

Welcome!

> We will begin momentarily...



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

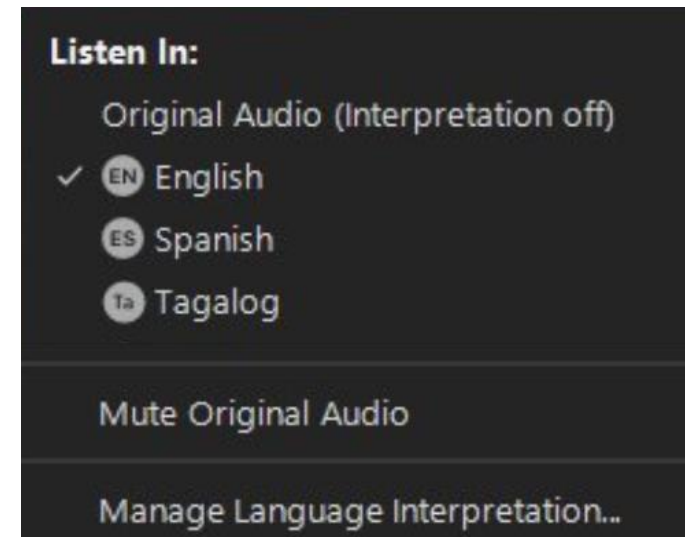
Scoping Presentation
September 17, 2024, 12:00pm



I-405 FROM WILMINGTON AV TO MAIN ST IMPROVEMENTS PROJECT

Zoom Meeting Interpretation

- > This meeting is transmitted in English, Spanish and Tagalog.
- > Everyone **must choose the preferred language** they would like to hear the meeting.
- > Click the **Interpretation** icon in your meeting controls to enter into an *English, Spanish or Tagalog* room 
- > To hear the interpreted language only, click **Mute Original Audio** (Optional)



Welcome!



City of Carson
Mayor Pro Tem District 1
Jawane Hilton



Agenda

- > Meeting Interpretation
- > Introductions/Project Team
- > Environmental Review
- > Project Overview
- > Project Alternatives
- > Project Schedule
- > How to Comment



How to Comment

Comment Period **extended** through **Monday, October 21, 2024**

Formal Comments:

Formal comments can be submitted by mail or email. These comments will be documented in the Draft Environmental Document.

Email: *wilmington@metro.net*

Mail:

Karl Price
Senior Environmental Scientist
Caltrans
Division of Environmental Planning
100 S. Main Street – MS 16A
Los Angeles, CA 90012

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- Verbal comments may also be provided. Speakers will be given a 1-minute time limit.
- A court reporter is present to record your comment responses.
- Remember to state your name and speak clearly

All comments will be shared with the Environmental Project Team.

Metro Code of Conduct

Metro is committed to ensuring that all participants can fairly and clearly share ideas, comments and concerns about this project. To provide a safe and equitable process, we are asking for your help.

During this meeting, please:

- > Respect the format of the meeting and allow everyone an opportunity to comment
- > Turn off cell phones and background noise during presentation
- > Treat fellow community members, agency representatives, Metro staff and others with respect
- > Address all comments to Metro staff and consultants
- > Maintain a conversational tone



Non-Discrimination Policy Statement

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: <https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.



Project Partners



LA Metro



Caltrans District 7 and HQ



City of Carson



South Bay Cities Council of Governments (SBCCOG)



Today's Speakers



Robert Machuca
Project Manager
Metro



Mark Dierking
Community Relations
Director
Metro



Michael Hynes
Project Manger
Technical Consultant
HDR

Karl Price
Senior Environmental
Scientist
Caltrans – District 7

Environmental Review

The California Department of Transportation (Caltrans), in partnership with Metro, is preparing a Draft Environmental Document in compliance with CEQA and NEPA. Metro is the Sponsor and Caltrans is CEQA and NEPA Lead Agency.

Draft Environmental Impact Report/Environmental Assessment (EIR/EA)

California Environmental Quality Act (CEQA)

- > Inform decision makers and the public about potential project impacts
- > Prevent significant, avoidable impacts
- > Identify mitigation strategies to reduce significant impacts
- > Disclose how and why decisions about a project were made

National Environmental Policy Act (NEPA)

- > Requires a detailed statement for proposed major Federal actions significantly affecting the quality of the human environment
- > Significance of the project as a whole

Technical Studies

Technical studies that may be prepared to assess potential impacts more closely:

- Air Quality
- Biological Resources
- Community Impacts
- Cultural Resources
- Cumulative Impacts
- Geology and Soils
- Greenhouse Gas Emission
- Growth Inducement
- Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Paleontological Resources
- Population and Housing
- Public Services/Facilities
- Traffic/Transportation
- Visual/Aesthetics



Public Scoping Comments and Feedback

Metro has a plan to make it easier to get around the South Bay through this Project aimed at improving mobility, accessibility, safety

- > Metro is formally initiating studies for the **I-405 from Wilmington Av to Main St Improvements Project** and would like your input on the proposed project improvements.
- > The proposed improvements will enhance safety and operations across the corridor to improve your commute

Public scoping meetings are an important step in the environmental review process

- > All comments received during the scoping period will be considered in the preparation of the Draft Environmental Impact Report (EIR) and Environmental Assessment (EA) in accordance with federal and state requirements

