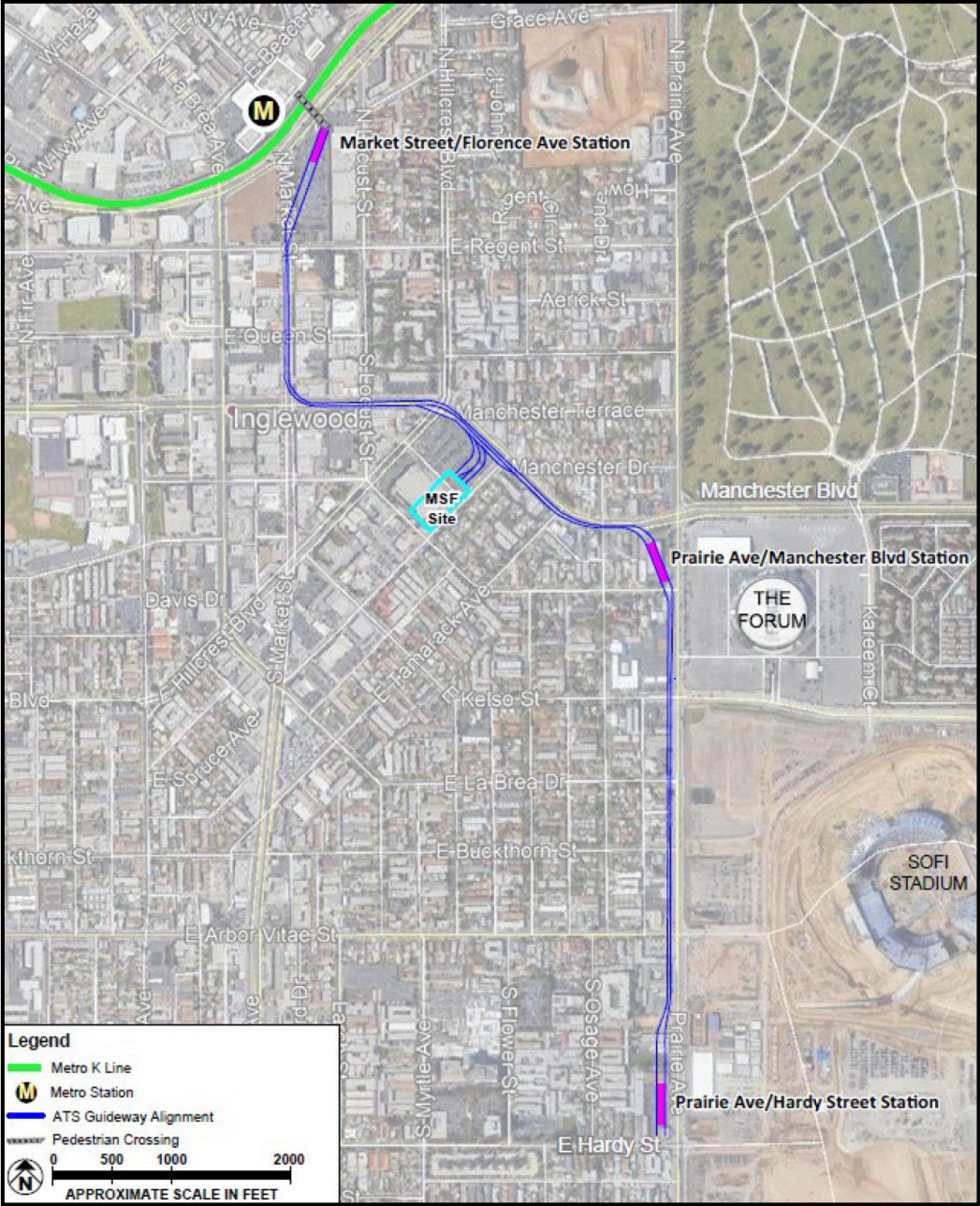


| |
|---|
| RTIP ID#: LA99ITC101 |
| TCWG Consideration Date: December 7, 2021 |
| <p>Project Description <i>(clearly describe project)</i></p> <p>The Federal Transit Administration, in cooperation with the City of Inglewood, is initiating the preparation of an Environmental Assessment for the proposed Inglewood Transit Connector (ITC) Project (proposed Project). The proposed Project is a 1.6-mile, three-station, fully elevated, electrically powered Automated Transit System (ATS) that would connect directly to the Metro K Line (Crenshaw/LAX) Downtown Inglewood Station. The ATS would be powered from the electrical grid through connections to power distribution system substations. The trains would not be powered by diesel or gasoline.</p> <p>The elevated guideway is primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue. The alignment runs south for approximately 0.35 miles on Market Street, turning east at Manchester Boulevard for another 0.50 miles until turning south on Prairie Avenue. The alignment continues south on Prairie Avenue for approximately 0.75 miles ending north of Century Boulevard at Hardy Street. Three stations are proposed adjacent to the guideway on privately owned land that would be acquired as part of the proposed Project.</p> <p>Components of the proposed Project include:</p> <ul style="list-style-type: none"> • ATS trains operating on an elevated dual-lane guideway with three stations; • Passenger walkway systems connecting the stations to the street, mezzanine areas, escalators and elevators; • Storage space, operations space, communications systems located within stations; • Wayfinding, signs and communication program; • A Maintenance and Storage Facility to provide regular