

4.12.1 INTRODUCTION

This section of the Draft Environmental Impact Report (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, that 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 in accordance with the City's goals under Senate Bill (SB) 375 and State of California (State) policy with respect to climate change.

A quantified estimate of transportation impacts is provided for both construction and operations of the proposed Project. Transportation was analyzed using a variety of modeling techniques detailed within **Appendix 4.12.1: Transportation Assessment Study**.

Please see **Section 8.0** for a glossary of terms, definitions, and acronyms used in this 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 (SB 743)

Senate Bill (SB) 743, passed in 2013, required that the California Governor's Office of Planning and Research (OPR) develop new 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, vehicle miles traveled (VMT) was chosen as the primary performance metric used to identify transportation impacts. As of July 1, 2020, Section 15064.3 became mandatory.

The primary goals of the Senate Bill 743 included the following:

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

In December 2018, OPR published final technical guidance for implementing SB 743. The latest OPR technical guidance¹ 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 pedestrian 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.

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, pedestrians, 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. Pedestrians, 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: Connect SoCal – The 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 Connect SoCal-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

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

with economic, environmental, and public health goals. Connect SoCal 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 Connect SoCal groups the RTP/SCS 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 SoCal Connect – 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 Element² 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 pedestrian circulation system which is barrier-free for the handicapped.

Imagine Inglewood

The City of Inglewood is in the process of developing *Imagine Inglewood*, an Active Transportation Plan (ATP) that incorporates bicycle, pedestrian, ADA (Americans with Disabilities Act) 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 while addressing the needs of the transit-dependent, recreational users and those looking for an alternative.³ 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 within 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. The Average Daily Traffic (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 potential reduction in ADTs with the ITC Project.

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

³ City of Inglewood, *Imagine Inglewood*, <http://www.imagineinglewood.com/>, accessed August 8, 2018.



SOURCE: Raja Associates, Inc. - 2020

FIGURE 4.12-1



Study Area

4.12.3.1 Existing Street System

The existing street system within 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.
- 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 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 – Dory 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 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 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 Inglewood Travel Demand Forecasting Model (ITDF), which is based on the Southern California Association of Governments (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	
North/South Streets				
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
		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
Crenshaw Bl	Major Arterial	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
		Pincay Dr/90th St	Arbor Vitae St	31,523
		Arbor Vitae St	Hardy St	30,078
Market St	Minor Arterial	Hardy St	Century Bl	30,794
		Century Bl	104th St	27,245
Myrtle Av	Collector	Florence Av	Regent St	3,153
Doty Av	Collector	Regent St	Manchester Bl	7,764
Yukon Av	Collector	Arbor Vitae St	Hardy St	3,832
Locust St	Collector	Century Bl	104th St	4,950
		Century Bl	104th St	10,123
		Florence Av	Manchester Bl	3,677
East/West Streets				
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av	25,664
Florence Av	Major Arterial	Fir Av	La Brea Av	16,710

Street	Facility Type	Segment		Existing ADT
		From	To	
		La Brea Av	Market St	20,923
		Market St	Centinela Av	24,294
		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
		Grevillea Av	La Brea Av/Hawthorne Bl	50,447
		La Brea Av/Hawthorne Bl	Myrtle Av	40,914
		Myrtle Av	Freeman Av	37,612
		Freeman Av	Prairie Av	32,957
Century Bl	Major Arterial	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
		Grevillea Av	La Brea Av	5,149
Regent St	Collector	La Brea Av	Market St	16,068
		Market St	Prairie Ave	8,174
		Grevillea Av	La Brea Av	8,677
		La Brea Av	Market St	7,287
Hillcrest Bl	Collector	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	2,944
		Spruce Av	Prairie Av	5,493
Kelso St / Pincay Dr	Collector	Prairie Av	Kareem Ct	18,768
		Kareem Ct	Crenshaw Bl	14,005
Hardy St	Collector	La Brea Av	Prairie Ave	4,394
		Grevillea Av	Hawthorne Bl	6,769
104th St	Collector	Hawthorne Bl	Prairie Ave	4,030

Street	Facility Type	Segment		Existing ADT
		From	To	
		Prairie Av	Doty Av	3,460

Source: Transportation Assessment Study for the Inglewood Transit Connector Project DEIR, Raju Associates, Inc., November 2020; refer to Table 2 (refer to Appendix 4.12.1 of this 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 51,000 to 61,200 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 (MTA), 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 4.12-2: Existing Transit System** and briefly described below:

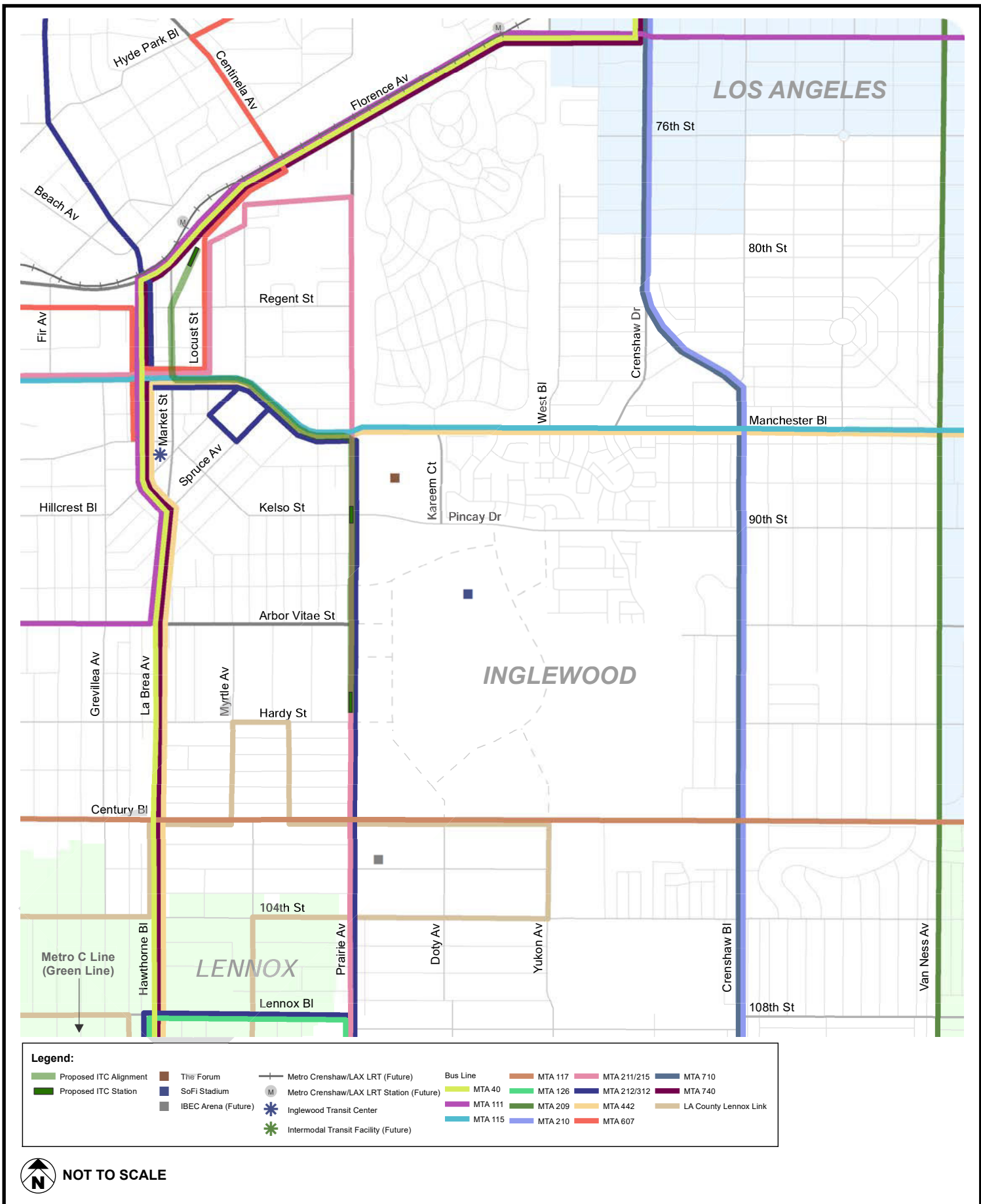
- MTA 40 – Line 40 is a local north/south line that provides service from Downtown Los Angeles to Redondo Beach and travels primarily along La Brea Avenue, Florence Avenue and Crenshaw Boulevard within the study area.
- MTA 111 - Line 111 is a local east/west line that provides service from Norwalk to 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 Wilshire Center to Athens 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.
- TA 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.
- 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.
- 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.
- 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.
- 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 line (Green) has an average of 30,236 daily ridership.

