



“We’re planning to improve mobility and safety along the 405”

South Bay Cities Council of Governments
August 29th, 2024 6:00 PM

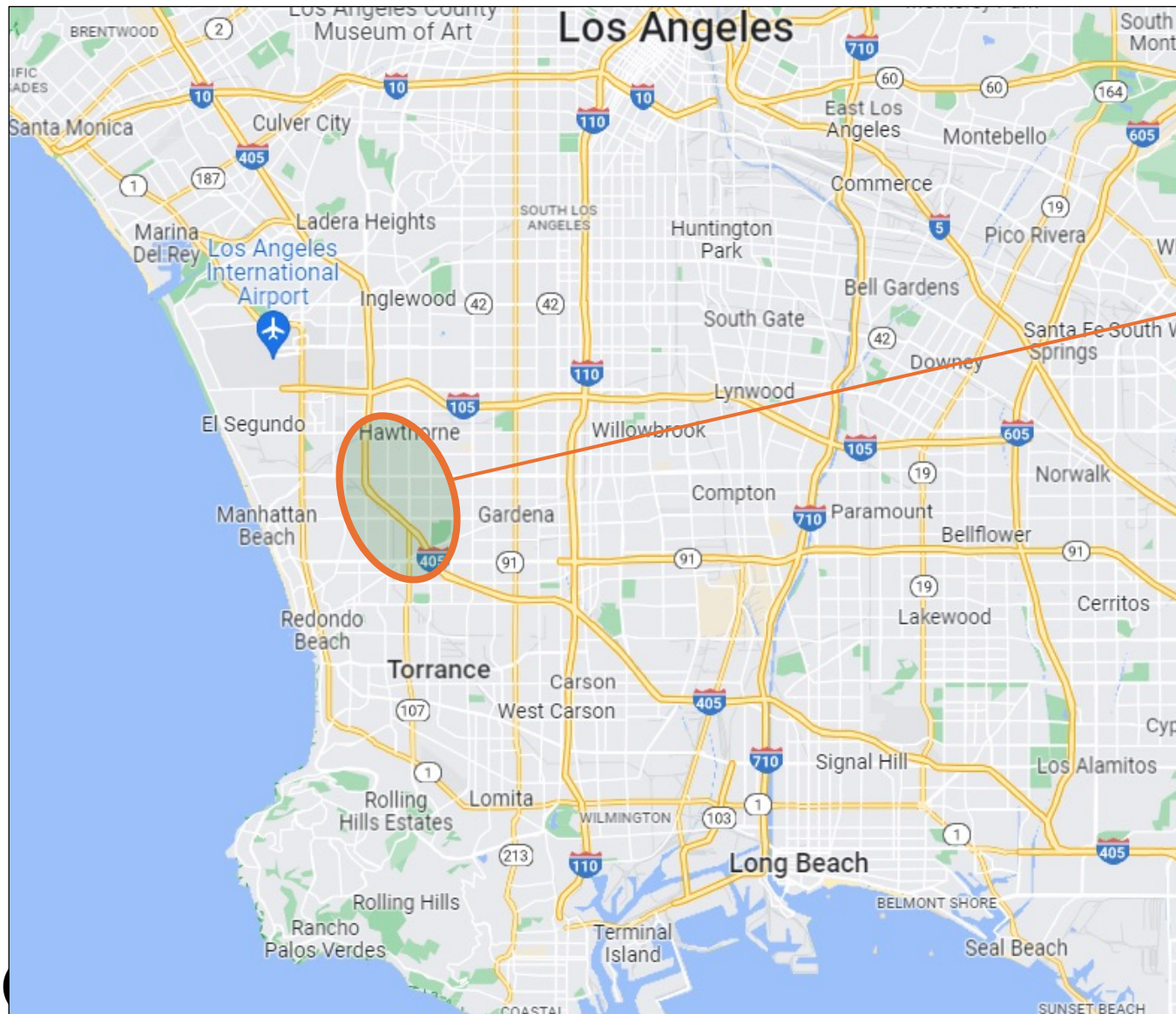
I-405 AUXILIARY LANES UPDATE



I-405 Auxiliary Lanes Update &



- I-405 between Artesia Blvd and El Segundo Blvd &
- I-405 between Wilmington Ave to Main St

