

We're planning to improve mobility and safety along the 405.

I-405 FROM WILMINGTON AV TO MAIN ST IMPROVEMENTS PROJECT Fact Sheet - Summer 2026



Metro

Overview

Metro has a plan to make it easier to get around LA with projects that improve mobility and safety. The I-405 through the City of Carson serves as a critical artery in Los Angeles County, connecting the vibrant communities of the South Bay to significant economic and recreational destinations throughout the region. This stretch of freeway from I-110 to Wilmington Av experiences heavy traffic flow, with over 300,000 vehicles traversing daily, making this section of the I-405 one of the most congested 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 a no-build alternative and two build alternatives.

Project Goals

The project seeks to:

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

Environmental Review Process

The project is currently undergoing the environmental review process as mandated by the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), with Caltrans leading this process. This review evaluates potential environmental impacts, including air and noise pollution, water and biological resources, and traffic effects. The process started with a scoping phase to gather input from public agencies, stakeholders and the community, aiming to identify and address environmental concerns early on.

Following the scoping period, technical studies have been prepared to assess potential impacts more closely and a joint Draft Environmental Impact Report/Environmental Assessment (EIR/EA) for NEPA and CEQA documentation has been developed. 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.

Proposed Alternative

There are three proposed alternatives for this project that are being evaluated:

- > **Alternative 1:** No improvements would take place. As traffic demand increases throughout the project corridor, existing operational issues would not be addressed or alleviated.
- > **Alternative 2:** Construct two auxiliary lanes on northbound I-405 and two auxiliary lanes on southbound I-405, as well as Complete Streets elements and Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies, where feasible.
- > **Alternative 3:** Construct and implement Complete Street elements and TSM/TDM strategies, where feasible.

Schedule



ONGOING PUBLIC PARTICIPATION

PROJECT STUDY AREA



- > **AUXILIARY LANES:** short distance lanes between the entrance/exit ramps designed to allow for speed change, weaving and other safety and operational purposes supplementary to through-traffic movement.
- > **COMPLETE STREETS MOVEMENT:** enhancements to promote multimodal travel options. Elements include ADA compliant sidewalks and curb ramps, additional bicycle facilities, improved lighting under bridges for pedestrian and bicycle crossings and more.

- > **TRANSPORTATION SYSTEMS MANAGEMENT AND TRANSPORTATION DEMAND MANAGEMENT (TSM/TDM) STRATEGIES:** these include the following elements to improve traffic management: closed circuit television systems, ramp metering systems, vehicle detection systems, signal synchronization, signalization/turn lane additions, changeable message signs and more. These strategies allow increased efficiency without increasing the number of through lanes.

Funding

Funding for the project is expected from a combination of local sales tax funding, potentially complemented by federal, state and other sources for future phases. Separately, the Project Approval and Environmental Document (PA&ED) phase is funded through Measure R.

Public Involvement

Metro and Caltrans are committed to equity, transparency and maximizing public participation. Community engagement will be ongoing throughout the environmental process, including opportunities for the public to provide comments and input at key milestones. The outreach program will include participation in community events, as well as incorporate engagement to minority, low-income and limited English proficiency populations. To sign up for project updates or to submit comments, please contact us via the methods listed below.

CONTACT US



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