MTA is constructing the Metro Crenshaw/LAX Light-Rail 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.



NOT TO SCALE

SOURCE: Raja Associates, Inc. - 2020

FIGURE 4.12-2



Existing Transit System

The Crenshaw/LAX Line is projected to be completed and commence operations by 2021. The Crenshaw/LAX line includes the Fairview Heights, Downtown Inglewood, Westchester-Veteran and Crenshaw/Imperial stations within the City of Inglewood including. The Downtown Inglewood station at Florence Avenue and Market Street will serve as the transfer point between the proposed Project and the Crenshaw/LAX Line.

Transit Ridership Along Corridors

Transit ridership data for average weekday in October 2019 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 deboarding activities with 997 boardings and 904 deboardings 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 deboardings.

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

Average Weekday Ridership at Bus Stops within Study Area	Corridor	Stops Crossing Street	Metro Lines Serving	
			Stop	Boardings Deboardings
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
		Average	259	269
Prairie Avenue	Grace Avenue		211	3 0
	Howland Drive		211	6 0

Average Weekday Ridership at Bus Stops within Study Area/Corridor	Stops Crossing Street	Metro Lines Serving		
		Stop	Boardings	Deboardings
	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/108th Street	211/212	127	124
	Average		57	58
	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
Crenshaw Boulevard	Pincay Drive/90th Street	210	30	38
	Arbor Vitae Street	210	62	77
	Hardy Street	210	25	54
	Century Boulevard	210/710	750	788
	104th Street	210	93	95
	108th Street	210	91	110
	Average		243	245
	Hyde Park Boulevard	607	2	1
Centinela Avenue	Warren Lane	607	0	1
	Average		1	1
	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
Florence Avenue	Crenshaw Boulevard	111/740	562	505
	8th Avenue	111	141	159
	5th Avenue	111	63	82
	Van Ness Avenue	111	193	196

Average Weekday Ridership at Bus Stops within Study Area		Metro Lines Serving Stop	Boardings	Deboardings
Corridor	Stops Crossing Street			
	Average		172	168
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
	Average		145	161
Arbor Vitae Street	Grevillea Avenue	111	39	36
	La Brea Avenue	111	90	89
	Average		65	63
Century Boulevard	Fir Avenue/Firmona Avenue	117	26	35
	La Brea Avenue/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
	Average		165	163

Source: Transportation Assessment Study for the Inglewood Transit Connector Project DEIR, Raju Associates, Inc., November 2020; refer to Table 4 (refer to Appendix 4.12.1 of this 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 pedestrian access and circulation possibilities to the proposed Market Street 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 proposed Project station. Pedestrian crosswalks to the proposed

station are available at adjacent intersections of Florence Avenue/Market Street and Florence Avenue/Locust Street.

Prairie Avenue 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 and Kelso Street-Pincay Drive adjacent to and in the vicinity of the proposed Project station. Sidewalks are available on both sides of Prairie Avenue and Kelso Street-Pincay Drive adjacent to and in the vicinity of the proposed Project station. Pedestrian crosswalks to the proposed station are available at adjacent intersections of Prairie Avenue/Kelso Street–Pincay Drive and Prairie Avenue/Manchester Boulevard.

Prairie Avenue and Hardy Street offer pedestrian access and circulation possibilities to the proposed Project Station at Hardy Street. Sidewalks are available on both sides of Prairie Avenue and Hardy Street adjacent to and in the vicinity of the proposed Project station. Pedestrian 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 Crossings 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. Pedestrian 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. Pedestrian 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. Pedestrian call pushbuttons are provided on all approaches.

Pedestrian Crossings along Manchester Boulevard

- Intersection of Market Street/Manchester Boulevard: This intersection is signalized with pedestrian indications. Decorative crosswalks are available on all four legs. Pedestrian 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. Pedestrian 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. Pedestrian 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. Pedestrian call pushbuttons are provided on the west and south legs of the intersection.

Pedestrian Crossings 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. Pedestrian 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. Pedestrian 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: This intersection is unsignalized with the eastbound approach stopped at the intersection. A continental crosswalk is available on the west leg 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. Pedestrian 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 HPSP area. A crosswalk

is not provided on the south leg of the intersection. Pedestrian 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 A.M. to 7:00 A.M. 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 A.M. 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 A.M. to 7:00 A.M. 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 A.M. to 7:00 A.M. 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 P.M. to 6:00 P.M. 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 A.M. to 7:00 A.M. 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 P.M. to 6:00 P.M.); 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 A.M. to 7:00 A.M. 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

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 Hollywood Park Specific Plan (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 Crenshaw/LAX 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 above. The estimated non-event daily ITC ridership under Adjusted Baseline conditions is approximately 2,126 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.

4.12.5 THRESHOLDS OF SIGNIFICANCE

Pursuant to Senate Bill (SB) 743, the latest Technical Advisory from the California Governor's Office of Planning and Research (OPR) explicitly stated that transit projects including passenger rail projects (like the proposed ITC Project) would be presumed to not cause significant impacts since they would reduce vehicle miles traveled (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, evaluation of the proposed Project based on the following thresholds derived from Appendix G of the State CEQA Guidelines relative to transportation impacts. Significant transportation impacts would occur if the proposed Project would result in the following conflicts, thereby causing physical environmental impacts:

- Threshold T-1** **Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian 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. Therefore, no significance criteria are established

for evaluation of impacts. However, based on the duration of construction and the extent of disruption during various construction activities, potential effects associated with construction are addressed in this section.

4.12.5 IMPACT ANALYSIS FOR THE PROPOSED PROJECT

4.12.5.1 Methodology

The Inglewood Travel Demand Forecasting Model (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 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 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 average daily traffic (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 (2026) Conditions with Event without Project
- Future Opening Year (2026) 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

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 vehicle-miles traveled (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 (2026) 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 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 (2026) ITDF model and NFL-Game event-day traffic model was aggregated to reflect event-day daily traffic volumes (ADTs) as well as the event-day daily VMTs under future opening year conditions.

Future 2026 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 Hollywood Park Specific Plan (HPSP) Phase 2. When combined with the baseline development in Phase 1, it is assumed that there will be a total of 890,000 square feet of retail space, approximately 4.03 million square feet 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 (2026) Conditions with Event without Project

Future Opening Year (2026) 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 (2026) with Event Day without ITC Project weekday daily traffic volumes.

