

# Memo

Date: August 29, 2025

To: City of El Segundo

From: Alex Melaragno, Feiyang Xiong, and Miguel Núñez | Fehr & Peers

**Subject: El Segundo Land Use Element Update – Mobility Existing Conditions**

*LB25-0148*

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## Overview

This memorandum summarizes the existing mobility conditions in the City of El Segundo (City), as they relate to the Land Use Element Update (LUEU). This memo is intended to inform the mobility content of the Existing Conditions Atlas, and is organized as follows:

- Citywide VMT Baseline
  - Describes the methodology and results of the vehicle miles traveled (VMT) baseline analysis
- Trip Generation Equivalency
  - Shows the quantity of different land uses that generate 1,000 daily trips
- Citywide Mobility Infrastructure Overview
  - Transit
  - Bicycle Facilities
  - Pedestrian Environment
  - Local Travel Network (LTN) Pilot
  - Truck Routes
  - Autonomous Ride-Hailing Services
- Area Spotlights
  - Northeast El Segundo
  - Southeast El Segundo
  - Residential Neighborhoods
  - Downtown El Segundo
  - Smoky Hollow

# Citywide VMT Baseline

Vehicle miles traveled (VMT) is a metric which quantifies the amount that people drive and is typically expressed on a per-person, per-day basis. VMT is used as a transportation impact criterion under the California Environmental Quality Act (CEQA). To understand existing land use and travel patterns in the city, a VMT Baseline was calculated for current (2025) conditions.

This analysis utilized the Southern California Association of Governments (SCAG) Activity-Based Model (ABM), a regional and long-term transportation forecasting tool. The ABM integrates millions of socioeconomic data (SED) points and transportation network factors to estimate regional travel behavior. The citywide VMT baseline is defined by the VMT per service population (SP) in 2025. The service population is the sum of the population (capita) and employees within the city.<sup>1</sup>

Because validated SCAG ABM networks are not available for every forecast year, the following interpolation methodology was applied to estimate the 2025 baseline:

- **2019 ABM Scenario:** Used to generate an initial VMT value based on 2019 existing conditions.
- **2050 ABM Scenario:** Used to generate a projected VMT value based on long-term regional growth assumptions from SCAG.
- **Interpolation:** Performed between the 2019 and 2050 scenario outputs to estimate the VMT for the year 2025.

Using the methodology described above, the estimated 2025 Citywide VMT Baseline is **25.3 VMT/SP**, as shown in Table 1.

**Table 1. 2025 Citywide VMT Baseline**

| Service Population (SP) | Origin-Destination (OD) VMT | OD VMT / SP |
|-------------------------|-----------------------------|-------------|
| 79,405                  | 2.01 million                | 25.3        |

Fehr & Peers, 2025

## Trip Generation Equivalency

The number of vehicle trips produced by a site is dependent on the type of land use and the quantity of that use, as well as the accessibility of that site by non-vehicular modes, such as walking, biking, or transit. To compare these varied trip-production intensities, this section poses the question: *how much does it take to produce 1,000 vehicle trips per day?* Table 2 describes the approximate quantity of common land uses in El Segundo that would produce 1,000 daily vehicle trips. The quantities are expressed in thousand square feet (KSF) for commercial and industrial uses, and dwelling units (DU) for residential uses. This analysis was conducted based on Institute of Transportation Engineers' (ITE), 11th Edition Trip Generation Methodology.

<sup>1</sup> The City's identified VMT metric is VMT per service population (SP), defined in the City of El Segundo's SB 743 Implementation Guidelines, May 2022, adopted September 2022.

**Table 2. Trip Generation Equivalency**

| Land Use                       | Quantity <sup>1</sup> |
|--------------------------------|-----------------------|
| <b>Industrial</b>              |                       |
| General Light Industrial       | 205 KSF               |
| <b>Office</b>                  |                       |
| General Office Building        | 92 KSF                |
| <b>Retail</b>                  |                       |
| Retail Plaza                   | 18 KSF                |
| Pharmacy/Drugstore             | 9 KSF                 |
| <b>Services</b>                |                       |
| Sit-Down Restaurant            | 9 KSF                 |
| Fast-Food Restaurant           | 2 KSF                 |
| Gas Station                    | 6 KSF                 |
| <b>Residential</b>             |                       |
| Single-Family Homes (Detached) | 106 DU                |
| Single-Family Homes (Attached) | 139 DU                |
| Multifamily (Low Rise)         | 148 DU                |
| Multifamily (Mid-Rise)         | 220 DU                |
| Affordable Housing             | 208 DU                |

Fehr & Peers, 2025, Notes: Thousand square feet (KSF) used for commercial/industrial uses, dwelling unit (DU) used for residential uses

## Mobility Infrastructure Overview

This section provides a summary of citywide mobility infrastructure. These elements are discussed in greater detail and with greater geographic context in the “Area Spotlights” section.

