



Community Update Meetings July 2024

I-605 CORRIDOR IMPROVEMENT PROJECT (CIP)



Community Outreach Meetings

- Conduct public re-engagement meetings to provide informational updates on new draft “re-tooled and narrowed” freeway and multimodal improvements.
- Foster development of CBO (community-based organizations) relationships and potential partnerships to prepare, better engage, and inform the diverse community throughout the project lifespan.

2024 Community Outreach Meeting Schedule:

July 9: The Arc Reagan Banquet Room, Downey, 6-8pm

July 10: Pico Rivera Golf Course, Pico Rivera, 6-8pm

July 11: Lambert Park Amphitheater, El Monte, 5:30-7:30pm

July 16: Virtual Meeting, 12-2pm

July 18: Cerritos College Fine Arts Building, Norwalk,
6:00-8:00pm

TBD: Additional meeting being planned

*Note: Spanish language translation
will be provided at all meetings*



Project Need & Purpose

Why is the Project Needed?

- Higher than statewide average collision rates
- Segments of HOV lanes are considered ‘degraded’
- Opportunity to include multimodal and complete street improvements

What are Metro’s Goals?

- Improve operations and safety
- Enhance mobility and regional connectivity
- Increase person throughput by moving more people, not more cars
- Avoid residential displacements by accommodating the design mostly within the Caltrans-owned right of way (ROW).



Project Overview

Proposed Project Elements

- Complete Street Improvements
- Managed lane improvements
 - High Occupancy Vehicle (HOV) (carpool lanes)
 - High Occupancy Toll (HOT) (ExpressLanes)
- On/off ramp improvements
- Interchange improvements
- Arterial improvements
- Pedestrian bridge replacements
- Pedestrian/bike/equestrian/trail improvements



Draft Project Alternatives

- Metro, in coordination with Caltrans, is evaluating **four possible alternatives** to address these challenges and will analyze the following alternatives along I-605:
 - **Alternative 1:** Existing conditions (no build)
 - **Alternative 2:** Convert the existing HOV lanes to ExpressLanes and incorporate multimodal and Transportation System/Demand Management (TSM/TDM) improvements
 - **Alternative 3:** Convert existing HOV lanes to ExpressLanes, add an additional ExpressLane in each direction, and incorporate multimodal and TSM/TDM improvements
 - **Alternative 4:** Maintain the existing HOV lanes, add a second HOV lane in each direction, and incorporate multimodal and TSM/TDM improvements
- The study is also evaluating other freeways where they intersect with the I-605

Lane Type Comparison

- **General Purpose Lane:** Typical lane of travel on a highway
- **Auxiliary Lane:** A merging lane which stretches between interchanges to connect on- and off-ramps
- **High Occupancy Vehicle (HOV) Lane:** Commuter lane reserved exclusively for use of carpools, vanpools, and/or buses
- **ExpressLane:** Offers vehicles the choice to pay for a faster, more reliable trip while continuing to allow toll-free travel for carpools

Safety Considerations

I-605 Mainline Segments with Fatality & Injury Rates Higher than Statewide Average

Northbound	Southbound
1. Rosecrans Ave at WB I-105	18. SB I-5 Direct On to Florence Ave
2. I-105 WB to Rosecrans Ave Off	19. I-5/Florence Ave Off to I-5 NB/I-605 NB
3. Imperial Hwy to EB I-105	20. Telegraph Rd On to I-5/Florence Ave Off
4. EB I-105 to Firestone Blvd	21. Telegraph Rd Off to Telegraph Rd
5. Firestone Blvd On to I-5/Florence Ave	22. EB Slauson Ave On to Telegraph Rd Off
6. Florence Ave to SB I-5	23. EB/WB Washington Blvd CD Rd On to EB Slauson Off
7. NB I-5 On to Telegraph Rd	24. WB Washington Blvd Off to EB/WB Washington Blvd
8. Telegraph Rd On to Telegraph Rd Off	25. Saragosa Blvd Off to WB Washington Blvd
9. Pioneer Blvd at Washington Ave	26. WB Whittier Blvd Loop On to Whittier Blvd On
10. Whittier Blvd Off to EB Whittier Blvd Loop	27. Whittier Blvd Off to WB Whittier Blvd Loop
11. EB Whittier Blvd Loop On to WB Whittier Blvd	28. EB Beverly Blvd Off and EB/WB Beverly Blvd
12. Pellissier Pl/Ped Rd Off to Pellissier/Peck Rd On	29. Rose Hills Rd Off to San Gabriel River Pkwy
13. EB SR-60 to WB SR-60	30. Rooks Rd/Kella Ave Off to Peck Rd On
14. Valley Blvd/Temple Ave Off to Valley Blvd Loop On	31. EB/WB SR-60 Off to WB SR-60 On
15. Valley Blvd Loop On to Valley Blvd Temple On	32. Valley Blvd Loop On to EB/WB Valley Blvd On
16. EB/WB I-10 Off to EB/WB I-10 On	33. Ramona Blvd On to EB/WB I-10 Off
17. EB/WB I-10 On to Ramona Blvd Off	

