



Centennial High School Modernization Project Traffic Impact Analysis

City of Compton
2606 N Central Ave, Compton, CA 90222

April 2026

Prepared By:

Kimley»Horn

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I. Introduction

Kimley-Horn and Associates, Inc. (“Kimley-Horn”) was contracted by DLR Group (“Client”) to prepare a Traffic Impact Analysis (TIA) for the Centennial High School Modernization Project (the “Project”) located at 2606 N Central Avenue in the City of Compton (“City”). The City of Compton does not have its own traffic study guidelines; therefore, the County of Los Angeles’ *Transportation Impact Analysis Guidelines* (July 2020) were used as the guidelines for the traffic study for this Project. A scoping memorandum was submitted to the City of Compton and approved in February 2026. The approved scoping form is incorporated as a reference in **Appendix A**.

PROJECT DESCRIPTION

The Project proposes the expansion and modernization of the existing Centennial High School campus, located at the southeast corner of the intersection of W El Segundo Boulevard and N Central Avenue. The plan includes demolishing the current facilities and reconstructing the high school to enhance campus functionality, improve on-site circulation, and provide safer, more efficient access points for student drop-off and pick-up. The Project proposes three parking lots with one-way loops located along the site perimeter: a north parking lot along W El Segundo Boulevard designated for staff parking, a west parking lot along N Central Avenue intended for visitor parking and school bus drop-off, and a south parking lot along W 131st Street designated for student parking and student drop-off/pickup. The Project site plan is shown on **Figure 1**.

The Project is shown in its regional vicinity in **Figure 2**. **Table 1** summarizes the Project changes, including school area and faculty personnel. Future student enrollment and number of faculty and staff will remain consistent with previous years. For the purposes of this TIA, student enrollment is assumed to remain the same in existing and future scenarios since the Project is not expected to increase enrollment numbers. The Project opening year is 2030.

Table 1: Existing and Proposed Student and Faculty Enrollment

Scenario	School Square Footage	Student Enrollment	No. of Faculty and Staff
Existing	130,488	977	48
Future	244,352	977	48

Architect: DSA 7/15/25 15:40 Compton USD Centennial HS Modernization 7/15/25 15:40 Compton USD Centennial HS
Mod Site AR 2024 10/13/2025 10:26:13 AM

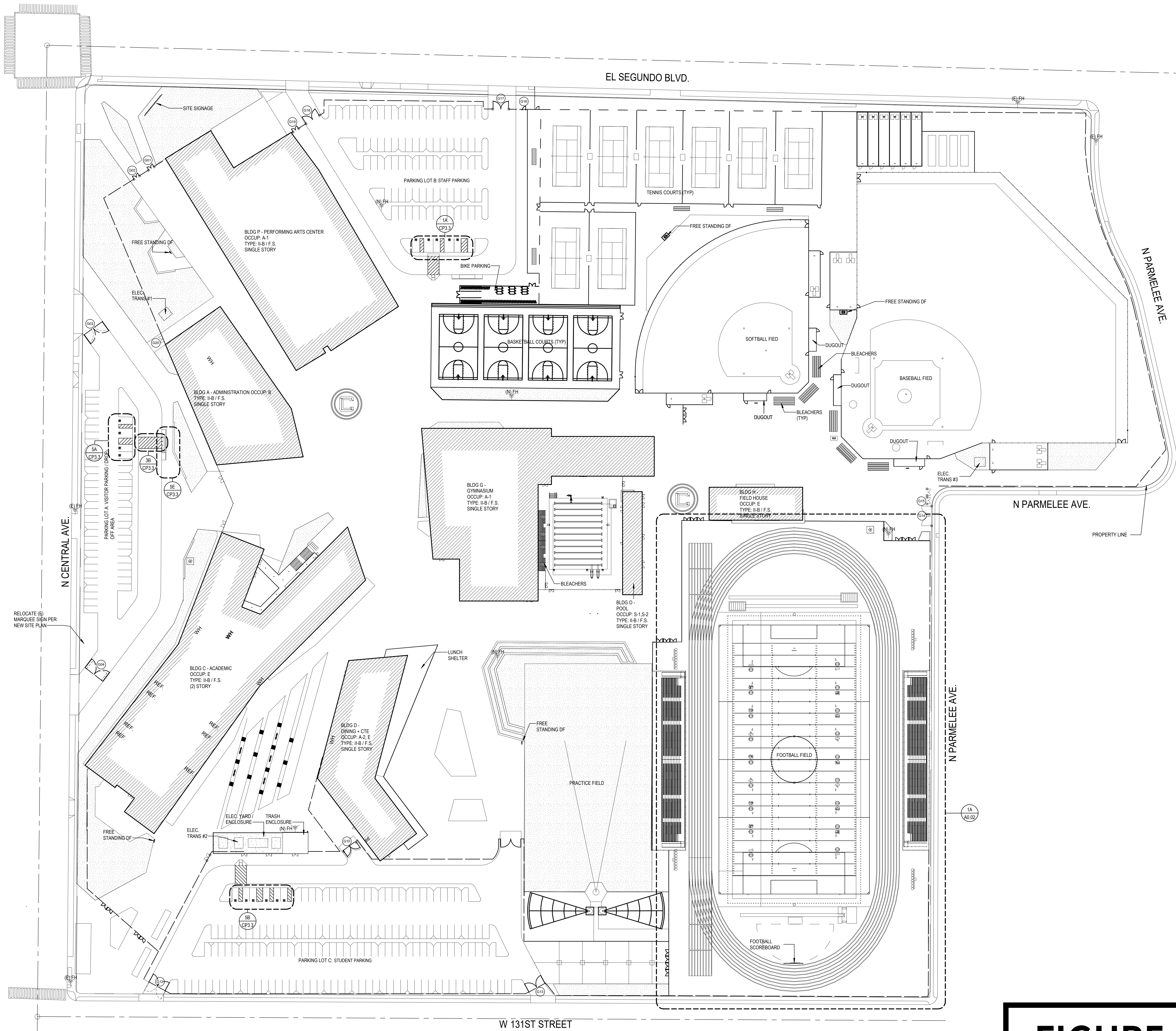


FIGURE 1

REFERENCE KEYNOTES

GENERAL ARCHITECTURAL NOTES

1. ALL INTERIOR CMU WALLS SHALL BE 8 INCHES NOMINAL THICKNESS, UNLESS NOTED OTHERWISE.
2. PARTITION TYPES SHALL BE DESIGNATED ON FLOOR PLANS (XXX.XX) THUS: SEE SHEET XXX.XX FOR TYPES. ALL INTERIOR PARTITIONS ARE TYPE XXX.XX UNLESS NOTED OTHERWISE.
3. ALL MASONRY WALLS AND INTERIOR STUD WALLS SHALL EXTEND TO UNDERSIDE OF FLOOR OR ROOF DECK ABOVE UNLESS NOTED OTHERWISE, PER PARTITION TYPE. PROVISIONS SHALL BE MADE AT ALL FULL HEIGHT NON-BEARING WALLS FOR 1-INCH VERTICAL MOVEMENT OF THE BUILDING STRUCTURE WITHOUT TRANSFER OF COMPRESSIVE LOADS TO WALL. FILL IRREGULARITIES BETWEEN TOP OF WALL AND DECK ABOVE WITH MINERAL WOOL INSULATION OR FIRE STOPPING MATERIALS AS REQUIRED TO MEET FIRE RATING OF RESPECTIVE WALLS. SEE DETAILS ON SHEET XX.X.
4. SEE STRUCTURAL DRAWINGS FOR BRACING OF NON-LOAD BEARING MASONRY WALLS.
5. FURNISH AND INSTALL FIRE-TREATED WOOD BLOCKING, METAL BACKING PLATE IN METAL STUD PARTITIONS, I.E. TOILET ACCESSORIES, CASEWORK, MOUNTED WALL-MOUNTED FIXTURES, MARKER BOARDS, TACK BOARDS, DOOR STOPS, AUDIO VISUAL BRACKETS, AND OTHER WALL ATTACHED ITEMS. GYPSUM BOARD SURFACES SHALL BE ISOLATED WITH CONTROL JOINTS WHERE SHOWN ON DRAWINGS AND AS DESCRIBED IN THE SPECIFICATIONS.
6. MASONRY CONTROL JOINTS (CJ) AND CONTROL JOINTS ABOVE (CJA) SHALL BE LOCATED AS SHOWN ON THE FLOOR PLAN AND BUILDING ELEVATIONS, AND WHERE LARGE PLUMBING VENTS OR RESEALERS ARE IN SINGLE WYTHE MASONRY WALLS, AND WHERE MASONRY WALLS BEARING ON THE CONCRETE FLOOR SLAB SHALL BE LOCATED ON DRAWINGS.
7. AND "TSD" INDICATE MARKER BOARDS AND TACK BOARDS ON PLANS. THE LENGTH PRECEDES THE DESIGNATION (EXAMPLE: 16" TSD). ALL BOARDS ARE 4'-0" TALL. SEE WALL ELEVATIONS OR SPECIFICATIONS FOR MOUNTING HEIGHT.
8. EXTEND FURRING CHANNELS AND GYPSUM BOARD UP 4 INCHES ABOVE FINISHED CEILING ON CMU WALLS.
9. SCRIBE GYPSUM WALL BOARD OF WALLS AND PARTITIONS TO IRREGULARITIES OF DECK ABOVE. SEAL TIGHTLY AROUND ALL PENETRATIONS.
10. PROVIDE SEISMIC BRACING FOR SUSPENDED CEILINGS OR AS SHOWN ON THE DRAWINGS.

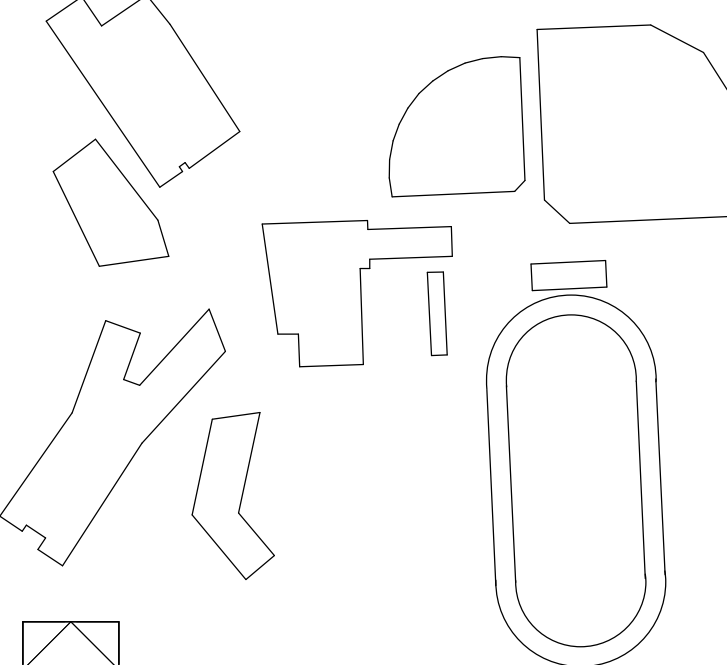
SITE GENERAL NOTES

1. FOR FIRE LANE ACCESS REFER TO FIRE LANE SITE PLAN SHEET CP1.01

SITE LEGEND

- PROPERTY LINE
- SCOPE OF NEW BUILDINGS AND NEW ROOF COVERED AREAS
- LANDSCAPE AREAS SEE SHEET LP0.2
- GATE PER GATE SCHEDULE SEE SHEET XXXX
- PATH OF TRAVEL (POT)
- STREET CENTERLINE
- (E) OR (N) FIRE HYDRANT, W.O
- FENCE, CHAIN LINK
- FENCE, METAL FRAME

KEY PLAN



DLR GROUP

NOT FOR CONSTRUCTION

Consultant Logo



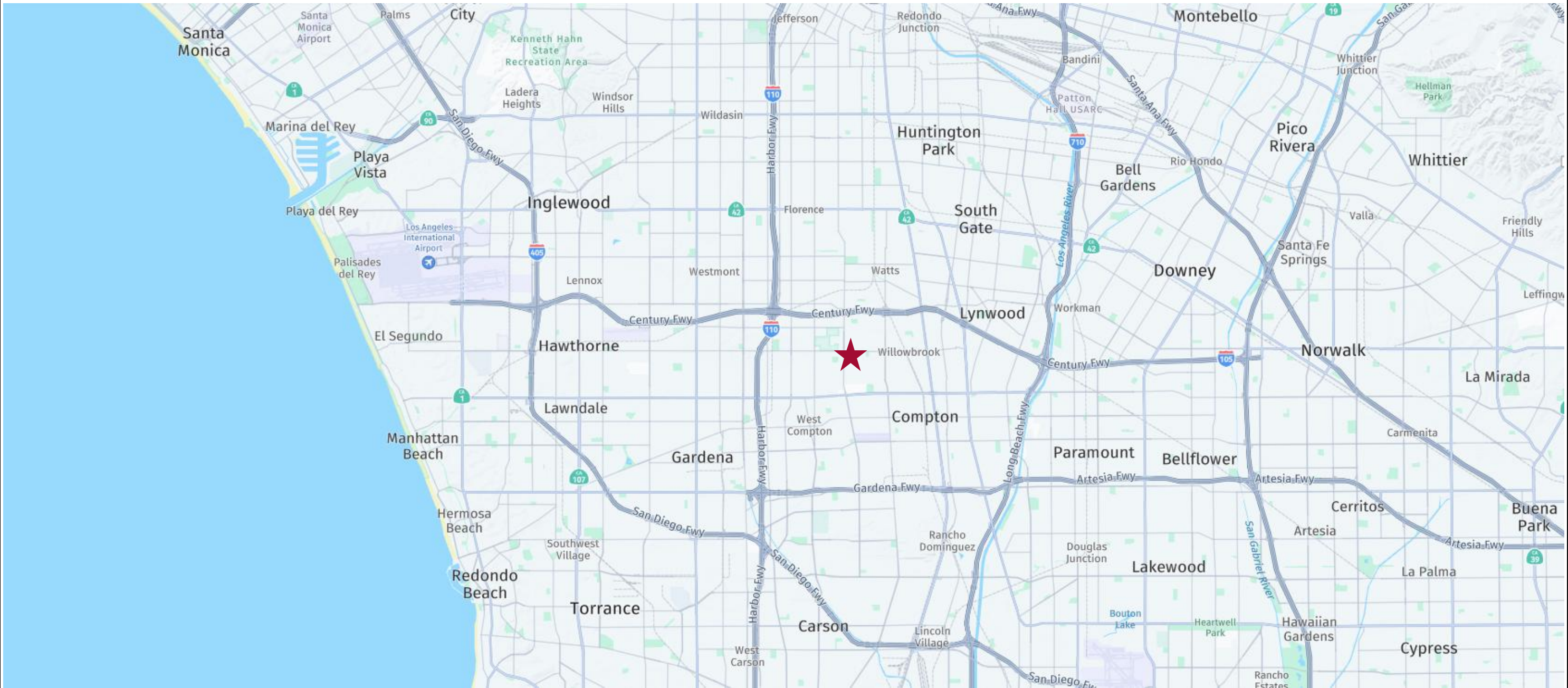
COMPTON USD CENTENNIAL HIGH SCHOOL MODERNIZATION

50% CONSTRUCTION DOCUMENTS - INC 01
Issue Date: 09/29/2025
Revisions

DSA App:
DSA File No:
75-25115-00
ARCHITECTURAL SITE PLAN

AS1.1

Figure 2: Regional Vacinity Map



LEGEND

★ Centennial High School

II. Traffic Operation Analysis Methodology

The project study area, analysis scenarios, and analysis methodology were established in consultation with City of Compton staff through a traffic study scoping memorandum, which was approved in February 2026. The approved scoping form is incorporated as a reference in **Appendix A**.

STUDY AREA

Based on discussion with the City and review of the Project area, the following intersections were identified for analysis:

- N Central Avenue and W El Segundo Boulevard (Intersection #1) – Signalized
- N Central Avenue and W 131st Street (Intersection #2) – Two-Way Stop Control (TWSC)
- W El Segundo Boulevard and N Parmelee Avenue (Intersection #3) – Signalized
- N Parmelee Avenue and W 131st Street (Intersection #4) - TWSC

Additionally, six (6) Project driveways are included in the study area. Two driveways are proposed along W El Segundo Boulevard, two along N Central Avenue, and two along W 131st Street, per the Site plan (**Figure 1**). As shown on the site plan, each of the driveways facilitate one-way traffic operations at each of the lot areas and lane configurations are described in the Project conditions section of the report. The Project study area is shown in **Figure 3**.

ANALYSIS SCENARIOS

The traffic analysis provides an evaluation of weekday morning and evening peak hour operations for the following scenarios:

- Existing Year (2026) Without Project Conditions
- Existing Year (2026) With Project Conditions
- Project Opening Year (2030) Without Project Conditions
- Project Opening Year (2030) With Project Conditions

STUDY METHODOLOGY AND ANALYSIS CRITERIA

Senate Bill 743 (SB 743) requires project reviews under the California Environmental Quality Act (CEQA) to evaluate the transportation impacts of new developments in terms of greenhouse gas emissions using a new performance metrics, Vehicle Miles Traveled (VMT), rather than automobile delay, which is evaluated using metrics such as Level of Service (LOS). Although SB 743 prohibits the use of LOS as a metric used to analyze transportation impacts in CEQA, and traffic delay is no longer considered a significant impact, cities can still use LOS to inform local analysis, such as traffic operations and traffic signal timing needs. Hence, the LOS analysis will be performed for the traffic operational assessment of the study intersections. A separate VMT screening analysis will also be included as part of this report.

Level of service (LOS) for the study intersections and Project driveways will be calculated using the latest version of Synchro software (Synchro 12) based on the Highway Capacity Manual (HCM) 7th

edition methodology. For signalized intersections, the minimum green time, cycle lengths, and phasing will be based on timing sheets provided by the City.

Level of service (LOS) for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. For unsignalized intersections, the LOS rating is based on the weighted average control delay expressed in seconds per vehicle. At two-way stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street. Synchro SimTraffic Software was also used to analyze the study area's delay by movement at each intersection for deficient movements. This analysis was performed in accordance with methodologies stated in the Highway Capacity Manual, 7th Edition.

Table 2 shows the LOS and corresponding delay values for signalized and unsignalized intersections. This traffic analysis will include LOS and corresponding delay values by movement for the locations noted in the study area, including the Project driveways.

