

## TECHNICAL MEMORANDUM

Date: August 24, 2018  
To: Peter Puglese, City of Inglewood  
Pat Tomcheck, Los Angeles World Airport  
From: Tom Gaul, Netai Basu, and Mike Samuelson

**Subject: *Future Baseline Network Changes***

LA2018-3002

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The Inglewood Basketball and Entertainment Center (IBEC) transportation analysis scope of work includes evaluation of conditions for the opening day in 2024. Figure 1 displays the study intersections. This memorandum documents the assumptions for the year 2024 transportation network, specifically around changes to roadway capacities and signal phasing. These projects are assumed to be in place regardless of the final project studied as part of the EIR

To be included as an assumed project for this study, the project must be reasonably foreseeable—this includes projects that are currently under construction or appear in City or agency plans with at least partial funding identified. Table 1 details the future network changes at study intersections. Please confirm that the future network changes detailed in Table 1 are correct, and if not, please provide the correct future land configurations for 2024. If there are any other changes to the roadway network that are not included in Table 1 for study intersections, please let us know.



--- Neighborhood Street Segments

○ Metro Green Line and station

○ Metro Crenshaw-LAX Line and station (under construction)



Figure 1  
**Inglewood Basketball & Entertainment Center**  
 Neighborhood Study Recommendations

Table 1 Future 2024 Network Changes at Study Intersections for Inglewood Basketball and Entertainment Center EIR							
Intersection	Jurisdiction	LAMP [a]	LAX Northside [a]	Inglewood CIP [b]	Hollywood Park [c]	Century Boulevard [d]	Notes
Prairie Avenue & 97th Street	City of Inglewood				Proposed lane configuration for WB approach to [g] 		
Prairie Avenue & Hardy Street	City of Inglewood				Proposed lane configuration for WB approach to [g] 		
Prairie Avenue & Arbor Vitae Street	City of Inglewood				Proposed lane configuration for WB approach to [g] 		
Prairie Avenue & Kelso Street/Pincay Drive	City of Inglewood			Proposed lane configuration for NB approach to [f] 			
La Cienega Boulevard/Manchester Avenue	City of Inglewood	Proposed mitigation: Restrip NB approach to 					
Prairie Avenue & Grace Avenue	City of Inglewood			Add NB left phasing			Protected or proected/permitted left turn?
Prairie Avenue & Buckthorn Street	City of Inglewood			Proposed lane configuration for NB approach to [e] 	Proposed New Signal [h]		Are there changes to the existing lane configurations on Prairie or Buckthorn? What is the driveway lane configuration?
La Cienega Boulevard & Century Boulevard	City of Los Angeles	Proposed mitigation: Restrip NB and SB approach to 					With change to dual lefts, we assume phasing will change to protected left turns for north and south approaches.
La Brea/Hawthorne Boulevard & Century Boulevard	City of Inglewood	Proposed mitigation: Restrip WB and EB approach to 				Same Configuration as LAMP EIR proposed.	
La Cienega Boulevard & Lennox Boulevard	City of Los Angeles	Proposed mitigation: Restrip NB approach to 					
La Cienega Boulevard & 104th Street	City of Los Angeles	Proposed mitigation: Restrip NB approach to 					
La Cienega Boulevard & I-405 Ramps (s/o Century Boulevard)	City of Los Angeles	Proposed mitigation: Restrip NB approach to 					
La Cienega Boulevard & Arbor Vitae	City of Inglewood		Proposed mitigation: Restrip NB approach to 				
Prairie Avenue & Century Boulevard	City of Inglewood				[g] 	Proposed reconfiguration for WB and EB approach	
Doty Avenue & Century Boulevard	City of Inglewood				Proposed lane configuration for SB approach to [g] 		
Yukon Avenue & Century Boulevard	City of Inglewood				Proposed lane configuration for SB approach to [g] 		
Crenshaw Boulevard & Century Boulevard	City of Inglewood				[g]		
Various new driveways to Hollywood Park on Prairie Avenue, Century Boulevard, and Pincay Drive	City of Inglewood				Future Driveway [h]		Please provide latest site map, including external driveway locations and lane configurations, for Hollywood Park to be used for IBEC EIR.

[a] Detailed striping provided in EIR, and will be used for future geometries.

[b] Email from City of Inglewood on July 9, 2018.

[c] Taken from "City of Champion Revitalization Initiative", stamped as received by City of Inglewood City Clerk on January 2, 2015, unless otherwise stated.

[d] Taken from City of Inglewood Public Works Department Striping plan, dated 5/18/2015. All changes to lane configurations implemented unless noted.

[e] Installation of right turn Lane starting from Arbor Vitae (approximately 435 feet).

[f] Installation of right turn Lane starting from Buckthorn (approximately 910 feet).

[g] Other improvements from "City of Champion Revitalization Initiative" already implemented and are included in the existing lane configurations.

[h] "Initiative Measure to be Submitted Directly to the Voters" page 38, Attachment D of Staff Report, February 24, 2015.