



I-405 FROM WILMINGTON AV TO MAIN ST IMPROVEMENT PROJECT

South Bay Cities Council of Governments- Transportation Committee
June 8, 2026

“WE’RE PLANNING TO IMPROVE MOBILITY AND SAFETY ALONG THE 405”



Agenda

- > Project Overview
- > Collision Data
- > Project Alternatives
- > Environmental Considerations
- > Addressing Community Concerns
- > Community Outreach
- > Project Schedule

I-405 FROM WILMINGTON AV TO MAIN ST OVERVIEW

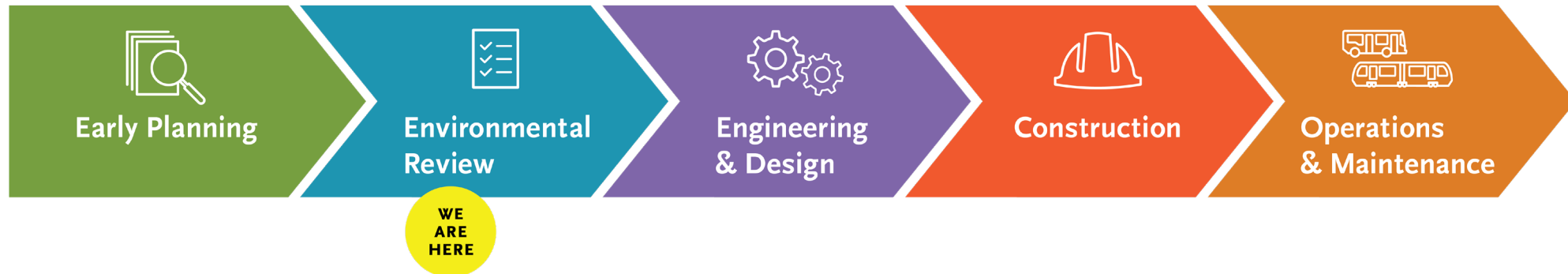
Project Overview

- > Approximately 3-mile corridor
- > On I-405 from Wilmington Av to Main St (just south of I-110)
- > Over 300,000 vehicles traverse this stretch of freeway daily, making this section of I-405 one of the busiest in the Los Angeles area



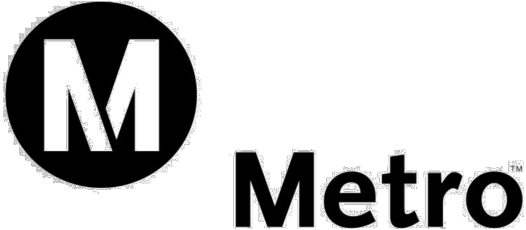
Current Status

- > The project is currently completing the **environmental review process** | California Environmental Quality Act (CEQA)/National Environmental Protection Act (NEPA)
- > The process began with a scoping phase to gather input from public agencies, stakeholders, and the community
- > Following the scoping period, technical studies were prepared to assess potential impacts more closely
- > After completion of these studies, a Draft Environmental Impact Report (EIR) and an Environmental Assessment (EA) was prepared
 - Public circulation is planned for July – September 2026
 - Community engagement and public feedback will be collected during the circulation, and formal responses will be provided and a Preferred Alternative will be selected during completion of the Final EIR/EA release.



Project Overview

Project Stakeholders include:



Project Need & Goals

Why is the Project Needed?

- > Operational and weaving deficiencies between freeway interchanges
- > Collision rates higher than statewide average
- > Lack of connectivity for pedestrians and bicyclists at local interchanges