### Transit

The Los Angeles Metropolitan Transportation Authority (LA Metro, Metro) K Line light rail extends from the Redondo Beach Station in Redondo Beach to the Expo/Crenshaw Station in Los Angeles and includes three stations (Douglas Station, El Segundo Station, and Mariposa Station) in El Segundo. The stations in El Segundo are generally surrounded by non-residential land uses such as offices, hotels, light industrial, and restaurants. Riders can transfer to the Metro C (Green) Line at Aviation/Century Station or to the E (Expo) Line at Expo/Crenshaw Station. The K Line also features a station at the LAX/Metro Transit Center and the C Line Aviation/Imperial station just outside the city at Aviation Boulevard & Imperial Highway.

Bus service in the city is provided by Beach Cities Transit, LA Metro, and the Los Angeles Department of Transportation (LADOT) Commuter Express, with various stops throughout the city.

## Bicycle Facilities

The city provides a variety of bicycle facilities, including Class III shared bikeways and Class II bike lanes as well as one Class I bike path. Class III facilities are those in which cyclists share the roadway lane with vehicles and do not have a dedicated lane. Class II bike lanes provide a striped lane, but no physical barrier or vertical separation. Class I bike paths are completely separated from the roadways, except for at crossing points.

Class III shared bikeways are provided throughout the city, including on several corridors that overlap with the Local Travel Network (LTN) pilot routes, which are further explained below. Class III facilities provide the lowest degree of separation between vehicles and cyclists (they are not “dedicated” to cyclists), and many are co-represented in the LTN pilot routes.

Class II bike lanes are provided on major roadways throughout the city, including portions of El Segundo Boulevard, Nash Street, Imperial Highway, and Douglas Street, among other segments. Some include striped buffers and painted conflict zones (green paint at driveways and intersections). The city has one Class I bike path along El Segundo Boulevard, which extends from a few hundred feet east of Pacific Coast Highway to Nash Street.

## Pedestrian Environment

Nearly all roadways within the city provide sidewalks, with the gaps being concentrated mostly along business park driveways, in alleys, on certain blocks within the Smoky Hollow neighborhood, and on a few streets in the western portion of the residential neighborhoods. In Smoky Hollow in particular, while most streets have sidewalks, many of them are obstructed or interrupted by landscaping, frequent curb cuts, utility lines, or other barriers to walkability. The presence of curb ramps and other roadway crossing features such as truncated domes and crosswalk striping vary by area. Generally, these features are more prominent in the northeast and southeast neighborhoods and are less prevalent in Smoky Hollow.

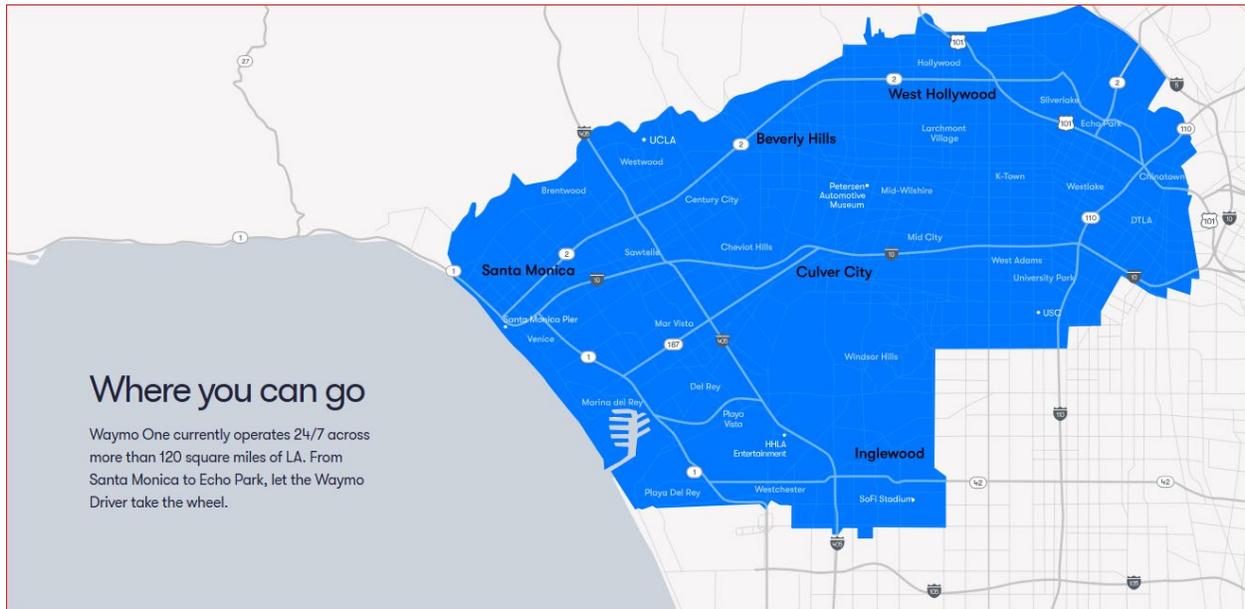
## Local Travel Network (LTN) Pilot Routes

