

TRANSPORTATION AND PARKING PLAN  
HOLLYWOOD PARK STADIUM  
ALTERNATIVE PROJECT  
City of Inglewood, California  
February 2015

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TRANSPORTATION AND PARKING PLAN  
**HOLLYWOOD PARK**  
**STADIUM ALTERNATIVE PROJECT**

City of Inglewood, California  
February 2015

## 1.0 INTRODUCTION

This report provides a Transportation and Parking Plan (the “Plan”) for the stadium (the “Stadium”) proposed at Hollywood Park. The Stadium would be the core component of the “Stadium Alternative Project” outlined in the proposed new Chapter 6 of the Hollywood Park Specific Plan that is included in a voter-sponsored initiative in the City of Inglewood. *Figure 1* shows the proposed Stadium location within the Specific Plan site. The Stadium is assumed to open in September 2018.

The Stadium is proposed to accommodate seating for approximately up to 80,000 patrons. While the Stadium could be designed for a variety of events, for the purposes of this study, a venue designed for professional football with 75,000 patrons was assumed. Additional seating and/or accommodations could be provided for special events such as a NBA All-Star game, NFL Super Bowl or NCAA Final Four. Other sporting events and concerts could also be accommodated at the Stadium throughout the year.

The City of Inglewood has significant experience in accommodating and handling special event traffic flows, from major horse racing events at the former Hollywood Park racetrack, to sporting events and concerts at the Forum. This Plan builds upon that prior experience and outlines the additional measures that could be taken to ensure safe and efficient travel to and from the Stadium by event patrons and employees, while minimizing traffic impacts to non-Stadium attendees. The Plan includes accommodations for regular football games (typically held on Sundays), as well as smaller events at the Stadium that are expected to occur during weeknights and weekends throughout the year.

### 1.1 Stadium Capacity and Event Days

For this study, total fixed seated capacity at the Stadium is assumed to be approximately 75,000 seats. Of this total, approximately 35% of the seating may be set aside as “premium seating”, including preferred access and parking.

The Stadium could allow for an expanded temporary seating capacity of around 80,000 seats (e.g., for concerts, NCAA Final Four, and the Super Bowl). Total capacity, including standing room, could be in excess of 100,000 for these unique events.

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SOURCE: HART | HOWERTON

**FIGURE 1  
LOCATION OF STADIUM**

In addition to football games (10 annually), it is estimated there could be approximately 103 additional events (i.e., 113 total events) utilizing the sports and entertainment area each year, as follows:

- 8 events with attendance of 50,000 or more
- 20 events with attendance between 10,000 and 25,000 patrons
- 75 events with attendance of up to 6,000 patrons at the performance venue adjacent to the Stadium

## 2.0 LOCAL AND REGIONAL TRANSPORTATION RESOURCES

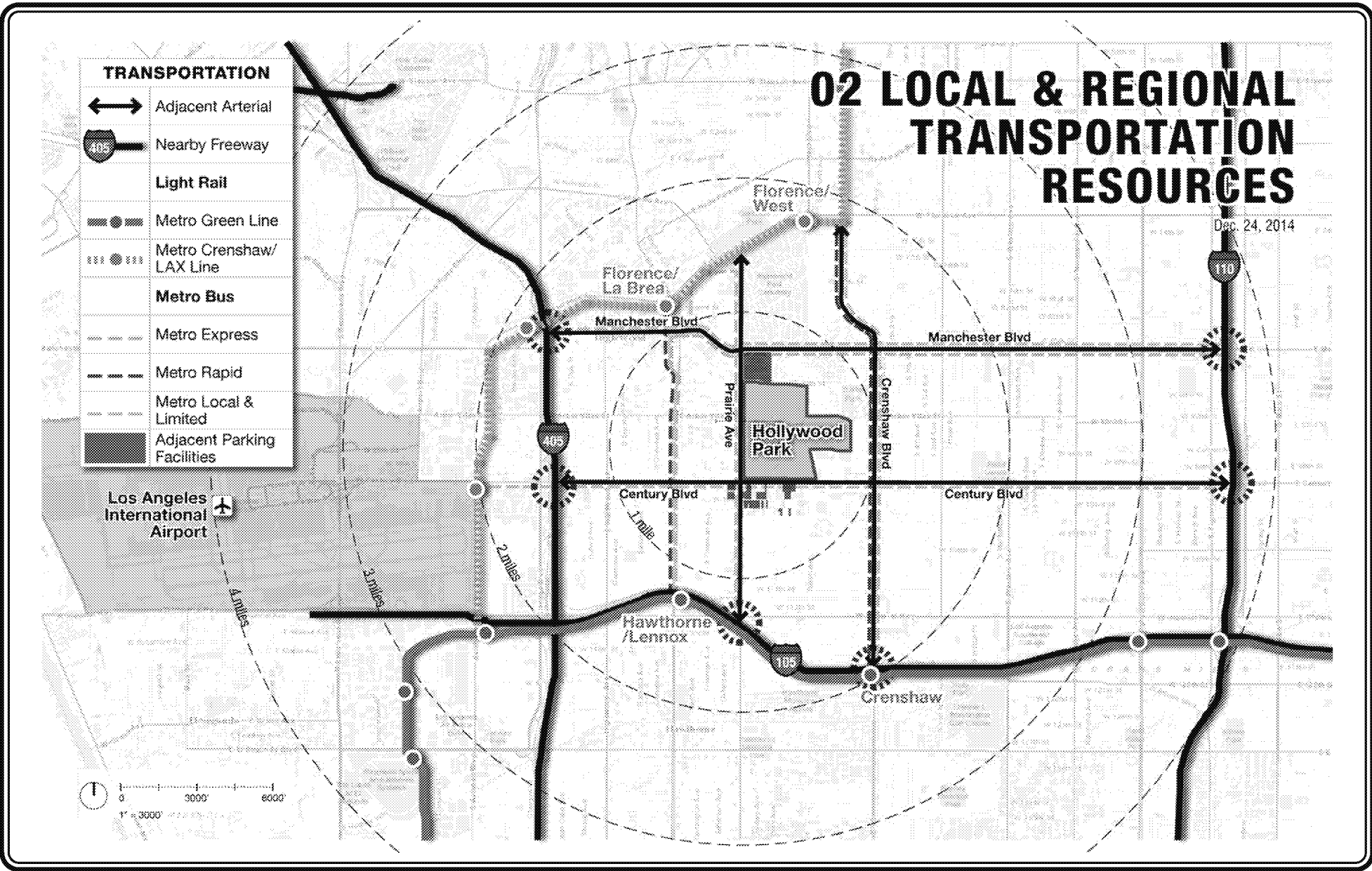
The Stadium location is uniquely served by a variety of transportation options for persons traveling to and from the project site. These resources, as summarized below, each contribute to the Plan.

- Adjacent roadway arterial network, including Prairie Avenue, Century Boulevard, Manchester Boulevard and Crenshaw Boulevard – many of which operate under the Los Angeles County Traffic Signal Synchronization Program and provide direct access to the regional freeway system.
- Nearby freeways, including the I-405 (1.5 miles to the west), the I-105 (1.5 miles to the south) and I-110 (3.5 miles to the east), which provide interchanges to the arterial roadway network (Century, Manchester, Prairie and Crenshaw) that lead directly to the Stadium site.
- Extensive transit network including:
  - Metro Green Line light rail (2 miles to the south);
  - Metro Crenshaw Line light rail (0.75 miles to the north, opening in 2019); and
  - Metro Bus Lines adjacent to the Stadium site on Prairie, Century and Manchester, plus Metro Rapid Service on nearby La Brea Avenue and Crenshaw Boulevard.
- Los Angeles International Airport (LAX), which provides convenient access via taxis, shuttles and limousines for teams, league officials, and visiting fans.
- On-site and adjacent parking facilities, including both resources directly controlled by the project and other resources that may be vacant and made available on a commercially reasonable basis to serve event patrons<sup>1</sup>.

*Figure 2* provides a summary of the local and transportation resources available to serve the Stadium.

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<sup>1</sup> For example, NFL games typically occur on Sundays, with infrequent events on Monday or Thursday evenings. The adjacent Forum does not typically have evening events on those nights. In addition, the Forum currently uses a portion of the Specific Plan site for overflow parking for Forum events. Therefore it is reasonable to assume that events could be coordinated such that the Forum parking as well as City-owned property south of Century Boulevard could be available for the Stadium on game days, and the Stadium parking could be utilized by the Forum when it schedules capacity events. Of course, the final parking arrangements are necessarily subject to negotiation.