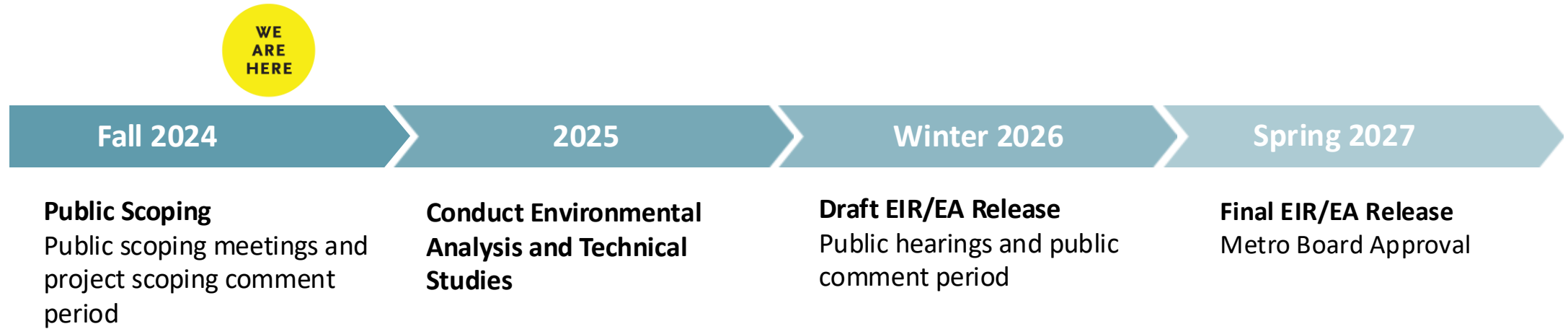


Project Schedule



Metro

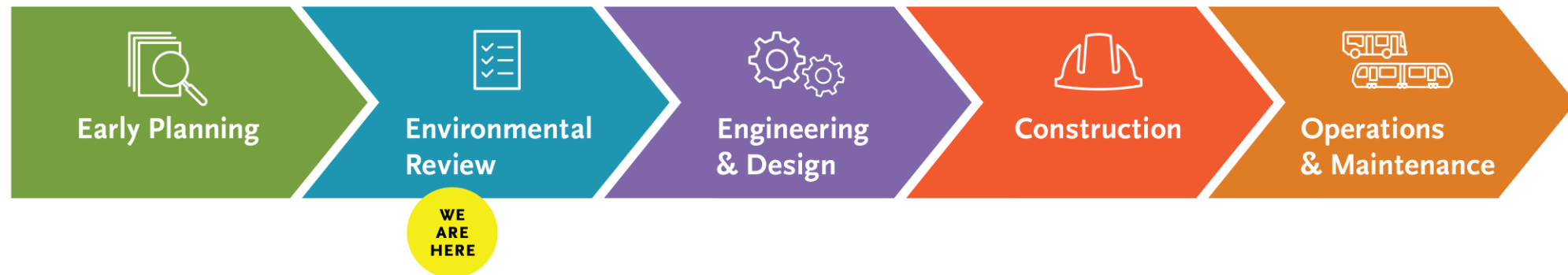
Project Schedule



ONGOING PUBLIC PARTICIPATION

Current Status

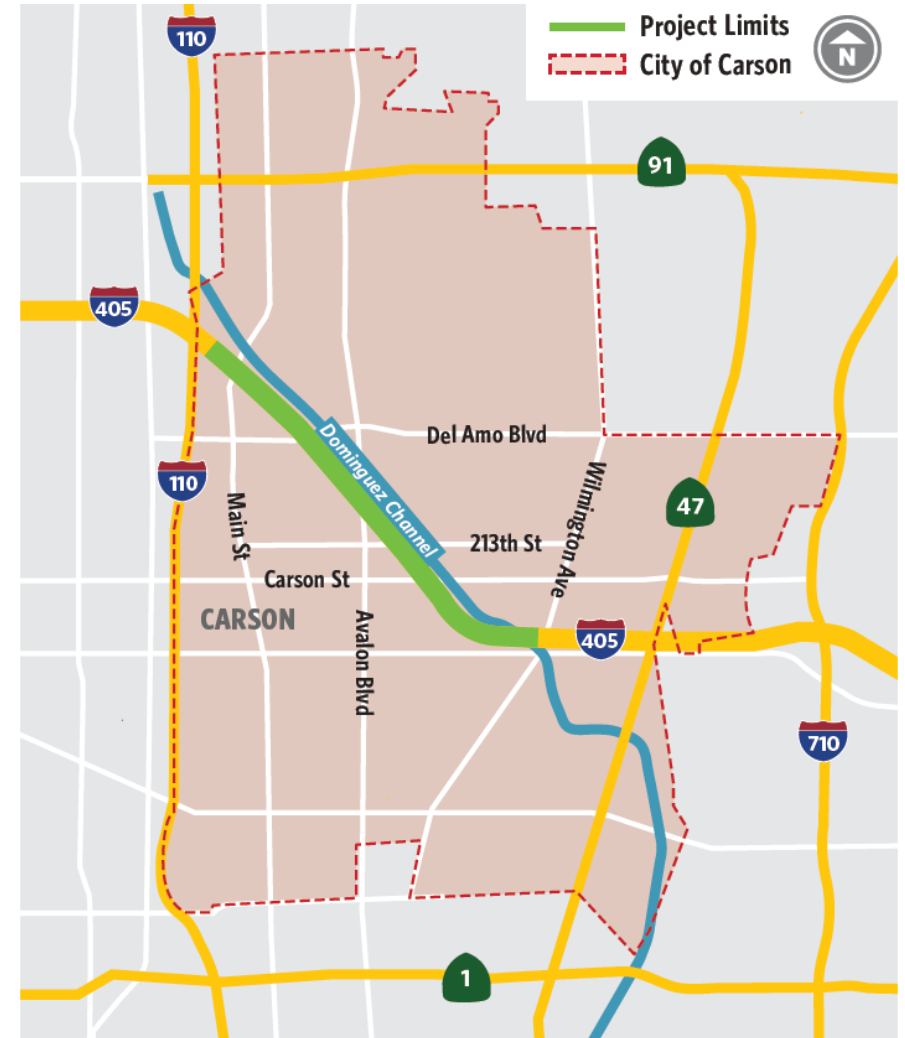
- > The project is currently beginning the **environmental review process** | CEQA/NEPA
- > The process starts with a scoping phase to gather input from public agencies, stakeholders, and the community
- > Following the scoping period, technical studies are prepared to assess potential impacts more closely
- > 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