I-405 between Artesia Blvd and El Segundo Blvd



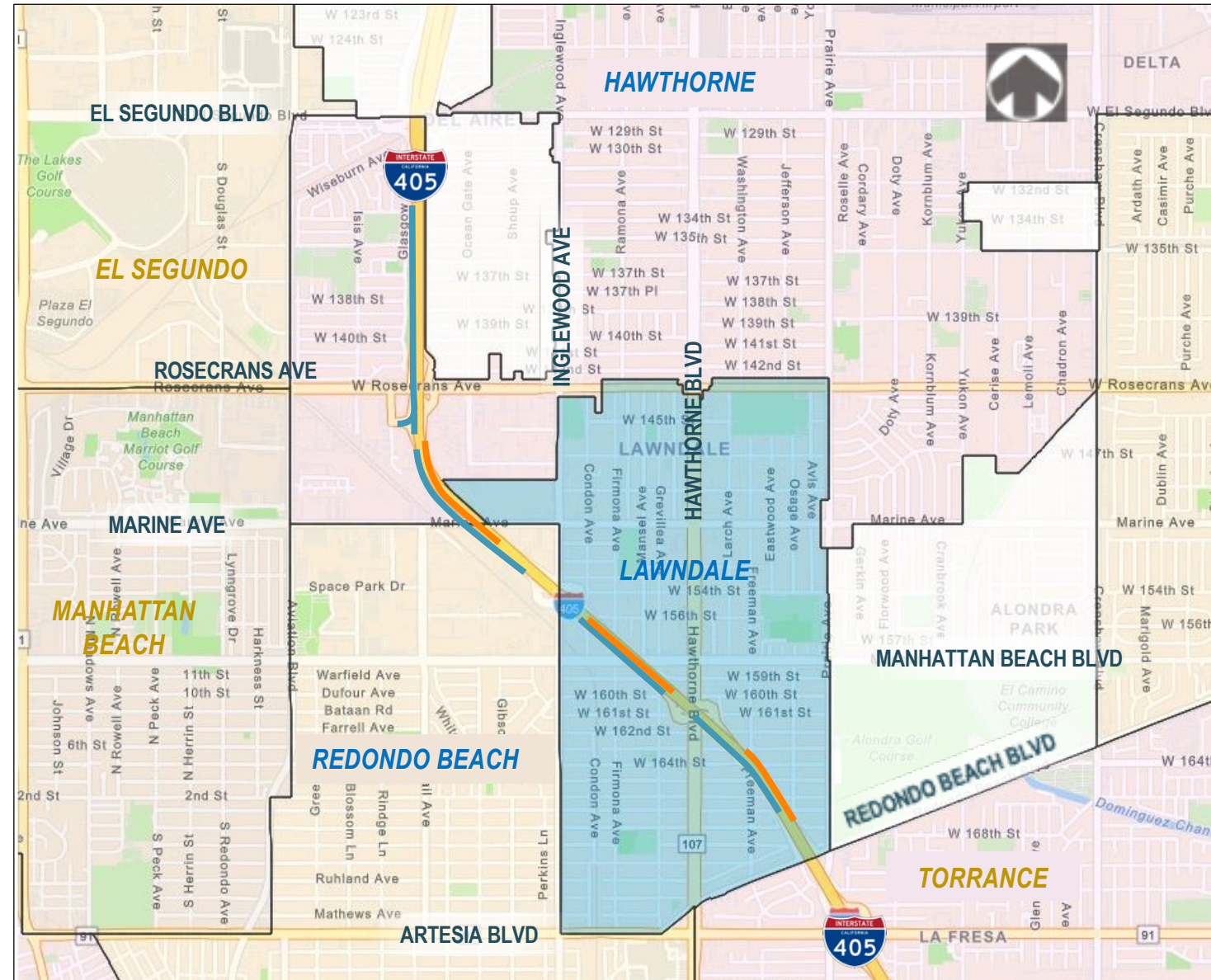
Auxiliary Lane Limits

Legend

-  NB Auxiliary Lane (3)
-  SB Auxiliary Lane (4)

Project Overview

- Two Ramp Reconstructions
- Three Retaining Walls
- Five Sound Walls
- Six Bridge Widenings
- Four Cities (Hawthorne, Lawndale, Redondo Beach and Torrance)



Project Purpose and Need

What is the Purpose of the Project?

- Improve traffic time reliability by reducing congestion on the I-405 between Artesia Blvd and El Segundo Blvd
- Improve safety and minimize queuing and blocking through the enhancement of confluence areas and vehicular storage on the I-405 mainline
- Reduce peak period travel times along the I-405

