



**I-605 Corridor Improvement Project (CIP)
Motion 42 Final Report
January Board Meeting 2025
File #2024-0536**

I-605 CIP Motion 42

Report back to the Metro Board with a Final Report on suggestions for the I-605 Build Alternatives that considers:

Motion 42 Mandate:

- A. An additional locally-supported alternative that minimizes right-of-way impacts and/or a stand-alone Transportation System Demand Management (TSM/TDM) alternative similar to the TSM/TDM alternative put forth on the SR-710 North Project.
- B. A review of the Project's Purpose and need and its alignment with various local and state policies and plans related to equity, greenhouse gas emissions and vehicles miles traveled.

Board Report Consideration:

- A. RECEIVE AND FILE the I-605 CIP Community Outreach Summary Report that describes the community reengagement meetings that were held to present revised alternatives and findings in accordance with Board Motion 42; and
- B. REAUTHORIZE the work that is needed to re-initiate the environmental review phase of the I-605 CIP with an emphasis on safety and multimodal projects, with the understanding that all Alternatives may be subject to Vehicle Miles Traveled (VMT) mitigation analysis except Alternative 2.



I-605 Corridor Deficiencies

The I-605 freeway was constructed in the 1960s and experiences chokepoints, congestion, and conflicts resulting from significant population and goods movement growth, and a lack of multimodal transportation options. Key deficiencies include:

- Safety and mobility challenges for the communities the freeway bisects, particularly at on/off-ramps and underpasses.
- Nonstandard weaving distances, impacting safety and capacity.
- Narrow or non-existent shoulders and lane widths.
- Short spacing between system and local interchanges, causing merging and weaving challenges.



I-605 Freeway Collisions (2012-2015)		
Freeway Route	Fatalities	Total Collisions
I-605	11	3,329
SR-60	11	1,771
I-10	5	2,387
I-105	1	375
I-5	1	990

Source: Caltrans Traffic Accident Surveillance and Analysis Systems (TASAS) Table B and TASAS Selective Accident Retrieval (TSAR) for a 3-year period. (protected by 23 USC §407)

- Predominant crash types include rear-end and sideswipe collisions caused by speeding, lane-changing activities, improper turns, and restricted geometry.

Motion 42 Outcome

Highway Investment

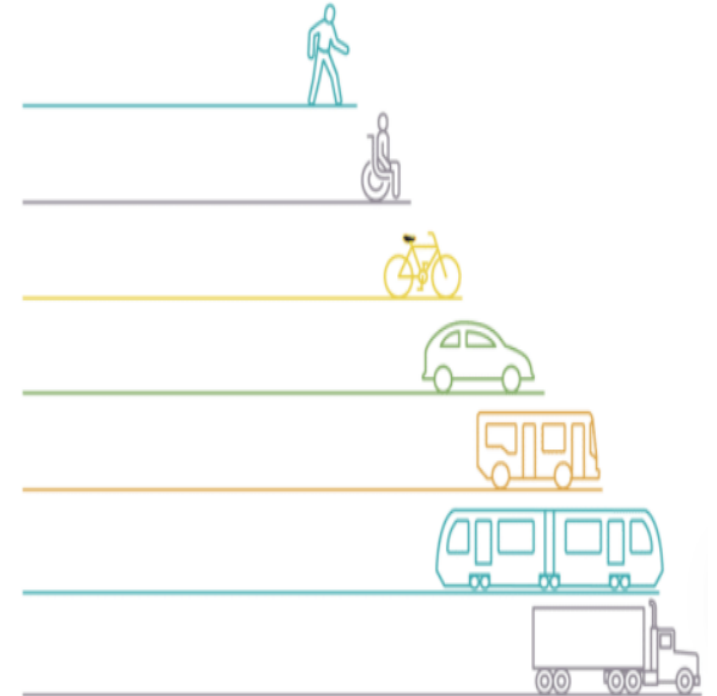
- Highway safety improvements
- Multimodal and complete Street Improvements
- TSM/TDM improvements

Equity Platform

- Prior 2020 project proposed to acquire about 380 homes
- After 2020 project proposed to acquire zero homes
- Provide mobility options and access