Project 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



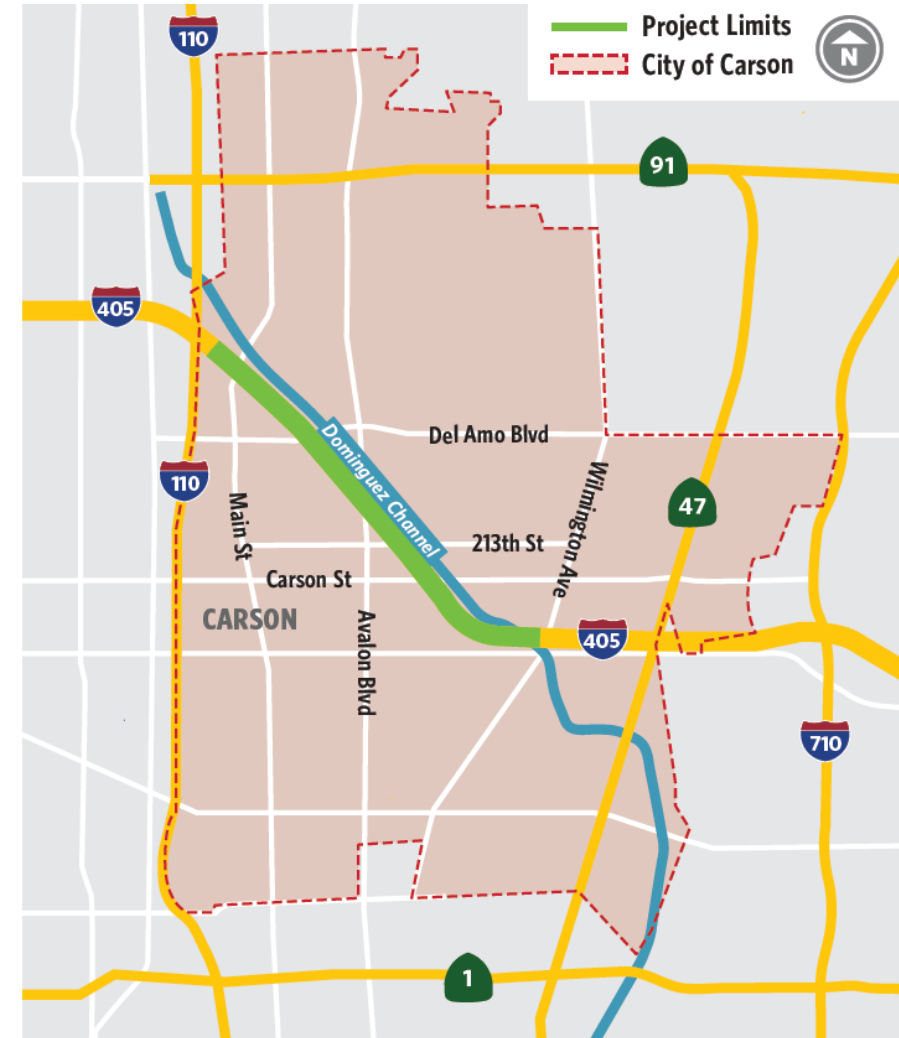
Project Overview



Tell us about your experiences on a Zoom Poll

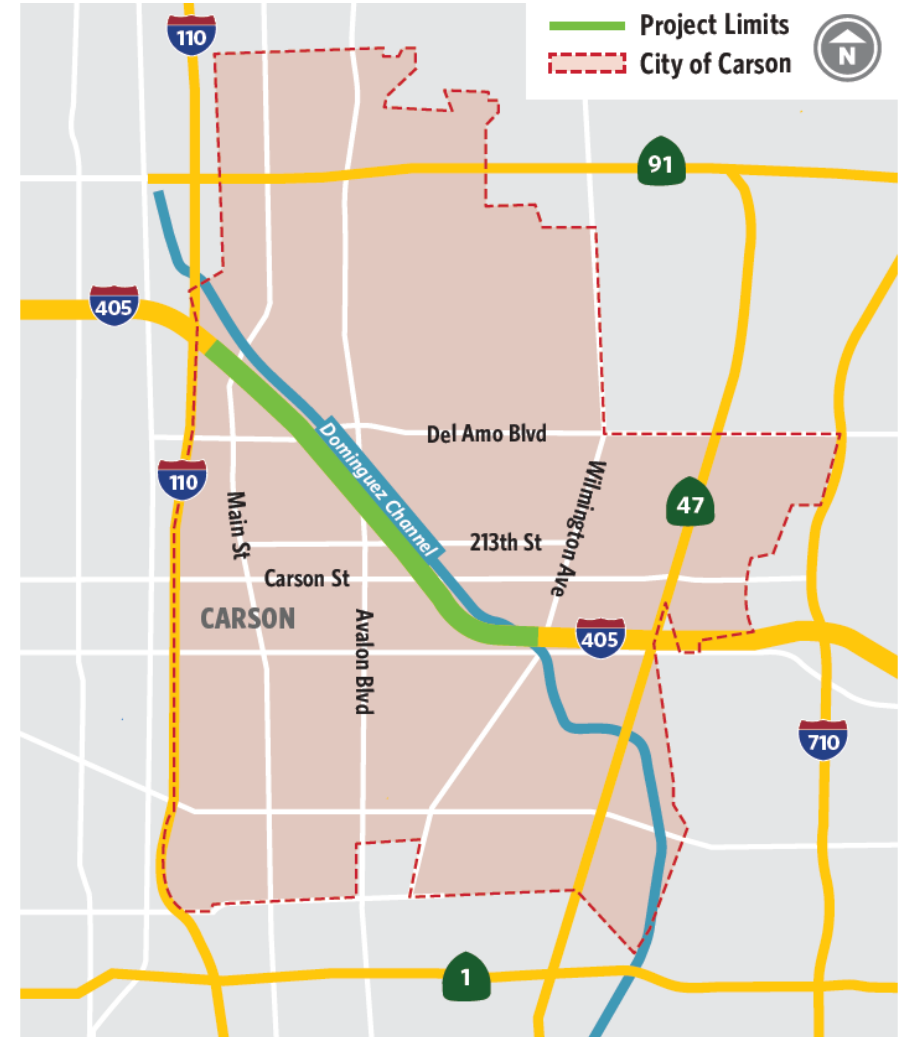
Answer the questions in the Zoom Poll on your screen

- > Have you driven this section of the 405 between Wilmington Av and Main St?
- > Have you ever tried to merge on the freeway and had a hard time "weaving" into the line of cars?
- > Have you either almost gotten in an accident yourself or witnessed an accident with other cars merging?
- > Have you ever been planning to take the 405, and as you're close to the on-ramp, you see a solid red line on your GPS and decide to take nearby surface streets instead?
- > Are you here tonight because you're worried about Metro property acquisitions?



Project Overview

- > 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