SOURCE: HART | HOWERTON

**FIGURE 2**  
**LOCAL & REGIONAL TRANSPORTATION RESOURCES**



### 3.0 TRAVEL MODE SPLIT

In developing the Transportation and Parking Plan, it is important to reasonably forecast the travel modes that Stadium patrons and employees will utilize when traveling to and from the site. To prepare this assessment, data was reviewed from other recent traffic studies for stadia<sup>2</sup> that include mode split data at existing sports facilities, as well as forecasts of mode split at proposed and recently constructed stadiums. The transportation data was reviewed at existing and proposed sports facilities located in California, as well as other urban areas across the country.

*Table 1* below provides the forecast mode split related to patrons travelling to and from the site on peak event days (75,000 patrons). The forecast was prepared based on review of available literature, and in consideration of the available transportation network in and around the Stadium site vicinity. The percentage mode split was applied to a typical 75,000 attendee game to determine the number of patrons travelling by each mode.

**Table 1  
Forecast Stadium Travel Mode Split  
Opening Year 2018**

Mode	Percent	Number Of Patrons
Private Automobile	85%	63,750
Public Transit	10%	7,500
Charter/Park-and-Ride Bus	5%	3,750
<b>Total</b>	<b>100%</b>	<b>75,000</b>

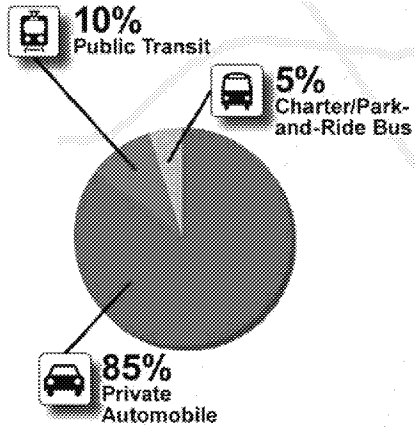
*Figure 3* summarizes the forecasted travel mode split for the Stadium. These figures are based on “opening” day projections for year 2018. As previously noted, in 2019, the Crenshaw light rail line is expected to be completed, with one stop – at Florence/La Brea – located less than a mile from the Stadium site. Following completion of the Crenshaw line, and based on its close proximity to the Stadium site, the relative proportion of travel by public transit to the Stadium is expected to increase (e.g., up to 15% of patrons), thereby reducing travel by private automobile. By comparison, at the recently opened Levi’s Stadium in Santa Clara – which has one light rail line located near the stadium, nearby regional rail service, as well as local bus service – the overall public transit usage has ranged from 15 to 20%<sup>3</sup>. Thus, the initial forecast of 10% transit use by Stadium patrons is considered reasonable.

<sup>2</sup> *Convention Center Modernization and Farmers Field Project*, The Mobility Group, May 2012, *San Francisco 49ers Santa Clara Stadium Traffic Impact Analysis*, Hexagon Transportation Consultants, Inc., April 2009, and *Traffic Study for Temporary Use of the Rose Bowl by the NFL*, Fehr & Peers, August 2012

<sup>3</sup> *Transit Service & Ridership*, Santa Clara Valley Transportation Authority – Levi’s Stadium Transit Program Committee, December 17, 2014.

# 03 TRAVEL MODE SPLIT

Dec. 24, 2014

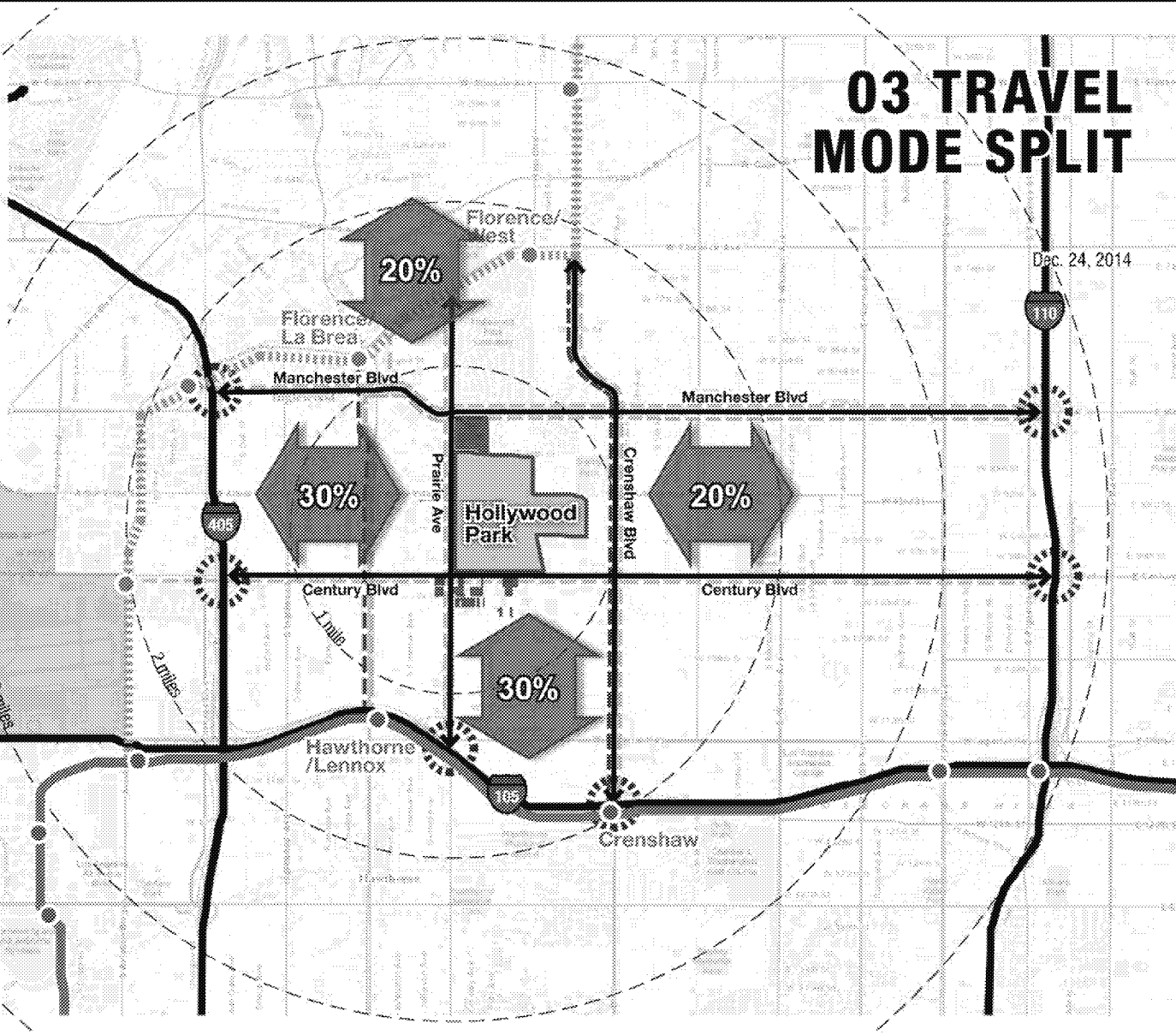
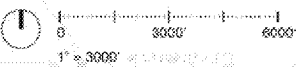
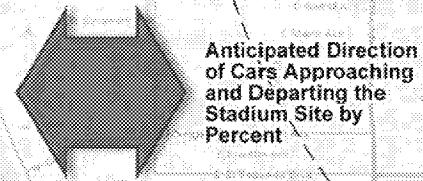


10% Public Transit

5% Charter/Park-and-Ride Bus

85% Private Automobile

Los Angeles International Airport



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SOURCE: HART | HOWERTON

**FIGURE 3**  
**TRAVEL MODE SPLIT**

In addition to the Stadium patrons, approximately 3,000 employees are expected for a typical large sporting event, including food vendors, security, and other game day support staff. For these employees, it is estimated that 80% would travel by private automobile and 20% by public transit.

The following sections provide additional details of the Plan for accommodating the forecast demand for each travel mode for patrons and employees.