In 2021, the South Bay Cities Council of Governments (SBCCOG) identified [Local Travel Network \(LTN\) routes](#). The LTN is intended to support micromobility use, such as bikes, scooters, street-legal golf carts, and e-bikes, by providing wayfinding along low-stress (i.e., low speed and/or low volume) roadways. The LTN also plans for Neighborhood Electric Vehicles (NEV) parking and charging stations at key destinations. In 2023, the city implemented 8.5 miles of these LTN segments with signage, wayfinding, and parking spaces, known as the LTN Pilot Routes.

## Ride-Hailing Services

Waymo One currently provides autonomous vehicle ride-hailing service in portions of Los Angeles County. Based on Waymo’s operational map, El Segundo is not currently within the service area, though a portion of the SBCCOG region (Inglewood) is. Thus, while autonomous ride-hailing is currently not prevalent in El Segundo, it could be in the future. As autonomous ride-hailing can serve as a “first/last mile” connection to transit, current ride-hailing opportunities at the three Metro K-Line stations are discussed in their respective transit station discussions.

Additionally, LA Metro provides [Metro Micro](#), an on-demand ride-hailing service within El Segundo, north of El Segundo Boulevard. This area falls within the “LAX/Inglewood” Metro Micro service area, one of eight service areas provided by the program.



Source: Waymo One Los Angeles

## Truck Routes

The city’s Circulation Element defines truck routes throughout the city, which are facilities on which trucks over three tons may travel<sup>2</sup>. Most major roadways within the city are designated truck routes, including most or all of Pacific Coast Highway, El Segundo Boulevard, Grand Avenue, Imperial Highway, Aviation Boulevard, Vista Del Mar, and Rosecrans Avenue. As most major roadways are designated as such, a “truck route” may not be readily apparent to casual observers aside from occasional signage.

## Area Spotlights

### Northeast El Segundo

For this analysis, northeast El Segundo is defined as the portion of the city north of El Segundo Boulevard and east of Pacific Coast Highway. It is bound by the Imperial Highway to the north and Aviation Boulevard to the east, which are the northern and eastern city limits, respectively.

### Transit

**The Metro K Line** runs through northeast El Segundo on an elevated track along Nash Street, with two stations in the area. Mariposa Station is located at the intersection of Nash Street and Mariposa

<sup>2</sup> City of El Segundo Circulation Element of the General Plan, City of El Segundo, 2004

Avenue, and El Segundo Station is at the intersection of El Segundo Boulevard and Nash Street (adjacent to the southeast El Segundo area).

- **Mariposa Station** is located at the southwest corner of Mariposa Avenue & Nash Street. Pedestrian access is provided along the west side of Nash Street, and the station features staircases and an elevator to bring passengers to the platform. Bus stops for Metro and Torrance Transit routes are located a few hundred feet away from the station.
  - The adjacent signalized intersection of Mariposa Avenue & Nash Street features the following amenities which promote walkability:
    - Continental crosswalks across all four legs
    - Pedestrian signal heads and curb ramps with truncated domes at all four corners
    - Streetlights at all four corners
  - Bicycle access to Mariposa Station is provided via Class II bike lanes and Class III bikeways along Nash Street.
    - The station does not provide a [Bike Hub, Bike Lockers, or Bike Share](#).
  - Mariposa Station does not feature [parking spaces for Metro riders](#).
  - South of the station, in the bus pull-out along Nash Street, there is “Passenger Loading Zone” signage, which is likely used for ride-hailing and/or pick-up/drop-off. While marked by signage, this loading zone occupies the same curb space as the bus stop. This shared curb space with transit may result in circulation inefficiencies and ride-hailing and autonomous vehicle-bus conflicts.
- **El Segundo Station** is located east of the intersection of El Segundo Boulevard & Nash Street. Pedestrian access is provided along both the north and south sides of El Segundo Boulevard. Both entrances feature staircases and an elevator, and the south entrance features an escalator. Bus stops for the LADOT Commuter Express and Torrance Transit are located along El Segundo Boulevard below the station.
  - The adjacent signalized intersection of El Segundo Boulevard & Nash Street features the following amenities which promote walkability and connectivity:
    - Continental crosswalk across three legs. The west leg of El Segundo Boulevard does not provide a crosswalk.
    - Pedestrian signal heads and curb ramps with truncated domes at all four corners
    - Streetlights are provided at all four corners
  - Adjacent to the station, Nash Street provides bike lanes in both directions, extending both north and south of El Segundo Boulevard. East of Nash Street, El Segundo Boulevard provides bike lanes in both directions, while west of Nash Street, bike lanes are provided in the westbound direction. A Class I bike path is provided on the south side of El Segundo Boulevard, from just east of Pacific Coast Highway to Nash Street.
    - The station does not provide a [Bike Hub, Bike Lockers, or Bike Share](#).
  - El Segundo Station features [93 free parking spaces](#) for Metro riders, including four Electric Vehicle (EV) charging stalls.
  - The station parking lot includes signage for “Passenger Loading”, which likely serves ride-hailing and could be upgraded with clearer signage and striping to accommodate autonomous ride hailing.