Future Opening Year (2026) Conditions with Event with Project

Weekday 2026 non-event conditions with the ITC Project were simulated using the updated ITDF and 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 (2026) conditions, the Hollywood Park Specific Plan (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 square feet 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 Event Travel Demand Model (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.

4.12.5.2 Project Improvements

The ITC Project components include elevated grade-separated guideway and three stations, among others, 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 (removal of northbound left-turn lane) and Market Street/Queen Street (removal of northbound and southbound left-turn lanes). 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, 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.

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 and 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 ITC Project.

A surface parking lot with approximately 650 public parking spaces is proposed at the adjacent Market Street/Florence 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 32 on-street parking spaces along Market Street between Florence Avenue and Manchester Boulevard. These spaces will be offset by a surface parking lot at the ITC Market Street Station site located at the southeast corner of the intersection of Market Street and Florence Avenue. 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.

There are currently 70 on-street parking spaces along Manchester Boulevard. The ITC Project would result in reduction of approximately 47 metered on-street parking spaces. These spaces will be offset by a surface parking lot planned at the MSF site located at the southeast corner of the intersection of Manchester Boulevard/Hillcrest Boulevard. This surface parking lot at the MSF site will provide approximately 450 public parking spaces.

4.12.5.2 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 four phases over an approximate five-year period between 2022 and 2026, with preconstruction activities occurring in 2021 and demolition beginning in 2022. 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 MSF. The properties where existing buildings and site improvements will be demolished include at the existing retail commercial center at Market Street and Regent Street (CVS plaza), the commercial buildings located at 500 and 501 E. Manchester Avenue (retail commercial site and gas station buildings), and the commercial building at 150 S. Market Street on the northeast corner of Manchester and Market Street. Phase 1 would include utility relocations, if required, construction of cast-in-place (CIP) columns and slabs, foundations for the initial construction of the MSF facility. After demolition, the remaining asphalt flatwork areas at 500 E. Manchester (retail commercial site), the commercial plaza at Market Street and Regent Street (CVS Plaza) and the commercial building at 150 S. Market 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 project duration. The first phase of construction would occur in 2022 and 2023.
- Phase 2** would include activities to enable the construction sequence of the guideway along Prairie Avenue from the Hardy Street intersection to Manchester Boulevard including the demolition of sidewalks, roadways and landscaping as needed, utility relocations, if necessary, foundations, CIP columns, straddle bents and the precast trapezoidal troughs and girders, and the construction of the MSF. The second phase of construction would occur in 2023 through 2025.
- Phase 3** would include construction of an above-ground passenger access walkway from the Market Street/Florence Avenue Station to the Metro Crenshaw/LAX Line Downtown Inglewood Station, property acquisitions, building demolition, utility relocation (if necessary), foundations, CIP columns, straddle bents and the precast trapezoidal troughs and girders. This phase includes site work completion of the MSF. The third phase of construction would occur in 2024 through 2026.
- Phase 4** would include completion of the aerial guideway construction elements including the installation of the operation and control systems, track work, station platform equipment and systems, completion of the TPSSs, testing and commissioning of the APM trains, completion of all surface construction activities including electrical, mechanical and utilities energizations, and all surface parking lots. Phase 4 will also include final roadway improvements and modifications, and re-striping of streets as required. The fourth phase of construction would occur in 2022 through 2026.

An estimate of the proposed manpower workforce, on-road on-site equipment (trucks) and on-road off-site equipment (trucks) for each phase of construction is included in the *Inglewood Transit Connector (ITC): Construction Scenarios for the Environmental Impact report, prepared by Pacifica Services, Inc., June*

2020. Utilizing the number of construction workers and on-road (both on-site and off-site) trucks, number of round trips and daily traffic volumes by construction phase was estimated. Approximately 682 daily trips are associated with Phase 1 construction, approximately 572 daily trips are associated with Phase 2 construction, approximately 604 daily trips are associated with Phase 3 construction and approximately 200 daily trips are associated with Phase 4 construction. The total trips include both the construction worker and truck trips broken down by each phase.

Assuming arrival patterns consistent with anticipated shift times at construction sites of this nature, most of the trips would occur outside of the peak hours of adjacent street traffic. Construction activity would primarily occur over a 16 hour/day schedule with two shifts, either a morning shift from approximately 7:00 a.m. to 3:00 p.m. and an evening shift from approx. 3:00 p.m. to 11:00 p.m., or a morning shift from approximately 7:00 a.m. to 3:00 p.m. and a night shift from approximately 11:00 p.m. to 7:00 a.m.

Additionally, construction of the APM 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 4.12-3: 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 site, excavated dirt materials/spoils will be hauled during off-peak and late-night hours to the extent possible.

Pedestrian Facilities

Sidewalks along the construction area's frontages generally will not be closed during Phase 1 construction. 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 Phase 1 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 crosswalk will be maintained unless infeasible. During Phase 1, potentially intermittent closure of

the sidewalks within the construction area may occur due to safety measures. Generally, a major portion of the common pedestrian routes to school will not be affected by the construction activities.

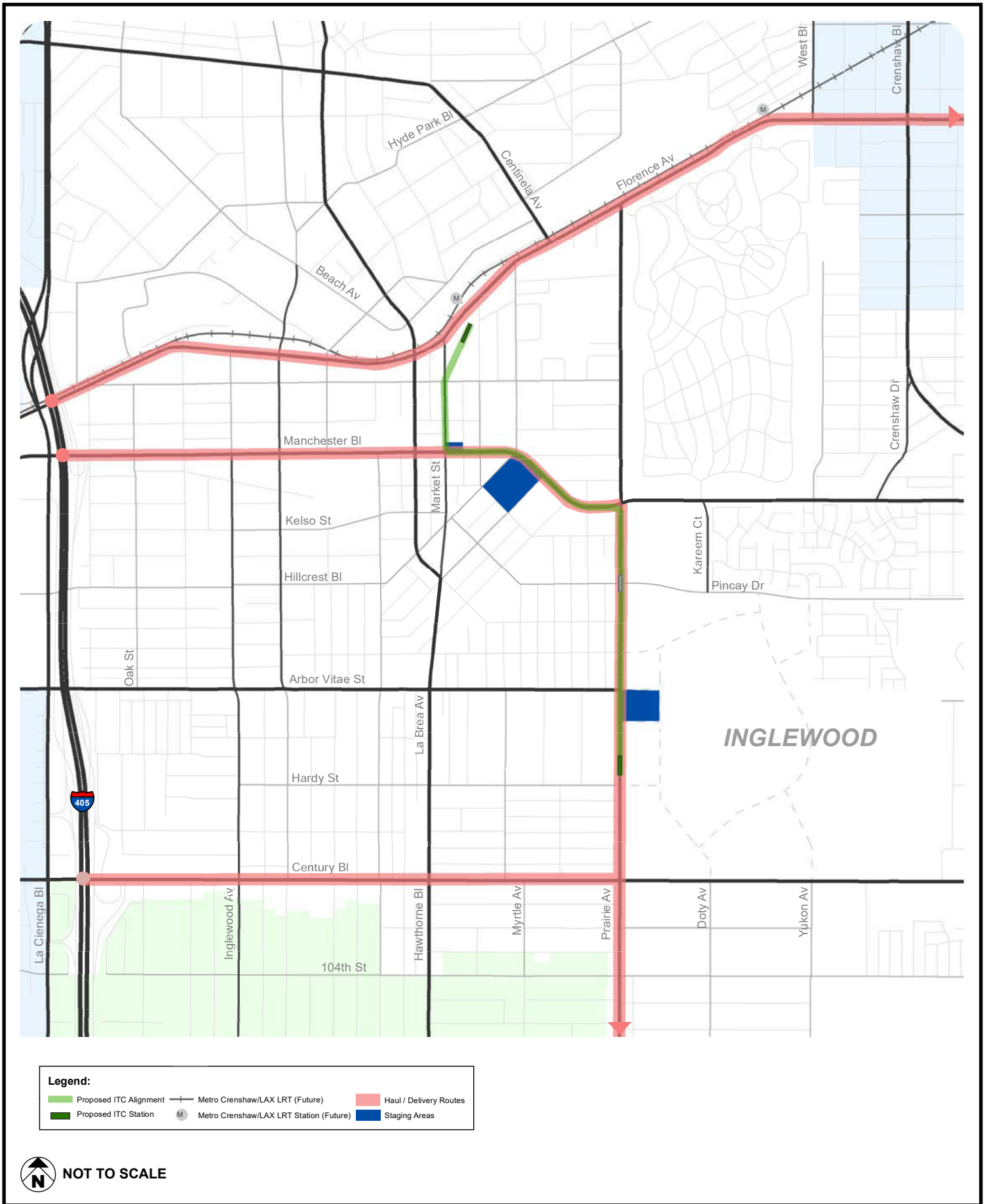
During Phase 2, existing sidewalks generally will be closed within construction area staging section. However, temporary pedestrian sidewalk canopies for the duration of the construction, in order to maintain pedestrian circulation would be provided. Temporary sidewalks shall meet all applicable safety standard including a minimum sidewalk width of five feet. Pedestrian access to buildings will be maintained at all times. All existing crosswalk will be maintained unless infeasible. During certain construction activities (i.e., concrete pours), there will potentially be intermittent closure of the sidewalks within the construction area.

