

The \$2.4 billion Alameda Corridor freight rail expressway, using the Southern Pacific Transportation Company San Pedro Branch alignment along the Alameda Corridor, has alleviated the negative impacts of freight trains on traffic in the City. The Alameda Corridor extends through or borders the cities of Vernon, Huntington Park, South Gate, Lynwood, Compton, Carson, Los Angeles, and the County of Los Angeles. It is a series of bridges, underpasses, overpasses and street improvements that separate freight rail, passenger and street traffic. By consolidating 90 miles of four railroad branch lines serving the ports, the Alameda Corridor eliminated more than 200 at-grade crossings where rail and street traffic conflicted. These changes are easing traffic congestion reducing air and noise pollution from idling trains, trucks and cars. Truck traffic was projected to decrease as rail use increased from 13% to 50%. This has not happened and the expansion of activities at the Ports of Los Angeles and Long Beach and at the Intermodal Container Transfer Facility south of Compton have increased the impact of truck traffic on the I-710 and other truck routes through the City of Compton.

An important element of the Alameda Corridor is the Mid-Corridor Trench located in Compton. This facility carries freight trains in an open trench that is ten miles long, 33 feet deep, and 50 feet wide between State Route 91 in Carson and 25th Street in Los Angeles. Construction began in April 1997 and operations began in April 2002. Along the southern route, corridor tracks remain at-grade to maintain access to the Dolores Railroad Classification Yard and access to the Intermodal Container Transfer Facility (ICTF). This also allows the corridor to cross over Compton Creek.



ALAMEDA CORRIDOR

TRUCK ROUTES

The State of California Vehicle code establishes regulations on the use of local streets and roads by trucks and other heavy vehicles. The Ports of Long Beach and Los Angeles generate many truck trips that must cross the City in a north-south direction. The businesses located along the Alameda Corridor or in the industrial area in the south of the City also generate many truck trips as well as local delivery truck trips. Exhibit 6 identifies the streets that trucks are allowed on in Compton. Trucks often use streets that are not designed for their weight. Appropriate signs should be erected in order to designate streets as “Limited Truck Traffic Routes” and “Unlimited Truck Traffic Routes” for the movement of commercial vehicles exceeding a maximum gross weight of 6,000 pounds to reduce unnecessary wear and tear on the City’s streets.

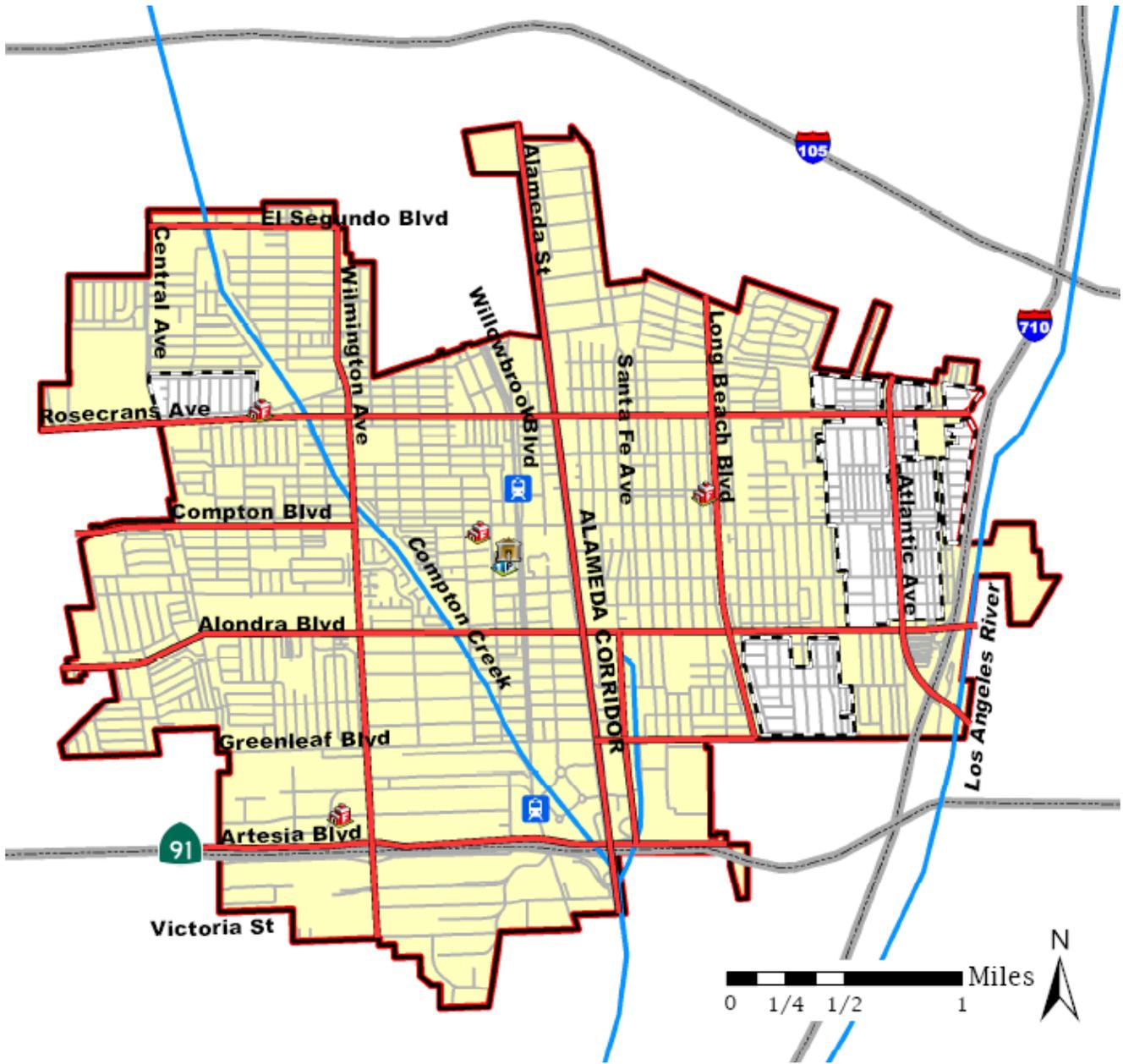
PARKING

The City of Compton allows on-street parking in most areas of the City. The City provides a few off-street parking facilities,. The largest being the existing park and ride lot at the Dr. Martin Luther King Transit Center. An expansion of this lot is slated to be complete in 2011 and will offer 150 to 175 total parking spaces. The City

also provides off-street parking lots at parks, and the Compton Unified School District provides parking at schools. A public parking structure is available at the Los Angeles County Compton Courthouse. The Artesia Metro Light Rail station offers a surface lot for commuters.

EXHIBIT 6 TRUCK ROUTES IN COMPTON (2009)

SOURCE: COMPTON MUNICIPAL CODE



- | LEGEND | | | | | |
|---|----------------|--|-------------------|--|-----------------------|
|  | TRUCK ROUTES |  | CITY HALL |  | CITY BOUNDARY |
|  | FIRE STATION |  | PLANNING AREA |  | UNINCORPORATED COUNTY |
|  | POLICE STATION |  | BLUE LINE STATION | | |