



Bell Local Advisory Committee

October 14, 2008
4:00 p.m. – 5:30 p.m.
Bell City Hall: 6330 Pine Avenue, Bell

MEETING SUMMARY

INTRODUCTION

On Tuesday, October 14, 2008, the I-710 project team met with City of Bell Local Advisory Committee (LAC) representative Ray Johnson. The purpose of the meeting was to provide Mr. Johnson with a project update and to engage in a discussion on a new vision for the I-710 corridor, provide an introduction to the topic of goods movement and walk through the geometric plan analysis completed, to date, by the engineering team. Mr. Johnson's feedback and input were encouraged throughout the meeting.

Also present at the meeting were members of the I-710 project team, Devon Cichoski, Metro Constituent Program Manager, Jerry Wood representing the Gateway Cities Council of Governments, Jack Waldron, URS, Shannon Willits, URS and Becky Draper, MIG.

After a round of introductions Becky Draper reviewed the meeting agenda and objectives. Ms. Draper gave Mr. Johnson a brief summary of project progress since last meeting with him in August. She also mentioned that on the following evening the first meeting of the I-710 Corridor Advisory Committee was scheduled and that Mr. Johnson was invited to attend as the City of Bell's representative to that body. She also mentioned that Bell still has the opportunity to make appointments to the Subject Working Groups and that those committees would be having their first meetings in November. Jerry Wood followed up by presenting Mr. Johnson with an I-710 Project Notebook and briefly reviewing its contents.

New I-710 Corridor Discussion

Ms. Draper introduced the topic of the "New I-710 Corridor" by stating that a component of the community participation effort for the project will focus on asking the committee



Metro



members to consider ways that the I-710 corridor can be enhanced, from a community design standpoint, to move beyond just being seen as a goods movement corridor. The enhancements could include creating an identity for the corridor and the individual communities, improving esthetics and safety elements and feature key projects that could be implemented in the near term. Many of the community design-related ideas that emerged from the Major Corridor Study can be used as a starting point for this discussion and assessed as to their current relevance in the corridor. Ms. Draper mentioned that Gruen & Associates, a sub consultant to the Engineering Team, will serve as a resource to the communities to help develop and expand upon the ideas put forth. Jerry Wood said that today was just the introduction of the topic to ask Mr. Johnson to begin thinking about possible ideas. Mr. Wood said that the Project Team would follow up with Mr. Johnson for further discussion.

Goods Movement Introduction

Following the “New I-710 Corridor” discussion Jerry Wood gave a goods movement presentation which provided an overview of impacts at the regional and local level, basic terminology, baseline facts, a summary of how goods are moved, and an explanation of why goods movement is important to the I-710 EIR/EIS.

Discussion followed Mr. Wood’s presentation. Points raised included the following:

- The relatively low utilization rate of the Alameda Corridor and the potential that the unused capacity could represent to improving congestion and flow of goods in the I-710 corridor.
- Related discussion included the need for more rail yards in the Southern portion of the corridor (on-dock or near-dock) to maximize the capacity of the Alameda Corridor.

Geometric Plan Review

The goods movement presentation and discussion was followed by an overview of the geometrics plan analysis conducted on Alternative 6 (the Locally Preferred Strategy that resulted from the Major Corridor Study) concentrating on the sections of the freeway that touch on the City of Bell from Firestone Boulevard to the Atlantic/Bandini exit. Jack Waldron and Shannon Willits from URS shared the presentation. Mr. Waldron gave an overview of the Geometric analysis process and explained that what was being presented during the meeting were preliminary findings for one of the study’s six alternatives. Mr. Willits followed Mr. Waldron walking through the plan layout interchange to interchange (i.e., Firestone, Florence, proposed Slauson exit, Atlantic/Bandini) explaining the current conditions, the changes dictated by Alternate 6, the impacts related to these changes and the constraints involved (i.e., Los Angeles River and DWP overhead transmission system).

The following discussion points followed the presentation:

- The goal is to design the freeway to remain at grade as much as possible. However it will be elevated in some sections. For example under

Alternative 6, approaching Slauson Avenue it has to be elevated to cross over Slauson Avenue into the rail yards.

- Intersection design changes: Florence Avenue's four-quadrant cloverleaf design would be converted to a diamond design interchange if Alternative 6 is implemented; Slauson Avenue which does not currently have an interchange would become a single-point interchange under Alternative 6; Washington Boulevard interchange is eliminated in Alternative 6.
- There are impacts to a few businesses located in Bell under Alternative 6. The City of Bell staff has been made aware of this and appears to be comfortable with the level of impact.

CONCLUSION

Ms. Draper said that she would follow up with Mr. Johnson related to the scheduling of the Subject Working Group meetings and encouraged him to contact the project team with any questions or input that he may have before that time.

The meeting concluded at 5:30 PM.