

3.14.5 Analysis, Impacts and Mitigation with Concurrent Events

Given the Proposed Project's proximity to The Forum and the NFL Stadium located in the Hollywood Park area, it is possible that certain events at the Proposed Project may occur simultaneously with events at The Forum and/or the NFL Stadium. Accordingly, this transportation analysis studies five concurrent or overlapping event scenarios, further described below. These five concurrent or overlapping event scenarios are studied in this section under both Adjusted Baseline (project-specific) and Cumulative conditions.

Approach to Mitigation

A variety of mitigation measures have been identified for impacts occurring under the concurrent event scenarios. The effectiveness of these mitigation measures is then tested for the following scenarios:

- Adjusted Baseline (with Major Events at The Forum) Plus Project Major Events
- Cumulative (with Major Events at The Forum) Plus Project Major Events

For purposes of this analysis, identified mitigation measures were tested against concurrent event Scenario 1 (i.e., Proposed Project Major Event and 17,500-person Concert at The Forum) under both Adjusted Baseline (project-specific) and Cumulative conditions. For several reasons, concurrent event Scenario 1 was selected as the most appropriate concurrent event scenario to present an analysis of the impacts "with mitigation". First, this scenario would likely occur with some regularity given how often events at each venue may overlap. Second, analyses indicate that the Proposed Project would generate substantially more impacts under this scenario versus if an event were not occurring at The Forum. In addition, Scenario 1 yields greater impacts than Scenario 2 (Proposed Project Major Event and Football Game at NFL Stadium) because most NFL Stadium-related traffic would have dispersed before the attendees for the Proposed Project Major Event would be arriving at IBEC. Scenario 1 generates more impacts than a concurrent scenario featuring a mid-sized event at the NFL Stadium (Scenario 3) because that scenario requires a considerable proportion of Proposed Project attendees to park at remote lots (i.e., not in HPSP lots), thereby dispersing traffic and reducing impacts. Scenarios 4 and 5, consisting of events at all three venues, was determined not to be appropriate for identifying and testing mitigation measures, particularly physical and permanent improvements, given the rarity with which those scenarios would occur. Any mitigation identified for Scenario 1 would reduce the magnitude of impacts associated with Scenarios 4 and 5.

Adjusted Baseline Plus Project (Overlapping Major Events) Conditions

This subsection analyzes the Proposed Project under Adjusted Baseline conditions assuming one or more overlapping events at the nearby NFL Stadium and The Forum. As described in Table 3.14-3, the following five overlapping major events scenarios are analyzed:

- Scenario 1 (Major Events at Proposed Project and The Forum) – would consist of an 17,500-person concert at The Forum that begins on a weekday at 7 p.m. and ends at 9:15 p.m.,

overlapping with a Major Event at Proposed Project (18,000-person NBA game for pre-event peak hour and 18,500-person concert for post-event analysis). Additionally, a weekend scenario is studied for a 5–6 p.m. peak hour in which the Forum event begins at 7 p.m. and the basketball game begins at 6 p.m.

- **Scenario 2 (Major Event at Proposed Project and Football Game at NFL Stadium)** – would consist of a 70,240-person NFL football game at the NFL Stadium that begins on a weekend at 1:25 p.m. and ends at about 4:30 p.m., overlapping with a Major Event at Proposed Project (18,500-person concert that begins at 7 p.m.). This scenario is studied for the 6 to 7 p.m. peak hour.
- **Scenario 3 (Major Event at Proposed Project and Midsize Event at NFL Stadium)** – would consist of a 25,000-person event at the NFL Stadium that begins on a weekday at 7 p.m. and ends at 9:15 p.m., overlapping with a Major Event at Proposed Project (18,000-person NBA game for pre-event peak hour and 18,500-person concert for post-event analysis).
- **Scenario 4 (Major Events at Proposed Project and The Forum, and Midsize Event at NFL Stadium)** – would consist of a weekday 17,500-person concert at The Forum that begins on a weekday at 7 p.m. and ends at 9:15 p.m., a 25,000-person event at the NFL Stadium that begins at 7 p.m. and ends at 9:15 p.m., and a Major Event at Proposed Project (18,000-person NBA game for pre-event peak hour and 18,500-person concert for post-event analysis).
- **Scenario 5 (Major Events at Proposed Project and The Forum, and Football Game at NFL Stadium)** – would consist of a weekend 70,240-person NFL football game at the NFL Stadium that begins at 1:25 p.m. and ends at about 4:30 p.m., an 17,500-person event at The Forum that begins at 7 p.m., and a Major Event at Proposed Project (18,500-person concert that begins at 7 p.m.). This scenario is studied for the 6 to 7 p.m. peak hour.

The analyses that follow present intersection LOS, freeway operations, and off-ramp queuing results for each scenario and their applicable hours of study. Analyses of neighborhood traffic volumes are not performed for these concurrent scenarios. The mid-sized and major events at the NFL Stadium will be supported by a transportation management and operations plan. However, it is currently unknown how many the number of hours it would be implemented during a major event has not been finalized. Moreover, NFL Stadium events would result in fewer Proposed Project attendees parking in close proximity to the Proposed Project, as more Proposed Project parking would occur at remote lots; this would be anticipated to result in a comparable level of neighborhood street impacts resulting from NFL Stadium traffic traveling on the same neighborhood streets as would Proposed Project traffic in the Proposed Project-only scenarios. Accordingly, while it is possible to analyze conditions during the peak hours of travel associated with an event at the NFL Stadium, it would be speculative to estimate how much usage neighborhood streets would experience of stadium event-attendees over the course of a day. Neighborhood streets that could potentially be used by concert attendees ~~at-to access~~ The Forum are farther north in the vicinity of The Forum, not in the vicinity of the Proposed Project, and therefore the Proposed Project impacts on neighborhood streets would be essentially identical in concurrent event scenarios involving The Forum.