Phase 3 construction along Manchester Boulevard includes removal of existing sidewalks as needed and includes new and/or temporary sidewalks. Existing sidewalks generally will be closed within construction area staging sections. However, there will be temporary pedestrian sidewalk canopies for the duration of the construction, in order to maintain pedestrian circulation. Temporary sidewalks shall meet all applicable safety standard including a minimum sidewalk width of five feet. Access to buildings will be maintained at all times. Crosswalk will be maintained unless infeasible. During certain construction activities (i.e., concrete pours), there will potentially be intermittent closure of the sidewalks within the construction area. The pedestrian access and circulation to all adjacent parcels will be mostly maintained within the construction areas. Potentially intermittent closure of the sidewalks within the construction area may occur due to safety measures. Generally, the pedestrian common routes to school will not be affected by the construction activities due to temporary sidewalks, maintaining crosswalks and providing crossing guards when crosswalks or sidewalks are closed.

Lastly, the Phase 4 construction area would not require closure of sidewalks on either side of the street. Sidewalks would remain open and pedestrian circulation would be maintained along the Phase 4 construction area.

Bicycle Facilities

Potential temporary closure of the southbound bicycle lane along Locust Street between Florence Avenue and Regent Street may occur due to Phase 1 construction activities. No temporary closures of bicycle facilities along Prairie Avenue would occur due to Phase 2 construction activities. No temporary closures of bicycle facilities along Market Street and Manchester Boulevard would occur due to Phase 3 construction activities. No temporary closures of bicycle facilities would occur due to Phase 4 construction activities.



SOURCE: Raja Associates, Inc. - 2020

FIGURE 4.12-3



Construction Haul / Delivery Routes and Staging Areas

Transit Facilities

During Phase 1, 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 construction activities. The bus stop on the north side of Manchester Boulevard, east of Market Street, serving MTA Bus Lines 115, 211, 212, and 607 may need to be temporarily relocated.

The bus stops within the construction area during Phase 2 would potentially need to be temporarily relocated. Coordination with transit providers regarding the need to temporarily relocate bus stops, and rerouting of 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 Crenshaw/LAX Light Rail Transit (LRT) Line commences operation. If these bus lines are shortened, terminated, or re-routed when the Crenshaw/LAX LRT Line commences operations, then no transit circulation/access may be affected.

No bus stops would be removed or relocated due to the Phase 3 construction along Market Street. Additionally, no transit bus rerouting would be required during the Market Street Phase 3 construction. However, rerouting of transit along Manchester Boulevard would need to occur during temporary full closure of Manchester Boulevard. Full street closure would occur mostly during off-peak late-night hours. Thus, the bus stops within the construction area may potentially need to be temporarily relocated during Phase 3. Coordination with transit providers (Metro) regarding the need to temporarily relocate bus stops will be conducted.

No bus stops would be removed or relocated due to the Phase 4 construction. No transit bus rerouting would be required during the Phase 4 construction.

While construction of the Project will have temporary effects on roadway, pedestrian, bicycle, and transit facilities, the ITC Project Construction Commitment Program includes a Construction Staging and Traffic Control Program to ensure access and circulation remains adequate for all modes of travel (vehicular, pedestrian, bicycle, and transit) and uses along the Project alignment during construction. The Construction Staging and Traffic Control Program includes the following:

1. The City of Inglewood would establish a Project Task Force for the ITC Project. This Project Task Force will provide input into worksite traffic control plans and other traffic management plans that are developed for the Project. The Project Task Force will review the traffic management plans to ensure the following topics are considered:
 - Coordination with other public infrastructure projects within the City's boundaries,

- Detour impact analysis for pedestrian, business, bicycle, and traffic flow,
 - Coordinate closures and restricted access with all special events,
 - Notification of the public with use of signage and web-based media,
 - Coordinate with City of Inglewood and LA County police and fire personnel regarding maintenance of emergency access and response times,
 - Monitor and coordinate deliveries,
 - Establish detour routes,
 - Work with residential and commercial neighbors regarding upcoming construction activities and,
 - Analyze traffic conditions to determine the need for additional traffic signals, signs, lane restriping, signal modifications, etc.
2. The Contractor and its consultants and sub-contractors shall develop and submit Worksite Traffic Control Plans to the City of Inglewood that address the following:
- Worksite Traffic Control Plans shall be designed to minimize traffic impacts on residential streets.
 - Except as provided in the work hours permit issued by the City, the minimum traffic lane requirements for arterial streets impacted by Construction shall maintain at least the full number of traffic lanes in the peak direction, and if feasible one traffic lane in the off-peak direction, with additional capacity provided through appropriate detour routes.
 - The minimum traffic requirements for all other commercial and residential streets impacted by construction activities shall be one lane in each direction, unless varied by a City-approved Worksite Traffic Control Plan that protects the surrounding residential and business neighborhoods and promotes the free flow of traffic along the arterial streets.
 - Access shall be maintained to and from all alleys at one or both ends of the alley. If an alley is obstructed at one end such that a turnaround by any vehicle is not feasible, then at its sole expense the Contractor will provide flaggers to control the alley.
 - Worksite Traffic Plans shall demonstrate that public safety vehicles, including police, fire, and emergency response vehicles, will have access on streets affected by construction or that an appropriate detour is provided
 - Worksite Traffic Control Plans shall provide adequate street access to City service vehicles, including but not limited to trash pickup and street sweeping service vehicles, during planned service times.
 - All existing bus stops must be maintained or if necessary, relocated nearby with appropriate signage working after review and approval by the affected transit providers.