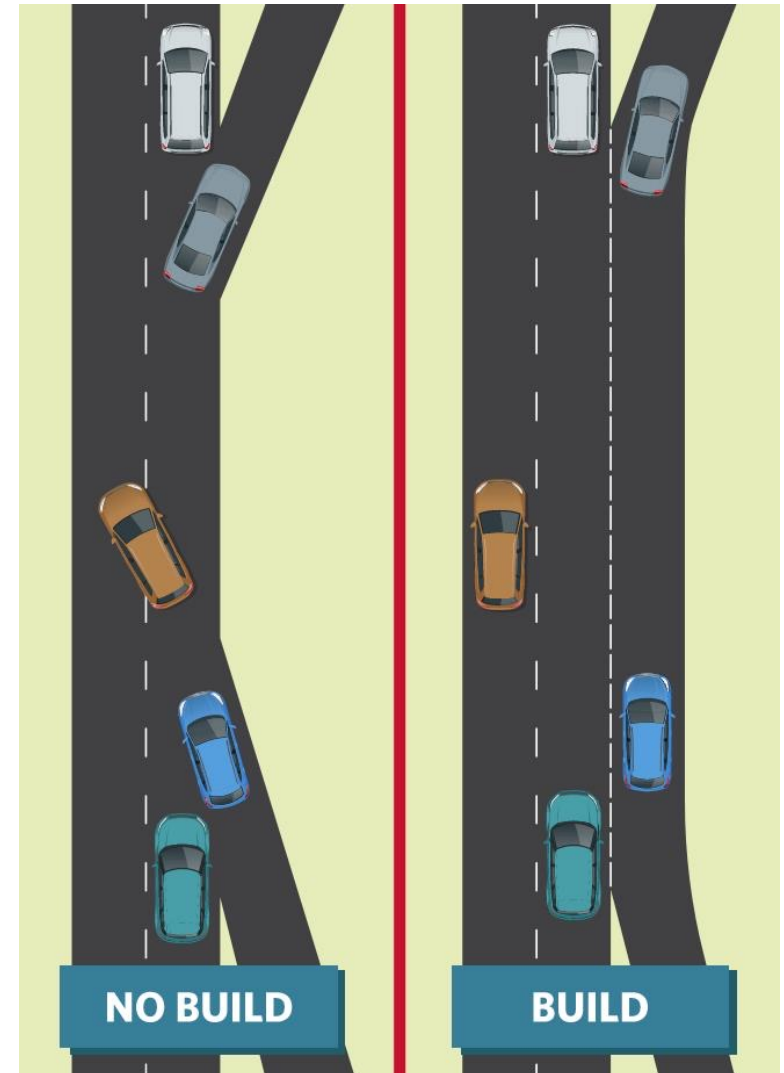
What is the Need of the Project?

- Data shows declining operations conditions and congestion within project limits and during peak travel periods.
- Deficiencies are the result of insufficient vehicular storage and weaving from automobiles entering and existing the system.

Auxiliary Lanes Overview

What are Auxiliary Lanes?

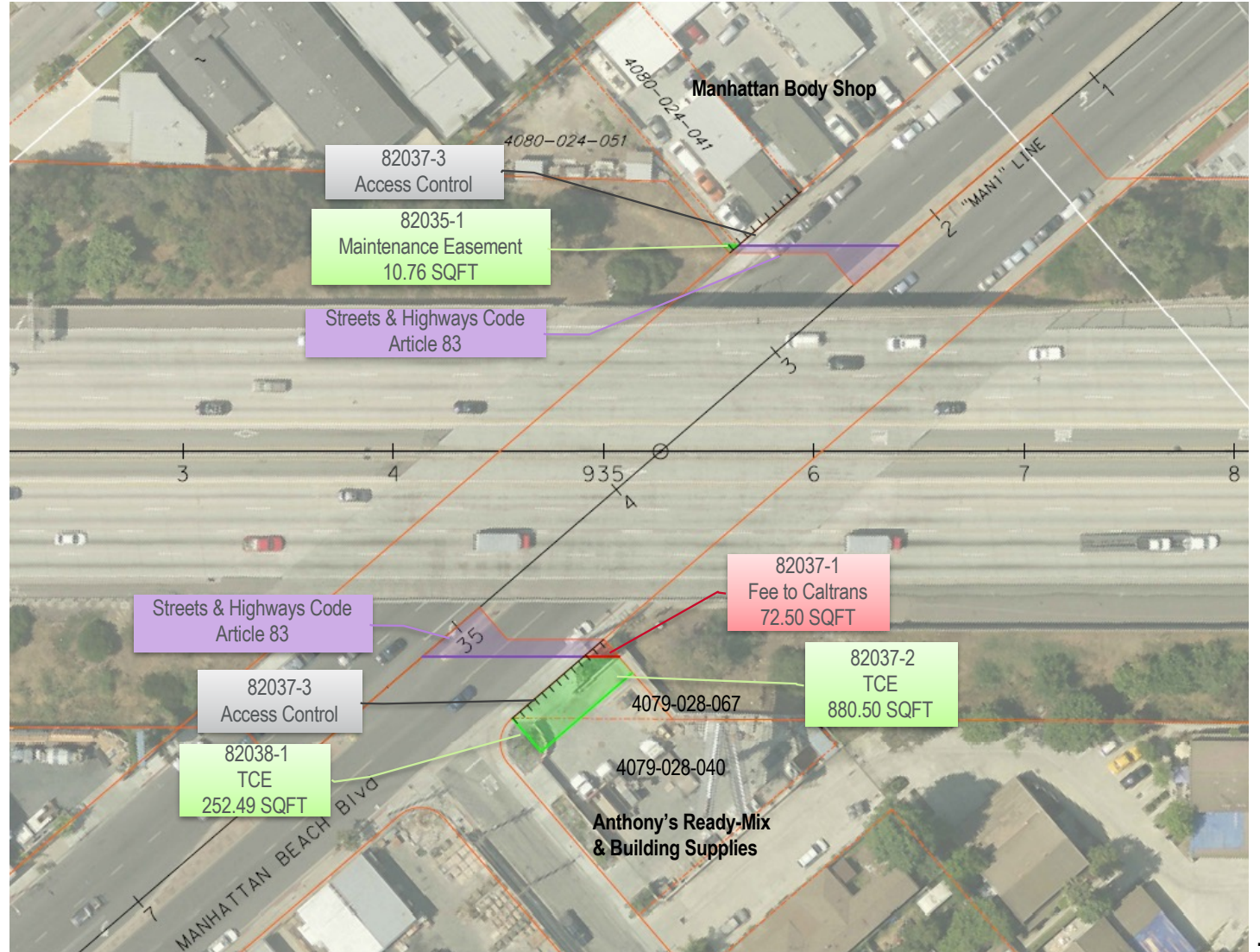
- Auxiliary lanes are short distance lanes located between entrance/exit ramps designed to allow for speed change, weaving, and other safety purposes to help with efficient traffic movement.
- Non-continuous lanes connected between on- and off-ramps.
- Do not function as general-purpose lanes.
- Provide more space and time for traffic to enter and exit the freeway.
- Reduces vehicle movement conflict points