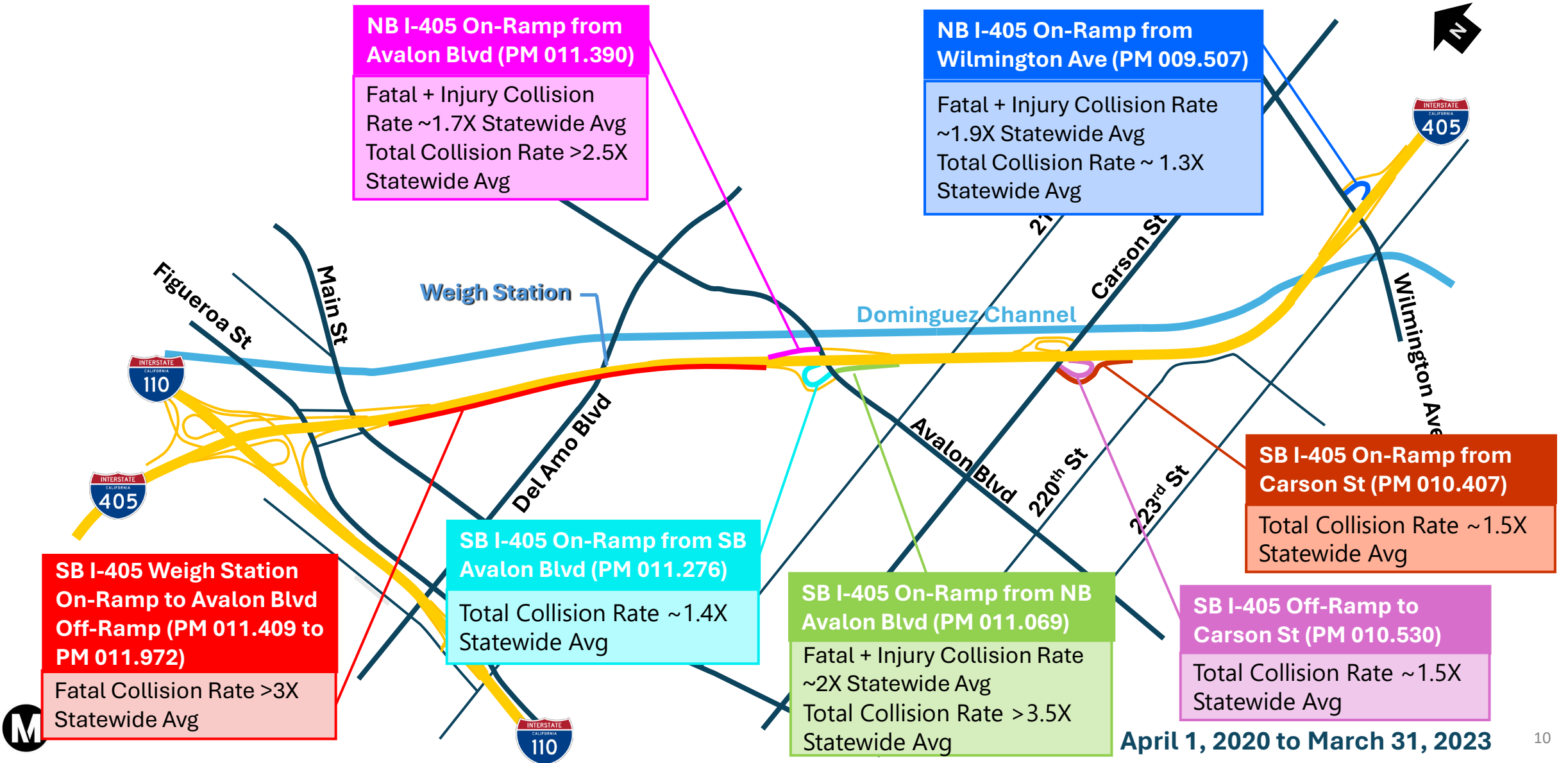
What are the Project Goals?