Scenario 1 (Major Events at Proposed Project and The Forum)

This scenario is analyzed for the weekday pre-event and post-event peak hours and the weekend pre-event peak hour. Travel characteristics for the Proposed Project under this scenario are

consistent with data reported in the Adjusted Baseline Plus Project (Major Event) Conditions subsection.

The number of vehicle trips generated by The Forum, and the distribution of those trips was determined through traffic counts collected at multiple intersections in the vicinity of The Forum, both on days in which events did not occur, and on multiple days in which events did occur. The net increase in trips between the 'no event' and 'with event' counts were calculated. It was necessary to factor up the event-related volumes in proportion to the number of guests at each event to represent the 17,500-person event being studied. In simple terms, if a certain movement associated with a 15,000-person event at The Forum was measured to be 200 vehicles per hour, the 17,500-person event would have 17 percent more guests (17,500/15,000) and added traffic of 233 vehicles per hour. This process yields Forum-only concert trips for the weekday pre-event and post-event peak hours and weekend pre-event peak hours. On a weekday, a 17,500-person event at The Forum would generate 4,739 pre-event peak hour vehicle trips and 7,992 post-event vehicle trips. On a weekend day, a 17,500-person event at The Forum would generate 2,551 vehicle trips during the weekend 5–6 p.m. study period. This hourly volume is considerably lower than the weekday pre-event peak hour volume because it represents traffic generated beginning two hours prior to the concert start.

Traffic forecasts were developed for Adjusted Baseline (with Major Event at The Forum) No Project conditions by adding The Forum concert trips to the Adjusted Baseline No Project forecasts. Trips associated with the Proposed Project were then added to those volumes to yield the Adjusted Baseline (with Major Event at The Forum) Plus Project (Major Event) conditions.

Table 3.14-64 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Adjusted Baseline (with Major Event at The Forum) No Project and Adjusted Baseline (with Major Event at The Forum) Plus Project (Major Event) conditions for the three event-related peak hours. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-65 displays the freeway LOS results under Adjusted Baseline (with Major Event at The Forum) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-66**, a major event (assuming a concurrent event at The Forum) would cause four freeway off-ramps to experience queuing that exceeds the applicable threshold.

TABLE 3.14-64
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH MAJOR EVENT AT THE FORUM) PLUS PROJECT
(MAJOR EVENT) CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum) No Project		Adjusted Baseline (with Major Event at The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.853	D	1.006	F
				Weekday Post-Event	0.553	A	0.586	A
				Weekend Pre-Event	0.696	B	0.850	D
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.693	B	0.720	C
				Weekday Post-Event	0.469	A	0.541	A
				Weekend Pre-Event	0.564	A	0.577	A
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	258.5	F	***	F
				Weekday Post-Event	4.5	A	5.4	A
				Weekend Pre-Event	6.5	A	6.6	A
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	91.2	F	97.7	F
				Weekday Post-Event	25.3	C	25.6	C
				Weekend Pre-Event	30.6	C	30.7	C
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	133.8	F	142.5	F
				Weekday Post-Event	20.8	C	17.4	B
				Weekend Pre-Event	26.0	C	68.2	E
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.021	F	1.080	F
				Weekday Post-Event	0.779	C	0.863	D
		CMA	City of Los Angeles	Weekend Pre-Event	0.884	D	0.943	E
				Weekday Pre-Event	0.883	D	0.945	E
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekday Post-Event	0.625	B	0.713	C
				Weekend Pre-Event	0.737	C	0.799	C
				Weekday Pre-Event	133.4	F	139.0	F
8	Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekday Post-Event	3.3	A	2.5	A
				Weekend Pre-Event	3.3	A	36.6	D
				Weekday Pre-Event	163.6	F	80.2	F
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekday Post-Event	4.8	A	28.8	C
				Weekend Pre-Event	4.7	A	104.9	F
				Weekday Pre-Event	87.0	F	81.2	F
10	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Post-Event	6.0	A	67.0	E
				Weekend Pre-Event	7.6	A	68.3	E
10	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.755	C	0.847	D

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum) No Project		Adjusted Baseline (with Major Event at The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
	Manchester Blvd			Weekday Post-Event	0.566	A	0.668	B
				Weekend Pre-Event	0.626	B	0.719	C
				Weekday Pre-Event	1.017	F	1.137	F
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.647	B	0.855	D
				Weekend Pre-Event	0.782	C	0.901	E
				Weekday Pre-Event	150.4	F	178.6	F
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Post-Event	10.8	B	24.6	C
				Weekend Pre-Event	101.0	F	131.9	F
				Weekday Pre-Event	53.3	D	62.7	E
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Post-Event	6.6	A	55.3	E
				Weekend Pre-Event	77.5	E	109.5	F
				Weekday Pre-Event	169.0	F	128.8	F
14	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekday Post-Event	105.8	F	126.0	F
				Weekend Pre-Event	106.1	F	179.2	F
				Weekday Pre-Event	155.0	F	131.2	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Post-Event	42.8	D	54.0	D
				Weekend Pre-Event	53.5	D	78.9	E
				Weekday Pre-Event	1.346	F	1.425	F
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	1.427	F	1.751	F
				Weekend Pre-Event	1.051	F	1.122	F
				Weekday Pre-Event	0.568	A	0.633	B
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Post-Event	0.271	A	0.410	A
				Weekend Pre-Event	0.397	A	0.460	A
				Weekday Pre-Event	0.515	A	0.580	A
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Post-Event	0.350	A	0.510	A
				Weekend Pre-Event	0.429	A	0.493	A
				Weekday Pre-Event	70.0	E	35.2	D
19	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Post-Event	129.3	F	182.6	F
				Weekend Pre-Event	29.1	C	26.2	C
				Weekday Pre-Event	13.1	B	12.4	B
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekday Post-Event	107.4	F	8.3	A
				Weekend Pre-Event	13.2	B	11.7	B
				Weekday Pre-Event	168.1	F	184.5	F
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	19.7	B	19.6	B