Source: LA Metro Bus and Rail System Detail

**Bus service** in the area includes Beach Cities Transit, Metro, and LADOT Transit

- Beach Cities Transit Route 109, provides stops at the intersection of Imperial Highway & Douglas Street, connecting northeast El Segundo to Los Angeles International Airport (LAX) and Torrance/Redondo Beach. Route 109 operates with headways of 40–50 minutes during weekdays.
- Metro Route 232 stops at the intersection of Imperial Highway & Aviation Boulevard and travels along Pacific Coast Highway, connecting El Segundo with Long Beach and the LAX/Metro Transit Center. This route has weekday peak period headways of approximately 15–20 minutes.
- Operated by LADOT Transit, Commuter Express Route 439 and 574 brings commuters from Downtown Los Angeles and the San Fernando Valley, respectively, to businesses in northeast El Segundo. Additionally, the Commuter Express 438 brings commuters from El Segundo to Downtown Los Angeles. Commuter Express routes feature several “to work” morning departures, as well as several “from work” evening departures.

## Dedicated Bicycle Facilities

**A mix of Class II bike lanes and Class III bikeways** are provided on the following roadway segments:

- **East-West Segments**
  - *El Segundo Boulevard*
    - Eastbound extends from Illinois Street to Aviation Boulevard, which includes the Class I bike path between Pacific Coast Highway and Nash Street
    - Westbound extends from Isis Avenue to Illinois Street.
  - *Imperial Highway*

- Both directions between Pacific Coast Highway and the eastern city limits.
  - *Grand Avenue*
    - Both directions for the entire length of the roadway (all Class III).
- **North-South Segments**
  - *Douglas Street*
    - Both directions between Imperial Highway and the Douglas K Line Parking Lot entrance.
  - *Nash Street*
    - Both directions between Imperial Highway and El Segundo Boulevard.
  - *Continental Boulevard*
    - Both directions between Mariposa Avenue and El Segundo Boulevard (all Class III).

A **Class I bike path** is provided on the south side of El Segundo Boulevard, which extends from about 500 feet east of Pacific Coast Highway to Nash Street. There are no Class IV bike facilities in northeast El Segundo.