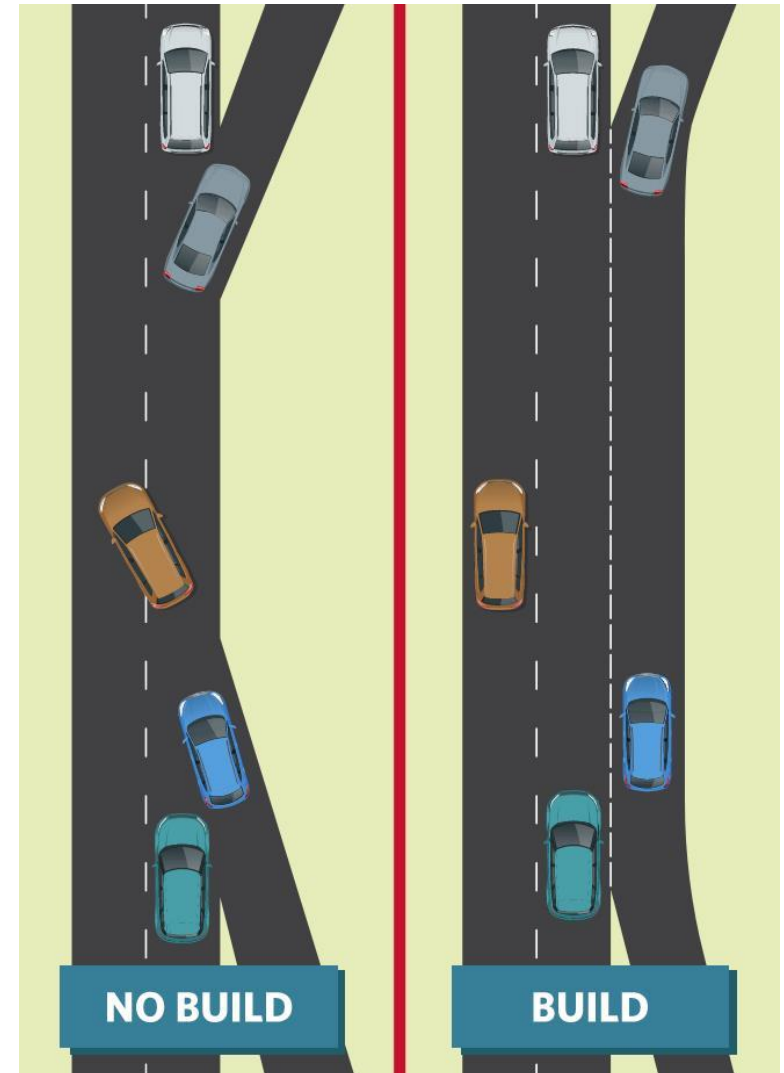


Safety Improvements

Draft Considerations

Auxiliary lanes

- Non-continuous lanes connected between on- and off-ramps
- Do not function as general-purpose lanes
- Provide more space and time with through-traffic movements and reduce vehicle weaving



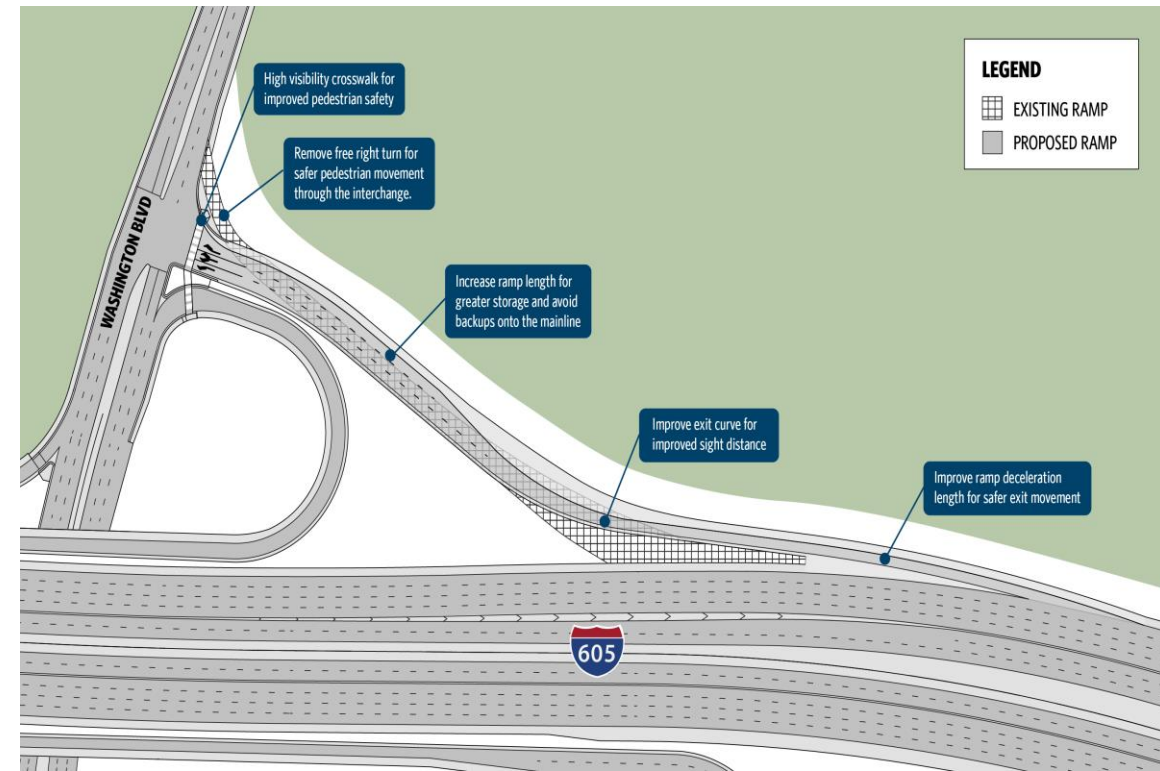
Example of roadway without and with auxiliary lanes

