interests Form (Form 700) upon appointment, and annually thereafter. Applicants and incumbents are advised that they may be requested to make information available as to any potential conflict of interest arising from their business or affiliations where that affiliation or business may be doing business with the City of Long Beach or the decisions made by the City of Long Beach may influence that business or affiliation.

Initials: \_\_\_\_\_

In the course of your duties, you will be responsible for your expenses at the time of service. Expenses that are incurred in your position as a City Commissioner will be reimbursed upon filing the proper forms and presenting your receipts.

Initials: \_\_\_\_\_

Applicants for Charter Commissions (Citizen Police Complaint Commission, Civil Service Commission, Harbor Commission, Planning Commission, Recreation Commission, and Water Commission) and the Long Beach Redevelopment Agency Board may be subject to an investigation relating to the applicant's background.

Initials: \_\_\_\_\_

The Citizens Advisory Commission on Disabilities requires that nine (9) members be disabled representatives, and that six (6) members be representatives of agencies that work with the disabled. If you are applying for this commission, please indicate by checking the Category for which you qualify  Disabled  Agency Representative

**PERSONAL REFERENCES:** (please print names)

Name: \_\_\_\_\_ Phone: \_\_\_\_\_ Name: \_\_\_\_\_ Phone: \_\_\_\_\_

**PLEASE EXPLAIN WHY YOU WISH TO SERVE ON THIS COMMISSION/COMMITTEE/BOARD:**

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**STATISTICAL INFORMATION:**

To ensure adequate representation of all ethnicities and cultures in Long Beach, you may choose to volunteer such information below:

Sex: M  F  Ethnicity: \_\_\_\_\_

Most councilmembers like to review commission applications and endorse when they feel the applicant is qualified for the position they are seeking. If you wish to have your councilmember endorse your application, please have him/her sign below:

Councilmember's Signature \_\_\_\_\_ Date: \_\_\_\_\_

Council member's Comments:

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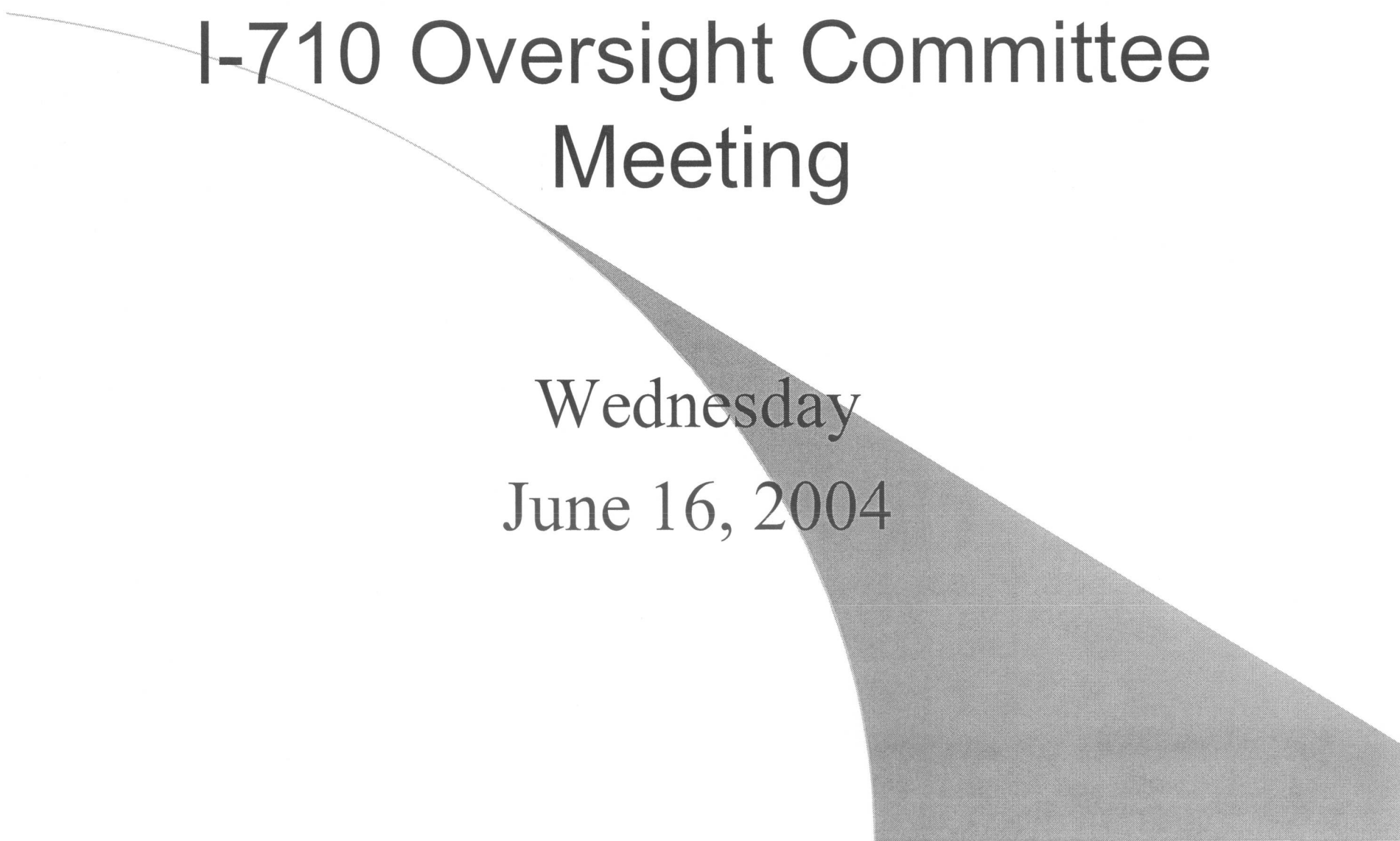
Applicant's signature: \_\_\_\_\_ Date: \_\_\_\_\_

We will retain your application on file for one (1) year. This information is available in an alternative format by request to (562) 570-6801

\* Please note that this application may be completed on-line, however, it must be submitted with an original signature.

**Office Use Only:**  
Residence Verified:

Yes: \_\_\_\_\_  
No: \_\_\_\_\_



Long Beach City Council  
I-710 Oversight Committee  
Meeting

Wednesday  
June 16, 2004

# Systems Approach

- Port diesel emission improvements
- Truck diesel emission improvements
- Local street improvements
- Traffic signal enhancements
- Improved transit
- Fees to offset local impacts
- Enhanced Alameda Corridor



# I-710 Freeway Locally Preferred Strategy

We are still listening

# I-710 Freeway Locally Preferred Strategy

Based on community input, the  
I-710 Oversight Committee  
adopted a set of Design Concepts  
for improving the I-710 Freeway  
in October, 2003