and preventive maintenance of the ATS trains and equipment, as well as space for storage of the vehicle fleet and the operations control center, among other functions; • Power distribution system substations located on the MSF and the Prairie Avenue/Hardy Street station sites to provide traction/propulsion power, auxiliary power, and housekeeping power; • Utilities infrastructure—new, modified, and/or relocated—to support the proposed Project; • Surface public parking lots located at Market/Florence and Prairie/Hardy stations containing multimodal pick-up and drop-off areas, and at 150 S. Market Street to support Downtown Inglewood; and • Roadway, traffic devices, and streetscape modifications and improvements to accommodate the guideway alignment and support structures. <p>Construction is planned to occur in multiple phases over approximately 46 months between January 2024 and November 2027. The proposed Project would open in time to operate for the 2028 Olympics. The ATS trains would typically operate daily for commuters, activity center visitors and employees 7 days per week for 18 hours per day, from 6:00 AM to 11:59 PM (midnight). The proposed Project would typically be closed with no trains operating from 12 AM to 5:59 AM, for 6 hours per day; during this time, maintenance activity would occur.</p> |
| Type of Project: Bus, rail, or inter-modal facility/terminal/transfer point |

| | |
|-----------------------------|---|
| <p>County LA</p> | <p>Narrative Location/Route & Postmiles: Route is 1.6-miles long located within public rights-of-way in the City of Inglewood along Market Street, Manchester Boulevard, and Prairie Avenue. Refer to Figure 1.</p> <p>Caltrans Projects – EA# Not Applicable</p>  |
|-----------------------------|---|