Our plan weaves efforts across four areas

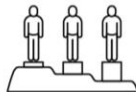
*Better
Transit*

*Improve
Mobility*

*Complete
Streets*

*Access to
Opportunity*

**We're intentionally focused on
*eliminating racial and socioeconomic disparities and
advancing sustainable practices* in everything we do.**



Equity



Sustainability

This project works to ease traffic

Better Transit

Transit Projects

Bus Improvements

New Mobility
Options

Improve Mobility

Roadway Improvements

Mobility Management

Improved and Efficient
Goods Movement

Complete Streets

Bike and Pedestrian
Projects

Local Street
Improvements

Station and Stop Access
Enhancements

Access to Opportunity

Workforce Initiatives

Support for Local
Businesses

Transit Oriented
Communities

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

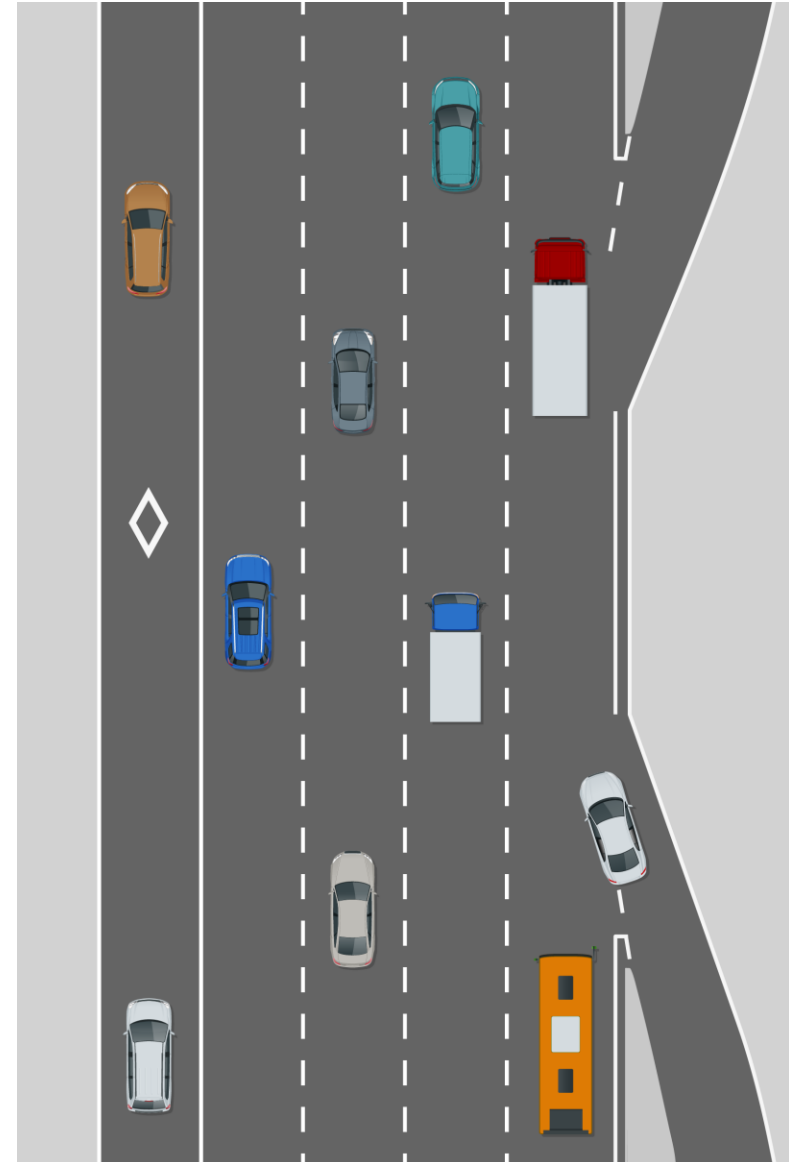
What are TSM/TDM strategies?