Safety Improvements

Draft Considerations

Safety measures that address the relationship between speed and road design

- Layout of curves
- Sight-distance visible to the driver
- Road width
- Speed management
- Vehicle and intersection design
- Conflicts involving pedestrians and bicyclists



Example of proposed ramp improvement

Project Update

Prior to October 2020

Project proposed the residential property displacements of up to 380 single-family units, multi-family units, mobile homes, commercial/retail businesses, industrial businesses, nonprofit (cultural/religious facility), and government properties

After October 2020

- Metro Board approved Motion 42 – October 2020
 - Directed staff to delay circulation of the Draft EIR/EIS due to concerns over the high number of likely property residential property displacements
- Modernizing the Highway Program – Progress Report March 2022
- Board Motion - Metro Objective for Multimodal Highway Investment – June 2022
- Board Motion - Metro Complete Streets Policy Project Initiation Checklist – September 2022
- Metro and Caltrans redesigned the project alternatives to **avoid residential property displacements** by staying within the State property along the majority of the corridor



Project Update

In Progress

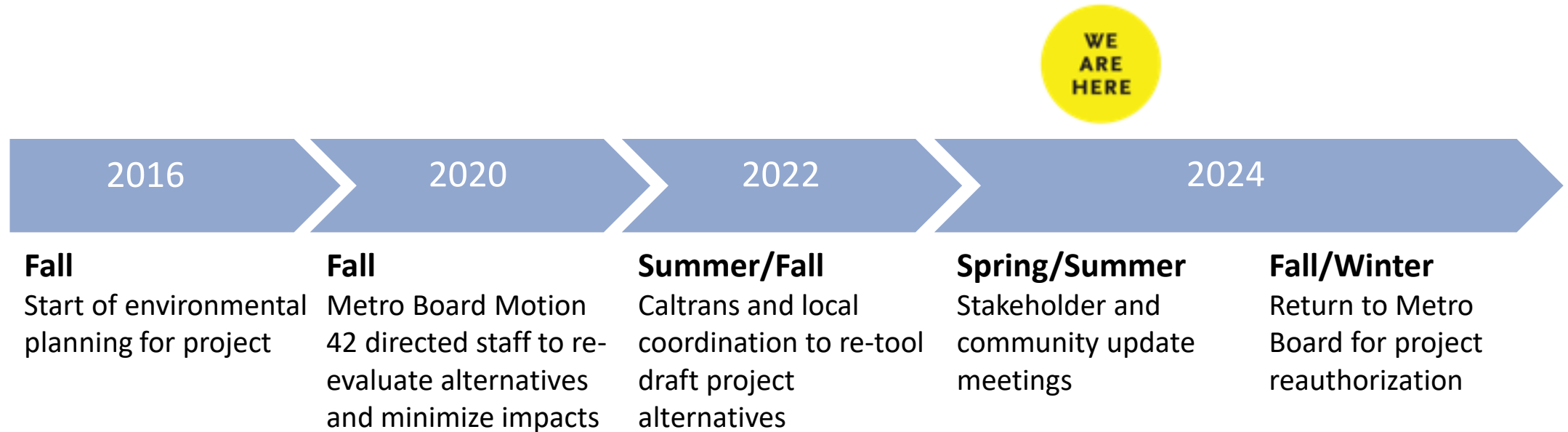
- The proposed re-design would propose **zero full residential property displacements** along the majority of the corridor
 - Some partial acquisitions might be needed, but no residential relocations are required
- Incorporation of **multimodal elements** (i.e., bus and bicycle lanes, pedestrian improvements) and smart freeway technology to better manage the freeway
- The project will better align with local and state policies such as the Climate Action Plan for Transportation Infrastructure (CAPTI)

