

I-405 Sepulveda Pass Improvements Project

Project Benefits Fact Sheet



Metro



Overview

The I-405 Sepulveda Pass Improvements Project will add a 10-mile northbound HOV (high-occupancy vehicle) lane, improve supporting infrastructure such as ramps, bridges and sound walls on the San Diego Freeway (I-405), while widening lanes connecting with the Santa Monica Freeway (I-10) and the Ventura Freeway (US-101). Project cost is \$1.03 billion.

Project Benefits

- > Reduced commuter time
- > Reduced air pollution
- > Rideshare incentives
- > Improved links with the state and regional transportation network

Reducing Economic Impacts

The I-405 Sepulveda Pass Improvements Project will reduce the time residents and businesses sit on a congested I-405. For example, the average trip to work in Los Angeles County is approximately 13 miles long. A majority of these miles is traveled on freeways. If peak freeway speed is approximately 30 miles per hour in a mixed flow lane, and 60 miles per hour in the parallel carpool lane, then each mile of travel in a carpool lane saves one minute.

Consequently, ten miles traveled in a carpool lane on the I-405 saves 10 minutes. Spread over the length of an average working year, 320 days, this time saving grows to more than 50 hours saved per year.

Viewed another way, the lost time sitting in traffic translates to a great deal of wasted money. Using the United States Department of Transportation guidelines and Census information, the average price of sitting in traffic costs almost \$10 per hour in Los Angeles County. Every hour saved means money in the pocket of a commuter or money added to a business' bottom line.

Increasing Safety

By standardizing lane widths, shoulder widths and bridge clearances, the widening project will reduce congestion. This effort will also increase safety. Currently, there is a high percentage of rear-end crashes occurring in both directions on the I-405, which is caused by stop-and-go driving on a congested highway.

Enlarging Capacity

The 10-mile segment of the I-405 within the project limits was originally constructed between 1958 and 1963, when Los Angeles and the region had millions fewer residents. Now this segment is extremely congested most of the day.

As a result, stop-and-go traffic conditions last two- to five-hours during the morning and evening commutes. These conditions are further exacerbated by vehicle merging, crashes, breakdowns and other ramifications of congestion. If capacity improvements are not made, conditions will continue to deteriorate due to population growth alone.

Because of the project's location and the constraints associated with development in the area, the I-405 Sepulveda Pass Improvements Project will not have a large influence on future traffic. However, the increased capacity of this improved section of the I-405 will reduce the 16,080 vehicle hours in Daily Vehicle Delay expected by 2030.

Increasing Carpool Incentives

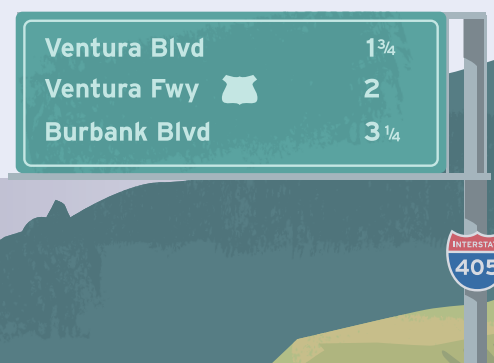
Caltrans District 7 is already home to the country's most extensive HOV lane program. In fact, the I-405 Sepulveda Pass Improvements Project is a component of Caltrans' plan to add carpool lanes to virtually every freeway in the Los Angeles area, including the entire I-405 corridor in Los Angeles County.

Approximately 800,000 people a day already use Los Angeles County carpool lanes. The addition of the northbound carpool lane on the I-405 will likely increase that total because the new HOV lane will access Los Angeles International Airport, UCLA and the Getty Center – all venues that attract carpooling and vanpooling.

Whether they carpool or not, all drivers will benefit from the increased capacity added by the new HOV lane. The new lane brings added incentive for people to carpool or vanpool by offering continuous carpool lanes between the San Fernando Valley and Orange County. And the carpool lane itself increases capacity because it can move twice as many people as a mixed-flow lane.

Reducing Intersection Congestion

The congestion drivers find on the I-405 spills to local intersections. Due to excessive travel demand on the I-405, many drivers take longer, alternative routes, spilling traffic from the highway onto parallel roadways, increasing local congestion. For example, 14 of the 53 intersections in the project area operate at an F level of service (the lowest level) during the morning and evening commutes.



For questions concerning the construction of the I-405 Sepulveda Pass Improvements Project, please contact the Community Relations team at 213.922.3665 or visit metro.net/I-405.