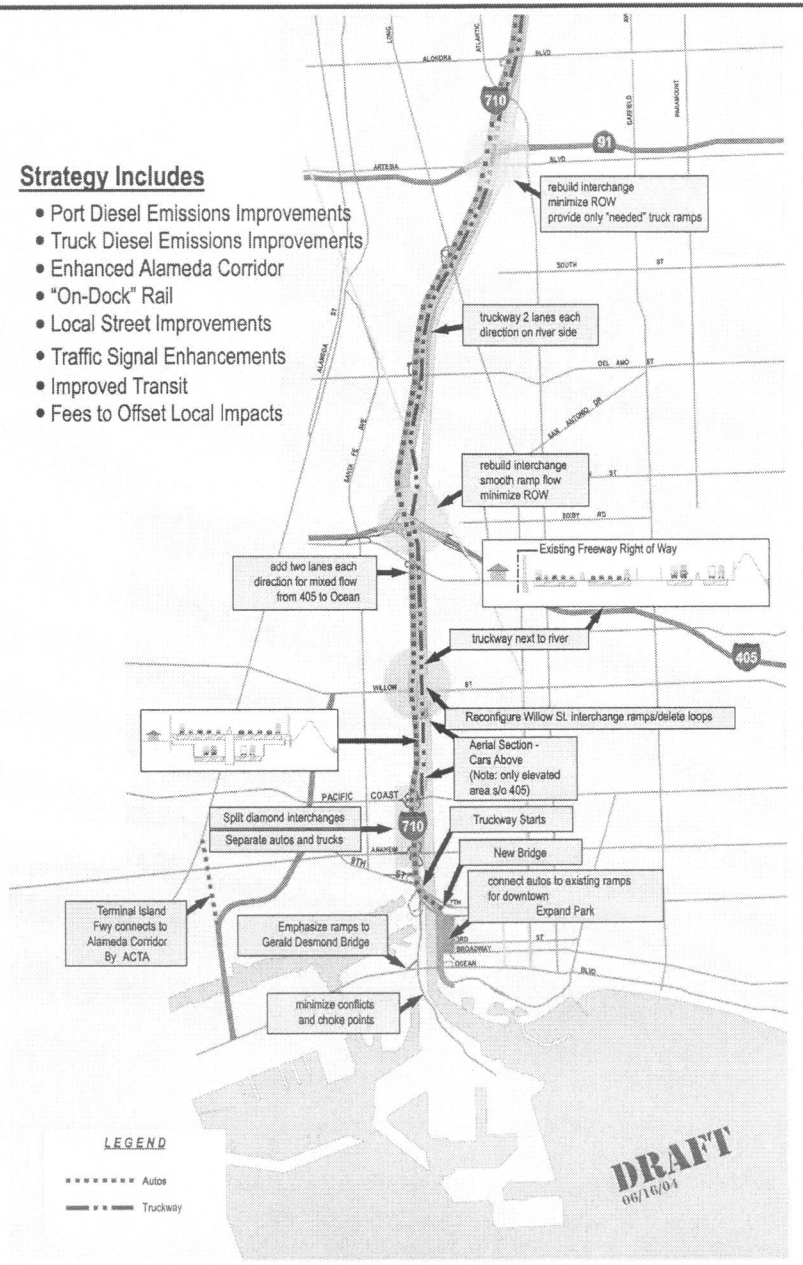
# I-710 Freeway Locally Preferred Strategy

We have incorporated these Design  
Concepts into a draft plan that is a part  
of the