## 4.0 ON-SITE AND OFF-SITE PARKING

### 4.1 Private Automobile Parking

As shown in *Table 1*, it is estimated that 63,750 patrons will travel by private automobile. The following assumptions and principles were used in developing the parking plan for the Stadium:

- Based on the review of available literature, it is reasonable to estimate that vehicle occupancy for patrons travelling to the Stadium will average three (3) persons per car.<sup>4</sup> Thus, approximately 21,250 parking spaces would be needed to accommodate the Stadium patrons expected to travel by private automobile.
- As previously noted, approximately 35% of the 75,000 seats (26,250 seats) would be “premium” seating. Conservatively assuming that all of the premium seating attendees arrive by private automobile, the need for approximately 8,750 parking spaces would be generated. It is assumed that these parking spaces – the cost of which would be bundled with the game ticket – would be provided on-site.
- For attendees in the non-premium seating areas, the parking strategy assumes that persons driving to the site will want to park and either: 1) walk a distance no more than one mile (e.g., a 20-minute walk) between their vehicle and the Stadium; or 2) utilize a shuttle service for parking lots located more than a mile from the Stadium.
- The full capacity of approximately 21,250 parking spaces for the Stadium would only be used approximately 18 times per year (e.g., for the 10 large sporting events plus approximately 8 other events that may attract 50,000 or more attendees). It would be inefficient to construct a vast expanse of parking lot that would become an underutilized and empty area for more than 95% of the year, particularly given the proximity of other parking facilities that could be shared with this venue. Thus, to the extent reasonable and feasible, the parking strategy includes spaces provided specifically for Stadium use, as well as identification of “shared” parking spaces on-site (i.e., within the area subject to the amended Hollywood Park Specific Plan) and off-site, local area parking (with shuttle service provide to those lots located outside the desired 20-minute walk distance).

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<sup>4</sup> By comparison, the *Shared Parking* manual published by the Urban Land Institute recommends a planning ratio of 3.3 patrons per vehicle for pro football stadiums. Thus, the assumption of 3.0 patrons per car for the Stadium is conservative (“worst case”).

Based on the above, *Table 2* provides the following parking strategy for patrons driving to the Stadium. The location of parking is also shown in *Figure 4*.

**Table 2**  
**Parking Strategy for Stadium Patrons**  
**Opening Year 2018**






Parking Location	Parking Supply
Game Day Designated Parking On-Site within Hollywood Park Specific Plan Area	9,000
Other On-Site Parking within the Hollywood Park Specific Plan Area (Excluding Residential Zone)	3,670
Local Area Event Parking	7,100
Other Local Area Parking (within one mile)	13,000
Other Local Area Parking (outside one mile)	18,500
<b>Total</b>	<b>51,270</b>

As shown in *Table 2* above, approximately 51,270 spaces are identified to serve the Stadium, of which approximately 33,000 spaces are located within a mile of the site. The strategy of identifying a minimum of 21,250 vehicle parking spaces within a 20-minute walk of the Stadium is reasonable in comparison to the proximate parking supply at other football stadiums in California. These include:

- Rose Bowl, Pasadena: 16,000 – 20,000 parking spaces (based on parking stacking arrangement on adjacent golf course)
- Qualcomm Stadium, San Diego: 19,000 parking spaces
- Levi’s Stadium, Santa Clara: 20,000 parking spaces (anticipated demand per traffic study)

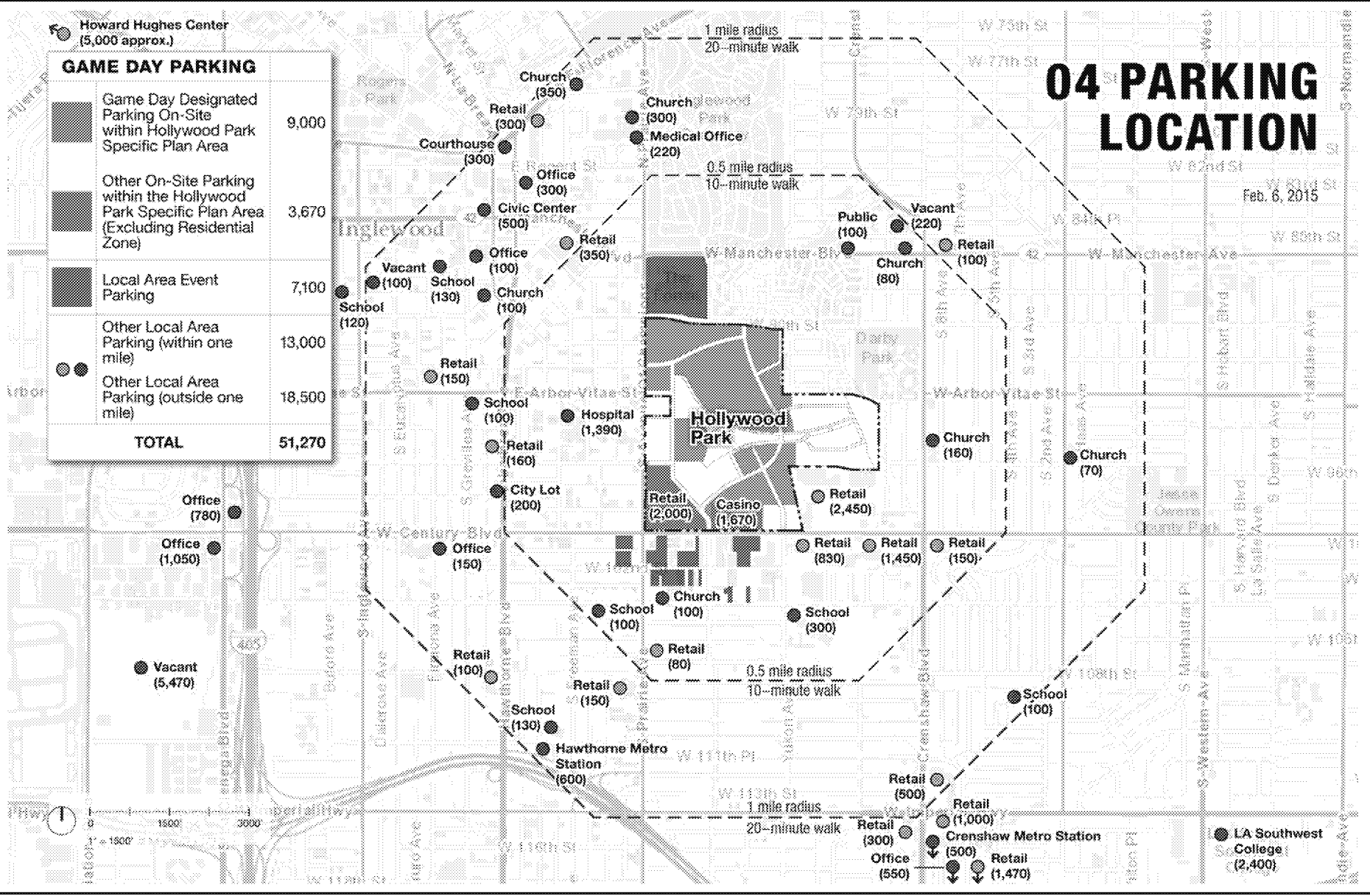
In general, the 9,000 designated parking spaces on-site would be sufficient for most events held at the Stadium throughout the year. Typically, off-site parking would only be utilized for events at the Stadium expected to attract more than 25,000 attendees.

Howard Hughes Center  
(5,000 approx.)

GAME DAY PARKING		
	Game Day Designated Parking On-Site within Hollywood Park Specific Plan Area	9,000
	Other On-Site Parking within the Hollywood Park Specific Plan Area (Excluding Residential Zone)	3,670
	Local Area Event Parking	7,100
	Other Local Area Parking (within one mile)	13,000
	Other Local Area Parking (outside one mile)	18,500
<b>TOTAL</b>		<b>51,270</b>

# 04 PARKING LOCATION

Feb. 6, 2015



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SOURCE: HART | HOWERTON

# FIGURE 4 LOCATION OF PARKING AREAS

LINSCOTT, LAW & GREENSPAN, engineers

HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT TRANSPORTATION AND PARKING PLAN

The Stadium parking locations identified in *Table 2* are described below in further detail.

- On-Site Stadium Parking. Approximately 9,000 parking spaces would be available on the site of the amended Hollywood Park Specific Plan for use by Stadium patrons on event days. These parking spaces could include: 1) dedicated Stadium spaces within the Sports and Entertainment district; 2) parcels used as temporary parking sites until developed during the course of build-out of the Specific Plan; and/or 3) parking spaces to be shared with other on-site uses developed as part of the Specific Plan, such as office buildings that would have a weekday daytime use of the parking, as compared to the Stadium which would have a weeknight and weekend need for parking. This ensures that land designated for parking within the Specific Plan area is used efficiently, and unnecessary duplicative parking is not constructed. Further, to most efficiently direct vehicles to the on-site parking areas, as well as to limit motorist confusion and congestion, the parking areas on-site would be pre-sold and pre-assigned to Stadium attendees, primarily patrons in premium seating areas.