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

| | | | | |
|--|---|--|--|---------------------------------------|
| Lead Agency: City of Inglewood | | | | |
| Contact Person Louis Atwell | Phone# (310) 412-5333 | Fax# Not Applicable | Email: latwell@cityofinglewood.org | |
| Hot Spot Pollutant of Concern (<i>check one or both</i>) PM2.5 X PM10 X | | | | |
| Federal Action for which Project-Level PM Conformity is Needed (<i>check appropriate box</i>) | | | | |
| Categorical Exclusion (NEPA) | <input checked="" type="checkbox"/> EA or Draft EIS | <input type="checkbox"/> FONSI or Final EIS | <input type="checkbox"/> PS&E or Construction | <input type="checkbox"/> Other |
| Scheduled Date of Federal Action: 2022 | | | | |
| NEPA Assignment – Project Type (<i>check appropriate box</i>) | | | | |
| <input type="checkbox"/> Exempt | <input type="checkbox"/> Section 326 – Categorical Exemption | <input checked="" type="checkbox"/> Section 327 – Non-Categorical Exemption | | |
| Current Programming Dates (<i>as appropriate</i>) | | | | |
| | PE/Environmental | ENG | ROW | CON |
| Start | 2021 | 2022 | 2022 | 2024 |
| End | 2022 | 2027 | 2023 | 2027 |
| Project Purpose and Need (Summary): (<i>attach additional sheets as necessary</i>) | | | | |
| <p>The City of Inglewood is undergoing a historic transformation into a world-class sports and entertainment destination and a major employment center within the greater Los Angeles region. First, in 2012, over \$100 million was invested in the Forum, making it one of the largest indoor concert venues and host of some of the largest entertainment acts in the country. Next, the redevelopment of approximately 298 acres at Hollywood Park includes thousands of new residential units and millions of square feet of commercial and recreational uses as part of the Los Angeles Stadium and Entertainment District (LASED) project. At the centerpiece of the LASED is the new \$5 billion-dollar, 70,240-seat SoFi Stadium shared by the Los Angeles Rams and Los Angeles Chargers. SoFi Stadium will host Super Bowl LVI in Winter 2022, the 2026 FIFA World Cup, and the 2028 Summer Olympic Games. In August 2020, the City approved the Inglewood Basketball and Entertainment Center, which will be home to the Los Angeles Clippers of the National Basketball Association and includes the team’s arena, headquarters, and training facilities.</p> <p>The City of Inglewood proposes the ITC to address projected future congestion, improve overall mobility and levels of service, and advance its sustainability goals. The purpose of the proposed Project is to provide a direct and convenient extension of the Metro regional transit System for local residents and the region to access the City’s new major housing, employment, commercial, and activity centers. Providing transit access to the City’s activity centers would advance local and regional goals to increase transportation choice, significantly reduce greenhouse gas emissions, improve air quality and human health, reduce per-capita vehicle miles traveled, reduce the growth of congestion on local and regional roads, and encourage sustainable development patterns. The City recognizes that an efficient and effective transportation network is essential to achieving the full benefits of ongoing and widespread investment.</p> | | | | |

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The City of Inglewood was historically developed as a low-density single-family community and is transitioning to include higher-density development with the implementation of land use plans such as the New Downtown and Fairview Heights TOD Plan and the Hollywood Park Specific Plan. These plans allow and encourage mixed-use development focusing on walkability, density, and TOD. As of 2016, land uses in the City were comprised of residential (46.7 percent), right-of-way (23.5 percent), public/semi-public (20.3 percent), commercial (6.1 percent), and industrial (3.7 percent) uses.

Commercial uses are typically located along major arterials in the City of Inglewood. The two major components of commercial land uses include retail service and automobile sales and service, representing 63 percent and 20 percent, respectively, of all commercial uses. The City is experiencing a growth of light industrial oriented uses focused on shipping in and out of Los Angeles International Airport. Zoning for light industrial represents 75 percent of land zoned for industrial uses while the remaining 25 percent is zoned for heavy industrial uses.

Traffic generators are broadly characterized by land use because of the alignment length and size of the Study Area. The existing land uses in the Study Area are characterized primarily by residential and commercial uses. These uses generate limited diesel traffic. Diesel traffic generated by land uses near the proposed Project are primarily related to general construction activities and deliveries to commercial uses, including entertainment venues. Overall, diesel traffic on surface streets near the proposed Project is not substantial compared to diesel traffic that is common to local freeways.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Not Applicable. The proposed Project does not include the construction of a new highway or the expansion of an existing highway.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Not Applicable. The proposed Project does not include the construction of a new highway or the expansion of an existing highway.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The proposed Project is an electrically powered Automated Transit System line that would not significantly change regional or local diesel truck volumes or related travel patterns. The Project team has not estimated truck average annual daily traffic and percentage on local roadway segments along the approximately 1.6-mile alignment. Many intersections in the Study Area would experience improved level-of-service due to the new transit option removing passenger vehicles from the roadway network. A level-of-service analysis has not been completed for the proposed Project. However, with the 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. Refer to Table 1 for daily traffic volume reductions.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Refer to preceding paragraph and Table 2 for daily traffic volume reductions in the Horizon Year.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

This new transit service will increase mobility and connectivity to the City of Inglewood activity centers. The Project would provide congestion relief by removing passenger vehicles from the roadway network. Unlike a highway project, the APM project does not have the potential to cause a significant redistribution of local traffic to other portions of the roadway network.