***I-710 Corridor Strategy***

### 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 Design Concepts

1. Eliminate unnecessary truck ramps at the SR 91 Freeway Interchange to minimize right-of-way impacts



# I-710/SR-91 Design Modification Concepts

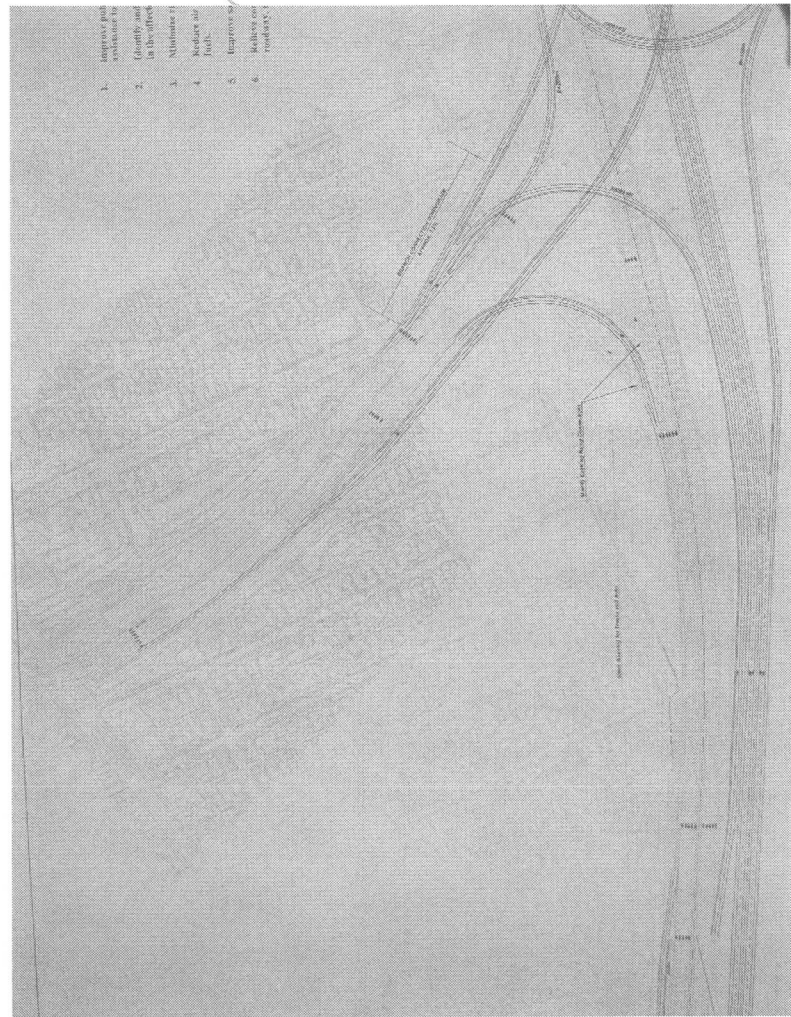
# I-710 Design Concepts

- Original Plan – Residential and Park Impacts



# I-710 Design Concepts

- Revised Plan –  
No Homes  
Taken, 3 back  
yards could be  
affected

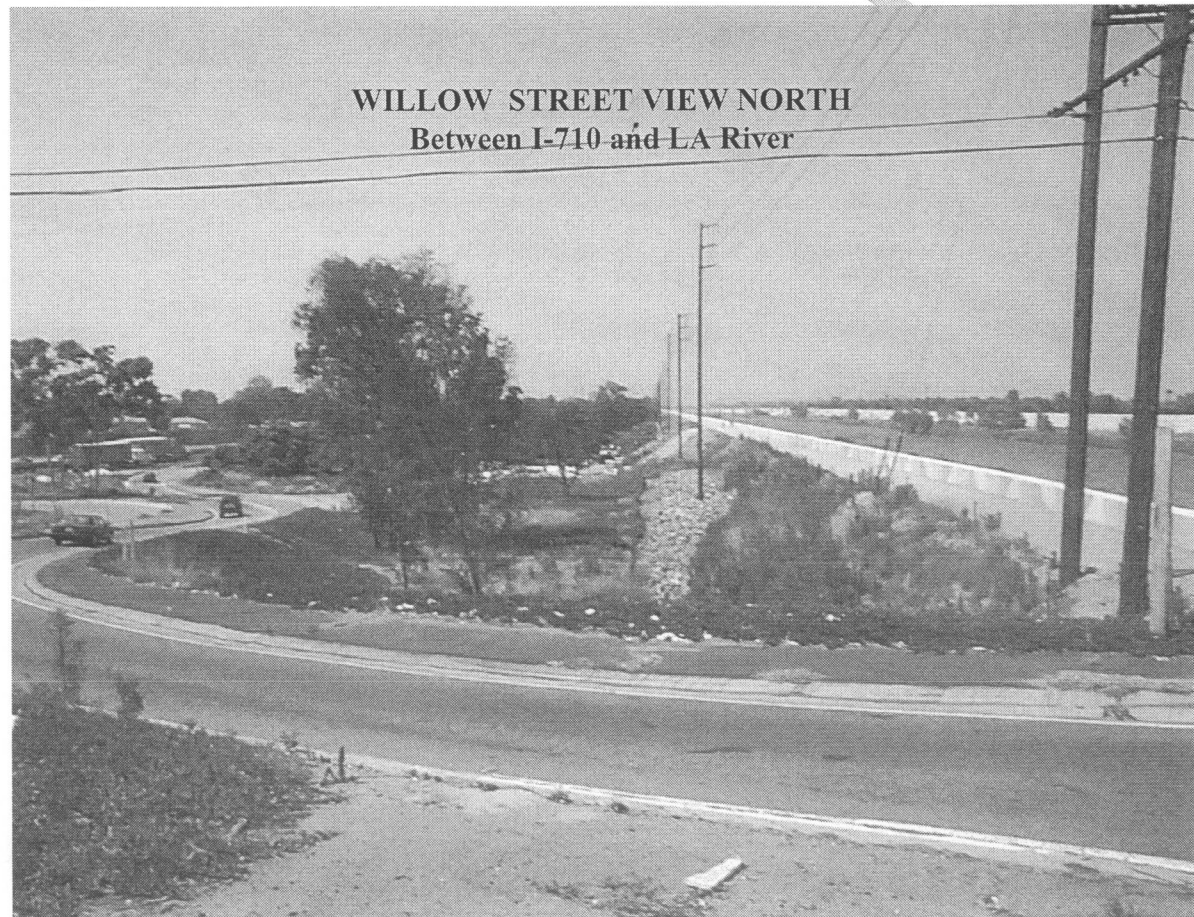


# I-710 Design Concepts

2. Utilize the space between the existing Freeway and the Los Angeles River to add capacity and minimize right-of-way impacts

