

### 4.12.1 INTRODUCTION

This section of the Recirculated Draft Environmental Impact Report (Recirculated Draft EIR) evaluates the surface transportation and circulation system in the Project area and the potential for the construction and operation of the proposed Inglewood Transit Connector Project (proposed Project or ITC Project) to result in transportation impacts. The assessment of transportation and circulation system impacts considers the existing traffic conditions, including existing street system, public transit service, and bicycle facilities, which may be affected by the ITC Project. The ITC Project is proposed to increase use of transit, reduce vehicle trips, and reduce per-capita vehicle miles traveled (VMT) associated with travel to and from the City's major housing, employment, and activity centers, with corresponding improvements in air quality, public health, and reductions in greenhouse gas emissions from transportation sources.

After circulation of the December 2020 Draft EIR for public review, the City revised the design of the Project in response to consultation with key stakeholders in the community and comments received on the Draft EIR. Changes to the Project relevant to the potential effects of the Project on transportation and traffic include further definition of Project design features in the Construction Commitment Program addressing the transit and access program, construction staging and traffic control program, preliminary haul and overload routes, passenger access program, and Parking Management Plan as described below in *Section 4.12.5.1: Project Design Features*.

Specific changes to the Project related to transportation include refinement of the construction phasing, relocating the Prairie Avenue/Pincay Drive Station to the southwest corner of Prairie Avenue and Manchester Boulevard, redesign of the proposed MSF to allow this facility to be located on the proposed site with a new Vons store, and realignment of the guideway and stations on Prairie Avenue to the west side of Prairie Avenue. The transportation analysis in this section has been updated to reflect these changes to the project. Additional updates to the transportation analysis from the December 2020 Draft EIR include updates to the vehicle miles traveled (VMT) analysis, daily traffic volumes, existing transit frequency minutes during peak commute hours, and construction transportation analysis to reflect the more specific phases of construction compared to simpler phases presented in the December 2020 Draft EIR. The changes and revisions to the ITC Project and the transportation analysis do not alter the level of significance of any transportation impacts previously disclosed in the December 2020 Draft EIR.

Transportation impacts are analyzed for both construction and operations of the proposed Project. Transportation impacts are analyzed using a variety of modeling techniques detailed within **Appendix O: Transportation Assessment Study**.

Please see **Section 8.0** for a glossary of terms, definitions, and acronyms used in this Recirculated Draft EIR.

## 4.12.2 REGULATORY FRAMEWORK

State, regional, and local laws, regulations, and policies pertaining to traffic and transportation in the Project area are summarized here. These provide the regulatory framework for addressing all aspects of transportation, planning, and infrastructure that would be affected by implementation of the proposed Project.

### 4.12.2.1 State Regulations and Directives

#### ***Senate Bill 743***

Senate Bill (SB) 743, passed in 2013, required that the California Governor’s Office of Planning and Research (OPR) develop new California Environmental Quality Act (CEQA) guidelines that address traffic performance metrics. Per the legislation, “automobile delay characterized solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment.”

The Natural Resources Agency subsequently adopted CEQA Guidelines Section 15064.3. Under this guideline, VMT was chosen as the most appropriate performance metric used to identify transportation impacts.

The primary goals of SB 743 are:

1. Reduction of Greenhouse Gas (GHG) emissions
2. Development of multimodal transportation networks; and
3. A diversity of land uses (mixed use development)

In December 2018, OPR published final technical guidance for implementing SB 743. The latest OPR technical guidance<sup>1</sup> specifically states that:

*Transit and Active Transportation Projects generally reduce VMTs and therefore are presumed to cause a less-than-significant impact on transportation. This presumption may apply to all passenger rail projects, bus and bus rapid transit projects, bicycle, and passenger infrastructure projects. Streamlining transit and other active transportation projects align with each of the statutory goals contained in SB 743 by reducing GHG emissions, increasing multimodal networks and facilitating mixed-use development.*

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1 Governor’s Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

### ***Assembly Bill 1358***

Assembly Bill (AB) 1358, and the Complete Streets Act of 2008 require that cities and counties identify how they will provide for the routine accommodation of all users of roadways, including motorists, passengers, bicyclists, individuals with disabilities, seniors, and users of public transportation. Planning and building complete streets is one way that cities and counties can meet this requirement. A complete street is a transportation facility that is planned, designed, operated, and maintained to enable safe access for all roadway users. Passengers, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street.

#### **4.12.2.2 Regional Regulations and Directives**

##### ***Southern California Association of Governments: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy***

As the metropolitan planning organization for the region’s six counties and 191 cities, Southern California Association of Governments (SCAG) develops a long-term regional transportation and sustainability plan every four years, as mandated by law. In September 2020, the Regional Council of Southern California Association of Governments adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2020–2045 RTP/SCS is a long-range visioning plan for the region’s transportation system over the next 25 years that balances mobility and housing needs with economic, environmental, and public health goals. The 2020–2045 RTP/SCS includes over 4,000 transportation projects ranging from highway improvements, railroad grade-separations, bicycle lanes, new transit hubs and replacement bridges to reduce bottlenecks, improve the efficiency of the region’s network and expand the mobility choices for everyone in the six-county southern California region.

The 2020–2045 RTP/SCS groups its goals into four core categories—economy, mobility, environment, and healthy/complete communities. The plan explicitly addresses goals associated with housing, transportation technologies, equity and resilience reflecting enhanced importance of these topics in the region linking them to potential performance measures and targets.

The following ten goals are identified in the 2020–2045 RTP/SCS:

1. Encourage regional economic prosperity and global competitiveness
2. Improve mobility, accessibility, reliability, and travel safety for people and goods
3. Enhance the preservation, security, and resilience of the regional transportation system
4. Increase person and goods movement and travel choices within the transportation system
5. Reduce greenhouse gas emissions and improve air quality
6. Support healthy and equitable communities
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options
10. Promote conservation of natural and agricultural lands and restoration of habitats

#### **4.12.2.3 Local Regulations and Directives**

##### ***City of Inglewood Circulation Element***

As part of the General Plan, the City adopted a Circulation Element in December 1992. The Circulation Element works to ensure that adequate street access and traffic capacity is considered for current and future land use needs. In order to accomplish this, the Circulation Element includes formal arterial and collector designations for street classifications and identifies specific street improvement efforts as needed.

##### ***City of Inglewood Environmental Justice Element***

The Environmental Justice Element, adopted on June 30, 2020, provides guidelines to minimize pollution and its effects on the community, and ensure that all residents have a say in decisions that may affect their quality of life. Goals and policies applicable to the transportation planning are identified below:

**Goal 2:** The community’s exposure to pollution in the environment is minimized through sound planning and public decision making.

**Policy:** General Environmental Health

**EJ-2.4:** Create land use patterns and public amenities that encourage people to walk, bicycle and use public transit.

**EJ-2.5** Concentrate medium to high density residential development in mixed-use and commercial zones that can be served by transit.

**EJ-2.7** Regularly update IMC Chapter 12 Transportation Demand Management requirements to reflect current transportation technologies in support of alternative modes of transportation.

**EJ-2.8:** Encourage new development to reduce vehicle miles traveled to reduce pollutant emissions.

**Goal 6:** Adequate and equitably distributed public facilities are available in the community.

**EJ-6.2:** Prioritize the City’s capital improvement program to address the needs of disadvantaged communities.

**EJ-6.3:** Plan for the future public improvement and service needs of underserved communities.

**EJ-6.8:** Ensure that new public facilities are well designed, energy efficient and compatible with adjacent land uses.

**EJ-6.10** Coordinate with the Inglewood Unified School District, transit agencies and other public agencies to provide adequate public facilities, improvements, and programs to the City of Inglewood.

### ***City of Inglewood Land Use Element***

The Land Use Element<sup>2</sup> also includes goals related to the City’s transportation system, including the following:

**Goal:** Ensure that proposed new uses can be accommodated by adequate and safe streets.

**Goal:** Promote and support adequate public transportation within the City and the region.

**Goal:** Develop modified traffic systems that would discourage through traffic from utilizing neighborhood streets.

**Goal:** Develop a safe and adequate passenger circulation system which is barrier-free for the handicapped.

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<sup>2</sup> City of Inglewood *General Plan*, “Land Use Element” (1980).

## ***Imagine Inglewood***

The City of Inglewood is in the process of developing *Imagine Inglewood*, an Active Transportation Plan (ATP) that incorporates bicycle, passenger, Americans with Disabilities Act (ADA) considerations and Safe Routes to School (SRTS) analysis and planning. The ATP is intended to improve access and increase public transit connections to the rest of the Los Angeles region to promote improvements that encourage the community to walk, bike, or take a bus.<sup>3</sup> The City is currently engaging community stakeholders in order to further develop ATP goals and initiatives.

### **4.12.3 EXISTING CONDITIONS**

As shown in **Figure 4.12-1: Study Area**, the study area is generally bounded by Florence Avenue on the north, Lennox Boulevard – 108th Street on the south, La Brea Avenue – Hawthorne Boulevard on the west, and Van Ness Avenue on the east. The study area includes major corridors providing access to the proposed Project, encompassing approximately 6 square miles. The existing street system in the vicinity of the study area consists of a regional roadway system including freeways, major and minor arterials and a local street system including collectors and local streets. The freeway network providing access to and from the study area includes the San Diego (I-405) Freeway, the Glenn M. Anderson (I-105) Freeway and the Harbor (I-110) Freeway as shown in **Figure 4.12-2: Freeways in Study Area**. The Average Daily Traffic volume (ADT) estimates at all roadway facilities within approximately ½ mile from the proposed Project alignment have also been prepared for all analysis scenarios, discussed further below, to quantify the potential reduction in ADTs with the ITC Project.

#### **4.12.3.1 Existing Street System**

The existing street system within and near the study area consists of a regional roadway system including freeways, major and minor arterials and a local street system including collectors and local streets. The freeway network providing access to and from the study area includes of the San Diego (I-405) Freeway, the Glenn M. Anderson (I-105) Freeway, and the Harbor (I-110) Freeway.

Brief descriptions of these facilities and additional collectors and local streets serving the study area including number of lanes, speed limits, parking availability, and functional classes are provided below.

#### ***Freeways***

- **San Diego (I-405) Freeway** – The I-405 Freeway is a north-south freeway that transverses the Southern California region from its northern terminus at the I-5 Freeway in Sylmar to its southern terminus at the I-5 Freeway in Irvine. In the vicinity of the study area, this freeway provides six lanes (including one HOV lane) in each direction. There are ramps at Manchester Boulevard, La Cienega Boulevard, Century Boulevard, Imperial Highway, I-105 Freeway in the vicinity of the study area.

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3 City of Inglewood, *Imagine Inglewood*, <http://www.imagineinglewood.com/>, accessed October 19, 2021.



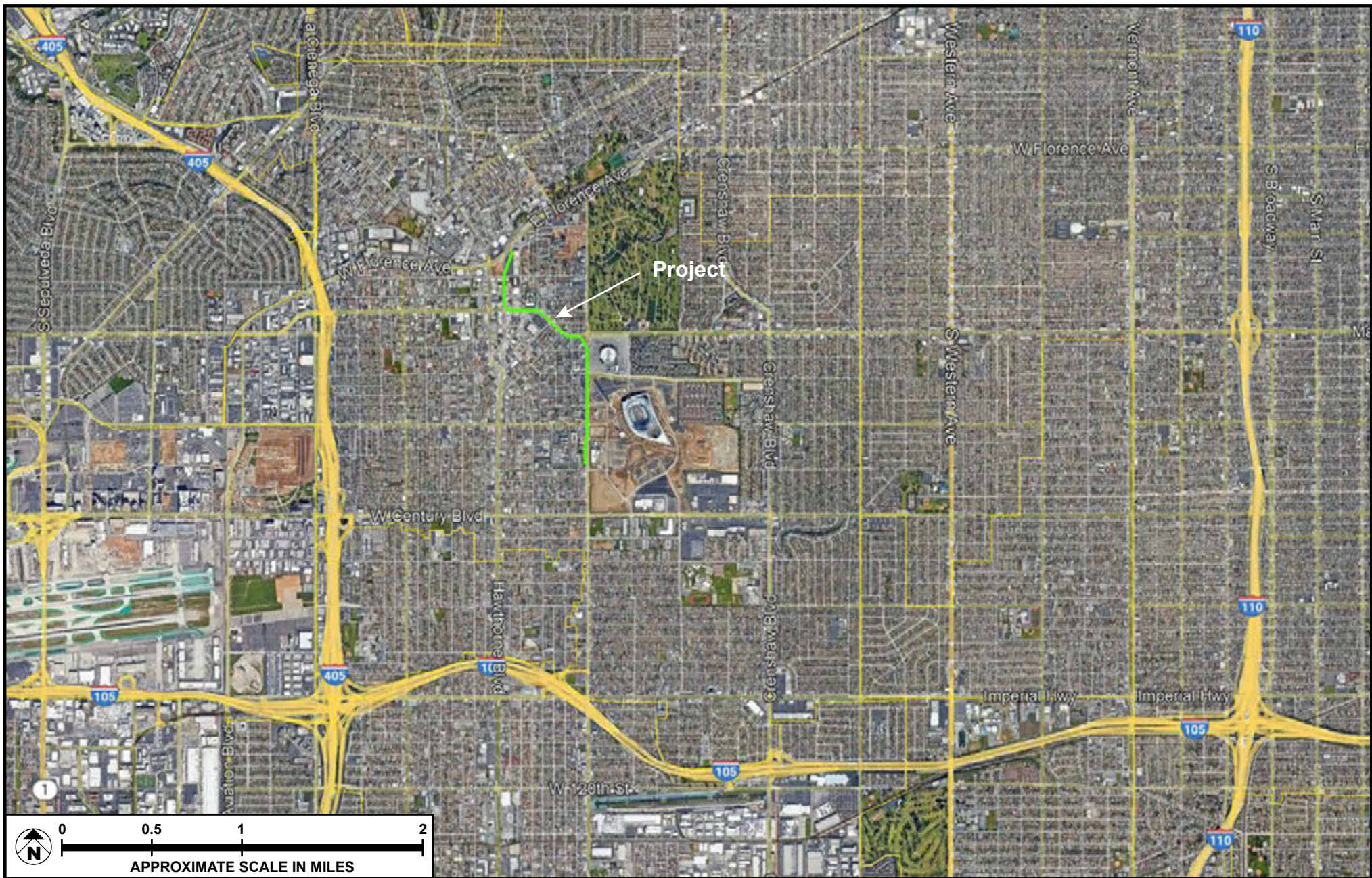
SOURCE: Raju Associates, Inc. – September 2021

FIGURE 4.12-1



Study Area





SOURCE: Google Earth - 2021

FIGURE 4.12-2



## Freeways in the Study Area



- Glenn Anderson (I-105) Freeway – The I-105 Freeway runs from its westerly terminus on Imperial Highway west of Sepulveda Boulevard to its easterly terminus at the San Gabriel (I-605) Freeway in the City of Norwalk. This freeway generally provides four mixed-flow traffic lanes and a carpool lane in each direction. A light rail line (the Los Angeles County Metropolitan Transportation Authority [Metro] C Line) runs along the I-105 Freeway in its center median. Ramps are located at La Cienega Boulevard/Aviation Boulevard, I-405 Freeway, Hawthorne Boulevard, Prairie Avenue, and Crenshaw Boulevard in the vicinity of the study area.
- Harbor (I-110) Freeway – The Harbor Freeway is a north-south freeway that extends from Gaffey Street in San Pedro to the City of Pasadena. North of Interstate 10 (I-10), the Harbor Freeway becomes California State Highway 110 (CA-110). In the vicinity of the study area this facility consists of two High Occupancy Toll (HOT) lanes, four general mixed-flow traffic lanes, and one auxiliary lane in each direction. The freeway’s HOT lanes also include a designated busway facility that carries the Metro Silver Line Bus Rapid Transit (BRT), which connects the Los Angeles Harbor and San Pedro Area to Downtown Los Angeles and beyond. Ramps are located at Florence Avenue, Manchester Avenue, Century Boulevard, and Imperial Highway.

### **Major Arterials**

- La Brea Avenue/Hawthorne Boulevard – This roadway runs in a north-south direction. The roadway segment that runs north of Century Boulevard is called La Brea Avenue, and the segment that runs south of Century Boulevard is called Hawthorne Boulevard. The roadway is classified as a major arterial within the study area. This roadway generally provides two travel lanes in each direction north of Spruce Avenue and three lanes in each direction south of Spruce Avenue, plus left-turn channelization at major intersections through the study area. Parking is generally allowed along many stretches of this roadway. The posted speed limit is 35 mph. Hawthorne Boulevard provides connections to the I-105 Freeway.
- Prairie Avenue – Prairie Avenue runs in a north-south direction and is classified as a major arterial in the study area. This roadway provides two travel lanes in each direction north of Manchester Boulevard and three travel lanes in each direction south of Manchester Boulevard, plus left-turn channelization at most major intersections through the study area. The posted speed limit is 40 mph. Parking is generally not allowed on Prairie Avenue within the study area. Prairie Avenue provides access to the I-105 Freeway.
- Crenshaw Boulevard – Crenshaw Boulevard is classified as a major arterial roadway in the City of Inglewood and a secondary arterial (Avenue I) in the City of Los Angeles within the study area. The roadway runs in a north-south direction. Within the study area, this roadway provides two lanes in each direction north of Manchester Boulevard and three lanes in each direction south of Manchester Boulevard, plus left-turn channelization at major intersections. Parking is allowed along many stretches of this roadway, and the posted speed limit is 40 mph. Crenshaw Boulevard provides access to the I-105 Freeway.
- Centinela Avenue – Centinela Avenue is classified as a major arterial roadway and generally runs in an east-west direction; it runs diagonally east of Hyde Park Place. The roadway generally provides two

travel lanes in each direction plus left-turn channelization at major intersections. Parking is generally allowed along this roadway, and the posted speed limit is 40 mph.

- Florence Avenue – Florence Avenue is classified as a major arterial in the City of Inglewood and as a secondary arterial (Avenue I) in the City of Los Angeles. It runs east-west with two to three lanes in each direction with left-turn channelization at major intersections through the study area. Parking is generally not allowed along this roadway, although some parking is permitted east of West Boulevard. Bike lanes are provided along some stretches of this roadway between Locust Street and West Boulevard. The posted speed limit is 40 mph west of West Boulevard and 35 mph east of West Boulevard.
- Manchester Boulevard – Manchester Boulevard is classified as a major arterial roadway in the study area. It runs east-west and has generally two lanes in each direction west of Prairie Avenue and three lanes in each direction east of Prairie Avenue, plus left-turn channelization at major intersections through the study area. Parking is allowed along most of Manchester Boulevard with some restricted segments. The posted speed limit along Manchester Boulevard is 35 mph west of Prairie Avenue and 40 mph east of Prairie Avenue. Manchester Boulevard provides access to the I-405 Freeway and I-110 Freeway.
- Arbor Vitae Street – Arbor Vitae Street west of Prairie Avenue is classified as a major arterial roadway that runs in an east-west direction. Arbor Vitae Street between Prairie Avenue and Van Ness Avenue is classified as a collector roadway. Within the study area, this roadway west of Prairie Avenue generally provides one to two lanes in each direction with parking on both sides of the street. The posted speed limit is 35 mph.
- Century Boulevard – Century Boulevard is classified as a major arterial roadway in the study area and runs in an east-west direction. It provides one of the major direct access options into the LAX Central Terminal Area (CTA). Within the study area, this roadway generally provides three to four lanes in each direction with left-turn lanes at key intersections. The posted speed limit is 40 mph. There is no parking allowed on either side of the street within the study area. Century Boulevard provides access to the I-405 Freeway and I-110 Freeway.

### ***Minor Arterial / Secondary Arterial***

- Market Street – Market Street is classified as a minor arterial roadway and runs in a north-south direction, beginning at Florence Avenue and terminating at La Brea Avenue. This roadway provides one lane in each direction between Florence Avenue and Hillcrest Boulevard, and two lanes in each direction between Hillcrest Boulevard and La Brea Avenue. On-street parking is permitted on both sides of the street. The prima facie speed limit is 25 mph.

### ***Collectors & Local Streets***

- Locust Street – Locust Street runs in a north-south direction beginning at Florence Avenue and terminating at the intersection of Hillcrest Boulevard and Nutwood Street. The roadway is classified as a collector roadway between Regent Street and Hillcrest Boulevard, and as a local street between Florence Avenue and Regent Street. This roadway provides one lane in each direction, with on-street

parking generally permitted on both sides of the street. Bike lanes are generally provided on both sides of the street between Florence Avenue and Manchester Boulevard. The posted speed limit is 30 mph.