Table 2: Intersection Level of Service Definitions

LOS	Intersection	Signalized Intersection Control Delay (s/veh)	Unsignalized Intersection Control Delay (s/veh)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easy and nearly all drivers find freedom of operation.	≤10	≤10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>10 and ≤20	>10 and ≤15
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>20 and ≤35	>15 and ≤25
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	>35 and ≤55	>25 and ≤35
E	Poor operation. Some long-standing vehicular queues develop on critical approaches.	>55 and ≤80	>35 and ≤50
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go type traffic flow.	>80	>50 or v/c >1

Source: Highway Capacity Manual, 7th Edition

Based on the County's guidelines, intersections with LOS D or better will be considered as acceptable. If Project traffic causes operations at an intersection to go from acceptable (LOS D or better) to unacceptable (LOS E or F), the Project would have a significant project-related impact at the intersection. If the intersection is currently operating at an unacceptable LOS (LOS E or F) without Project traffic, it is assumed that there would be no impact to the intersection.

Queueing Analysis

Queueing analysis was conducted for each left and right turn pocket at the signalized intersections in the study area. Using the latest Synchro software, the 95th percentile queue can be estimated for peak hour traffic. Queue lengths that exceed the storage length and increase the 95th percentile queue length more than one vehicle (25 feet) would result in a project impact.

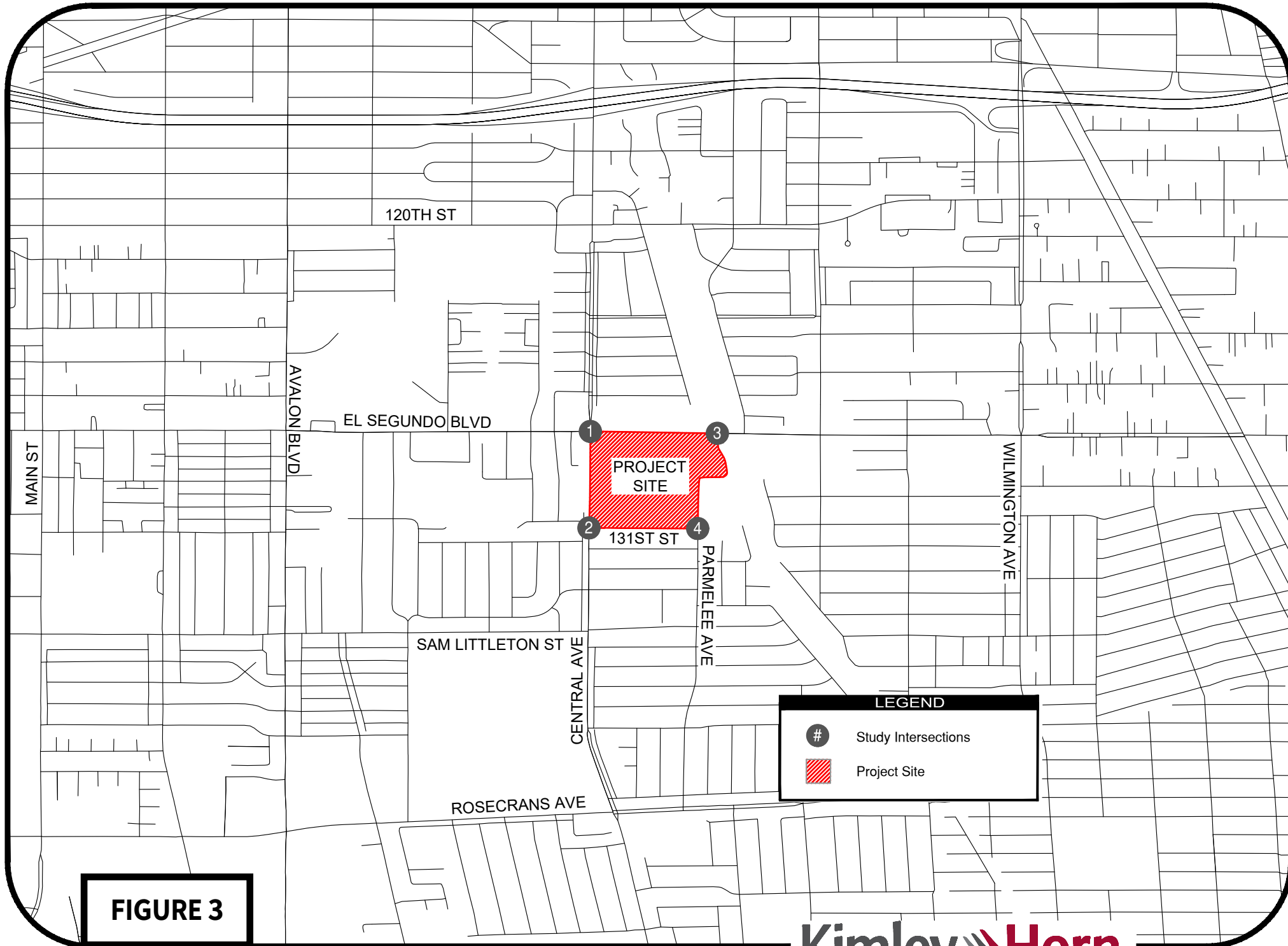


FIGURE 3

III. Existing Year (2026) Without Project Conditions

The roadway system in the study area is comprised of a network of principal arterials and local streets. A brief description of each roadway within the study area is provided below.

EXISTING STREET SYSTEM

The key roadways in the vicinity of the Project Site and Study area are:

W El Segundo Boulevard – W El Segundo Boulevard is classified as a Principal Arterial street in the city of Compton General Plan. Oriented in the east-west direction, it is located on the north side of the Project Site. The speed limit along W El Segundo is 40 MPH. There are four travel lanes in the study area (two lanes in each direction), and two-way left turn (TWLT) lane. There are no bike routes along W El Segundo near the project vicinity. On Street parking is generally only permitted along the southern side of W El Segundo Boulevard adjacent to the Project site. The Project is expected to remove on-street parking and consolidate on to the proposed on-site lots.

N Central Avenue – N Central Avenue is classified as a Principal Arterial Street in the Compton General plan. Oriented in the north-south direction, it is located on the west side of the Project Site. The speed limit along N Central Avenue is 35 MPH, however it increases to 45 MPH approaching Rosecrans Avenue. There are four travel lanes in the study area (two lanes in each direction), and two-way left turn (TWLT) lane. There is a raised median that begins 300 ft before the intersection of N Central Avenue and W El Segundo Boulevard. There are existing class II bike routes along N Central Avenue. On street parking is generally permitted along the eastern and western sides of N Central Avenue adjacent to the Project site. The Project is expected to remove on-street parking and consolidate on to the proposed on-site lots.

N Parmelee Avenue – N Parmelee Avenue is classified as a local street in the Compton General Plan. Generally oriented in the north-south direction, it is located east of the Project Site. The speed limit along N Parmelee Avenue is 25 MPH. There are two travel lanes in the study area (one lane in each direction). There are no bike routes along N Parmelee Avenue near the project vicinity. On-street parking is generally permitted along N Parmelee Avenue adjacent to the Project site.

W 131st Street – W 131st Street is classified as a local street in the Compton General Plan. Oriented in the east-west direction, it is located south of the Project Site. The speed limit along W 131st Street is 25 MPH. There are two travel lanes in the study area (one lane in each direction). There are no bike routes along W 131st street near the project vicinity. On-street parking is permitted along the southern side of W 131st street adjacent to the Project site.

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

There are existing northbound and southbound Class II bike lanes striped along N Central Avenue adjacent to the Project site. There are no designated bike lanes or routes along W El Segundo Boulevard, N Parmelee Avenue, or W 131st Street within the project study area. Sidewalks are present on both sides of W El Segundo Boulevard, N Central Avenue, N Parmelee Avenue, and W 131st Street, adjacent to the Project site. Additionally, marked crosswalks are present at each of the study

intersections. The Project also proposes modifications to pedestrian facilities per the site plan that would be in compliance with ADA requirements.

The City of Compton's General Plan (2045) identifies planned bicycle improvements within the study area, including a Class II bike lane along W El Segundo Boulevard (east of N Central Avenue) and a Class III bicycle route along N Parmelee Avenue. A comprehensive list of planned bicycle and pedestrian facility improvements is provided in the City's General Plan (2045).

EXISTING TRANSIT SERVICE

The study area is served by transit systems operated by the Los Angeles County Metropolitan Transportation Authority (LA Metro), Compton Renaissance Transit System, and Garden transit (GTrans).

LA Metro operates one route in the vicinity of the project site. Route 53 operates in the north-south direction along N Central Avenue and runs with 18- to 30-minute headways between 4:42 AM and 12:12 AM daily.

The Compton Renaissance Transit System operates Route 1 and Route 5 near the project site. Route 1 travels northbound along N Central Avenue and eastbound along W El Segundo Boulevard adjacent to the project site. This route operates with 40-minute headways between 7:45 AM and 3:05 PM, Monday through Friday. Route 5 operates with hourly headways between 7:30 AM and 2:30 PM, Monday through Friday.

Gtrans operates Route 5 near the Project site. Route 5 travels in the east west direction along W El Segundo Boulevard and runs with 60-minute headways between 6:00 AM and 5:00 PM on weekdays.

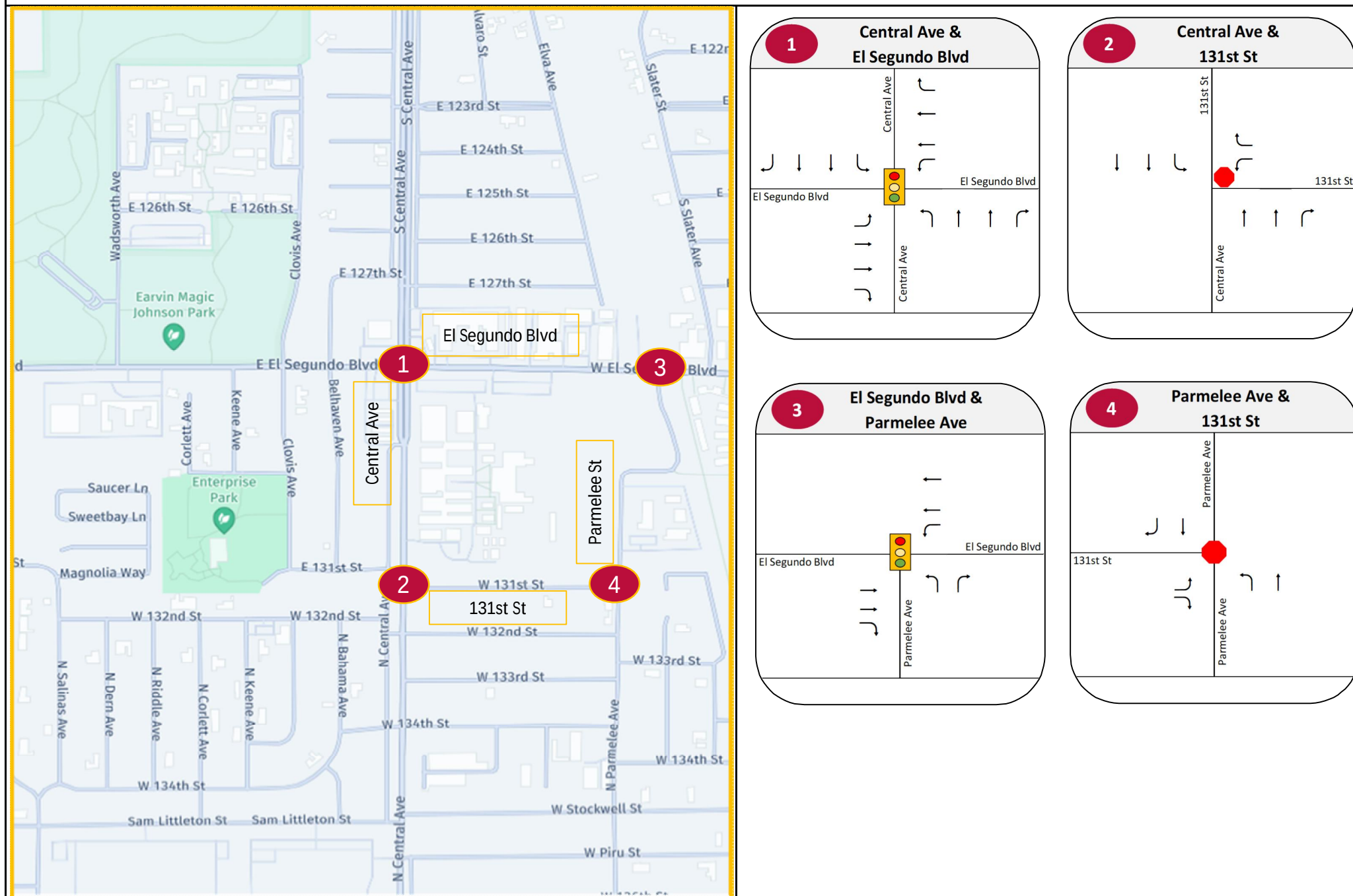
EXISTING YEAR (2026) WITHOUT PROJECT TRAFFIC VOLUMES

Weekday AM (7–9 AM) and PM (3–6 PM) peak period intersection Turning Movement Counts (TMC's) and Bicycle/Pedestrian Counts were collected at the Project study intersections on Thursday, January 29, 2026. Average Daily Traffic (ADT) counts were also collected on the same day for following roadway segments and existing driveways:

- W El Segundo Boulevard between N Central Avenue and N Parmelee Avenue (#1)
- N Central Avenue between W El Segundo Boulevard and W 131st Street (#2)
- W 131st Street between N Central Avenue and N Parmelee Avenue (#3)
- N Parmelee Avenue between W El Segundo Boulevard and W 131st Street (#4)
- W El Segundo Boulevard Driveways – Four (4) total
 - West Lot (Staff Parking Lot)
 - West Driveway
 - East Driveway
 - East Lot (Student Pickup/Dropoff Lot)
 - West Driveway
 - East Driveway

The existing intersection lane configurations and control type are shown in **Figure 4**. The existing AM and PM peak hour turning movement volumes are shown in **Figure 5**. **Appendix B** contains the intersection traffic count and ADT count sheets.

Figure 4: Existing Lane Configurations

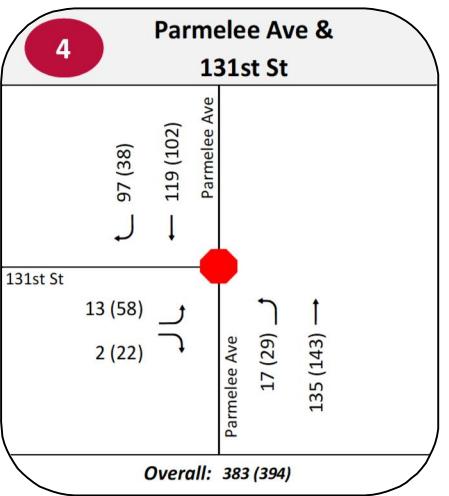
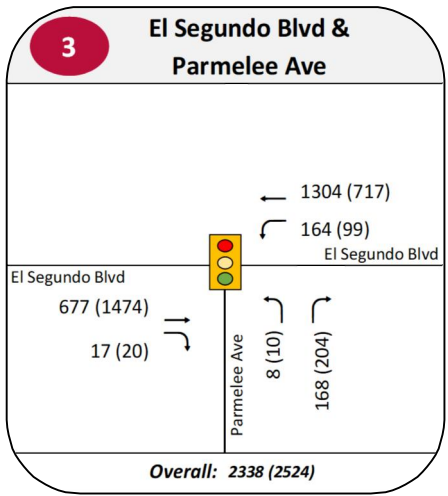
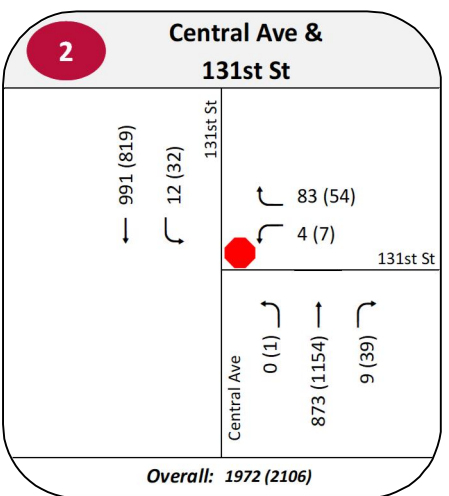
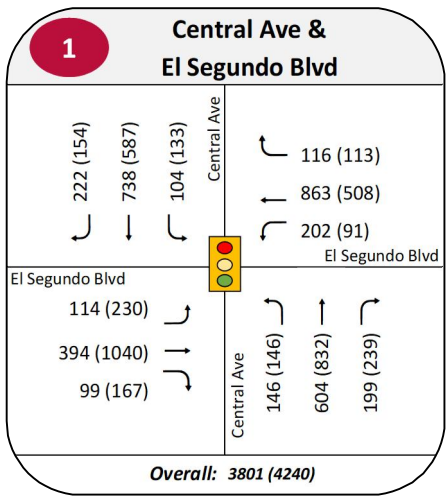
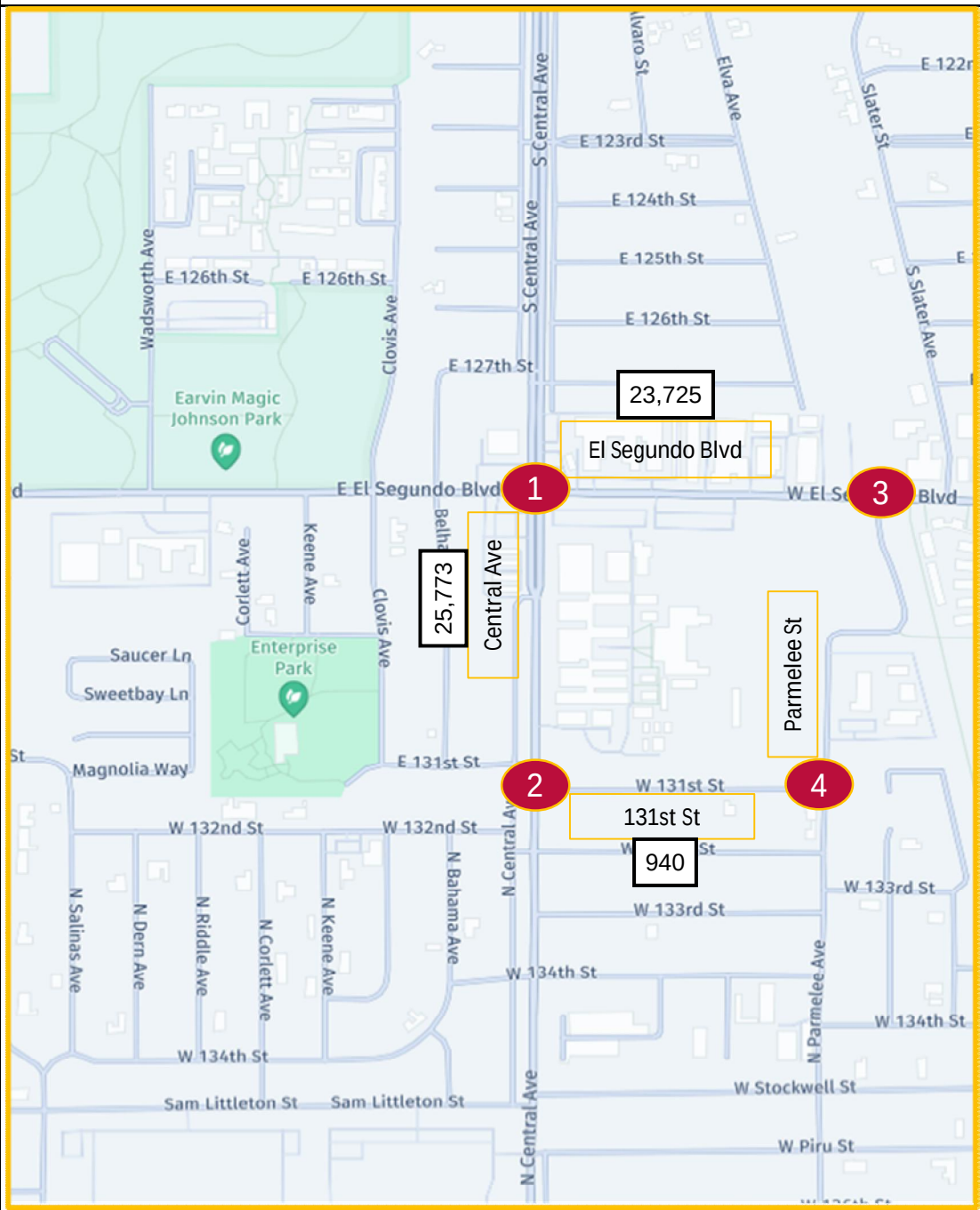


LEGEND

Intersection ID

XX (XX) AM (PM) Peak Hour
Vehicle Volumes

Figure 5: Existing Year (2026) AM & PM Peak Hour Vehicle Volumes



LEGEND

Intersection ID

XX (XX) AM (PM) Peak Hour
Vehicle Volumes

EXISTING YEAR (2026) WITHOUT PROJECT OPERATIONS

Level of Service analysis by movement at each of the study intersections was conducted for the weekday AM and PM peak hours using the HCM methodology as previously described in this report. **Table 3** summarizes the projected LOS for the study intersections.