- Sidewalk closures in accordance with an approved Construction Staging Plan or Worksite Traffic Control Plan are permitted only when necessary to facilitate the Contractor's Contract work and when approved by the City.
- Provide reasonable vehicular access to all businesses and community facilities, including parking needs.

3. Roadway Closures

- The City and Contractor shall meet and confer ninety (90) days prior to the planned date of the temporary full street closure to coordinate community outreach for the closure. Such community outreach will include at least one meeting with businesses and residents to discuss and receive comments for each temporary full street closure.
- Temporary directional street closures for ground improvement activities on residential streets may be permitted with prior approval from the City, provided that the Contractor gives thirty (30) days' notice.
- Temporary full street closures are permitted upon thirty (30) days' advance notice to the City only for work activities including but not limited to:
 - Installation of piles,
 - Underground utility work,
 - Installation of columns/substructure and superstructure
 - Installation of decking, and
 - Removal of decking
- If the City determines that traffic impacts have not been sufficiently mitigated, then, at any time, the City's traffic engineer may revise the Worksite Traffic Control Plans to incorporate additional mitigation measures or to modify traffic control.
- The Contractor shall reimburse the City for the cost of Traffic Control Officers (TCOs) to assist in mitigation cut-through traffic on residential streets. The Contractor shall also reimburse the City for the Cost of TCOs for all City-approved special events affected by construction.
- Detour routes during temporary street closures shall be subject to review and approval by the City, provided that the Contractor gives thirty (30) days' notice. Detour routes must not use residential streets unless authorized by the City. Advance public notification of street closures in accordance with the notification process required by the City, would be provided.
- Temporary directional street closures for ground improvement activities on residential streets may be permitted with prior approval from the City, provided that the Contractor gives thirty (30) days' notice. The minimum traffic lane requirements at all other times shall be one lane in each direction.

- Construction staging and traffic control requirements (including lane closures, street closures and hauling restrictions) shall be in accordance with the standards set forth in this Article; all Construction Staging Plans, Traffic Management Plans, and any conditions of approval included in a City-issued permit.

4. Preliminary Haul and Overload routes

- Haul routes and overload/oversized vehicle routes must be reviewed and approved by the City.
- To the extent possible, truck deliveries 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. For dirt, aggregate, bulk cement, and all other materials and equipment, truck deliveries would be on designated routes only (freeways and non-residential streets).
- The City may restrict one or more of the approved haul routes during special events within the City or situations when lane restrictions affect a haul route.

Implementation of this program would ensure adequate circulation and access for all uses located along the proposed alignment of the APM system, including providing adequate vehicular access to businesses at all times. Transportation related inconveniences would be reduced to the extent feasible. The Worksite Traffic Control Plans required by the Construction Commitment Program would ensure the minimum traffic lane requirements for arterial streets impacted by Construction shall maintain at least the full number of traffic lanes in the peak direction except as provided in the work hours permit issued by the City, and if feasible one traffic lane in the off-peak direction, 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. Advanced notice of road closures and detours would be provided to the City and the community.

Measures to minimize transportation impacts are not limited to private vehicles. As discussed above, bus stop relocation and bicycle/pedestrian detours facilitates access by other modes of transportation and ensures continued operation and connectivity to nearby communities. Multimodal access to local businesses would be provided throughout construction.

While access to some uses would be disrupted and detoured for short periods of time during construction, through implementation of the Worksite Traffic Control Plans, 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 pedestrian facilities.

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 SoCal Connect – The 2020-2045 RTP/SCS based on its promoting regional economic prosperity; improving mobility, accessibility, reliability and travel safety; increasing travel choices for person movement; reducing greenhouse gases and improving air quality; supporting active transportation and consequently supporting healthy and equitable communities; adapting to climate change and supporting integrated mixed-use development and transportation networks; and leveraging new transportation technologies and data-driven solutions resulting in more efficient travel. 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 minimizing greenhouse gas emissions locally and in the region. The proposed Project would be a reliable transportation system that would improve the security and resilience of the regional transportation system by increasing local transportation service capacity and options for transportation 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 Inglewood Basketball and Entertainment Center (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 advisory and voluntary RTP/SCS Goals and Policies.

Additionally, **Section 4.9: Land Use and Planning** and subsection **4.12.7: Consistency with City General Plan**, below, discuss of the consistency of the proposed Project 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 Element by providing reliable transit service and improving mobility of the local City residents while reducing the number of vehicles on the existing roadway. 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. The proposed Project would support and be consistent with the Environmental Justice Element. 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 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 pedestrian 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 vehicle miles traveled (VMT) due to the proposed Project was prepared for using the ITDF Model as discussed above in Subsection 4.12.5.1: Methodology. For events of all types at each of the venues, VMTs were 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 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 the 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
North/South Streets					
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av	20,985	20,913
		Florence Av	Manchester Bl	24,680	24,626
		Manchester Bl	Spruce Av/Market St	19,362	19,350
		Spruce Av/Market St	Arbor Vitae St	24,983	24,917
		Arbor Vitae St	Hardy St	28,805	28,712
		Hardy St	Century Bl	29,976	29,899
Hawthorne Bl	Major Arterial	Century Bl	104th St	43,055	42,983
		104th St	Lennox Bl	48,207	48,135
Prairie Av	Major Arterial	Florence Av	Regent St	22,089	21,923
		Regent St	Manchester Bl	22,157	21,983
		Manchester Bl	Pincay Dr/Kelso St	29,251	28,942
		Pincay Dr/Kelso St	Arbor Vitae St	38,953	38,434
		Arbor Vitae St	Hardy St	32,546	32,021
		Hardy St	97th St	34,953	34,365
		97th St	Century Bl	34,953	34,365
		Century Bl	102nd St	31,452	31,011
		102nd St	104th St	31,954	31,531
		104th St	Lennox Bl	32,563	32,179
Crenshaw Bl	Major Arterial	80th St	Manchester Bl	23,668	23,596
		Manchester Bl	Pincay Dr/90th St	26,291	26,207
		Pincay Dr/90th St	Arbor Vitae St	32,019	31,906
		Arbor Vitae St	Hardy St	30,872	30,742
		Hardy St	Century Bl	31,682	31,535
		Century Bl	104th St	27,528	27,462
Market St	Minor Arterial	Florence Av	Regent St	3,219	3,211
		Regent St	Manchester Bl	7,790	7,740
Myrtle Av	Collector	Arbor Vitae St	Hardy St	3,881	3,825
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