- Myrtle Avenue – Myrtle Avenue is a north-south roadway that is classified as a collector roadway between Arbor Vitae Street and Century Boulevard, and as a local street between Kelso Street and Arbor Vitae Street. This roadway generally provides one lane in each direction, with on-street parking available on both sides of the street. The posted speed limit is 30 mph.
- Doty Avenue – Doty Avenue is a north-south roadway that is classified as a collector roadway. The roadway provides one lane in each direction. On-street parking is available on both sides of the street south of 102nd Street. The prima facie speed limit is 25 mph.
- Yukon Avenue - Yukon Avenue is a north-south roadway that is classified as a collector roadway. The roadway generally provides one to two lanes in each direction. On-street parking is available on the west side along some restricted segments in the study area. The posted speed limit is 30 mph.
- Regent Street – Regent Street is classified as a collector roadway and runs in an east-west direction, beginning west of Oak Street and terminating at Inglewood Park Cemetery. This roadway provides one lane in each direction with on-street parking available between La Brea Avenue and Prairie Avenue. It provides two lanes in each direction with on-street parking prohibited between Fir Avenue and La Brea Avenue. The posted speed limit is 35 mph.
- Hillcrest Boulevard – Hillcrest Boulevard is classified as a collector roadway. It runs in an east-west direction between Aviation Boulevard and Grevillea Avenue, diagonally between Grevillea Avenue and Manchester Boulevard, and in a north-south direction between Manchester Boulevard and Florence Avenue. Within the study area, Hillcrest Boulevard generally provides one travel lane in each direction and has on-street parking on both sides of the street. The posted speed limit is 30 mph.
- Spruce Avenue – Spruce Avenue is classified as a collector roadway that runs diagonally between La Brea Avenue and Manchester Boulevard and runs in an east-west direction between Hindry Avenue and Fir Avenue. This roadway generally provides one lane in each direction with on-street parking on both sides of the street. The prima facie speed limit is 25 mph.
- Kelso Street – Kelso Street runs generally in an east-west direction and is classified as a collector roadway. It runs diagonally between Market Street and Myrtle Avenue. The roadway ends at Prairie Avenue where the street name changes to Pincay Drive. This roadway generally provides one lane in each direction with on-street parking on both sides of the street. The prima facie speed limit is 25 mph.
- Pincay Drive – Pincay Drive is classified as a collector roadway that begins at Prairie Avenue and ends at Crenshaw Boulevard where the street name changes to 90th Street. It runs in an east-west direction. This roadway generally provides two lanes in each direction. On-street parking is available on the south side of the street between Carlton Drive and Crenshaw Boulevard. The posted speed limit is 45 mph.
- Hardy Street – Hardy Street is classified as a collector roadway that runs in an east-west direction. West of the Los Angeles Sports and Entertainment District (LASED), it begins at Inglewood Boulevard and terminates at Prairie Avenue. East of LASED, it begins at Crenshaw Boulevard and ends at Van Ness

Avenue. Hardy Street is discontinuous between Prairie Avenue and Crenshaw Boulevard. This roadway generally provides one lane in each direction with on-street parking available on both sides of the street. The posted speed limit is 30 mph.

- **Queen Street** – Queen Street is a local street that runs in an east-west direction. The roadway provides one lane in each direction with on-street parking available on both sides of the street. The posted speed limit is 25 mph.

### 4.12.3.2 Existing Average Daily Traffic Volumes

Seventy-five (75) segments within the study area were identified as key roadway segments for evaluation. The existing ADT on roadway segments were estimated using the Inglewood Travel Demand Forecasting (ITDF) Model for four time periods: Morning Peak Hour (AM), Midday (MD), Evening Peak Hour (PM) and Nighttime (NT).

The ITDF, which is based on the SCAG Regional Travel Demand Model, was used to forecast the number daily trips on the roadway system. The SCAG 2020-2045 RTP/SCS socio-economic data was used as the base input and updated to include all the growth associated with the related projects. The ITDF Model, similar in structure to the SCAG Regional Travel Demand Model involves four-step models including Trip Generation, Trip Distribution, Mode Split, and Traffic Assignment procedures.

The results for all four time periods were aggregated to reflect the average daily conditions. The resulting ADT volumes, which reflect typical weekday operations under existing (2020) conditions, are presented in **Table 4.12-1: Weekday Daily Traffic Volumes – Existing Conditions.**

**Table 4.12-1**  
**Weekday Daily Traffic Volumes – Existing Conditions**

| Street                     | Facility Type  | Segment             |                     | Existing ADT |
|----------------------------|----------------|---------------------|---------------------|--------------|
|                            |                | From                | To                  |              |
| <b>North/South Streets</b> |                |                     |                     |              |
| La Brea Av                 | Major Arterial | Hyde Park Bl        | Florence Av         | 20,930       |
|                            |                | Florence Av         | Manchester Bl       | 24,598       |
|                            |                | Manchester Bl       | Spruce Av/Market St | 19,252       |
|                            |                | Spruce Av/Market St | Arbor Vitae St      | 24,819       |
|                            |                | Arbor Vitae St      | Hardy St            | 28,459       |
| Hawthorne Bl               | Major Arterial | Hardy St            | Century Bl          | 29,570       |
|                            |                | Century Bl          | 104th St            | 43,049       |
|                            |                | 104th St            | Lennox Bl           | 48,127       |
| Prairie Av                 | Major Arterial | Florence Av         | Regent St           | 21,787       |
|                            |                | Regent St           | Manchester Bl       | 21,853       |
|                            |                | Manchester Bl       | Pincay Dr/Kelso St  | 28,283       |

| Street                   | Facility Type  | Segment            |                         | Existing ADT |
|--------------------------|----------------|--------------------|-------------------------|--------------|
|                          |                | From               | To                      |              |
|                          |                | Pincay Dr/Kelso St | Arbor Vitae St          | 37,215       |
|                          |                | Arbor Vitae St     | Hardy St                | 30,516       |
|                          |                | Hardy St           | 97th St                 | 32,712       |
|                          |                | 97th St            | Century Bl              | 32,712       |
|                          |                | Century Bl         | 102nd St                | 29,893       |
|                          |                | 102nd St           | 104th St                | 30,586       |
|                          |                | 104th St           | Lennox Bl               | 31,691       |
|                          |                | 80th St            | Manchester Bl           | 23,440       |
|                          |                | Manchester Bl      | Pincay Dr/90th St       | 25,921       |
| Crenshaw Bl              | Major Arterial | Pincay Dr/90th St  | Arbor Vitae St          | 31,523       |
|                          |                | Arbor Vitae St     | Hardy St                | 30,078       |
|                          |                | Hardy St           | Century Bl              | 30,794       |
|                          |                | Century Bl         | 104th St                | 27,245       |
| Market St                | Minor Arterial | Florence Av        | Regent St               | 3,153        |
|                          |                | Regent St          | Manchester Bl           | 7,764        |
| Myrtle Av                | Collector      | Arbor Vitae St     | Hardy St                | 3,832        |
| Doty Av                  | Collector      | Century Bl         | 104th St                | 4,950        |
| Yukon Av                 | Collector      | Century Bl         | 104th St                | 10,123       |
| Locust St                | Collector      | Florence Av        | Manchester Bl           | 3,677        |
| <b>East/West Streets</b> |                |                    |                         |              |
| Centinela Av             | Major Arterial | Hyde Park Bl       | Florence Av             | 25,664       |
|                          |                | Fir Av             | La Brea Av              | 16,710       |
|                          |                | La Brea Av         | Market St               | 20,923       |
| Florence Av              | Major Arterial | Market St          | Centinela Av            | 24,293       |
|                          |                | Centinela Av       | Prairie Av              | 40,560       |
|                          |                | Prairie Ave        | West Bl                 | 39,882       |
|                          |                | Grevillea Av       | La Brea Av              | 21,396       |
|                          |                | La Brea Av         | Market St               | 21,690       |
|                          |                | Market St          | Locust St               | 18,782       |
|                          |                | Locust St          | Hillcrest Bl            | 20,035       |
| Manchester Bl            | Major Arterial | Hillcrest Bl       | Spruce Av               | 24,352       |
|                          |                | Spruce Av          | Prairie Av              | 28,558       |
|                          |                | Prairie Av         | Kareem Ct               | 31,638       |
|                          |                | Kareem Ct          | Crenshaw Dr             | 36,400       |
|                          |                | Crenshaw Dr        | Crenshaw Bl             | 27,704       |
|                          |                | Crenshaw Bl        | Van Ness Av             | 31,036       |
|                          |                | Grevillea Av       | La Brea Av              | 13,506       |
| Arbor Vitae St           | Major Arterial | La Brea Av         | Myrtle Av               | 9,066        |
|                          |                | Myrtle Av          | Prairie Av              | 8,205        |
| Century Bl               | Major Arterial | Grevillea Av       | La Brea Av/Hawthorne Bl | 50,447       |



| Street               | Facility Type | Segment                 |                      | Existing ADT |
|----------------------|---------------|-------------------------|----------------------|--------------|
|                      |               | From                    | To                   |              |
|                      |               | La Brea Av/Hawthorne Bl | Myrtle Av            | 40,914       |
|                      |               | Myrtle Av               | Freeman Av           | 37,612       |
|                      |               | Freeman Av              | Prairie Av           | 32,957       |
|                      |               | Prairie Av              | Doty Av              | 39,615       |
|                      |               | Doty Av                 | HP Casino Dr         | 40,253       |
|                      |               | HP Casino Dr            | Yukon Av             | 40,253       |
|                      |               | Yukon Av                | Club Dr              | 39,608       |
|                      |               | Club Dr                 | Crenshaw Bl          | 41,542       |
|                      |               | Crenshaw Bl             | Van Ness Av          | 35,913       |
| Regent St            | Collector     | Grevillea Av            | La Brea Av           | 5,149        |
|                      |               | La Brea Av              | Market St            | 16,068       |
|                      |               | Market St               | Prairie Ave          | 8,174        |
| Hillcrest Bl         | Collector     | Grevillea Av            | La Brea Av           | 8,677        |
|                      |               | La Brea Av              | Market St            | 7,287        |
|                      |               | Market St               | Nutwood St/Locust St | 9,013        |
|                      |               | Nutwood St/Locust St    | Manchester Bl        | 4,941        |
|                      |               | Manchester Bl           | Florence Av          | 7,844        |
| Spruce Av            | Collector     | La Brea Av              | Manchester Av        | 2,945        |
| Kelso St / Pincay Dr | Collector     | Spruce Av               | Prairie Av           | 5,493        |
|                      |               | Prairie Av              | Kareem Ct            | 18,768       |
|                      |               | Kareem Ct               | Crenshaw Bl          | 14,005       |
| Hardy St             | Collector     | La Brea Av              | Prairie Ave          | 4,394        |
| 104th St             | Collector     | Grevillea Av            | Hawthorne Bl         | 6,769        |
|                      |               | Hawthorne Bl            | Prairie Ave          | 4,031        |
|                      |               | Prairie Av              | Doty Av              | 3,460        |

Source: Transportation Assessment Study for the Inglewood Transit Connector Project DEIR, Raju Associates, Inc., September 2021; refer to Table 2 (refer to **Appendix O** of this Recirculated Draft EIR).

Daily traffic volumes along Prairie Avenue between Florence Avenue and Lennox Boulevard range between approximately 21,800 to 37,250 vehicles per day; along Manchester Boulevard between Grevillea Avenue and Van Ness Avenue range between approximately 18,800 to 36,400 vehicles per day; and along Century Boulevard between Grevillea Avenue and Van Ness Avenue range between approximately 33,000 to 50,500 vehicles per day.

### 4.12.3.3 Existing Public Transit Service

Fourteen (14) bus lines provide services in the study area including thirteen bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro), and one bus line operated by the County

of Los Angeles. Additionally, the Metro C Line (Green Line) is located south of the study area. These transit lines are shown in **Figure 4.12-3: Existing Transit System** and briefly described below:

- MTA 40 – Line 40 is a local north/south line that provides service from Downtown Los Angeles to Redondo Beach and travels primarily along La Brea Avenue, Florence Avenue and Crenshaw Boulevard within the study area.
- MTA 111 - Line 111 is a local east/west line that provides service from Norwalk to the Los Angeles International Airport and travels primarily along Arbor Vitae Street, La Brea Avenue and Florence Avenue within the study area.
- MTA 115 - Line 115 is a local east/west line that provides service from Norwalk to Playa del Rey and travels primarily along Manchester Boulevard within the study area.
- MTA 117 – Line 117 is a local east/west line that provides service from Downey to the LAX Bus Center and travels primarily along Century Boulevard within the study area.
- MTA 126 - Line 126 is a local east/west line that provides service from Manhattan Beach to Hawthorne, and travels along Prairie Avenue, Lennox Boulevard, and Hawthorne Boulevard within the study area.
- MTA 209 – Line 209 is a local north/south line that provides service from Jefferson Park to Hawthorne and travels primarily along Van Ness Avenue in the proximity of the study area.
- MTA 210 – Line 210 is a local north/south line that provides service from Hollywood to Redondo Beach and travels primarily along Crenshaw Boulevard within the study area.
- MTA 211/215 - Lines 211 and 215 are local north/south lines that provide service from Redondo Beach to Inglewood and travel primarily along Locust Street, Prairie Avenue, Manchester Boulevard, and Grace Avenue within the study area.
- MTA 212/312 – Line 212 is a local north/south line that provides service from Hollywood to Hawthorne and travels primarily along La Brea Avenue, Manchester Boulevard, Prairie Avenue, Lennox Boulevard, and Hawthorn Boulevard within the study area.
- MTA 442 – Line 442 is a north/south express line that provides service from Downtown Los Angeles to Hawthorne and travels primarily along La Brea Avenue and Manchester Boulevard within the study area. Per Metro, this line has been discontinued as of 2021.
- MTA 607 – Line 607 is a circulator route that begins at the Inglewood Transit Center in Inglewood and goes clockwise with major stops at the intersections of Slauson Avenue / La Brea Avenue in Windsor Hills, and Crenshaw Boulevard/54th Street in Los Angeles. Per Metro, this line has been discontinued as of 2021.
- MTA 710 – Line 710 is a north/south ‘Rapid Bus’ line that provides service from Koreatown to Redondo Beach and travels along Crenshaw Boulevard within the study area. Per Metro, this line has been discontinued as of 2021.

- MTA 740 – Line 740 is a north/south ‘Rapid Bus’ line that provides service from Jefferson Park to Redondo Beach and travels primarily along La Brea Avenue, Hawthorne Boulevard, Crenshaw Boulevard, and Florence Avenue within the study area. Per Metro, this line has been discontinued as of 2021.
- Los Angeles County Lennox Link is a circulator route that begins at Lennox Park and travels in a counter-clockwise direction along Lennox Boulevard, Burin Avenue, 111th Street, Freeman Avenue, 104th Street, Yukon Avenue, Century Boulevard, Flower Street, Hardy Street, Myrtle Avenue and La Brea Avenue.
- Metro C Line (Green Line) – The Metro C Line is an east/west light rail line that provides service to Norwalk, Lynwood, Willowbrook, Hawthorne, El Segundo, and Redondo Beach. The C Line’s Hawthorne / Lennox Station lies approximately 0.8 miles south of Century Boulevard.

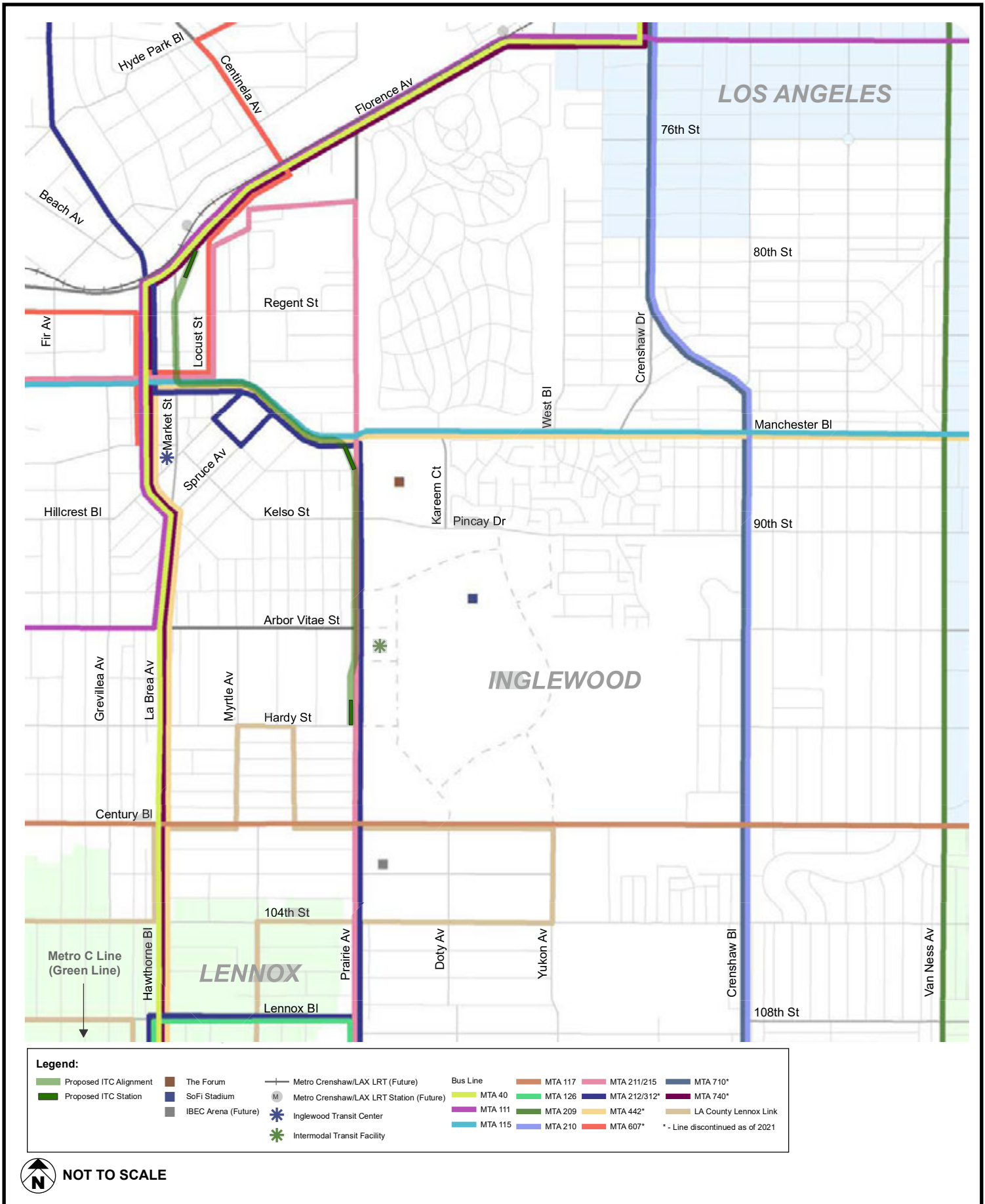
The average ridership for Metro bus lines serving the study area was compiled using data provided by Metro in 2019. Metro Bus Lines 40, 111 and 115 have an average daily bus ridership ranging from 14,561 (Line 40) to 15,653 (Line 111) passenger trips; while Metro Bus Lines 126, 209, 211/215, 442 and 607 have an average daily ridership ranging from 62 (Line 607) to 911 (Line 209) daily passengers. Additionally, Metro C Light Rail Transit (LRT) line (Green) has an average of 30,236 daily ridership.

Metro is constructing the Metro K Line from the existing Metro E Line (Exposition Line) at Crenshaw Boulevard/Exposition Boulevard, 8.5 miles south to connect with the Metro C Line (Green Line) at the Aviation/Imperial Station.

The K Line is projected to be completed and commence operations shortly. The K line includes the Fairview Heights, Downtown Inglewood, Westchester-Veteran and Crenshaw/Imperial stations. The Market Street/Florence Avenue Station will serve as the transfer point between the proposed Project and the K Line.

### ***Transit Ridership Along Corridors***

Transit ridership data for average weekday in October 2019 (pre-COVID 19) for transit lines serving the study area were obtained from Metro. This data includes the average daily bus boardings and deboardings at each stop and provided in **Table 4.12-2: Average Weekday Ridership at Bus Stops within Study Area**. Crenshaw Boulevard at the Florence Avenue stop has the highest boarding and alighting activities with 997 boardings and 904 alightings compared to other bus stops within the study area. La Brea Avenue – Hawthorne Boulevard appears to be the busiest transit corridors within the study area; the corridor has a daily average of 259 boardings and 269 alightings.