Comments/Explanation/Details *(attach additional sheets as necessary)*

Under 40 Code of Federal Regulations 93.123(b)—PM₁₀ and PM_{2.5} Hot Spots—the following criteria are used to determine the potential for a proposed project to qualify as a Project of Air Quality Concern:

- (i) *New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;*

The proposed Project does not include the construction of a new highway or the expansion of an existing highway. Therefore, the proposed Project would not be considered a Project of Air Quality Concern under this criterion.

- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*

Many intersections in the Study Area would experience improved level-of-service due to the new transit option removing passenger vehicles from the roadway network. A level-of-service analysis has not been completed for the proposed Project. However, with the 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. Refer to Tables 1 through 3 for daily traffic volume reductions. Therefore, the proposed Project would not be considered a Project of Air Quality Concern under this criterion.

- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*

Terminals, stations, and transfer points would not be serviced by a significant number of diesel vehicles. Fourteen bus lines provide services in the study area, including thirteen bus lines operated by the Los Angeles County Metropolitan Transportation Authority and one bus line operated by the County of Los Angeles. These buses are powered by alternative fuels as opposed to diesel fuels. Therefore, the Project would not be considered a Project of Air Quality Concern under this criterion.

- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*

The proposed Project may result in changes to the Metro K Line (Crenshaw/LAX) Downtown Inglewood Station. However, no existing tracks that accommodate diesel locomotives would be modified by the proposed Project. As described above, local buses are powered by alternative fuels. There is no potential for a significant increase in the number of diesel vehicles. Therefore, the proposed Project would not be considered a Project of Air Quality Concern under this criterion.

- (i) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

The Project is not in or affecting a site of PM₁₀ or PM_{2.5} air quality standard violation. Therefore, the Project would not be considered a proposed Project of Air Quality Concern under this criterion.

TABLE 1: WEEKDAY DAILY TRAFFIC VOLUMES FUTURE OPENING YEAR (2027)