Example of roadway without and with auxiliary lanes

ROW Status – Manhattan Beach Blvd

- 2 TCEs/1 Permanent Easement/1 Fee
- 2 City Streets Highways Code
- PD-26 and Appraisal Maps Approved
- Legals and Plats Approved
- HMDD Approved
- Notice of Decision to Appraise sent 1/23/24
- Obtained Metro Appraisal Review



Design Schedule

Activity	Proposed Date
65% PS&E (Structures) Package 1	12/1/23
65% PS&E (Structures) Package 2	1/8/24
95% PS&E (Roadway and Structures)	7/2/24
100% PS&E	10/25/24
Ready To List	6/20/25
Advertise	9/20/25*

* Dependent on Construction Funding

Project Coordination

- City Contacts
 - Lawndale – Ahmad Ansari
 - Hawthorne – Akbar Farokhi
 - Redondo Beach – Ted Semaan
 - Torrance – Elizabeth Overstreet
- Coordination Meeting - April 25, 2022
 - Lawndale, Torrance, Hawthorne, Redondo Beach
 - Purpose and Need
 - Local street improvements and the Green Line
 - Noise
 - Landscaping



Project Coordination

- Coordination Meeting - October 4, 2022
 - Lawndale, Hawthorne, Redondo Beach
 - Aesthetic Features
 - Landscaping
- Coordination Meetings - April & March 2024
 - Lawndale, Hawthorne, Redondo Beach
 - Aesthetic Features
 - Landscaping
- 95% PS&E Submittal - July 2nd, 2024
 - Roadway & Structures PS&E
 - Staging
 - TMP



I-405 between Wilmington Ave to Main St

- 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
- Metro is working in coordination with the California Department of Transportation (Caltrans) to propose enhancements that will improve safety and operations in the corridor
- Three alternatives are being evaluated as part of the proposed Project
- These include two build alternatives and one no-build alternative
- Implement complete street elements at freeway interchanges
- No permanent private parcel acquisitions