NOT TO SCALE

SOURCE: Raja Associates, Inc. - September 2021

FIGURE 4.12-3



# Existing Transit System

**Table 4.12-2**  
**Average Weekday Ridership at Bus Stops within Study Area**

| <b>Average Weekday Ridership at Bus Stops within Study Area Corridor</b> | <b>Stops Crossing Street</b>      | <b>Metro Lines Serving Stop</b> | <b>Boardings</b> | <b>Alightings</b> |
|--|-----------------------------------|---------------------------------|------------------|-------------------|
| La Brea Avenue - Hawthorne Boulevard                                     | Hyde Park Boulevard               | 212                             | 203              | 204               |
|  | Hazel Street                      | 212                             | 101              | 103               |
|  | Beach Avenue                      | 212                             | 82               | 87                |
|  | Florence Avenue                   | 40/111/212                      | 437              | 215               |
|  | Regent Street                     | 40/111/212/740                  | 532              | 913               |
|  | Queen Street                      | 212/740                         | 313              | 135               |
|  | Manchester Boulevard              | 40/111/607                      | 168              | 240               |
|  | Inglewood Transit Center          | 40/111/442/607/740              | 626              | 551               |
|  | Market Street                     | 40/111/442                      | 92               | 114               |
|  | Tamarack Avenue                   | 40/111/442                      | 73               | 82                |
|  | Arbor Vitae Street                | 40/111/442                      | 271              | 270               |
|  | Hardy Street                      | 40/442                          | 177              | 195               |
|  | Century Boulevard                 | 40/442/740                      | 603              | 562               |
|  | 104th Street                      | 40/442                          | 92               | 120               |
|  | Lennox Boulevard                  | 40/442                          | 117              | 248               |
| <b>Average</b>   |                                   |                                 | <b>259</b>       | <b>269</b>        |
| Prairie Avenue   | Grace Avenue                      | 211                             | 3                | 0                 |
|  | Howland Drive                     | 211                             | 6                | 0                 |
|  | Regent Street                     | 211                             | 1                | 1                 |
|  | Manchester Boulevard              | 211                             | 7                | 13                |
|  | Kelso Street/Pincay Drive         | 211/212                         | 27               | 38                |
|  | Arbor Vitae Street                | 211/212                         | 72               | 78                |
|  | Hardy Street                      | 211/212                         | 69               | 73                |
|  | Century Boulevard                 | 211/212                         | 169              | 165               |
|  | 104th Street                      | 211/212                         | 86               | 84                |
|  | Lennox Boulevard/<br>108th Street | 211/212                         | 127              | 124               |
| <b>Average</b>   |                                   |                                 | <b>57</b>        | <b>58</b>         |
| Crenshaw Boulevard   | Florence Avenue                   | 40/210/710/740                  | 997              | 904               |
|  | 76th Street                       | 210                             | 24               | 47                |
|  | 78th Street                       | 210                             | 29               | 37                |
|  | 80th Street                       | 210                             | 27               | 32                |
|  | 82nd Street                       | 210                             | 26               | 35                |
|  | Manchester Boulevard              | 210/710                         | 761              | 724               |
|  | Pincay Drive/90th Street          | 210                             | 30               | 38                |
|  | Arbor Vitae Street                | 210                             | 62               | 77                |



| Average Weekday Ridership at Bus Stops within Study Area Corridor | Stops Crossing Street     | Metro Lines Serving Stop | Boardings  | Alightings |
|---|---------------------------|--------------------------|------------|------------|
|   | Hardy Street              | 210                      | 25         | 54         |
|   | Century Boulevard         | 210/710                  | 750        | 788        |
|   | 104th Street              | 210                      | 93         | 95         |
|   | 108th Street              | 210                      | 91         | 110        |
|   | <b>Average</b>            |                          | <b>243</b> | <b>245</b> |
| Centinela Avenue  | Hyde Park Boulevard       | 607                      | 2          | 1          |
|   | Warren Lane               | 607                      | 0          | 1          |
|   | <b>Average</b>            |                          | <b>1</b>   | <b>1</b>   |
| Florence Avenue   | La Brea Avenue            | 40/111                   | 252        | 191        |
|   | Market Street             | 40/111                   | 85         | 37         |
|   | Hillcrest Boulevard       | 40/111/607               | 53         | 90         |
|   | Centinela Avenue          | 40/111/607/740           | 126        | 132        |
|   | Prairie Avenue            | 40/111                   | 96         | 100        |
|   | West Boulevard            | 40/111                   | 151        | 185        |
|   | Crenshaw Boulevard        | 111/740                  | 562        | 505        |
|   | 8th Avenue                | 111                      | 141        | 159        |
|   | 5th Avenue                | 111                      | 63         | 82         |
|   | Van Ness Avenue           | 111                      | 193        | 196        |
|   | <b>Average</b>            |                          | <b>172</b> | <b>168</b> |
| Manchester Boulevard  | Fir Avenue                | 115/211                  | 13         | 13         |
|   | Grevillea Avenue          | 115/211                  | 174        | 210        |
|   | Market Street             | 115/211/212/442/607      | 519        | 603        |
|   | Hillcrest Avenue          | 115/212                  | 321        | 353        |
|   | Spruce Avenue             | 115/212                  | 17         | 53         |
|   | Tamarack Avenue           | 115/212                  | 54         | 36         |
|   | Prairie Avenue            | 115/212/442              | 207        | 193        |
|   | Kareem Court              | 115                      | 16         | 22         |
|   | Carlton Drive             | 115                      | 4          | 4          |
|   | West Boulevard            | 115/442                  | 25         | 26         |
|   | Crenshaw Drive            | 115                      | 52         | 48         |
|   | 11th Avenue               | 115                      | 32         | 38         |
|   | Crenshaw Boulevard        | 115/442                  | 548        | 589        |
|   | 5th Avenue                | 115                      | 70         | 79         |
| Van Ness Avenue   | 115/442                   | 126                      | 141        |            |
| <b>Average</b>  |                           | <b>145</b>               | <b>161</b> |            |
| Arbor Vitae Street  | Grevillea Avenue          | 111                      | 39         | 36         |
|   | La Brea Avenue            | 111                      | 90         | 89         |
|   | <b>Average</b>            |                          | <b>65</b>  | <b>63</b>  |
| Century Boulevard   | Fir Avenue/Firmona Avenue | 117                      | 26         | 35         |

| Average Weekday Ridership at Bus Stops within Study Area Corridor | Stops Crossing Street                  | Metro Lines Serving Stop | Boardings  | Alightings |
|---|--|--------------------------|------------|------------|
|   | La Brea Avenue/<br>Hawthorne Boulevard | 117                      | 346        | 345        |
|   | Freeman Avenue                         | 117                      | 92         | 101        |
|   | Prairie Avenue                         | 117                      | 185        | 163        |
|   | Doty Avenue                            | 117                      | 41         | 43         |
|   | Yukon Avenue                           | 117                      | 130        | 153        |
|   | Club Drive                             | 117                      | 232        | 206        |
|   | 11th Avenue                            | 117                      | 236        | 205        |
|   | Crenshaw Boulevard                     | 117                      | 394        | 398        |
|   | 5th Avenue                             | 117                      | 15         | 14         |
|   | Van Ness Avenue                        | 117                      | 120        | 125        |
|   | <b>Average</b>                         |                          | <b>165</b> | <b>163</b> |

Source: Transportation Assessment Study for the Inglewood Transit Connector Project DEIR, Raju Associates, Inc., September 2021; refer to Table 4 (refer to **Appendix O** of this Recirculated Draft EIR).

#### 4.12.3.4 Existing Bicycle Facilities

The Draft Inglewood Active Transportation and Safe Routes to School Plan (City of Inglewood, June 2019) identifies existing bicycle facilities within the City. These facilities are classified as Bike Paths (Class I), Bike Lanes/Buffered Bike Lanes (Class II), Bike Routes/Bike Boulevards (Class III), and Protected Bike Lanes (Class IV).

Bicycle facilities are identified along the following streets:

##### ***Class II Bike Lanes / Buffered Bike Lanes***

- Bike Lanes
  - Hawthorne Boulevard from Lennox Boulevard to 111th Street
  - Locust Street from Florence Avenue to Manchester Boulevard
  - Van Ness Avenue from 81st Street to Manchester Boulevard
  - Florence Avenue from Locust Street to Hillcrest Boulevard
  - Florence Avenue from Prairie Avenue to mid-way between Prairie Avenue and West Boulevard
- Buffered Bike Lanes
  - Florence Avenue from Hillcrest Boulevard to Centinela Avenue (westbound only)

### ***Class III Bike Routes / Bike Boulevard***

- Bike Routes with Sharrows
  - Van Ness Avenue from Century Boulevard to Imperial Highway
  - Florence Avenue from Hillcrest Boulevard to Centinela Avenue (eastbound only)
  - Florence Avenue from Centinela Avenue to Prairie Avenue
  - Florence Avenue from mid-way between Prairie Avenue and West Boulevard to West Boulevard
  - 76th Street from Crenshaw Drive to Vermont Avenue

#### **4.12.3.5 Existing Pedestrian Facilities**

The pedestrian circulation system includes crosswalks, crosswalk push buttons, intersection traffic control, and sidewalks available to serve pedestrians. Sidewalks are generally provided along all streets in the study area. Florence Avenue, Market Street, Locust Street and Regent Street offer access and circulation possibilities to the proposed Market Street/Florence Avenue Station. Currently, sidewalks are available on the south side of Florence Avenue and on both sides of Market Street, Locust Street and Regent Street adjacent to and in the vicinity of the Market Street/Florence Avenue Station. Pedestrian crosswalks to the proposed station are available at adjacent intersections of Florence Avenue/Market Street and Florence Avenue/Locust Street.

Prairie Avenue, Manchester Boulevard, and Kelso Street-Pincay Drive offer pedestrian access and circulation possibilities to the proposed station at the Forum. Sidewalks are available on both sides of Prairie Avenue, Manchester Boulevard, and Kelso Street-Pincay Drive adjacent to and in the vicinity of the proposed Project station. Passenger crosswalks to the proposed station are available at adjacent intersections of Prairie Avenue/Manchester Boulevard and Prairie Avenue/Kelso Street–Pincay Drive.

Prairie Avenue and Hardy Street offer pedestrian access and circulation possibilities to the proposed Prairie Avenue/Hardy Street station. Sidewalks are available on both sides of Prairie Avenue and Hardy Street adjacent to and in the vicinity of the station. Passenger crosswalks to the proposed station are available at adjacent intersections of Prairie Avenue/Hardy Street and Prairie Avenue/Arbor Vitae Street.

The majority of intersections near the proposed alignment and stations are signalized and generally provide pedestrian amenities.

A brief description of the pedestrian crossing locations and amenities, including traffic signals, intersection crosswalks, and crosswalks with push buttons, along the proposed Project alignment follows:

### ***Pedestrian Crossing Locations along Market Street***

- Intersection of Market Street/Florence Avenue – This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on the west and south legs of the intersection. Crosswalks are not provided on the east leg of the intersection. Call pushbuttons are provided on the west leg of the intersection. Pedestrian indications are actuated / automated on the south leg of the intersection.
- Intersection of Market Street/Regent Street – This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on the north, west and east legs of the intersection and a crosswalk with decorative design is available on the south leg. Call pushbuttons are provided on all approaches.
- Intersection of Market Street/Queen Street – This intersection is signalized with pedestrian indications. Decorative crosswalks are available on all four legs. Call pushbuttons are provided on all approaches.

### ***Pedestrian Crossing Locations along Manchester Boulevard***

- Intersection of Market Street/Manchester Boulevard – This intersection is signalized with pedestrian indications. Decorative crosswalks are available on all four legs. Call pushbuttons are provided on all approaches of the intersection.
- Intersection of Locust Street/Manchester Boulevard – This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on all four legs of the intersection. Call pushbuttons are provided on the west and east legs of the intersection. Pedestrian signal calls are actuated/automated on the north and south legs of the intersection.
- Intersection of Hillcrest Boulevard/Manchester Boulevard – This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on all four legs of the intersection. Call pushbuttons are provided on the west and east legs of the intersection. Pedestrian signal calls are actuated/automated on the north and south legs of the intersection.
- Intersection of Spruce Avenue/Manchester Boulevard – This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on west and south legs of the intersection. Crosswalks are not provided on the east leg of the intersection. Call pushbuttons are provided on the west and south legs of the intersection.

### ***Pedestrian Crossing Locations along Prairie Avenue***

- Intersection of Prairie Avenue/Manchester Boulevard – This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on all four legs of the intersection. Call pushbuttons are provided on all approaches of the intersection.

- Intersection of Prairie Avenue/Nutwood Street – This intersection is unsignalized with the eastbound approach stopped at the intersection. A continental (ladder) crosswalk is available on the west leg of the intersection.
- Intersection of Prairie Avenue/Kelso Street–Pincay Drive – This intersection is signalized with pedestrian indications. Yellow school crosswalks are available on all four legs of the intersection. Call pushbuttons are provided on all approaches of the intersection.
- Intersection of Prairie Avenue/La Palma Drive – This intersection is unsignalized and stop controlled on the eastbound approach. A continental crosswalk is available on the west leg of the intersection.
- Intersection of Prairie Avenue/Buckthorn Street-Touchdown Drive – This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on all four legs of the intersection. Call pushbuttons are provided on all approaches of the intersection.
- Intersection of Prairie Avenue/Arbor Vitae Street – This intersection is signalized with pedestrian indications. Standard parallel crosswalks are available on all four legs of the intersection. Call pushbuttons are provided on all approaches of the intersection.
- Prairie Avenue/Hardy Street – This intersection is signalized with standard parallel crosswalks being available on the north and west legs of the intersection, and east leg from the Hollywood Park Specific Plan (HPSP) area. A crosswalk is not provided on the south leg of the intersection. Call pushbuttons are provided on the north, west, and east legs of the intersection.

#### 4.12.3.6 Existing On-Street Parking

A summary of the number of on-street parking spaces and parking restrictions along Market Street, Manchester Boulevard, and Prairie Avenue along the proposed alignment are described below:

There are currently 104 on-street parking spaces located along Market Street between Florence Avenue and Manchester Boulevard with parking restrictions listed below.

Metered 2-hour on-street parking is allowed on both sides of Market Street between Florence Avenue and Regent Street, all day except from 3:00 AM to 7:00 AM. There are 30 on-street parking spaces on west side of the street and 14 on-street parking spaces on the east side of the street.

Metered 2-hour on-street parking is allowed on both sides of Market Street between Regent Street and Manchester Boulevard. There are 31 on-street parking spaces on the west side of the street and 29 on-street parking spaces on the east side of the street.

There are currently 70 on-street parking spaces located along Manchester Boulevard between Market Street and Prairie Avenue with the parking restrictions listed below.



On-street parking is prohibited on both sides of Manchester Boulevard between Market Street and the alley to the east.

Metered 2-hour on-street parking is allowed on both sides of Manchester Boulevard between the alley (west of Locust Street) and Locust Street all day except from 3:30 AM to 7:00 AM. There are four on-street parking spaces on the south side of the street and seven on-street parking spaces on the north side of the street.

Metered 2-hour on-street parking is allowed on both sides of Manchester Boulevard between Locust Street and Hillcrest Boulevard all day, except from 3:30 AM to 7:00 AM. There are nine on-street parking spaces on the south side of the street and six on-street parking spaces on the north side of the street.

On-street parking is prohibited on south side of Manchester Boulevard between Hillcrest Boulevard and Spruce Avenue; metered 2-hour on-street parking is allowed on north side of Manchester Boulevard between Hillcrest Boulevard and Spruce Avenue all day, except from 3:30 AM to 7:00 AM. There are 12 on-street parking spaces located on the north side of the street.

Metered 2-hour on-street parking is allowed on south side of Manchester Boulevard between Spruce Avenue and Tamarack Avenue with the exception of no parking allowed during the evening peak hours from 4:00 PM to 6:00 PM. Metered 2-hour on-street parking is allowed on the north side of Manchester Boulevard between Spruce Avenue and Tamarack Avenue all day, except from 3:30 AM to 7:00 AM. There are 10 on-street parking spaces on the south side of the street and 14 on-street spaces on the north side of the street.

Non-metered 2-hour on-street parking is allowed on south side of Manchester Boulevard between Tamarack Avenue and Osage Avenue with the exception of no parking allowed during the evening peak period (4:00 PM to 6:00 PM); metered 2-hour on-street parking is allowed on north side of Manchester Boulevard between Tamarack Avenue and Osage Avenue all day, except from 3:30 AM to 7:00 AM. There are approximately four on-street parking spaces on the south side of street and four on-street parking spaces on the north side of the street.

On-street parking is prohibited on both sides of Manchester Boulevard between Osage Avenue and Prairie Avenue. There are no on-street parking spaces along Prairie Avenue between Manchester Boulevard and Hardy Street.

#### **4.12.4 ADJUSTED BASELINE CONDITIONS**

Adjusted Baseline conditions are discussed below in *4.12.5.2: Methodology*.

## 4.12.5 THRESHOLDS OF SIGNIFICANCE

Pursuant to SB 743, the latest Technical Advisory from OPR explicitly states that transit projects including passenger rail projects (like the proposed ITC Project) would be presumed to not cause significant impacts since they would reduce VMTs, encourage development of multimodal transportation networks and encourage development of mixed-use projects (diversity of land uses), the three primary goals of SB 743. However, to quantify the magnitude of reduction of VMTs, and consequently GHG emissions and potential operational benefits associated with the proposed Project, the Project is evaluated based on the following thresholds derived from Appendix G of the CEQA Guidelines relative to transportation impacts. Significant transportation impacts would occur if the proposed Project would result in the following:

- Threshold T-1:** Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and passenger facilities.
- Threshold T-2:** Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).
- Threshold T-3:** Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Threshold T-4:** Result in inadequate emergency access.

CEQA Guidelines section 15064.3 establishes that, generally, VMT is the appropriate measure of transportation impacts. Construction impacts are temporary in nature and therefore are typically not considered as significant impacts for purposes of CEQA. While no quantitative significance criteria are established for evaluation of construction impacts, potential effects associated with construction are evaluated based on the duration of construction and the extent of disruption during various construction activities.

## 4.12.5 IMPACT ANALYSIS FOR THE PROPOSED PROJECT

### 4.12.5.1 Project Design Features

The proposed Project includes the following Project Design Features (PDFs) related to the transportation and traffic effects of the Project.

#### **PDF TRANS-1 Transit Access and Circulation Program**

The Project Task Force [as identified in the Construction Commitment Program (CCP)] will be responsible for the following:

- Ensuring that access to bus transit stops and bus circulation are always maintained, unless infeasible and closure is approved by the City.
- Coordinating with Metro and any other transit service providers to:
  - Relocate bus stop(s) if necessary, during construction with appropriate wayfinding signage and information dissemination, with all temporarily relocated bus stops located as close as feasible to the original bus stop location.
  - Reroute transit bus lines if necessary, during construction with appropriate wayfinding signage and information dissemination.

### **PDF TRANS-2 Construction Staging and Traffic Control Program**

A Construction Staging and Traffic Control Program will be developed by members of the Project Task Force (as defined in the CCP), subject to review and acceptance by the City and/or the JPA, and will address the following topics:

- Coordination with other public infrastructure projects within the City's boundaries.
- Detour routes, including analysis of impacts to pedestrian, business, bicycle, and traffic flow.
- Coordination of closures and restricted access during the construction period with special attention during periods of expected heavy traffic from events scheduled at SoFi Stadium and other venues in the Los Angeles Sports and Entertainment District at Hollywood Park, the Forum, and the Inglewood Basketball and Entertainment Center.
- Coordination with the City, police, and fire services department regarding maintenance of emergency access and response times.
- Monitoring and coordination of construction materials deliveries.
- Notification to businesses and residents on upcoming construction activities including but not limited to the establishment of a website with project construction information, signage, and web-based media.

The Traffic Control Program will be updated as needed based on the following principals:

- Minimize traffic impacts on residential streets.
- Establish minimum traffic lane requirements for Manchester Boulevard, Florence Avenue, and Prairie Avenue during construction such that at least the full number of traffic lanes in the peak direction, and if feasible, one traffic lane in the off-peak direction is available, with additional capacity provided through appropriate detour routes. The directional traffic lanes may be reversible to maintain the peak directional capacity in either direction as necessitated by traffic demands. For all other streets potentially affected by construction, maintain at least one lane of traffic in each direction unless otherwise approved by the City.

- Maintain access to and from all alleys at one or both ends of the alley when possible. If an alley is obstructed such that a turnaround by any vehicle is not feasible, traffic flaggers shall be provided to control access to/from the alley.
- Maintain access for all public safety vehicles (such as police, fire, and emergency response).
- Maintain bicycle and pedestrian access within the Project area or approved detours at all times.
- Provide adequate street access to City service vehicles, including but not limited to trash pickup and street sweeping service vehicles, during planned service times.
- Sidewalk closures should be avoided to the degree feasible and are permitted only when approved by the City. Accessible detours shall be provided if sidewalk closures are necessary.
- Use traffic control officers/flaggers as appropriate to minimize the degree and duration of impacts and maintain safety.
- Establish and maintain wayfinding signage.
- Maintain vehicular and pedestrian access to all businesses and residents impacted by construction activities including roadway closures.
- Hold quarterly community outreach meetings with businesses and residents to provide updates on temporary, full, or partial street closures necessary for construction. Website will be updated 45 to 60 days prior to planned dates of any street closures.
- All closures, full or partial, are subject to City review and approval which shall consider measures to minimize the degree and duration of street and lane closures.

**PDF TRANS-3 Preliminary Haul and Overload Routes**

- Haul routes and overload/oversized vehicle routes are subject to review and approval by the City.
- To the extent possible, truck deliveries and hauling of bulk materials such as aggregate, bulk cement, dirt, etc. to the Project area, and hauling of material from the Project area, shall be scheduled during off-peak hours to avoid the peak commuter traffic periods on designated haul routes.
- Truck deliveries and hauling of dirt, aggregate, bulk cement, and all other materials and equipment, shall be on designated routes only (freeways and non-residential streets).

**PDF TRANS-4 Pedestrian Access Program**

A Pedestrian Access Program will be developed by members of the Project Task Force (as defined in the CCP), subject to review and acceptance by the City and/or the JPA, and will adhere to the following principles:

- Pedestrian access to buildings shall be maintained at all times.

- Maintain all crosswalks to the extent feasible. Whenever a crosswalk is removed from service, establish and maintain temporary accessible replacement crosswalks as close as practicable to the original crosswalk locations unless the City determines that a replacement crosswalk is not necessary to maintain an adequate level of service. Replacement crosswalks shall be identified and controlled by wayfinding signs approved by the City.
- Establish and maintain passenger wayfinding signage.
- Maintain sidewalk access for pedestrians, including providing temporary sidewalks if existing sidewalks are disrupted during construction. Any sidewalk closures are subject to review and approval by the City.
- Sidewalks that are being maintained in a temporary condition shall meet all applicable safety standards, including but not limited to the requirements of the Federal Americans with Disabilities Act and similar California laws for sidewalks being maintained in a temporary condition.
- Protect pedestrians from construction-related debris, dust, and noise; such protection may include the use of dedicated pedestrian barriers.
- Coordinate with the Inglewood Unified School District and the City to provide crossing guards at locations requested by IUSD or the City when crosswalks or sidewalks are closed. Identify temporary alternate routes to school, working closely with IUSD and the City, and disseminate this information to schools and stakeholders affected by construction.