## Pedestrian Environment

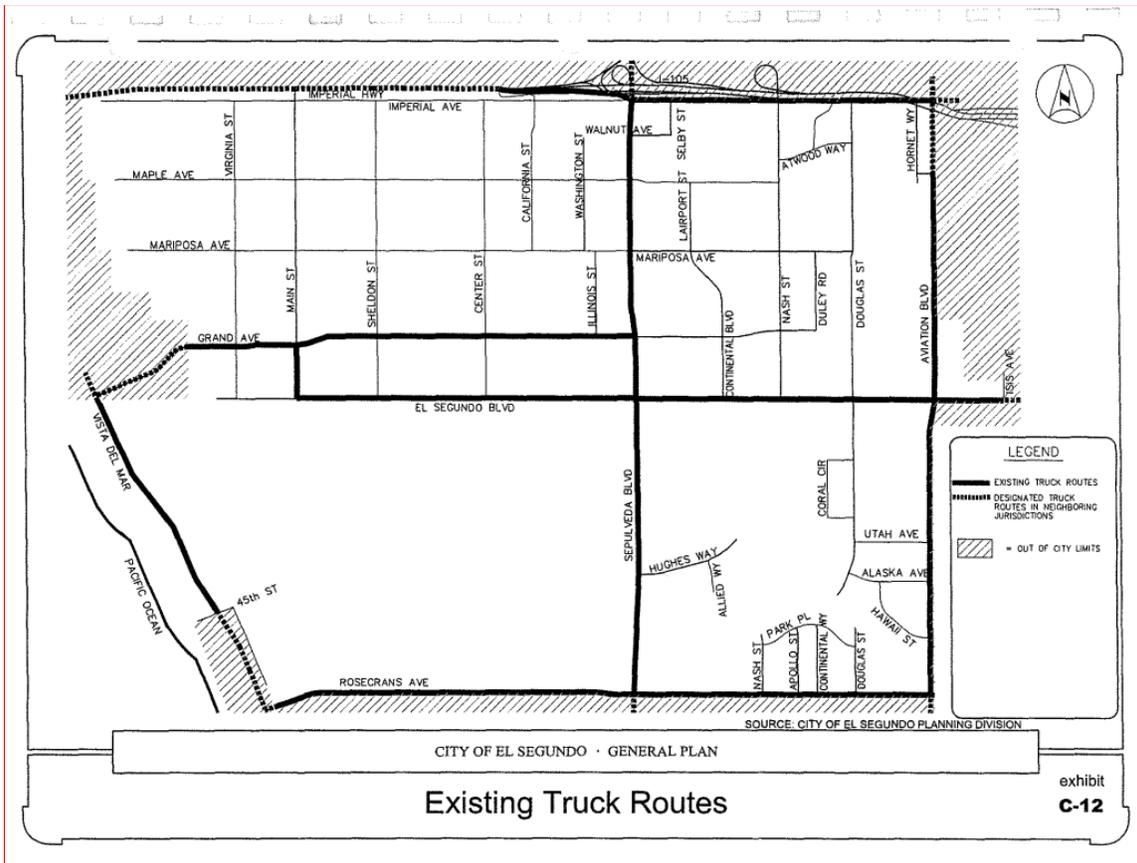
- **Sidewalks** are provided continuously along the major corridors of Nash Street, Douglas Street, Continental Boulevard, El Segundo Boulevard, Maple Street, Mariposa Street, Grand Avenue, and Imperial Highway.
  - Most streets also feature sidewalks, though many driveways and entrances to office parks do not.
  - Most major intersections feature curb ramps and truncated domes.
  - Most of corridors have limited shade trees, which affects walkability.

## Local Travel Network (LTN) Pilot

- The **LTN Pilot** includes the following roadway segments in northeast El Segundo:
  - Maple Street east of Nash Street, extending west into the residential neighborhoods area of the city
  - Grand Avenue west of Duley Road, extending west into the residential neighborhoods
  - Continental Boulevard between Maple Avenue and El Segundo Boulevard

## Truck Routes

- Designated **truck routes** in El Segundo follow major arterial corridors, including Pacific Coast Highway, El Segundo Boulevard, Imperial Highway, Aviation Boulevard, Vista Del Mar, and Rosecrans Avenue. Truck routes run along all four boundaries of northeast El Segundo.