- > Enhancing traffic time reliability and safety along I-405
- > Providing equitable, accessible and sustainable travel options
- > Promote economic connectivity and improve accessibility for goods movement



COLLISION DATA

Collision Data – Higher than Statewide Avg



Collision Data – Primary Collision Type

Collision Data: Rear End/Sideswipes

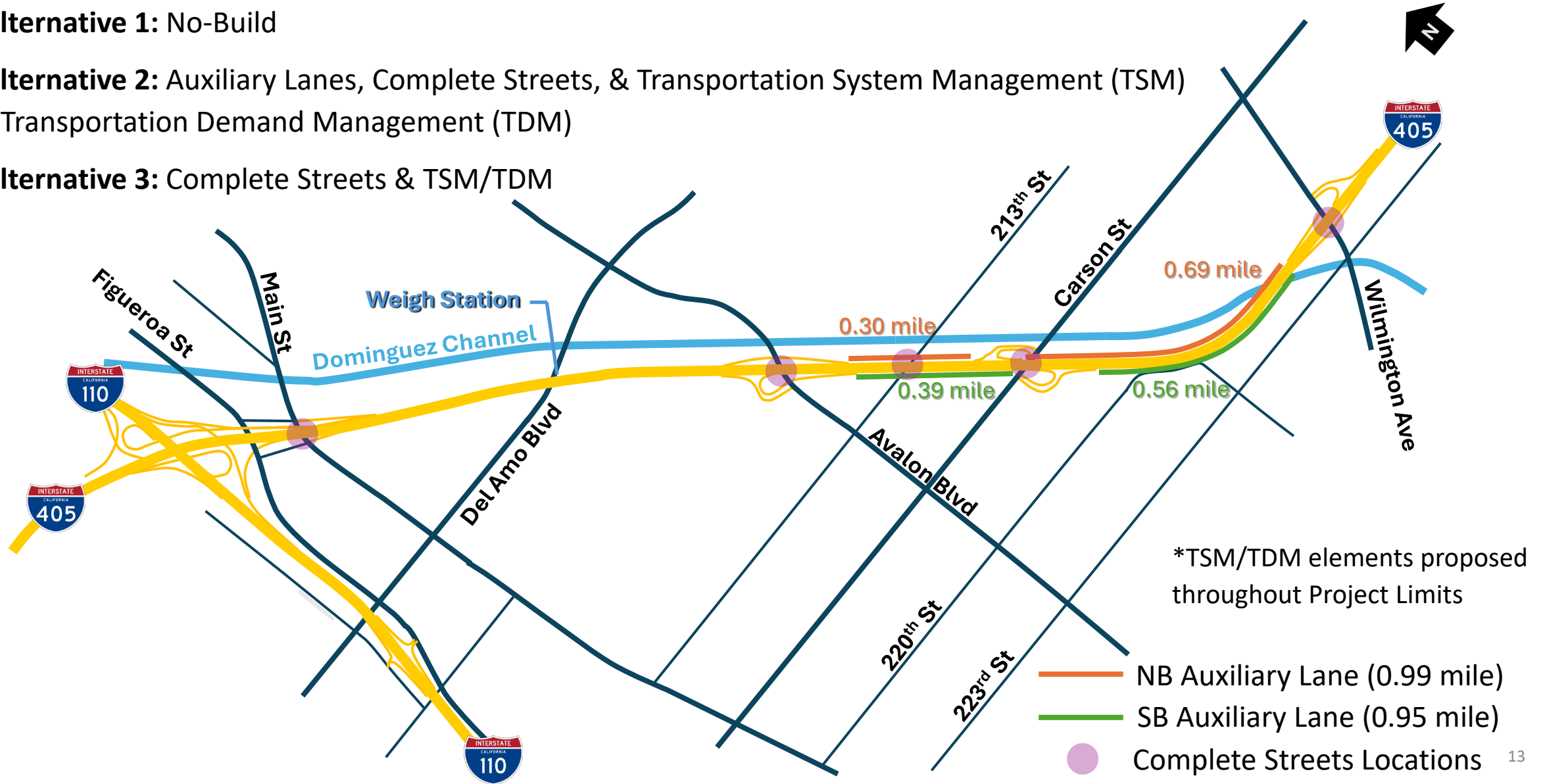


April 1, 2020 to March 31, 2023

PROJECT ALTERNATIVES

Project Alternatives

- > **Alternative 1:** No-Build
- > **Alternative 2:** Auxiliary Lanes, Complete Streets, & Transportation System Management (TSM) / Transportation Demand Management (TDM)
- > **Alternative 3:** Complete Streets & TSM/TDM