As shown on **Table 3**, all study intersection movements operate at LOS D or better, except for the northbound right turn movement at the W El Segundo Boulevard and N Parmelee Avenue intersection, which operates at LOS E during the PM peak hour. The detailed intersection analysis worksheets for all conditions are shown in **Appendix C**.

Table 4 below presents the results of the intersection queuing analysis under existing conditions. The following queues exceed their queue storage:

- N Central Avenue and W El Segundo Boulevard
 - Northbound left (AM Peak)
 - Eastbound left (AM and PM Peaks)
 - Westbound left (AM Peak)
- W El Segundo Boulevard and N Parmelee Avenue
 - Westbound left (AM and PM Peak)

Table 3: Existing Year (2026) without Project Intersection Level of Service

No.	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
1	N Central Avenue & W El Segundo Boulevard	Signalized	NBL	38.0	D	30.4	C
			NBT	41.1	D	50.6	D
			NBR	38.4	D	38.3	D
			SBL	31.5	C	36.2	D
			SBT	47.9	D	38.6	D
			SBR	40.0	D	35.2	D
			EBL	36.2	D	39.7	D
			EBT	14.9	B	21.6	C
			EBR	14.1	B	16.3	B
			WBL	25.5	C	49.8	D
			WBT	18.0	B	17.3	B
			WBR	14.2	B	15.7	B
2	N Central Avenue & W 131 st Street	Unsignalized (TWSC)	NBT	-	-	-	-
			NBR	-	-	-	-
			SBL	1.0	A	12.1	B
			SBT	-	-	-	-
			WBL/R	16.3	C	27.9	D
3	W El Segundo Boulevard & N Parmelee Avenue	Signalized	NBL	29.8	C	27.8	C
			NBR	54.2	D	58.9	E
			EBT	4.8	A	8.5	A
			EBR	3.4	A	4.2	A
			WBL	10.3	B	27.5	C
			WBT	6.4	A	5.6	A
4	N Parmelee Avenue & W 131 st Street	Unsignalized (TWSC)	NBL	7.7	A	7.6	A
			NBT	0	A	0	A
			SBT	-	-	-	-
			SBR	-	-	-	-
			EBL/R	11.5	B	13.1	B

BOLD – Unsatisfactory LOS

- Represents major street movement – no LOS reported

Table 4: Existing Year (2026) without Project Intersection Queuing

No.	Intersection	Movement	Storage Length	Queue Length (ft)	
				Existing AM	Existing PM
1	N Central Avenue & W El Segundo Boulevard	NBL	130	131	122
		SBL	120	88	117
		EBL	135	154	#289
		EBR	135	29	67
		WBL	165	190	160
		WBR	100	55	33
2	N Central Avenue & W 131 st Street	SBL	65	2.5	5
3	W El Segundo Boulevard & N Parmelee Avenue	WBL	80	82	#147

BOLD – Queue length exceeds storage length.

95th percentile volumes exceeds capacity, queue may be longer

IV. Proposed Project Conditions

PROJECT TRAFFIC

The first step in analyzing the traffic conditions with the Project is to estimate the number of new trips expected to be generated by the proposed Project. Trip generation estimates for the existing condition and the proposed Project were developed using rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (12th Edition) and driveway data collected at the W El Segundo Boulevard lots. ITE land use code 525 (High School) was used to estimate the daily, morning (AM), and evening (PM) peak hour trips, as summarized in **Table 5**.

Table 5: Project Trip Generation

Trip Rates									
Land Use	ITE Code		ADT*	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
High School	525		1.94	0.35	0.17	0.52	0.07	0.08	0.15
Project Trip Generation									
Land Use	Size	Unit	ADT*	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Existing Condition									
525: High School	977	Students	-1,895	-345	-163	-508	-71	-76	-147
Proposed Project									
525: High School	977	Students	1,895	345	163	508	71	76	147
Net Project Trips			0	0	0	0	0	0	0

*ADT=Average Daily Traffic, the daily trips generated by a site, in vehicles.

As shown in **Table 5**, the Project is anticipated to generate 0 net daily and peak hour trips because the Project is not anticipated to increase or reduce enrollment numbers and will remain consistent with previous years; therefore, the with Project scenarios will evaluate the redistribution of existing vehicle trips to the propose changes to school's driveway locations and configurations.

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

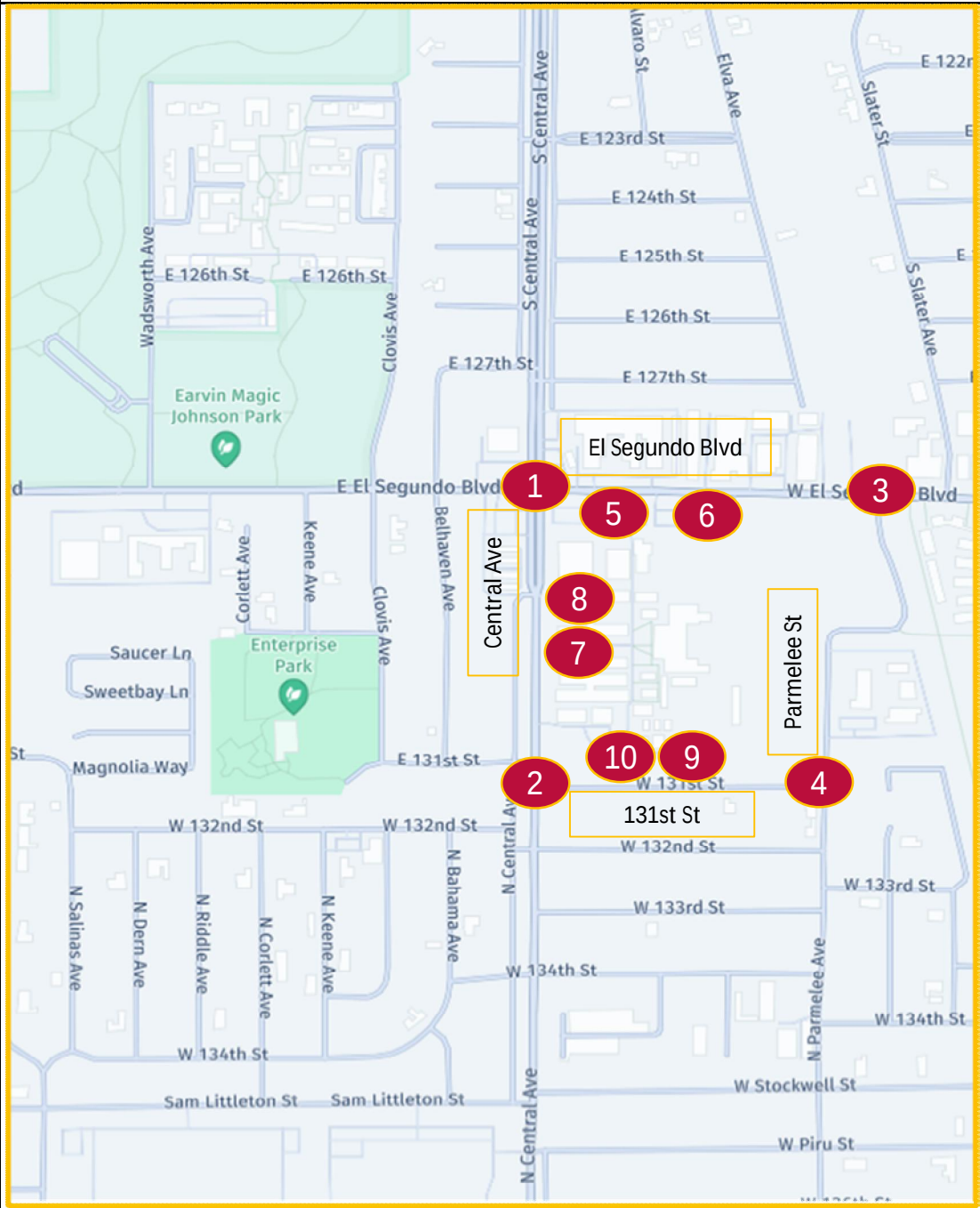
Trip distribution patterns were developed to redistribute existing vehicle trips within the study area roadway network based on the proposed Project driveway locations and the functional assignment of each access point. Based on the site plan, the W El Segundo Boulevard driveways would serve the staff parking lot, the N Central Avenue driveways would serve the visitor and school bus parking lot, and the W 131st Street driveways would serve the student parking and drop-off/pick-up area.

Under existing conditions without Project high school operations, staff parking is accessed from W El Segundo Boulevard, visitor and school bus activity occurs along N Central Avenue, and student drop-off/pick-up activity is dispersed throughout the surrounding street network and the east W El Segundo Boulevard lot. With implementation of the Project, student drop-off/pick-up activity would be consolidated at the W 131st Street access points.

The trip redistribution analysis focuses on reassignment of student drop-off/pick-up trips through the study intersections since travel patterns for the visitor and staff lot areas would remain consistent with the existing condition. Vehicle trips assigned to each Project driveway represent the full peak hour traffic volumes.

Figure 6 shows the proposed Project driveways and lane configurations. **Figure 7** shows the trip distribution percentages for the study area and **Figure 8** shows the corresponding Project trips at the intersections.

Figure 6: Existing Year (2026) + Project Lane Configurations



LEGEND

Intersection ID

XX (XX) AM (PM) Peak Hour
Vehicle Volumes

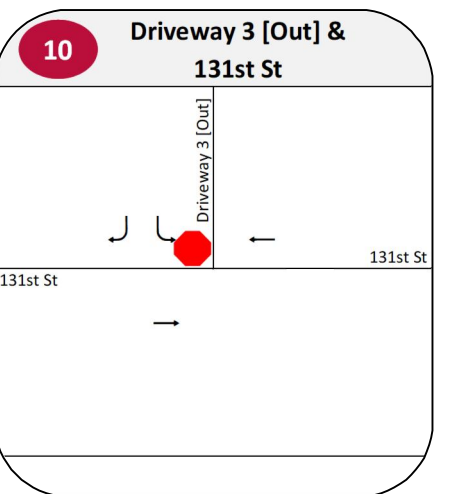
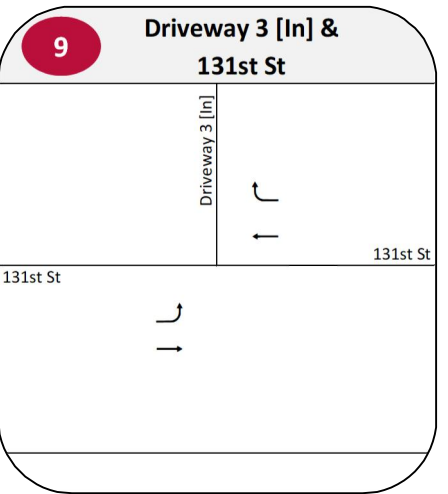
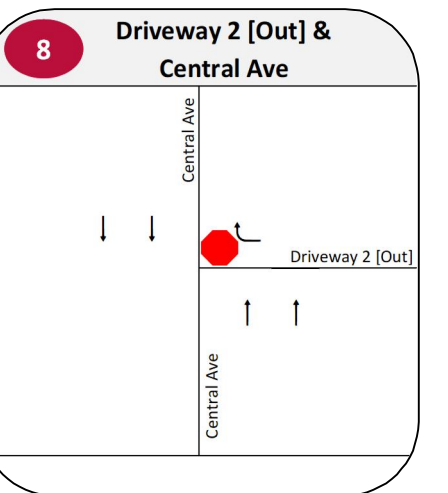
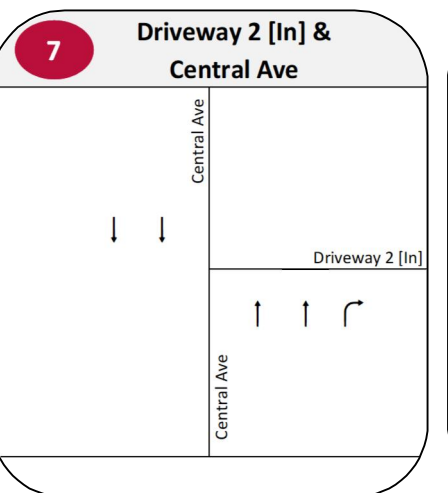
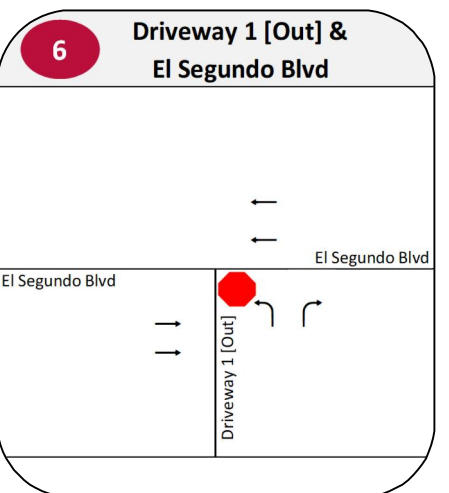
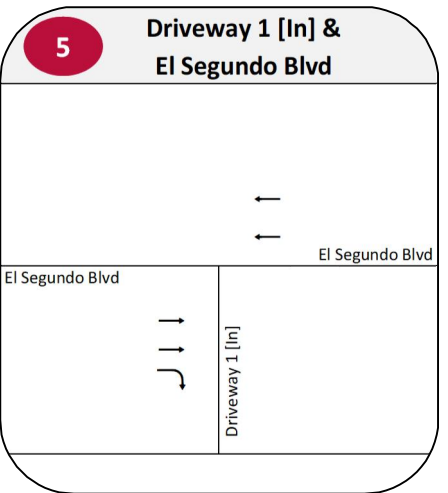
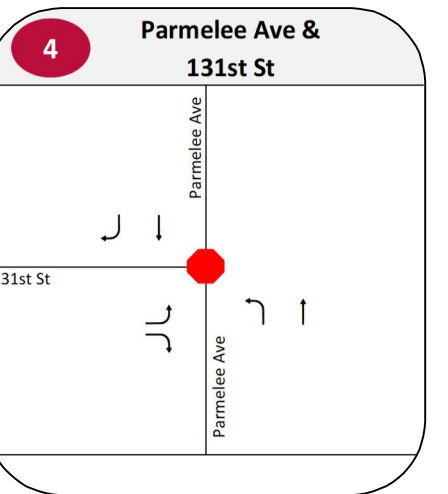
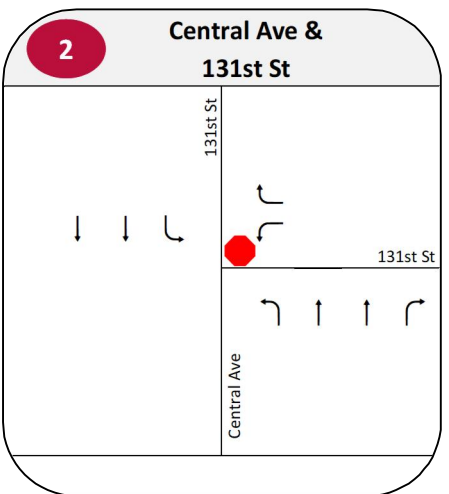
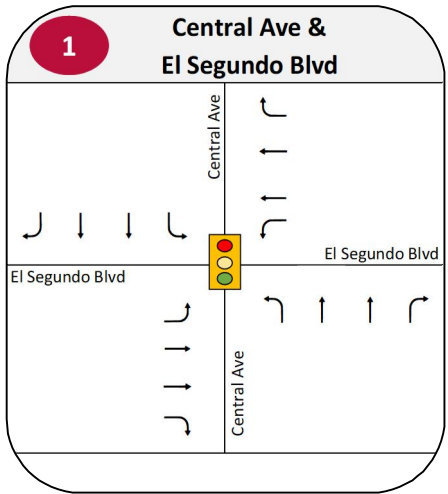
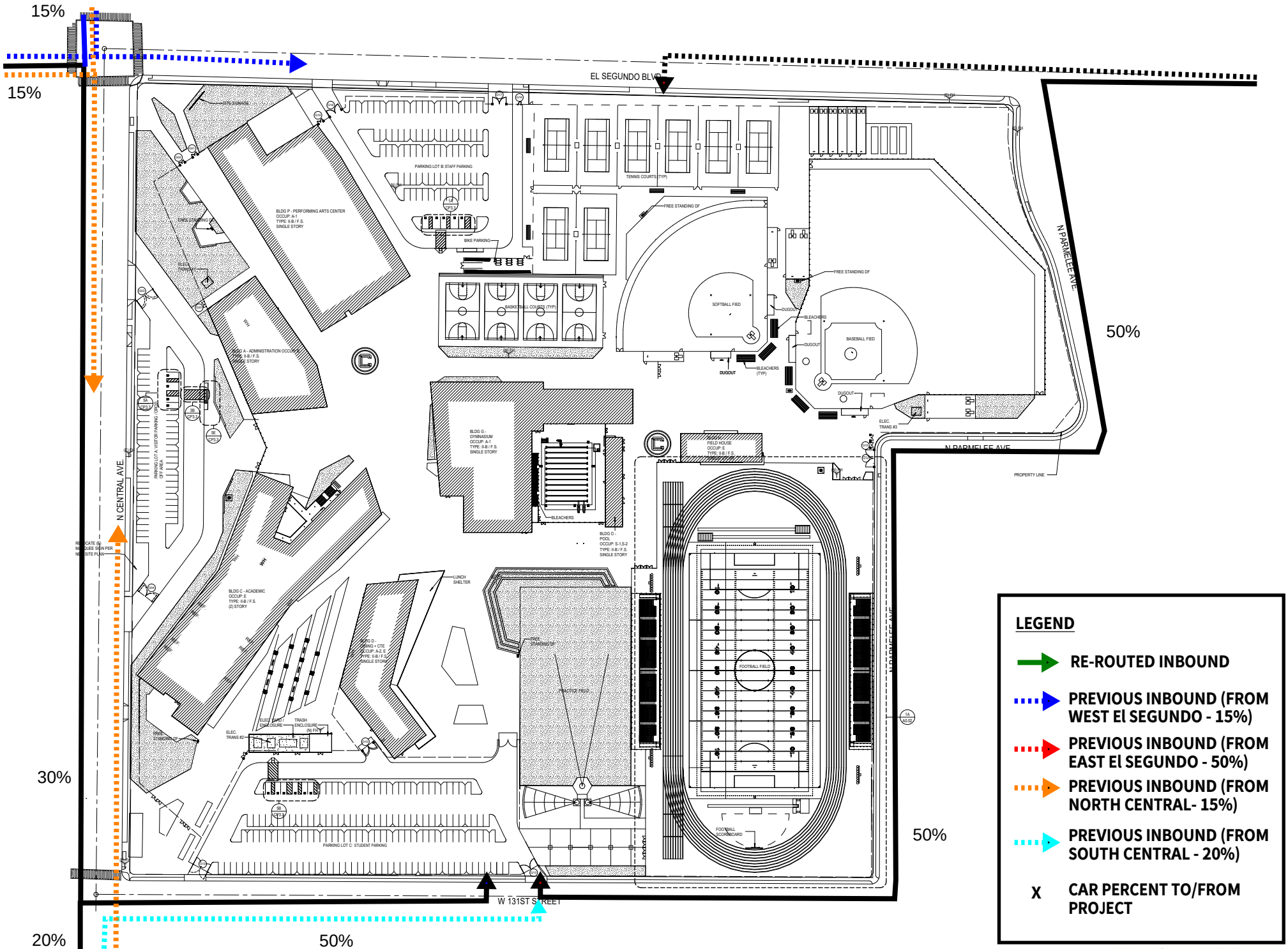