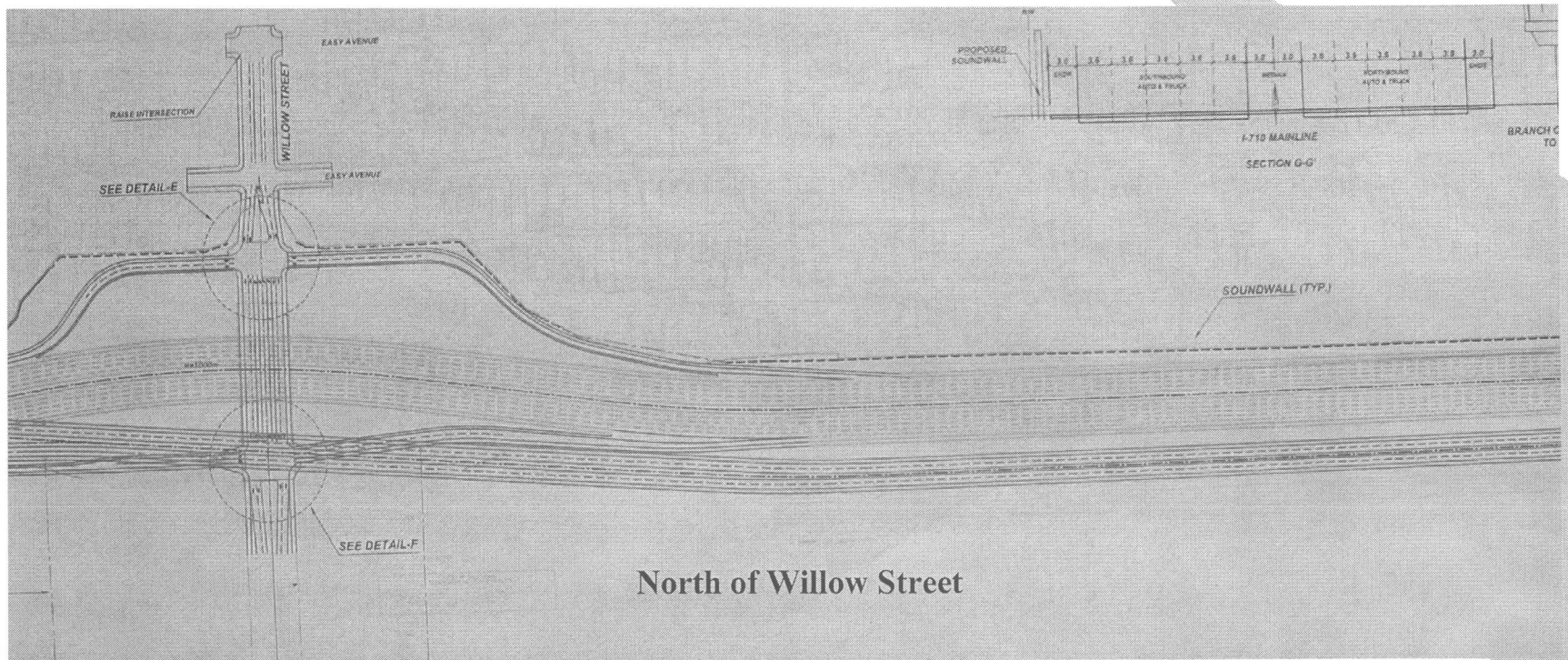
# I-710 Design Concepts

- Existing Area



# I-710 Design Concepts

- New Plan



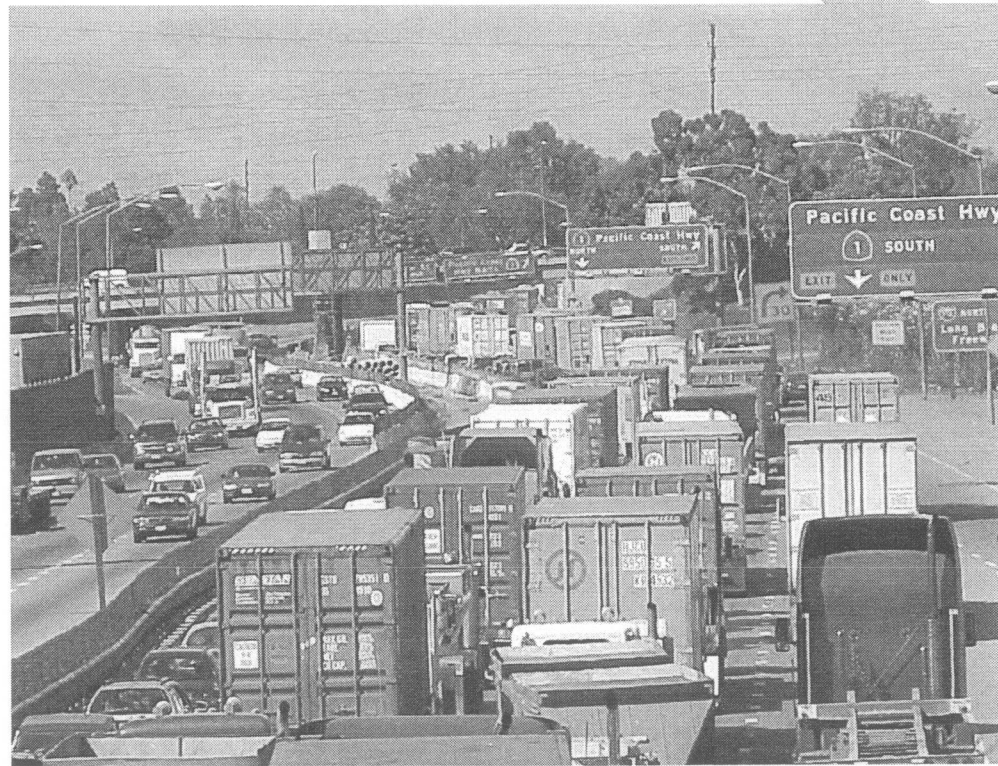
# I-710 Design Concepts

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



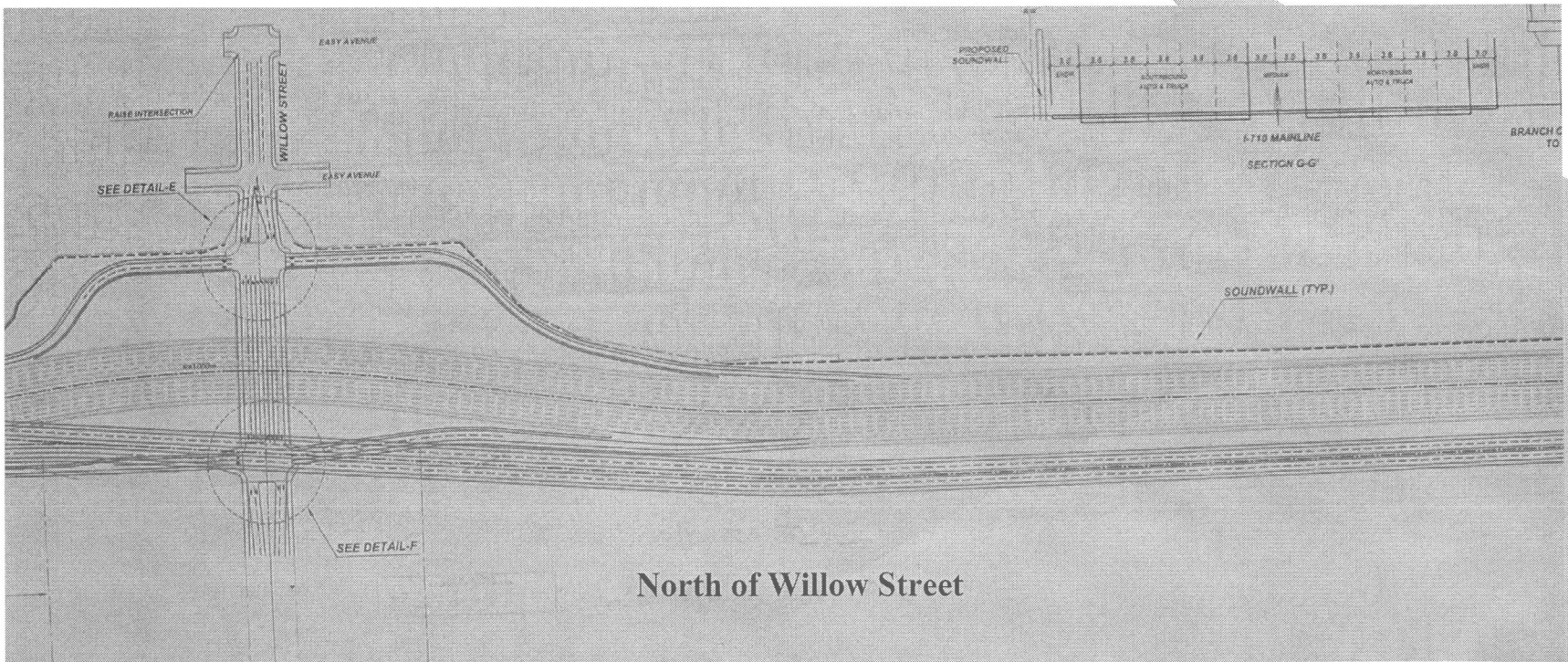
# I-710 Design Concepts

- Existing Mixed Traffic



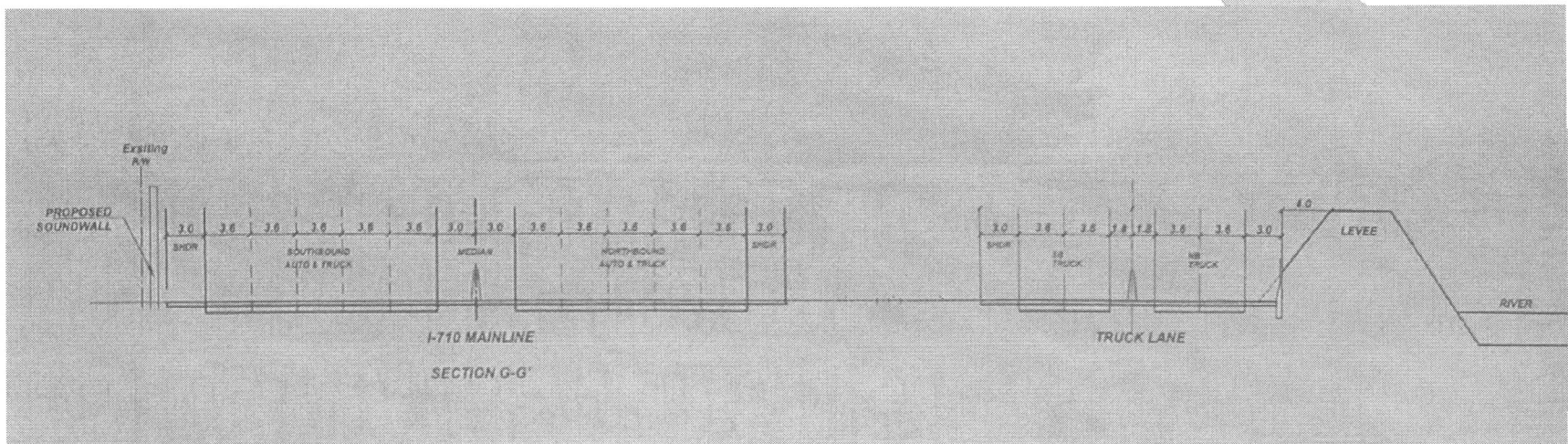
# I-710 Design Concepts

- New Plan – At-Grade Segregated Flow