Next Steps

- All public comments received by July 30 will be considered
- Metro staff, in coordination with Caltrans, will report back to the Board with a request for re-initiating the environmental process



Project Timeline



ONGOING PUBLIC PARTICIPATION

HOV/HOT Managed Lanes

- I-605 CIP is studying **two potential types of managed lane improvements:**

High-Occupancy Vehicle (HOV) lanes or “carpool lanes”

- Require 2 or 3 passengers per vehicle to use the lanes
- *Note:* Solo riders with a valid “Clean Air Vehicle” decal also have access



High-Occupancy Toll (HOT) lanes or “ExpressLanes”

- Toll-free access for vehicles with 2+ or 3+ passengers (with transponder)
- Access for single occupant vehicles with a toll
- *Note:* Solo riders with a valid “Clean Air Vehicle” decal receive a 15% discount



Countywide ExpressLanes Strategic Plan



- Building on the success of the I-110 and I-10 ExpressLanes
- Prioritized recommendations potentially implemented over the next 25 years
- Metro Board adopted the Plan in 2017
- Tier 1 ExpressLane Network
 - I-10 between I-605 and the county line
 - I-405 between US 101 and the county line
 - I-605 between I-10 and the county line
 - I-105 between I-405 and I-605
- 40,181 FasTrak transponders have been purchased from zip codes around the 605 corridor since November 2023.

Alternative 1: Existing Conditions (No Build)

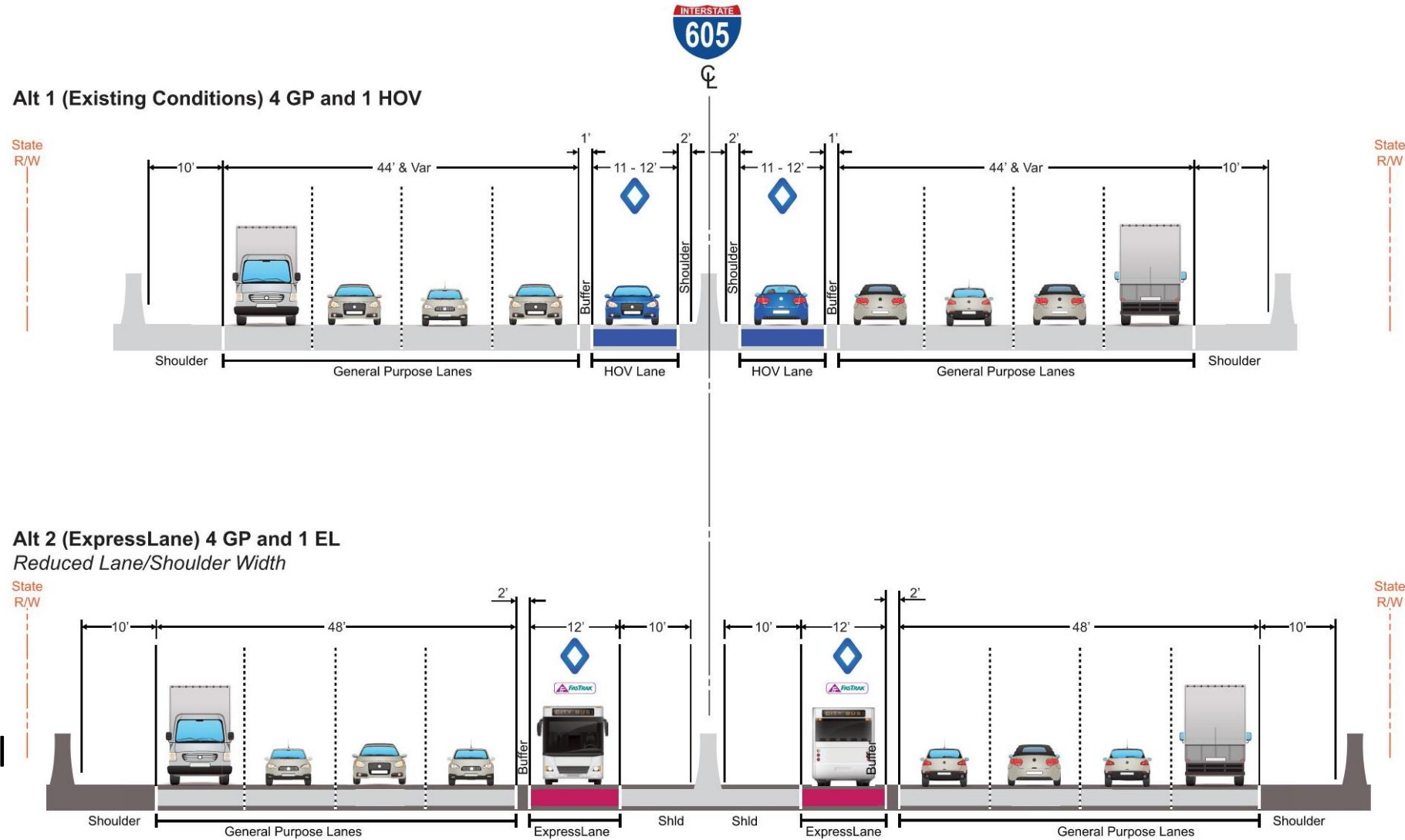
The No Build Alternative does not include any improvements to the I-605 Corridor Project area