#### **PDF TRANS-5 Parking Management Plan**

A Parking Management Plan (as defined in the CCP) will be developed by members of the Project Task Force, subject to review and acceptance by the City and/or the JPA, and shall adhere to the following principles:

- Parking, staging, or queuing of Project-related vehicles, including workers' personal or project-assigned vehicles, trucks, and heavy vehicles, shall be prohibited on City streets at all times, outside of a permitted workspace unless otherwise approved by the City. If the use of residential permit parking spots is necessary for construction, provide for equivalent overnight replacement parking for removed residential permit parking spots at the nearest possible location to the location where parking has been removed.
- Replace loss of metered parking spaces by making available an equivalent number of parking spaces in an off-street parking facility located near the lost parking. The parking spaces shall be provided for public use at a rate no greater than the metered parking rate.
- Provide public notice of the availability of the alternative parking spaces through outreach to businesses and residents with signage.



### 4.12.5.2 Methodology

The ITDF, which is based on the SCAG Regional Travel Demand Model, was used to estimate VMT in the City and assess the effect of the Project on VMT. The geographic scope for the evaluation of VMT included all of the traffic analysis zones (TAZs) within the City of Inglewood such that all trips and consequently, VMTs to and from areas within the City are included. Since the ITDF is based on the SCAG Regional Travel Demand Model, regional conditions are reflected in the model and the VMT analysis conducted with the model.

The ITDF Model and an event model, described in the following paragraph, were used to forecast the number of daily trips on the roadway system for both non-event and event-based traffic for the scenarios evaluated in this Recirculated Draft EIR. Socio-economic data from the SCAG's 2020–2045 RTP/SCS was used as the base input and updated to include all the growth associated with related projects. The ITDF, which is similar in structure to the SCAG Regional Travel Demand Model involves four-step models including Trip Generation, Trip Distribution, Mode Split and Traffic Assignment procedures, implemented using TransCAD software package.

The event model includes a series of spreadsheet-based pivot tables using the Metro Mode-Split Model. The event model includes total attendance, average vehicle ridership, transit accessibility for both walk-access and drive-access and modal-split parameters to estimate the ITC ridership values for each of the different types of events at each of the major event venues in the area including the Forum, SoFi Stadium, and the Inglewood Basketball and Entertainment Center (IBEC). Vehicular traffic generation estimated in the event model was then distributed utilizing trip distribution based on season ticket data or mobile source data for each type of event at the various venues, and then assigned on the roadway network using specialized procedures in ArcGIS' network analyst extension.

The ITDF Model and the Metro Mode-Split Model were used to estimate the non-event based travel demand without and with the ITC Project, while the event model was utilized to estimate the event travel forecasts without and with the ITC Project. The non-event and event-based travel forecasts were aggregated on the various roadway segments identified within the study area to obtain ADT estimates for the following scenarios:

- Adjusted Baseline Conditions Non-Event Weekdays without Project
- Adjusted Baseline Conditions Non-Event Weekdays with Project
- Future Opening Year (2027) Conditions with Event without Project
- Future Opening Year (2027) Conditions with Event with Project
- Future Horizon Year (2045) Conditions with Event without Project
- Future Horizon Year (2045) Conditions with Event with Project

For evaluation of VMTs for these scenarios, the ITDF model was used with all Inglewood TAZs used as ‘select-zones’ in the model to determine the trips and associated VMTs to and from the City TAZs for non-event conditions under each of the scenarios analyzed in this study. For events of all types at each of the venues, VMTs were estimated including private vehicles, shuttles, and TNCs for both attendees and employees in the event model spreadsheets.

The methodology for evaluating each of the above scenarios is described below:

### ***Adjusted Baseline Conditions***

The Adjusted Baseline Environmental Setting is described in **Section 4.0: Environmental Analysis**. These environmental conditions included in the Adjusted Baseline Conditions include socio-economic and demographic components, and transportation network components that are currently under construction or have building permits issued by the City of Inglewood in the immediate vicinity of the ITC Project alignment. Accordingly, the travel demand forecasting model used in the process was updated as required to reflect these assumptions. The socio-economic databases used in the ITDF model were updated to include portions of Phase 1 of the HPSP. The City has issued permits for a substantial portion of HPSP Phase 1 uses including the 70,240-seat SoFi Stadium, the 6,000-seat Performance Venue, approximately 518,000 SF of retail and restaurant uses, approximately 466,000 SF of office use, 314 dwelling units and approximately 12 acres of open space. Additionally, the Metro K line is assumed to be completed and operational as part of the Adjusted Baseline Conditions. The primary socio-economic data including population, households and employment within the City of Inglewood are estimated to be approximately 117,688, 38,958 and 37,763, respectively under Adjusted Baseline Conditions.

ITC ridership projections for Adjusted Baseline conditions were simulated using the latest SCAG Regional Model and Metro Mode Split Model including updates to the socio-economic databases and transit networks to reflect the ITC Project, and the other transit network changes noted previously. The estimated non-event daily ITC ridership under Adjusted Baseline conditions is approximately 1,844 daily passengers.

The projected weekday daily traffic volumes along the analyzed street segments in the study area for Adjusted Baseline non-event conditions without the Project were estimated using the model output on each of the individual segments of each of the arterials (major and minor) and collector streets within the study area.

Adjusted Baseline non-event conditions with Project scenario also projected weekday daily traffic volumes along the analyzed street segments using the model output on each of the individual segments of each of the arterials (major and minor) and collector streets within the study area.

Utilizing the updated socio-economic/demographic data and the transportation network detailed above, the ITDF model simulations were conducted to obtain Adjusted Baseline daily traffic volume forecasts and VMT estimates. These daily traffic volumes were estimated using the model output on each of the individual segments of each of the arterials (major and minor) and collector streets within the study area.

### ***Future Opening Year (2027) Conditions***

The ITDF Model was updated to reflect changes in demographic/economic and transportation network characteristics based on the latest SCAG 2020-2045 RTP/SCS model-based socio-economic databases and network assumptions. Next, socio-economic data growth associated with related projects identified in the area of influence of the study area was verified within the socio-economic data and further updated where required. Additional special generator input such as LAX-related trip tables including the forecasted Million Annual Passengers (MAP-level) growth, consistent with the SCAG 2020-2045 RTP/SCS, were also included in the ITDF in the overall estimation of travel demands under future opening year conditions.

The National Football League (NFL) Game event-day traffic model under future opening year conditions was utilized to prepare the NFL game day event traffic forecasts. A sold-out NFL afternoon game event on a weekday at the NFL Stadium (70,240 attendees and 6,000 employees per game) was assumed in the model. The NFL-Game event-day VMT model was also used to estimate the NFL game event-generated VMT. Attendee and employee vehicle trips by private vehicles, transportation network company (TNCs), and shuttles to and from the parking facilities to the Stadium, were included in both the event traffic demand and VMT models.

Forecasts from the Future Opening Year (2027) ITDF model and NFL-Game event-day traffic model was aggregated to reflect event-day ADTs as well as the event-day daily VMTs under future opening year conditions.

Future 2027 Conditions also reflect related development projects anticipated to be constructed and occupied prior to the opening year of the proposed Project. A total of 395 related projects were identified. Of these related projects, 74 are located in the City of Inglewood, 91 are within the City of Los Angeles to the east and west of the City of Inglewood, 73 are in the City of Culver City to the north, 120 are in the South Bay cities of El Segundo, Lawndale, Hawthorne, and Gardena to the south and south-west, and 37 projects are located within the unincorporated area of the County of Los Angeles scattered in the neighboring areas.

Notable among these development projects within the City of Inglewood is HPSP Phase 2. When combined with the baseline development in Phase 1, it is assumed that there will be a total of 890,000 SF of retail

space, approximately 4.03 million SF of office space, 2,500 dwelling units and a 300-room hotel, in addition to the SoFi stadium and the Performance Venue.

The primary socio-economic data variables including population, households and employment within the City of Inglewood are estimated to be approximately 152,774, 51,251, and 61,327, respectively, under future opening year conditions.

### **Future Opening Year (2027) Conditions with Event without Project**

Future Opening Year (2027) non-event forecasted daily traffic volumes from the updated ITDF model were combined with a sold-out NFL Game Event-Only daily traffic volumes to obtain Future Opening Year (2027) with Event Day without ITC Project weekday daily traffic volumes.

### **Future Opening Year (2027) Conditions with Event with Project**

Weekday 2027 non-event conditions with the ITC Project were simulated using the updated ITDF and Event Travel Demand Model (ETDM) models, including updates to socio-economic databases and transit networks to reflect the ITC Project, as well as associated transit base-network changes and operational parameters.

NFL Game event day conditions with the ITC Project were simulated using a spreadsheet-based model based on the METRO mode-split model and actual data related to the event attendees' zip-code information.

### **Future Horizon Year (2045) Conditions**

The ITDF model was updated to reflect changes in demographic/socio-economic data and transportation network characteristics based on the latest SCAG 2020-2045 RTP/SCS based model data. Additional special generator input such as LAX-related trip tables including projected MAP growth, consistent with the latest SCAG 2020-2045 RTP/SCS were also included in the ITDF to produce travel demands under future horizon year conditions.

The NFL-Game event-day traffic model under future horizon year conditions was developed to prepare the event traffic forecasts. A sold-out NFL afternoon game event on a weekday at the NFL Stadium (70,240 attendees and 6,000 employees per game) was assumed in the model. Metro's mode-split model was used along with the event day characteristics. The NFL-Game event-day VMT model was also used to estimate the event-generated VMT. Attendee and employee vehicle trips including private vehicles, transportation network company (TNCs) vehicles, and shuttles to and from the parking facilities to the Stadium, were included in both the event travel demand and VMT models.

Results from the Future Horizon Year (2045) updated ITDF and NFL-Game event-day traffic models were combined to reflect event-day daily traffic under future horizon year conditions. Similarly, results from the 2045 ITDF model and NFL-Game event-day VMT model were combined to reflect cumulative event-day daily VMT under future horizon year conditions.

The socio-economic data describing demographic and socio-economic characteristics within the model area was updated based on the 2045 socio-economic databases from the 2020 SCAG RTP/SCS Regional Model data. This data was updated to account for growth from related projects. In addition to the list of development projects used under the Future Opening Year (2027) conditions, the HPSP Phase 2 was included in the socio-economic databases used in the ITDF model for the future horizon year 2045 conditions. It has been assumed that by 2045, a total of 6.03 million SF of office use would be in place in the overall HPSP area.

The primary socio-economic data variables including population, households and employment within the City of Inglewood are estimated to be approximately 165,618, 56,952 and 69,280, respectively, under Future Horizon Year (2045) conditions.

#### **Future Horizon Year (2045) Conditions with Event Without Project**

Weekday 2045 non-event conditions without the ITC Project were simulated using the ITDF model updated to include the latest SCAG 2020–2045 RTP / SCS Model data and growth associated with related projects in the study area.

Next, NFL Game event conditions without the ITC Project were simulated using the ETDM model based on the Metro’s mode-split model and actual data related to the event attendees’ zip-code information.

Future Horizon Year (2045) non-event forecasted daily traffic volumes from the updated ITDF model were combined with a sold-out NFL Game Event-Only daily traffic volumes without the ITC Project to obtain the cumulative Future Horizon Year (2045) with NFL Event without ITC Project weekday daily traffic volumes.

#### **Future Horizon Year (2045) Conditions with Event with Project**

Weekday 2045 non-event conditions with the ITC Project were simulated using the ITDF model updated to include data from the latest SCAG 2020–2045 RTP / SCS Model and transit network including the ITC Project and associated operational scenarios. NFL Game event with the ITC Project conditions were simulated using the ETDM model.

### ***Travel Demand Model for Events***

An ETDM, a multistep model based on the Metro Mode-Split Model output including transit accessibility parameters, was used to estimate traffic generated by events at the event venues in the study area. The ETDM utilizes event type, attendance, and mode splits to provide estimates of the proposed Project transit ridership, as well as modal trip generation estimates for use in generating vehicle trip assignments on the roadway network.

The specific event-day traffic conditions were simulated using trip generation estimates from the ETDM and a trip distribution profile developed based on ticket sales or mobile source data that identified the zip codes of event attendees.

#### **4.12.5.3 Project Improvements**

The ITC Project components include an elevated grade-separated guideway and three stations that traverse along Market Street, Manchester Boulevard, and Prairie Avenue. A brief description of the existing and proposed characteristics of these roadway segments including number of lanes, intersection geometry, traffic control, on-street parking, sidewalks/crosswalks, and speed limits is provided below.

##### ***Market Street Segment***

Market Street between Florence Avenue and Manchester Boulevard will include the same number of lanes as existing conditions (one lane in either direction). No change to roadway throughput or capacity is proposed as part of the Project. The speed limit along Market Street will remain at 25 mph, similar to existing conditions.

Lane configurations and traffic control at intersections will mostly remain similar to existing conditions at the intersections of Market Street/Florence Avenue and Market Street/Manchester Boulevard, resulting in very little to no changes to intersection capacities. Changes to intersection lane configurations due to the proposed Project would occur at the intersections of Market Street/Regent Street and Market Street/Queen Street. No changes to intersection traffic control are proposed at these intersections.

##### ***Manchester Boulevard Segment***

Manchester Boulevard between Market Street and Prairie Avenue will include the same number of lanes as existing conditions, i.e., two lanes in either direction with turn lanes at intersections between Market Street and Hillcrest Boulevard; and two lanes / three lanes in the westbound / eastbound directions, respectively, with turn lanes at intersections between Hillcrest Boulevard and Prairie Avenue. No change to roadway capacity or traffic control is proposed as part of the Project. The speed limit along Manchester Boulevard will remain at 35 mph, similar to existing conditions.

Lane configurations at intersections will mostly remain similar to existing conditions at all locations within that stretch, resulting in no changes to intersection capacities. Additionally, little to no reductions in turn-lane storage lengths are proposed at any of the intersections within this stretch as part of the ITC Project. Minor modifications to lane configurations at the intersection of Manchester Boulevard and Prairie Avenue may be required or desired based on prevailing demands at the time of construction of the Project. This could be achieved by restriping at the time of implementation of the Project.

### ***Prairie Avenue Segment***

Prairie Avenue between Manchester Boulevard and Hardy Street will include the same number of lanes as existing conditions (three lanes in either direction with a central turn lane including the turn lanes at intersections). No change to roadway capacity is proposed as part of the Project. The speed limit along Prairie Avenue will remain at 40 mph, similar to existing conditions. No on-street parking will be allowed along Prairie Avenue within this stretch similar to existing conditions.

Lane configurations and traffic control at intersections will mostly remain similar to existing conditions at all locations within that stretch, resulting in no changes to intersection capacities. Additionally, no reductions in storage lengths are proposed at the intersection turn lanes as part of the ITC Project. Minor modifications to lane configurations at the Manchester Boulevard / Prairie Avenue intersection may be required or desired, based on prevailing traffic demands at the time of implementation of the Project.

### ***Pick-Up/Drop Off Areas and Surface Parking Lots***

Pick-up/Drop-off areas would be provided along the west side of Locust Street south of Florence Avenue, as well as along the north-side of Regent Street between Locust Street and Market Street. A reduction in on-street parking spaces of approximately thirteen (13) spaces along Regent Street and seventeen (17) spaces along Locust Street would occur due to the Pick-up/Drop-off areas and the surface parking lot driveways proposed as part of the Project.

A surface parking lot with approximately 650 public parking spaces is proposed at the adjacent Market Street/Florence Avenue station site. This surface parking lot would provide the replacement parking spaces for the reduced parking along Locust Street and Regent Street where Pick-up/Drop-off areas are proposed and additional public parking to support use of the ITC and Downtown Inglewood in general.

There are currently 104 on-street parking spaces along Market Street between Florence Avenue and Manchester Boulevard. The Market Gateway Project (D3 Project) would reduce the on-street parking by 11 spaces along the west side of Market Street between Florence Avenue and Regent Street. The proposed Project would reduce an additional 37 on-street parking spaces along Market Street between Florence

Avenue and Manchester Boulevard. These spaces will be relocated to the surface parking lot at the Market Street/Florence Avenue station site.

There are currently 81 on-street parking spaces along Manchester Boulevard between Prairie Avenue and La Brea Avenue. The Project would result in reduction of approximately 48 metered on-street parking spaces. An additional off-street surface parking lot will also be provided at the northeast corner of Market Street and Manchester Boulevard to provide approximately 50 additional public parking spaces, replacing six (6) existing spaces, and obtaining access off of the alley east of the site.

Finally, a surface parking lot is proposed at the Prairie Avenue/Hardy Street station. This parking lot would have approximately 80 parking spaces and a shuttle bus pick-up and drop-off area. This lot would be used for public parking, TNCs and shuttle bus pick-up and drop-off operations during events.

In addition, the City is considering building a parking structure on the City's Inglewood Transit Facility (ITF) site located on the southeast corner of Prairie Avenue and Arbor Vitae Street within the Hollywood Park Specific Plan area. This parking structure would provide additional public parking near event venues in the LASED and for the IBEC. The ITF site is currently improved as a surface parking lot and bus transit facility. This planned parking structure would provide up to 2,500 parking spaces in a six-level building.

While this proposed parking facility would be located within the Hollywood Park Specific Plan area and is not proposed as part of the Project, it is considered herein as part of the potential circulation system in which the Project will operate.

#### 4.12.5.4 Impact Analysis

An evaluation of the impact criteria for the proposed Project under construction and in operation is provided in the following sections.

**Impact T-1:                    Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

#### **Construction**

Construction of the proposed Project would occur in eight phases over approximately 46 months between January 2024 and November 2027. The detailed construction phasing is described in **Section 3.0: Project Description** and represents a conservative set of assumptions for analysis of the maximum potential impacts from construction of the Project. It is likely that these construction phases will overlap to provide the most efficient construction schedule. Prior to construction of the proposed Project, reconstruction of



the existing Vons store proposed to be demolished to allow construction of the MSF is proposed on the corner of Manchester Boulevard and Hillcrest Boulevard.

A summary description of construction phasing is provided below:

- **Phase 1** would include, but not limited to, demolition of buildings and site improvements on properties acquired for construction of the Project and the beginning of construction of the Maintenance and Storage Facility (MSF), trenching and installation of primary power duct bank, and preparatory work on the east side of Prairie Avenue to allow for the roadway shift. Phase 1 construction would start in January 2024. After demolition of existing buildings and site improvements, the remaining asphalt flatwork areas at the commercial plaza at Market Street and Regent Street, the commercial building at 150 S. Market Street, and the retail commercial center on the northwest corner of Prairie Avenue and Hardy Street will provide space for construction staging and on-site parking for construction staff throughout the entire project duration.
- **Phase 2** would include activities to enable the construction sequence of the guideway along Prairie Avenue from the Hardy Street intersection to Manchester Boulevard and work at the MSF site. Phase 2 construction would also include removal of existing sidewalks, roadways, landscaping, and demolition of other improvements as needed along the guideway alignment and the installation of buildings for the electrical equipment and subsystems at each of the two Power Distribution System (PDS) Substation sites. The second phase of construction would occur in 2024 through 2025. This phase will include the construction of the primary power feed from utility provider Southern California Edison (SCE). The feed would extend from the SCE's Inglewood substation at the northwest corner of Florence Avenue and Ivy to the MSF. The feed will consist of an underground duct bank of medium voltage conductors located in the public right way, routed from the Inglewood substation: south along Fir Avenue to Regent Street; east on Regent Street to Market Street; south on Market Street to Manchester Boulevard; east on Manchester Boulevard to the MSF site.
- **Phase 3** would include foundation work for the Automated Transit System (ATS) guideway, foundation work for the Market Street/Florence Avenue station, and construction for the support structure of the MSF building. Phase 3 work will also include removal of existing sidewalks, roadways, landscaping, and demolition of other improvements as needed along the guideway alignment; the installation of buildings for the electrical equipment and subsystems at each of the two PDS substation sites; construction of the support structure, columns, and cross girders for the MSF building; and drill foundations for the three stations would occur during Phase 3. The third phase of construction would occur in 2024 through 2025.
- **Phase 4** would include foundation work for the ATS guideway, guideway column caps along Market Street, and the MSF building deck and shell. Phase 4 activities will include utility relocation (if necessary), foundations, CIP columns, guideway column caps, and installation of equipment at the PDSs. Similar to Phases 1-3, removal of existing sidewalks, roadways, landscaping, and demolition of other improvements as needed along the guideway alignment (including new or temporary pavement

and asphalt for road work and sidewalks) and utility work would also occur in this phase. The fourth phase of construction would occur in 2025 through 2026.