Source: City of El Segundo, General Plan, Circulation Element

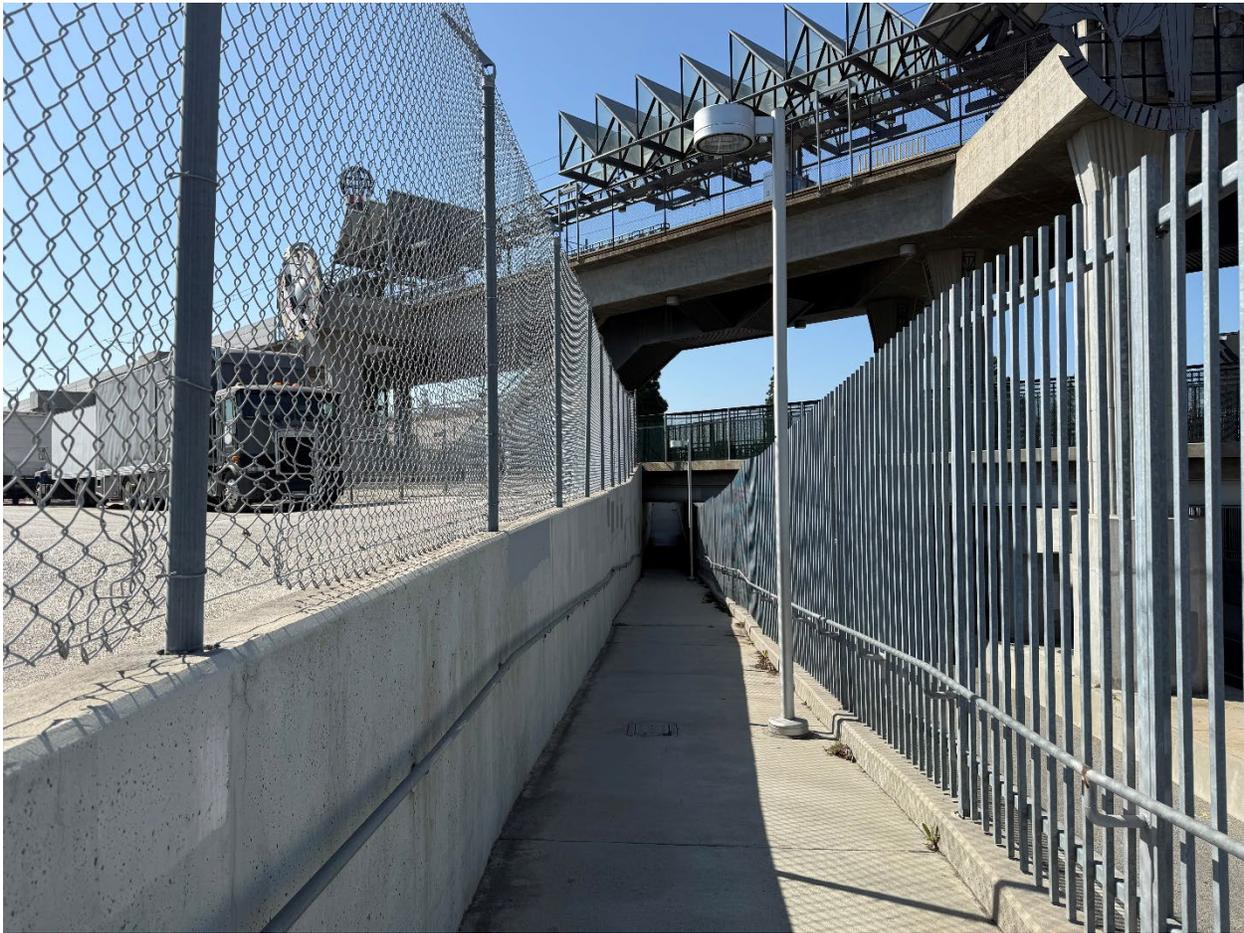
## Southeast El Segundo

Southeast El Segundo is defined as the portion of the city south of El Segundo Boulevard and east of Pacific Coast Highway. It is bound by Rosecrans Avenue to the south and Aviation Boulevard to the east, which are the southern and eastern city limits, respectively.

## Transit

- **The Metro K Line** runs through southeast El Segundo on an elevated track, with one station in the area. Douglas Station is located on Douglas Street north of the intersection of Douglas Street & Park Place.
  - Douglas station features **30 free parking spaces** for Metro riders. The parking lot is located approximately 500 feet north of the Station and connected via a continuous paved sidewalk.
  - There are bike lanes on Douglas Street north and south of the station, however, to access the station directly, cyclists must share the station walkway with pedestrians. To pass by the station via bicycle, cyclists must share the roadway with vehicles or use the sidewalk.
  - The station does not provide a [Bike Hub, Bike Lockers, or Bike Share](#).
  - Douglas Station does not provide a clearly designated ride-hailing pick-up/drop-off zone, though portions of the parking lot could be reconfigured to accommodate ride-hailing or autonomous ride-hailing.

- **Amtrak** provides Thruway Connecting Service for passengers at the El Segundo Bus Station, which is 500 feet north of Douglas Station.



Walkway to Douglas K-Line Station, Source: Fehr & Peers

## Dedicated Bicycle Facilities

- **Class II Bike Lanes** are provided in both directions on Hughes Way/Nash Street.
- Most of Douglas Street features Class II bike lanes, though some stretches, such as under the K Line bridge, are marked as Class III bikeways.



Douglas Street under K-Line bridge, where the Class II bike lane switches to a Class III shared bikeway  
Source: Fehr & Peers

## Pedestrian Environment

- Sidewalks are provided on almost all roads in southeast El Segundo, except for some business park driveways. Also, the Douglas Street at-grade crossing of the freight rail line does not provide sidewalks.
- Besides Pacific Coast Highway and Aviation Boulevard on the edges of southeast El Segundo, Douglas Street serves as the only connection between the north and south sides of the area, across the freight rail line.
- Most major intersections are equipped with curb ramps, and some also include truncated domes.
- Many of the sidewalks offer limited shade.

## Local Travel Network (LTN) Pilot

- There **are no designated LTN segments** in southeast El Segundo

## Truck Routes

- Designated **truck routes** in or adjacent to southeast El Segundo include Pacific Coast Highway, El Segundo Boulevard, Aviation Boulevard, and Rosecrans Avenue. Truck routes run along all four boundaries of southeast El Segundo.