Street	Facility Type	Segment		Daily Traffic Volumes	
		From	To	Adjusted Baseline without ITC Project	Adjusted Baseline with ITC Project
East/West Streets					
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av	25,766	25,653
Florence Av	Major Arterial	Fir Av	La Brea Av	16,835	16,835
		La Brea Av	Market St	21,042	21,035
		Market St	Centinela Av	24,496	24,480
		Centinela Av	Prairie Av	40,740	40,667
		Prairie Ave	West Bl	40,093	40,012
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av	21,435	21,325
		La Brea Av	Market St	21,733	21,623
		Market St	Locust St	18,821	18,730
		Locust St	Hillcrest Bl	20,190	20,117
		Hillcrest Bl	Spruce Av	24,505	24,358
		Spruce Av	Prairie Av	28,735	28,505
		Prairie Av	Kareem Ct	31,974	31,799
		Kareem Ct	Crenshaw Dr	36,748	36,517
		Crenshaw Dr	Crenshaw Bl	27,895	27,749
Arbor Vitae St	Major Arterial	Crenshaw Bl	Van Ness Av	31,211	31,071
		Grevillea Av	La Brea Av	13,751	13,640
		La Brea Av	Myrtle Av	9,251	9,159
Century Bl	Major Arterial	Myrtle Av	Prairie Av	8,426	8,386
		Grevillea Av	La Brea Av/Hawthorne Bl	50,609	50,460
		La Brea Av/Hawthorne Bl	Myrtle Av	41,279	41,101
		Myrtle Av	Freeman Av	37,897	37,752
		Freeman Av	Prairie Av	33,189	33,041
		Prairie Av	Doty Av	41,073	40,727
		Doty Av	HP Casino Dr	42,370	42,010
		HP Casino Dr	Yukon Av	42,370	42,010
		Yukon Av	Club Dr	41,153	40,771
		Club Dr	Crenshaw Bl	43,164	42,722
Regent St	Collector	Crenshaw Bl	Van Ness Av	36,633	36,384
		Grevillea Av	La Brea Av	5,199	5,177
		La Brea Av	Market St	16,175	16,041
		Market St	Prairie Ave	8,199	8,149

Street	Facility Type	Segment		Daily Traffic Volumes	
		From	To	Adjusted Baseline without ITC Project	Adjusted Baseline with ITC Project
Hillcrest Bl	Collector	Grevillea Av	La Brea Av	8,701	8,656
		La Brea Av	Market St	7,287	7,241
		Market St	Nutwood St / Locust St	9,060	8,975
		Nutwood St / Locust St	Manchester Bl	5,018	5,014
		Manchester Bl	Florence Av	7,946	7,878
Spruce Av	Collector	La Brea Av	Manchester Av	2,959	2,922
Kelso St / Pincay Dr	Collector	Spruce Av	Prairie Av	5,592	5,562
		Prairie Av	Kareem Ct	19,138	18,971
		Kareem Ct	Crenshaw Bl	14,364	14,253
Hardy St	Collector	La Brea Av	Prairie Ave	4,736	4,612
104th St	Collector	Grevillea Av	Hawthorne Bl	6,859	6,856
		Hawthorne Bl	Prairie Ave	4,102	4,100
		Prairie Av	Doty Av	3,581	3,571

Source: Transportation Assessment Study for the Inglewood Transit Connector Project DEIR, Raju Associates, Inc., November 2020; refer to Table 8 (refer to Appendix 4.12.1 of this Draft EIR).

Future Opening Year (2026) with Event and 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 (2026) With Event and Project**, with implementation of the ITC Project, daily traffic volumes would decrease along these key corridors ranging between approximately 920 to 1,410 vehicle trips per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 430 to 757 vehicle trips per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 1,078 to 1,170 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 (2026) With Event and Project

Street	Facility Type	Segment		Daily Traffic Volumes	
		From	To	Future Opening Year (2026) with Event without ITC Project	Future Opening Year (2026) with Event and ITC Project
North/South Streets					
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av	26,222	26,071
		Florence Av	Manchester Bl	30,442	30,271
		Manchester Bl	Spruce Av/Market St	25,372	25,261
		Spruce Av/Market St	Arbor Vitae St	34,531	34,267
		Arbor Vitae St	Hardy St	33,430	33,206
		Hardy St	Century Bl	37,247	36,971
Hawthorne Bl	Major Arterial	Century Bl	104th St	54,238	53,909
		104th St	Lennox Bl	59,511	59,183
Prairie Av	Major Arterial	Florence Av	Regent St	25,969	25,421
		Regent St	Manchester Bl	25,280	24,721
		Manchester Bl	Pincay Dr/Kelso St	39,267	38,222
		Pincay Dr/Kelso St	Arbor Vitae St	42,582	41,661
		Arbor Vitae St	Hardy St	38,402	37,385
		Hardy St	97th St	47,068	45,658
		97th St	Century Bl	47,068	45,659
		Century Bl	102nd St	42,353	41,025
Crenshaw Bl	Major Arterial	102nd St	104th St	43,661	42,197
		104th St	Lennox Bl	43,735	42,309
		80th St	Manchester Bl	29,355	29,124
		Manchester Bl	Pincay Dr/90th St	35,388	34,954
		Pincay Dr/90th St	Arbor Vitae St	44,981	44,208
		Arbor Vitae St	Hardy St	43,220	42,466
Market St	Minor Arterial	Hardy St	Century Bl	44,527	43,756
		Century Bl	104th St	41,333	40,488
Myrtle Av	Collector	Florence Av	Regent St	4,524	4,508
Doty Av	Collector	Regent St	Manchester Bl	9,367	9,249
Yukon Av	Collector	Arbor Vitae St	Hardy St	4,636	4,531
Locust St	Collector	Century Bl	104th St	10,222	9,898
		Century Bl	104th St	11,859	11,591
		Florence Av	Manchester Bl	5,635	5,540

Street	Facility Type	Segment		Daily Traffic Volumes	
		From	To	Future Opening Year (2026) with Event without ITC Project	Future Opening Year (2026) with Event and ITC Project
East/West Streets					
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av	28,683	28,500
Florence Av	Major Arterial	Fir Av	La Brea Av	21,600	21,437
		La Brea Av	Market St	26,077	25,899
		Market St	Centinela Av	32,034	31,662
		Centinela Av	Prairie Av	48,196	47,718
		Prairie Ave	West Bl	47,614	47,434
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av	30,077	29,464
		La Brea Av	Market St	30,173	29,560
		Market St	Locust St	24,607	24,099
		Locust St	Hillcrest Bl	28,702	28,174
		Hillcrest Bl	Spruce Av	35,259	34,613
		Spruce Av	Prairie Av	39,409	38,699
		Prairie Av	Kareem Ct	40,188	39,758
		Kareem Ct	Crenshaw Dr	49,875	49,118
		Crenshaw Dr	Crenshaw Bl	37,283	36,759
Arbor Vitae St	Major Arterial	Crenshaw Bl	Van Ness Av	40,073	39,534
		Grevillea Av	La Brea Av	16,362	16,113
		La Brea Av	Myrtle Av	14,505	14,149
Century Bl	Major Arterial	Myrtle Av	Prairie Av	12,639	12,379
		Grevillea Av	La Brea Av/Hawthorne Bl	68,654	67,671
		La Brea Av/Hawthorne Bl	Myrtle Av	56,586	55,489
		Myrtle Av	Freeman Av	53,802	52,717
		Freeman Av	Prairie Av	49,113	48,035
		Prairie Av	Doty Av	57,910	56,766
		Doty Av	HP Casino Dr	57,392	56,234
		HP Casino Dr	Yukon Av	57,637	56,472
		Yukon Av	Club Dr	54,057	52,937
		Club Dr	Crenshaw Bl	55,755	54,585
Regent St	Collector	Crenshaw Bl	Van Ness Av	46,262	45,553
		Grevillea Av	La Brea Av	7,490	7,451
		La Brea Av	Market St	18,874	18,684
		Market St	Prairie Ave	9,189	9,134

Street	Facility Type	Segment		Daily Traffic Volumes	
		From	To	Future Opening Year (2026) with Event without ITC Project	Future Opening Year (2026) with Event and ITC Project
Hillcrest Bl	Collector	Grevillea Av	La Brea Av	11,360	11,291
		La Brea Av	Market St	9,049	9,003
		Market St	Nutwood St / Locust St	11,115	11,026
		Nutwood St / Locust St	Manchester Bl	6,570	6,568
		Manchester Bl	Florence Av	10,256	10,153
Spruce Av	Collector	La Brea Av	Manchester Av	8,153	7,979
Kelso St / Pincay Dr	Collector	Spruce Av	Prairie Av	7,250	7,147
		Prairie Av	Kareem Ct	24,905	24,449
		Kareem Ct	Crenshaw Bl	27,838	26,921
Hardy St	Collector	La Brea Av	Prairie Ave	7,370	7,165
104th St	Collector	Grevillea Av	Hawthorne Bl	8,326	8,324
		Hawthorne Bl	Prairie Ave	5,152	5,140
		Prairie Av	Doty Av	6,823	6,780

Source: Transportation Assessment Study for the Inglewood Transit Connector Project DEIR, Raju Associates, Inc., November 2020; refer to Table 20 (refer to Appendix 4.12.1 of this Draft EIR).

