SR-91/I-605/I-405 GUIDING PRINCIPLES

Adopted by the SR-91/I-605/I-405 Corridor Cities Committee on October 18, 2007
Adopted by the Gateway Cities Council of Governments Board of Directors November 1, 2007

Continued mobility is essential to preserving local economies and enhancing quality of life in the Gateway Cities and Southern California. Since it is not possible to build our way out of goods movement-related congestion via freeway construction without major disruption to these economies and this quality of life, the Corridor Cities Committee adopts the following Guiding Principles for SR-91/I-605/I-405 Corridors:

- Confine new freeway construction (including adding lanes) to existing State right-of-way in order to preserve and enhance local economies and environments. New construction will not involve double-decking on any part of the freeway.

- Address freeway operational deficiencies, relieve freeway congestion “hot-spots” and decrease the impact of truck bypass traffic on communities as soon as possible.

- Secure funding for major corridor studies and improvements as soon as possible without affecting the funding for the I-5 or I-710 Freeway improvements

- Support a separate freight movement corridor provided it is evaluated and constructed along non-freeway (e.g., rail or utility) alignments using minimally or non-polluting technologies.

- Implement additional Intelligent Transportation Systems (ITS) improvements in the SR-91/I-605/I-405 Corridor and advocate a broader regional approach to support this initiative.

- Continue Metro/OCTA/GCCOG inter-county transportation planning efforts.

- Collaborate with SGVCOG to engage Metro in immediate development of Los Angeles County Goods Movement Strategy.

- Aggressively advocate with all responsible agencies to preserve and enhance health and quality of life in the corridor.

- Engage corridor cities in an ongoing process of city consultation and interactive communication.