- *No proposed improvements to the multimodal connection to the San Gabriel River*
- *No proposed implementation of Class II and III bikeways on adjacent and intersecting streets*
- *No proposed upgraded soundwalls*
- *No proposed complete street and freeway safety improvement*
- *No proposed property acquisitions*
- *No proposed improved lighting for recreational resources under freeway structures*
- *No TSM/TDM improvements*

Draft Updated Project Alternative 2

Reduced Footprint

- **Alternative 1:** Existing conditions (no build)
- **Alternative 2:** Convert the existing HOV lanes to ExpressLanes
- Incorporate multimodal and TSM/TDM improvements



Considerations for Alternative 2

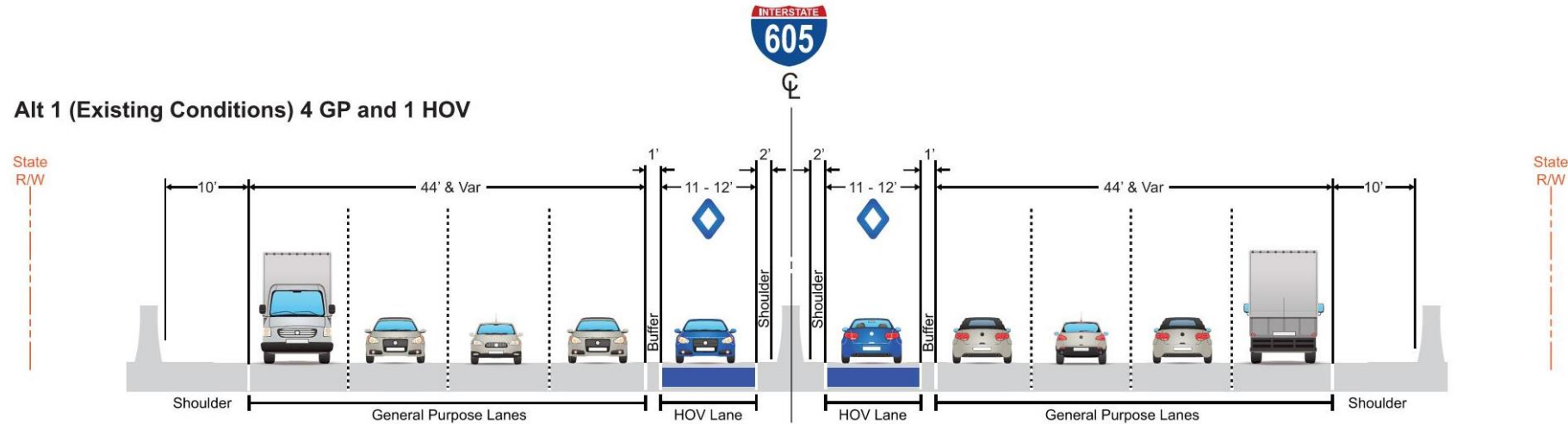
Prior to 2020, Metro was considering an Alternative 2 which included the addition of a general-purpose lane. The general-purpose lane is now being considered for removal from Alternative 2. We would like your input.

- *All draft build project alternatives retain HOV or ExpressLane improvements along with an expanded focus on multimodal, safety, and mobility enhancements, including pedestrian, bicycle, equestrian trail, and transit connections.*
- *Elimination of the additional general-purpose lane would make Alternative 2 better align with state and federal policies, and in turn, may be more competitive for future funding opportunities.*
- *Any changes to project alternatives that were considered but eliminated will be discussed in the Draft EIR/EIS when it is released for public review.*