- **Phase 5** construction would include aerial work for the ATS guideway along Prairie Avenue from Hardy Street to Manchester Boulevard and Manchester Boulevard from Prairie Avenue to Market Street, guideway girder along Market Street, and MSF building interior construction. Phase 5 activities will include guideway girders, guideway straddle caps, and installation of equipment at the PDSs. Aerial construction of the guideway on Market Street, including temporary closure of Market Street, would occur during this phase. Phase 5 construction would occur in 2025 through 2026.
- **Phase 6** construction would include aerial work for the ATS guideway along Prairie Avenue from Hardy Street to Manchester Boulevard and Manchester Boulevard from Prairie Avenue to Market Street, completion of Prairie Avenue/Manchester Boulevard station, completion of Prairie Avenue/Hardy Street station, and completion of the MSF building, and the elevated passenger walkway to the Metro K Line Downtown Inglewood Station. Aerial construction of the guideway on Manchester Boulevard and Prairie Avenue, including temporary closure of Manchester Boulevard and Prairie Avenue. Phase 6 would also involve location of the staging and holding area for the delivery of precast segments, girders, and beams on the MSF staging area and completion of the MSF facility. Phase 6 construction would occur in 2025 through 2026.
- **Phase 7** would include final site work and completion of the stations including final site work and paving on Manchester Boulevard; completion of the Prairie Avenue/Hardy Street station; completion of the Prairie Avenue/Manchester Boulevard station; completion of the Market Street/Florence Avenue station; final site work at the MSF site; final site work at the Market Street/Florence Avenue station; construction of all surface parking lots; and final roadway improvements and modifications, and re-striping of streets as required. Phase 7 would occur in 2026.
- **Phase 8** construction would occur for the guideway along the entire length of the alignment and primarily includes installation of the operating systems and testing and commissioning of the ATS trains. Phase 8 construction would occur in 2025 through 2027, with the primary construction activities occurring in 2026 and some installation of equipment starting towards the end of Phase 3 construction when sufficient aerial structure is available for the installation of the equipment.

The document *Inglewood Transit Connector Project: Baseline Construction Phasing Narrative*, Gannett Fleming, Inc., June 2021, provides an estimate of the quantities of construction debris and spoils generated, and the resulting volume of truck trips, which are estimated as follows:

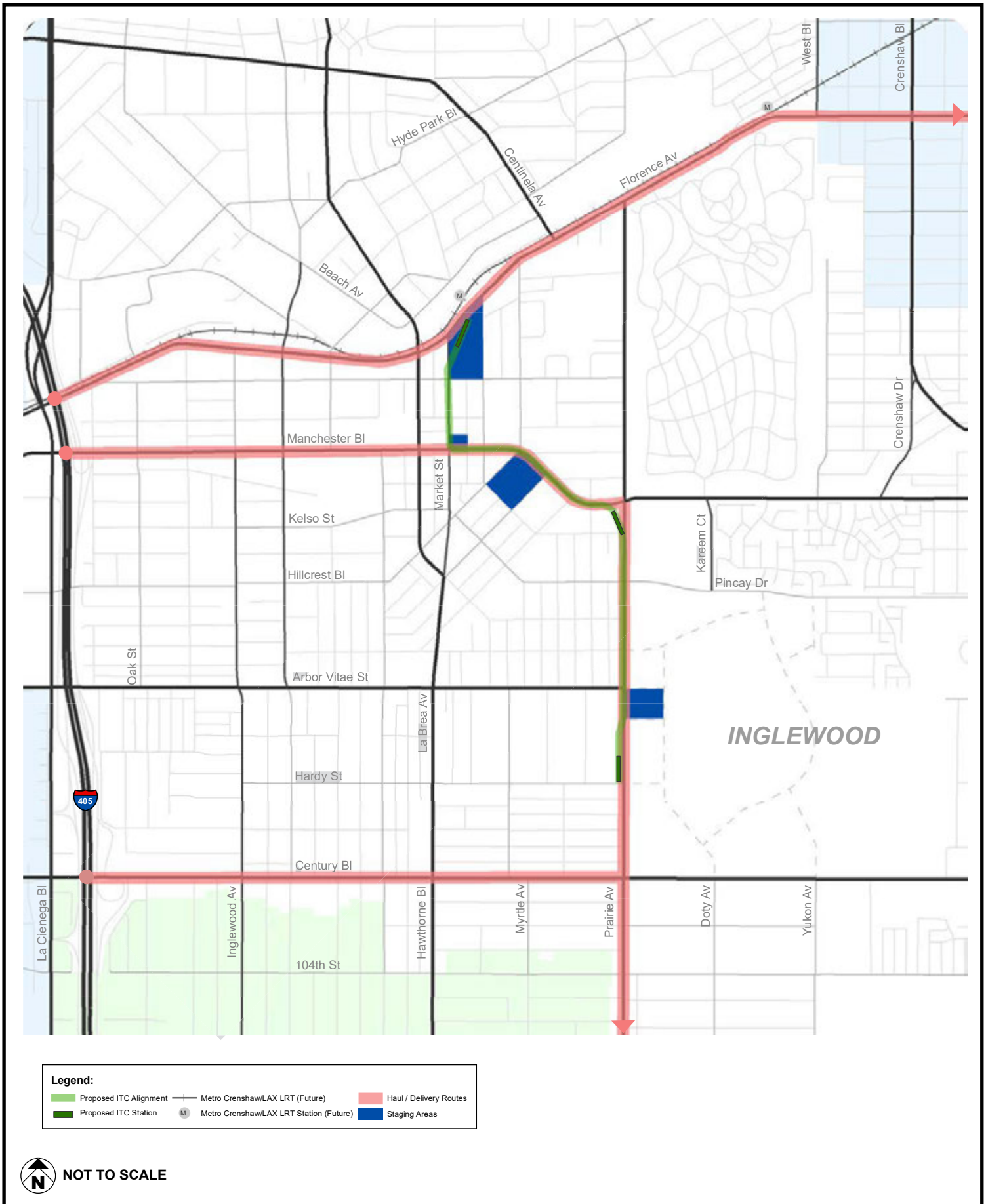
- Demolition of existing commercial buildings and site improvements on the site of the Market Street/Florence Avenue station and MSF site will yield approximately 40,308 cubic yards (CY) of debris generating approximately 2,686 truck haul trips.
- Each vertical support column would be supported by a reinforced concrete shaft foundation and pile cap, which would yield spoils to be trucked away. The volume to be disposed of would total approximately 124,474 cubic yards, generating approximately 5,186 truck haul trips.

- On the properties proposed for acquisition and easement areas, including the retail plaza and the gas station properties, approximately 7,884 cubic yards of soil will be required to be disposed of, which will generate approximately 328 truck haul trips.
- Staging of the trucks would occur on the north side of Manchester east of Prairie with spaced intervals scheduling for in-time loading. Approximately 260 trucks on any given day would enter the construction zone areas inside the K-rails and exit the areas per the noted truck haul routes. The majority of the hauling will occur during the night shift to avoid traffic congestion and would use designated truck routes.
- Street sweepers would be employed for controlling dust and for keeping the streets clean. Flag persons would be present controlling the flow of traffic during the exporting activity.

Assuming arrival patterns consistent with anticipated shift times at construction sites of this nature, most of the manpower workforce trips would occur outside of the peak hours of adjacent street traffic. Construction activity would occur 24 hours a day, seven days a week. Heavy construction activities (those involving the use of large equipment on site) would over a 16-hour day schedule with two shifts, either a morning shift from approximately 7:00 AM to 3:00 PM and an evening shift from approx. 3:00 PM to 11:00 PM, or a morning shift from approximately 7:00 AM to 3:00 PM and a night shift from approximately 11:00 PM to 7:00 AM. The night shift would be used for material deliveries, export of soil and debris, and other light construction activities. However, certain heavy construction activities that necessitate temporary road closures could occur at nighttime to minimize traffic impacts.

Additionally, construction of the ATS guideway, columns and station components that could affect Prairie Avenue and Manchester Boulevard would involve construction-related traffic occurring during the off-peak hours and night hours in order to minimize effects to daily commuter traffic and potential event traffic. Delivery of construction materials could occur during the night shift. Construction activities during the day shift would primarily consist of work that could proceed without substantial disruption to daily commuter traffic and potential event traffic along Prairie Avenue and Manchester Boulevard. Additionally, some minor activity could potentially occur during periods in between construction shifts for logistics, moving equipment, etc.

The primary delivery routes include Florence Avenue, Manchester Boulevard, Prairie Avenue and Century Boulevard as shown in **Figure 4.12-4: Construction Haul/Delivery Routes and Staging Areas**. For materials delivered to and stored at designated construction staging areas, the contractor's haul routes to and from the Project area would be generally located on public streets. To minimize traffic effects to streets in and around the proposed Project area, **PDF TRANS-3** would be implemented, which would ensure excavated dirt materials/spoils will be hauled during off- peak and late-night hours to the extent possible.



SOURCE: Raja Associates, Inc. - September 2021

FIGURE 4.12-4



# Construction Haul / Delivery Routes and Staging Areas

### ***Market Street, Market Street/Florence Avenue Station, and Public Parking Lot Construction***

The construction area along the Market Street corridor extends from Florence Avenue to Manchester Boulevard and includes the Market Street/Florence Avenue station site and the surface parking site on the northeast corner of Market Street/Manchester Boulevard. Construction along Market Street between Florence Avenue and Manchester Boulevard includes enabling the construction sequence of the ATS alignment components. Construction activities along this stretch of Market Street would occur in Phases 3 through 5 and Phases 7 and 8.

Construction of the Market Street/Florence Avenue station includes the demolition of the existing commercial building structures at the southeast corner of the intersection of Market Street and Florence Avenue and the construction of an elevated passenger walkway over Florence Avenue. After demolition of the structures, the remaining asphalt flatwork areas at the commercial plaza at Market Street and Regent Street will provide suitable space for construction staging, including but not limited to space for equipment storage, material staging and storage, contractor jobsite trailers, and on-site parking for construction staff throughout the entire construction duration. Construction activities at the Market Street/Florence Avenue station site occurs in Phases 1, 3, 4, 6, 7 and 8.

### **Vehicle Circulation and On Street Parking**

Construction along Market street would include drilling foundations for the ATS guideway, construction of the guideway columns and column caps. Construction procedures/plans include the installation of two rows of K-Rail systems along Market Street to delineate the construction area, which includes approximately 25 feet of public right-of-way along the center-line of Market Street between Manchester Boulevard and Florence Avenue. This construction area will allow for maintenance of one travel lane in each direction. On-street (metered) parking would not be accessible within staging sections of the construction area during construction. A temporary full street closure along Market Street within the construction area would occur during construction of the guideway, expected in Phase 5. During the formwork phase, traffic would not be allowed to pass underneath the structure. To minimize traffic effects, all closures, full or partial are subject to City review and approval which shall consider measures to minimize the degree and duration of street and lane closures (see **PDF TRANS-2** in *Section 4.12.5.1: Project Design Features*, above). Final roadway improvements and modifications, and re-striping of the streets as required would occur during Phase 7. Phase 8 would involve periodic temporary lane closures as needed to allow access to the aerial construction platforms, installation of equipment, completion of platforms, stations, and electrical systems, and completing roadway improvements and modifications.

In the vicinity of the construction area, traffic flow along Florence Avenue, Market Street, Regent Street and Locust Street are generally not constrained and would continue to operate the same way during

construction. The conceptual construction procedures/plans do not include long-term closure of any travel lanes along these roadways during construction of the Market Street/Florence Avenue station. However, intermittent short-term curb lane closures potentially may occur. Also, the construction of the elevated passenger walkway to the Metro K Line Downtown Inglewood Station may require temporary closure of Florence Avenue. All closures, full or partial are subject to City review and approval which shall consider measures to minimize the degree and duration of street and lane closures (see **PDF TRANS-2** in *Section 4.12.5.1: Project Design Features*, above). The staging and holding area for the delivery of precast segments, girders, and beams would be located in the Market Street staging area. Deliveries to the construction area may require temporary street closures. Vehicular access to alleys and driveways along Market Street, Florence Avenue, Regent Street and Locust Street within the construction area will be maintained at all times during construction.

The construction activities potentially may result in the temporary removal of on-street parking spaces along the construction area frontages. A Construction Staging and Traffic Control Program and a Parking Management Plan would be prepared (see **PDF TRANS-2** and **PDF TRANS-5** in *Section 4.12.5.1: Project Design Features*, above) as part of the Project's CCP and would minimize construction-related traffic and parking effects.

Vehicular access to alleys and driveways along Market Street within the construction area will be maintained at all times. Therefore, construction activities would not result in the loss of vehicular access to alleys, parcels and various land uses in the vicinity of construction area.

### **Pedestrian Facilities**

The construction area along Market Street would be located in the center of the roadway and would not interfere with existing sidewalks. Existing sidewalks would remain open and pedestrian circulation would be maintained along the construction area. The pedestrian access and circulation to all adjacent parcels will be maintained at all times. Potential intermittent closure of the sidewalks within the construction area may occur due to safety measures. These closures would mostly occur at night and late in the evenings.

Sidewalks along the construction area's frontages generally will not be closed during construction of the Market Street/Florence Avenue station. However, during certain construction activities (i.e., concrete pours), there may be potentially intermittent closure of the construction area's frontage sidewalks. Pedestrian access to buildings will be maintained at all times during construction. Stretches of sidewalks along the west side of Locust Street and north side Regent Street would be closed during construction of pick-up/drop-off areas. All existing crosswalks will be maintained unless infeasible, in which case the contractor will obtain permission from the City to close the crosswalk.

Potential intermittent closure of the sidewalks within the construction area may occur due to safety measures. Generally, a major portion of the common passenger routes to school will not be affected by the construction activities. However, the contractor would coordinate with the Inglewood Unified School District (IUSD) and provide crossing guards at locations requested by the City or IUSD when crosswalks or sidewalks are closed. Further, temporary alternate routes to school could be identified working closely with IUSD and the City, and this information will be disseminated to all schools and stakeholders affected by construction.

### **Bicycle Facilities**

There are currently no bicycle facilities provided along Market Street or Regent Street. Also, no bike parking is provided in the immediate vicinity of the construction area along Market Street or the site of the Market Street/Florence Avenue station.

Potential temporary closure of the southbound bicycle lane along Locust Street between Florence Avenue and Regent Street may occur due to Market Street/Florence Avenue station construction activities. The contractor may provide “sharrow” pavement marking along the southbound Locust Street to allow shared use of the travel lane by vehicles and bicycles.

### **Transit Facilities**

There are no bus routes traveling along Market Street, Regent Street, or Queen Street within the vicinity of the construction area. It is anticipated that no bus stops would be removed or relocated due to the construction activities along Market Street. Additionally, no transit bus rerouting would be required along Market Street during construction along Market Street.

The bus stop on the west side of Locust Street serving MTA Bus Lines 211 and 607 and the bus stop on the south side of Florence Avenue serving MTA Bus Lines 40 and 111 may need to be temporarily relocated during certain Market Street/Florence Avenue station construction activities. Therefore, the Project Task Force would be responsible for coordination with the Metro and any other transit providers to temporarily relocate these bus stops or reroute transit bus lines if necessary (see **PDF TRANS-1** in *Section 4.12.5.1: Project Design Features*, above).

### ***Manchester Boulevard, MSF Structure Site, and Prairie Avenue/Manchester Boulevard station Construction***

Construction along Manchester Boulevard between Market Street and Prairie Avenue includes enabling the construction sequence of the ATS alignment components. Construction activities along this stretch of Manchester Boulevard would occur in Phases 3 through 8.

Construction of the MSF structure includes the demolition of the existing supermarket (Vons) building, gas station, and other buildings that would allow the construction of the MSF building and structure and PDS substation. The construction area is bounded by Manchester Boulevard on the north, Nutwood Street on the south, Hillcrest Boulevard on the west and Spruce Avenue on the east. Construction activities at the MSF site occurs in all phases of construction.

Construction of the Prairie Avenue/Manchester Boulevard station includes the demolition of the existing commercial building at 401 S. Prairie Avenue. The construction area is bounded by Manchester Boulevard on the north, Nutwood Street on the south and Prairie Avenue on the east. Construction activities at the Prairie Avenue/Manchester Boulevard station site would occur in Phases 1, 3, 5, 6, 7 and 8.

### **Vehicle Circulation and On-Street Parking**

The construction area along the south side of Manchester Boulevard would include approximately 22 feet of public right-of-way from southerly face of curb, excluding sidewalks, from Prairie Avenue to Market Street, and would be delineated with K-rails. The 22-foot construction area on the south side of Manchester Boulevard between Hillcrest Boulevard and Prairie Avenue would result in the loss of two travel lanes in the eastbound direction. An additional eastbound lane can be provided by removal of the raised medians and on-street parking within the construction area during this phase of construction. Therefore, within this stretch, two lanes along Manchester Boulevard in each direction can be maintained during construction at most times. To minimize traffic effects, in the event that partial lane closures are necessary for a longer duration, lane reversals (or contra flow) and restriction of turns may be implemented to facilitate the peak hour traffic flow. Additionally, traffic control at intersections within the construction areas at intersections would be maintained similar to existing conditions at all times. Construction activities also include drilling foundations for the ATS guideway along southside of Manchester Boulevard from Market Street to Prairie Avenue.

Once the work on the south side of the street is completed, the contractor would then switch to the north side of Manchester Boulevard and install a K-rail system to delineate the construction area. This construction area would potentially include up to 22 feet of public right-of-way starting from the northerly face of curb, excluding sidewalks, from Prairie Avenue to Market Street. The 22-foot construction area on



the north side of Manchester Boulevard between Market Street and Locust Street would remove on-street parking and one travel lane in the westbound direction. This would result in four travel lanes with no left-turn lanes within the construction area section. Therefore, two lanes per direction along Manchester Boulevard can be maintained with removal of left-turn lanes during construction at most times.

The construction area on the north side of Manchester Boulevard between Locust Street and Hillcrest Boulevard would result in the loss of on-street parking and one travel lane in the westbound direction. Two travel lanes in each direction could be maintained by utilizing the left-turn lanes and removing the on-street parking on the south side of the street. The construction area on the north side of Manchester Boulevard between Hillcrest Boulevard and Prairie Avenue would also result in the loss of on-street parking and one travel lane in the westbound direction. To minimize traffic effects, in the event that partial lane closures are necessary for a longer duration, lane reversals (or contra-flow) may be implemented to facilitate the peak hour traffic direction. Additionally, traffic control at intersections within the construction areas would be implemented as needed to minimize the degree and duration of impacts and maintain safety (see **PDF TRANS-2** in *Section 4.12.5.1: Project Design Features*, above).

Finally, following the work on the north side of Manchester Boulevard between Market Street and Prairie Avenue, the contractor would switch to construction along the median of Manchester Boulevard. This construction area would potentially include up to 25 feet of public right-of-way and would result in the loss of on-street parking and one travel lane in each direction. Therefore, one westbound travel lane and two eastbound travel lanes would be maintained during this construction activity along the median of Manchester Boulevard. Additionally, traffic control at intersections within the construction areas at intersections would be maintained similar to existing conditions at all times.

Temporary full street closure along Manchester Boulevard within the construction area would occur during aerial construction of the railway formwork. To minimize traffic effects, all closures, full or partial are subject to City review and approval which shall consider measures to minimize the degree and duration of street and lane closures (see **PDF TRANS-2** in *Section 4.12.5.1: Project Design Features*, above). Additionally, a Construction Staging Plan and Traffic Control Program will be developed and designed to minimize traffic effects on residential streets. Final roadway improvements and modifications, and re-striping of the streets as required would occur during Phase 7. Phase 8 will involve periodic temporary lane closures as needed to allow access to the aerial construction platforms, installation of equipment, completion of platforms, stations, and electrical systems, and completing roadway improvements and modifications.

As indicated previously, construction activities would result in the temporary removal of all on-street parking spaces along Manchester Boulevard within the construction area, although not all at the same

time. Access to and from all alleys at one or both ends of the alley when possible. If an alley is obstructed such that a turnaround by any vehicle is not feasible, traffic flaggers shall be provided to control access to/from the alley (see **PDF TRANS-2** in *Section 4.12.5.1: Project Design Features*, above). Therefore, construction activities would not result in the loss of vehicular access to parcels and various land uses in the vicinity of construction area.

Closure of travel lanes along Manchester Boulevard, Hillcrest Boulevard, Spruce Avenue, and Nutwood Street is not anticipated during construction of the MSF, which would include the demolition of the commercial buildings (existing Vons building and gas station) at 500 E. Manchester Boulevard. However, intermittent short-term curb lane closures potentially may occur. The construction activities also potentially may result in the temporary removal of the non-metered on-street parking spaces along the Spruce Avenue construction area frontage. Construction would not affect the vehicular driveways along Manchester Boulevard, Hillcrest Boulevard, Spruce Avenue and Nutwood Street within the construction area. Therefore, construction activities would not result in the loss of vehicular access to parcels and various land uses in the vicinity of construction area.

Construction of the Prairie Avenue/Manchester Boulevard station would not include long-term closure of travel lanes along these roadways during the duration of construction. However, intermittent short-term curb lane closures potentially may occur. The construction activities may also potentially result in the temporary removal of the non-metered on-street parking spaces along the Nutwood Street construction area frontage. Construction would not affect the vehicular driveways to parcels along Manchester Boulevard, Prairie Avenue, and Nutwood Street within the construction area. Therefore, construction activities would not result in the loss of vehicular access to parcels and various land uses in the vicinity of the construction area.