Project Need & Goals

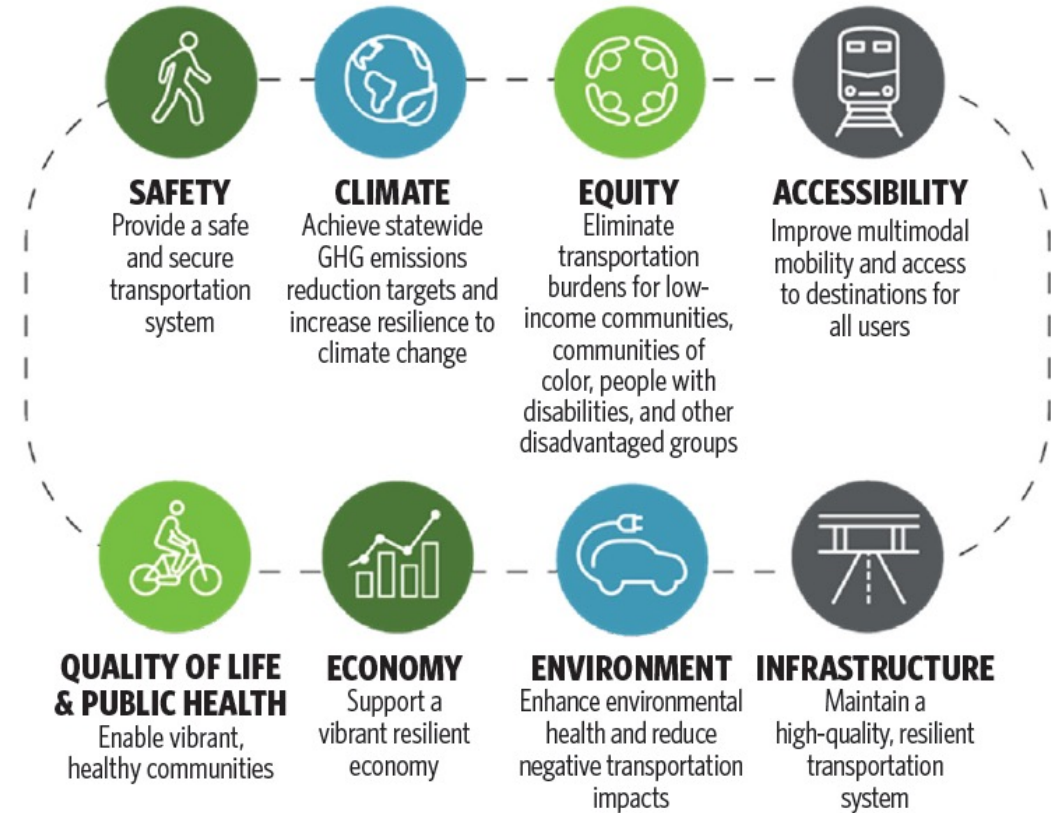
Why is the Project Needed?

- 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

CAPTI Goals



Project Map and Alternatives

Three alternatives are being evaluated as part of the proposed Project:

- **Alternative 1** – No-Build
- **Alternative 2** – Auxiliary Lanes and Complete Streets
- **Alternative 3** – Transportation Systems Management (TSM) and Transportation Demand Management (TDM)



Proposed Improvements

What are Auxiliary Lanes?

- Auxiliary lanes are short distance lanes located between entrance/exit ramps designed to allow for speed change, weaving, and other safety purposes to help with efficient traffic movement

What are Complete Streets?

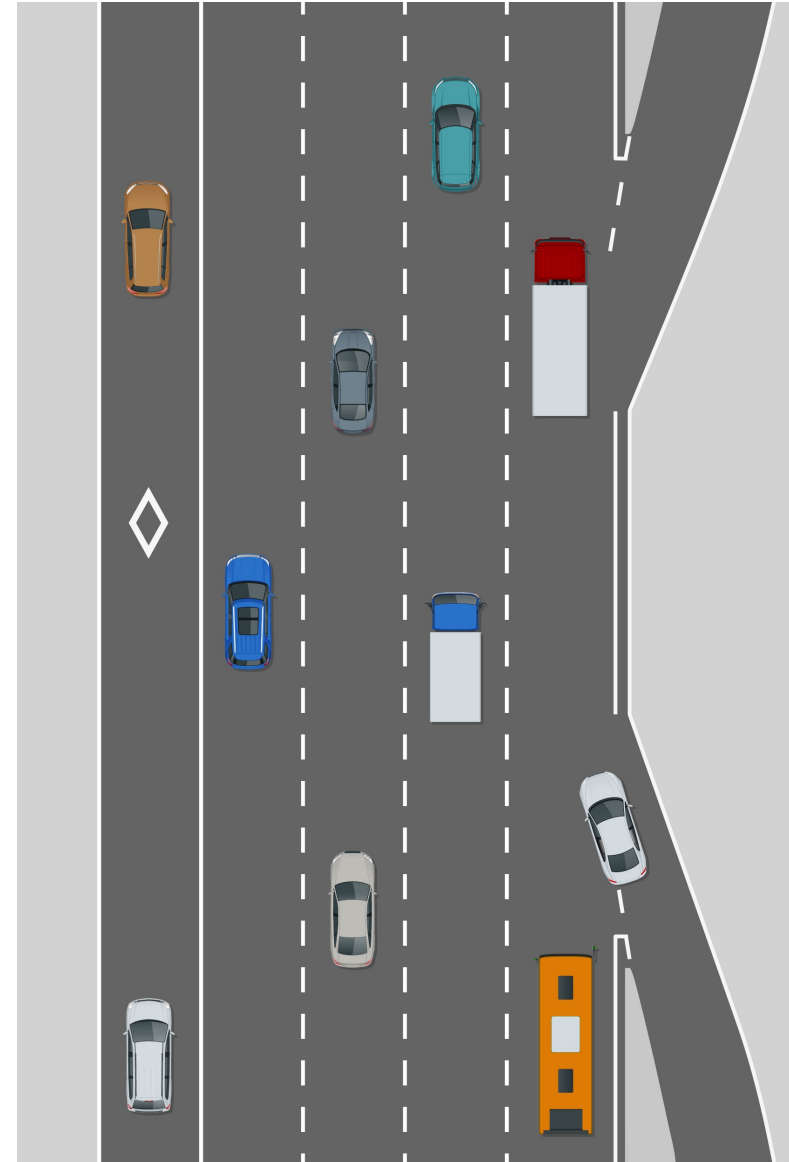
- “Complete Streets” is a method of street design that promotes increased access for all roadway users.
- Complete Streets elements will include ADA compliant sidewalks and curb ramps, additional bicycle facilities, improved lighting, visible crosswalks and accommodations of future transit and multi-modal trail connections