## Residential Neighborhoods

For this analysis, the residential neighborhoods area is defined as the portion of the city generally north of Grand Avenue and west of Pacific Coast Highway, though the Main Street corridor from Mariposa Avenue to Grand Avenue is part of Downtown El Segundo.

The residential neighborhoods area is bound by the Imperial Highway to the north and the Hyperion Water Reclamation Plant landscape buffer to the west, which are the northern and western city limits, respectively. Besides pockets of residential and live/work space within Downtown El Segundo and Smoky Hollow, nearly all the residential uses in the city are within this area.

## Transit

- Beach Cities Transit Route 109, provides stops along Main Street and Grand Avenue, connecting the residential neighborhoods with LAX and Torrance/Redondo Beach. This line has headways of 40–50 minutes during weekdays.
- There are no Metro rail lines or bus services operating within the residential neighborhoods.



Source: Beach Cities Transit Map

- The city provides a free beach shuttle service for El Segundo residents to El Porto Beach, which stops at the following locations within the residential neighborhoods:
  - Eucalyptus Drive & Holly Avenue
  - Center Street & Mariposa Avenue
  - Sheldon Street & Imperial Avenue
  - Main Street & Imperial Avenue
  - Richmond Street & Grand Avenue
  - Virginia Street & Grand Avenue

### **Dedicated Bicycle Facilities**

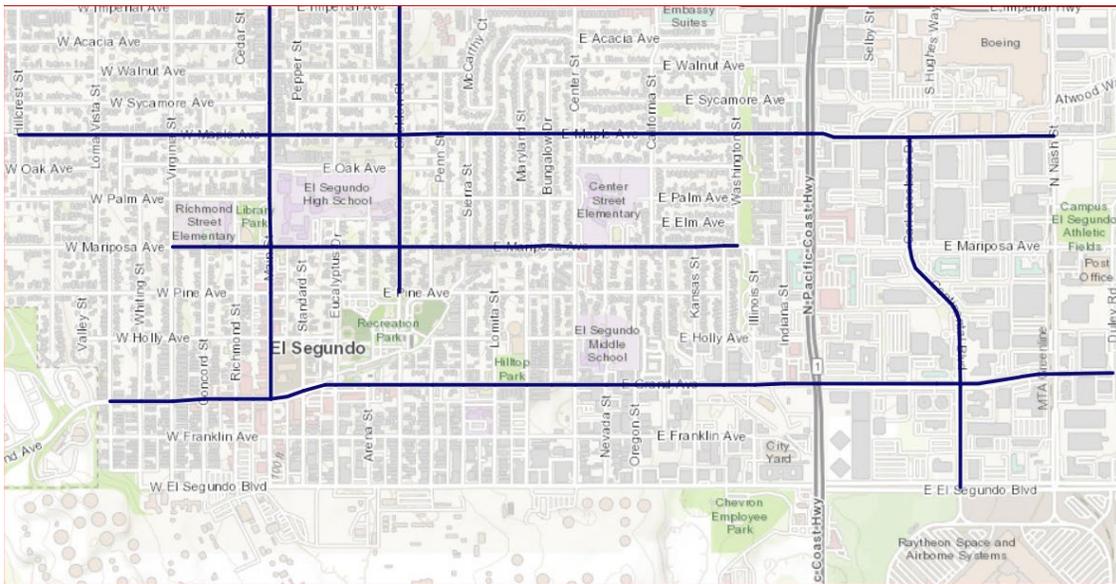
- There are no dedicated bicycle facilities (Class I, Class II, or Class IV) within the residential neighborhoods, though Class III bike routes are provided along Main Street and Grand Avenue.

### **Pedestrian Environment**

- Nearly all streets within the residential neighborhoods have continuous, paved sidewalks, except for alleys.
- Most intersections are controlled by all-way stop signs. Nearly all intersections feature curb ramps, though most do not have truncated domes.
- Most intersections besides those along Main Street, Mariposa Street and Center Street do not have painted crosswalks. Some intersections near schools are equipped with high-visibility crosswalks with yellow striping.

### **Local Travel Network (LTN) Pilot**

- Maple Street (from Hillcrest Street to northeast El Segundo), Mariposa Avenue (from Virginia Street to Washington Street), Grand Avenue (from Loma Vista Street to northeast El Segundo), Main Street (from Grand Avenue to Imperial Avenue), and Sheldon Street (from Pine Avenue to Imperial Avenue) are Local Travel Network (LTN) pilot routes. These LTN segments provide access to Center Street Elementary School, Richmond Street Elementary School, El Segundo Middle School, and El Segundo High School, among other local destinations.



Source: South Bay Local Travel Network (LTN) StoryMaps

## Truck Routes

- In El Segundo’s residential neighborhoods, **truck routes** run along the east and south boundaries on Pacific Coast Highway and Grand Avenue.