### **Pedestrian Facilities**

Construction along Manchester Boulevard would include removal of existing sidewalks as needed to be replaced with new or temporary sidewalks. Existing sidewalks generally would be closed within construction area staging sections. However, pursuant to the Construction Staging and Traffic Control Program, there would be temporary pedestrian sidewalks for the duration of the construction, in order to maintain pedestrian circulation to the degree feasible. Under **PDF TRANS-2**, sidewalk closures should be avoided to the degree feasible and are permitted only when approved by the City with accessible detours provided if sidewalk closures are necessary. Pedestrian access to buildings would be maintained at all times and any sidewalk closures are subject to review and approval by the City (see **PDF TRANS-4** in *Section 4.12.5.1: Project Design Features*, above). Crosswalks would be maintained unless otherwise authorized for temporary closure by the City. During certain construction activities (i.e., concrete pours), intermittent

closure of the sidewalks within the construction area may be required. The contractor would coordinate with IUSD and provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed. Further, temporary alternate routes to school could be identified working closely with IUSD and the City, and this information would be disseminated to all schools and stakeholders affected by the construction. The pedestrian access and circulation to all adjacent parcels would be maintained within the construction areas to the degree feasible with some access, including pedestrian common routes to school, would generally be maintained at all times; intermittent closure of the sidewalks within the construction area may occur due to safety measures. Generally, the pedestrian common routes to school would not be affected by the construction activities due to temporary sidewalks, maintaining crosswalks and providing crossing guards when crosswalks or sidewalks are closed.

Sidewalks along the frontages of the construction areas generally would not be closed during construction of the MSF and Prairie Avenue/Manchester Boulevard station. During certain construction activities (i.e., concrete pours), intermittent closure of the sidewalks within the construction area may occur. However, pursuant to **PDF TRANS-4**, pedestrian access to adjacent buildings will be maintained at all times. All existing crosswalks will be maintained to the extent feasible. Under the **PDF TRANS-4**, if a crosswalk is removed from service, temporary accessible replacement crosswalks as close as practicable to the original crosswalk locations would be provided, unless the City determines that a replacement crosswalk is not necessary to maintain an adequate level of service. Replacement crosswalks would be identified and controlled by wayfinding signs approved by the City.

### **Bicycle Facilities**

There are no bicycle facilities along Manchester Boulevard within the construction area, Hillcrest Boulevard, Spruce Avenue, Nutwood Street, and Prairie Avenue. Also, no bike parking is provided in the immediate vicinity of the construction area. Therefore, no temporary closures of bicycle facilities along Market Street, Manchester Boulevard, Hillcrest Boulevard, Spruce Avenue, Nutwood Street, or Prairie Avenue would occur due to construction activities.

### **Transit Facilities**

The bus stops within the construction area may potentially need to be temporarily relocated. Pursuant to **PDF TRANS-2**, such temporary relocation of bus stops would be coordinated with Metro. Rerouting of transit along Manchester Boulevard would need to occur during temporary full closure of Manchester Boulevard. Full street closures would occur mostly during off-peak late-night hours. Additionally, rerouting of transit to La Brea Avenue would need to occur during temporary full closure of Prairie Avenue and Manchester Boulevard. It is not currently known if these bus lines will continue to operate along the same

routes when the Metro K Line commences operation. If these bus lines are shortened, terminated, or rerouted when the K Line commences operations, then no transit circulation/access would be affected.

No bus stops would be removed or relocated during the construction of the MSF. Additionally, no transit bus rerouting would be required during construction.

### ***Prairie Avenue and Prairie Avenue/Hardy Street Station Construction***

Construction along Prairie Avenue between Manchester Boulevard and Hardy Street includes enabling the construction sequence of the ATS alignment components. Construction activities along this stretch of Prairie Avenue will occur in all phases of construction.

Construction of the Prairie Avenue/Hardy Street station includes the demolition of the existing retail commercial center at northwest corner of Prairie Avenue and Hardy Street, the commercial building at 923 S. Prairie Avenue, and the commercial building at 1003 S. Prairie Avenue. The construction area is bounded by Prairie Avenue on the east and Hardy Street on the south.

### **Vehicle Circulation and On-Street Parking**

Construction activities to allow for the realignment of Prairie Avenue include removal and disposal of existing sidewalks, roadways, landscape, and medians as needed, including the installation of new or temporary pavement and asphalt for road work and sidewalks, along the east side of Prairie. Construction would then include new pavement, sidewalks, streetlights, traffic signals, and other infrastructure on Prairie Avenue, and then shifting the roadway east to its new alignment. A K-rail system delineating the construction area would be installed including approximately 22 feet of public right-of-way from the westerly face of curb, excluding sidewalks, along Prairie Avenue from Hardy Street to Manchester Boulevard. Because a new temporary roadway on the east side of Prairie Avenue is constructed prior to installing the K-rail system, the roadway lanes in the southbound direction along Prairie Avenue would be maintained. Additionally, traffic control at intersections within the construction areas would be maintained similar to existing conditions at all times.

Construction activities include drilling foundations for the ATS guideway along the west side of Prairie Avenue from Manchester Avenue to Hardy Street. Once the work on the west side of the street is completed, work would then switch to the east side of Prairie Avenue between Manchester Boulevard and Kelso Street / Pincay Drive. This work would entail installation of a K-rail system to delineate the construction area. To minimize traffic effects under **PDF TRANS-2**, all closures, full or partial, would be subject to City review and approval, which would include consideration of measures to minimize the degree and duration of street and lane closures

Temporary full street closure along Prairie Avenue would be needed from a safety perspective, during aerial construction of the railway formwork. To minimize traffic effects, as part of **PDF TRANS-2**, temporary full closures would be coordinated with the City of Inglewood and emergency response personnel. Detour routes are included in **PDF TRANS-2** and would be updated as necessary to minimize traffic impacts on residential streets. **PDF TRANS-2** includes coordination with the City, police, and fire services department regarding maintenance of emergency access and response times and require access be maintained for public safety vehicles (e.g., police, fire, and emergency response). Final roadway improvements and modifications, and re-stripping of the streets as required would occur during Phase 7.

Periodic temporary lane closures would be needed to allow access to the aerial construction platforms, installation of equipment, completion of platforms, stations, and electrical systems, and completing roadway improvements and modifications. Vehicular access to driveways to parcels along Prairie Avenue within the construction area would be maintained at all times. Therefore, construction activities would not result in the loss of vehicular access to parcels and various land uses in the vicinity of construction area.

There are no on-street parking spaces along Prairie Avenue between Manchester Boulevard and Hardy Street and therefore, construction activities would not result in the temporary loss of on-street parking spaces. The off-street parking spaces on the site of the Forum within the setback area on the east side of Prairie Avenue between Manchester Boulevard and Kelso Street/Pincay Drive would be affected and re-configuration of parking spaces would be required. A loss of approximately 95 spaces would be anticipated in this area.

Construction of the Prairie Avenue/Hardy Street station would not require long-term closure of any travel lanes along these roadways during the duration of construction. However, intermittent short-term curb lane closures may occur. The construction activities also may result in the temporary removal of the non-metered on-street parking spaces along the Hardy Street construction area frontage. Construction would not affect the vehicular driveways to parcels along Prairie Avenue and Hardy Street within the construction area. Therefore, construction activities would not result in the loss of vehicular access to parcels and various land uses in the vicinity of construction area.

### **Pedestrian Facilities**

Construction activities include removal of existing sidewalks as needed and replacement with new or temporary sidewalks. Existing sidewalks generally will be closed within the construction area staging section. However, temporary sidewalks would be provided for the duration of the construction, in order to maintain pedestrian circulation. Temporary sidewalks will meet all applicable safety standard including a minimum sidewalk width of five feet. Pedestrian access to buildings will be maintained at all times. All

existing crosswalks will be maintained unless it is infeasible to do so. During certain construction activities (i.e., concrete pours), there may be intermittent closure of the sidewalks within the construction area. Under **PDF TRANS-2**, closures, and restricted access during the construction period with special attention during periods of expected heavy traffic from events scheduled at SoFi Stadium and other venues in the Los Angeles Sports and Entertainment District at Hollywood Park, the Forum, and the Inglewood Basketball and Entertainment Center would be coordinated. Intermittent closure of the sidewalks within the construction area may occur due to safety measures.

Sidewalks along the Prairie Avenue/Hardy Street station construction area frontages would not be closed during construction. During certain construction activities (i.e., concrete pours), there may be intermittent closure of the sidewalks within the construction area. However, pedestrian access to adjacent buildings will be maintained at all times. All existing crosswalks will be maintained unless infeasible. The contractor would provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed.

Generally, a major portion of the passenger common routes to school will not be affected by the construction activities. However, the contractor will coordinate with IUSD to provide appropriate information and alternative routes to school away from construction areas during the period of construction and this information will be disseminated to all schools and stakeholders affected by the construction. The contractor would coordinate with IUSD and provide crossing guards at locations requested by the City when crosswalks or sidewalks are closed.

### **Bicycle Facilities**

There are no bicycle facilities along Prairie Avenue, Hardy Street, or along any cross-streets within the construction area. Also, no bike parking is provided in the immediate vicinity of the construction area. Therefore, no temporary closures of bicycle facilities along Prairie Avenue or Hardy Street would occur due to construction activities.

### **Transit Facilities**

The bus stops within the construction area may need to be temporarily relocated. Coordination with transit providers regarding the need to temporarily relocate bus stops and reroute transit to La Brea Avenue would need to occur during temporary full closure of Prairie Avenue. Full street closure would occur during late night hours. It is not currently known, if these bus lines will continue to operate along the same routes when the Metro K Line commences operation. If these bus lines are shortened, terminated, or re-routed when the K Line commences operations, then no transit circulation/access would be affected.

The City would continue outreach efforts during the construction period to inform communities and businesses of the latest project construction updates, to coordinate mitigation measures to local businesses for parking and access, and to provide additional signage, advertisements, and support throughout the construction duration. While construction of the Project will have temporary effects on roadway, passenger, bicycle, and transit facilities, **PDF TRANS-1** through **PDF TRANS-5** in *Section 4.12.5.1: Project Design Features*, above, would be implemented to ensure access and circulation remains adequate for all modes of travel (vehicular, passenger, bicycle, and transit) and uses along the Project alignment during construction.

Implementation of **PDF TRANS-2** would ensure adequate circulation and access for all uses located along the proposed alignment of the ATS system, including providing adequate vehicular access to businesses at all times. Transportation related inconveniences would be reduced to the extent feasible. **PDF TRANS-2** would also establish minimum traffic lane requirements for Manchester Boulevard, Florence Avenue, and Prairie Avenue during construction such that at least the full number of traffic lanes in the peak direction, and if feasible, one traffic lane in the off-peak direction is available, with additional capacity provided through appropriate detour routes. Thus, efforts would be made to keep all traffic lanes open for peak directional travel. If all lanes cannot remain open, one lane would be kept open for peak direction and supplemented by detour options.

**PDF TRANS-1** would also be implemented to ensure access to bus transit stops and bus circulation are always maintained, unless infeasible and closure is approved by the City, and coordination with Metro and any other transit service providers where the Project could affect transit services.

While access to some uses would be disrupted and detoured for short periods of time during construction, through implementation of **PDF TRANS-1** through **PDF TRANS-5**, adequate access and circulation would continue to be available at all times and construction of the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and passenger facilities. With implementation of **PDF TRANS-1** through **PDF TRANS-5**, impacts during construction would be less than significant.

## Operation

The proposed Project is consistent with the goals of Senate Bill 743 for reduction of GHG emissions, developing multimodal transportation networks; and encouraging and supporting mixed-use development.

The ITC Project is consistent with Goals 1, 2, 4, 5, 6, 7 and 8 identified in the 2020–2045 RTP/SCS because the Project will promote regional economic prosperity; improve mobility, accessibility, reliability and travel

safety; increase travel choices for movement of people; reduce greenhouse gases and improving air quality; support active transportation and consequently support healthy and equitable communities; support integrated mixed-use development and transportation networks; and leverage new transportation technologies. Goals 3, 9, and 10 are not applicable to the proposed Project. The proposed Project would further the objectives of the plan by increasing local and regional transportation options while reducing VMT and greenhouse gas emissions locally and in the region. The increase in transportation service capacity would promote regional economic prosperity and competitiveness while serving major regional activity centers including Downtown Inglewood, SoFi Stadium, the Forum and the IBEC. Additional analysis of the consistency of the Project with the 2020–2045 RTP/SCS is presented in **Section 4.9: Land Use and Planning**.

The proposed Project would decrease local VMT and improve local air quality (See **Section 4.2: Air Quality**) in the City of Inglewood and reduce greenhouse gas emissions (See **Section 4.7: Greenhouse Gas Emissions**) and would be consistent with the RTP/SCS Goals and Policies.

Additionally, **Section 4.9** and *4.12.7: Consistency with City General Plan* below, discuss the Project's consistency with the goals in the General Plan related to transportation. An amendment to the Circulation Element is proposed as part of the proposed Project that includes changes to text and diagrams. As discussed further below, with the changes to the text and diagrams, the proposed Project would continue to be consistent with the Circulation Element. The proposed Project would further the goals and objectives stated within the Circulation Element by providing reliable transit service and improving mobility of the local City residents while reducing the number of vehicles on the existing roadway. As described in **Section 4.9**, the proposed Project would support and be consistent with the Environmental Justice Element. The proposed Project is consistent with the Land Use Element because it will increase existing capacity and provide additional access to public transportation within the City and the region by adding a transit system to connect visitors and residents with Downtown Inglewood and activity centers in the City to the regional light rail system.

The proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and passenger facilities and impacts associated with operation of the Project would be less than significant.

### **Mitigation Measures**

No mitigation is required.

### **Level of Significance after Mitigation**

Impacts would be less than significant.



**Impact T-2: Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?**

An evaluation of the reduction in VMT due to the proposed Project was prepared using the ITDF Model as discussed previously in 4.12.5.1: *Methodology*. For events of all types at each of the venues, VMT was estimated including private vehicles, shuttles, and TNCs for both attendees and employees. Changes in VMT and traffic volumes on streets in the study area are discussed below.

**Adjusted Baseline Non-Event with Project Traffic Conditions**

As discussed previously, the primary socio-economic data variables including population, households and employment within the City of Inglewood are estimated to be 117,688, 38,958 and 37,763, respectively, under Adjusted Baseline conditions without the ITC Project. Under Adjusted Baseline conditions with the ITC Project, the population and household data are estimated to remain at 117,688 and 38,958, respectively (no change compared to Adjusted Baseline without ITC Project), while the employment socio-economic data is estimated to change to 37,192 due to the acquisition and demolition of existing commercial properties to accommodate the construction of the Project. As previously discussed, a new Vons grocery store will be built on the MSF site to replace the existing grocery store building that would be demolished to accommodate the MSF.

As presented in **Table 4.12-3: Weekday Daily Traffic Volumes Adjusted Baseline Without and With Project**, with implementation of the ITC Project, daily traffic volumes are projected to decrease along key corridors including Prairie Avenue, Manchester Boulevard and Century Boulevard within the study area, thereby improving traffic flows. Overall, the analyzed corridors would experience less congestion on a system-wide basis, particularly during the peak periods, with implementation of the ITC Project.

**Table 4.12-3  
Weekday Daily Traffic Volumes Adjusted Baseline Without and With Project**

| Street                     | Facility Type  | Segment             |                     | Daily Traffic Volumes                 |                                    |
|----------------------------|----------------|---------------------|---------------------|---------------------------------------|------------------------------------|
|                            |                | From                | To                  | Adjusted Baseline without ITC Project | Adjusted Baseline with ITC Project |
| <b>North/South Streets</b> |                |                     |                     |                                       |                                    |
| La Brea Av                 | Major Arterial | Hyde Park Bl        | Florence Av         | 20,985                                | 20,643                             |
|                            |                | Florence Av         | Manchester Bl       | 24,680                                | 24,320                             |
|                            |                | Manchester Bl       | Spruce Av/Market St | 19,362                                | 19,224                             |
|                            |                | Spruce Av/Market St | Arbor Vitae St      | 24,983                                | 24,295                             |
|                            |                | Arbor Vitae St      | Hardy St            | 28,805                                | 28,229                             |
|                            |                | Hardy St            | Century Bl          | 29,976                                | 29,506                             |

| Street                   | Facility Type  | Segment            |                    | Daily Traffic Volumes                       |  |
|--------------------------|----------------|--------------------|--------------------|---|--|
|                          |                | From               | To                 | Adjusted Baseline<br>without<br>ITC Project | Adjusted Baseline<br>with<br>ITC Project |
| Hawthorne Bl             | Major Arterial | Century Bl         | 104th St           | 43,055                                      | 42,682                                   |
|                          |                | 104th St           | Lennox Bl          | 48,207                                      | 47,904                                   |
| Prairie Av               | Major Arterial | Florence Av        | Regent St          | 22,089                                      | 21,755                                   |
|                          |                | Regent St          | Manchester Bl      | 22,157                                      | 21,797                                   |
|                          |                | Manchester Bl      | Pincay Dr/Kelso St | 29,251                                      | 28,289                                   |
|                          |                | Pincay Dr/Kelso St | Arbor Vitae St     | 38,953                                      | 37,767                                   |
|                          |                | Arbor Vitae St     | Hardy St           | 32,546                                      | 31,026                                   |
|                          |                | Hardy St           | 97th St            | 34,953                                      | 33,492                                   |
|                          |                | 97th St            | Century Bl         | 34,953                                      | 33,492                                   |
|                          |                | Century Bl         | 102nd St           | 31,452                                      | 30,619                                   |
|                          |                | 102nd St           | 104th St           | 31,954                                      | 31,139                                   |
|                          |                | 104th St           | Lennox Bl          | 32,563                                      | 31,857                                   |
| Crenshaw Bl              | Major Arterial | 80th St            | Manchester Bl      | 23,668                                      | 23,423                                   |
|                          |                | Manchester Bl      | Pincay Dr/90th St  | 26,291                                      | 26,108                                   |
|                          |                | Pincay Dr/90th St  | Arbor Vitae St     | 32,019                                      | 31,756                                   |
|                          |                | Arbor Vitae St     | Hardy St           | 30,872                                      | 30,592                                   |
|                          |                | Hardy St           | Century Bl         | 31,682                                      | 31,385                                   |
| Market St                | Minor Arterial | Century Bl         | 104th St           | 27,528                                      | 27,248                                   |
|                          |                | Florence Av        | Regent St          | 3,219                                       | 3,198                                    |
| Myrtle Av                | Collector      | Regent St          | Manchester Bl      | 7,790                                       | 7,727                                    |
|                          |                | Arbor Vitae St     | Hardy St           | 3,881                                       | 3,555                                    |
| Doty Av                  | Collector      | Century Bl         | 104th St           | 5,557                                       | 5,453                                    |
| Yukon Av                 | Collector      | Century Bl         | 104th St           | 10,443                                      | 10,213                                   |
| Locust St                | Collector      | Florence Av        | Manchester Bl      | 3,728                                       | 3,691                                    |
| <b>East/West Streets</b> |                |                    |                    |   |  |
| Centinela Av             | Major Arterial | Hyde Park Bl       | Florence Av        | 25,766                                      | 25,439                                   |
| Florence Av              | Major Arterial | Fir Av             | La Brea Av         | 16,835                                      | 16,797                                   |
|                          |                | La Brea Av         | Market St          | 21,042                                      | 21,035                                   |
|                          |                | Market St          | Centinela Av       | 24,496                                      | 24,281                                   |
|                          |                | Centinela Av       | Prairie Av         | 40,740                                      | 40,466                                   |
|                          |                | Prairie Ave        | West Bl            | 40,093                                      | 39,857                                   |
| Manchester Bl            | Major Arterial | Grevillea Av       | La Brea Av         | 21,435                                      | 20,955                                   |
|                          |                | La Brea Av         | Market St          | 21,733                                      | 21,073                                   |
|                          |                | Market St          | Locust St          | 18,821                                      | 18,180                                   |
|                          |                | Locust St          | Hillcrest Bl       | 20,190                                      | 19,567                                   |
|                          |                | Hillcrest Bl       | Spruce Av          | 24,505                                      | 23,873                                   |
|                          |                | Spruce Av          | Prairie Av         | 28,735                                      | 27,983                                   |

| Street               | Facility Type  | Segment                 |                         | Daily Traffic Volumes                 |                                    |
|----------------------|----------------|-------------------------|-------------------------|---------------------------------------|------------------------------------|
|                      |                | From                    | To                      | Adjusted Baseline without ITC Project | Adjusted Baseline with ITC Project |
| Arbor Vitae St       | Major Arterial | Prairie Av              | Kareem Ct               | 31,974                                | 31,388                             |
|                      |                | Kareem Ct               | Crenshaw Dr             | 36,748                                | 36,106                             |
|                      |                | Crenshaw Dr             | Crenshaw Bl             | 27,895                                | 27,338                             |
|                      |                | Crenshaw Bl             | Van Ness Av             | 31,211                                | 30,735                             |
|                      |                | Grevillea Av            | La Brea Av              | 13,751                                | 13,228                             |
|                      |                | La Brea Av              | Myrtle Av               | 9,251                                 | 8,913                              |
|                      |                | Myrtle Av               | Prairie Av              | 8,426                                 | 8,026                              |
| Century Bl           | Major Arterial | Grevillea Av            | La Brea Av/Hawthorne Bl | 50,609                                | 50,132                             |
|                      |                | La Brea Av/Hawthorne Bl | Myrtle Av               | 41,279                                | 40,867                             |
|                      |                | Myrtle Av               | Freeman Av              | 37,897                                | 37,653                             |
|                      |                | Freeman Av              | Prairie Av              | 33,189                                | 32,942                             |
|                      |                | Prairie Av              | Doty Av                 | 41,073                                | 40,239                             |
|                      |                | Doty Av                 | HP Casino Dr            | 42,370                                | 41,522                             |
|                      |                | HP Casino Dr            | Yukon Av                | 42,370                                | 41,522                             |
|                      |                | Yukon Av                | Club Dr                 | 41,153                                | 40,283                             |
|                      |                | Club Dr                 | Crenshaw Bl             | 43,164                                | 42,234                             |
| Regent St            | Collector      | Crenshaw Bl             | Van Ness Av             | 36,633                                | 36,040                             |
|                      |                | Grevillea Av            | La Brea Av              | 5,199                                 | 5,121                              |
|                      |                | La Brea Av              | Market St               | 16,175                                | 15,985                             |
| Hillcrest Bl         | Collector      | Market St               | Prairie Ave             | 8,199                                 | 8,093                              |
|                      |                | Grevillea Av            | La Brea Av              | 8,701                                 | 8,562                              |
|                      |                | La Brea Av              | Market St               | 7,287                                 | 7,147                              |
|                      |                | Market St               | Nutwood St / Locust St  | 9,060                                 | 8,647                              |
|                      |                | Nutwood St / Locust St  | Manchester Bl           | 5,018                                 | 4,707                              |
| Spruce Av            | Collector      | Manchester Bl           | Florence Av             | 7,946                                 | 7,636                              |
|                      |                | La Brea Av              | Manchester Av           | 2,959                                 | 2,468                              |
| Kelso St / Pincay Dr | Collector      | Spruce Av               | Prairie Av              | 5,592                                 | 5,356                              |
|                      |                | Prairie Av              | Kareem Ct               | 19,138                                | 18,746                             |
|                      |                | Kareem Ct               | Crenshaw Bl             | 14,364                                | 14,028                             |
| Hardy St             | Collector      | La Brea Av              | Prairie Ave             | 4,736                                 | 3,806                              |
| 104th St             | Collector      | Grevillea Av            | Hawthorne Bl            | 6,859                                 | 6,786                              |
|                      |                | Hawthorne Bl            | Prairie Ave             | 4,102                                 | 4,100                              |
|                      |                | Prairie Av              | Doty Av                 | 3,581                                 | 3,501                              |

Source: Transportation Assessment Study for the Inglewood Transit Connector Project DEIR, Raju Associates, Inc., September 2021; refer to Table 8 (refer to **Appendix O** of this Recirculated Draft EIR).