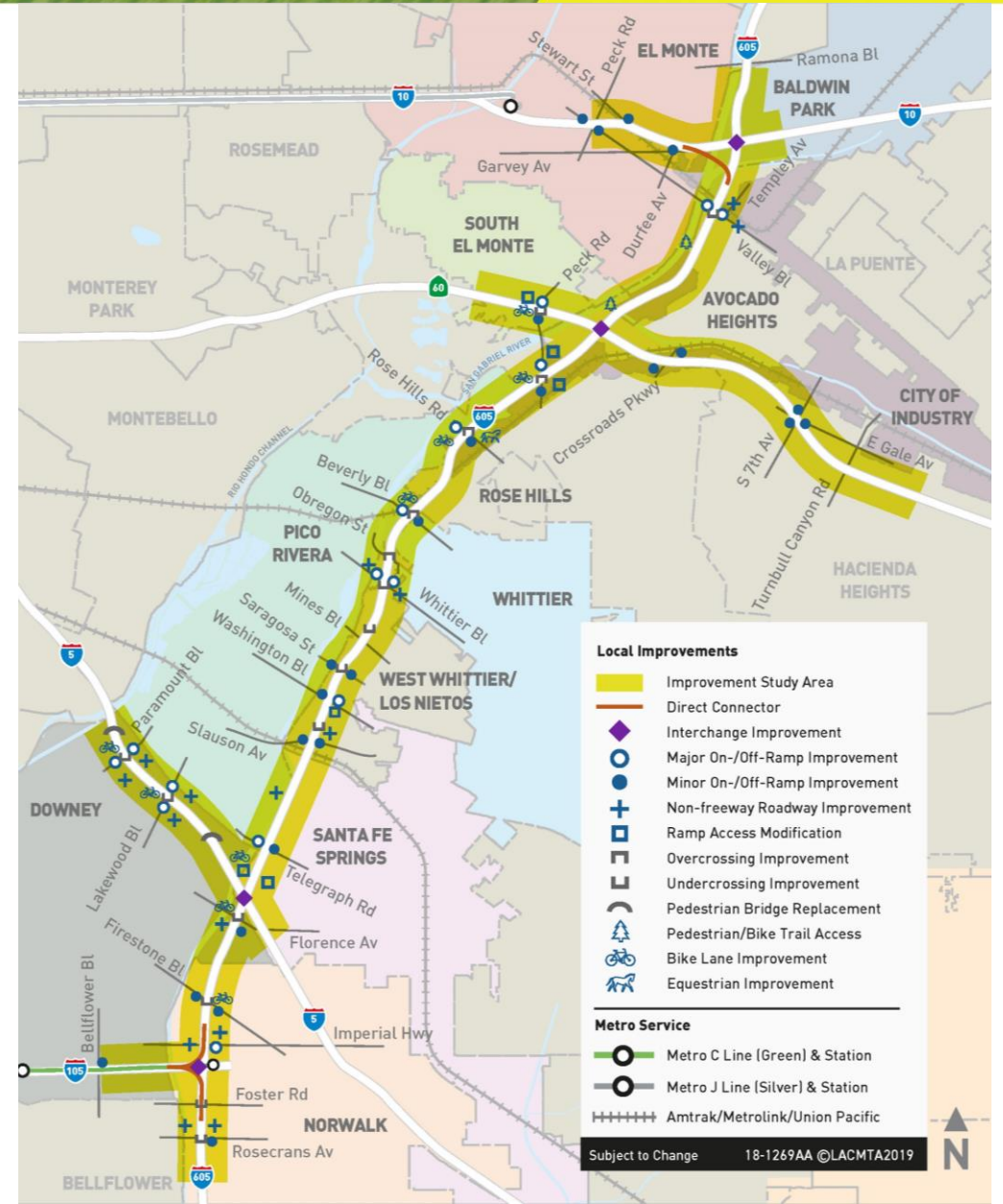
State Initiatives

- Metro Objectives for Multimodal Highway Investments
- Caltrans Complete Streets Action Plan (2022)



Project Alternatives

- Alternative 1: Existing conditions (No Build).
- Alternative 2: Convert existing HOV lanes into ExpressLanes, plus details below.
- Alternative 3: Convert the existing HOV lanes into ExpressLanes, add an additional ExpressLane in each direction, plus details below.
- Alternative 4: Maintain the existing HOV lanes, add a second HOV lane in each direction, plus details below.
- **All Build Alternatives (2, 3, 4):**
 - Incorporate multimodal TSM/TDM improvements.
 - Increase person throughput while avoiding residential displacements.
 - Address freeway, on/off ramp, and interchange safety improvements.
 - Improve multimodal transportation options.
 - Address pedestrian/bike/equestrian/trail improvements.
- Project alternatives may be advanced in full or through a phased approach as funding becomes available.



Community Meeting Summary

Over 300 public comments were received during the meeting series. Key points raised in these comments include:

- Concerns regarding right-of-way (ROW) acquisitions, specifically details about partial and commercial property acquisitions
- Freeway noise concerns due to inadequate soundwall height
- Potential construction impacts on surrounding areas
- Safety concerns at the I-105 and Studebaker intersection, and other specific areas
- Bike lane safety issues
- Support for alternatives like carpool and High-Occupancy Toll (HOT) lanes without the need for acquisitions, freeway expansion, or increased congestion
- Suggestions for improvements that could benefit both local and highway traffic operations and speed
- Issues related to single-occupancy vehicle use in HOT lanes
- Queries on how to address induced demand and vehicle miles traveled (VMT)
- Recommendations to eliminate bottlenecks and consider climate change in planning



No	Date / Time	Location / Address	Sign-ins Collected		Questions / Comments
			Email / Mobile Phone	Attendees (Approx.)	
1.	Tuesday, July 09, 2024 6:00pm – 8:00 pm	The Arc, Reagan Banquet Center 9545 Washburn Rd Downey, CA 90242	33/30	63	16
2.	Wednesday, July 10, 2024 6:00pm – 8:00 pm	Pico Rivera Golf Club 3260 Fairway Dr Pico Rivera, CA 90660	26/26	51	36
3.	Thursday, July 11, 2024 5:30 pm – 7:30 pm	Lambert Park Auditorium 11431 McGirk Av El Monte, CA 91732	16/8	19	9
4.	Tuesday, July 16, 2024 12:00 pm – 1:30 pm	Zoom Webinar	84	94	89
5.	Thursday, July 18, 2024 6:00 pm – 8:00 pm	Cerritos College, Fine Arts Building 11110 Alondra Blvd Norwalk, CA 90650	19/8	22	21
6.	Thursday, August 29, 2024 6:00 pm – 8:00 pm	San Angelo Park 245 S San Angelo Av La Puente, CA 91746	41/18	58	31
Total			219/90	307	202

Next Steps

Upon approval by the Board, staff will resume work on the environmental review phase of the retooled I-605 CIP, in accordance with Motion 42.

Upon reinitiation of the environmental process:

- Staff will develop an implementation plan and identify segments and priorities with independent utility that can be constructed
- Consult with Caltrans and the local jurisdictions.
- Staff will return to the Board for contract amendments as necessary.
- Continue to seek federal and state grant funds to support the improvements.
- Staff will report back to the Board at major milestones, as needed.

