

CALIFORNIA INTERSTATE  
**SR-91 / I-605**

# Needs Assessment Study

Prepared by:



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SR-91 and I-605 Freeways  
Needs Assessment Study  
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SR-91 and I-605 Needs Assessment

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## EXECUTIVE SUMMARY

1. The general purpose, car-pool and truck volumes for both the SR-91 and I-605 freeways will continue to increase in the future. This is due to the combination of an increasing population for Southern California as well as increasing cargo volumes of the two ports. Congestion reduction combined with congestion management is needed in the future for the freeways and arterial highways to deal with these increasing traffic volumes in the vicinity of the two ports in Southeastern Los Angeles County.
2. The SR-91 and I-605 freeways have many existing design, capacity and operational deficiencies that must be addressed on both a near-term and long-term basis, including (always addressing minimizing or avoiding adjacent residential property impacts):
  - a. Additional freeway lanes for general purpose traffic.
  - b. Upgrading and improving the I-405/I-605, the SR-91/I-605, and the I-5/I-605 interchanges which currently have “bottle-necking” and congestion aspects that should be addressed as soon as possible.
  - c. Analysis of possible carpool-to-carpool interchanges at the I-710/SR-91, SR-91/I-605, I-605/I-405 and I-5/I-605 interchanges.
3. Adding truck lanes to SR-91, I-105 and I-605 needs further study to determine if these lanes can be added to the freeway while minimizing adjacent property impacts. Truck lanes do not appear to be needed on I-405, I-605 south of SR-91 or SR-91 east of I-605 based on traffic modeling results. Coordination of for any truck lanes should be made with the logistics and transportation industries.
4. Improved landscaping (and its maintenance) and public art need to be addressed for both freeways.
5. Adding additional lanes to at least one arterial highway that parallels each freeway, including signal synchronization and considering and evaluating the feasibility of removal and replacement of on-street parking (as needed) is required for both freeway corridors as well as improving other arterial highways identified as deficient in this report.
6. Coordination between OCTA and MTA for I-405 improvements will be needed.
7. All arterial highway bridges over the San Gabriel River next to the I-605 freeway need to be widened by one lane in each direction.
8. Signal synchronization of most of the nearby arterial highways that border the SR-91 and I-605 corridors should be implemented as soon as possible (part of an

Intelligent Transportation System (ITS) strategy). This program should be developed and implemented in concert with or augment the County TSSP projects. Coordination with the traffic signals that Caltrans controls will also be needed.

9. For ITS, the cities along both freeways should participate in the development of an ITS master plan for the COG region and establish traffic management centers as needed within the region.
10. Local and regional community advisory committees should be formed to provide input into any further studies for the two freeways.
11. Air quality and quality of life issues and concerns should be addressed as part of any additional studies.
12. Funding should be secured for the following:
  - a. A detailed traffic model for the SR-91 and I-605 freeway corridors.
  - b. Preparation of a Major Corridor Study for the SR-91 and I-605 freeways.
  - c. ITS Master Plan
  - d. ITS implementation
  - e. Identification of near-term improvement projects (some of which are identified or suggested in this report) for:
    - (1) ITS Improvements
    - (2) Local interchanges improvements
    - (3) Arterial highway improvements
    - (4) Freeway-to-Freeway interchange congestion relief improvements for the I-405/I-605, the SR-91/I-605 and the I-5/I-605 interchanges.