Outside of game days, these spaces would be used by Stadium personnel (teams, Stadium operations, etc.). For game days, except for players and other team and league executives, these parking spaces would be used by patrons. As previously stated, on event days most Stadium employees will park off-site at a lot to be identified by the Stadium operators, with shuttle service provided.

- Other On-Site Parking. In addition to the 9,000 designated on-site parking spaces, there are approximately 3,670 additional parking spaces proposed to be provided on-site for the retail and casino uses. The retail and casino parking spaces are intended to serve the peak parking demand generated by these components. However, during high attendance events at the Stadium, it is likely that parking demand generated by the on-site retail and casino components will be below peak levels, thereby making excess parking spaces available for Stadium patrons.
- Local Area Event Parking. The Forum is located immediately north of the Stadium, across Pincay Drive and provides approximately 3,500 parking spaces on its site. Historically, the Forum has used the parking at Hollywood Park (including the northern 60 acre parcel) as overflow parking for its events, and vice versa. It is assumed that this type of arrangement could continue, although if it did not, there are sufficient other local parking resources to accommodate the total parking demand. In addition, there are multiple parcels of City-owned land located south of Century Boulevard in the vicinity of the Stadium site. Most of these sites have been cleared and designated for use as overflow event parking pursuant to a lease between the City and the Forum. It is estimated that these lots can accommodate up to 3,600 parked vehicles in a self-parked configuration. To the extent Forum or City lots are used for parking, pedestrian traffic management would be put in place to assist safe crossing over Century Boulevard and Pincay Drive.

- **Local Area Parking.** There is a significant supply of existing (and future) parking located near the Stadium site, both within and adjacent to the City of Inglewood (See *Figure 4*). Much of this parking is not used (or minimally utilized) during the times when some Stadium patrons may take advantage of their availability. This includes parking associated with office buildings and government buildings. Other commercial retail uses may choose to make excess parking available at their sites. These local area parking spaces were historically utilized in the Stadium area when the Forum hosted the Lakers and Kings, and when the Hollywood Park Racetrack had high attendance events. As shown on *Figure 4*, approximately 31,500 local parking spaces have been identified to potentially serve the Stadium for high attendance events. This does not include any residential or street parking. Of this local supply, at least 13,000 spaces are located within an approximately 20-minute walk of the Stadium site. Thus, it is reasonable to assume that there is more than sufficient supply to provide the approximately 5,150 parking spaces in the local area that would be needed for Stadium patrons.<sup>5</sup> For those parking facilities located more than a 20-minute walk from the Stadium, the Stadium operator will coordinate with the parking provider to offer shuttle bus service.

## 4.2 Employee Parking

As previously noted, approximately 3,000 employees are expected to be needed for sporting event days. Of these employees, 80% (2,400 persons) are expected to travel via private automobile and 20% (600 persons) traveling via public transit. For the employees travelling in private automobiles, the assumed vehicle occupancy is expected to be 1.5 persons per car, thereby generating the need for 1,600 spaces.

During events, most employees will be required to park off-site (similar to shopping mall employees parking off-site during the Christmas holiday shopping season to make additional on-site parking spaces available for patrons). Only a handful of employees, such as players and team/league officials, will be authorized to park on-site. The Stadium operator will identify available off-site parking and provide park-and-ride shuttle service for Stadium employees. It is expected that most Stadium-related employees will require shuttle transportation well before and after a Stadium event, thereby limiting travel by shuttle vehicles during the peak inbound and outbound traffic flows related to Stadium patrons.

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<sup>5</sup> It is noted that the Stadium parking demand forecast herein is for “Opening Year” conditions in 2018. With completion of the Crenshaw Line (scheduled for 2019) – including its proposed stop located less than a mile from the Stadium – it is reasonable to foresee that the use of local area parking spaces will diminish in favor of additional Stadium patrons traveling via public transit.



### 4.3 Charter Bus Parking

As shown on *Table 1*, approximately 3,750 Stadium patrons (or 5% of the total patrons) are expected to travel via charter bus.<sup>6</sup> This may consist of tour groups (e.g., visiting team fans travelling with a group, which includes transportation to and from their hotel), as well as long distance park-and-ride operation similar to what is provided for the Hollywood Bowl. Based on an assumed occupancy of 50 passengers per bus, the Stadium could generate up to 75 charter buses during high attendance events.

During the Stadium events (i.e., the time period between patron drop-off and pick-up), the tour buses will require parking. Many local tour bus operators will direct their buses to park at their yards (or affiliated locations). For the buses that require parking, the Stadium operator will assist the tour bus operators in locating area parking options.

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<sup>6</sup> By comparison, the San Francisco 49ers estimated that 10% of patrons arrived via charter bus to Candlestick Park.

## 5.0 PUBLIC TRANSIT AND PARK-AND-RIDE

As noted in *Table 1*, approximately 10% of Stadium patrons are expected to arrive via public transit. *Figure 5* attached shows the light rail lines located within the vicinity of Hollywood Park. As shown on *Figure 2*, there are four existing and/or future light rail lines operated by Metro:

- Metro Green Line to the south;
- Metro Expo Line to the north (Phase I completed, Phase II under construction);
- Metro Crenshaw line to the northwest (under construction, service to begin in 2019); and
- Metro Blue Line to the east.

In regards to servicing the Stadium, the existing Green Line and the future Crenshaw Line provide the best opportunities to provide reasonably convenient public transit service to future venue patrons. The existing Crenshaw Station on the Green Line is approximately 2.5 miles south of the Stadium site via Crenshaw Boulevard and Century Boulevard. The future Florence/La Brea Station on the Crenshaw Line is less than a north of the Stadium site via La Brea Avenue and Manchester Boulevard.

The regional light rail network allows for relatively easy connections between lines. Thus, for example, residents of Downtown Los Angeles and Long Beach can take the Metro Blue Line and connect to the Metro Green Line to access the Stadium area. Similarly, users of the future Crenshaw Line would also allow easy access from residents who live near the Expo Line.

For users of the Green Line, a shuttle will be provided to transport attendees between the Crenshaw station and the Stadium. Similar shuttle services could be provided in the future for users of the Crenshaw Line (although some attendees may choose to walk based on the proximity of the future Florence/La Brea station to the Stadium site).

The existing Green Line Crenshaw Station can accommodate three-car trains with a capacity of 200 passengers per train car (or up to 600 passengers for each 3-car train). To provide a conservative assessment, a utilization rate of 85% (500 passengers per train) is assumed. Note that for every train carrying 500 passengers, approximately 10 buses with a capacity of 50 passengers per bus would be provided to shuttle the rail passengers to and from the Stadium site.