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum) No Project		Adjusted Baseline (with Major Event at The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	20.6	C	42.0	D
				Weekday Pre-Event	192.2	F	179.1	F
				Weekday Post-Event	18.1	B	20.2	C
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	29.9	C	109.6	F
				Weekday Pre-Event	138.7	F	146.1	F
				Weekday Post-Event	21.0	C	53.0	D
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	49.4	D	94.9	F
				Weekday Pre-Event	126.2	F	68.4	E
				Weekday Post-Event	7.8	A	133.1	F
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	94.0	F	99.3	F
				Weekday Pre-Event	83.4	F	60.3	E
				Weekday Post-Event	97.8	F	***	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	69.7	E	72.1	E
				Weekday Pre-Event	13.1	B	82.9	F
				Weekday Post-Event	10.8	B	9.6	A
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	13.1	B	68.0	E
				Weekday Pre-Event	8.2	A	7.4	A
				Weekday Post-Event	6.9	A	7.0	A
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	9.7	A	8.8	A
				Weekday Pre-Event	21.2	C	24.6	C
				Weekday Post-Event	147.6	F	***	F
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekend Pre-Event	19.9	B	24.2	C
				Weekday Pre-Event	9.7	A	48.5	D
				Weekday Post-Event	102.4	F	107.5	F
30	Van Ness Ave/ Hardy St/ 96th St	ICU	Inglewood	Weekend Pre-Event	9.1	A	8.7	A
				Weekday Pre-Event	0.558	A	0.571	A
				Weekday Post-Event	0.329	A	0.390	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.469	A	0.473	A
				Weekday Pre-Event	0.488	A	0.502	A
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekend Pre-Event	0.243	A	0.308	A
				Weekday Pre-Event	0.393	A	0.397	A
				Weekday Post-Event	143.7	F	***	F
				Weekday Post-Event	25.4	C	49.5	D
				Weekend Pre-Event	17.1	B	149.7	F

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum) No Project		Adjusted Baseline (with Major Event at The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekday Pre-Event	15.5	B	21.3	C
				Weekday Post-Event	26.0	C	232.5	F
				Weekend Pre-Event	11.5	B	14.6	B
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekday Pre-Event	9.8	A	72.9	E
				Weekday Post-Event	10.7	B	11.1	B
				Weekend Pre-Event	11.6	B	10.3	B
34	La Cienega Blvd/ Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Pre-Event	35.6	D	189.9	F
				Weekday Post-Event	30.3	C	41.8	D
				Weekend Pre-Event	27.4	C	47.5	D
35	NB 405 On/Off- Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekday Pre-Event	19.3	B	203.5	F
				Weekday Post-Event	17.0	B	22.0	C
				Weekend Pre-Event	13.3	B	114.1	F
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	14.6	B	51.7	D
				Weekday Post-Event	95.6	F	148.9	F
				Weekend Pre-Event	13.2	B	19.6	B
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	27.4	C	220.7	F
				Weekday Post-Event	45.2	D	131.0	F
				Weekend Pre-Event	27.4	C	121.6	F
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	20.8	C	234.2	F
				Weekday Post-Event	9.7	A	75.0	E
				Weekend Pre-Event	6.4	A	157.5	F
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	32.2	C	97.2	F
				Weekday Post-Event	11.4	B	63.1	E
				Weekend Pre-Event	5.7	A	83.5	F
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	68.7	E	131.5	F
				Weekday Post-Event	37.9	D	118.5	F
				Weekend Pre-Event	40.8	D	126.6	F
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	87.5	F	81.5	F
				Weekday Post-Event	6.3	A	105.6	F
				Weekend Pre-Event	8.8	A	50.7	D
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	24.3	C	31.9	C
				Weekday Post-Event	7.3	A	85.3	F
				Weekend Pre-Event	9.3	A	22.1	C

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum) No Project		Adjusted Baseline (with Major Event at The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	111.2	F	144.9	F
				Weekday Post-Event	70.1	E	259.5	F
				Weekend Pre-Event	71.2	E	94.7	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	34.6	C	104.6	F
				Weekday Post-Event	19.4	B	206.9	F
				Weekend Pre-Event	32.0	C	38.8	D
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	47.3	D	149.0	F
				Weekday Post-Event	14.8	B	143.6	F
				Weekend Pre-Event	21.2	C	67.1	E
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	49.3	D	159.1	F
				Weekday Post-Event	19.3	B	115.2	F
				Weekend Pre-Event	38.8	D	72.5	E
47	11th Ave/ Village Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	49.2	D	113.3	F
				Weekday Post-Event	17.0	B	147.1	F
				Weekend Pre-Event	27.7	C	51.6	D
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	60.6	E	159.1	F
				Weekday Post-Event	76.5	E	119.7	F
				Weekend Pre-Event	39.2	D	142.0	F
49	5th Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	12.1	B	123.4	F
				Weekday Post-Event	13.8	B	19.1	B
				Weekend Pre-Event	14.1	B	108.5	F
50	Van Ness Ave/ Century Blvd	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.758	C	0.870	D
				Weekday Post-Event	0.568	A	0.809	D
				Weekend Pre-Event	0.658	B	0.786	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.701	C	0.821	D
				Weekday Post-Event	0.499	A	0.757	C
				Weekend Pre-Event	0.595	A	0.731	C
51	Gramercy Pl/ Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.388	A	0.505	A
				Weekday Post-Event	0.410	A	0.619	B
				Weekend Pre-Event	0.362	A	0.473	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.207	A	0.333	A
				Weekday Post-Event	0.231	A	0.453	A
				Weekend Pre-Event	0.179	A	0.297	A
52	Western Ave/	CMA	City of Los	Weekday Pre-Event	0.771	C	0.973	E