### **Future Opening Year (2027) with Event and Project**

As discussed previously, the primary socio-economic data variables including population, households and employment within the City of Inglewood are estimated to be 152,774, 51,251 and 61,327, respectively, under Future Opening Year (2027) conditions without ITC Project. Under Future Opening Year (2027) conditions with the ITC Project, population, and household socio-economic data variables do not change, while the employment socio-economic data is estimated to be 60,756 due to the acquisition of existing commercial properties to accommodate the construction of the Project.

NFL game event conditions with the ITC Project is estimated to generate approximately 23,540 daily trips. As presented in **Table 4.12-4: Weekday Daily Traffic Volumes Future Opening Year (2027) With Event and Project**, with implementation of the ITC Project, daily traffic volumes would decrease along these key corridors ranging between approximately 1,550 to 2,160 vehicle trips per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 840 to 1,210 vehicle trips per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 1,120 to 1,640 vehicle trips per day along Century Boulevard between La Brea Avenue and Crenshaw Boulevard. Overall, the analyzed corridors would experience less congestion on a system-wide basis with the implementation of the ITC Project.

**Table 4.12-4  
Weekday Daily Traffic Volumes Future Opening Year (2027) With Event and Project**

| Street                     | Facility Type  | Segment             |                     | Daily Traffic Volumes                                     |   |
|----------------------------|----------------|---------------------|---------------------|---|---|
|                            |                | From                | To                  | Future Opening Year (2027) with Event without ITC Project | Future Opening Year (2027) with Event and ITC Project |
| <b>North/South Streets</b> |                |                     |                     |   |   |
| La Brea Av                 | Major Arterial | Hyde Park Bl        | Florence Av         | 26,222  | 25,804  |
|                            |                | Florence Av         | Manchester Bl       | 30,442  | 29,968  |
|                            |                | Manchester Bl       | Spruce Av/Market St | 25,372  | 25,137  |
|                            |                | Spruce Av/Market St | Arbor Vitae St      | 34,531  | 33,647  |
|                            |                | Arbor Vitae St      | Hardy St            | 33,430  | 32,725  |
|                            |                | Hardy St            | Century Bl          | 37,247  | 36,580  |
| Hawthorne Bl               | Major Arterial | Century Bl          | 104th St            | 54,238  | 53,610  |
|                            |                | 104th St            | Lennox Bl           | 59,511  | 58,954  |
| Prairie Av                 | Major Arterial | Florence Av         | Regent St           | 25,969  | 25,267  |
|                            |                | Regent St           | Manchester Bl       | 25,280  | 24,549  |
|                            |                | Manchester Bl       | Pincay Dr/Kelso St  | 39,267  | 37,609  |
|                            |                | Pincay Dr/Kelso St  | Arbor Vitae St      | 42,582  | 41,034  |
|                            |                | Arbor Vitae St      | Hardy St            | 38,402  | 36,430  |
|                            |                | Hardy St            | 97th St             | 47,068  | 44,909  |

| Street                   | Facility Type  | Segment                 |                         | Daily Traffic Volumes                                     |   |
|--------------------------|----------------|-------------------------|-------------------------|---|---|
|                          |                | From                    | To                      | Future Opening Year (2027) with Event without ITC Project | Future Opening Year (2027) with Event and ITC Project |
|                          |                | 97th St                 | Century Bl              | 47,068  | 44,910  |
|                          |                | Century Bl              | 102nd St                | 42,353  | 40,687  |
|                          |                | 102nd St                | 104th St                | 43,661  | 41,859  |
|                          |                | 104th St                | Lennox Bl               | 43,735  | 42,041  |
| Crenshaw Bl              | Major Arterial | 80th St                 | Manchester Bl           | 29,355  | 28,952  |
|                          |                | Manchester Bl           | Pincay Dr/90th St       | 35,388  | 34,855  |
|                          |                | Pincay Dr/90th St       | Arbor Vitae St          | 44,981  | 44,058  |
|                          |                | Arbor Vitae St          | Hardy St                | 43,220  | 42,316  |
|                          |                | Hardy St                | Century Bl              | 44,527  | 43,606  |
|                          |                | Century Bl              | 104th St                | 41,333  | 40,282  |
| Market St                | Minor Arterial | Florence Av             | Regent St               | 4,524   | 4,495   |
|                          |                | Regent St               | Manchester Bl           | 9,367   | 9,236   |
| Myrtle Av                | Collector      | Arbor Vitae St          | Hardy St                | 4,636   | 4,261   |
| Doty Av                  | Collector      | Century Bl              | 104th St                | 10,222  | 9,898   |
| Yukon Av                 | Collector      | Century Bl              | 104th St                | 11,859  | 11,591  |
| Locust St                | Collector      | Florence Av             | Manchester Bl           | 5,635   | 5,540   |
| <b>East/West Streets</b> |                |                         |                         |   |   |
| Centinela Av             | Major Arterial | Hyde Park Bl            | Florence Av             | 28,683  | 28,287  |
| Florence Av              | Major Arterial | Fir Av                  | La Brea Av              | 21,600  | 21,399  |
|                          |                | La Brea Av              | Market St               | 26,077  | 25,899  |
|                          |                | Market St               | Centinela Av            | 32,034  | 31,463  |
|                          |                | Centinela Av            | Prairie Av              | 48,196  | 47,518  |
|                          |                | Prairie Ave             | West Bl                 | 47,614  | 47,292  |
| Manchester Bl            | Major Arterial | Grevillea Av            | La Brea Av              | 30,077  | 29,116  |
|                          |                | La Brea Av              | Market St               | 30,173  | 29,033  |
|                          |                | Market St               | Locust St               | 24,607  | 23,572  |
|                          |                | Locust St               | Hillcrest Bl            | 28,702  | 27,647  |
|                          |                | Hillcrest Bl            | Spruce Av               | 35,259  | 34,151  |
|                          |                | Spruce Av               | Prairie Av              | 39,409  | 38,200  |
|                          |                | Prairie Av              | Kareem Ct               | 40,188  | 39,351  |
|                          |                | Kareem Ct               | Crenshaw Dr             | 49,875  | 48,711  |
|                          |                | Crenshaw Dr             | Crenshaw Bl             | 37,283  | 36,352  |
|                          |                | Crenshaw Bl             | Van Ness Av             | 40,073  | 39,202  |
| Arbor Vitae St           | Major Arterial | Grevillea Av            | La Brea Av              | 16,362  | 15,701  |
|                          |                | La Brea Av              | Myrtle Av               | 14,505  | 13,903  |
|                          |                | Myrtle Av               | Prairie Av              | 12,639  | 12,019  |
| Century Bl               | Major Arterial | Grevillea Av            | La Brea Av/Hawthorne Bl | 68,654  | 67,393  |
|                          |                | La Brea Av/Hawthorne Bl | Myrtle Av               | 56,586  | 55,309  |
|                          |                | Myrtle Av               | Freeman Av              | 53,802  | 52,672  |

| Street               | Facility Type | Segment                |                        | Daily Traffic Volumes                                     |   |
|----------------------|---------------|------------------------|------------------------|---|---|
|                      |               | From                   | To                     | Future Opening Year (2027) with Event without ITC Project | Future Opening Year (2027) with Event and ITC Project |
|                      |               | Freeman Av             | Prairie Av             | 49,113  | 47,990  |
|                      |               | Prairie Av             | Doty Av                | 57,910  | 56,294  |
|                      |               | Doty Av                | HP Casino Dr           | 57,392  | 55,762  |
|                      |               | HP Casino Dr           | Yukon Av               | 57,637  | 56,000  |
|                      |               | Yukon Av               | Club Dr                | 54,057  | 52,465  |
|                      |               | Club Dr                | Crenshaw Bl            | 55,755  | 54,113  |
|                      |               | Crenshaw Bl            | Van Ness Av            | 46,262  | 45,217  |
| Regent St            | Collector     | Grevillea Av           | La Brea Av             | 7,490   | 7,395   |
|                      |               | La Brea Av             | Market St              | 18,874  | 18,628  |
|                      |               | Market St              | Prairie Ave            | 9,189   | 9,078   |
| Hillcrest Bl         | Collector     | Grevillea Av           | La Brea Av             | 11,360  | 11,197  |
|                      |               | La Brea Av             | Market St              | 9,049   | 8,909   |
|                      |               | Market St              | Nutwood St / Locust St | 11,115  | 10,698  |
|                      |               | Nutwood St / Locust St | Manchester Bl          | 6,570   | 6,261   |
|                      |               | Manchester Bl          | Florence Av            | 10,256  | 9,911   |
| Spruce Av            | Collector     | La Brea Av             | Manchester Av          | 8,153   | 7,525   |
| Kelso St / Pincay Dr | Collector     | Spruce Av              | Prairie Av             | 7,250   | 6,941   |
|                      |               | Prairie Av             | Kareem Ct              | 24,905  | 24,224  |
|                      |               | Kareem Ct              | Crenshaw Bl            | 27,838  | 26,696  |
| Hardy St             | Collector     | La Brea Av             | Prairie Ave            | 7,370   | 6,359   |
| 104th St             | Collector     | Grevillea Av           | Hawthorne Bl           | 8,326   | 8,254   |
|                      |               | Hawthorne Bl           | Prairie Ave            | 5,152   | 5,140   |
|                      |               | Prairie Av             | Doty Av                | 6,823   | 6,710   |

Source: Transportation Assessment Study for the Inglewood Transit Connector Project DEIR, Raju Associates, Inc., September 2021; refer to Table 20 (refer to **Appendix O** of this Recirculated Draft EIR).

### **Future Opening Year (2027) with Event Project Ridership**

The estimated non-event daily ridership under Future Opening Year (2027) conditions is 3,574 daily passengers.

The Future Opening Year (2027) with Event conditions includes a sold-out NFL football game at the SoFi Stadium. A sold-out NFL Game Event consist of 70,240 attendees and 6,000 employees on a weekday at the Sofi Stadium. As shown in **Table 4.12-5: ITC Weekday Daily Ridership Future Opening Year (2027)**, the estimated daily ridership under Future Opening Year (2027) with Event (NFL) conditions is 29,280 daily passengers.

**Table 4.12-5  
ITC Weekday Daily Ridership Future Opening Year (2027)**

| Scenario                            | Weekday Daily Ridership |                 |
|-------------------------------------|-------------------------|-----------------|
|                                     | Non-Event               | with NFL Event* |
| Future Opening Year 2027 Conditions | 3,574                   | 29,280          |

\* Includes ridership associated with non-event weekday conditions.

Source: Transportation Assessment Study for the Inglewood Transit Connector Project DEIR, Raju Associates, Inc., September 2021; refer to Table 22 (refer to **Appendix O** of this Recirculated Draft EIR).

Additionally, the ETDM model, was applied for each type of event at each of the venues in Inglewood to estimate the proposed Project ridership. The proposed Project ridership per event, daily and annually, under Future Opening Year (2027) conditions is presented in **Table 4.12-6: ITC Ridership Per Event – Future Opening Year (2027) Conditions**.

**4.12-6  
ITC Ridership Per Event – Future Opening Year (2027) Conditions**

| Venue/Event Type <sup>[1]</sup> | Number of Events/Year <sup>[1]</sup> | ITC Ridership per Event | Annual ITC Ridership |
|---------------------------------|--------------------------------------|-------------------------|----------------------|
| NFL Game                        | 20                                   | 25,706                  | 514,120              |
| NFL - Mid-Size Event            | 8                                    | 9,850                   | 78,797               |
| Performance Arena - Concert     | 75                                   | 2,298                   | 172,368              |
| The Forum - Concert             | 75                                   | 6,793                   | 509,443              |
| IBEC - NBA Game                 | 49                                   | 7,050                   | 345,437              |
| IBEC - Other Sporting Event     | 35                                   | 2,912                   | 101,917              |
| IBEC - Large Concert            | 5                                    | 7,159                   | 35,793               |
| IBEC - Medium Concert           | 8                                    | 5,581                   | 44,644               |
| IBEC - Small Concert            | 10                                   | 3,660                   | 36,595               |
| IBEC - Family Shows             | 20                                   | 3,295                   | 65,894               |
| IBEC - Corporate Events         | 100                                  | 739                     | 73,884               |
| IBEC - Plaza Events             | 16                                   | 1,469                   | 23,497               |
| <b>Total</b>                    | <b>421</b>                           | <b>-</b>                | <b>2,002,389</b>     |

[1] Based on list of events as shown in Inglewood Basketball and Entertainment Center DEIR, ESA, December 2019 - Table 3.14-2: Overview of Common Event Types, Frequency, and Timing at Project, NFL Stadium, and The Forum.

Source: Transportation Assessment Study for the Inglewood Transit Connector Project DEIR, Raju Associates, Inc., September 2021; refer to Table 13 (refer to **Appendix O** of this Recirculated Draft EIR).

### **Future Horizon Year (2045) with Event and Project**

As discussed previously, the primary socio-economic data variables including population, households and employment within the City of Inglewood are estimated to be 165,618, 56,952 and 69,280, respectively, under Future Horizon Year (2045) conditions without the ITC Project. Under Future Horizon Year (2045) conditions with the ITC Project, the population and household socio-economic data variables do not change, while the employment socio-economic data is estimated to be 68,709 due to the acquisition of existing commercial properties to accommodate the construction of the Project.

As shown in **Table 4.12-7 Future Horizon Year (2045) With Event and Project**, daily traffic volumes would decrease along key corridors with implementation of the proposed Project. The decreases in daily traffic range between approximately 1,710 to 2,470 vehicles per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 980 to 1,410 vehicles per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 1,390 to 1,870 vehicles per day along Century Boulevard between La Brea Avenue and Crenshaw Boulevard. Overall, the analyzed corridors would experience less congestion on a system-wide basis resulting in improved flow during the peak periods with the implementation of the proposed Project.

**Table 4.12-7  
Future Horizon Year (2045) With Event and Project**

| Street                     | Facility Type  | Segment             |                     | Daily Traffic Volumes                                     |   |
|----------------------------|----------------|---------------------|---------------------|---|---|
|                            |                | From                | To                  | Future Opening Year (2045) with Event without ITC Project | Future Opening Year (2045) with Event and ITC Project |
| <b>North/South Streets</b> |                |                     |                     |   |   |
| La Brea Av                 | Major Arterial | Hyde Park Bl        | Florence Av         | 29,861  | 29,424  |
|                            |                | Florence Av         | Manchester Bl       | 33,924  | 33,423  |
|                            |                | Manchester Bl       | Spruce Av/Market St | 29,068  | 28,809  |
|                            |                | Spruce Av/Market St | Arbor Vitae St      | 39,767  | 38,837  |
|                            |                | Arbor Vitae St      | Hardy St            | 39,352  | 38,586  |
|                            |                | Hardy St            | Century Bl          | 44,527  | 43,784  |
| Hawthorne Bl               | Major Arterial | Century Bl          | 104th St            | 65,099  | 64,430  |
|                            |                | 104th St            | Lennox Bl           | 71,544  | 70,947  |
| Prairie Av                 | Major Arterial | Florence Av         | Regent St           | 29,203  | 28,424  |
|                            |                | Regent St           | Manchester Bl       | 27,091  | 26,280  |
|                            |                | Manchester Bl       | Pincay Dr/Kelso St  | 45,088  | 43,184  |
|                            |                | Pincay Dr/Kelso St  | Arbor Vitae St      | 47,636  | 45,924  |
|                            |                | Arbor Vitae St      | Hardy St            | 44,534  | 42,315  |
|                            |                | Hardy St            | 97th St             | 52,074  | 49,602  |
|                            |                | 97th St             | Century Bl          | 52,074  | 49,602  |



| Street                   | Facility Type  | Segment           |                         | Daily Traffic Volumes                                     |   |
|--------------------------|----------------|-------------------|-------------------------|---|---|
|                          |                | From              | To                      | Future Opening Year (2045) with Event without ITC Project | Future Opening Year (2045) with Event and ITC Project |
|                          |                | Century Bl        | 102nd St                | 47,960  | 45,930  |
|                          |                | 102nd St          | 104th St                | 49,501  | 47,278  |
|                          |                | 104th St          | Lennox Bl               | 48,963  | 46,866  |
| Crenshaw Bl              | Major Arterial | 80th St           | Manchester Bl           | 33,571  | 33,104  |
|                          |                | Manchester Bl     | Pincay Dr/90th St       | 39,937  | 39,285  |
|                          |                | Pincay Dr/90th St | Arbor Vitae St          | 51,817  | 50,631  |
|                          |                | Arbor Vitae St    | Hardy St                | 49,168  | 48,029  |
|                          |                | Hardy St          | Century Bl              | 50,453  | 49,308  |
|                          |                | Century Bl        | 104th St                | 46,870  | 45,551  |
|                          |                |                   |                         |   |   |
| Market St                | Minor Arterial | Florence Av       | Regent St               | 5,650   | 5,615   |
|                          |                | Regent St         | Manchester Bl           | 10,690  | 10,542  |
| Myrtle Av                | Collector      | Arbor Vitae St    | Hardy St                | 6,099   | 5,680   |
| Doty Av                  | Collector      | Century Bl        | 104th St                | 10,989  | 10,633  |
| Yukon Av                 | Collector      | Century Bl        | 104th St                | 12,823  | 12,530  |
| Locust St                | Collector      | Florence Av       | Manchester Bl           | 6,592   | 6,467   |
| <b>East/West Streets</b> |                |                   |                         |   |   |
| Centinela Av             | Major Arterial | Hyde Park Bl      | Florence Av             | 32,424  | 31,971  |
| Florence Av              | Major Arterial | Fir Av            | La Brea Av              | 26,322  | 26,068  |
|                          |                | La Brea Av        | Market St               | 31,261  | 31,021  |
|                          |                | Market St         | Centinela Av            | 37,988  | 37,349  |
|                          |                | Centinela Av      | Prairie Av              | 55,160  | 54,398  |
|                          |                | Prairie Ave       | West Bl                 | 55,224  | 54,870  |
| Manchester Bl            | Major Arterial | Grevillea Av      | La Brea Av              | 32,931  | 31,774  |
|                          |                | La Brea Av        | Market St               | 32,771  | 31,434  |
|                          |                | Market St         | Locust St               | 26,664  | 25,454  |
|                          |                | Locust St         | Hillcrest Bl            | 31,551  | 30,315  |
|                          |                | Hillcrest Bl      | Spruce Av               | 39,895  | 38,581  |
|                          |                | Spruce Av         | Prairie Av              | 44,370  | 42,962  |
|                          |                | Prairie Av        | Kareem Ct               | 45,758  | 44,778  |
|                          |                | Kareem Ct         | Crenshaw Dr             | 58,090  | 56,697  |
|                          |                | Crenshaw Dr       | Crenshaw Bl             | 43,024  | 41,933  |
|                          |                | Crenshaw Bl       | Van Ness Av             | 45,395  | 44,369  |
| Arbor Vitae St           | Major Arterial | Grevillea Av      | La Brea Av              | 19,238  | 18,571  |
|                          |                | La Brea Av        | Myrtle Av               | 16,361  | 15,726  |
|                          |                | Myrtle Av         | Prairie Av              | 14,304  | 13,657  |
| Century Bl               | Major Arterial | Grevillea Av      | La Brea Av/Hawthorne Bl | 82,484  | 80,965  |

| Street                  | Facility Type | Segment                     |                        | Daily Traffic Volumes                                     |   |
|-------------------------|---------------|-----------------------------|------------------------|---|---|
|                         |               | From                        | To                     | Future Opening Year (2045) with Event without ITC Project | Future Opening Year (2045) with Event and ITC Project |
|                         |               | La Brea Av/<br>Hawthorne Bl | Myrtle Av              | 66,429  | 64,895  |
|                         |               | Myrtle Av                   | Freeman Av             | 64,171  | 62,773  |
|                         |               | Freeman Av                  | Prairie Av             | 58,322  | 56,930  |
|                         |               | Prairie Av                  | Doty Av                | 67,296  | 65,433  |
|                         |               | Doty Av                     | HP Casino Dr           | 65,876  | 64,016  |
|                         |               | HP Casino Dr                | Yukon Av               | 65,917  | 64,055  |
|                         |               | Yukon Av                    | Club Dr                | 61,973  | 60,166  |
|                         |               | Club Dr                     | Crenshaw Bl            | 64,050  | 62,180  |
|                         |               | Crenshaw Bl                 | Van Ness Av            | 54,021  | 52,837  |
| Regent St               | Collector     | Grevillea Av                | La Brea Av             | 9,403   | 9,300   |
|                         |               | La Brea Av                  | Market St              | 22,440  | 22,166  |
|                         |               | Market St                   | Prairie Ave            | 10,836  | 10,715  |
| Hillcrest Bl            | Collector     | Grevillea Av                | La Brea Av             | 14,013  | 13,822  |
|                         |               | La Brea Av                  | Market St              | 10,783  | 10,627  |
|                         |               | Market St                   | Nutwood St / Locust St | 13,115  | 12,669  |
|                         |               | Nutwood St / Locust St      | Manchester Bl          | 7,663   | 7,354   |
| Spruce Av               | Collector     | Manchester Bl               | Florence Av            | 11,716  | 11,344  |
|                         |               | La Brea Av                  | Manchester Av          | 9,550   | 8,894   |
| Kelso St /<br>Pincay Dr | Collector     | Spruce Av                   | Prairie Av             | 8,763   | 8,415   |
|                         |               | Prairie Av                  | Kareem Ct              | 28,522  | 27,680  |
|                         |               | Kareem Ct                   | Crenshaw Bl            | 32,184  | 30,710  |
| Hardy St                | Collector     | La Brea Av                  | Prairie Ave            | 8,330   | 7,296   |
|                         |               | Grevillea Av                | Hawthorne Bl           | 10,400  | 10,325  |
| 104th St                | Collector     | Hawthorne Bl                | Prairie Ave            | 6,495   | 6,477   |
|                         |               | Prairie Av                  | Doty Av                | 8,146   | 8,023   |