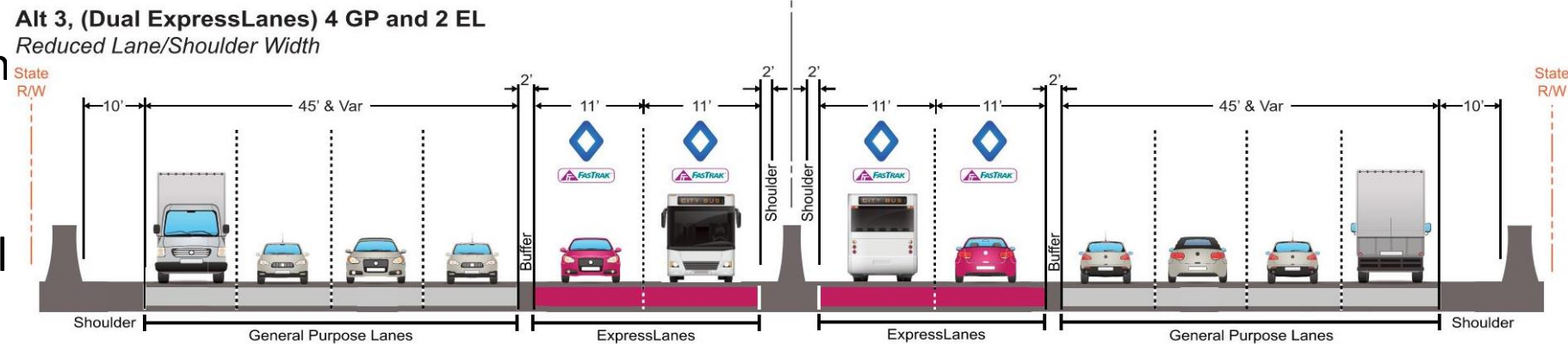
Draft Updated Project Alternative 3

Reduced Footprint

- **Alternative 1:** Existing conditions (no build)



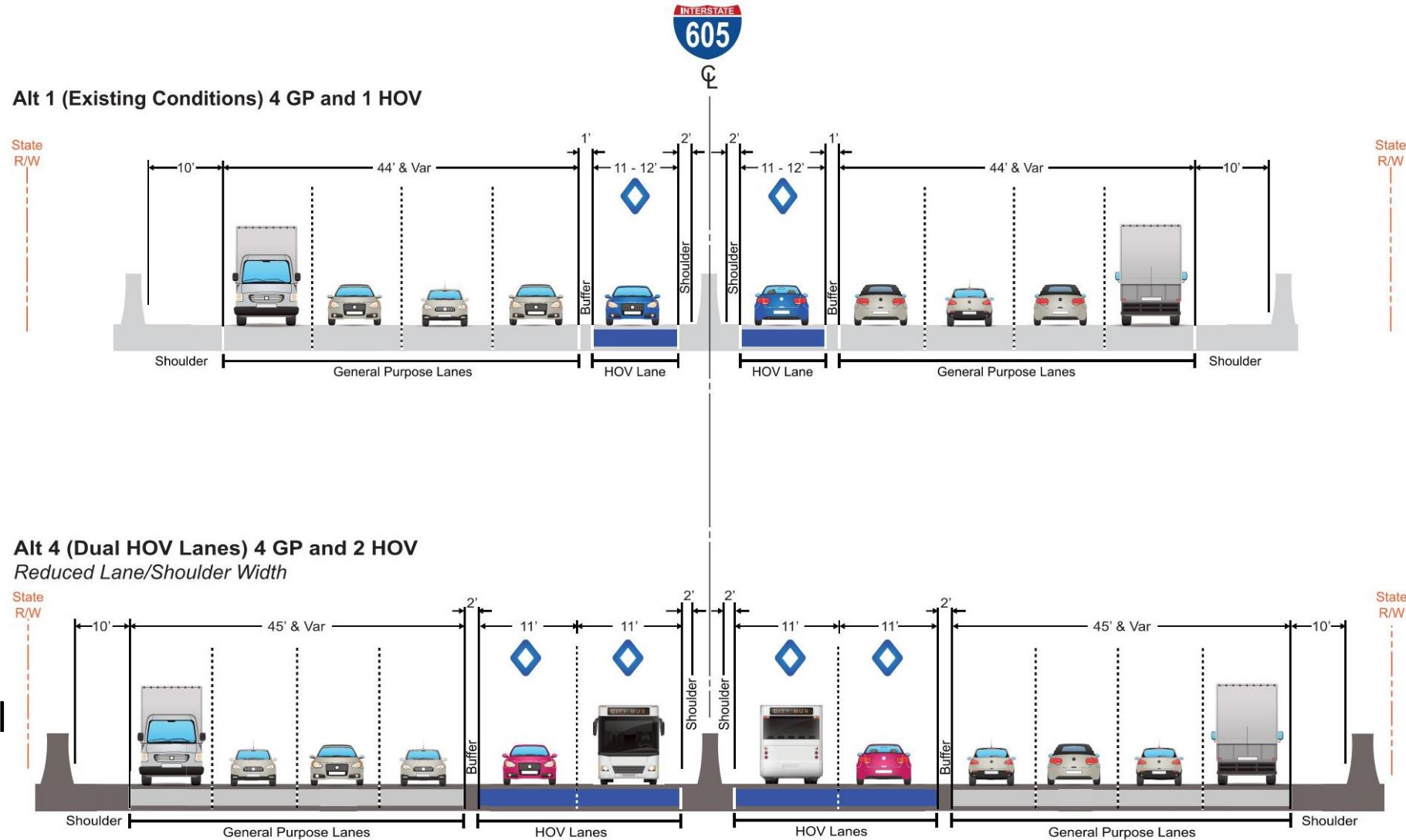
- **Alternative 3:** Convert the existing HOV lanes to ExpressLanes, add an additional ExpressLane in each direction
- Incorporate multimodal and TSM/TDM improvements