- > 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

Project Alternatives

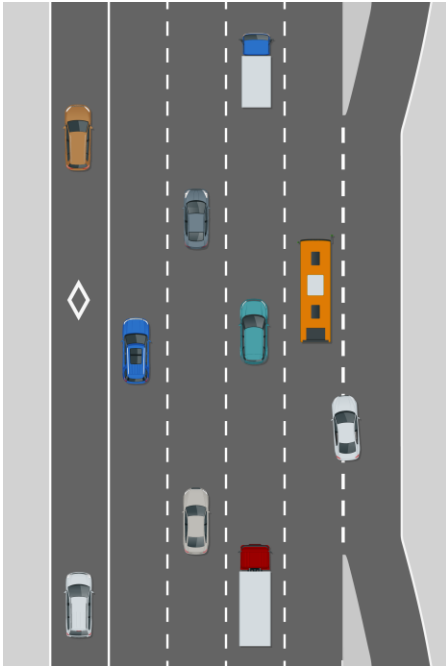
Alternative 1 – No-Build

- > 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
- > Implement TSM/TDM elements

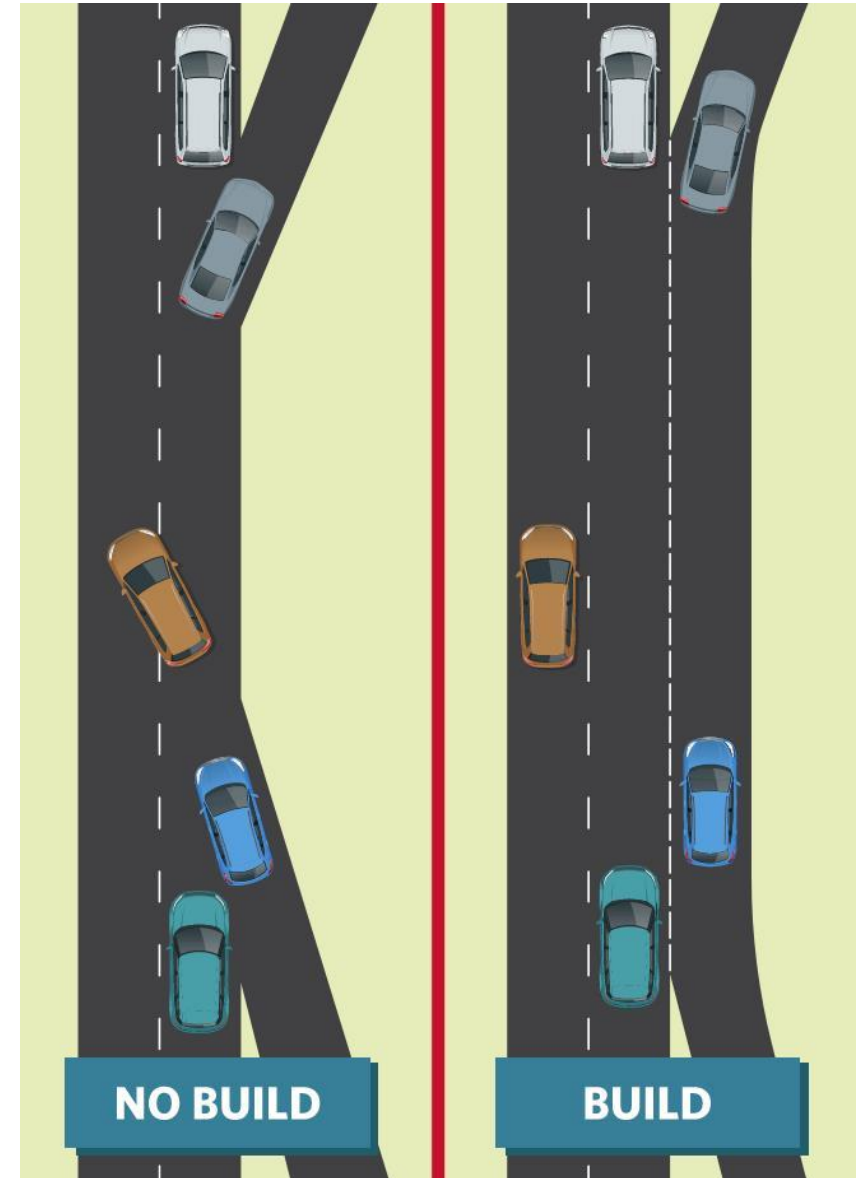