What are TSM/TDM strategies?

- Transportation Systems Management (TSM) and Transportation Demand Management (TDM) strategies include elements to improve traffic management. These may include: CCTV systems to monitor traffic movement, ramp metering and vehicle detection systems, street signal synchronization, turn lane additions, changeable message signs, and more

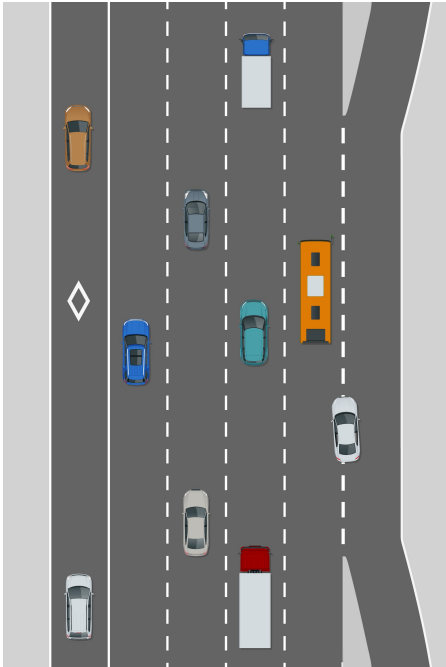
Alternative 1 – No-Build

- No improvements would take place
- As traffic demand increases throughout the project corridor, existing operational and safety issues would not be addressed or alleviated
- No multi-modal elements would be implemented



Alternative 2 – Auxiliary Lanes and Complete Streets

- Implement **two** auxiliary lanes on northbound I-405 and **two** auxiliary lanes on southbound I-405
- Implement Complete Streets elements, where feasible
- Implement TSM/TDM elements, where feasible