| Street | Facility Type | Segment | | Daily Traffic Volumes | | |
|----------------------------|----------------|-------------------------------|-------------------------------|-----------------------|--------|--------|
| | | From | To | No Build | Build | Change |
| NORTH/SOUTH STREETS | | | | | | |
| La Brea Ave | Major Arterial | Hyde Park Blvd | Florence Ave | 26,222 | 25,804 | -418 |
| | | Florence Ave | Manchester Blvd | 30,442 | 29,967 | -475 |
| | | Manchester Blvd | Spruce Ave/Market St | 25,372 | 25,137 | -235 |
| | | Spruce Ave/Market St | Arbor Vitae St | 34,531 | 33,647 | -884 |
| | | Arbor Vitae St | Hardy St | 33,430 | 32,725 | -705 |
| | | Hardy St | Century Blvd | 37,247 | 36,580 | -667 |
| Hawthorne Blvd | Major Arterial | Century Blvd | 104 th St | 54,238 | 53,610 | -628 |
| | | 104 th St | Lennox Blvd | 59,511 | 58,954 | -557 |
| Prairie Ave | Major Arterial | Florence Ave | Regent St | 25,969 | 25,267 | -702 |
| | | Regent St | Manchester Blvd | 25,280 | 24,549 | -731 |
| | | Manchester Blvd | Pincay Dr/Kelso St | 39,267 | 37,609 | -1,658 |
| | | Pincay Dr/Kelso St | Arbor Vitae St | 42,582 | 41,034 | -1,548 |
| | | Arbor Vitae St | Hardy St | 38,402 | 36,430 | -1,972 |
| | | Hardy St | 97 th St | 47,068 | 44,909 | -2,159 |
| | | 97 th St | Century Blvd | 47,068 | 44,910 | -2,158 |
| | | Century Blvd | 102 nd St | 42,353 | 40,687 | -1,666 |
| | | 102 nd St | 104 th St | 43,661 | 41,859 | -1,802 |
| Crenshaw Blvd | Major Arterial | 80 th St | Manchester Blvd | 29,355 | 28,952 | -403 |
| | | Manchester Blvd | Pincay Dr/90 th St | 35,388 | 34,855 | -533 |
| | | Pincay Dr/90 th St | Arbor Vitae St | 44,981 | 44,058 | -923 |
| | | Arbor Vitae St | Hardy St | 43,220 | 42,316 | -904 |
| | | Hardy St | Century Blvd | 44,527 | 43,606 | -921 |
| | | Century Blvd | 104 th St | 41,333 | 40,282 | -1,051 |
| Market St | Minor Arterial | Florence Ave | Regent St | 4,524 | 4,495 | -29 |
| | | Regent St | Manchester Blvd | 9,367 | 9,236 | -131 |
| Myrtle Ave | Collector | Arbor Vitae St | Hardy St | 4,636 | 4,261 | -375 |
| Doty Ave | Collector | Century Blvd | 104 th St | 10,222 | 9,898 | -324 |
| Yukon Ave | Collector | Century Blvd | 104 th St | 11,859 | 11,591 | -268 |
| Locust St | Collector | Florence Ave | Manchester Blvd | 5,635 | 5,540 | -95 |

TABLE 1: WEEKDAY DAILY TRAFFIC VOLUMES FUTURE OPENING YEAR (2027)

| Street | Facility Type | Segment | | Daily Traffic Volumes | | |
|--------------------------|----------------|--------------------------------|--------------------------------|-----------------------|--------|--------|
| | | From | To | No Build | Build | Change |
| EAST/WEST STREETS | | | | | | |
| Centinela Ave | Major Arterial | Hyde Park Blvd | Florence Ave | 28,683 | 28,287 | -396 |
| Florence Ave | Major Arterial | Fir Ave | La Brea Ave | 21,600 | 21,399 | -201 |
| | | La Brea Ave | Market St | 26,077 | 25,899 | -178 |
| | | Market St | Centinela Ave | 32,034 | 31,463 | -571 |
| | | Centinela Ave | Prairie Ave | 48,196 | 47,518 | -678 |
| | | Prairie Ave | West Blvd | 47,614 | 47,292 | -322 |
| Manchester Blvd | Major Arterial | Grevillea Ave | La Brea Ave | 30,077 | 29,116 | -961 |
| | | La Brea Ave | Market St | 30,173 | 29,033 | -1,140 |
| | | Market St | Locust St | 24,607 | 23,572 | -1,035 |
| | | Locust St | Hillcrest Blvd | 28,702 | 27,647 | -1,055 |
| | | Hillcrest Blvd | Spruce Ave | 35,259 | 34,151 | -1,108 |
| | | Spruce Ave | Prairie Ave | 39,409 | 38,200 | -1,209 |
| | | Prairie Ave | Kareem Ct | 40,188 | 39,351 | -837 |
| | | Kareem Ct | Crenshaw Dr | 49,875 | 48,711 | -1,164 |
| | | Crenshaw Dr | Crenshaw Blvd | 37,283 | 36,352 | -931 |
| | | Crenshaw Blvd | Van Ness Ave | 40,073 | 39,202 | -871 |
| Arbor Vitae St | Major Arterial | Grevillea Ave | La Brea Ave | 16,362 | 15,701 | -661 |
| | | La Brea Ave | Myrtle Ave | 14,505 | 13,903 | -602 |
| | | Myrtle Ave | Prairie Ave | 12,639 | 12,019 | -620 |
| Century Blvd | Major Arterial | Grevillea Ave | La Brea Ave/ Hawthorne Blvd | 68,654 | 67,393 | -1,261 |
| | | La Brea Ave/ Hawthorne Blvd | Myrtle Ave | 56,586 | 55,309 | -1,277 |
| | | Myrtle Ave | Freeman Ave | 53,802 | 52,672 | -1,130 |
| | | Freeman Ave | Prairie Ave | 49,113 | 47,990 | -1,123 |
| | | Prairie Ave | Doty Ave | 57,910 | 56,294 | -1,616 |
| | | Doty Ave | HP Casino Dr | 57,392 | 55,762 | -1,630 |
| | | HP Casino Dr | Yukon Ave | 57,637 | 56,000 | -1,637 |
| | | Yukon Ave | Club Dr | 54,057 | 52,465 | -1,592 |
| | | Club Dr | Crenshaw Blvd | 55,755 | 54,113 | -1,642 |
| | | Crenshaw Blvd | Van Ness Ave | 46,262 | 45,217 | -1,045 |