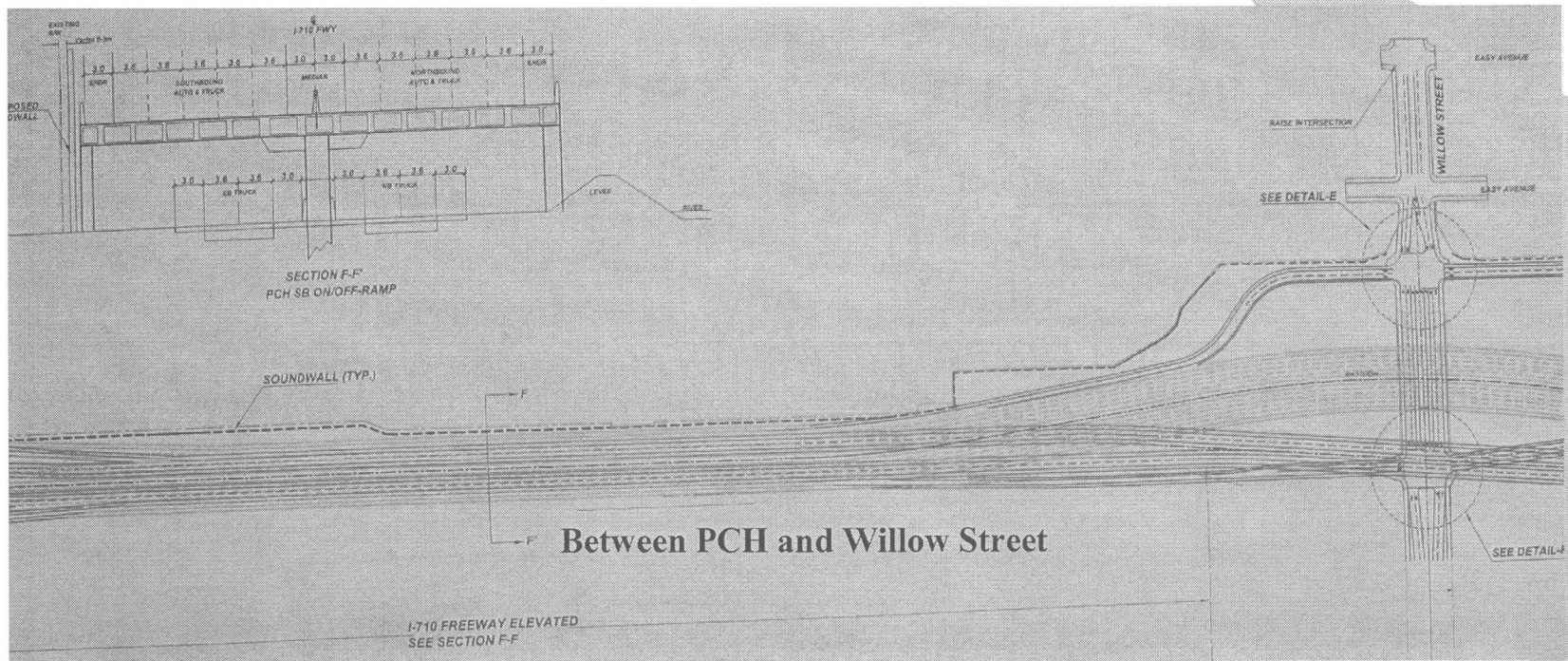
# I-710 Design Concepts

- New Plan – At-Grade Segregated Flow



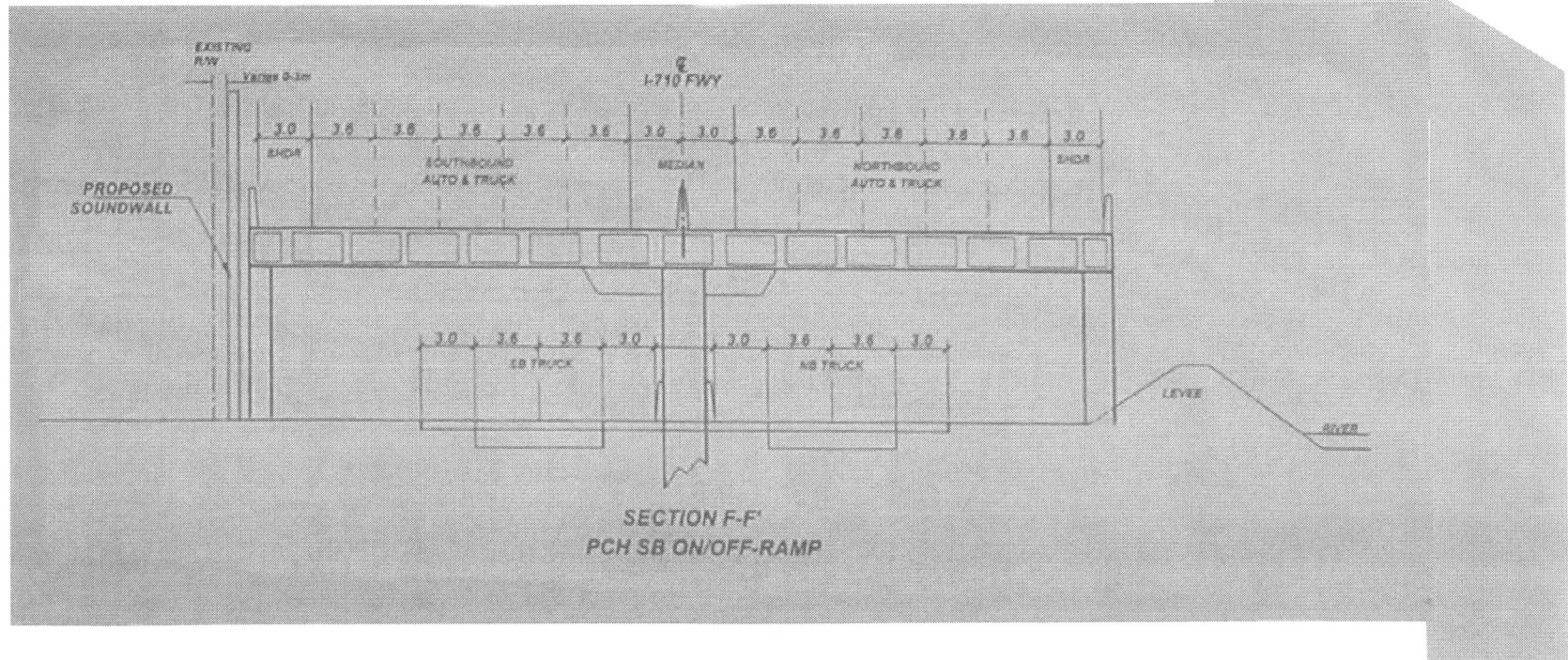
# I-710 Design Concepts

- Where right-of-way is limited between PCH and Willow, approximately 900 meters of elevated roads would be created



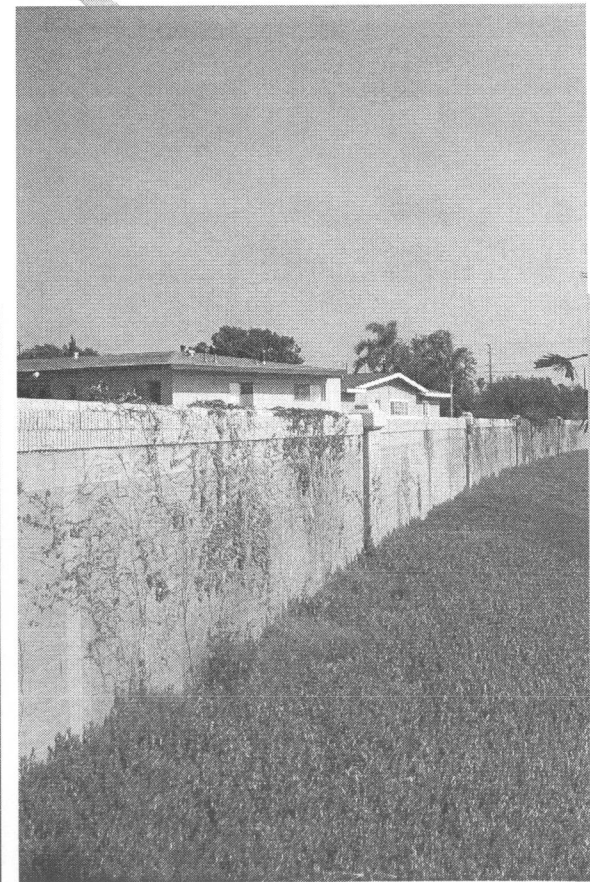
# I-710 Design Concepts

- Exclusive truck lanes will be on the lower level and sound walls will be provided
- Lower Truck Lane between 8 and 20 feet