Draft Updated Project Alternative 4

Reduced Footprint

- **Alternative 1:** Existing conditions (no build)
- **Alternative 4:** Maintain the existing HOV lanes, add a second HOV lane in each direction
- Incorporate multimodal and TSM/TDM improvements



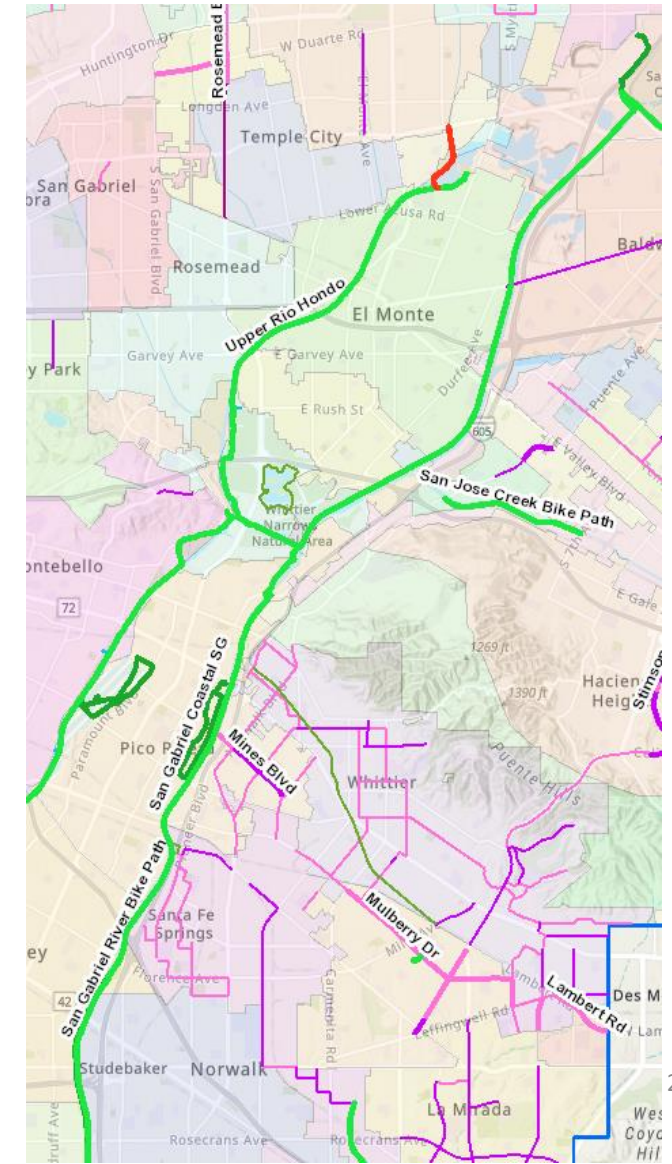
Corridor Wide Multimodal Benefits

Bicycle Improvements

- Evaluate planned and existing active transportation facilities
- Improve multimodal connection to San Gabriel River
- Evaluate Class II and III bikeways on adjacent and intersecting streets
- Evaluate buffered bike lanes on arterial streets and bicycle amenities
- Improve access to trails and open spaces



Bicycle Network



Corridor Wide Multimodal Benefits

Pedestrian and Transit Improvements

- Evaluate transit enhancements to planned and existing rail and bus transportation facilities
 - Transit routes and facilities that serve the corridor include Metro Bus line 577 between the El Monte Station and Cal State Long Beach via the I-605 freeway, in addition to Metro Bus lines 62, 111, 115, 120, 125, and 460.
- Improve pedestrian/bike connections to transit such as the Norwalk C Line Station
- Pedestrian safety improvements including ADA ramps, high visibility crosswalks, leading pedestrian intervals, mid-block crossings, and yellow flashing beacons



Transit Network



Multimodal Benefits

Complete Streets / Safety Benefits

- Pedestrian **enhanced signals** and **crosswalk improvements** on 33 intersections
- Pedestrian **mid-block crossings** or **refuge islands**
- All sidewalks within the project limits shall be made **ADA accessible**
- **Transit enhancements** and shelter enhancements
- Compatible with **mass transit** projects, such as the Metro E Line Washington Blvd alignment
- **Sidewalks and Class II bike lanes** would incorporate planned bicycle facilities within the project limits

