

SR-91/I-605/I-405

Initial Corridors Studies



GATEWAY CITIES
COUNCIL OF GOVERNMENTS



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EXECUTIVE SUMMARY

As originally outlined in the SR-91/I-605 Needs Assessment (a CD of this report is included in the appendices) projected growth in ports-related goods movement will significantly increase truck traffic on all the freeways in the Gateway Cities area. As a follow-up to that study, the SR-91/I-605/I-405 Initial Corridor Studies report was initiated with the following objectives:

1. Consultation with cities to determine the best process for participation of these communities as corridor and freeway improvements are identified, analyzed and developed.
2. Update Traffic Model results from previous SR-91/I-605 Needs Assessment and refine projections of increased capacity (lanes) required to accommodate projected future growth in Southern California and future growth in port-generated truck traffic.
3. Analyze the freeways developing the following:
 - (1). An inventory of the existing freeway corridors within the study area.
 - (2). Identify chronic traffic congestion areas (Congestion "hot-spots") and develop potential concepts to improve capacity and/or operations.
 - (3). Analyze what capacity improvements could be accomplished within existing state right-of-way.
 - (4). Analyze opportunities to add carpool-to-carpool connectors at freeway-to-freeway interchanges.
4. Coordinate with other transportation studies that could affect the freeways studied in this report.

As a result of this report the following was completed and concluded:

City Consultation Process

1. Guiding Principles were developed and approved by the Corridor Cities Committee (and subsequently by the Gateway Cities Council of Governments Board of Directors) that address future improvements to these freeways including recommendation to confine improvements to within existing State rights-of-way and to examine options for a non-freeway, regional freight movement corridor.
2. Any future community participation will be processed through local city managers and councils and will be individualized.

Traffic Modeling

1. With no other transportation proposals or options for freight, these freeways would require between 2 and 4 truck lanes.
2. Congestion on the freeways, partly created by large truck volumes, "pushes" general purpose traffic onto adjacent, local arterial highways.
3. Truck lanes constructed on freeways will have significant impacts to adjacent property (including both residential and commercial properties).

Intelligent Transportation Systems

1. An ITS Integration Plan for goods movement was prepared and showed that a technology-based transportation information system for goods movement is

feasible and can be effective. It is recommended that the next step – preparation of an ITS Implementation Plan – proceed as soon as possible.

Freeway Corridor Analysis

1. An inventory of the existing freeways was completed. Aerial base maps along with numerous typical sections of the existing freeway conditions were prepared. These were previously distributed and a CD with that information is included in the appendices.
2. Several congestion "hot spots" were identified: 1) SR-91 from I-710 to I-605 merge/weave conflicts; 2) WB SR-91 to NB I-605 connector; 3) SB I-605 connector transition to SB I-405; 4) I-5/I-605 interchange; 5) EB I-105 to NB I-605 connector; and 6) I-605/SR-60 interchange. Concepts to address these congestion "hot spots" were developed. Feasibility studies to analyze these improvements in more detail should proceed as soon as possible to refine conceptual improvements and establish project priority. Funding sources should be identified to plan, design and build these improvements.
3. In general, one lane in each direction could be accommodated within existing State right-of-way. A CD showing these conceptual improvements is included in the appendices. However there are several locations where the available State right-of-way is constrained and some adjacent properties would be impacted. If these isolated property takes are acceptable to the communities, a feasibility study should be initiated to evaluate whether the additional lanes could be built and operated as general purpose lanes or toll lanes.
4. HOV direct connectors may be feasible but would likely require significant additional right-of-way, particularly at freeway to freeway interchanges.
5. Based on the traffic modeling analysis, the conceptual improvements presented, combined with a new and large capacity regional freight movement corridor, would likely meet much of the future capacity needs for these freeways and alleviate much of the local street freeway bypass traffic.

Coordination with Other Studies

1. The OC/LA Intercounty Transportation Study suggests a series of toll lanes to connect Southeast Los Angeles County freeways with north Orange County freeways and should be supported consistent with Guiding Principles. The other Intercounty transportation recommendations contained in that report should be supported.
2. Traffic modeling for a high-capacity, regional freight movement corridor that serves multiple market segments shows it could be effective in reducing the projections for large volumes of trucks on these freeways and should be supported because of its benefits to the freeways studied in this report.

In addition to the preceding it was further recommended to examine all feasible funding options to implement the concepts outlined in this report.

Finally, a communication and outreach strategy and package to support city manager and elected officials communications with residents, businesses and constituents should be developed at a later date as feasibility studies are being prepared.