# I-710 Design Concepts

- One condition of approval could be that attractive sound walls must be provided to minimize impacts on adjacent homes



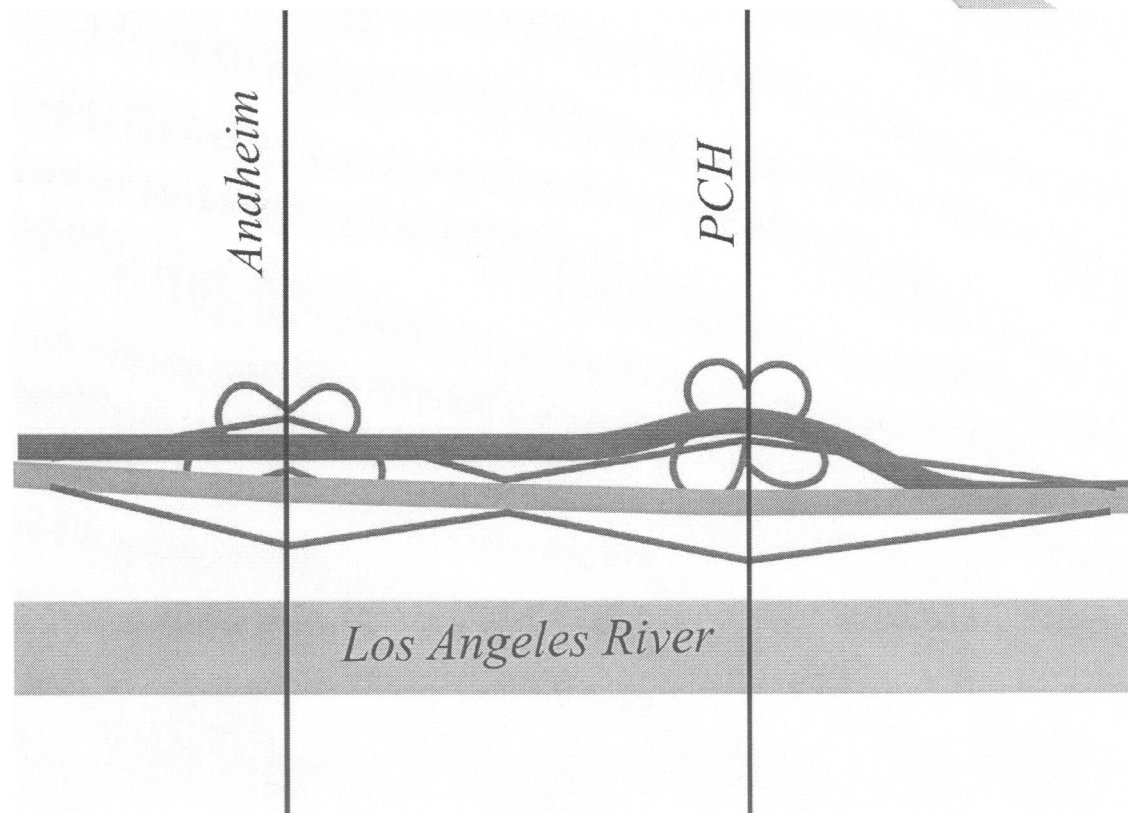
Walls along I-5

# I-710 Design Concepts

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.