Auxiliary Lanes Overview

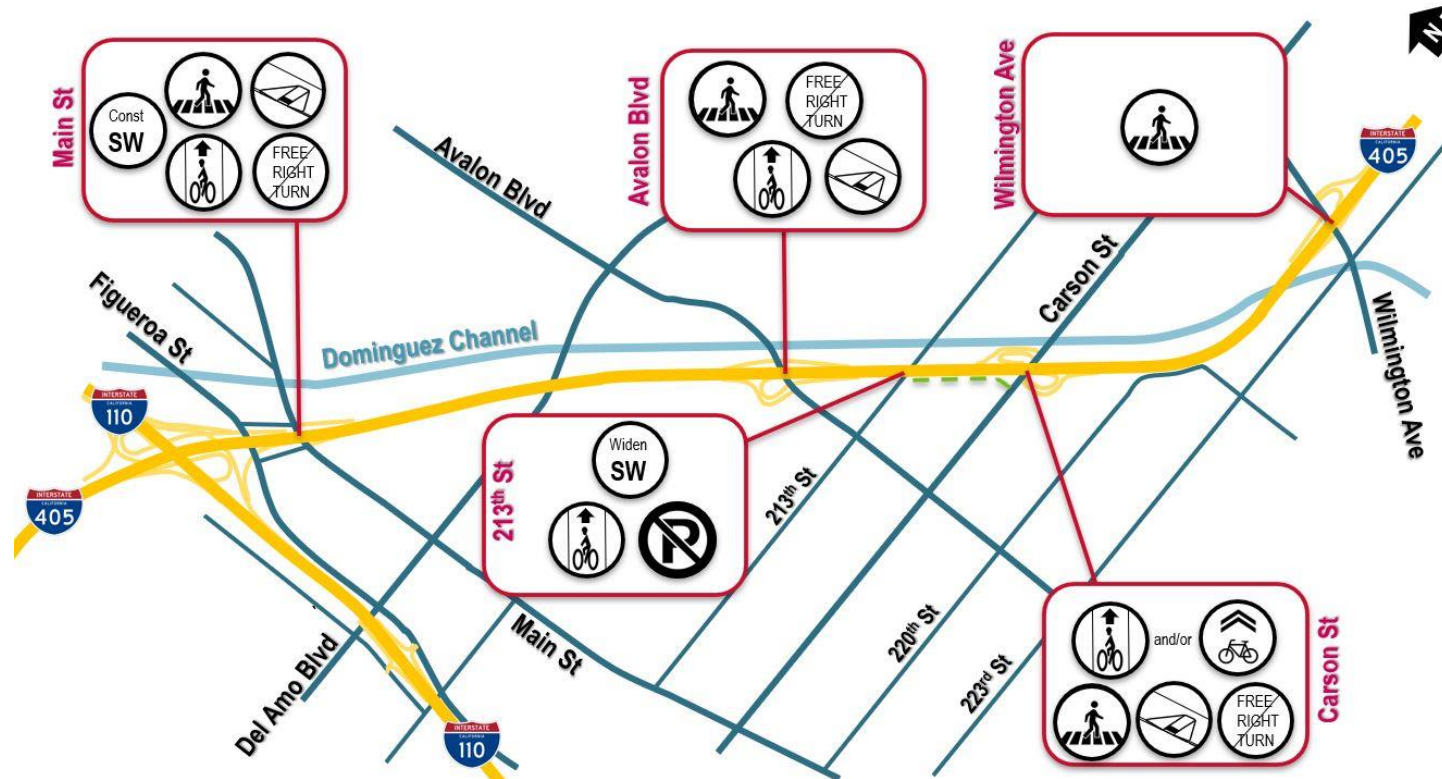
- > Non-continuous lanes connected between on- and off-ramps
- > Do not function as general-purpose lanes
- > Provide more space and time for traffic to enter and exit the freeway
- > Reduces vehicle movement conflict points