Future Opening Year (2026) with Event Project Ridership

The estimated non-event daily ridership under Future Opening Year (2026) conditions is 3,098 daily passengers.

The Future Opening Year (2026) 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 (2026)**, the estimated daily ridership under Future Opening Year (2026) with Event (NFL) conditions is 25,056 daily passengers.

**Table 4.12-5
ITC Weekday Daily Ridership Future Opening Year (2026)**

Scenario	Weekday Daily Ridership	
	Non-Event	with NFL Event*
Future Opening Year 2026 Conditions	3,098	25,056

* Includes ridership associated with non-event weekday conditions.

Source: Transportation Assessment Study for the Inglewood Transit Connector Project DEIR, Raju Associates, Inc., November 2020; refer to Table 22 (refer to Appendix 4.12.1 of this 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 (2026) conditions is presented in **Table 4.12-6: ITC Ridership Per Event – Future Opening Year (2026) Conditions**.

**4.12-6
ITC Ridership Per Event – Future Opening Year (2026) Conditions**

Venue/Event Type ^[1]	Number of Events/Year ^[1]	ITC Ridership per Event	Annual ITC Ridership
NFL Game	20	21,957	439,142
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
Total	421	-	1,927,411

[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., November 2020; refer to Table 13 (refer to Appendix 4.12.1 of this Draft EIR).

Future Horizon Year (2045) with Event and 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 1,085 to 1,725 vehicles per day along Prairie Avenue between Manchester Boulevard and Century Boulevard; approximately 575 to 985 vehicles per day along Manchester Boulevard between La Brea Avenue and Crenshaw Boulevard; and approximately 1,335 to 1,400 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
North/South Streets					
La Brea Av	Major Arterial	Hyde Park Bl	Florence Av	29,861	29,691
		Florence Av	Manchester Bl	33,924	33,726
		Manchester Bl	Spruce Av/Market St	29,068	28,933
		Spruce Av/Market St	Arbor Vitae St	39,767	39,457
		Arbor Vitae St	Hardy St	39,352	39,067
		Hardy St	Century Bl	44,527	44,175
Hawthorne Bl	Major Arterial	Century Bl	104th St	65,099	64,729
		104th St	Lennox Bl	71,544	71,176
Prairie Av	Major Arterial	Florence Av	Regent St	29,203	28,578
		Regent St	Manchester Bl	27,091	26,452
		Manchester Bl	Pincay Dr/Kelso St	45,088	43,797
		Pincay Dr/Kelso St	Arbor Vitae St	47,636	46,551
		Arbor Vitae St	Hardy St	44,534	43,270
		Hardy St	97th St	52,074	50,351
		97th St	Century Bl	52,074	50,351
		Century Bl	102nd St	47,960	46,268
		102nd St	104th St	49,501	47,616
		104th St	Lennox Bl	48,963	47,134
Crenshaw Bl		80th St	Manchester Bl	33,571	33,276

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
	Major Arterial	Manchester Bl	Pincay Dr/90th St	39,937	39,384
		Pincay Dr/90th St	Arbor Vitae St	51,817	50,781
		Arbor Vitae St	Hardy St	49,168	48,179
		Hardy St	Century Bl	50,453	49,458
		Century Bl	104th St	46,870	45,757
Market St	Minor Arterial	Florence Av	Regent St	5,650	5,628
		Regent St	Manchester Bl	10,690	10,555
Myrtle Av	Collector	Arbor Vitae St	Hardy St	6,099	5,950
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
East/West Streets					
Centinela Av	Major Arterial	Hyde Park Bl	Florence Av	32,424	32,184
Florence Av	Major Arterial	Fir Av	La Brea Av	26,322	26,106
		La Brea Av	Market St	31,261	31,021
		Market St	Centinela Av	37,988	37,548
		Centinela Av	Prairie Av	55,160	54,598
		Prairie Ave	West Bl	55,224	55,012
Manchester Bl	Major Arterial	Grevillea Av	La Brea Av	32,931	32,122
		La Brea Av	Market St	32,771	31,961
		Market St	Locust St	26,664	25,981
		Locust St	Hillcrest Bl	31,551	30,842
		Hillcrest Bl	Spruce Av	39,895	39,043
		Spruce Av	Prairie Av	44,370	43,461
		Prairie Av	Kareem Ct	45,758	45,185
		Kareem Ct	Crenshaw Dr	58,090	57,104
		Crenshaw Dr	Crenshaw Bl	43,024	42,340
		Crenshaw Bl	Van Ness Av	45,395	44,701
Arbor Vitae St	Major Arterial	Grevillea Av	La Brea Av	19,238	18,983
		La Brea Av	Myrtle Av	16,361	15,972
		Myrtle Av	Prairie Av	14,304	14,017
Century Bl	Major Arterial	Grevillea Av	La Brea Av/Hawthorne Bl	82,484	81,243

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/Hawthorne Bl	Myrtle Av	66,429	65,075
		Myrtle Av	Freeman Av	64,171	62,818
		Freeman Av	Prairie Av	58,322	56,975
		Prairie Av	Doty Av	67,296	65,905
		Doty Av	HP Casino Dr	65,876	64,488
		HP Casino Dr	Yukon Av	65,917	64,527
		Yukon Av	Club Dr	61,973	60,638
		Club Dr	Crenshaw Bl	64,050	62,652
		Crenshaw Bl	Van Ness Av	54,021	53,173
Regent St	Collector	Grevillea Av	La Brea Av	9,403	9,356
		La Brea Av	Market St	22,440	22,222
		Market St	Prairie Ave	10,836	10,771
Hillcrest Bl	Collector	Grevillea Av	La Brea Av	14,013	13,916
		La Brea Av	Market St	10,783	10,721
		Market St	Nutwood St / Locust St	13,115	12,997
		Nutwood St / Locust St	Manchester Bl	7,663	7,661
Spruce Av	Collector	Manchester Bl	Florence Av	11,716	11,586
		La Brea Av	Manchester Av	9,550	9,348
Kelso St / Pincay Dr	Collector	Spruce Av	Prairie Av	8,763	8,621
		Prairie Av	Kareem Ct	28,522	27,905
		Kareem Ct	Crenshaw Bl	32,184	30,935
Hardy St	Collector	La Brea Av	Prairie Ave	8,330	8,102
		Grevillea Av	Hawthorne Bl	10,400	10,395
104th St	Collector	Hawthorne Bl	Prairie Ave	6,495	6,477
		Prairie Av	Doty Av	8,146	8,093

Source: Transportation Assessment Study for the Inglewood Transit Connector Project DEIR, Raju Associates, Inc., November 2020; refer to Table 28 (refer to Appendix 4.12.1 of this 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 4,405 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 31,089 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	4,405	31,089

* Includes ridership associated with non-event weekday conditions.