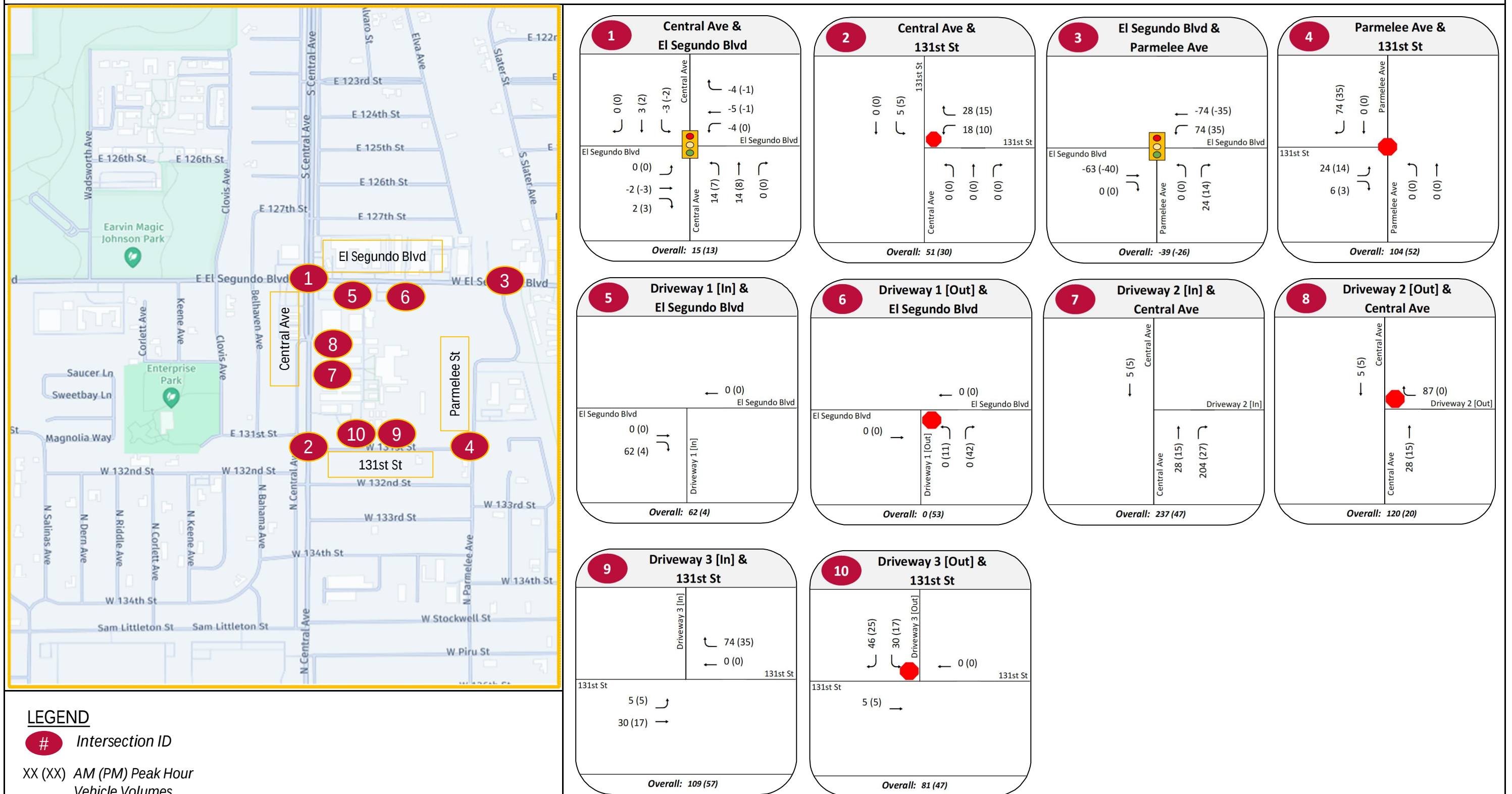
FIGURE 7A - INBOUND



[illegible]

 RE-ROUTED OUTBOUND
 PREVIOUS OUTBOUND (BY ZONE)
 CAR PERCENT TO/FROM PROJECT

Figure 8: Project Volumes



EXISTING YEAR (2026) WITH PROJECT OPERATIONS

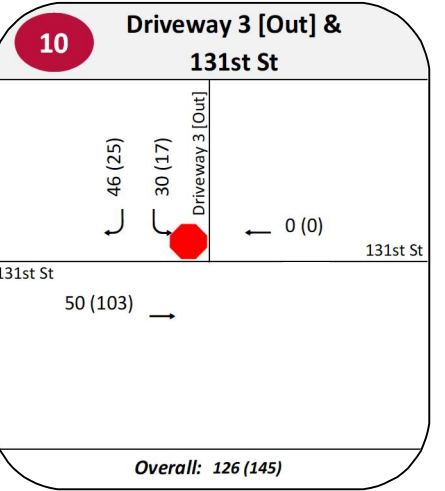
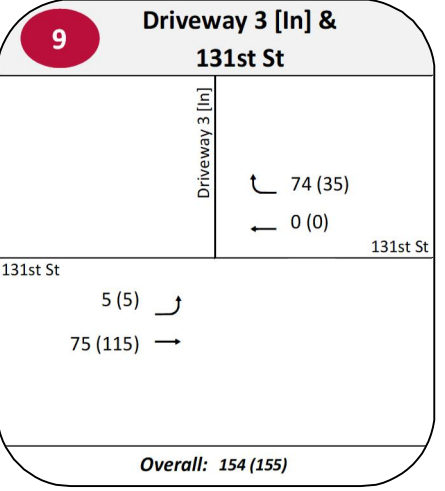
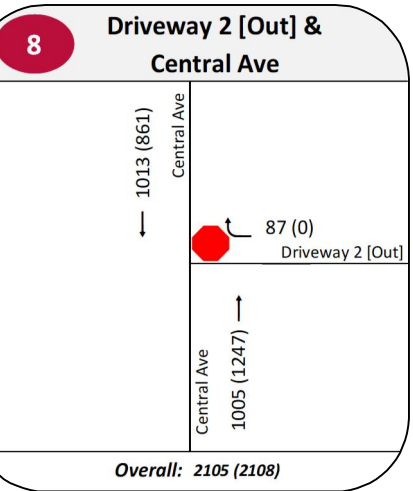
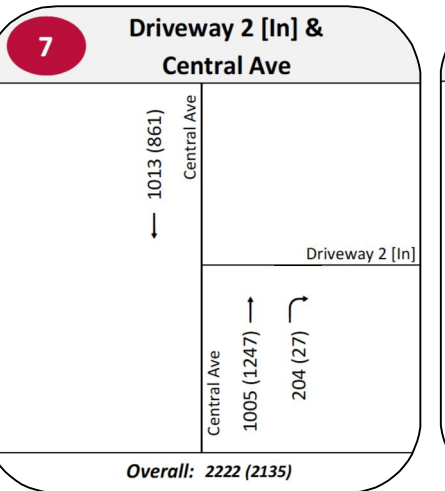
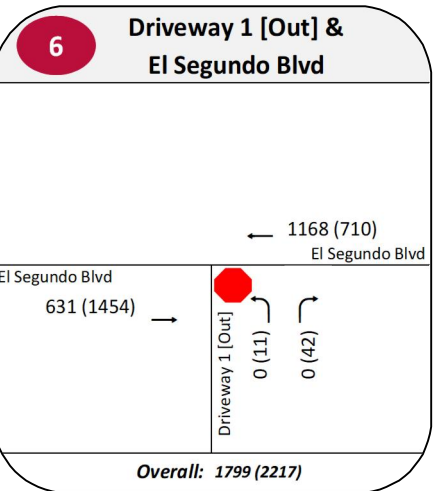
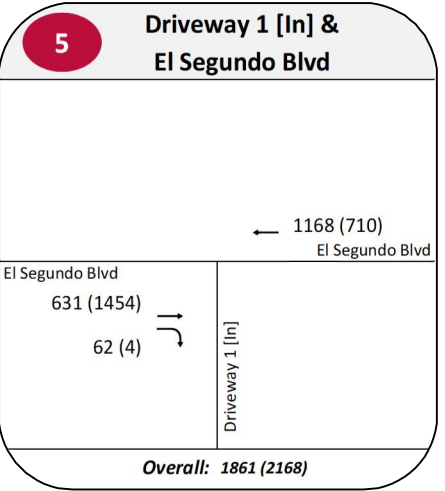
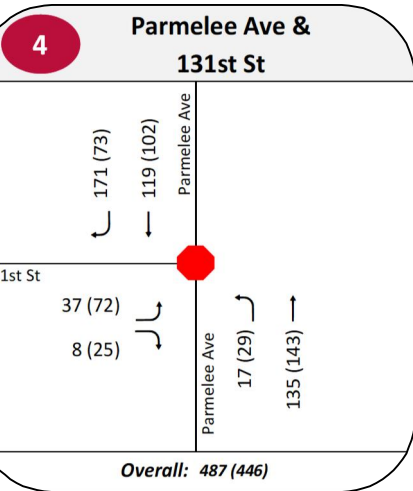
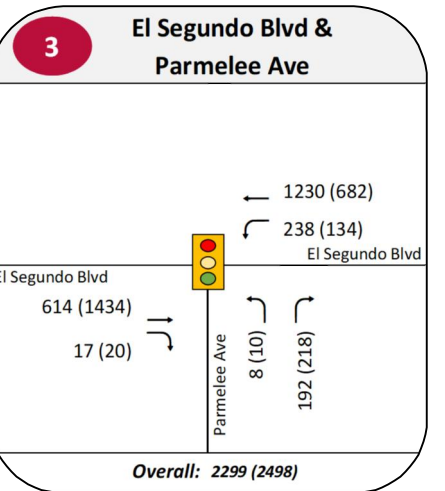
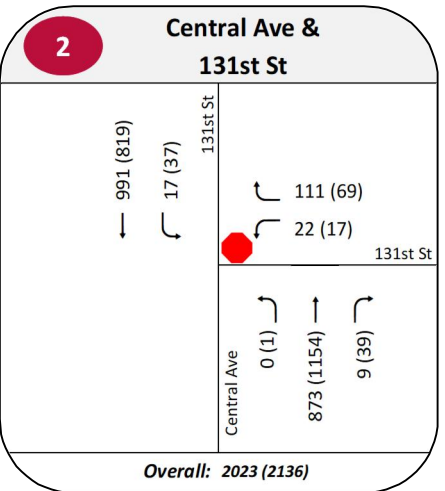
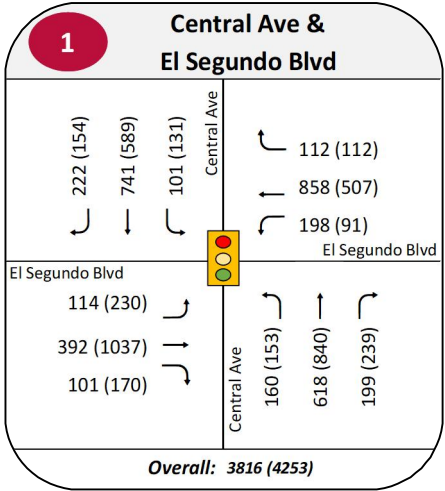
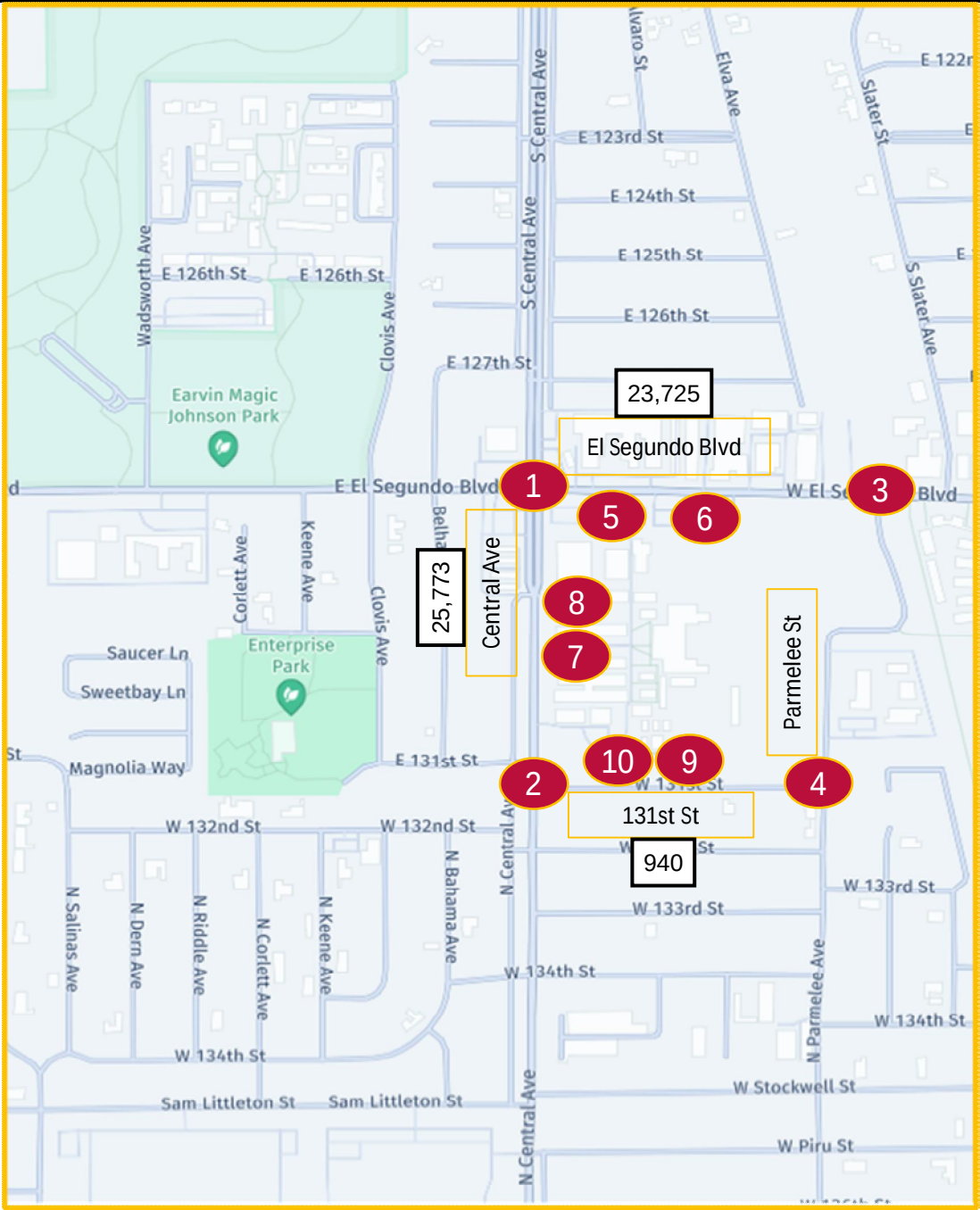
Existing Year (2026) with Project conditions reassign the Project traffic shown in **Table 5** to the existing conditions to identify potential traffic impacts associated with the proposed Project. The resulting existing plus Project AM peak and PM peak traffic volumes are shown in **Figure 9**. **Table 6** below summarizes the projected LOS for each movement at the study intersections and compares it to without Project existing conditions to assess any significant traffic impacts of the Project. The intersection analysis worksheets are provided in **Appendix C**.