TABLE 1: WEEKDAY DAILY TRAFFIC VOLUMES FUTURE OPENING YEAR (2027)

| Street | Facility Type | Segment | | Daily Traffic Volumes | | |
|----------------------|---------------|------------------------|------------------------|-----------------------|--------|--------|
| | | From | To | No Build | Build | Change |
| Regent St | Collector | Grevillea Ave | La Brea Ave | 7,490 | 7,395 | -95 |
| | | La Brea Ave | Market St | 18,874 | 18,628 | -246 |
| | | Market St | Prairie Ave | 9,189 | 9,078 | -111 |
| Hillcrest Blvd | Collector | Grevillea Ave | La Brea Ave | 11,360 | 11,197 | -163 |
| | | La Brea Ave | Market St | 9,049 | 8,909 | -140 |
| | | Market St | Nutwood St / Locust St | 11,115 | 10,698 | -417 |
| | | Nutwood St / Locust St | Manchester Blvd | 6,570 | 6,261 | -309 |
| | | Manchester Blvd | Florence Ave | 10,256 | 9,911 | -345 |
| Spruce Ave | Collector | La Brea Ave | Manchester Ave | 8,153 | 7,525 | -628 |
| Kelso St / Pincay Dr | Collector | Spruce Ave | Prairie Ave | 7,250 | 6,941 | -309 |
| | | Prairie Ave | Kareem Ct | 24,905 | 24,224 | -681 |
| | | Kareem Ct | Crenshaw Blvd | 27,838 | 26,696 | -1,142 |
| Hardy St | Collector | La Brea Ave | Prairie Ave | 7,370 | 6,359 | -1,011 |
| 104 th St | Collector | Grevillea Ave | Hawthorne Blvd | 8,326 | 8,254 | -72 |
| | | Hawthorne Blvd | Prairie Ave | 5,152 | 5,140 | -12 |
| | | Prairie Ave | Doty Ave | 6,823 | 6,710 | -113 |

TABLE 2: WEEKDAY DAILY TRAFFIC VOLUMES FUTURE HORIZON YEAR (2045)