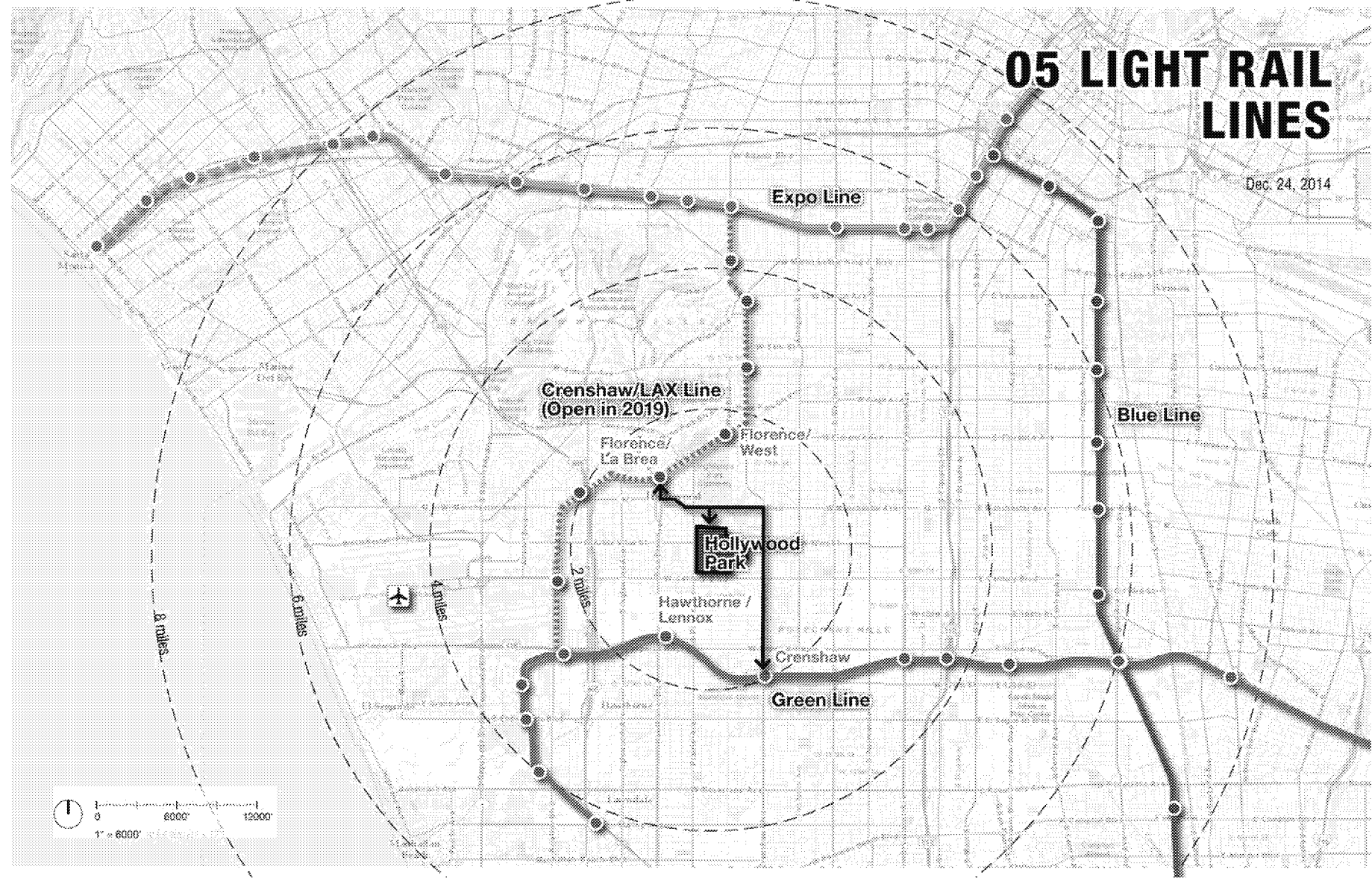
The Green Line (and future Crenshaw Line) is designed to have headways as short as 5 minutes (or up to 12 trains per hour). To provide a conservative assessment, it is assumed that Metro would operate 10-minute headways (6 trains per hour) based on the extra time needed to safely load and unload 500-600 passengers from a single train at one station.

Based on the assumption of 500 passengers per train and 6 trains per hour, this would result in up to 3,000 patrons in one direction on the Green Line. The Green Line terminates southwest of the Stadium site (in Hawthorne/Redondo Beach), and thus will likely not attract 100% utilization of 3-car trains from this direction. Thus, in terms of potential ridership, 3,000 passengers per hour

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# 05 LIGHT RAIL LINES

Dec. 24, 2014



SOURCE: HART | HOWERTON

## FIGURE 5 LOCATION OF LIGHT RAIL LINES

are assumed to arrive from the east on the Green Line and 1,500 passengers per hour are assumed to arrive from the west. Thus, 4,500 rail passengers that can be accommodated by the Green Line over a one hour period represent approximately 60% of the total 7,500 Stadium attendees expected to use public transit. As attendee arrivals and departures will occur over 2-3 hours before a sporting event, and 1-2 hours after a sporting event, the target/expectation of 4,500 light rail passengers accommodated in one peak hour is considered reasonable and feasible.

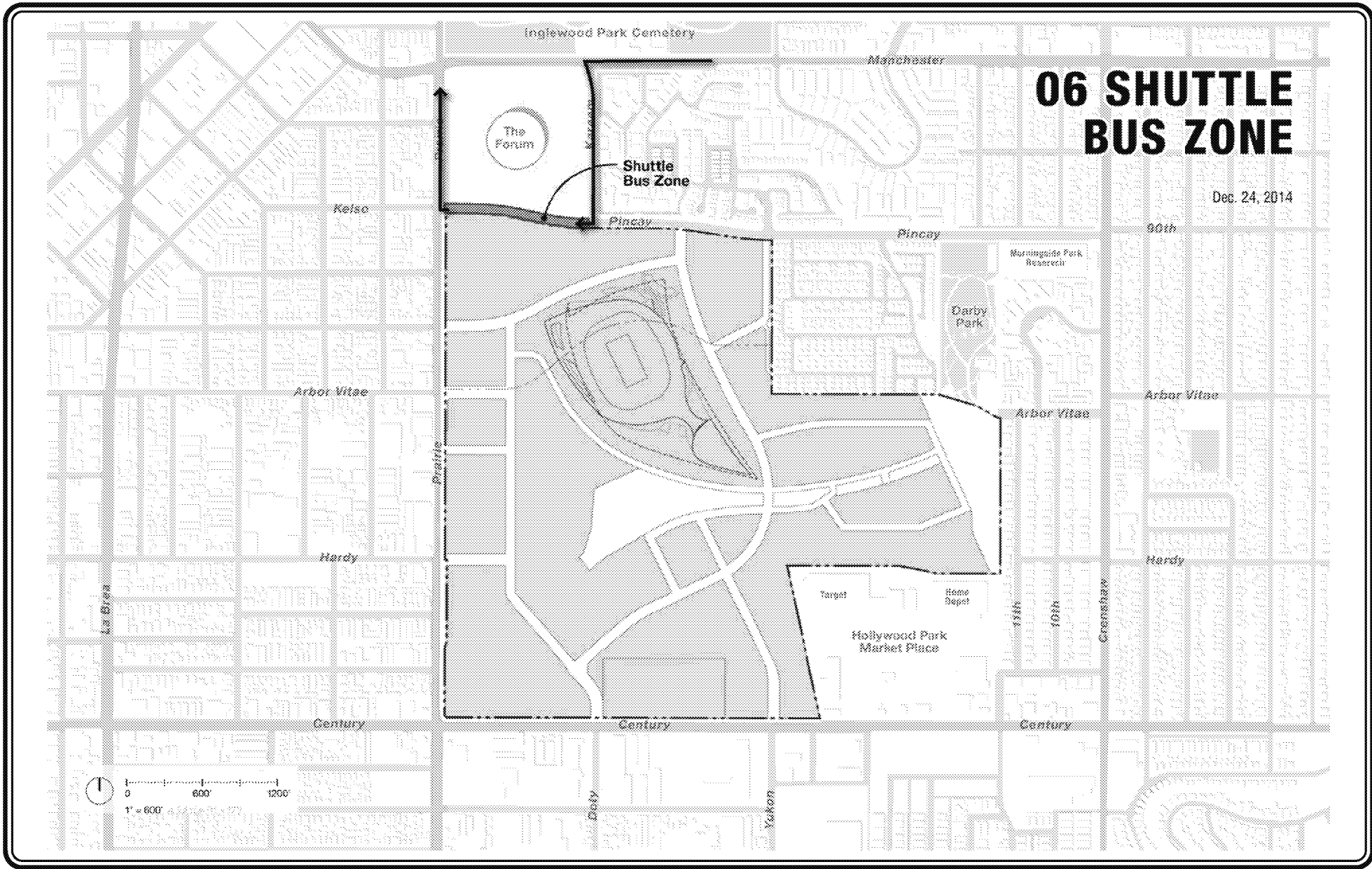
It is estimated that approximately 45 shuttle buses will be needed to transport patrons between the Crenshaw Line station and the Stadium. As shown on *Figure 6*, the Stadium will coordinate with the City of Inglewood to close the section of Pincay Drive between Prairie Avenue and Kareem Court for use primarily by shuttle vehicles for loading and unloading of Green Line users. As the Pincay Drive shuttle zone is within close proximity of the Stadium site, it provides further incentive for Stadium attendees to use the Green Line in lieu of the private automobile.

Other public transit trips related to the Stadium will be accommodated using the existing Metro bus network that operates on the streets surrounding the Stadium, including on Prairie, Century, and Manchester. Additional Metro bus service is provided on La Brea and Crenshaw. Conservatively assuming that Metro operates four buses per hour (15 minute headways) in each direction on these five streets (i.e., 8 buses per hour per street), there would be 40 buses per hour operating on these streets alone, with the capacity to accommodate 2,000 additional attendees based on 50 passengers per bus.

The forecast of 7,500 event patrons arriving via public transit (mostly the Green Line) is compared to public transit ridership data for other professional football stadiums:

- Santa Clara: Approximately 10,000 patrons arrive per game (49ers) via light rail and other public transit;
- Seattle: Approximately 15,000 – 20,000 patrons arrive per game (Seahawks) via light rail;
- San Diego: Approximately 10,000 – 15,000 patrons arrive per game (Chargers) via light rail; and
- Minneapolis: Approximately 30,000 patrons are forecast to arrive per game (Vikings) via light rail at the new stadium.