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum) No Project		Adjusted Baseline (with Major Event at The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
	Century Blvd		Angeles	Weekday Post-Event	0.587	A	0.910	E
				Weekend Pre-Event	0.641	B	0.842	D
53	La Cienega Blvd/ SB 405 On/Off- Ramps (s/o Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekday Pre-Event	10.9	B	185.3	F
				Weekday Post-Event	9.2	A	10.4	B
				Weekend Pre-Event	9.0	A	9.4	A
				Weekday Pre-Event	94.3	F	151.0	F
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekday Post-Event	6.2	A	***	F
				Weekend Pre-Event	85.6	F	23.2	C
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	33.0	D	10.0	B
				Weekday Post-Event	5.7	A	79.3	F
				Weekend Pre-Event	10.2	B	8.2	A
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	91.5	F	***	F
				Weekday Post-Event	7.4	A	***	F
				Weekend Pre-Event	15.1	C	79.7	F
57	La Cienega Blvd/ 104th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event	9.9	A	99.1	F
				Weekday Post-Event	5.8	A	5.3	A
				Weekend Pre-Event	7.4	A	7.5	A
58	Inglewood Ave/ 104th St	HCM	Los Angeles County	Weekday Pre-Event	16.0	B	18.8	B
				Weekday Post-Event	8.3	A	9.5	A
				Weekend Pre-Event	15.6	B	16.0	B
59	Hawthorne Blvd/ 104th St	HCM	Inglewood/ Los Angeles County	Weekday Pre-Event	23.8	C	155.1	F
				Weekday Post-Event	15.7	B	94.6	F
				Weekend Pre-Event	24.8	C	109.8	F
60	Prairie Ave/104th St	HCM	Inglewood	Weekday Pre-Event	141.0	F	250.7	F
				Weekday Post-Event	9.3	A	236.8	F
				Weekend Pre-Event	143.9	F	188.5	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	24.7	C	207.1	F
				Weekday Post-Event	6.6	A	6.6	A
				Weekend Pre-Event	7.8	A	242.4	F
62	Yukon Ave/104th St	HCM	Inglewood	Weekday Pre-Event	14.9	B	204.3	F
				Weekday Post-Event	8.4	A	12.3	B
63	Crenshaw Blvd/	HCM	Inglewood	Weekend Pre-Event	12.9	B	135.4	F
				Weekday Pre-Event	28.3	C	115.5	F

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum) No Project		Adjusted Baseline (with Major Event at The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
	104th St			Weekday Post-Event	11.7	B	19.3	B
				Weekend Pre-Event	22.6	C	187.0	F
64	Van Ness Ave/ 104th St	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.525	A	0.544	A
				Weekday Post-Event	0.301	A	0.327	A
				Weekend Pre-Event	0.430	A	0.443	A
				Weekday Pre-Event	0.704	C	0.732	C
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Post-Event	0.471	A	0.662	B
				Weekend Pre-Event	0.612	B	0.629	B
				Weekday Pre-Event	22.7	C	265.1	F
				Weekday Post-Event	5.4	A	102.2	F
				Weekend Pre-Event	6.5	A	204.5	F
				Weekday Pre-Event	26.3	C	67.5	E
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Post-Event	7.6	A	151.1	F
				Weekend Pre-Event	32.2	C	54.9	D
				Weekday Pre-Event	64.0	E	109.7	F
				Weekday Post-Event	7.3	A	66.6	E
				Weekend Pre-Event	108.5	F	114.2	F
				Weekday Pre-Event	8.9	A	10.5	B
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Post-Event	6.7	A	8.2	A
				Weekend Pre-Event	9.2	A	12.3	B
				Weekday Pre-Event	0.538	A	0.703	C
				Weekday Post-Event	0.425	A	0.609	B
				Weekend Pre-Event	0.450	A	0.617	B
				Weekday Pre-Event	0.706	C	0.768	C
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/L os Angeles County	Weekday Post-Event	0.405	A	0.578	A
				Weekend Pre-Event	0.576	A	0.649	B
				Weekday Pre-Event	31.1	C	100.9	F
				Weekday Post-Event	33.4	C	176.1	F
				Weekend Pre-Event	54.7	D	62.4	E
				Weekday Pre-Event	7.9	A	8.5	A
73	Yukon Ave/111th St	HCM	Inglewood	Weekday Post-Event	6.3	A	6.4	A
				Weekend Pre-Event	8.6	A	8.4	A
				Weekday Pre-Event	0.700	B	0.817	D
				Weekday Post-Event	0.461	A	0.634	B
74	Hawthorne Blvd/ WB 105 Off-	ICU	Hawthorne	Weekday Pre-Event	0.700	B	0.817	D
				Weekday Post-Event	0.461	A	0.634	B