## Downtown El Segundo

Downtown El Segundo is centered on Main Street and Grand Avenue, and spreads out for several blocks in each direction. The neighborhood is officially defined by the [Downtown Specific Plan](#). This mixed-use neighborhood features a variety of shops and restaurants, as well as office and residential uses. Given the higher density of development, much of the Downtown area’s parking is in district parking lots or on-street. This differs from much of the rest of the city, in which on-site parking is provided for most commercial centers, offices, or residential buildings.

## Transit

- Beach Cities Transit Route 109 provides stops along Main Street and Grand Avenue, connecting Downtown El Segundo with LAX and Torrance/Redondo Beach.
- Metro’s on-demand Metro Micro service operates within Downtown El Segundo, though there are no Metro rail lines or other fixed-route bus services operating within the area.



Beach Cities Transit bus shelter in Downtown El Segundo, Source: Fehr & Peers

## Dedicated Bicycle Facilities

- Downtown El Segundo does not have any dedicated bicycle facilities. Class III bicycle routes, with on-pavement shared lane markings, are provided on Main Street and Grand Avenue.
  - The Class III bicycle route along Main Street connects El Segundo Boulevard in the south to Imperial Avenue in the north, providing direct access to City Hall, within Downtown El Segundo.
- The bicycle facilities in Downtown El Segundo include route signage, wayfinding signage for area destinations, and bicycle racks.



Source: Google Street View

## Pedestrian Environment

- Sidewalks are provided on nearly all streets throughout Downtown El Segundo, except for alleys.
- Some mobility challenges were observed and noted in the El Segundo Downtown Specific Plan (Adopted May 2024).
  - Sidewalks, in some locations, are obstructed or damaged by trees
  - Sidewalk amenities, such as benches, promote visitor comfortability but result in narrowed walkways in some locations
  - Most major intersections feature curb ramps. Some intersections also include truncated domes.

## Local Travel Network (LTN) Pilot

- Three designated Local Travel Network (LTN) routes—Mariposa Avenue, Grand Avenue, and Main Street—run through Downtown El Segundo and connect to the residential neighborhoods to the north as well as to northeast El Segundo.

## Truck Routes

- **Truck routes** pass through Downtown El Segundo on Grand Ave and along its southern boundary on El Segundo Boulevard.

## Smoky Hollow

Located in the central portion of the city, the Smoky Hollow area is bounded by Indiana Street and Pacific Coast Highway to the east, Downtown El Segundo to the west, El Segundo Boulevard to the south, and the residential neighborhoods to the north. With a varied mix of lot sizes and a network of narrow streets, the Smoky Hollow area reflects its history as an industrial district.

### Transit

- Beach Cities Transit Route 109 has two stops within the El Segundo Smoky Hollow area, at Grand Avenue & Center Street and Grand Avenue & Kansas Street. This route connects the Smoky Hollow area with LAX and Torrance/Redondo Beach.

### Dedicated Bicycle Facilities

- There are no dedicated bicycle facilities within Smoky Hollow. A Class III shared bike route is provided along the entire length of Grand Avenue within the city.

### Pedestrian Environment

- Sidewalks are provided on most streets within Smoky Hollow, with some exceptions, including some blocks of El Segundo Boulevard. Sidewalks on certain segments are obstructed or interrupted by landscape, driveways or parking, which results in a less continuous pedestrian environment. Many sidewalks lack shade.
- Most intersections do not feature curb ramps. None of the intersections provide truncated domes.
- In general, painted crosswalks are lacking at stop-controlled intersections throughout Smoky Hollow.

### Local Travel Network (LTN) Pilot

A segment of the Local Travel Network (LTN) route along Grand Avenue passes through the Smoky Hollow area, extending from Bungalow Drive to Indiana Street. It connects Smoky Hollow to northeast El Segundo.

### One-Way Street Parking

The Smoky Hollow Specific Plan proposed reconfiguring the following roadways through restriping to include a 20-foot one-way travel lane and a 20-foot angled parking lane, with the goal of increasing on-street parking capacity:

- Standard Street
- Eucalyptus Drive
- Sheldon Street
- Penn Street
- Sierra Street
- Lomita Street
- Maryland Street
- Center Street
- Nevada Street
- Oregon Street

- California Street

To evaluate the effectiveness of this approach, the city implemented a pilot project along Nevada Street, Oregon Street, and California Street. The pilot was completed and has been approved by City Council for expansion to other streets.

## Truck Routes

**Truck routes** pass through a portion of Smoky Hollow on Grand Avenue, and along its southern boundary on El Segundo Boulevard.