As shown in **Table 6**, all study intersection movements operate at LOS D or better, except for the following movements within the study intersections:

- N Central Avenue and W 131st Street (#2)
 - Westbound left/right (LOS E/F – AM and PM Peaks)
- W El Segundo and N Parmelee Avenue (#3)
 - Northbound right (LOS E – AM Peak)

This would be considered a potential project-related effect as the movements operate at an unacceptable LOS E/F with Project traffic. The detailed intersection analysis worksheets for all conditions are shown in **Appendix C**. A SimTraffic analysis was completed to evaluate the anticipated delay for each Project driveway and each existing intersection turning movement that resulted in deficient LOS with Project traffic during the AM and PM peak hours. The results of the analysis can be found in **Table 7**.

Figure 9: Existing Year (2026) + Project AM & PM Peak Hour Vehicle Volumes



LEGEND

Intersection ID

XX (XX) AM (PM) Peak Hour Vehicle Volumes

Table 6: Intersection LOS Comparison - Existing Year (2026) Without Project Vs With Project

No.	Intersection	Control Type	Movement	AM Peak Hour						PM Peak Hour					
				EX		EX WP		Change in Delay	Project Related Effect	EX		EX WP		Change in Delay	Project Related Effect
				Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	N Central Avenue & W El Segundo Boulevard	Signalized	NBL	38.0	D	39.8	D	1.8	No	30.4	C	30.8	C	0.4	No
			NBT	41.1	D	40.7	D	-0.4	No	50.6	D	50.9	D	0.3	No
			NBR	38.4	D	37.7	D	-0.7	No	38.3	D	38.2	D	-0.1	No
			SBL	31.5	C	31.3	C	-0.2	No	36.2	D	36.0	D	-0.2	No
			SBT	47.9	D	48.0	D	0.1	No	38.6	D	38.9	D	0.3	No
			SBR	40.0	D	40.0	D	0	No	35.2	D	35.4	D	0.2	No
			EBL	36.2	D	37.0	D	0.8	No	39.7	D	39.8	D	0.1	No
			EBT	14.9	B	15.3	B	0.4	No	21.6	C	21.7	C	0.1	No
			EBR	14.1	B	14.5	B	0.4	No	16.3	B	16.5	B	0.2	No
			WBL	25.5	C	25.9	C	0.4	No	49.8	D	50.1	D	0.3	No
			WBT	18.0	B	18.5	B	0.5	No	17.3	B	17.4	B	0.1	No
			WBR	14.2	B	14.6	B	0.4	No	15.7	B	15.7	B	0	No
2	N Central Avenue & W 131 st Street	Unsignalized (TWSC)	NBT	-	-	-	-	-	No	-	-	-	-	-	No
			NBR	-	-	-	-	-	No	-	-	-	-	-	No
			SBL	10.0	A	10.0	B	0.0	No	12.1	B	12.2	B	-0.1	No
			SBT	-	-	-	-	-	No	-	-	-	-	-	No
			WBL/R	16.3	C	35.8	E	19.5	Yes	27.9	D	62.6	F	23.8	Yes
3	W El Segundo Boulevard & N Parmelee Avenue	Signalized	NBL	29.8	C	28.1	C	-1.7	No	27.8	C	27.0	C	-0.8	No
			NBR	54.2	D	58.0	E	3.8	Yes	58.9	E	61.4	E	2.5	No
			EBT	4.8	A	5.4	A	0.6	No	8.5	A	8.9	B	0.4	No
			EBR	3.4	A	4.0	A	0.6	No	4.2	A	4.5	A	0.3	No
			WBL	10.3	B	14.2	B	3.9	No	27.5	C	38.3	D	10.8	No
			WBT	6.4	A	7.1	A	0.7	No	5.6	A	5.9	A	0.3	No
4	N Parmelee Avenue & W 131 st Street	Unsignalized (TWSC)	NBL	7.7	A	7.9	A	0.2	No	7.6	A	7.7	A	0.1	No
			NBT	0	A	0	A	0	No	0	A	0	A	0	No
			SBT	-	-	-	-	-	No	-	-	-	-	-	No
			SBR	-	-	-	-	-	No	-	-	-	-	-	No
			EBL/R	11.5	B	12.3	B	0.8	No	13.1	B	14.4	B	1.3	No

BOLD – Unsatisfactory LOS
- Represents major street movement – no LOS reported

Table 7: SimTraffic Delay Comparison - Existing Year (2026) Without Project Vs With Project

No.	Intersection	Control Type	Movement	AM Peak Hour			PM Peak Hour		
				EX	EX WP	Change in Delay	EX	EX WP	Change in Delay
				Delay	Delay		Delay	Delay	
2	N Central Avenue & W 131st Street	Unsignalized (TWSC)	WBL	23.0	19.1	-3.9	42.4	30.4	-12.0
			WBR	6.9	8.1	1.2	15.8	11.5	-4.3
3	W El Segundo Boulevard & N Parmelee Avenue	Signalized	NBR	36.7	40.2	3.5	40.1	42.5	2.4
5	W El Segundo Boulevard Ingress Driveway	Uncontrolled	EBT	Proposed Driveway	1.8	-	Proposed Driveway	2.4	-
			EBR		1.3	-		1.4	-
			WBT		3.2	-		12.6	-
6	W El Segundo Boulevard Egress Driveway	Uncontrolled	NBL	Proposed Driveway	-	-	Proposed Driveway	66.7	-
			NBR		-	-		41.9	-
			EBT		0.4	-		0.7	-
			WBT		1.8	-		1.7	-
7	N Central Avenue Ingress Driveway	Uncontrolled	NBT	Proposed Driveway	1.4	-	Proposed Driveway	2.1	-
			NBR		1.2	-		0.8	-
			SBT		0.5	-		0.4	-
8	N Central Avenue Egress Driveway	Uncontrolled	NBT	Proposed Driveway	1.7	-	Proposed Driveway	20.0	-
			SBT		2.1	-		2.0	-
			WBR		38.1	-		-	-
9	W 131st Street Ingress Driveway	Uncontrolled	EBL	Proposed Driveway	0.6	-	Proposed Driveway	1.4	-
			EBT		0.3	-		0.2	-
			WBT		0.2	-		0.1	-
			WBR		0.5	-		0.2	-
10	W 131st Street Egress Driveway	Uncontrolled	SBL	Proposed Driveway	2.9	-	Proposed Driveway	3.0	-
			SBR		2.0	-		1.9	-
			EBT		0.2	-		0.3	-
			WBT		-	-		-	-

Table 8 below presents the results of the intersection queuing analysis under existing with Project conditions. The following queues exceed their queue storage due to increased Project traffic (shaded cells in **Table 8**):

- N Central Avenue and W El Segundo Boulevard
 - Northbound left (AM Peak)

Table 8: Existing Year (2026) Without Project Vs With Project Intersection Queuing

No.	Intersection	Movement	Storage Length	Queue Length (ft)			
				Existing AM	Existing PM	Existing WP AM	Existing WP PM
1	N Central Avenue & W El Segundo Boulevard	NBL	130	131	122	#168	128
		SBL	120	88	117	86	116
		EBL	135	154	#289	154	#288
		EBR	135	29	67	30	68
		WBL	165	190	160	186	160
		WBR	100	55	33	53	33
2	N Central Avenue & W 131 st Street	SBL	65	2.5	5	2.5	5
3	W El Segundo Boulevard & N Parmelee Avenue	WBL	80	82	#147	139	#112

BOLD – Queue length exceeds storage length; **Shaded** cell represents if Project increases queue to exceed storage length or increases a deficient queue length more than one vehicle (25 feet)

95th percentile volumes exceeds capacity, queue may be longer

V. Opening Year (2030) Without Project Conditions

VOLUME DEVELOPMENT AND AMBIENT GROWTH

Future (2030) volumes were determined by applying an ambient growth factor to the existing 2026 traffic volumes. An annual growth factor of 2% was used based on coordination with the City.

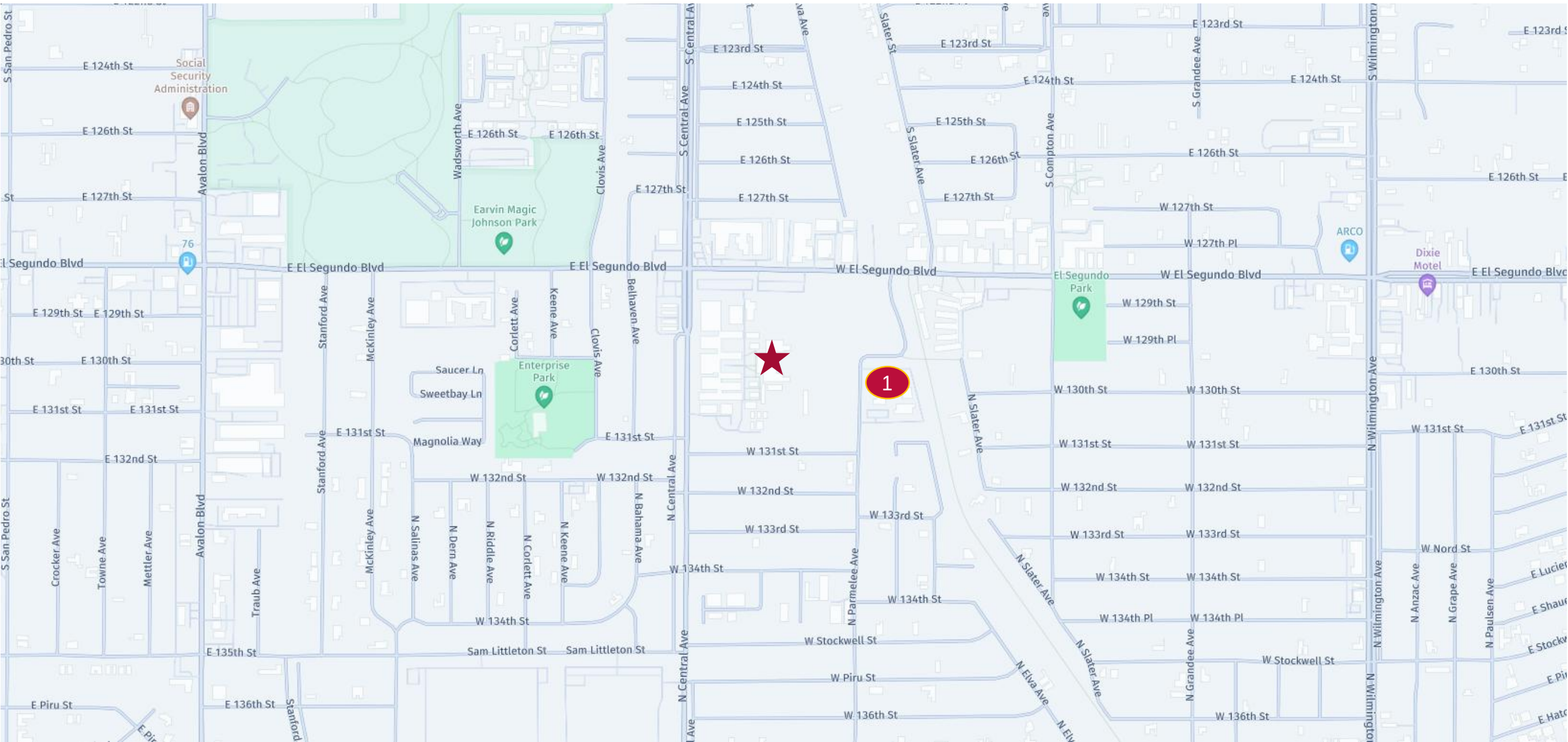
OPENING YEAR (2030) WITHOUT PROJECT TRIP GENERATION

In addition to ambient growth, traffic volumes from cumulative projects within a 0.5 mile of the Project site were added to the study intersections to simulate future traffic conditions with expected new development in the area.

The list of related projects was provided by the City of Compton Planning Department in an email on February 26th, 2026. Based on the project list, there is one (1) project within 0.5-mile of the Project Site.

Figure 10 shows the cumulative project map and **Figure 11** displays the related project peak hour volumes. **Appendix D** lists the detailed cumulative project information and total trip generation. The cumulative project's traffic volumes were added to both the opening year with and without project scenarios as part of this analysis. The cumulative project in the area is expected to generate 42 trips during the morning (AM) peak hour and 56 during the evening (PM) peak hour.

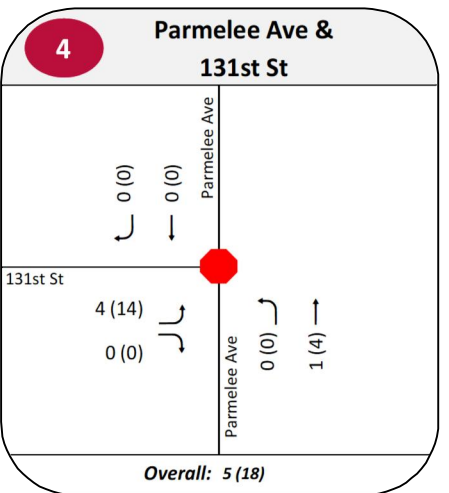
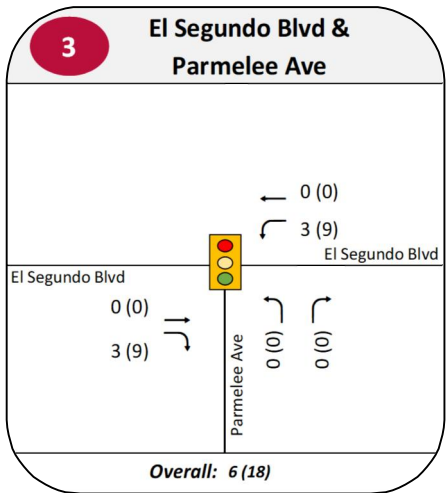
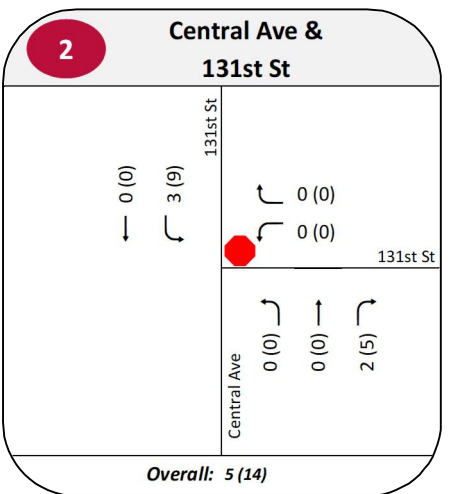
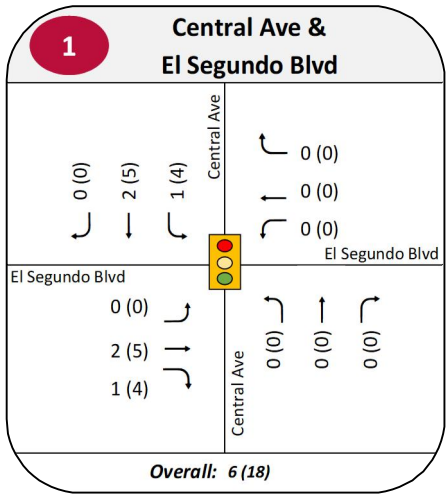
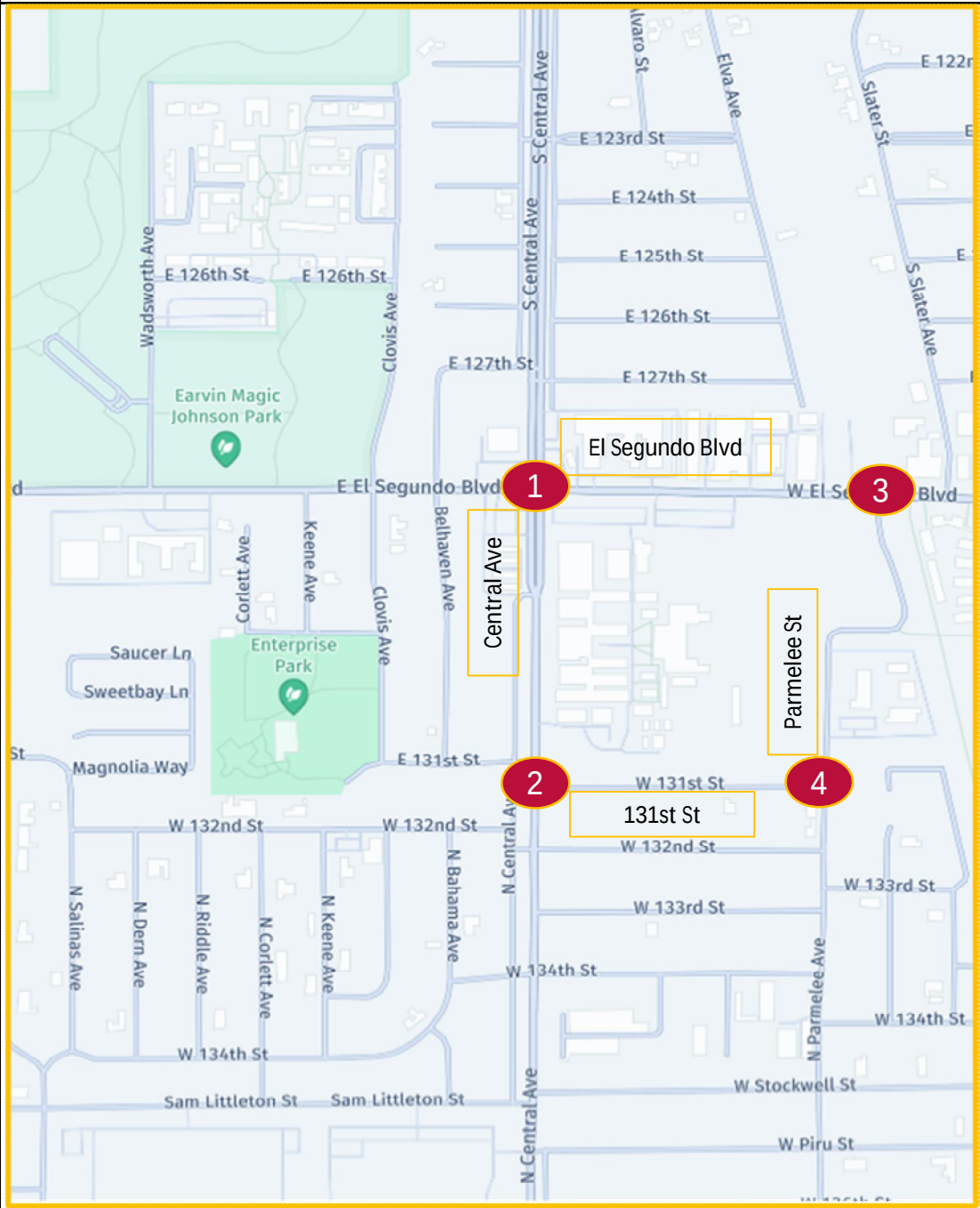
Figure 10: Cumulative Project Location