Example of roadway without and with auxiliary lanes



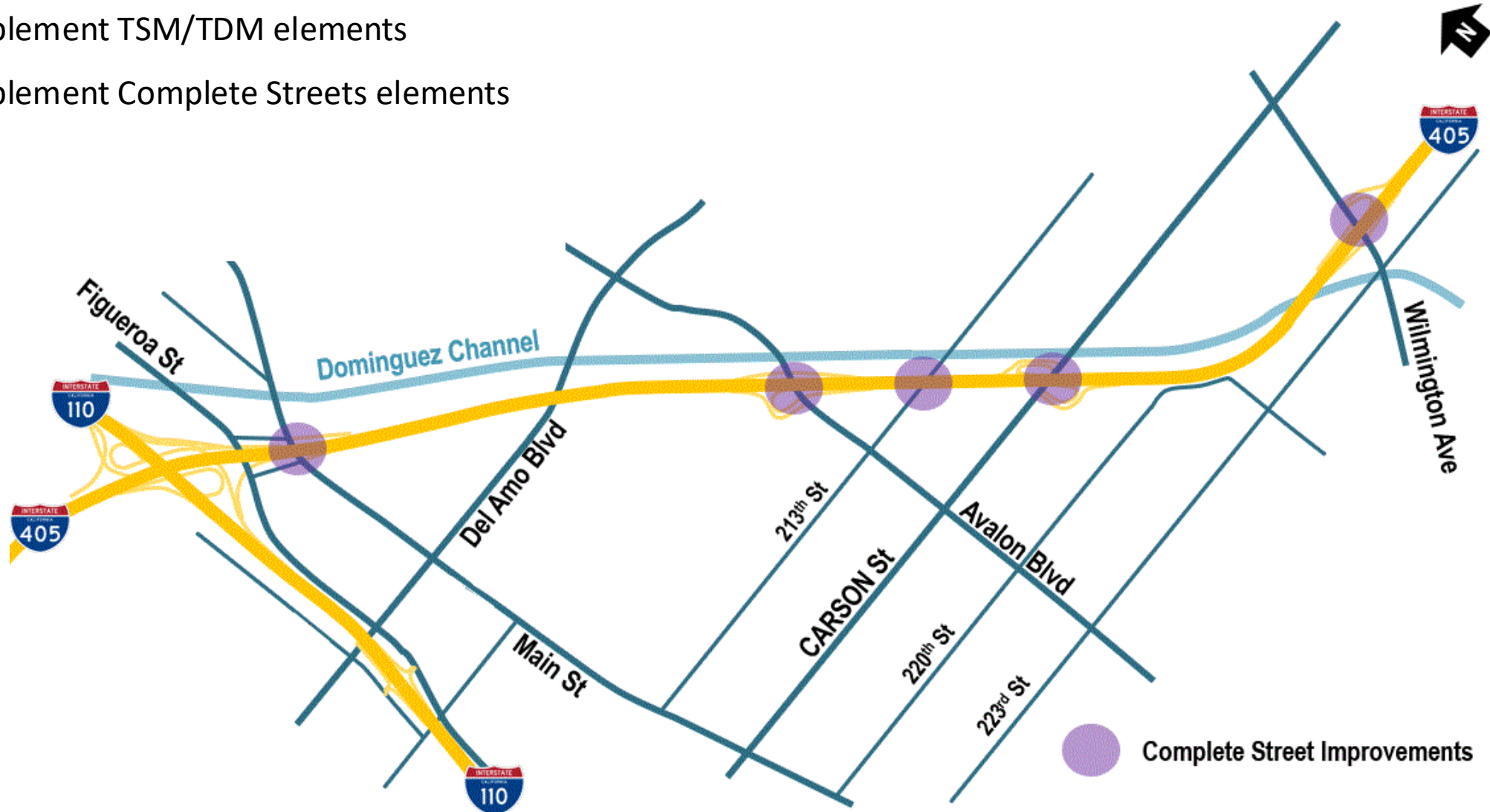
Complete Streets Elements (Alternatives 2 and 3)



- > The Complete Streets elements pictures above are potential projects that **may** include ADA compliant sidewalks and curb ramps, additional bicycle facilities, improved lighting, visible crosswalks and accommodations of future transit and multimodal trail connections

Alternative 3 – TSM/TDM

- > Implement TSM/TDM elements
- > Implement Complete Streets elements



TSM/TDM Strategies

Transportation System Management (TSM)

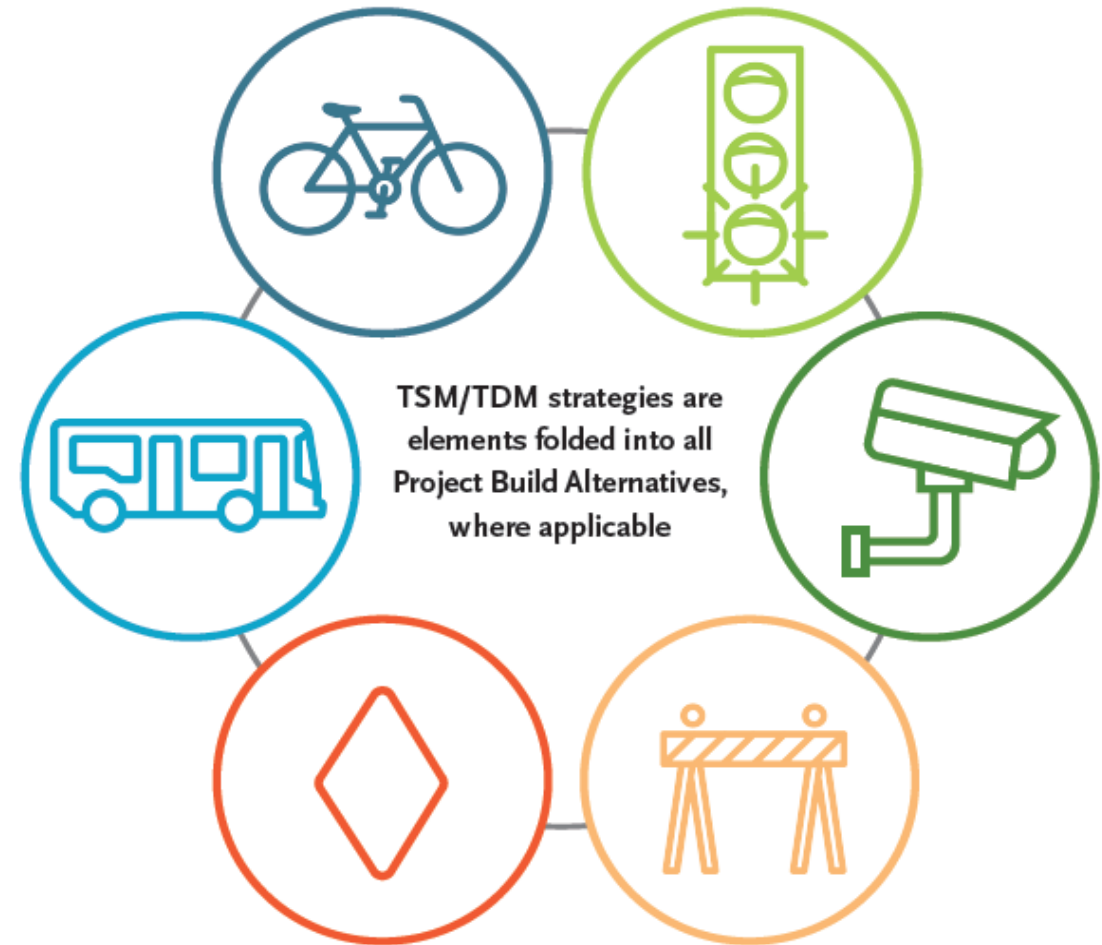
Operational strategies to improve freeway management