At these other cities, the light rail stations are generally located within walking distance of the stadiums. For the Hollywood Park Stadium, most patrons using light rail would need shuttle buses to complete the trip. Therefore, the forecast of 7,500 transit users for Opening Year 2018 conditions is reasonable and attainable.



# 06 SHUTTLE BUS ZONE

Dec. 24, 2014



NOT TO SCALE

SOURCE: HART | HOWERTON

## FIGURE 6 LOCATION OF SHUTTLE BUS ZONE

## 6.0 SHUTTLE BUS OPERATIONS

This section describes the logistics of transporting approximately 4,500 event patrons to and from Green Line Station.<sup>7</sup> The departure period following the conclusion of an event is considered the “design” period as most patrons generally desire to leave within an hour following the conclusion of an event. The pre-event period is less critical as patrons will tend to arrive over a longer period (up to two hours or more), thereby dispersing inbound traffic.

In planning for the number of shuttle buses needed to transport park-and-ride and transit patrons, the following assumptions were utilized:

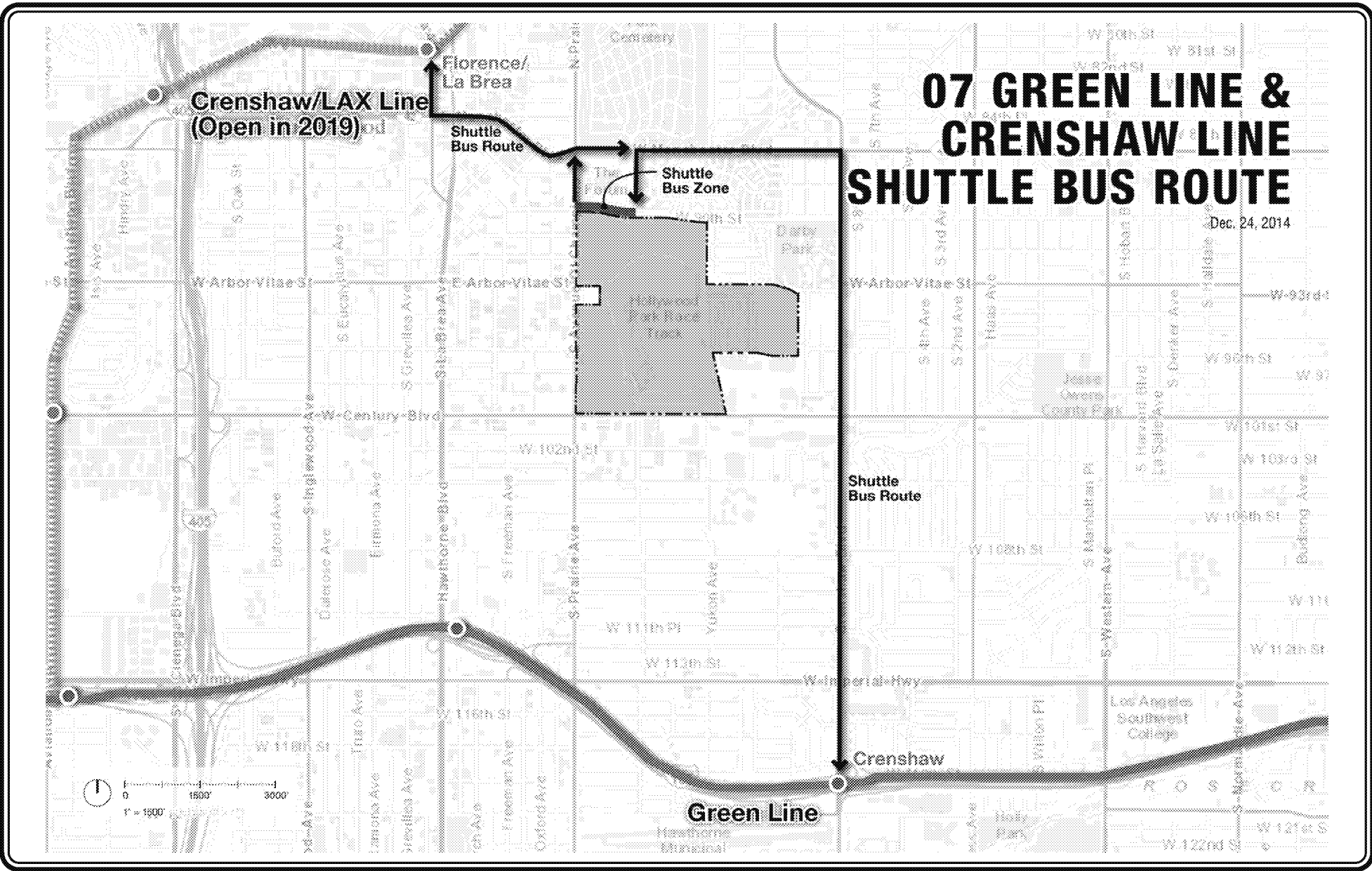
- A total of 45 shuttle buses accommodating 50 passengers per bus, with each bus required to make a 30-minute round-trip between the Stadium and Crenshaw transit station including allowing time for drop-off and pick-up of passengers.
- Each bus will make two (2) round-trips per hour serve shuttle passengers during the peak departure period. For example, related to an event concluding at 4:30 p.m., a shuttle bus departing at the Stadium at 4:00 p.m. is assumed (for patrons wanting to “beat traffic”), driving to the Crenshaw station, and then returning by 4:30 p.m. to pick-up additional departing patrons.
- In this way, approximately 4,500 patrons can be transported to the light rail station in one hour, with nearly all light rail patrons transported within 90 a minute period. It is expected, however, that many Stadium patrons will choose to stay on-site (to eat one of the on-site restaurants or participate in the expected after-game entertainment described in a following section), with shuttle bus provided into the early evening.

*Figure 7* shows the travel route between the Stadium and the Green Line’s Crenshaw station. As shown in *Figures 6* and *7*, shuttle buses will be initially staged within the segment of Pincay Drive between Prairie Avenue and Kareem Court. The 45 shuttle buses estimated to be needed to transport patrons to the Crenshaw light rail station can be reasonably accommodated within this segment, with space available for charter buses used by other groups.

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<sup>7</sup> Additional shuttles will be provided as needed to serve local area parking, and in the future, for the Crenshaw Line’s Florence/La Brea station.

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# 07 GREEN LINE & CRENSHAW LINE SHUTTLE BUS ROUTE

Dec. 24, 2014



**NOT TO SCALE**

SOURCE: HART | HOWERTON

LINSCOTT, LAW & GREENSPAN, engineers

HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT TRANSPORTATION AND PARKING PLAN

**FIGURE 7  
SHUTTLE BUS ROUTE  
GREEN LINE & CRENSHAW LINE**

## 7.0 PEDESTRIAN MOBILITY AND SAFETY

Pedestrian mobility and safety related to Stadium events is an important component of the Plan. Pedestrian movements will be accommodated in the following manner:

- On-Site Pedestrian Paths. Within the site of the amended Specific Plan, including the Stadium site, adequate pedestrian paths will be provided, limiting conflicts with vehicular traffic. These pedestrian paths include walkways from the Stadium facility to the on-site parking lots, as well as to the perimeter streets (Century, Prairie and Pincay) for event patrons who park off-site or use public transit to travel to and from the site. *Figure 8* highlights the pedestrian paths provided on the amended Specific Plan site.
- Off-Site Pedestrian Accommodations. Sidewalks adjacent to the Stadium site (e.g., on Prairie and Century) will be widened to accommodate peak pedestrian flows. In addition, the traffic signals on Prairie and Century will be updated as needed to provide appropriate and state-of-the-art pedestrian phasing equipment and crosswalk pavement markings. As needed, the Stadium operator would coordinate with the City of Inglewood to modify pedestrian lighting to improve safety and visibility.
- Special Event Pedestrian Management. As previously noted, for large sporting events and other high attendance events at the Stadium, the segment of Pincay Drive between Prairie Avenue and Kareem Court will be closed to through traffic. This will facilitate shuttle bus operations as well as pedestrian movements between the Stadium site and the Forum parking lot, and points north. In addition, the Stadium operator will coordinate with the Inglewood Police Department to provide traffic control personnel at key intersections surrounding the Stadium site to ensure safe pedestrian crossings.





## 8.0 TRANSPORTATION IMPROVEMENTS








The Stadium project, as provided for in the Initiative, will provide numerous transportation projects adjacent to and in the vicinity of the Stadium site. The goal of the transportation improvements is to provide excess operational capacity so as to “keep traffic moving” on the key arterials, even immediately before and after events at the Stadium. Some transportation projects were previously incorporated into the approved Specific Plan, while additional measures have been added through the development agreement for the Stadium Alternative Project.