LEGEND

- ★ 2606 N Central Ave (Centennial High School)
- 1 Cumulative Project Location

Figure 11: Cumulative Projects AM & PM Peak Hour Vehicle Volumes



LEGEND

Intersection ID

XX (XX) AM (PM) Peak Hour
Vehicle Volumes

OPENING YEAR (2030) WITHOUT PROJECT OPERATIONS

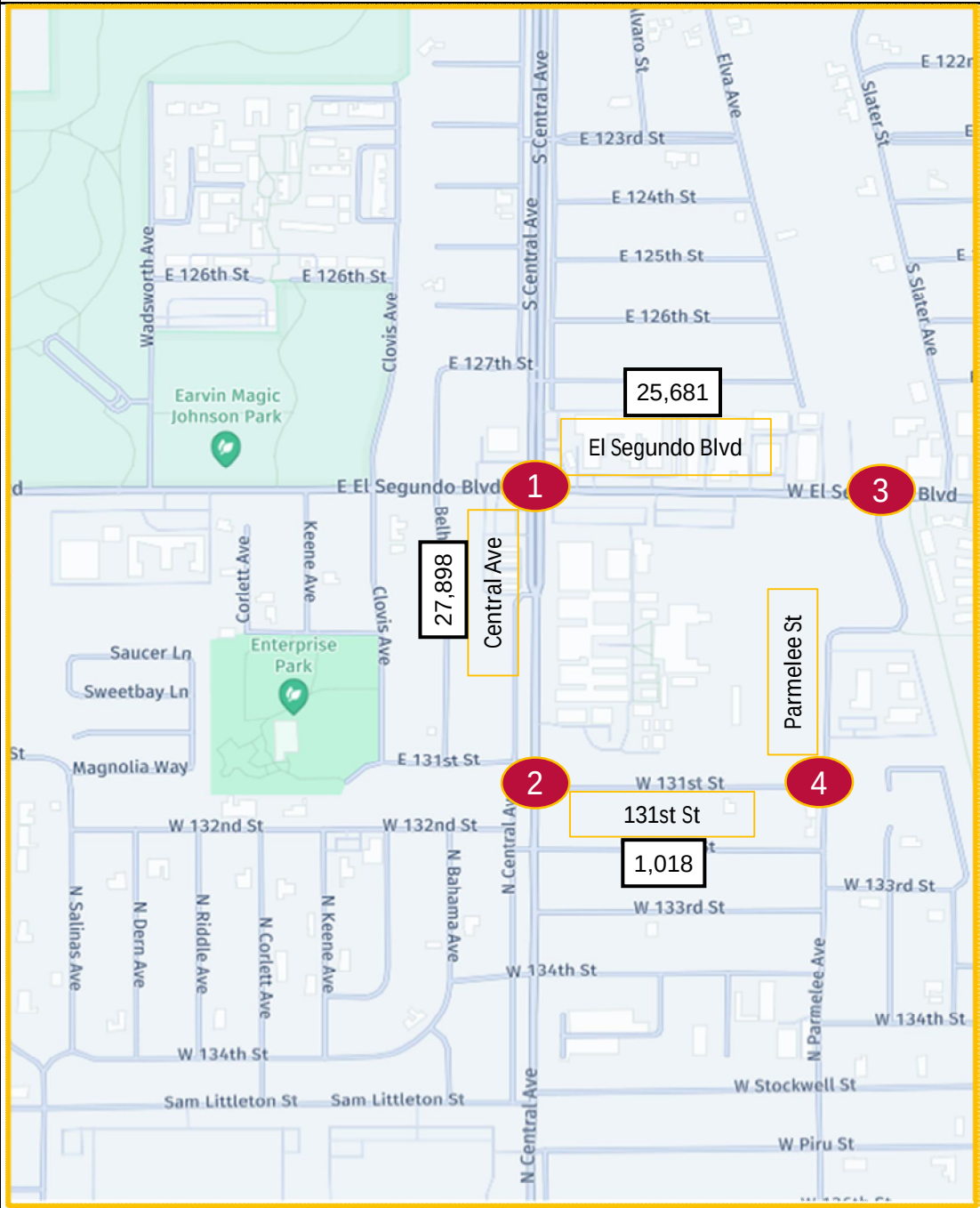
Level of service analysis by movement was conducted for the opening year at each of the study intersections for the weekday morning and evening peak hours. The Opening Year (2030) AM peak and PM peak traffic volumes are shown in **Figure 12**. **Table 9** summarizes the projected LOS for the study intersections.

As shown in **Table 9**, all study intersection movements operate at LOS D or better, except for the following movements within the study intersections:

- N Central Avenue and W El Segundo Boulevard
 - Northbound through (LOS E – PM Peak)
 - Eastbound left (LOS E – PM Peak)
 - Westbound left (LOS E – PM Peak)
- N Central Avenue and W 131st Street
 - Westbound left/right (LOS F – PM Peak)
- W El Segundo Boulevard and N Parmelee Avenue
 - Northbound right (LOS E – AM and PM Peaks)

The detailed intersection analysis worksheets for all conditions are shown in **Appendix C**.

Figure 12: Opening Year (2030) AM & PM Peak Hour Vehicle Volumes



LEGEND

Intersection ID

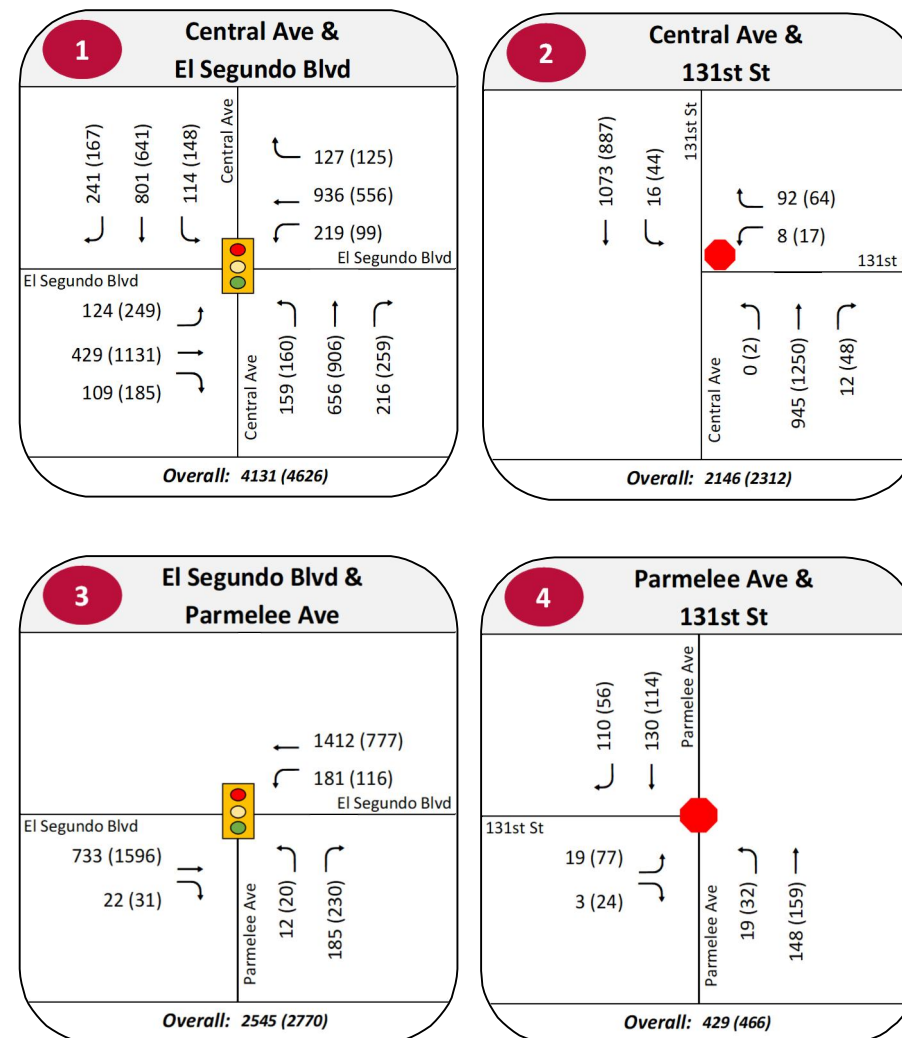
XX (XX) AM (PM) Peak Hour
Vehicle Volumes

Table 9: Opening Year (2030) without Project Intersection Level of Service

No.	Intersection	Control Type	Movement	AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
1	N Central Avenue & W El Segundo Boulevard	Signalized	NBL	40.3	D	31.1	C
			NBT	40.2	D	55.2	E
			NBR	37.0	D	38.2	D
			SBL	30.9	C	40.9	D
			SBT	48.8	D	38.7	D
			SBR	39.3	D	34.7	C
			EBL	48.4	D	55.5	E
			EBT	16.4	B	24.2	C
			EBR	15.4	B	17.6	B
			WBL	30.9	C	73.5	E
			WBT	20.3	C	18.7	B
			WBR	15.6	B	16.9	B
2	N Central Avenue & W 131 st Street	Unsignalized	NBT	-	-	-	-
			NBR	-	-	-	-
			SBL	10.4	B	13.1	B
			SBT	-	-	-	-
			WBL/R	22.1	C	102.6	F
3	W El Segundo Boulevard & N Parmelee Avenue	Signalized	NBL	28.7	C	27.0	C
			NBR	56.7	E	68.9	E
			EBT	5.5	A	10.2	B
			EBR	3.9	A	4.7	A
			WBL	13.7	B	48.7	D
			WBT	7.7	A	6.4	A
4	N Parmelee Avenue & W 131 st Street	Unsignalized	NBL	7.8	A	7.7	A
			NBT	0	A	0	A
			SBT	-	-	-	-
			SBR	-	-	-	-
			EBL/R	12.1	B	15.5	C

BOLD – Unsatisfactory LOS

- Represents major street movement – no LOS reported

Table 10 below presents the results of the intersection queuing analysis under existing conditions. The following queues exceed their queue storage:

- N Central Avenue and W El Segundo Boulevard
 - Northbound left (AM and PM Peaks)
 - Southbound left (PM Peak)
 - Eastbound left (AM and PM Peaks)
 - Westbound left (AM and PM Peaks)
- W El Segundo Boulevard and N Parmelee Avenue
 - Westbound left (AM and PM Peak)

Table 10: Opening Year (2030) without Project Intersection Queuing

No.	Intersection	Movement	Storage Length	Queue Length (ft)	
				OY AM	OY PM
1	N Central Avenue & W El Segundo Boulevard	NBL	130	#172	133
		SBL	120	95	#145
		EBL	135	#209	#352
		EBR	135	30	79
		WBL	165	219	#202
		WBR	100	61	40
2	N Central Avenue & W 131 st Street	SBL	65	2.5	7.5
3	W El Segundo Boulevard & N Parmelee Avenue	WBL	80	112	#135

BOLD – Queue length exceeds storage length

95th percentile volumes exceeds capacity, queue may be longer.

VI. Opening Year (2030) Conditions with Project

OPENING YEAR (2030) WITH PROJECT OPERATIONS

Opening year (2030) with Project conditions add the Project traffic to the opening year conditions to identify potential traffic impacts associated with the proposed Project. The resulting opening year plus Project AM peak and PM peak traffic volumes are shown in **Figure 13. Table 11** below summarizes the projected LOS by movement at the study intersections and compares it to without Project opening year conditions to assess any significant traffic impacts of the Project. The intersection analysis worksheets are provided in **Appendix C**.

As shown in **Table 11**, all study intersection movements operate at LOS D or better, except for the following movements within the study intersections:

- N Central Avenue and W El Segundo Boulevard
 - Northbound through (LOS E – PM Peak)
 - Eastbound left (LOS E – PM Peak)
 - Westbound left (LOS E – PM Peak)
- N Central Avenue and W 131st Street
 - Westbound left/right (LOS F – AM and PM Peaks)
- W El Segundo Boulevard and N Parmelee Avenue
 - Northbound Right (LOS E/F – AM and PM Peaks)
 - Westbound Left (LOS E – PM Peak)

Movements at the intersections of N Central Avenue and W 131st Street and W El Segundo Boulevard and N Parmelee Avenue during the PM peak would be considered a potential project-related effect as the Project traffic degrades the movements. The detailed intersection analysis worksheets for all conditions are shown in **Appendix C**. A SimTraffic analysis was completed to evaluate the anticipated delay for each turning movement during the AM and PM peak hours. The results of the analysis can be found in **Table 12**.

Table 11: Intersection LOS Comparison - Opening Year (2030) Without Project Vs With Project

No.	Intersection	Control Type	Movement	AM Peak Hour						PM Peak Hour					
				OY		OY WP		Change in Delay	Project Related Effect	OY		OY WP		Change in Delay	Project Related Effect
				Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	N Central Avenue & W El Segundo Boulevard	Signalized	NBL	40.3	D	42.7	D	2.4	No	31.1	C	32.0	C	0.9	No
			NBT	40.2	D	39.7	D	-0.5	No	55.2	E	55.9	E	0.7	No
			NBR	37.0	D	36.3	D	-0.7	No	38.2	D	38.1	D	-0.1	No
			SBL	30.9	C	30.6	C	-0.3	No	40.9	D	40.9	D	0	No
			SBT	48.8	D	48.9	D	0.1	No	38.7	D	39.1	D	0.4	No
			SBR	39.3	D	39.3	D	0	No	34.7	C	35.0	C	0.3	No
			EBL	48.4	D	49.4	D	1.0	No	55.5	E	55.4	E	-0.1	No
			EBT	16.4	B	16.8	B	0.4	No	24.2	C	24.2	C	0	No
			EBR	15.4	B	15.8	B	0.4	No	17.6	B	17.7	B	0.1	No
			WBL	30.9	C	31.4	C	0.5	No	73.5	E	73.3	E	-0.2	No
			WBT	20.3	C	20.7	C	0.4	No	18.7	B	18.8	B	0.1	No
			WBR	15.6	B	15.9	B	0.3	No	16.9	B	16.9	B	0	No
2	N Central Avenue & W 131 st Street	Unsignalized (TWSC)	NBT	-	-	-	-	-	No	-	-	-	-	-	No
			NBR	-	-	-	-	-	No	-	-	-	-	-	No
			SBL	10.4	B	10.4	B	0	No	13.1	B	13.2	B	0.1	No
			SBT	-	-	-	-	-	No	-	-	-	-	-	No
			WBL/R	22.1	C	67.0	F	44.9	Yes	102.6	F	258.6	F	156.0	Yes
3	W El Segundo Boulevard & N Parmelee Avenue	Signalized	NBL	28.7	C	27.2	C	-1.5	No	27.0	C	27.0	C	0	No
			NBR	56.7	E	60.9	E	4.2	No	68.9	E	84.5	F	15.6	Yes
			EBT	5.5	A	6.1	A	0.6	No	10.2	B	9.9	A	-0.3	No
			EBR	3.9	A	4.5	A	0.6	No	4.7	A	4.7	A	0	No
			WBL	13.7	B	19.4	B	5.7	No	48.7	D	68.1	E	19.4	Yes
			WBT	7.7	A	8.4	A	0.7	No	6.4	A	6.3	A	-0.1	No
4	N Parmelee Avenue & W 131 st Street	Unsignalized (TWSC)	NBL	7.8	A	8.0	A	0.2	No	7.7	A	7.8	A	0.1	No
			NBT	0	A	0	A	0	No	0	A	0	A	0	No
			SBT	-	-	-	-	-	No	-	-	-	-	-	No
			SBR	-	-	-	-	-	No	-	-	-	-	-	No
			EBL/R	12.1	B	13.0	B	0.9	No	15.5	C	17.4	C	1.9	No

BOLD – Unsatisfactory LOS

- Represents major street movement – no LOS reported

Table 12: SimTraffic Delay Comparison - Opening Year (2030) Without Project Vs With Project

No.	Intersection	Control Type	Movement	AM Peak Hour			PM Peak Hour		
				OY	OY WP	Change in Delay	OY	OY WP	Change in Delay
				Delay	Delay		Delay	Delay	
1	N Central Avenue & W El Segundo Boulevard	Signalized	NBT	36.2	31.5	-4.7	166.9	61.2	-105.7
			EBL	222.7	116.0	-106.7	109.4	120.6	11.2
			WBL	55.0	47.5	-7.5	334.9	315.6	-19.3
2	N Central Avenue & W 131st Street	Unsignalized (TWSC)	WBL	24.4	25.3	0.9	406.6	55.4	-351.2
			WBR	8.1	11.0	2.9	441.5	59.6	-381.9
3	W El Segundo Boulevard & N Parmelee Avenue	Signalized	NBR	39.7	43.2	3.5	61.8	71.3	9.5
			WBL	18.0	20.1	2.1	51.0	56.4	5.4
5	W El Segundo Boulevard Ingress Driveway	Uncontrolled	EBT	Proposed Driveway	1.9	-	Proposed Driveway	2.2	-
			EBR		1.3	-		0.9	-
			WBT		4.4	-		24.9	-
6	W El Segundo Boulevard Egress Driveway	Uncontrolled	NBL	Proposed Driveway	-	-	Proposed Driveway	100.2	-
			NBR		-	-		51.9	-
			EBT		0.4	-		0.8	-
			WBT		2.1	-		2.6	-
7	N Central Avenue Ingress Driveway	Uncontrolled	NBT	Proposed Driveway	1.5	-	Proposed Driveway	27.9	-
			NBR		1.4	-		26.1	-
			SBT		0.5	-		0.5	-
8	N Central Avenue Egress Driveway	Uncontrolled	NBT	Proposed Driveway	2.3	-	Proposed Driveway	53.6	-
			SBT		2.2	-		2.0	-
			WBR		48.4	-		-	-
9	W 131st Street Ingress Driveway	Uncontrolled	EBL	Proposed Driveway	1.1	-	Proposed Driveway	0.9	-
			EBT		0.3	-		0.3	-
			WBT		0.2	-		0.2	-
			WBR		0.4	-		0.2	-
10	W 131st Street Egress Driveway	Uncontrolled	SBL	Proposed Driveway	2.9	-	Proposed Driveway	12.2	-
			SBR		1.9	-		10.0	-
			EBT		0.2	-		0.3	-
			WBT		-	-		-	-