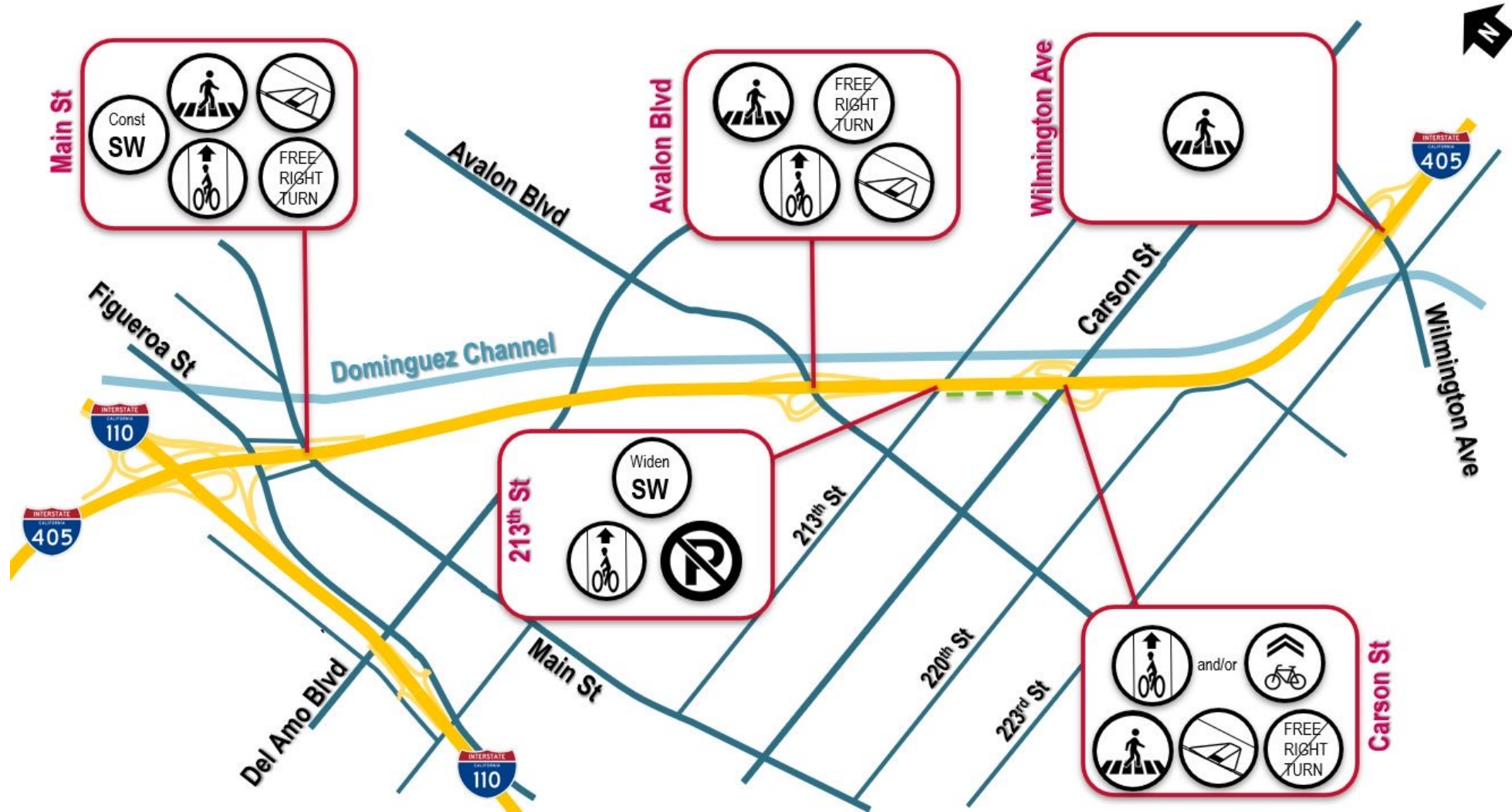


Alternative 3 – TSM/TDM

- Implement TSM/TDM elements, where feasible
- Implement Complete Streets elements, where feasible



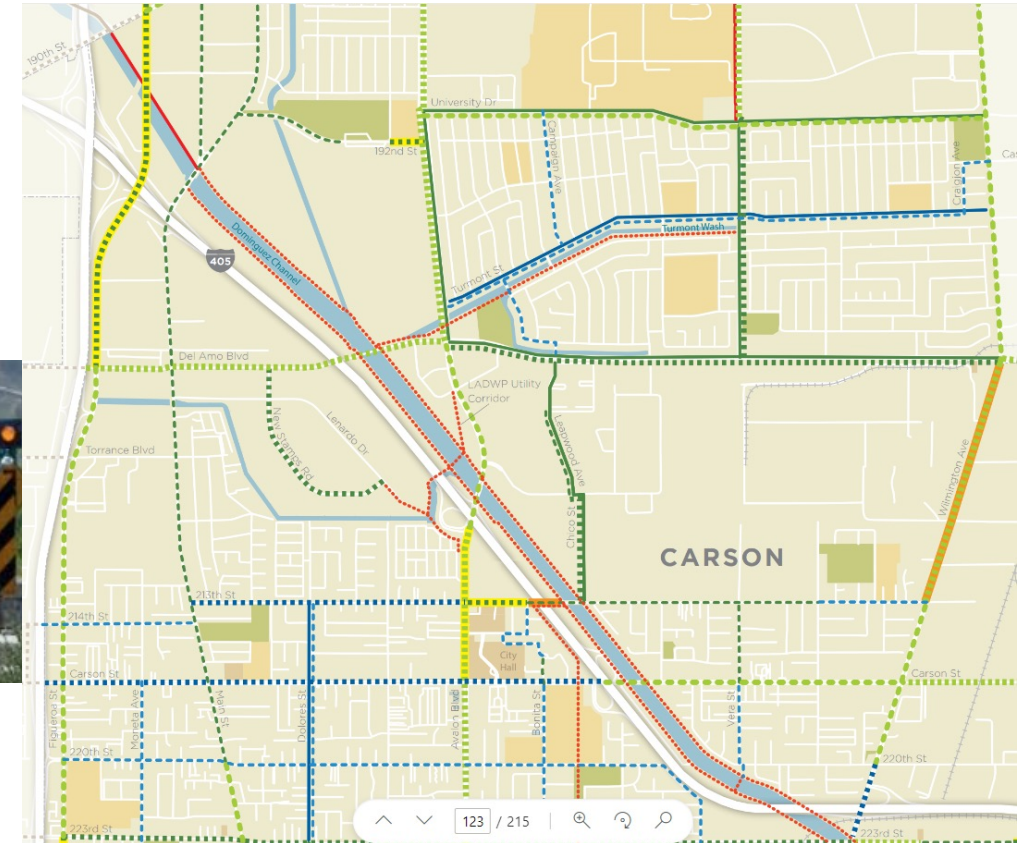
Complete Streets Elements (Alternatives 2 and 3)



