



## Lynwood Local Advisory Committee

October 14, 2008  
10:00 a.m. – 11:30 a.m.  
Lynwood City Hall: 633011330 Bullis Road, Lynwood

## MEETING SUMMARY

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### INTRODUCTION

On Tuesday, October 14, 2008, the I-710 project team met with City of Lynwood Local Advisory Committee (LAC) representative Dion Cornelius. The purpose of the meeting was to provide Mr. Cornelius 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. Cornelius' 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. Cornelius a brief summary of project progress since last meeting with him in June. She also mentioned that on the following evening the first meeting of the I-710 Corridor Advisory Committee was scheduled and that Mr. Cornelius was invited to attend as the City of Lynwood's representative to that body. She also mentioned that Lynwood 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. Cornelius 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 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.

Mr. Wood mentioned a number of improvements that have been implemented in Orange County as possible models for the I-710. He also mentioned that the Imperial Highway represents a natural gateway to the City of Lynwood and could be incorporated in the community design enhancements planned through the project. 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.

Mr. Cornelius discussed the need for a maintenance plan related to current freeway conditions as well as for any planned improvements. Discussion took place related to the potential of surplus property being donated to organizations or individuals in return for a pledge to maintain these properties. Mr. Cornelius mentioned, specifically, both sides of the intersection of Martin Luther King Boulevard and the I-710 freeway.

Jerry Wood said that today was just the introduction of the topic to ask Mr. Cornelius to begin thinking about possible ideas. Mr. Wood said that the Project Team would follow up with Mr. Cornelius 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:

- Mr. Cornelius discussed his familiarity with the rail yards having been an employee of BNSF railroad. Mr. Cornelius worked as a contractor for the railroad and travelled to and worked in many of the yards in the region.
- Discussion took place related to Hobart Yard in Commerce. In particular the lack of capacity at the yard was mentioned.

### **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 are in the closest proximity to the City of Lynwood from Rosecrans Avenue to Firestone Boulevard. Jack Waldron and Shannon Willits from URS shared the presentation. Mr. Waldron gave a history on the Locally Preferred Strategy (LPS) and how it emerged from the work of the Major Corridor Study. He explained that the LPS is the starting point for the alternatives geometric analysis. The basic questions that must be answered related to the LPS are:

- Does the LPS conform to the Purpose and Need of the project?
- Does the LPS conform to Caltrans standards?

Mr. Waldron explained that what was being presented during the meeting were preliminary findings. He mentioned that the engineering team has analyzed each interchange separately and how well they work given the current traffic projections that have been estimated. The engineering team has also met with Caltrans and the Federal Highway Administration to discuss compliance with freeway standards.

Mr. Willits followed Mr. Waldron by walking through the plan layout interchanges in proximity to the City of Lynwood (i.e., Rosecrans, Martin Luther King and Imperial Highway) 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:

- During the MCS Lynwood requested a slip ramp off the I-105 to provide closer access to the freeway. Mr. Cornelius confirmed that this desire was still very much supported by the community. Standards problems with such a slip ramp exist and it was mentioned by the Project Team that strong support from communities such as Lynwood and Paramount will be need to overcome the non-standard nature of the feature.
- Interchange design changes: Modified Imperial Hwy interchange to two-quadrant partial cloverleaf in Alternative 6.
- Elevation of freight corridor; More than four levels of elevation is considered risky; none of the designs shown in Alternative 6 features elevations above four levels. The freight corridor is at grade through the 105 interchange.
- Alternative 6 necessitates an earlier exit point from the I-105 to Martin Luther King Boulevard. Without an earlier exit point the “weave” (cross over traffic) would be unsafe. An extension of the distance will help to increase safety at this location.
- There are some industrial properties near Imperial Highway at Martin Luther King Boulevard that could now be impacted by the refined design.
- Relief for emergency services vehicular traffic is needed. Freeway design or other methods such as signal synchronization could help in this area.

## **CONCLUSION**

Ms. Draper said that she would follow up with Mr. Cornelius 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 11:30 a.m.