Table 13 presents the results of the intersection queuing analysis under opening year with Project conditions. The following queues exceed their queue storage due to Project traffic:

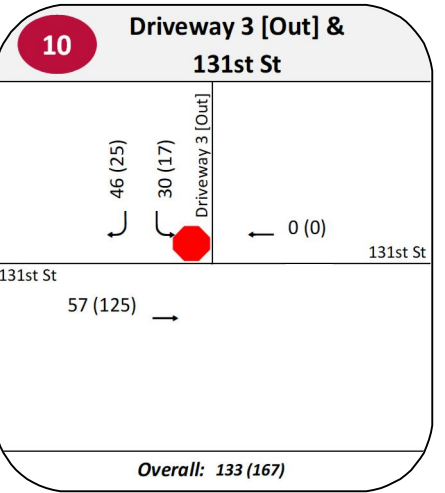
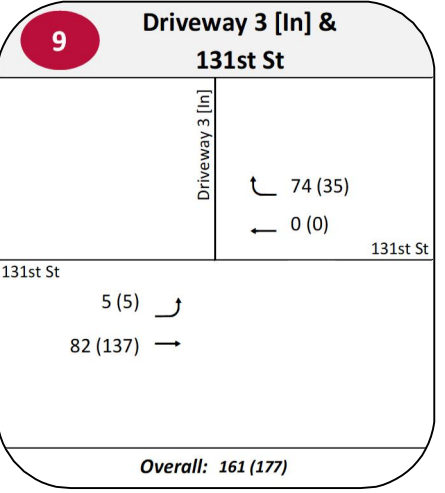
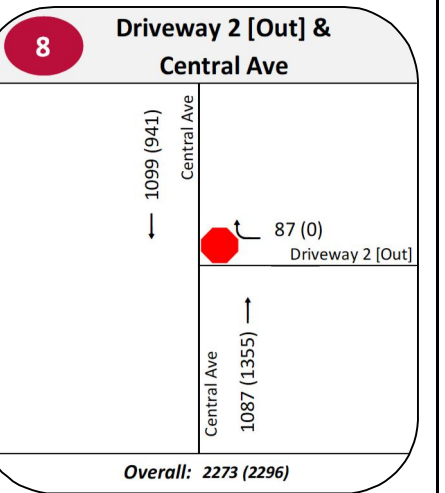
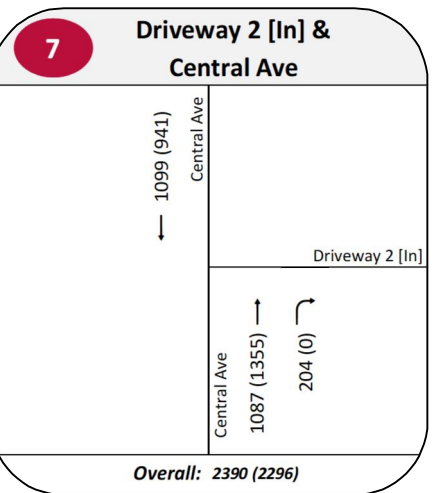
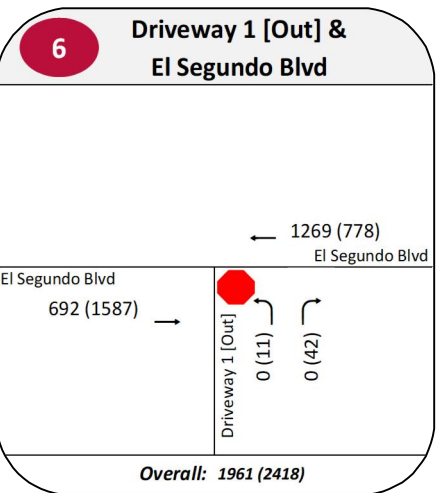
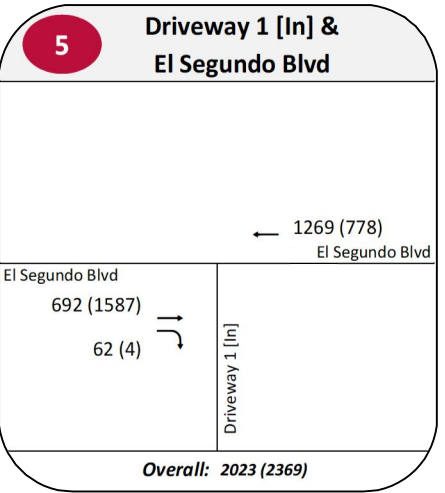
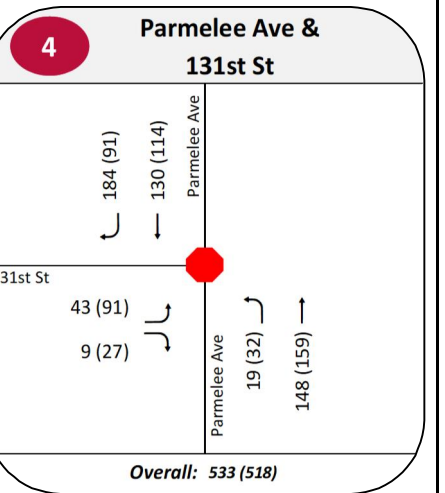
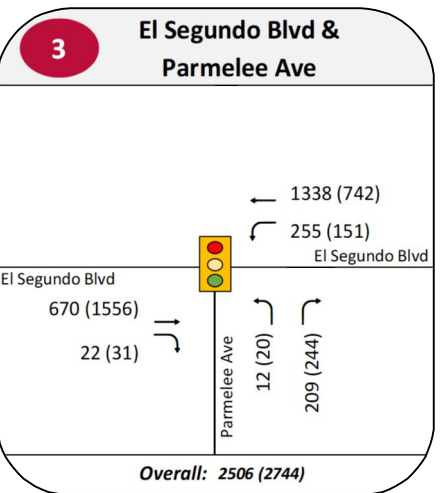
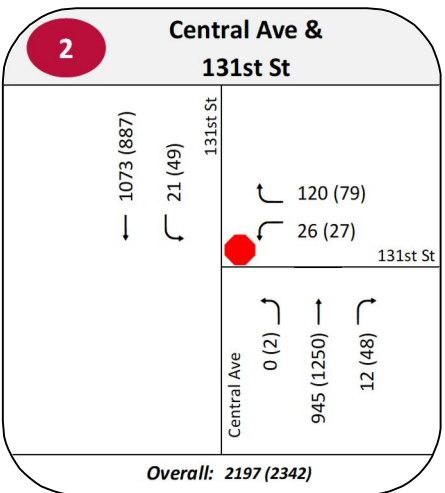
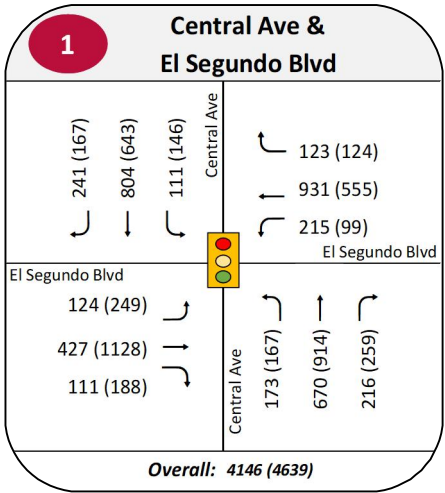
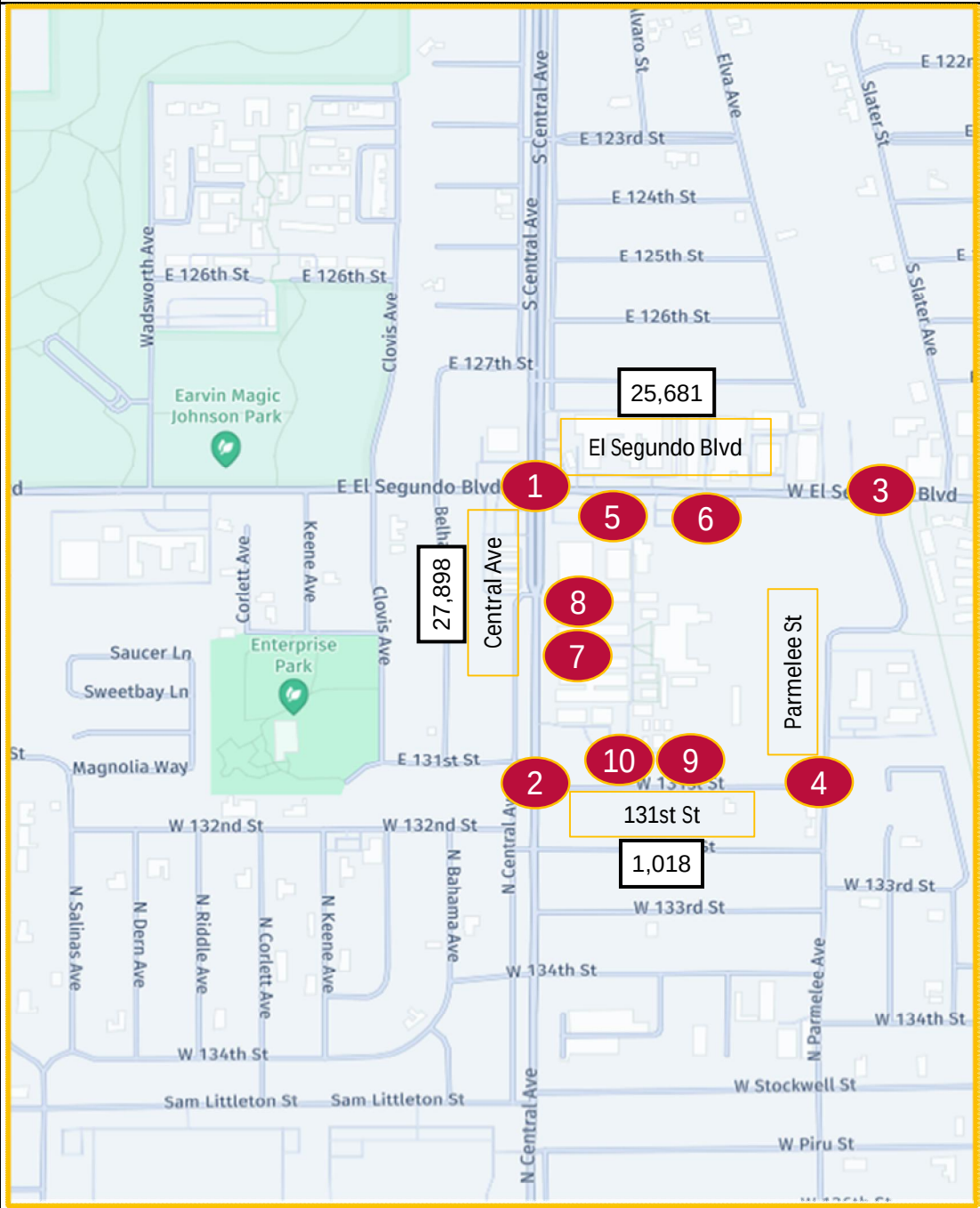
- N Central Avenue and W El Segundo Boulevard
 - Northbound Left (AM Peak)
- W El Segundo Boulevard and N Parmelee Avenue
 - Westbound left (AM and PM Peaks)

Table 13: Opening Year (2030) Without Project Vs With Project Intersection Queuing

No.	Intersection	Movement	Storage Length	Queue Length (ft)			
				OY AM	OY PM	OY WP AM	OY WP PM
1	N Central Avenue & W El Segundo Boulevard	NBL	130	#172	133	#203	139
		SBL	120	95	#145	93	#135
		EBL	135	#209	#352	#208	#352
		EBR	135	30	79	30	79
		WBL	165	219	#202	214	#202
		WBR	100	61	40	60	40
2	N Central Avenue & W 131 st Street	SBL	65	2.5	7.5	2.5	7.5
3	W El Segundo Boulevard & N Parmelee Avenue	WBL	80	112	#135	198	#187

BOLD – Queue length exceeds storage length; **Shaded** cell represents if Project increases queue to exceed storage length or increases a deficient queue length more than one vehicle (25 feet)
 # 95th percentile volumes exceeds capacity, queue may be longer

Figure 13: Opening Year (2030) + Project AM & PM Peak Hour Vehicle Volumes



LEGEND

Intersection ID

XX (XX) AM (PM) Peak Hour Vehicle Volumes

VII. Site Access and Circulation

COLLISION HISTORY

Statewide Integrated Traffic Records System (SWITRS) and Property Damage Only (PDO) crash reports from the City of Compton's Police Department were reviewed to identify if there are frequent collisions near the Project Vicinity and recommend improvements to reduce collisions in the area. The following intersections and street corridors were reviewed between January 01, 2020 to September 30, 2025:

N Central Avenue & W El Segundo Boulevard – A total of eighteen (18) collisions was reported near the intersection of N Central Avenue and W El Segundo Boulevard. Of these, five (5) were broadside collisions, two (2) were sideswipe collisions, five (5) were rear-end collisions, two (2) was a head-on collision, one (1) involved a vehicle–pedestrian, and three (3) were hit-object collisions. Of the 18 collisions, only seven (7) occurred during school hours (7A-4P). A summary of the collisions at this intersection is included in **Figure 14**.

N Central Avenue & W 131st Street – A total of one (1) collision was reported near the intersection of N Central Avenue and W 131st Street. The collision was a hit-object type and was attributed to unsafe speeds. The collision occurred during a weekend. The one (1) collision did not occur during school hours (7A-4P). A summary of the collisions at this intersection is included in **Figure 15**.

W El Segundo Boulevard & N Parmelee Avenue – A total of eight (8) collisions was reported near the intersection of W El Segundo Boulevard and N Parmelee Avenue. Two (2) were broadside, in which one resulted in a fatal collision. Two (2) were rear end. Two (2) were a head-on collision. One (1) was a hit-object collision and one (1) was a vehicle-pedestrian collision. Of the 8 collisions, only two (2) occurred during school hours (7A-4P). A summary of the collisions at this intersection is included in **Figure 16**.

N Parmelee Avenue & W 131st Street – A total of eight (8) collisions was reported near the intersection of N Parmelee Avenue and W 131st Street. Of these, two (2) were broadside collisions, two (2) was a rear-end collision, one (1) was a head-on collision, one (1) involved a parked vehicle, and two (2) were hit-object collisions. Of the 8 collisions, only four (4) occurred during school hours (7A-4P). A summary of the collisions at this intersection is included in **Figure 17**.

W El Segundo Boulevard (Adjacent to Project Frontage) – A total of six (6) collisions was reported along W El Segundo Boulevard between N Central Avenue and N Parmelee Avenue. Of these, three (3) were broadside collisions, one (1) of which resulted in a fatal collision involving a vehicle and a bicyclist. The remaining collisions included one (1) sideswipe, one (1) rear-end collision, and one (1) hit-object collision. Of the 6 collisions, only two (2) occurred during school hours (7A-4P). A summary of the collisions along this segment are included in **Figure 18**.

N Central Avenue Corridor (Adjacent to Project Frontage) – A total of two (2) collisions was reported along N Central Avenue between W El Segundo Boulevard and W 131st Street. Of these, one (1) was

a rear-end collision and one (1) involved a parked vehicle. Of the 2 collisions, none occurred during school hours (7A-4P). A summary of the collisions along this segment are included in **Figure 19**.

Recommended Improvements

The following improvements for each location could be recommended to improve safety at each of the locations where collisions were evaluated. Additional improvements related to pedestrian movements are included in the Pedestrian Movement Analysis section of this report.