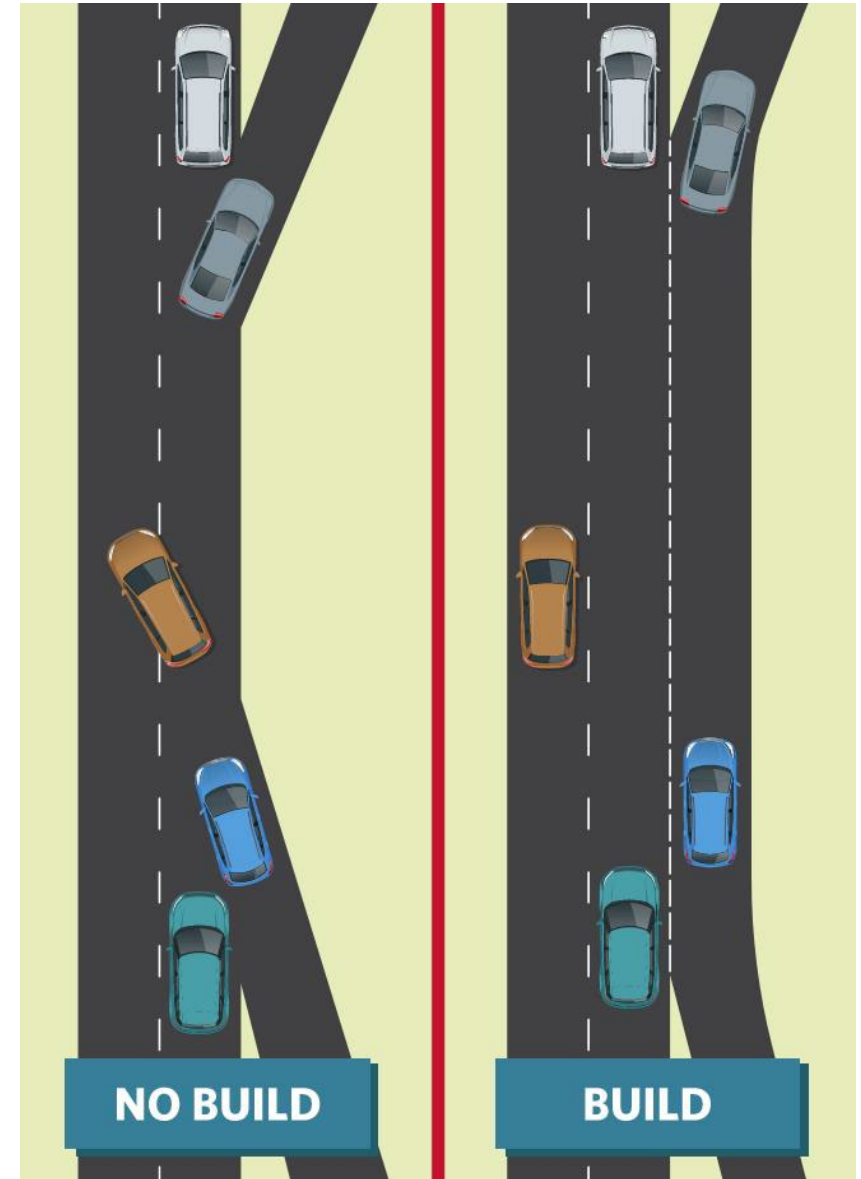
Auxiliary Lanes (Alternative 2)

- > Implement **two** auxiliary lanes on northbound I-405 and **two** auxiliary lanes on southbound I-405