Transportation Demand Management (TDM)

Strategies to reduce system demand

These include the following elements to improve traffic management and increased efficiency:

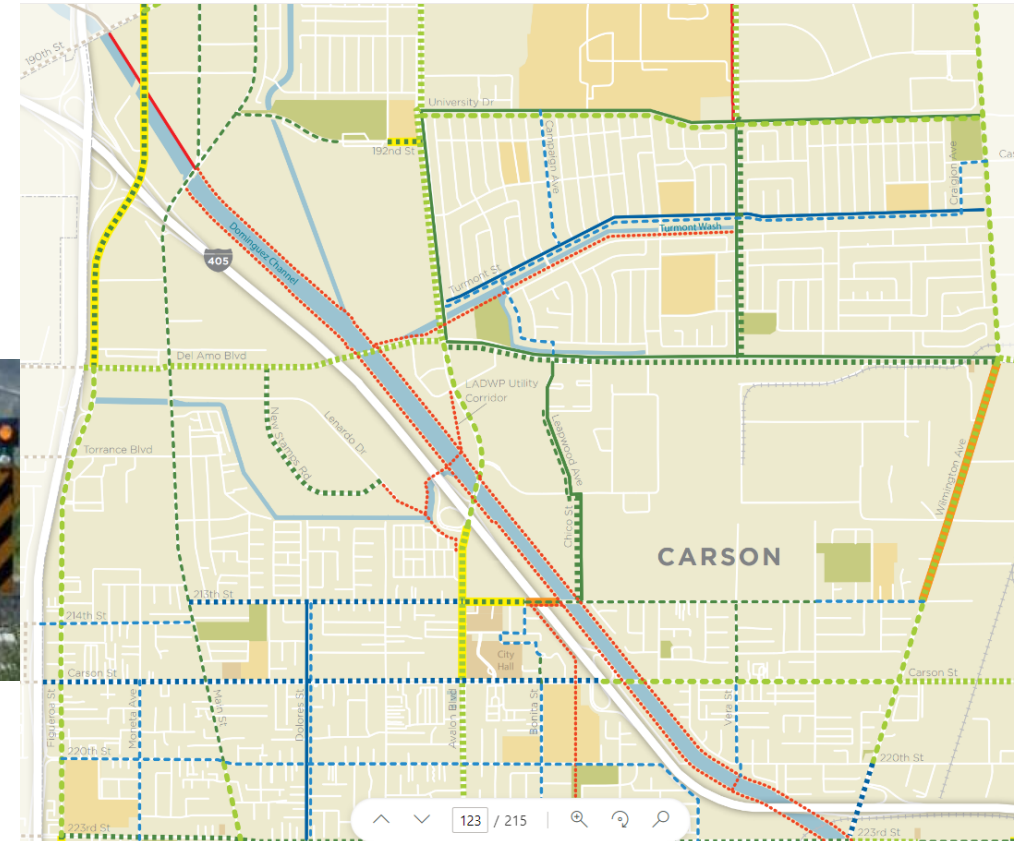
- > Closed circuit television systems
- > Ramp metering systems and vehicle detection systems
- > Signal synchronization
- > Signalization/turn lane additions
- > Changeable message signs



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



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Time for Comments



Speak- You will be given 1 minute to make your comment



Click *Raise Hand* in your meeting controls



Or Press*9 if you're on the Zoom phone line

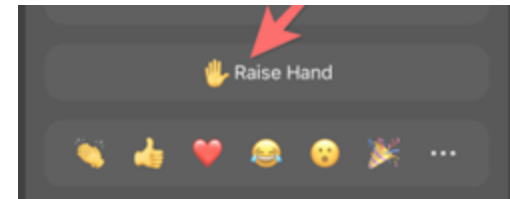
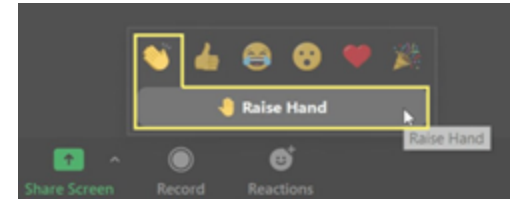


Please wait until your name is called and you are unmuted

Be sure to say your name and speak slowly and clearly for the Court Reporter



To lower your hand, click *Raise Hand* in your meeting controls



01:00

Start

Stop

Reset

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type:

None

Press time for Power Point by Flo Simulation Ltd

Pin controls when stopped ☒



Contact Us



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