Source: Transportation Assessment Study for the Inglewood Transit Connector Project DEIR, Raju Associates, Inc., September 2021; refer to Table 28 (refer to **Appendix O** of this Recirculated Draft EIR).

### **Future Horizon Year (2045) with Event Project Ridership**

A summary of the proposed Project ridership under non-event conditions is presented in **Table 4.12-8: ITC Weekday Daily Ridership Future Horizon Year (2045)**. The estimated non-event daily ridership under Future Horizon Year (2045) conditions is 4,462 daily passengers. The Future Horizon Year (2045) with NFL Game Event conditions includes a sold-out event with 70,240 attendees and 6,000 employees on a weekday at the Sofi Stadium. The event-day proposed Project ridership was estimated using the ETDM

model. The daily ridership under Future Horizon Year (2045) with NFL Game Event conditions is estimated at approximately 34,650 daily passengers.

**Table 4.12-8  
ITC Weekday Daily Ridership Future Horizon Year (2045)**

| Scenario                              | Weekday Daily Ridership |                 |
|---------------------------------------|-------------------------|-----------------|
|                                       | Non-Event               | with NFL Event* |
| Future Horizon Year (2045) Conditions | 4,462                   | 34,650          |

\* Includes ridership associated with non-event weekday conditions.

Source: Transportation Assessment Study for the Inglewood Transit Connector Project DEIR, Raju Associates, Inc., September 2021; refer to Table 30 (refer to **Appendix O** of this Recirculated Draft EIR).

The proposed Project ridership per event, daily and annually, under Future Horizon Year (2045) conditions is presented in **Table 4.12-9: ITC Ridership Per Event – Future Horizon Year (2045) Conditions**.

**Table 4.12-9  
ITC Ridership Per Event – Future Horizon Year (2045) Conditions**

| Venue/Event Type <sup>[1]</sup> | Number of Events/Year <sup>[1]</sup> | ITC Ridership per Event | Annual ITC Ridership |
|---------------------------------|--------------------------------------|-------------------------|----------------------|
| NFL Game                        | 20                                   | 30,188                  | 603,760              |
| NFL - Mid-Size Event            | 8                                    | 11,837                  | 94,694               |
| Performance Arena - Concert     | 75                                   | 2,762                   | 207,144              |
| The Forum - Concert             | 75                                   | 8,163                   | 612,226              |
| IBEC - NBA Game                 | 49                                   | 8,551                   | 419,001              |
| IBEC - Other Sporting Event     | 35                                   | 3,532                   | 123,618              |
| IBEC - Large Concert            | 5                                    | 8,601                   | 43,007               |
| IBEC - Medium Concert           | 8                                    | 6,705                   | 53,643               |
| IBEC - Small Concert            | 10                                   | 4,397                   | 43,972               |
| IBEC - Family Shows             | 20                                   | 3,959                   | 79,175               |
| IBEC - Corporate Events         | 100                                  | 888                     | 88,776               |
| IBEC - Plaza Events             | 16                                   | 1,765                   | 28,233               |
| <b>Total</b>                    | <b>421</b>                           | <b>-</b>                | <b>2,397,248</b>     |

[1] Based on list of events as shown in Inglewood Basketball and Entertainment Center DEIR, ESA, December 2019 - Table 3.14-2: Overview of Common Event Types, Frequency, and Timing at Project, NFL Stadium, and The Forum.

Source: Transportation Assessment Study for the Inglewood Transit Connector Project DEIR, Raju Associates, Inc., September 2021; refer to Table 14 in **Appendix O** of this Recirculated Draft EIR).

Based on the analysis of these scenarios, the proposed Project would reduce daily traffic volumes along key roadway corridors on an average weekday basis. When an NFL game event at the Sofi Stadium is

evaluated, the reduction is more substantial. This analysis demonstrates that traffic volumes would also be substantially reduced when events are held at the other sports and entertainment venues that would be served by the Project, including the Forum, IBEC, and the 6,000 seat entertainment venue at Hollywood Park. Additionally, the proposed Project is an ATS System that would provide “first-mile / last-mile” connection to the rest of the regional mass-transit system to and from major activity centers and adjacent uses in the City of Inglewood.

## Operation

### ***Adjusted Baseline with Project Conditions Non-Event Daily VMT Analysis***

An evaluation of the reduction in VMT due to the proposed Project was prepared for typical weekday conditions using the ITDF Model as discussed previously in 4.12.5.1. For events of all types at each of the venues, VMTs were estimated including private vehicles, shuttles, and TNCs for both attendees and employees. Daily VMTs are shown in **Table 4.12-10: Daily VMT Adjusted Baseline Without and With Project**. As presented in **Table 4.12-10: Daily VMT Adjusted Baseline Without and With Project**, the daily VMT in the City of Inglewood would be reduced by approximately 40,400 vehicle-miles with the implementation of the proposed Project under Adjusted Baseline conditions.

**Table 4.12-10**  
**Daily VMT Adjusted Baseline Without and With Project**

| Scenario          | Daily VMT   |           |
|-------------------|-------------|-----------|
|                   | Without ITC | With ITC  |
| Adjusted Baseline | 3,132,256   | 3,091,889 |

*Source: Transportation Assessment Study for the Inglewood Transit Connector Project DEIR, Raju Associates, Inc., September 2021; refer to Table 9 (refer to **Appendix O** of this Recirculated Draft EIR).*

### ***Future Opening Year (2027) with Project Conditions Daily VMT Analysis***

As discussed previously in 4.12.5.1, an evaluation of the reduction in VMT due to the proposed Project was prepared for Future Opening Year (2027) with an NFL Game Event at SoFi Stadium. The daily VMTs presented in **Table 4.12-11: Daily VMT Future Opening Year (2027) Without and With Project** are calculated with and without the proposed Project, for all trips to and from the City of Inglewood for a typical day when no major events are being held at the sports and entertainment venues in the City and for days when an NFL Game is hosted at SoFi Stadium. The weekday daily VMT would be reduced by approximately 247,550 vehicle-miles (4.7%) with the implementation of the proposed Project under Future Opening Year (2027) with an NFL Game Event.

**Table 4.12-11**  
**Daily VMT Future Opening Year (2027) Without and With Project**

| Scenario                                       | Daily VMT   |           |
|--|-------------|-----------|
|  | Without ITC | With ITC  |
| Future Opening Year (2027) Non-Event           | 3,906,593   | 3,854,924 |
| NFL Game Event                                 | 1,368,495   | 1,172,624 |
| Future Opening Year (2027) with NFL Game Event | 5,275,088   | 5,027,548 |

Source: *Transportation Assessment Study for the Inglewood Transit Connector Project DEIR, Raju Associates, Inc., September 2021*; refer to Table 21 in **Appendix O** of this Recirculated Draft EIR).

### **Future Horizon Year (2045) with Project Conditions Daily VMT Analysis**

An evaluation of the reduction in VMT due to the proposed Project was prepared for Future Horizon Year (2045) with Event conditions. The daily VMTs were calculated with and without the proposed Project including all trips to and from the City of Inglewood. As shown in **Table 4.12-1213: Daily VMT Future Horizon Year (2045) Without and With Project**, the weekday VMT would be reduced by approximately 316,900 vehicle-miles (5.6%), with the implementation of the proposed Project under cumulative Future Horizon Year (2045) with an NFL Game Event.

**Table 4.12-12**  
**Daily VMT Future Horizon Year (2045) Without and With Project**

| Scenario                                       | Daily VMT   |           |
|--|-------------|-----------|
|  | Without ITC | With ITC  |
| Future Horizon Year (2045) Non-Event           | 4,293,802   | 4,236,825 |
| NFL Game Event                                 | 1,368,495   | 1,108,591 |
| Future Horizon Year (2045) with NFL Game Event | 5,662,297   | 5,345,416 |

Source: *Transportation Assessment Study for the Inglewood Transit Connector Project DEIR, Raju Associates, Inc., September 2021*; refer to Table 29 in **Appendix O** of this Recirculated Draft EIR).

The proposed Project would result in a reduction of VMT under all scenarios and would not, therefore, conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Impacts would be less than significant.

### Mitigation Measures

No mitigation is required.

### Level of Significance after Mitigation

Impacts would be less than significant.

**Impact T-3:                    Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

The proposed Project is an ATS System that would provide “first-mile / last-mile” connection to the rest of the regional mass-transit system to and from major activity centers and adjacent uses in the City of Inglewood.

The ITC Project alignment traverses along Market Street, Manchester Boulevard and Prairie Avenue and would require certain changes to the location of the curb-to-curb roadways. Lane configurations and traffic control at intersections will mostly remain similar to existing conditions at the intersections of Market Street/Florence Avenue and Market Street/Manchester Boulevard, resulting in very little to no changes to intersection capacities. Changes to intersection lane configurations due to the Project would occur at the intersections of Market Street/Regent Street and Market Street/Queen Street. The Project would result in the removal of the existing northbound left-turn lane at the intersection of Market Street/Regent Street. The northbound approach would provide a shared left/through/right-turn lane. The Project would not change the southbound, eastbound and westbound approaches. The eastbound and westbound approaches both provide a left-turn lane and a shared through/right-turn lane. Given the low traffic volumes at this intersection, this intersection would continue to operate satisfactorily. No change to the traffic signal controlling this intersection is proposed with the ITC Project.

The Project would include a reconfiguration of the northbound approach at the intersection of Market Street/Queen Street would provide a shared left/through/right-turn lane and the southbound approach would provide a shared left-turn/through lane and a separate right-turn lane. Given the low traffic volumes at this intersection, this intersection would continue to operate satisfactorily. The Project would not change the eastbound and westbound approaches. The eastbound and westbound approaches would both provide a shared left-/through/right-turn lane. No change to the traffic signal controlling this intersection is proposed with the ITC Project.

At Manchester Boulevard between Market Street and Prairie Avenue, lane configurations at intersections will mostly remain similar to existing conditions at all locations within that stretch, resulting in no changes to intersection capacities. Additionally, no reductions in turn-lane storage lengths are proposed at any of the intersections within this stretch, as part of the ITC Project. Minor modifications to lane configurations

at the Manchester Boulevard / Prairie Avenue intersection may be required or desired based on prevailing demands at the time of construction of the Project. This could be achieved by restriping at the time of implementation of the Project. Lane configurations and traffic control at intersections along Prairie Avenue between Manchester Boulevard and Hardy Street will mostly remain similar to existing conditions at all locations within that stretch, resulting in no changes to intersection capacities. Additionally, no reductions in storage lengths are proposed at the intersection turn lanes as part of the ITC Project. Minor modifications to lane configurations at the Manchester Boulevard / Prairie Avenue intersection may be required or desired, based on prevailing traffic demands at the time of implementation of the Project. However, the lane capacities along all these streets will be retained to current conditions once the ITC Project is completed.

The proposed Project consists of an aerial guideway and stations, MSF, and PDS substations. The proposed Project would include passenger access improvements, including a mezzanine level at each station to provide connectivity to elevated passenger walkways over adjacent streets. These elevated passenger walkways will be designed to improve both passenger access and comfort between the stations and the street level, in addition to providing multimodal access to adjacent bus facilities, pick-up and drop-off areas, and other adjacent resources. The proposed Project will also upgrade the existing sidewalks to ensure consistent ADA appliance along the transit corridor. These elevated passenger walkways and upgrades to existing sidewalks as part of the Project would minimize passenger-vehicle interactions. The City is proposing specific plan amendments and clarifications to the HPSP to address any potential conflict or inconsistency between the proposed Project and the HPSP related to streetscape improvements as the proposed Project would be located along approximately 0.5 miles of street frontage along Prairie Avenue within the HPSP area. Under the ITC Design Standards and Guidelines, which identify objectives for the various project components and provides design guidance to help achieve the objectives, the streetscape in downtown Inglewood would be consistent with the street furniture items which currently exists on Market Street and the historic core and in accordance with the Downtown TOD Plan.<sup>4</sup> Accordingly, the proposed Project would not create or substantially increase safety hazards due to a design feature or incompatible uses. Impacts would be less than significant.

### **Mitigation Measures**

No mitigation is required.

### **Level of Significance after Mitigation**

Impacts would be less than significant.

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4 City of Inglewood. New Downtown And Fairview Heights Transit Oriented Development Plan and Design Guidelines. <http://inglewood.arroyogroup.com/wp-content/uploads/2017/01/The-New-Downtown-Fairview-Heights-TOD-Plan-Design-Guidelines-lo-res.pdf>. November 1, 2016.

**Impact T-4: Would the project result in inadequate emergency access?****Construction**

Construction of the proposed Project would have the potential to result in temporary impacts on access and circulation. As discussed previously under **Impact T-1, PDF TRANS-1** through **PDF TRANS-5** would be implemented to ensure access and circulation remains adequate at all times along the Project alignment during construction. As part of **PDF TRANS-2**, consultation will be conducted with City police and fire personnel to ensure that emergency access and response times are maintained. Traffic Control Program Updates under **PDF TRANS-2** will require access to be maintained during construction for public safety vehicles (including police, fire, and emergency response). **PDF TRANS-2** would also require coordination of closures and restricted access during the construction period with special attention during periods of expected heavy traffic from events scheduled at SoFi Stadium and other venues in the Los Angeles Sports and Entertainment District at Hollywood Park, the Forum, and the Inglewood Basketball and Entertainment Center. Updates to the Traffic Control Plan under **PDF TRANS-2** would require the City to review all closures (full and partial) and consider measures to minimize the degree and duration of street and lane closures. The program would also require use traffic control officers/flaggers as appropriate to minimize the degree and duration of impacts and maintain safety.

**Operation**

The Project has been designed to add the ATS system in the public right-of-way on Market Street, Manchester Boulevard, and Prairie Avenue while maintaining the existing number of travel lanes on these streets. As discussed previously, the Project will reduce traffic volumes on streets throughout Inglewood and reduce roadway congestion. The proposed Project would not affect existing roadway lane capacities and the speed limits. For these reasons, the proposed Project would not result in inadequate emergency access or impede existing emergency. Impacts during operation would be less than significant.

**Mitigation Measures**

No mitigation is required.

**Level of Significance after Mitigation**

Impacts would be less than significant.

**4.12.6 CUMULATIVE IMPACTS**

As discussed previously, a list of related development projects was compiled in consultation with the City of Inglewood and other surrounding jurisdictions and traffic from these projects was considered in the transportation modeling along with growth in the area based on the socio-economic databases from the 2020 SCAG RTP/SCS Regional Model data to evaluate the potential for cumulative impacts. As discussed



previously under the discussion for **Impact T-1**, the Project will not contribute to any significant cumulative impacts.

#### **4.12.7 CONSISTENCY WITH CITY GENERAL PLAN**

The City's General Plan contains goals within its Circulation Element and Land Use Element that relates to transportation.

##### **4.12.7.1 Circulation Element**

The Circulation Element discusses other modes of transportation as alternatives to the individual automobile and an evaluation of Inglewood's street environment and possible improvements. As an ATS system, the proposed Project would add to the City's range of alternative modes of transportation.

An amendment to the Circulation Element is proposed as part of the Project that includes changes to text and diagrams related to the following:

*First, Market Street, between Florence Avenue to the north and La Brea Avenue to the south currently has two lanes of traffic in each direction with a center turn lane. With the Project, Market Street, will be altered from its current configuration to have one lane of traffic in each direction between Regent Street and Manchester Boulevard with a center island. The Circulation Element currently classifies Market Street as a Minor Arterial street. Minor Arterial streets contain two lanes of traffic in each direction; this section of Market Street will be reclassified as a Collector street; Collector streets have one lane of traffic in each direction.*

The Circulation Element identifies typical street sections for common right-of-way widths and sections of streets planned for widening. The second component of the proposed amendment includes defining the maximum right of way for Prairie Avenue, between Manchester Boulevard to the north and Hardy Street to the south, as 132 feet.

Third, a description of the proposed Project, including its connection to the Metro Crenshaw/LAX Line, would be added to the description of light rail facilities in the City.

Fourth, changes to the descriptions of the street environment, parkways, medians, and on-street parking on Market Street, Manchester Boulevard, and Prairie Avenue that would be affected by the Project would be made.

Fifth, because insufficient right-of-way is available on Prairie Avenue between Manchester Boulevard and Century Boulevard to accommodate a bicycle lane, modification of the Bike Route Plan is proposed to preserve multimodal transportation options and connections for residents and employees along this section of Prairie Avenue. With these proposed amendments, the proposed Project would continue to be consistent with the Circulation Element.

### 4.12.7.2 Land Use Element

#### *Circulation*

- Goal:** Ensure that proposed new uses can be accommodated by adequate and safe streets.
- Goal:** Promote and support adequate public transportation within the City and the region.
- Goal:** Develop modified traffic systems that would discourage through traffic from utilizing neighborhood streets.
- Goal:** Develop a safe and adequate passenger circulation system which is barrier-free for the handicapped.

The proposed Project is consistent with these Land Use Element goals by increasing existing capacity and providing additional access to public transportation within the City and the region by adding an extension of transit facilities to connect visitors and residents with Downtown Inglewood and activity centers in the City to the regional light rail system.

During construction of the proposed Project, right-of-way closures or diversions may occur along the length of the guideway. However, such closures would be temporary in nature and would adhere to **PDF TRANS-2** as approved by the City of Inglewood's established Project Task Force. Upon implementation of the proposed Project, the existing number of travel lanes in the area would be maintained and area roadways would continue to accommodate a range of transportation options.

The proposed Project would include passenger access at the ground level surrounding the stations along the proposed Project. Access to the stations would be accomplished through ADA-compliant passenger amenities such as escalators, elevators, stairs, signage, walkways, and mezzanine areas. Streetscape improvements along the guideway would ensure that sidewalks/walkways would be ADA-compliant surrounding stations, support columns, and other facilities. Implementation of the proposed Project would increase transit choices and reduce vehicle trips in the City.

Furthermore, as discussed previously under **Impact T-2** the proposed Project would reduce daily traffic volumes along key roadway corridors on an average weekday basis. When an NFL game event at the Sofi Stadium is evaluated, the reduction is more substantial. Furthermore, the proposed Project would connect the activity center within the City of Inglewood with the Metro's K Line at the Downtown Inglewood Station. For these reasons, the proposed Project would not conflict with Inglewood General Plan policies related to transportation.