3. Environmental Impacts, Settings, and Mitigation Measures
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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum) No Project		Adjusted Baseline (with Major Event at The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
	Ramp			Weekend Pre-Event	0.582	A	0.702	C
75	Prairie Ave/ 112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekday Pre-Event	94.9	F	230.7	F
				Weekday Post-Event	66.7	E	172.5	F
				Weekend Pre-Event	51.6	D	164.1	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.770	C	0.773	C
				Weekday Post-Event	0.411	A	0.443	A
				Weekend Pre-Event	0.578	A	0.608	B
77	Freeman Ave/ EB 105 On- Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Pre-Event	25.6	C	98.1	F
				Weekday Post-Event	51.3	D	61.5	E
				Weekend Pre-Event	16.8	B	15.8	B
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	83.3	F	126.1	F
				Weekday Post-Event	62.5	E	55.1	E
				Weekend Pre-Event	39.2	D	45.8	D
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	58.6	E	117.5	F
				Weekday Post-Event	9.5	A	7.5	A
				Weekend Pre-Event	12.2	B	12.4	B
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	19.4	B	130.9	F
				Weekday Post-Event	8.2	A	12.0	B
				Weekend Pre-Event	12.6	B	11.5	B
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Pre-Event	0.888	D	1.037	F
				Weekday Post-Event	0.570	A	0.820	D
				Weekend Pre-Event	0.790	C	0.940	E
82	Prairie Ave/118th St	HCM	Hawthorne	Weekday Pre-Event	21.1	C	112.0	F
				Weekday Post-Event	13.4	B	10.1	B
				Weekend Pre-Event	18.3	B	18.6	B
83	Crenshaw Blvd/ WB 105 Off- Ramp/ 118th Pl	ICU	Hawthorne/ Caltrans	Weekday Pre-Event	0.810	D	0.977	E
				Weekday Post-Event	0.693	B	0.880	D
				Weekend Pre-Event	0.782	C	0.952	E
84	Prairie Ave/120th St	HCM	Hawthorne	Weekday Pre-Event	55.6	E	135.9	F
				Weekday Post-Event	18.6	B	18.2	B
				Weekend Pre-Event	25.2	C	24.2	C
85	EB 105 On/Off- Ramp/ 120th St	ICU	Hawthorne	Weekday Pre-Event	0.710	C	0.742	C
				Weekday Post-Event	0.721	C	0.951	E
				Weekend Pre-Event	0.790	C	0.837	D

3. Environmental Impacts, Settings, and Mitigation Measures
 3.14 Transportation and Circulation

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum) No Project		Adjusted Baseline (with Major Event at The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekday Pre-Event	0.742	C	0.865	D
				Weekday Post-Event	0.849	D	1.293	F
				Weekend Pre-Event	0.775	C	0.898	D
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.412	A	0.424	A
				Weekday Post-Event	0.248	A	0.268	A
				Weekend Pre-Event	0.284	A	0.296	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.233	A	0.246	A
				Weekday Post-Event	0.079	A	0.089	A
				Weekend Pre-Event	0.098	A	0.109	A
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.787	C	0.801	D
				Weekday Post-Event	0.444	A	0.487	A
				Weekend Pre-Event	0.648	B	0.662	B
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	14.8	B	150.5	F
				Weekday Post-Event	11.2	B	186.3	F
				Weekend Pre-Event	15.4	B	82.1	F
90	Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekday Pre-Event	21.0	C	13.4	B
				Weekday Post-Event	168.5	F	235.6	F
				Weekend Pre-Event	16.5	B	16.9	B
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekday Pre-Event	0.967	E	1.140	F
				Weekday Post-Event	0.740	C	1.027	F
				Weekend Pre-Event	0.815	D	0.985	E
92	Vermont Ave/ Century Ave	ICU	Los Angeles County	Weekday Pre-Event	0.773	C	0.876	D
				Weekday Post-Event	0.603	B	0.794	C
				Weekend Pre-Event	0.671	B	0.781	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.682	B	0.802	D
				Weekday Post-Event	0.484	A	0.707	C
				Weekend Pre-Event	0.563	A	0.691	B
93	Hoover St/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.489	A	0.558	A
				Weekday Post-Event	0.347	A	0.525	A
				Weekend Pre-Event	0.431	A	0.513	A
94	Figueroa St/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.698	B	0.775	C
				Weekday Post-Event	0.455	A	0.617	B
				Weekend Pre-Event	0.602	B	0.689	B
95	Grand Ave/	CMA	City of Los	Weekday Pre-Event	0.452	A	0.558	A

3. Environmental Impacts, Settings, and Mitigation Measures
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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum) No Project		Adjusted Baseline (with Major Event at The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
	110 SB Off-Ramp/ Century Ave		Angeles	Weekday Post-Event	0.339	A	0.461	A
				Weekend Pre-Event	0.371	A	0.473	A
96	Olive St/ 110 NB On-Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.432	A	0.461	A
				Weekday Post-Event	0.354	A	0.518	A
				Weekend Pre-Event	0.385	A	0.414	A
				Weekday Pre-Event	1.179	F	1.323	F
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	1.054	F	1.319	F
				Weekend Pre-Event	0.962	E	1.105	F
		CMA	City of Los Angeles	Weekday Pre-Event	1.051	F	1.205	F
				Weekday Post-Event	0.917	E	1.200	F
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.819	D	0.971	E
				Weekday Pre-Event	1.104	F	1.270	F
				Weekday Post-Event	1.048	F	1.313	F
				Weekend Pre-Event	0.894	D	1.058	F
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.805	D	0.897	D
				Weekday Post-Event	0.711	C	0.848	D
				Weekend Pre-Event	0.637	B	0.721	C
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.859	D	0.952	E
				Weekday Post-Event	0.795	C	0.946	E
				Weekend Pre-Event	0.637	B	0.728	C
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.770	C	0.855	D
				Weekday Post-Event	0.706	C	0.843	D
				Weekend Pre-Event	0.631	B	0.715	C
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.926	E	1.019	F
				Weekday Post-Event	0.983	E	1.134	F
				Weekend Pre-Event	0.752	C	0.843	D
103	110 SB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.752	C	0.895	D
				Weekday Post-Event	0.892	D	0.973	E
				Weekend Pre-Event	0.509	A	0.660	B
104	110 NB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.559	A	0.563	A
				Weekday Post-Event	0.760	C	1.092	F
				Weekend Pre-Event	0.539	A	0.544	A
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event	0.994	E	1.137	F
				Weekday Post-Event	0.938	E	1.113	F