*Figure 9* and *Table 3* provide a summary of the transportation improvements recommended for the Stadium Alternative Project.

The transportation improvements shown in *Figure 9* are outlined below:

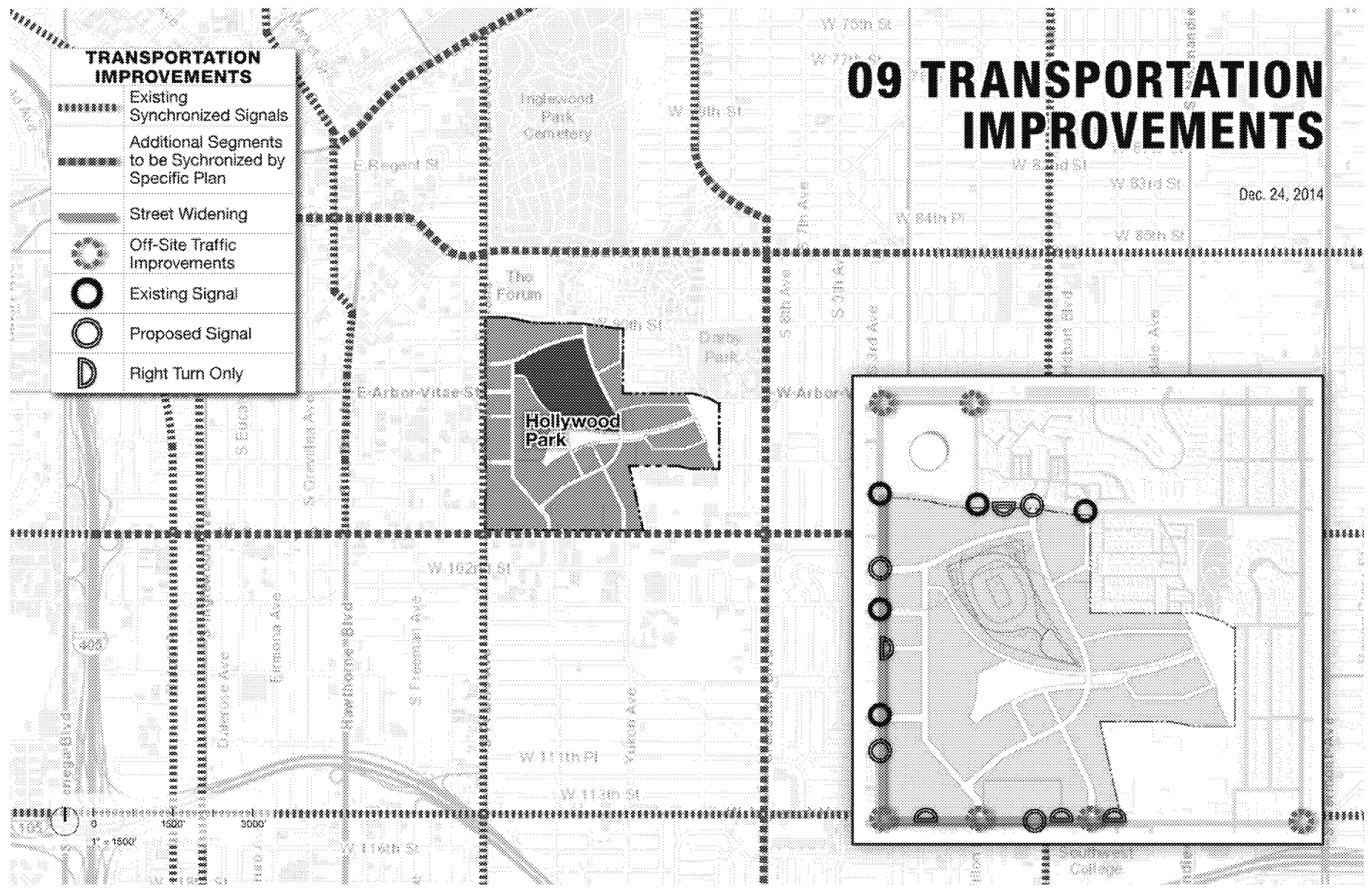
- Street Widening Adjacent to the Site. The segments of Prairie Avenue and Century Boulevard adjacent to the site will be widened at intersections to provide right-turn deceleration lanes. In this way, vehicles turning into the Stadium site from Prairie and Century during the pre-event peak traffic period will not interfere with through traffic. Much of this work is already planned and underway in conjunction with the approved Hollywood Park project. With the construction of the Stadium, the existing work would be expanded further north along Prairie and the length of the right-turn lanes confirmed and adjusted if necessary for the new expected traffic volumes.
- Off-Site Traffic Improvements. The Stadium project will construct off-site traffic improvements to provide extra turn lanes. Typically at major intersections, left-turn traffic movements contribute to overall intersection delay. By constructing additional left-turn lanes at these intersections, delay is reduced for all motorists. To the extent a physical improvement isn't feasible due to right-of-way acquisition or other concerns, similar mitigation may be achieved through the use of temporary traffic control devices such as cones and traffic control personnel. Specific left-turn movements to be addressed by the Stadium project include:
  - Prairie Avenue at Manchester Boulevard
  - Century Boulevard at Prairie Avenue
  - Century Boulevard at Doty Avenue
  - Century Boulevard at Crenshaw Boulevard

**TRANSPORTATION IMPROVEMENTS**

-  Existing Synchronized Signals
-  Additional Segments to be Synchronized by Specific Plan
-  Street Widening
-  Off-Site Traffic Improvements
-  Existing Signal
-  Proposed Signal
-  Right Turn Only

# 09 TRANSPORTATION IMPROVEMENTS

Dec. 24, 2014



SOURCE: HART | HOWERTON

## FIGURE 9 PROPOSED TRANSPORTATION IMPROVEMENTS

**Table 3**  
**SUMMARY OF RECOMMENDED MITIGATION MEASURES**

19-Feb-15

<b>Intersection</b>	<b>Approved Specific Plan Mitigation Measures</b>	<b>Recommended Additional Measures - Stadium Alternative Project</b>
La Cienega Boulevard / Manchester Boulevard	--	Fund TSSP Installation
I-405 NB Ramps / Manchester Boulevard	--	Fund TSSP Installation
I-405 NB Ramps / Century Boulevard	Fund TSSP Installation	--
La Brea Avenue / Centinela Avenue	Fund TSSP Installation	--
La Brea Avenue / Florence Avenue	Fund TSSP Installation*	--
La Brea Avenue / Century Boulevard	Fund TSSP Installation*	
Centinela Avenue / Florence Avenue	Fund TSSP Installation	--
Prairie Avenue / Florence Avenue	Fund TSSP Installation*	
Prairie Avenue / Manchester Boulevard	--	Widen east side of Prairie south of Manchester for a second northbound left-turn lane***
Prairie Avenue / Century Boulevard	Fund TSSP Installation	Widen south side of Century east and west of Prairie for a second eastbound/westbound left-turn lane
Kareem Court / Manchester Boulevard	--	Fund TSSP Installation; modify striping for a northbound optional left-turn/right-turn for No. 2 center lane
Doty Avenue / Century Boulevard	Fund TSSP Installation	Widen south side of Century west of Doty for a second eastbound left-turn lane
Yukon Avenue / Century Boulevard	Fund TSSP Installation	Modify striping for a northbound optional left-turn, through and right-turn for No. 2 center lane
Club Drive / Century Boulevard	Fund TSSP Installation	--
Crenshaw Boulevard / Manchester Boulevard	Fund TSSP Installation	--
Crenshaw Boulevard / Pincay Drive	--	Fund TSSP Installation
Crenshaw Boulevard / Century Boulevard	Fund TSSP Installation and widen west side of Crenshaw north of Century for a southbound right-turn lane	Widen south side of Century west of Crenshaw for an eastbound right-turn lane
Crenshaw Boulevard / Imperial Highway	Fund TSSP Installation	--
Crenshaw Boulevard / I-105 WB Ramps	--	Fund TSSP Installation
Crenshaw Boulevard / 120th Street	--	Fund TSSP Installation
11th Avenue / Century Boulevard, Van Ness Avenue / Century Boulevard, La Brea Avenue / Hyde Park Boulevard, Market Street / Florence Avenue, Centinela Avenue / Hyde Park Boulevard, and Inglewood Avenue / Century Boulevard	Fund TSSP Installation***	--

\* TSSP already installed by City

\*\* Property required from Forum to implement improvement. May not be feasible, and/or a minor number of Forum parking spaces (<10) may be removed. If improvement is not constructed, City staff can implement second northbound left-turn lane through temporary traffic management (e.g. traffic cones) related to Stadium events.

