

We're reimagining mobility along the 605 corridor from the 105 to the 10.

I-605 CORRIDOR IMPROVEMENT PROJECT (CIP) Fact Sheet



Metro

Project Update

We heard your concerns and are taking action! The I-605 Corridor Improvements Project is presently undergoing revisions to integrate the feedback received prior to the scheduled release of the Draft Environmental Document.

The reimagined I-605 Corridor Improvement Project (Project) will focus on developing improvements that:

- > Minimize freeway design footprint with the goal of avoiding full residential displacements
- > Provide multimodal, safety and mobility benefits that increase the movement of people
- > Incentivize multi-passenger trips and zero-emission vehicle utilization using Express Lanes or high occupancy vehicle (HOV) lanes
- > Provide Complete Streets improvements for pedestrian safe access
- > Integrate street and ramp intersection elements
- > Incorporate transit enhancements such as bus shelters
- > Metro and Caltrans have coordinated to consider geometric design changes that eliminated all residential displacements while still providing safety and mobility enhancements.

Study Area

The Project area includes the cities of Norwalk, Downey, Santa Fe Springs, Pico Rivera, Whittier, South El Monte, El Monte, Industry, Baldwin Park, and the unincorporated Los Angeles County areas. Public outreach will extend beyond the I-605 corridor to reach adjacent neighborhoods, job centers, transit hubs, and other major corridors including I-105, I-5, SR-60, I-10, and other key destinations that would be most served by the proposed improvements.

Schedule

In the Summer of 2024, the Project team will host a series of community meetings to share the updated project objectives, refined alternatives, and proposed process for moving forward with the input from surrounding community and stakeholders. Information learned from these community meetings will be used to inform the Metro Board and to request moving forward with the environmental process, including a robust community engagement plan.

Project Overview

Metro has a plan to make it easier to get around LA, which includes less congestion with projects like the I-605 Corridor Improvement Project.

Metro is working in coordination with the California Department of Transportation (Caltrans) to evaluate four alternatives, including one no build and three build alternatives, to either add high-occupancy vehicle (HOV) lanes, also known as a carpool lanes, or high-occupancy toll lanes, also known as an ExpressLanes, in both directions along I-605, from the I-105 to I-10, within the freeway right-of-way to the extent possible.

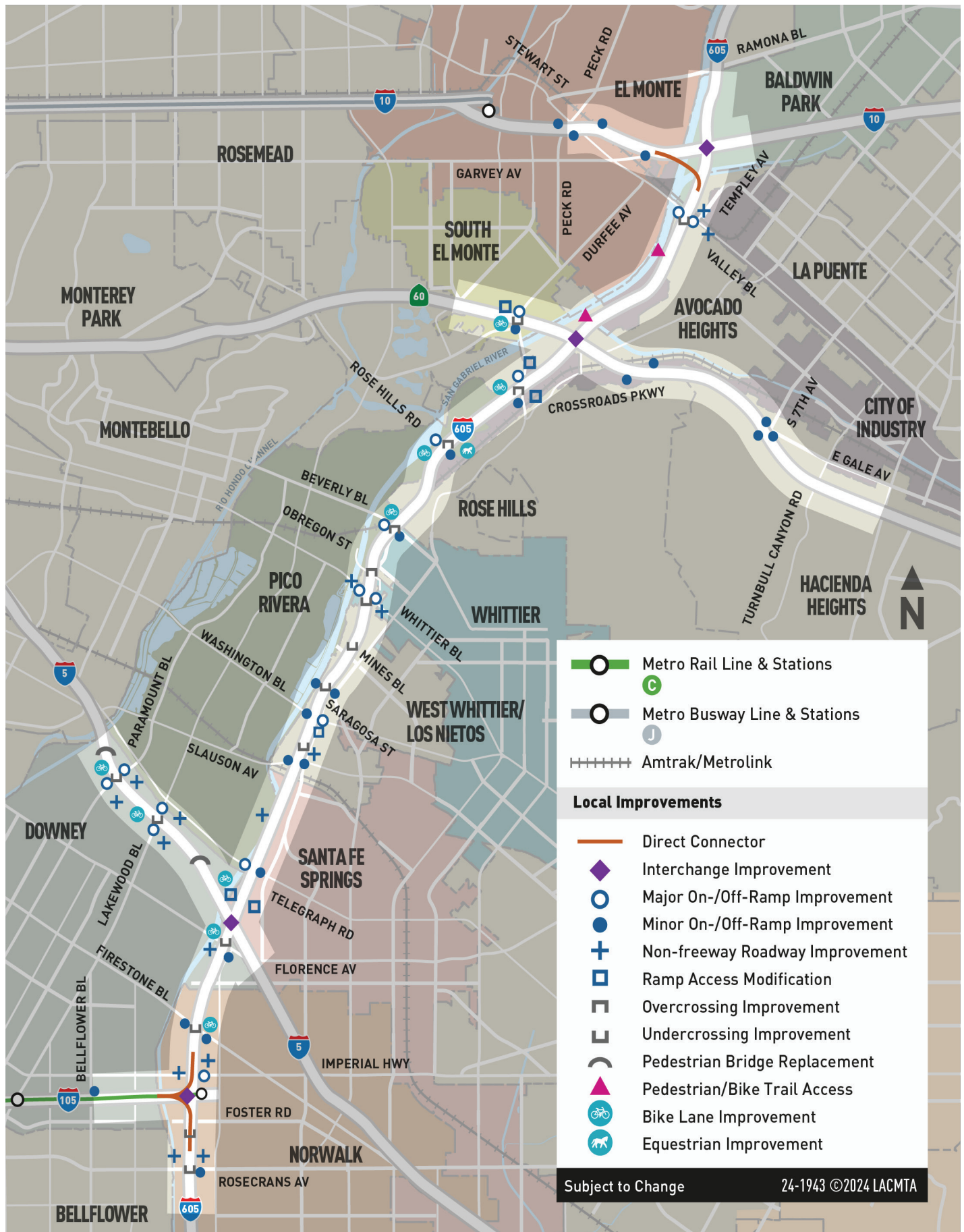
The Project will analyze the following alternatives along I-605:

- > Alternative 1: Existing conditions (no build)
- > Alternative 2: Convert the existing HOV lane in each direction to an ExpressLane and add local multimodal improvements
- > Alternative 3: Convert the existing HOV lane in each direction to an ExpressLane, add a second ExpressLane in each direction, and add local multimodal improvements
- > Alternative 4: Maintain the existing HOV lane in each direction, add a second HOV lane in each direction, and add local multimodal improvements.

The Project will include improvements along I-105, I-5, SR-60, and I-10, and will evaluate Transportation System Management/Transportation Demand Management (TSM/TDM) strategies, Complete Streets improvements, transit enhancements, as well as improvements to promote walking, biking, equestrian, and transit access in communities adjacent to the I-605 Corridor.

Additional goals of the I-605 CIP are to provide improvements to facilitate an integrated approach for all modes of transportation. The project team will consider the social, economic, and environmental impacts alongside technical aspects to ensure decisions are made in the best interest of the public.

I-605 CORRIDOR IMPROVEMENT PROJECT STUDY AREA



Background

The I-605 freeway is a north-south corridor that traverses from the southeast LA County Gateway Cities to the San Gabriel Valley foothill communities and provides connections to nine east-west interstate freeways and regional routes.

The corridor experiences collisions at rates higher than the statewide average for similar facilities, high travel times, and lower trip reliability during peak commute hours. Traffic congestion continues to impact the project corridor with 300,000 vehicles traversing the corridor per day. Segments of the existing HOV lanes are classified as “degraded” by federal standards, meaning that speeds on the existing HOV lanes are less than 45 miles per hour more than 18% of the time. Additionally, peak hour speeds average less than 45 miles for 29% of the time or more.

Proposed improvements to the I-605 freeway focus on multimodal, safety, and mobility benefits, including pedestrian, bicycle, equestrian trail, and transit connections along the corridor as well as HOV or

ExpressLanes to help increase time reliability. In addition, Metro is implementing new ExpressLanes on the I-105 and currently operates ExpressLanes on the I-10 and I-110. Once complete, an ExpressLane network will connect Los Angeles to Southeast LA County.

About ExpressLanes

Metro ExpressLanes are designed to improve traffic flow and provide motorists, including solo drivers, a more reliable travel option in LA County. ExpressLanes allow vehicles meeting occupancy requirements to travel for free with the use of a FasTrak Flex transponder, while also providing single-occupancy vehicles the option to pay a toll to use the lane.

Tolls for vehicles that don't qualify to travel for free are calculated based on traffic conditions and vary according to the level of congestion – tolls are higher when traffic congestion is heavier and lower when traffic is lighter. ExpressLanes revenue is reinvested into transit services and other improvements along the corridor from which it was generated.

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