# I-710 Design Concepts

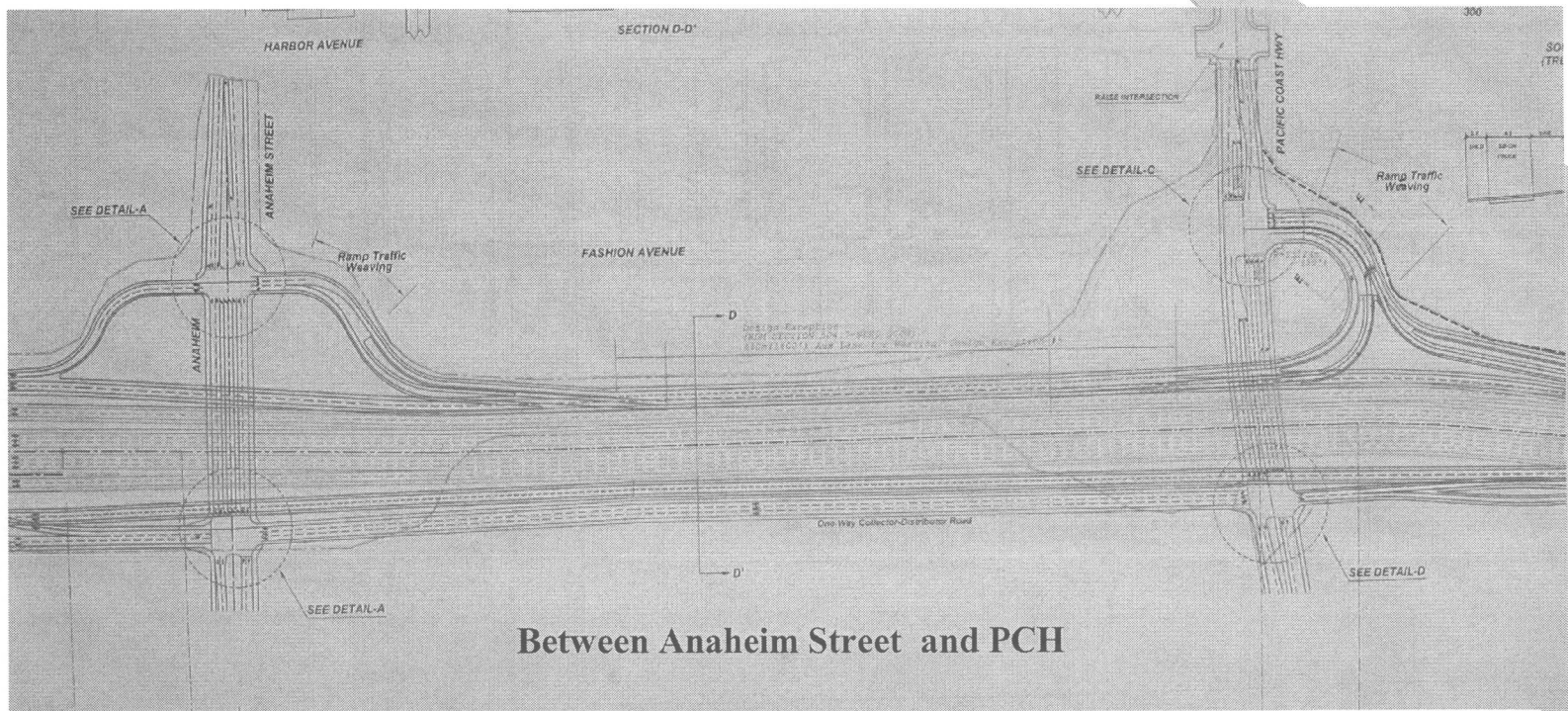
- Existing Ramps – at Anaheim & PCH





# I-710 Design Concepts

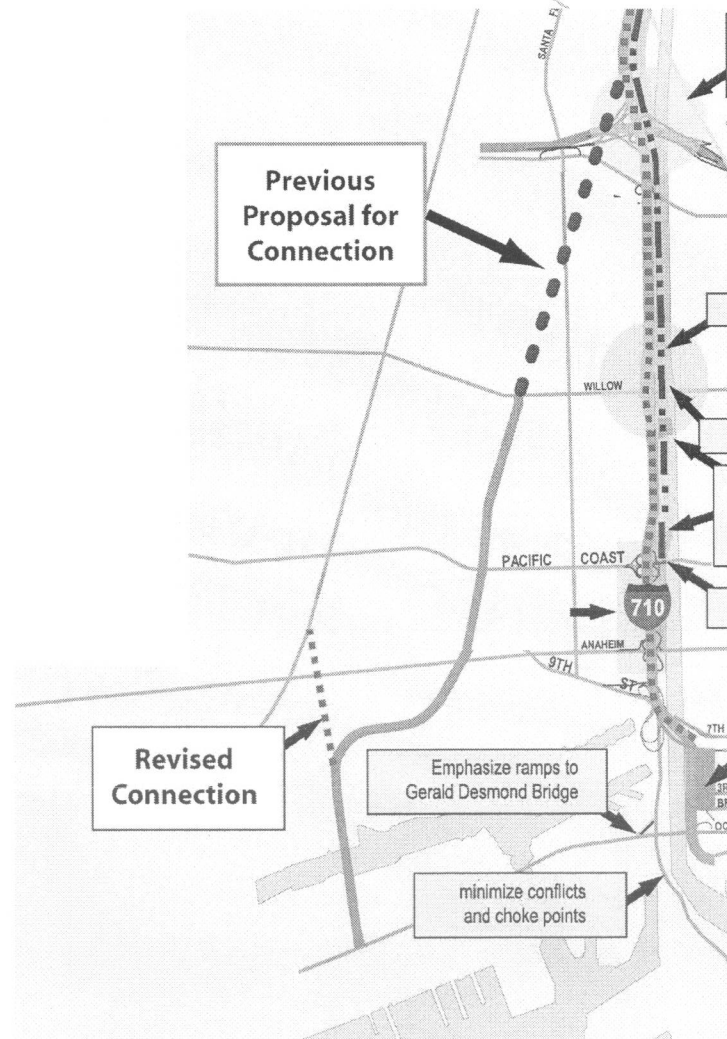
- New Plan – New Ramps and C-D Road



# I-710 Design Concepts

5. Eliminate the Terminal Island extension to the I-710 Freeway

# I-710 Design Concepts

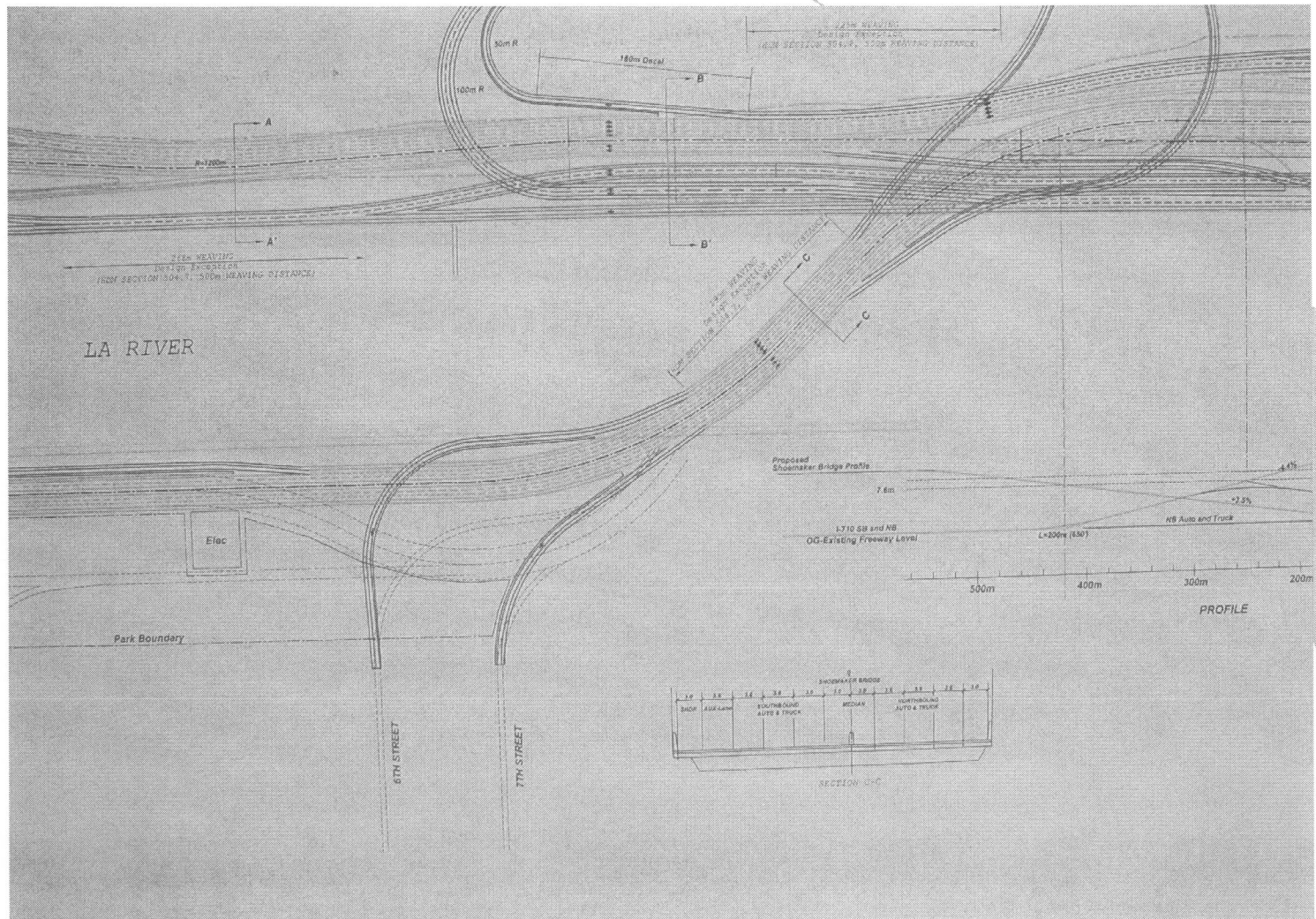


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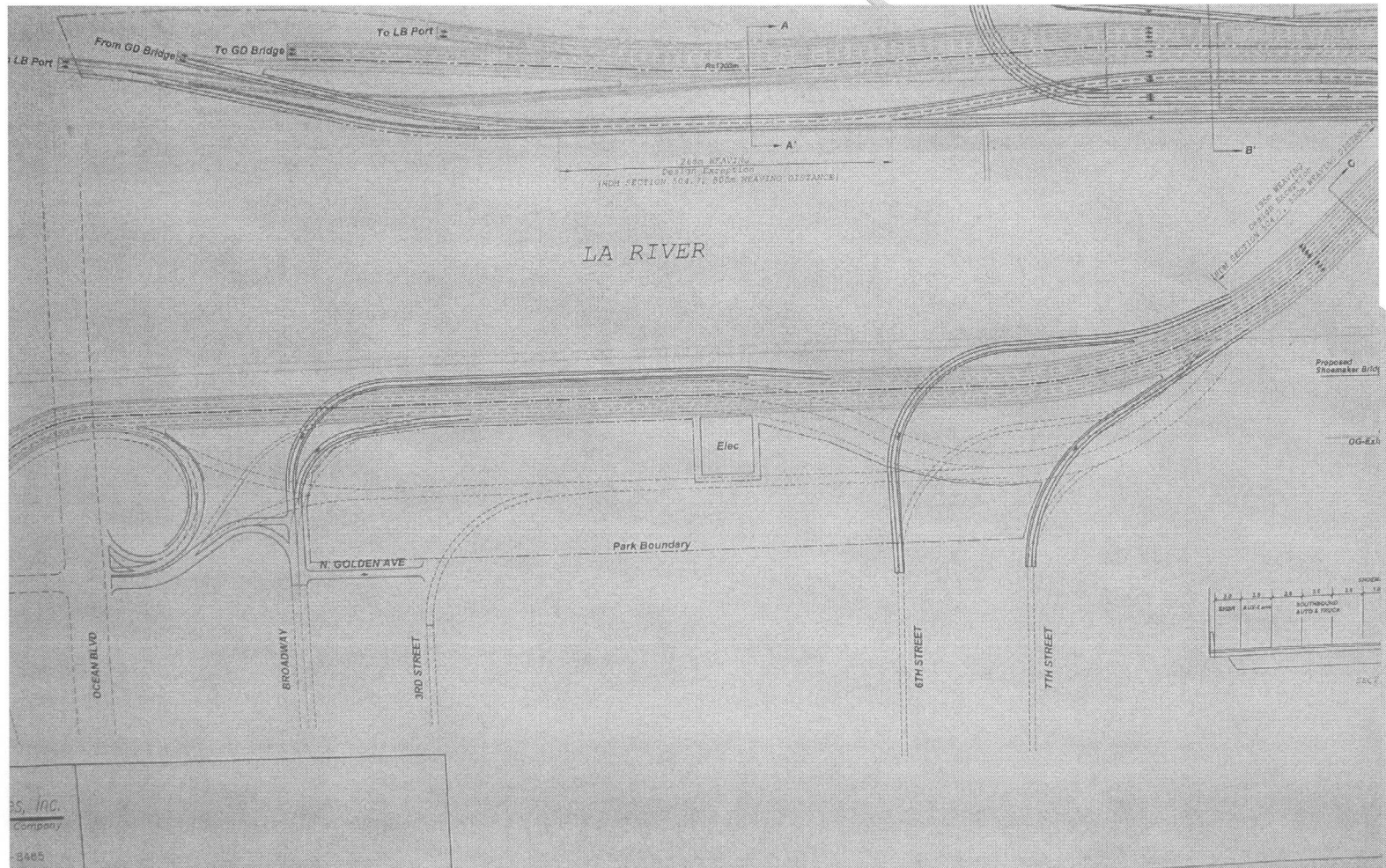
# I-710 Design Concepts

6. Redesign the Shoemaker Bridge and realign the ramps into Downtown Long Beach to expand Cesar Chavez Park

# I-710 Design Concepts



# I-710 Design Concepts Incorporate Park Master Plan



# Opportunities for Review and Comment

- Council Oversight Committee Mar 18, 2004
- Community Meetings Mar-Apr 2004
  - West Long Beach Association March 25th
  - Wrigley Association April 5th
  - ProWest Neighbors United April 7th
  - West End April 8<sup>th</sup>
  - Coolidge Triangle Homeowners April 21<sup>st</sup>
  - Sutter Academy May 10th
  - Los Cerritos School May 12th
- Council Oversight Committee April 26th