\*\*\* These intersections are not evaluated in traffic analysis but TSSP is needed to complete network.

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- Traffic Signal Synchronization. The County of Los Angeles, in conjunction with the City of Inglewood, has installed a limited traffic signal synchronization system along corridors within the City of Inglewood (the Traffic Signal Synchronization Program or TSSP). Based on before-and-after studies conducted by the County, travel times on routes where traffic signal synchronization has been installed were reduced by 24 to 29 percent. In the City of Inglewood, the TSSP is currently installed along portions of the Prairie Avenue, La Brea Avenue and Inglewood Avenue corridors. The Stadium project will provide additional funds to complete the TSSP system (or similar), including arterials such as Crenshaw Boulevard, Century Boulevard, Manchester Boulevard and Florence Avenue.

## 9.0 PARKING MANAGEMENT / SPEED PARKING

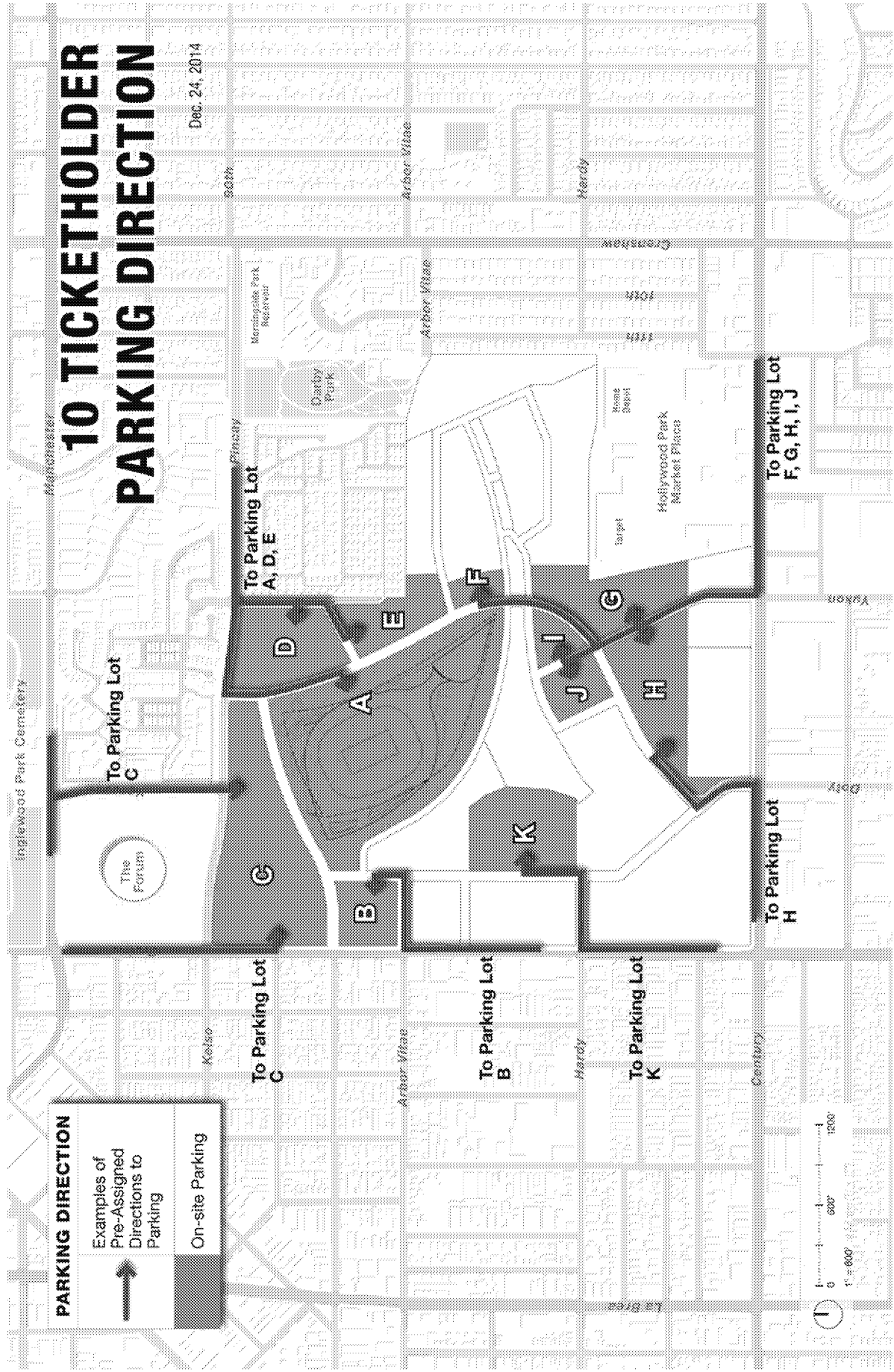
A significant contributor to traffic congestion and delay related to pre-event and post-event activity at stadiums is an ineffective parking management and traffic control program. Congestion and potential safety issues arise when entering and exiting vehicles are in conflict with pedestrian movements. The Stadium operator will minimize, to the extent feasible, such interactions to ensure the safe and efficient flow of vehicular traffic during pre-event and post-event periods.

As previously noted, the City of Inglewood has significant experience in traffic handling related to special events at the Forum and prior Hollywood Park racetrack. The Stadium operator will work with the City in developing a plan, which would include the following elements:

- Pre-Sold and Assigned Parking. As previously noted, the Stadium-related parking on-site will be pre-sold, eliminating the delay and confusion associated with money transactions upon entry. Further, parking will be assigned to specific lots, with driving instructions provided to ticketholders to reach their parking spots. The driving directions will be developed to disperse traffic, as well as eliminate conflicting traffic movements with other vehicles and pedestrians. *Figure 10* provides an example of how a ticketholder would be directed to a specific parking lot.
- Speed Parking. Upon entry to the parking facility, speed parking will be implemented whereby motorists are directed to a specific parking space. This ensures maximum utilization of the parking lots and limits potential queueing of vehicles onto the adjacent street system.
- Traffic Control at Entry/Exits. The Stadium operator will coordinate with the Inglewood Police Department to deploy traffic control personnel at key parking entries and local intersections to assist in directing peak traffic flows during pre-event and post-event periods. Traffic control personnel will also assist in facilitating pedestrian crossings at key locations.

# 10 TICKETHOLDER PARKING DIRECTION

Dec. 24, 2014



**FIGURE 10**  
**PROPOSED TICKET-HOLDER PARKING CIRCULATION**

SOURCE: HART | HOWERTON



NOT TO SCALE

HOLLYWOOD PARK STADIUM ALTERNATIVE PROJECT TRANSPORTATION AND PARKING PLAN

LINSCOTT, LAW & GREENSPAN, engineers

## 10.0 PRE-EVENT ALERTS / SOCIAL MEDIA

The importance and effectiveness of social media has been demonstrated for purposes of alerting motorists to special events that affect travel. Recently, social media was effectively utilized to advise local residents regarding the closure of Century Boulevard for the Crenshaw line construction (the “Century Crunch” in July 2014), as well as the closure of streets in Inglewood in October 2012 related to the transport of the Space Shuttle from LAX to Exposition Park. The operators of the Stadium will utilize social media and other means of communication to alert residents, business operators and other Inglewood stakeholders in advance of large sporting events and other high attendance events at the Stadium. As these events would typically occur on Sundays, when most travelers have greater flexibility in scheduling trip-making, such as shopping and recreational trips, the early alerts will allow persons not attending the Stadium events to plan their travel that would limit interaction with peak arrival and departure traffic.

### 10.1 Pre-Game and Post-Game Activities

An effective strategy in managing event traffic is the dispersal of pre-event and post-event traffic. By encouraging attendees to arrive early and stay late, and thereby spreading the inbound and traffic flows over a 2-3 hour period, the “peaking” characteristics on the local roadways are substantially reduced and more manageable.

Typical NFL pre-game activities, such as “tailgating”, will be facilitated in designated on-site areas. In addition, the Stadium operator, including businesses located in the retail center to be constructed as part of the amended Specific Plan, are expected to provide pre-game and post-game dining and entertainment activities to encourage Stadium patrons to arrive early and stay late. These pre-game and post-game activities will be beneficial for attendees who park off-site and/or who utilize public transit, and thus provide an alternative to traditional tailgating activities.