| Street | Facility Type | Segment | | Daily Traffic Volumes | | |
|----------------------------|----------------|-------------------------------|-------------------------------|-----------------------|--------|--------|
| | | From | To | No Build | Build | Change |
| NORTH/SOUTH STREETS | | | | | | |
| La Brea Ave | Major Arterial | Hyde Park Blvd | Florence Ave | 29,861 | 29,424 | -437 |
| | | Florence Ave | Manchester Blvd | 33,924 | 33,423 | -501 |
| | | Manchester Blvd | Spruce Ave/Market St | 29,068 | 28,809 | -259 |
| | | Spruce Ave/Market St | Arbor Vitae St | 39,767 | 38,837 | -930 |
| | | Arbor Vitae St | Hardy St | 39,352 | 38,586 | -766 |
| | | Hardy St | Century Blvd | 44,527 | 43,784 | -743 |
| Hawthorne Blvd | Major Arterial | Century Blvd | 104 th St | 65,099 | 64,430 | -669 |
| | | 104 th St | Lennox Blvd | 71,544 | 70,947 | -597 |
| Prairie Ave | Major Arterial | Florence Ave | Regent St | 29,203 | 28,424 | -779 |
| | | Regent St | Manchester Blvd | 27,091 | 26,280 | -811 |
| | | Manchester Blvd | Pincay Dr/Kelso St | 45,088 | 43,184 | -1,904 |
| | | Pincay Dr/Kelso St | Arbor Vitae St | 47,636 | 45,924 | -1,712 |
| | | Arbor Vitae St | Hardy St | 44,534 | 42,315 | -2,219 |
| | | Hardy St | 97 th St | 52,074 | 49,602 | -2,472 |
| | | 97 th St | Century Blvd | 52,074 | 49,602 | -2,472 |
| | | Century Blvd | 102 nd St | 47,960 | 45,930 | -2,030 |
| | | 102 nd St | 104 th St | 49,501 | 47,278 | -2,223 |
| 104 th St | Lennox Blvd | 48,963 | 46,866 | -2,097 | | |
| Crenshaw Blvd | Major Arterial | 80 th St | Manchester Blvd | 33,571 | 33,104 | -467 |
| | | Manchester Blvd | Pincay Dr/90 th St | 39,937 | 39,285 | -652 |
| | | Pincay Dr/90 th St | Arbor Vitae St | 51,817 | 50,631 | -1,186 |
| | | Arbor Vitae St | Hardy St | 49,168 | 48,029 | -1,139 |
| | | Hardy St | Century Blvd | 50,453 | 49,308 | -1,145 |
| | | Century Blvd | 104 th St | 46,870 | 45,551 | -1,319 |
| Market St | Minor Arterial | Florence Ave | Regent St | 5,650 | 5,615 | -35 |
| | | Regent St | Manchester Blvd | 10,690 | 10,542 | -148 |
| Myrtle Ave | Collector | Arbor Vitae St | Hardy St | 6,099 | 5,680 | -419 |
| Doty Ave | Collector | Century Blvd | 104 th St | 10,989 | 10,633 | -356 |
| Yukon Ave | Collector | Century Blvd | 104 th St | 12,823 | 12,530 | -293 |
| Locust St | Collector | Florence Ave | Manchester Blvd | 6,592 | 6,467 | -125 |

TABLE 2: WEEKDAY DAILY TRAFFIC VOLUMES FUTURE HORIZON YEAR (2045)