N Central Avenue & W El Segundo Boulevard

- Signal Timing
 - Increased Yellow (change interval) and All Red (clearance interval) signal timing
 - Protected left turn phasing for northbound and southbound movements

N Central Avenue & W 131st Street

- Striping/Physical Improvements
 - Raised crosswalk across N Central Avenue

W El Segundo Boulevard & N Parmelee Avenue

- Signage
 - “No U-Turn” signage for eastbound left movements
 - “Signal Ahead” pavement markings for northbound traffic
- Signal Equipment
 - Through arrow vehicle signal heads for eastbound through movements
 - Retroreflective backplates and 12” vehicle signal heads
- Signal Timing
 - Protected left turn phasing for westbound left movements

N Parmelee Avenue & W 131st Street

- Striping
 - Advance yield lines for north and south legs
 - Continental crosswalk striping
- Signage
 - Advance yield signage for north and south legs
 - Advance school crossing and school crossing signage

W El Segundo Boulevard (Adjacent to Project Frontage)

- Signage
 - Speed radar feedback sign for eastbound traffic

N Central Avenue Corridor (Adjacent to Project Frontage)

- Striping
 - Bike lane green conflict striping
 - Continental crosswalk striping
- Signage
 - Speed radar feedback sign for northbound and southbound traffic

Figure 14

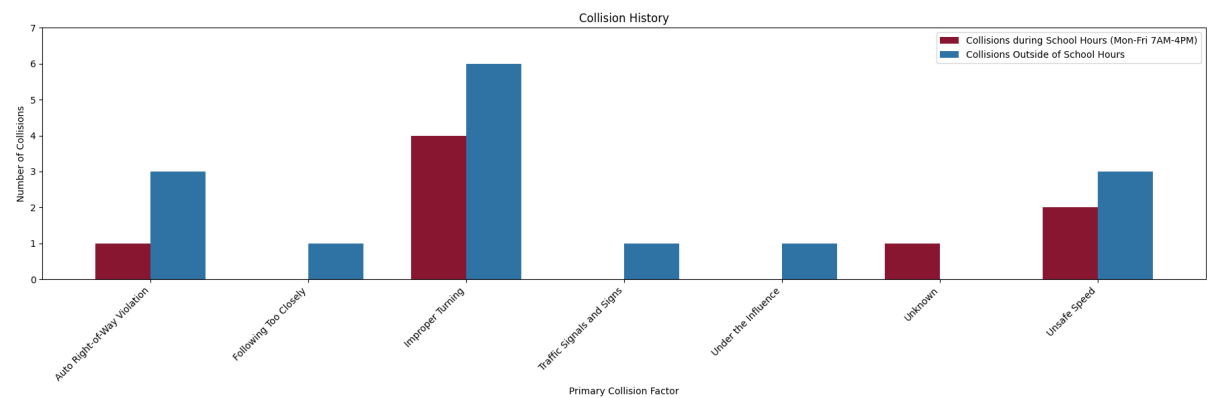
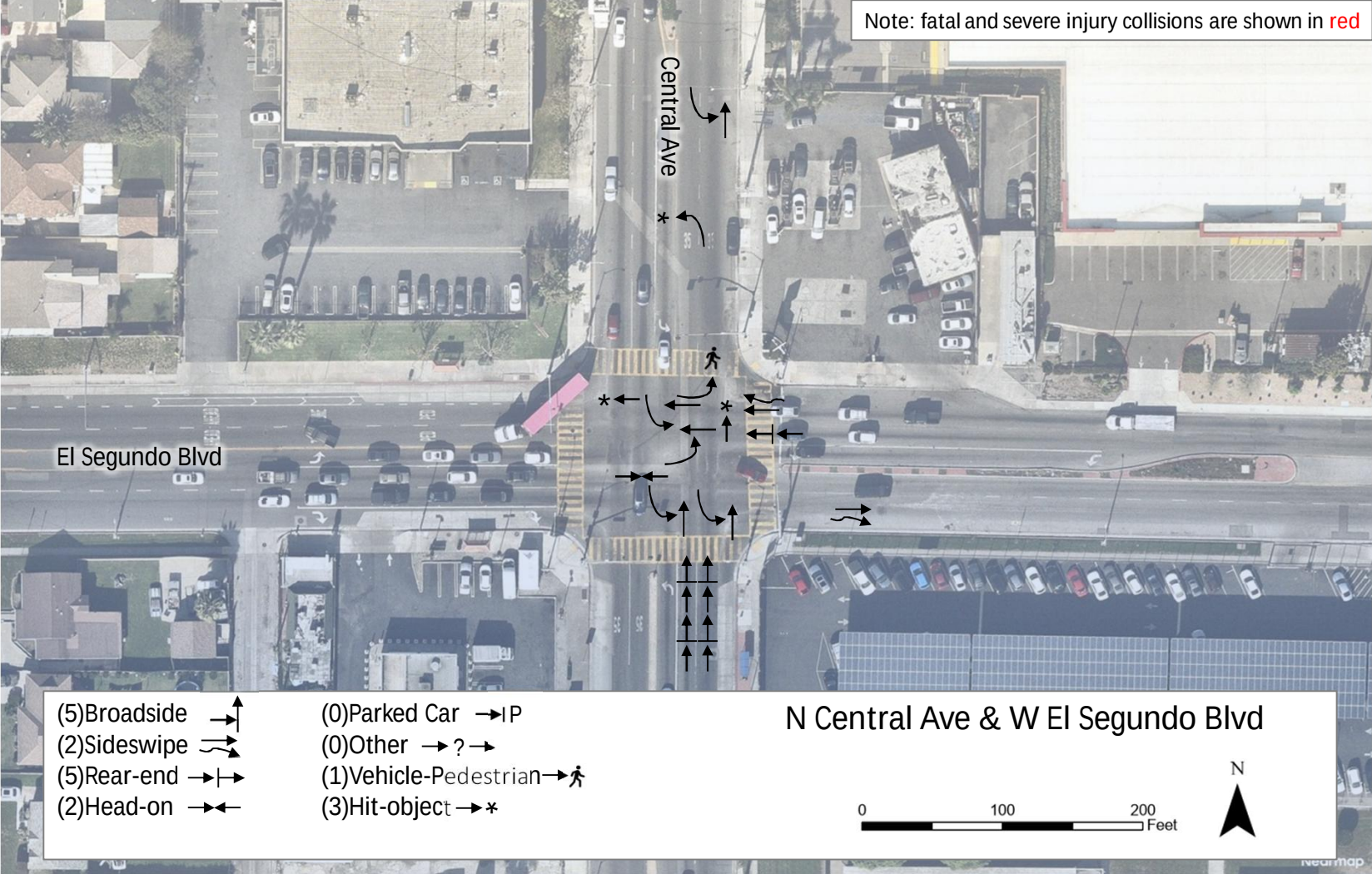


Figure 15

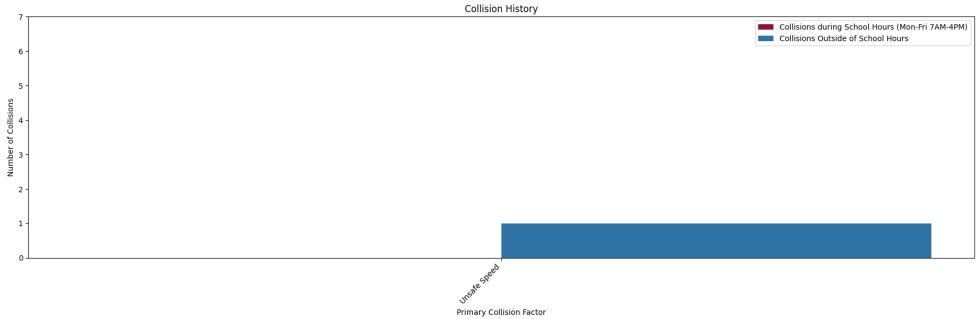


Figure 16

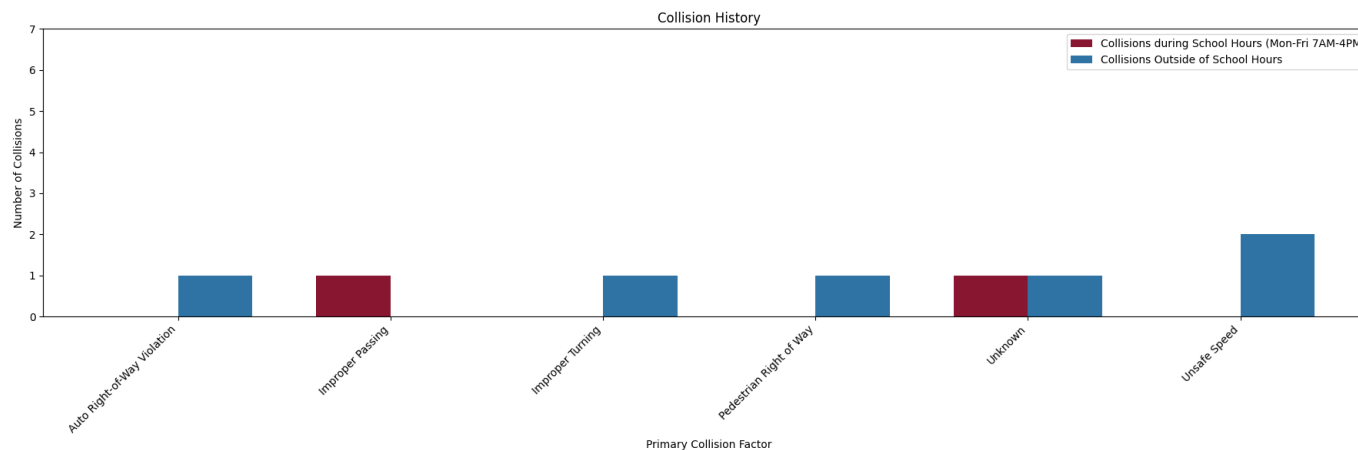
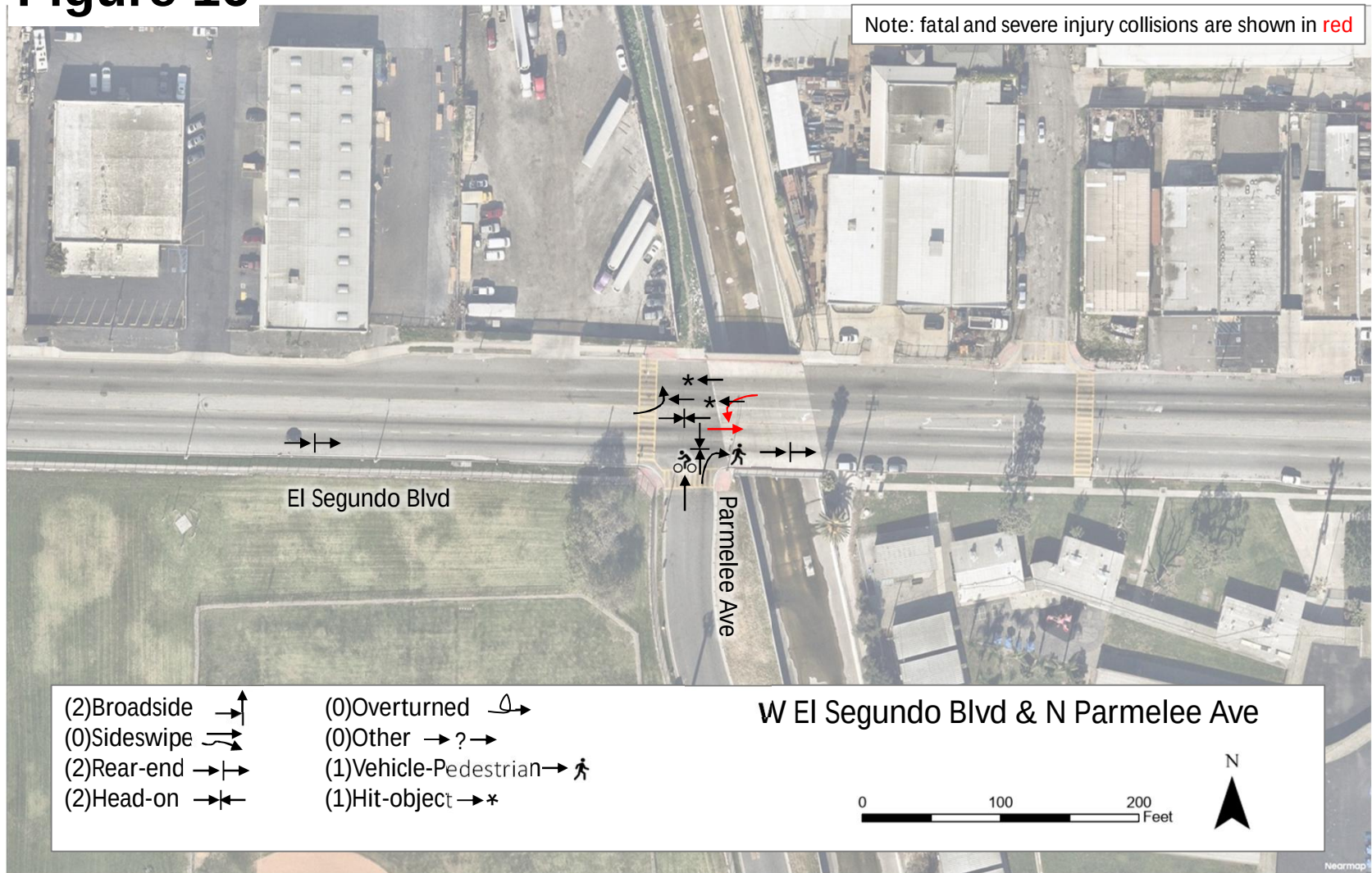
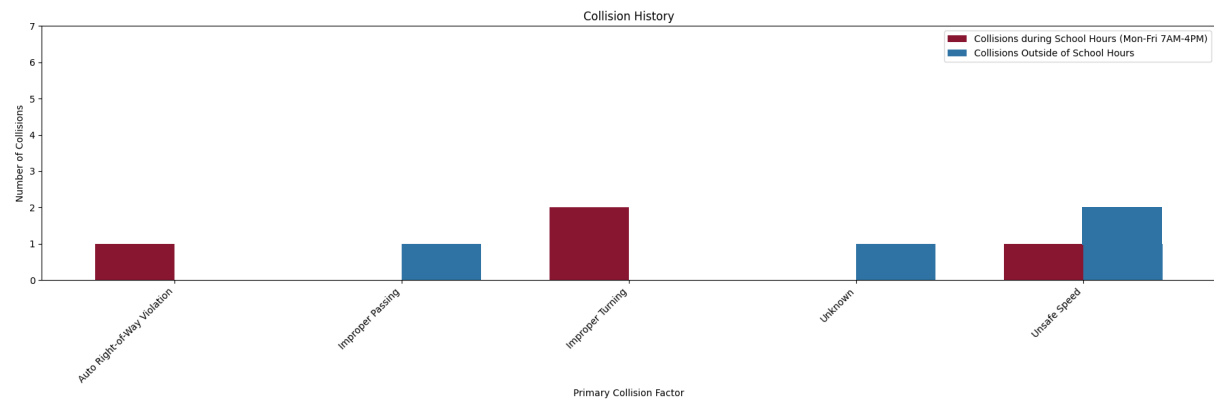
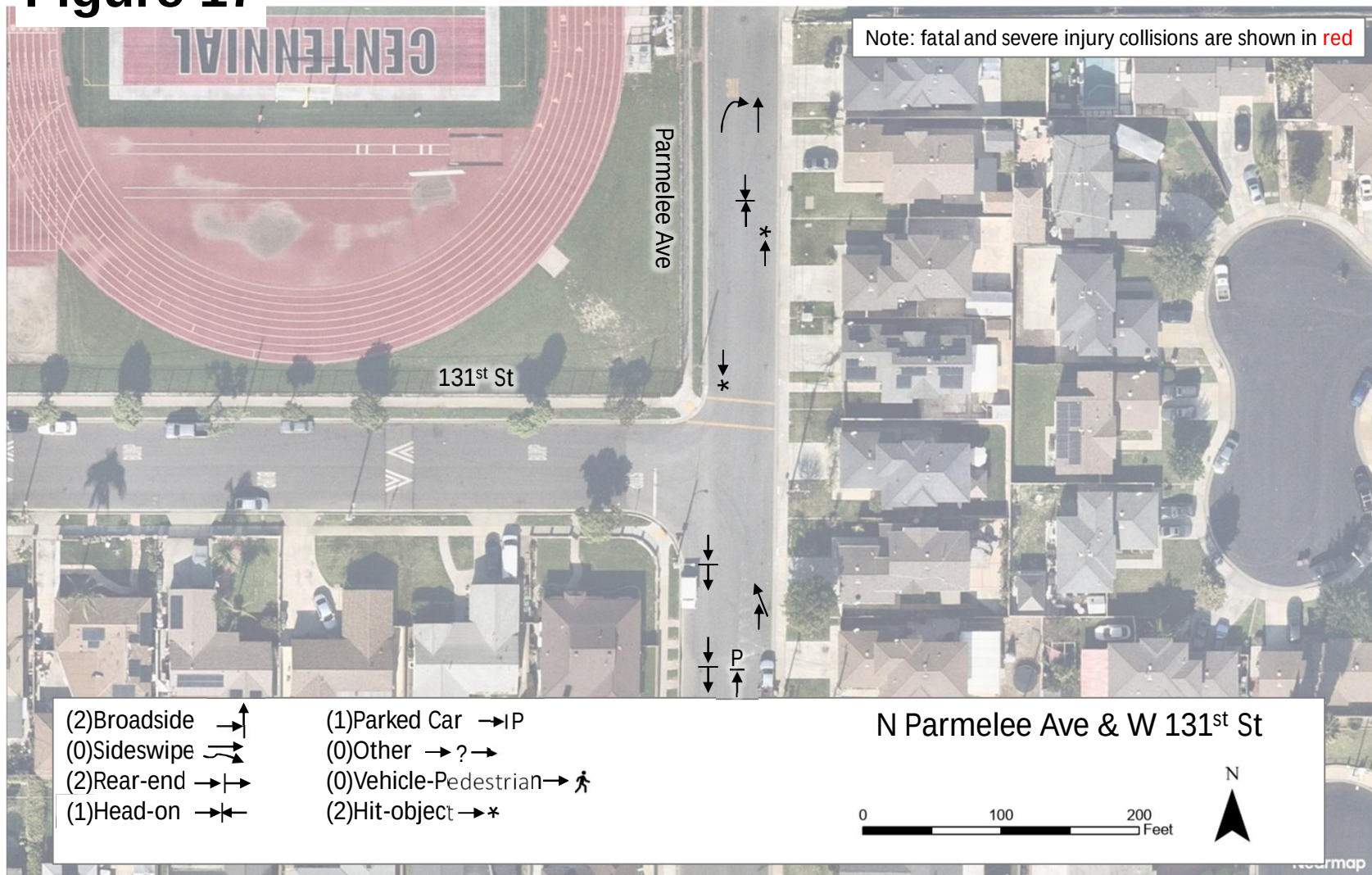
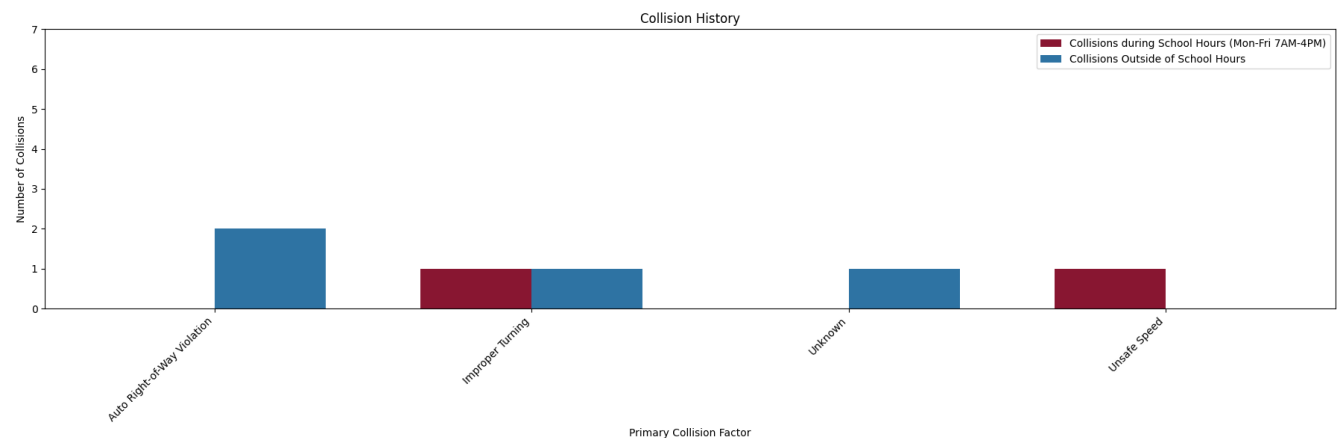


Figure 17



Note: fatal and severe injury collisions are shown in red

Figure 18



Note: fatal and severe injury collisions are shown in red

Figure 19