Source: Transportation Assessment Study for the Inglewood Transit Connector Project DEIR, Raju Associates, Inc., November 2020; refer to Table 30 (refer to Appendix 4.12.1 of this 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 ^[1]	Number of Events/Year ^[1]	ITC Ridership per Event	Annual ITC Ridership
NFL Game	20	26,684	533,680
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

Venue/Event Type ^[1]	Number of Events/Year ^[1]	ITC Ridership per Event	Annual ITC Ridership
IBEC - Corporate Events	100	888	88,776
IBEC - Plaza Events	16	1,765	28,233
Total	421	-	2,327,168

[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., November 2020; refer to Table 14 in Appendix 4.12.1 of this 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 APM 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 vehicle miles traveled (VMT) due to the proposed Project was prepared for typical weekday conditions using the ITDF Model as discussed above in **Subsection 4.12.5.1: Methodology**. 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 on **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 20,566 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	3,111,690

Source: Transportation Assessment Study for the Inglewood Transit Connector Project DEIR, Raju Associates, Inc., November 2020; refer to Table 9 (refer to Appendix 4.12.1 of this Draft EIR).

Future Opening Year (2026) with Project Conditions Daily VMT Analysis

As discussed above in **Subsection 4.12.5.1: Methodology**, an evaluation of the reduction in VMT due to the proposed Project was prepared for Future Opening Year (2026) with an NFL Game Event at SoFi Stadium. The daily VMTs presented in **Table 4.12-11: Daily VMT Future Opening Year (2026) 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 227,739 vehicle-miles (4.3%) with the implementation of the proposed Project under Future Opening Year (2026) with a NFL Game Event.

Table 4.12-11
Daily VMT Future Opening Year (2026) Without and With Project

Scenario	Daily VMT	
	Without ITC	With ITC
Future Opening Year (2026) Non-Event	3,906,593	3,874,725
NFL Game Event	1,368,495	1,172,624
Future Opening Year (2026) with NFL Game Event	5,275,088	5,047,349

Source: Transportation Assessment Study for the Inglewood Transit Connector Project DEIR, Raju Associates, Inc., November 2020; refer to Table 21 in Appendix 4.12.1 of this Draft EIR).

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

An evaluation of the reduction in vehicle miles traveled (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 297,080 vehicle-miles (5.2%), with the implementation of the proposed Project under cumulative Future Horizon Year (2045) with an NFL Game Event.

Table 4.12-1213
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	4,256,626
NFL Game Event	1,368,495	1,108,591
Future Horizon Year (2045) with NFL Game Event	5,662,297	5,365,217

Source: *Transportation Assessment Study for the Inglewood Transit Connector Project DEIR*, Raju Associates, Inc., November 2020; refer to Table 29 in Appendix 4.12.1 of this 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 APM 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 proposed Project is a 1.6-mile, dual lane, elevated mass-transit system with three stations located at: Market Street – Florence Avenue, Prairie Avenue - Pincay Drive, and Prairie Avenue – Hardy Street.

The Market Street – Florence Avenue Station site would also include vertical circulation elements including an above-grade pedestrian bridge connecting with the Downtown Inglewood Station of the

Crenshaw/LAX LRT Line; a surface parking lot with approximately 650 public parking spaces; and two pick-up and drop-off areas for buses, shuttles and others located along the west side of Locust south of Florence Avenue and along the north side of Regent Street between Locust and Market Streets. The Prairie Avenue – Pincay Drive Station would include vertical circulation elements providing connections to both the Forum and the LASED, including SoFi Stadium and the 6,000 seat Performance Venue. The Prairie Avenue – Hardy Street Station would include pedestrian connections to the SoFi Stadium, Performance Venue and IBEC sites.

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 (removal of northbound left-turn lane) and Market Street/Queen Street (removal of northbound and southbound left-turn lanes). No changes to intersection traffic control are proposed at these intersections. At Manchester Boulevard between west of 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 columns and station features would be located in the sidewalks and in the 30-foot setback areas along the Forum site, the Hollywood Park Specific Plan Development site and the City’s Civic Center site. To accommodate the proposed Project columns and station features, Prairie Avenue roadway will be partially relocated to the east, while maintaining existing capacity and minimum sidewalk widths. The proposed Project also consists of an aerial guideway and stations, maintenance, and storage facility

(MSF) and traction power substations (TPSS). The proposed Project would include pedestrian access improvements, including mezzanine level at each station to provide connectivity to pedestrian bridges for traveling over active roadways. The pedestrian bridges will be designed to improve both pedestrian 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 compliance along the transit corridor. The proposed Project would provide for the City to maintain streetscape consistent with the requirements of the Municipal Code. 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.

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

Construction

Construction of the proposed Project, particularly during Phases 2 and 3, would have the potential to result in temporary impacts on access and circulation. As discussed above under **Impact T-1**, the Construction Commitment Program required the preparation of Worksite Traffic Control Plans to ensure access and circulation remains adequate at all times along the Project alignment during construction. All Worksite Traffic Control Plans will be required to demonstrate that public safety vehicles, including police, fire, and emergency response vehicles, within the Project area or approved detours is adequate at all times. As part of developing the Worksite Traffic Control Plan, consultation will be conducted with City of Inglewood and LA County police and fire personnel to ensure that emergency access and response times are maintained. Worksite Traffic Plans will be required to demonstrate that public safety vehicles, including police, fire, and emergency response vehicles, will have access on streets affected by construction or that an appropriate detour is provided.

Operation

The Project has been designed to add the APM system in the public right-of-way on Market Street, Manchester Boulevard, and Prairie Avenue while maintaining the existing number of travel lane on these streets. As discussed above, 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 above, 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 above 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 APM 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:

The "Street Classification" section of the General Plan Circulation Element of the General Plan would be updated and amended in order to reclassify Market Street, between Florence Avenue to the north and La Brea Avenue to the south, as a "Collector".

The Circulation Element identifies typical street sections for common right-of-way widths and sections of streets planned for widening within the "Streets Rights-of-Way" section. The second component of the proposed amendment includes the addition of Prairie Avenue, between Manchester Boulevard to the north and Hardy Street to the south, with a maximum right-of-way of up to 132 feet, to this section.

The “Street Widening” section would be updated and amended to include Prairie Avenue, from Manchester Boulevard to Hardy Street, as an arterial street in Inglewood selectively identified as a street that needs to be widened to accommodate current or anticipated traffic or public infrastructure needs.

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.

The Circulation Element "Bicycle Route Plan" Map would be revised to remove Prairie Avenue as a “Type I” Designated Route.

The “Street Environment” section would be updated and amended to include the proposed Project as a factor that contributes to the quality of a community’s streetscapes and street environments within the public rights-of-way.

The “Parkway and Median Landscaping” section would be amended by adding the proposed Project corridor.

The “Parking Needs” section would be updated to include portions of streets presently used for parking may need to be used to accommodate infrastructure for higher-occupancy mass transit projects.

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 pedestrian 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 a transit system 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 a traffic construction management plan as approved by the City of Inglewood Transportation Division. 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 pedestrian access at the ground level surrounding the stations along the proposed Project. Access to the stations would be accomplished through ADA-compliant pedestrian 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 above under **Impact T-1** 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 Crenshaw/LAX Light Rail Transit (LRT) Line at the Downtown Inglewood Station. For these reasons, the proposed Project would not conflict with Inglewood General Plan policies related to transportation.