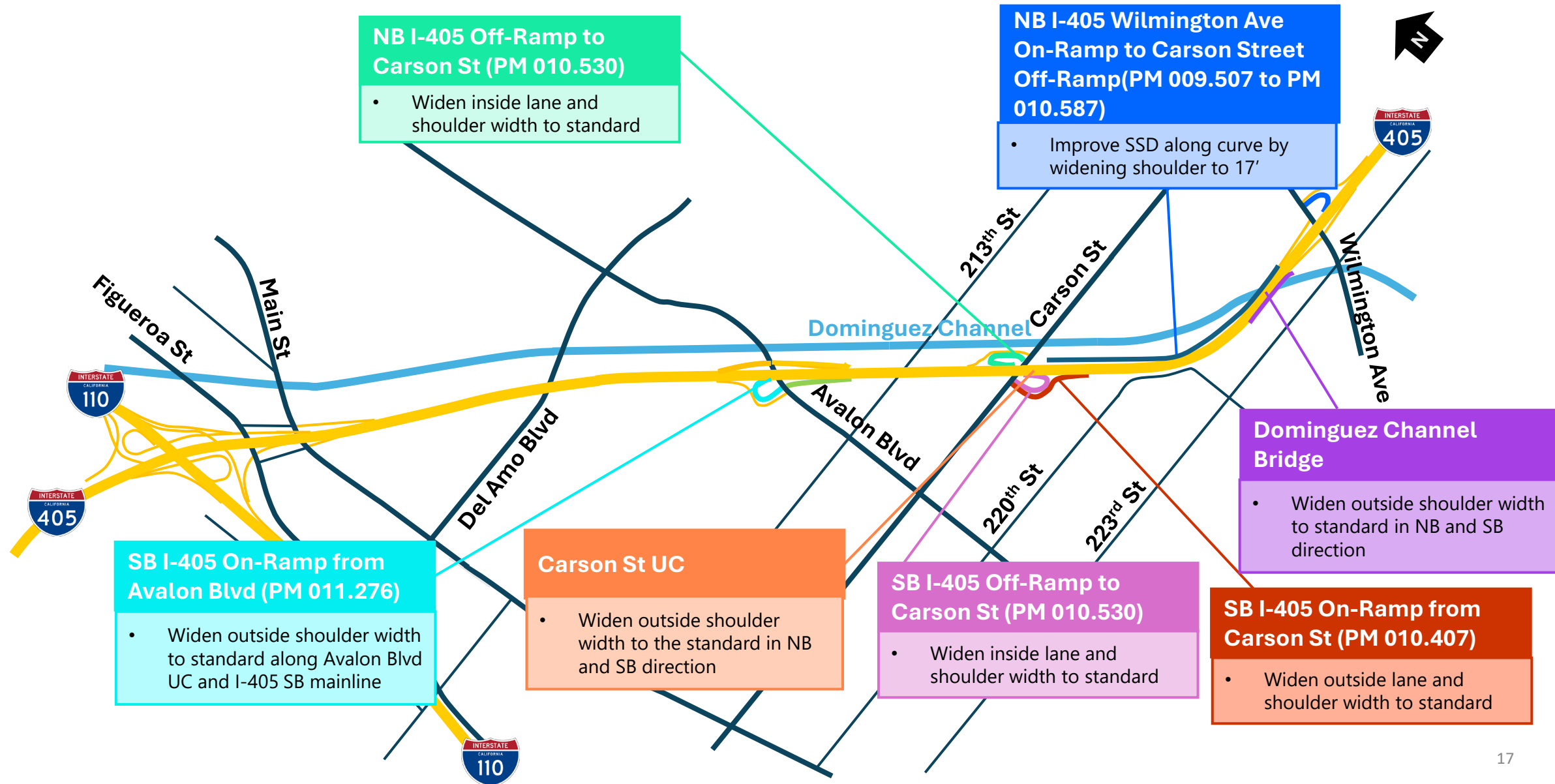
Auxiliary Lanes Overview

- > Non-continuous lanes connected between on- and off-ramps
- > Do not function as general-purpose lanes
- > Provide more space and time for traffic to enter and exit the freeway