# Summary Changes from Community Meetings

- West Long Beach- Save Houses, Thanks
- Wrigley- eliminate or lower 2<sup>nd</sup> deck
- ProWest- fix bus air and contact School District
- West End- Coordinate Caser Chavez Park plan with Parks Dept.
- Coolidge Triangle- Save houses and the Park
- Sutter Academy and Los Cerritos School- Move Truckway away from our homes
- All Meetings- Air Quality and Port Growth Concerns

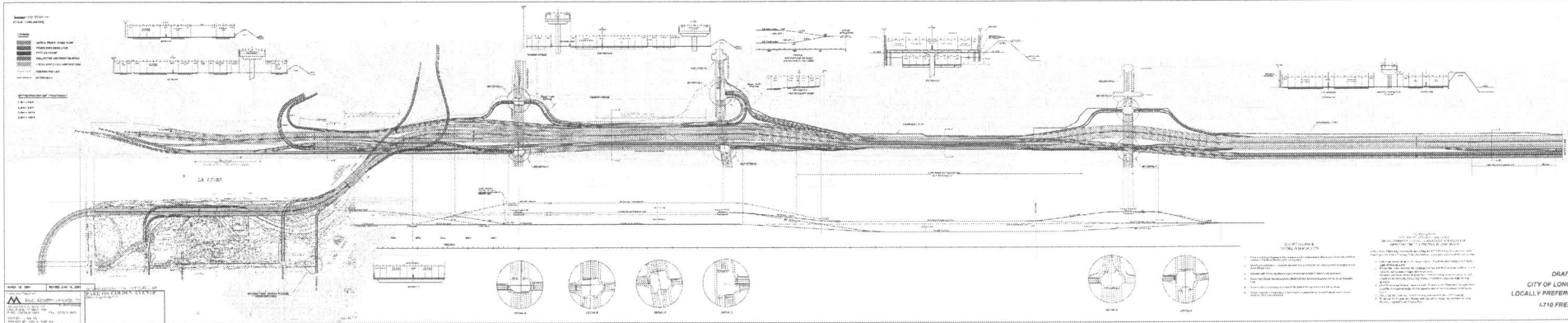


# TOWN HALL MEETING

- Wednesday, May 19<sup>th</sup>, 2004 7PM
- Long Beach Energy Dept. 2400 East Spring St.
- City-Wide discussion of Draft Locally Preferred Strategy, with modifications based on comments from Community meetings since March 18<sup>th</sup>  
Council Oversight Committee Meeting

# Next Steps

- LB Council Approves Locally Preferred Strategy, if recommended, on June 22nd
- Council sends Strategy to Gateway Cities for “Tier 2” review, incorporation and OPC approval
- Gateway Cities, MTA and Caltrans begin EIR/EIS process which will take about 3 years, and include significant, additional, local community input



DRAFT  
 CITY OF LONG BEACH  
 LOCALLY PREFERRED STRATEGY  
 I-710 FREEWAY