3. Environmental Impacts, Settings, and Mitigation Measures
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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum) No Project		Adjusted Baseline (with Major Event at The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.776	C	0.913	E
				Weekday Pre-Event	0.778	C	0.819	D
				Weekday Post-Event	0.578	A	0.653	B
				Weekend Pre-Event	0.622	B	0.664	B
107	La Brea Ave/ Cenitnela Ave	ICU	Inglewood	Weekday Pre-Event	0.937	E	0.948	E
				Weekday Post-Event	0.515	A	0.562	A
				Weekend Pre-Event	0.794	C	0.806	D
108	La Cienega Blvd/ Cenitnela Ave	ICU	Inglewood	Weekday Pre-Event	1.006	F	1.044	F
				Weekday Post-Event	0.652	B	0.660	B
		CMA	City of Los Angeles	Weekend Pre-Event	0.993	E	1.033	F
				Weekday Pre-Event	0.953	E	0.999	E
				Weekday Post-Event	0.542	A	0.552	A
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekend Pre-Event	0.939	E	0.985	E
				Weekday Pre-Event	0.723	C	0.738	C
		CMA	City of Los Angeles	Weekday Post-Event	0.475	A	0.495	A
				Weekend Pre-Event	0.653	B	0.669	B
				Weekday Pre-Event	0.553	A	0.570	A
				Weekday Post-Event	0.295	A	0.316	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.481	A	0.499	A
				Weekday Pre-Event	0.906	E	0.913	E
				Weekday Post-Event	0.507	A	0.507	A
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.754	C	0.760	C
				Weekday Pre-Event	0.930	E	0.932	E
				Weekday Post-Event	0.624	B	0.644	B
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.873	D	0.876	D
				Weekday Pre-Event	1.064	F	1.071	F
				Weekday Post-Event	0.549	A	0.549	A
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.807	D	0.814	D
				Weekday Pre-Event	1.036	F	1.153	F
				Weekday Post-Event	0.627	B	0.666	B
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekend Pre-Event	0.779	C	0.894	D
				Weekday Pre-Event	0.931	E	0.996	E
				Weekday Post-Event	0.620	B	0.745	C
				Weekend Pre-Event	0.768	C	0.861	D

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum) No Project		Adjusted Baseline (with Major Event at The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
115	Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekday Pre-Event			N/A	N/A
				Weekday Post-Event	Does Not Exist		129.5	F
				Weekend Pre-Event			N/A	N/A
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event			109.2	F
				Weekday Post-Event	Does Not Exist		N/A	N/A
				Weekend Pre-Event			51.2	D

NOTES:

- Shaded cells represent significant impacts.
- ¹ Analysis methods vary by jurisdiction (refer to previous pages for description).
- ² Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
- ³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

*** Represents over-saturated conditions (i.e., average delay exceeds five minutes. Per the HCM, delay estimates in over-saturated conditions are unreliable.
N/A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-65
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT)
CONDITIONS**

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with the Forum) No Project		Adjusted Baseline (with the Forum) Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday Pre-Event	23.91	C	26.19	C
				Weekday Post-Event	19.93	B	20.30	C
				Weekend Pre-Event	23.19	C	25.62	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday Pre-Event	19.77	B	21.44	C
				Weekday Post-Event	15.30	B	15.62	B
				Weekend Pre-Event	19.46	B	21.05	C
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On- Ramp	Basic	Weekday Pre-Event	17.18	B	20.67	C
				Weekday Post-Event	11.35	B	11.63	B
				Weekend Pre-Event	15.63	B	17.93	B
4	I-405 Northbound	Imperial Highway EB On- Ramp	Merge	Weekday Pre-Event	12.48	B	14.81	B
				Weekday Post-Event	8.00	A	8.18	A
				Weekend Pre-Event	10.88	A	12.41	B
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekday Pre-Event	17.57	B	19.60	B
				Weekday Post-Event	12.84	B	13.00	B
				Weekend Pre-Event	15.70	B	17.04	B

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with the Forum) No Project		Adjusted Baseline (with the Forum) Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
6	I-405 Northbound	Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	13.89	B	16.21	B
				Weekday Post-Event	8.83	A	9.02	A
				Weekend Pre-Event	11.96	B	13.49	B
7	I-405 Northbound	Century Blvd Off-Ramp to Century Blvd On-Ramp	Basic	Weekday Pre-Event	12.20	B	12.59	B
				Weekday Post-Event	5.66	A	5.69	A
				Weekend Pre-Event	10.81	A	10.95	A
8	I-405 Northbound	Century Blvd On-Ramp	Merge	Weekday Pre-Event	18.39	C	18.79	C
				Weekday Post-Event	12.24	B	12.70	B
				Weekend Pre-Event	16.31	B	16.48	B
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday Pre-Event	18.53	B	18.98	B
				Weekday Post-Event	21.00	C	-	F
				Weekend Pre-Event	16.44	B	16.76	B
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	-	F	-	F
				Weekend Pre-Event	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekday Pre-Event	31.34	D	31.71	D
				Weekday Post-Event	23.03	C	25.77	C
				Weekend Pre-Event	25.75	C	25.94	C
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday Pre-Event	34.15	D	34.54	D
				Weekday Post-Event	26.47	C	35.93	E
				Weekend Pre-Event	28.25	D	28.50	D
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	16.67	B	17.34	B
				Weekend Pre-Event	-	F	-	F
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	17.28	B	17.30	B
				Weekend Pre-Event	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	22.40	C	22.41	C
				Weekend Pre-Event	-	F	-	F
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Century Blvd.)	Diverge	Weekday Pre-Event	14.33	B	17.57	B
				Weekday Post-Event	9.94	A	9.96	A
				Weekend Pre-Event	13.27	B	16.93	B
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On- Ramp (n/o Century Blvd)	Basic	Weekday Pre-Event	5.77	A	7.83	A
				Weekday Post-Event	4.01	A	4.02	A
				Weekend Pre-Event	6.84	A	9.34	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post-Event	-	F ²	-	F ²
				Weekend Pre-Event	-	F ²	-	F ²
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post-Event	-	F ²	-	F ²
				Weekend Pre-Event	-	F ²	-	F ²