Example of roadway without and with auxiliary lanes

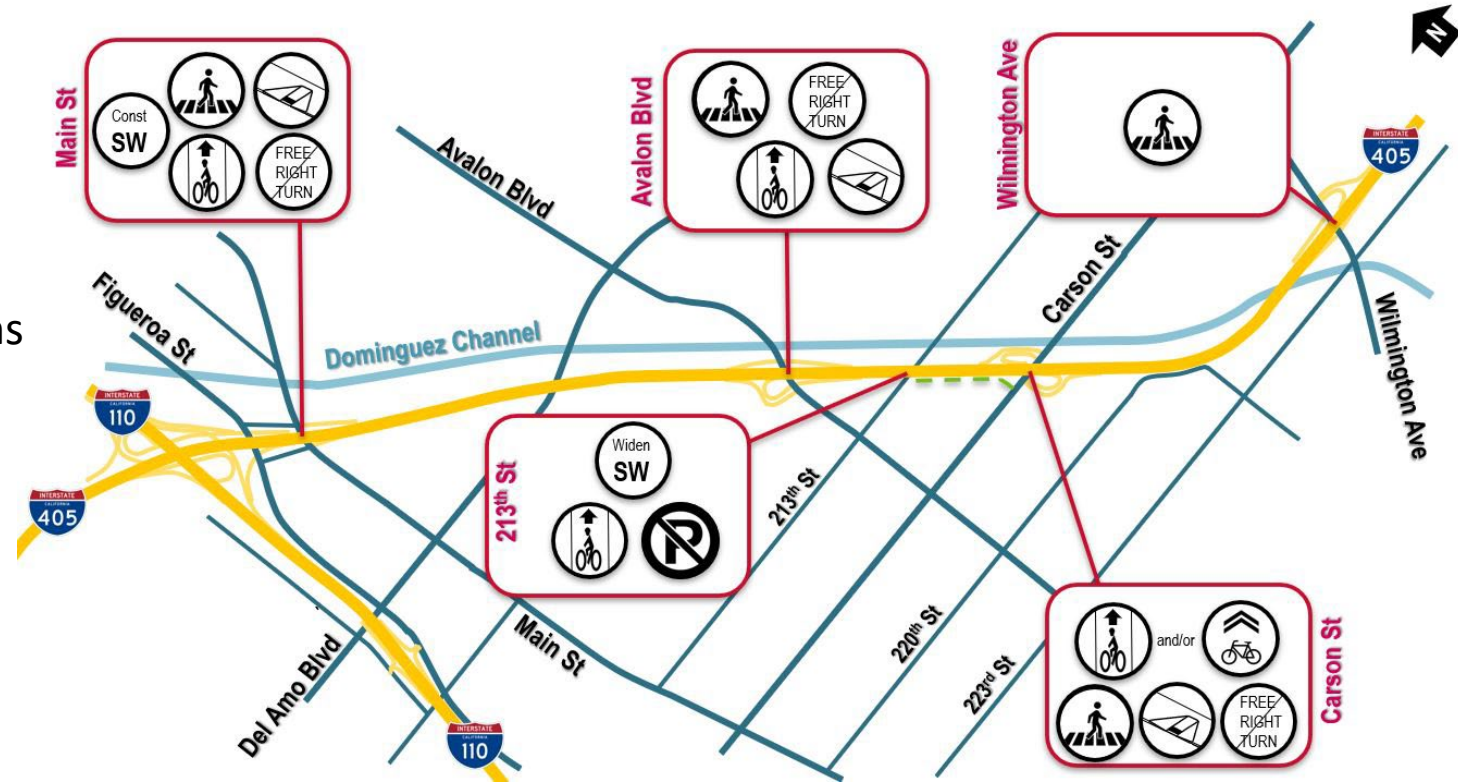
Highway Improvements (Alternative 2 Only)



Complete Streets Elements (Alternatives 2 and 3)

The following improvements would promote equitable and sustainable multimodal travel options:

- > ADA improvements for sidewalks and curb ramps
- > Connecting sidewalks on local roads
- > Providing system continuity in the bicycle paths identified in the City of Carson Bike Master Plan
- > High visibility crosswalks
- > Green colored bike lane paint
- > Eliminating free-right turns at on-and off-ramps
- > Improving lighting under bridges
- > Supporting future transit and multi-modal trail connections



TSM/TDM Strategies (Alternatives 2 and 3)

Transportation System Management (TSM)

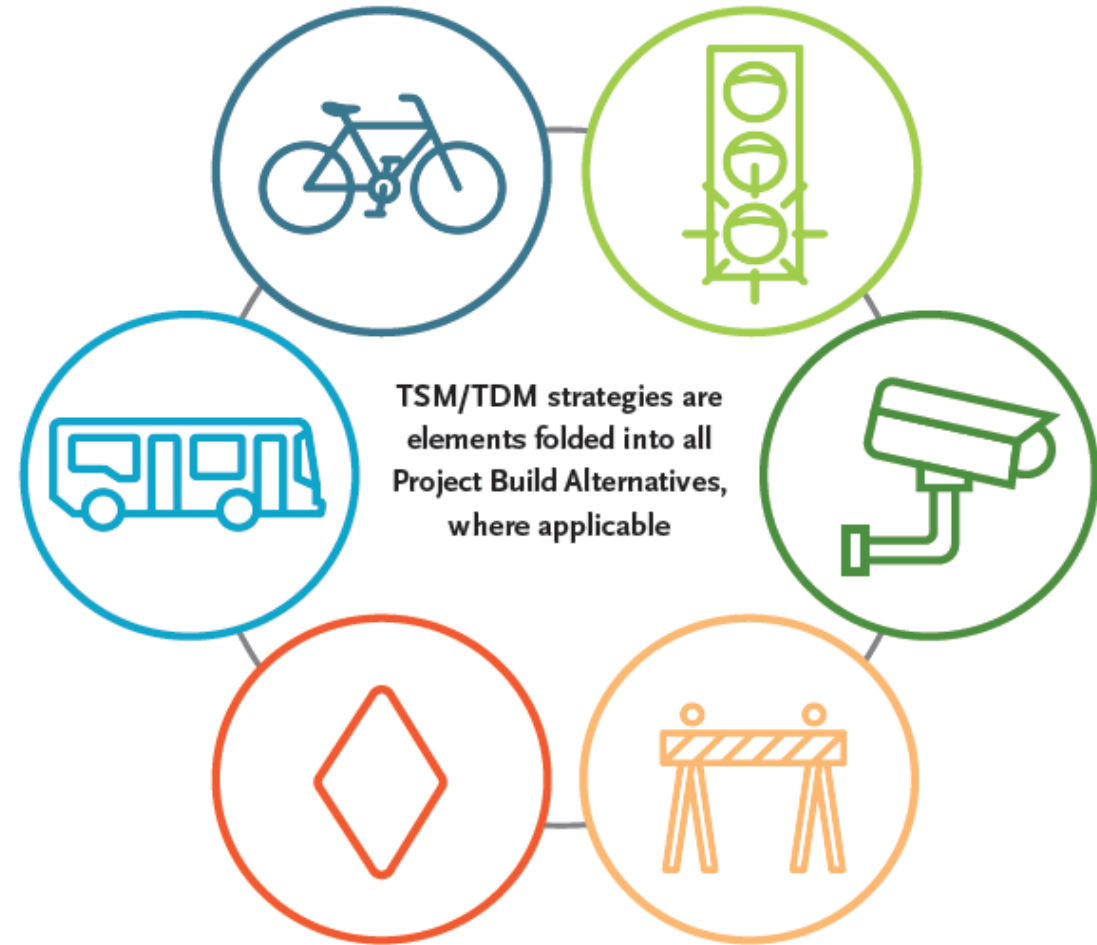
Operational strategies to improve freeway management

Transportation Demand Management (TDM)