Multimodal Benefits

Community and Recreational Resources / Open Space Benefits

- **Lighting** specifications and requirements will be provided for all recreational resources under freeway structures
- **Bicycle and pedestrian trails** access to the Rio Hondo and San Gabriel Rivers
- Consistency with **structural aesthetics** identified in relevant corridor-related plans, ensuring visual unity within the corridor
- Community beautification through **public art** projects and **parklets**
- Will not preclude projects identified as part of the **Emerald Necklace** and part of the **San Gabriel Valley Greenway Network** (three crossings located at Walnut Creek and San Jose Creek)

TSM/TDM Strategies

Transportation System Management (TSM)

Operational strategies to improve freeway management

Transportation Demand Management (TDM)

Strategies to reduce system demand

- Localized roadway improvements
- Improvements to first- and last-mile facilities
- Additional way-finding signs on freeways and arterials
- On- and off-ramps that limit impacts to non-motorized travel
- Preserve access to bike lanes and trails
- Provide smart technology elements (e.g., fiber-optic and other communication systems)
- Upgraded traffic signals to enable transit signal priority



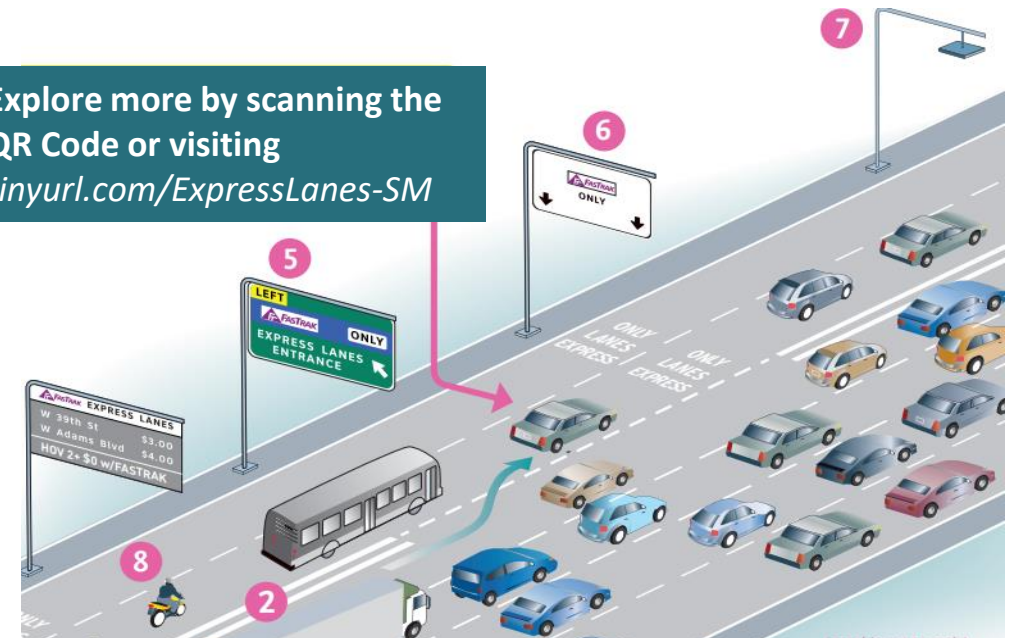
TSM/TDM strategies are elements folded into all Project Build Alternatives, where applicable

Net Toll Revenue Grant Program Benefits

- Toll revenues generated from the Metro ExpressLanes are reinvested back into the 605 corridor from which they were derived.
- Eligible improvements funded through toll revenues include transit improvements, system connectivity, active transportation, roadway improvements, and operations and maintenance of the ExpressLanes
- Since 2014 the Net Toll Revenue Grant Program has funded 60 projects totaling approx. \$112.1 million



Explore more by scanning the QR Code or visiting tinyurl.com/ExpressLanes-SM



Next Steps

- Continue to gather input from the community through local engagement
- Coordinate with Caltrans on design exceptions to minimize right of way impacts
- Continue to align with recent policies pertaining to multimodal highway investments, improving air quality, and reducing vehicle miles traveled (VMT)
- Provide Final Report to Metro Board considering public comments and make recommendation on re-initiating environmental process



Question & Answer Session

Do you have any comments or questions?



Stay In Touch



Attention: Kim Tachiki-Chin
Metro
One Gateway Plaza
Mail Stop: 99-13-1
Los Angeles, CA 90012



213-922-4091



i605corridor@metro.net



metro.net/projects/i-605-corridor-improvement-project



@metrolosangeles



losangelesmetro

Continue to share your
comments questions
today and after the
meeting through July 30.