

## 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<br>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] |  | correct  |
| Prairie Avenue & Hardy Street   | City of Inglewood   |  |                   |  | Proposed lane configuration for WB approach to [g] |  | Lane Config:<br>1-RT<br>1-Shared LT/Thru<br>1-LT   |
| Prairie Avenue & Arbor Vitae Street   | City of Inglewood   | correct  |                   |  | 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] |  |  | correct - Length of RT-lane is TBD.  |
|   | City of Inglewood   | Proposed mitigation: Restrip NE approach to        |                   |  |  |  |  |
| Prairie Avenue & Grace Avenue   | City of Inglewood   |  |                   | Add NE left phasing                                |  |  | TBD, but LT Phasing is being added   |
| Prairie Avenue & Buckthorn Street   | City of Inglewood   |  |                   | Proposed lane configuration for NB approach to [e] | Proposed New Signal [h]                            |  | Protected or protected/permitted left turn?  |
| La Cienega Boulevard & Century Boulevard  | City of Los Angeles | Proposed mitigation: Restrip NB and SB approach to |                   |  |  |  | Are there changes to the existing lane configurations on Prairie or Buckthorn? What is the driveway lane configuration?                    |
|   |                     | Proposed mitigation: Restrip WB and EB 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   |  |                   |  |  |  | Correct. Length of RT-Lane is TBD  |
|   |                     |  |                   |  |  |  | correct. protected LT  |
| La Cienega Boulevard & Lennox Boulevard   | City of Los Angeles | Proposed mitigation: Restrip NB approach to        |                   |  |  |  | Exiting HP (WB) Lane Config:<br>1-LT<br>1-Thru<br>1-RT   |
| 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        |                   |  |  |  | lane config:<br>1-LT<br>2-Thru (NO RT only lane)   |
| 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    | correct  |
| Doty Avenue & Century Boulevard   | City of Inglewood   |  |                   |  |  | Proposed lane configuration for SB approach to [g] | Lane Config:<br>1-LT<br>1- Shared LT/Thru<br>1-RT  |
| 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, 2019.

[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 plans, dated 5/18/2015. All changes to lane configurations implemented unless noted.

[e] Installation of right turn Lane starting from Arbor Vitae (approximately 425 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.

correct

i believe we know about every entrance/exit except whats propose on Pincay. I will get that to you once we get it.