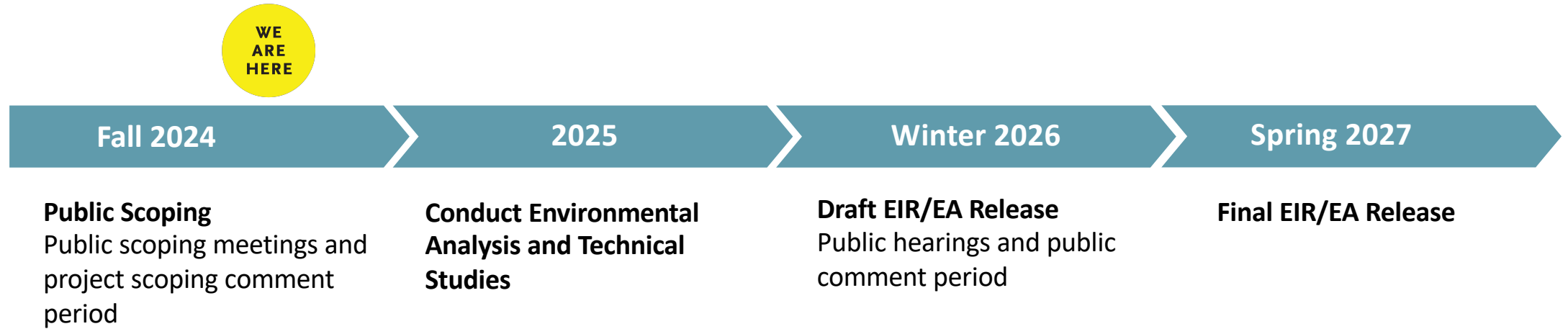
Regional Multimodal Benefits

Bicycle Improvements

- Evaluate planned and existing complete streets elements
- Improve multimodal connections to Dominguez Channel Trails
- Evaluate Class I and II bikeways on arterial streets
- Evaluate buffered bike lanes on arterial streets



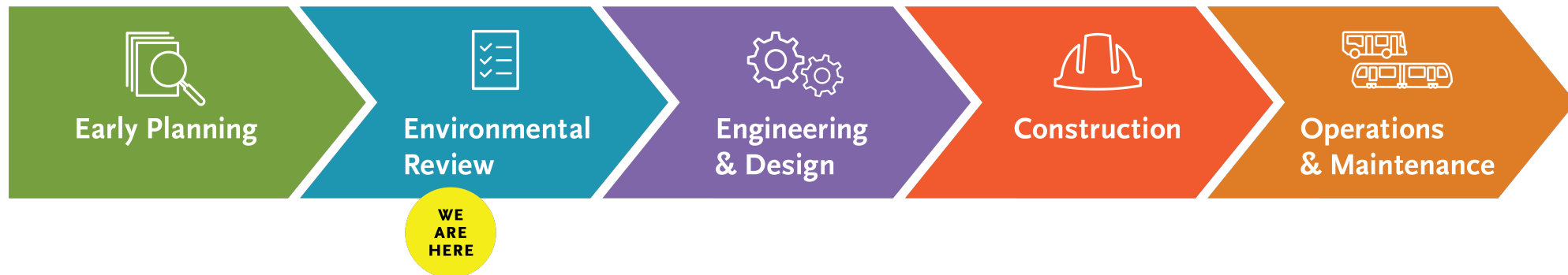
Project Schedule



ONGOING PUBLIC PARTICIPATION

Current Status

- The project is currently beginning the **environmental review process** | CEQA/NEPA
- The process starts with a scoping phase to gather input from public agencies, stakeholders, and the community
- Following the scoping period, technical studies are prepared to assess potential impacts more closely
- After completion of these studies, an Environmental Impact Report (EIR) and an Environmental Assessment (EA) is prepared
 - Public participation is critical during this phase
 - Opportunities will be provided during key milestones for the community to engage with the project, offer comments, and provide other feedback to help shape the project



Q&A Discussion