Strategies to reduce system demand

The following elements would improve traffic management and increase efficiency:

- > Closed circuit television systems
- > Ramp metering systems and vehicle detection systems
- > Signal synchronization
- > Signalization/turn lane additions
- > Changeable message signs



Environmental Considerations

Technical Studies

- Caltrans is the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) Lead Agency
- Prepared Draft Environmental Impact Report (DEIR)/Environmental Assessment (EA)

Technical Studies Prepared:

- > Air Quality
- > Biological Resources
- > Hazardous Waste
- > Noise
- > Cultural
- > Paleontological
- > Archeological
- > Historical
- > Visual
- > Community Impacts Assessment



Soundwalls



Addressing Community Concerns

Public Scoping (Fall 2024)

Notification

- > Legal ads (3 publications)
- > Mailer (~3,000)
- > Door-to-door flyering (3,000)
- > Eblasts/social media

Engagement

- > 2 CBO partnerships
- > 2 Pop-ups/events
- > 1 Canvassing effort (~200 locations)
- > 8 Agency/Stakeholder Briefings
- > 3 Scoping Meetings
- > 76 comments received



Addressing Community Concerns

Common themes collected from the comments during scoping included:

- ✓ Need for improved bike safety and pedestrian access
- ✓ Concerns regarding freeway widening/increased capacity
- ✓ Impacts from implementation of auxiliary lanes, such as pollution, noise and traffic
- ✓ Support investment in active transportation



Scoping Extension Meeting Flyer (English/Tagalog)



Scoping Period Postcard



COMMUNITY OUTREACH

Community Outreach – DEIR Release (Summer 2026)

Anticipated Release: July 2026 (45-Day Comment Period)

Planned Notification

- > Legal ads (3 publications)
- > Mailer (~3,000)
- > Eblasts/social media
- > Flyer distribution

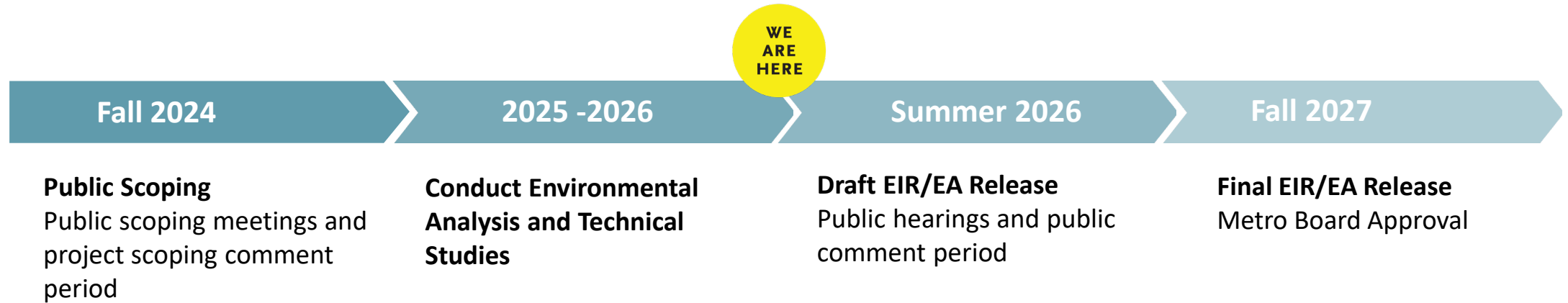
Planned Engagement

- > CBO partnerships
- > Pop-ups/events
- > Canvassing effort (~200 locations)
- > Agency/Stakeholder Briefings
- > 2 In-person public hearings (Aug. 2026)



PROJECT SCHEDULE

Project Schedule



ONGOING PUBLIC PARTICIPATION



**Timeline subject to change*

Contact Us



Lourdes Kriste

Project Manager

Metro

One Gateway Plaza

Los Angeles, CA 90012



310.854.3196



wilmington@metro.net



metro.net/405wilmington



@metrolosangeles



losangelesmetro

