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**Date:** April 29, 2003  
**To:** Christine Shippey, Deputy City Manager/Acting Director of Public Works  
**From:** Mayor Beverly O'Neill *bon*  
Gerald R. Miller, Acting City Manager  
**Subject:** RECONSIDERATION OF I-710 MAJOR CORRIDOR STUDY ALTERNATIVES

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The I-710 Major Corridor Study has developed five alternatives for addressing congestion, safety, and environmental issues in the I-710 Corridor, including three "build" alternatives that envision substantial physical changes to the freeway itself as well as to freeway interchanges and surface arterials throughout the Corridor. As we all know, the I-710 is obsolete and is in dire need of attention in order to keep pace with the region's needs, the City's needs and the Port of Long Beach's needs. The I-710 Major Corridor Study represents an important opportunity to address these needs in a comprehensive way.

The alternatives have been developed using the assumptions that so-called "Federal design standards" would be followed in every instance and that "least cost" designs would be employed. Federal design standards are generally used by Caltrans to guide freeway design, but these standards can be, and often are, adjusted to adapt to local conditions and needs. Such rigid standards cannot be blindly applied in the I-710 Corridor without thought to impacts on communities and neighborhoods. Further, inflexible adherence to so-called "least cost" designs may in fact have unacceptable "costs" in terms of their impacts on our neighborhoods and our residents.

It is our view that the so-called "build" alternatives must be carefully weighed and evaluated in light of our mobility, public health, safety, environmental, and community enhancement goals. In particular, any final alternative that is selected for the I-710 Corridor must be crafted to avoid, to the greatest extent possible, the taking of valuable housing stock, degradation of quality-of-life in our City and our neighborhoods, and the appearance of a lack of sensitivity to residents' concerns. As we continue to receive ever more public input and gain a better understanding of the potential impacts that these various alternatives may have on the built and natural environment in the Corridor, it has become clear that we need to consider significant modifications and possible conceptual design changes to the alternatives so as to eliminate those impacts to the greatest extent possible. Therefore, we suggest that each "build" alternative be immediately reconsidered to minimize potential negative consequences related to neighborhoods, residential areas, and open space, and ask that you relay this view to the members of the I-710 Technical Advisory Committee (TAC) through Lon Maddox, our representative on the TAC.

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City of Long Beach, California

cc: City Councilmembers  
Lon Maddox, Manager, Traffic and Transportation, Public Works