| Street | Facility Type | Segment | | Daily Traffic Volumes | | |
|--------------------------|----------------|--------------------------------|--------------------------------|-----------------------|--------|--------|
| | | From | To | No Build | Build | Change |
| EAST/WEST STREETS | | | | | | |
| Centinela Ave | Major Arterial | Hyde Park Blvd | Florence Ave | 32,424 | 31,971 | -453 |
| Florence Ave | Major Arterial | Fir Ave | La Brea Ave | 26,322 | 26,068 | -254 |
| | | La Brea Ave | Market St | 31,261 | 31,021 | -240 |
| | | Market St | Centinela Ave | 37,988 | 37,349 | -639 |
| | | Centinela Ave | Prairie Ave | 55,160 | 54,398 | -762 |
| | | Prairie Ave | West Blvd | 55,224 | 54,870 | -354 |
| Manchester Blvd | Major Arterial | Grevillea Ave | La Brea Ave | 32,931 | 31,774 | -1,157 |
| | | La Brea Ave | Market St | 32,771 | 31,434 | -1,337 |
| | | Market St | Locust St | 26,664 | 25,454 | -1,210 |
| | | Locust St | Hillcrest Blvd | 31,551 | 30,315 | -1,236 |
| | | Hillcrest Blvd | Spruce Ave | 39,895 | 38,581 | -1,314 |
| | | Spruce Ave | Prairie Ave | 44,370 | 42,962 | -1,408 |
| | | Prairie Ave | Kareem Ct | 45,758 | 44,778 | -980 |
| | | Kareem Ct | Crenshaw Dr | 58,090 | 56,697 | -1,393 |
| | | Crenshaw Dr | Crenshaw Blvd | 43,024 | 41,933 | -1,091 |
| Crenshaw Blvd | Van Ness Ave | 45,395 | 44,369 | -1,026 | | |
| Arbor Vitae St | Major Arterial | Grevillea Ave | La Brea Ave | 19,238 | 18,571 | -667 |
| | | La Brea Ave | Myrtle Ave | 16,361 | 15,726 | -635 |
| | | Myrtle Ave | Prairie Ave | 14,304 | 13,657 | -647 |
| Century Blvd | Major Arterial | Grevillea Ave | La Brea Ave/ Hawthorne Blvd | 82,484 | 80,965 | -1,519 |
| | | La Brea Ave/ Hawthorne Blvd | Myrtle Ave | 66,429 | 64,895 | -1,534 |
| | | Myrtle Ave | Freeman Ave | 64,171 | 62,773 | -1,398 |
| | | Freeman Ave | Prairie Ave | 58,322 | 56,930 | -1,392 |
| | | Prairie Ave | Doty Ave | 67,296 | 65,433 | -1,863 |
| | | Doty Ave | HP Casino Dr | 65,876 | 64,016 | -1,860 |
| | | HP Casino Dr | Yukon Ave | 65,917 | 64,055 | -1,862 |
| | | Yukon Ave | Club Dr | 61,973 | 60,166 | -1,807 |
| | | Club Dr | Crenshaw Blvd | 64,050 | 62,180 | -1,870 |
| Crenshaw Blvd | Van Ness Ave | 54,021 | 52,837 | -1,184 | | |

TABLE 2: WEEKDAY DAILY TRAFFIC VOLUMES FUTURE HORIZON YEAR (2045)

| Street | Facility Type | Segment | | Daily Traffic Volumes | | |
|----------------------|---------------|------------------------|------------------------|-----------------------|--------|--------|
| | | From | To | No Build | Build | Change |
| Regent St | Collector | Grevillea Ave | La Brea Ave | 9,403 | 9,300 | -103 |
| | | La Brea Ave | Market St | 22,440 | 22,166 | -274 |
| | | Market St | Prairie Ave | 10,836 | 10,715 | -121 |
| Hillcrest Blvd | Collector | Grevillea Ave | La Brea Ave | 14,013 | 13,822 | -191 |
| | | La Brea Ave | Market St | 10,783 | 10,627 | -156 |
| | | Market St | Nutwood St / Locust St | 13,115 | 12,669 | -446 |
| | | Nutwood St / Locust St | Manchester Blvd | 7,663 | 7,354 | -309 |
| | | Manchester Blvd | Florence Ave | 11,716 | 11,344 | -372 |
| Spruce Ave | Collector | La Brea Ave | Manchester Ave | 9,550 | 8,894 | -656 |
| Kelso St / Pincay Dr | Collector | Spruce Ave | Prairie Ave | 8,763 | 8,415 | -348 |
| | | Prairie Ave | Kareem Ct | 28,522 | 27,680 | -842 |
| | | Kareem Ct | Crenshaw Blvd | 32,184 | 30,710 | -1,474 |
| Hardy St | Collector | La Brea Ave | Prairie Ave | 8,330 | 7,296 | -1,034 |
| 104 th St | Collector | Grevillea Ave | Hawthorne Blvd | 10,400 | 10,325 | -75 |
| | | Hawthorne Blvd | Prairie Ave | 6,495 | 6,477 | -18 |
| | | Prairie Ave | Doty Ave | 8,146 | 8,023 | -123 |