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with the Forum) No Project		Adjusted Baseline (with the Forum) Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Pre-Event	5.54	A	5.80	A
				Weekday Post-Event	12.33	B	18.82	C
				Weekend Pre-Event	9.25	A	9.51	A
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	11.18	B	11.28	B
				Weekday Post-Event	17.23	B	19.73	C
				Weekend Pre-Event	18.12	C	18.22	C
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post-Event	13.83	B	15.98	B
				Weekend Pre-Event	14.48	B	14.58	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post-Event	16.19	B	17.86	B
				Weekend Pre-Event	14.64	B	14.73	B
24	I-105 Eastbound	I-405 SB On- Ramp	Merge	Weekday Pre-Event	16.57	B	17.25	B
				Weekday Post-Event	17.41	B	18.54	C
				Weekend Pre-Event	16.91	B	18.43	C
25	I-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post-Event	23.58	C	24.99	C
				Weekend Pre-Event	23.96	C	26.75	C
26	I-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	13.90	B	14.46	B
				Weekday Post-Event	14.81	B	16.03	B
				Weekend Pre-Event	11.59	B	12.19	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off- Ramp	Weave	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post-Event	24.62	C	-	F
				Weekend Pre-Event	-	F ²	-	F ²
28	I-105 Eastbound	120th St Off- Ramp to 120th St On-Ramp	Basic	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post-Event	21.30	C	29.96	D
				Weekend Pre-Event	-	F ²	-	F ²
29	I-105 Eastbound	120th St On- Ramp	Merge	Weekday Pre-Event	16.46	B	17.38	B
				Weekday Post-Event	19.54	C	29.14	D
				Weekend Pre-Event	14.36	B	15.35	B
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	23.30	C	24.05	C
				Weekday Post-Event	24.40	C	31.37	D
				Weekend Pre-Event	21.31	C	22.11	C
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday Pre-Event	19.64	C	20.57	C
				Weekday Post-Event	21.99	C	32.88	D
				Weekend Pre-Event	17.38	B	18.38	C
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday Pre-Event	23.91	C	31.38	D
				Weekday Post-Event	17.57	B	18.06	B
				Weekend Pre-Event	23.55	C	31.78	D
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday Pre-Event	26.45	D	42.26	E
				Weekday Post-Event	18.14	C	18.75	C
				Weekend Pre-Event	23.83	C	39.14	E
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday Pre-Event	26.45	D	42.26	E
				Weekday Post-Event	18.14	C	18.75	C

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with the Forum) No Project		Adjusted Baseline (with the Forum) Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekend Pre-Event	23.83	C	39.14	E
				Weekday Pre-Event	25.53	C	37.43	E
				Weekday Post-Event	17.93	B	18.33	C
				Weekend Pre-Event	22.85	C	35.45	E
36	I-105 Westbound	Crenshaw Blvd NB Loop On- Ramp	Merge	Weekday Pre-Event	22.08	C	28.91	D
				Weekday Post-Event	14.75	B	15.21	B
				Weekend Pre-Event	19.02	C	26.38	D
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	19.61	B	24.36	C
				Weekday Post-Event	14.26	B	14.73	B
				Weekend Pre-Event	17.60	B	23.21	C
38	I-105 Westbound	Prairie/Hawthor ne Ave Off- Ramp	Diverge	Weekday Pre-Event	29.11	D	39.25	E
				Weekday Post-Event	19.34	C	19.85	C
				Weekend Pre-Event	26.52	D	37.31	E
39	I-105 Westbound	Prairie/Hawthor ne Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	26.04	D	28.74	D
				Weekday Post-Event	19.37	C	19.83	C
				Weekend Pre-Event	25.30	C	27.59	D
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	-	F	-	F
				Weekend Pre-Event	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday Pre-Event	22.12	C	22.25	C
				Weekday Post-Event	18.36	C	20.01	C
				Weekend Pre-Event	22.46	C	22.65	C
42	I-110 Northbound	101st St On- Ramp to n/o Century Blvd On-Ramp	Basic	Weekday Pre-Event	28.77	D	28.98	D
				Weekday Post-Event	23.18	C	25.48	C
				Weekend Pre-Event	29.33	D	29.66	D
43	I-110 Northbound	Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	30.08	D	30.72	D
				Weekday Post-Event	26.21	C	32.13	D
				Weekend Pre-Event	30.52	D	31.28	D
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	25.13	C	25.59	C
				Weekday Post-Event	20.76	C	24.82	C
				Weekend Pre-Event	25.92	C	26.50	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	25.84	C	26.49	C
				Weekday Post-Event	29.35	D	-	F
				Weekend Pre-Event	25.42	C	26.16	C
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off- Ramp	Weave	Weekday Pre-Event	27.69	C	28.34	D
				Weekday Post-Event	27.54	C	34.50	D
				Weekend Pre-Event	28.54	D	29.32	D
47	I-110 Southbound	76th St On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	23.49	C	28.48	D
				Weekday Post-Event	24.08	C	24.53	C
				Weekend Pre-Event	26.17	C	31.69	D
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	18.75	C	21.93	C
				Weekday Post-Event	21.48	C	21.62	C
				Weekend Pre-Event	21.85	C	26.32	D

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with the Forum) No Project		Adjusted Baseline (with the Forum) Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	20.74	C	23.29	C
				Weekday Post-Event	22.26	C	22.38	C
				Weekend Pre-Event	23.49	C	26.80	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	23.05	C	25.84	C
				Weekday Post-Event	25.55	C	25.69	C
				Weekend Pre-Event	21.75	C	25.24	C
51	I-110 Southbound	Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	29.52	D	33.69	D
				Weekday Post-Event	30.97	D	31.24	D
				Weekend Pre-Event	29.46	D	32.93	D
52	I-110 Southbound	Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Pre-Event	16.78	B	17.96	B
				Weekday Post-Event	19.16	C	19.17	C
				Weekend Pre-Event	15.78	B	17.66	B
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday Pre-Event	23.81	C	25.25	C
				Weekday Post-Event	12.03	B	22.43	C
				Weekend Pre-Event	20.79	C	23.08	C

NOTES:

- Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions.
- LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-66
FREEWAY OFF-RAMP QUEUING ANALYSIS – ADJUSTED BASELINE (WITH MAJOR EVENT AT THE FORUM) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

Off-Ramp ¹	Ramp Capacity Threshold ²	Adjusted Baseline (with Major Event at The Forum) No Project Pre-Event Conditions				Adjusted Baseline (with Major Event at The Forum) Plus Project Pre-Event Conditions			
		95th Percentile Queue (ft.) ³		Queue Exceeds Available Storage ⁴		95th Percentile Queue (ft.) ³		Queue Exceeds Available Storage ⁴	
		Week- day	Week- end	Week- day	Week- end	Week- day	Week- end	Week- day	Week- end
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	1,825	1,650	No	No	2,675	2,500	No	No
I-405 NB Off-Ramp at Century Boulevard	3,600	3,375	2,200	No	No	>4,200	4,175	Yes	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	1,850	1,675	Yes	Yes	2,700	2,525	Yes	Yes
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	1,147	953	No	No	1,813	1,463	No	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	1,250	1,375	No	No	9,175	>9,500	Yes	Yes
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	3,912	3,386	No	No	6,247	5,633	Yes	Yes

Off-Ramp ¹	Ramp Capacity Threshold ²	Adjusted Baseline (with <u>Major Event at The Forum</u>) No Project Pre-Event Conditions				Adjusted Baseline (with <u>Major Event at The Forum</u>) Plus Project Pre-Event Conditions			
		95th Percentile Queue (ft.) ³		Queue Exceeds Available Storage ⁴		95th Percentile Queue (ft.) ³		Queue Exceeds Available Storage ⁴	
		Week-day	Week-end	Week-day	Week-end	Week-day	Week-end	Week-day	Week-end
I-105 EB Off-Ramp at 120th St	3,850	642	1,012	No	No	737	1,137	No	No
I-110 SB Off-Ramp at Century Boulevard	2,430	936	858	No	No	1,658	1,411	No	No
I-110 SB Off-Ramp at Manchester Boulevard	3,215	2,181	1,762	No	No	3,045	2,721	No	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,495	1,473	No	No	1,495	1,473	No	No

NOTES:

- ¹ Auxiliary lanes are present at each of these off-ramps.
- ² Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.
- ³ 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.
- ⁴ If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Scenario 2 (Major Event at Proposed Project and Football Game at NFL Stadium)

This scenario consists of a 70,240-person NFL football game at the NFL Stadium that begins on a weekend at 1:25 p.m. and ends at about 4:30 p.m., with some NFL Stadium departure traffic overlapping with a Major Event at Proposed Project (18,500-person concert that begins at 7 p.m.). This scenario is studied for the 6 to 7 p.m. peak hour, which represents the combined peak hour of travel associated with attendees departing the football game and arriving to the concert.

The NFL Stadium site on Hollywood Park will provide parking for 9,000 vehicles. However, the stadium parking demand during football games will exceed this supply and necessitate the use of off-site parking and shuttles. The City of Inglewood, in coordination with the NFL Stadium operator and local parking suppliers, has identified up to 70 off-site parking facilities that could be available during NFL football games and other overlapping events. The following lists some of the prospective sites with larger quantities of parking supply.

- Los Angeles Southwest College
- El Camino College
- Playa District
- Wateridge Office Park (located northeast of the intersection of La Cienega Boulevard & Slauson Avenue)
- Pacific Concourse

- 5200 West Century Boulevard Garage

The intent is that NFL football game attendees would pre-purchase parking at a selected off-site location and then be taken by shuttle to the stadium itself.

During the weekend 6 to 7 p.m. peak hour, 6 percent of NFL Stadium game attendees and 10 percent of employees are projected to depart. This translates into 1,836 outbound vehicle trips and 191 inbound vehicle trips. The departure percentage estimates are derived from other NFL venues (e.g., Levis Stadium in Santa Clara, which is home to the San Francisco 49ers) as well as estimates of average vehicle occupancy from the draft Transportation Management and Operations Plan (TMOP) for the Inglewood Sports & Entertainment District¹. While much of that traffic will be departing from lots surrounding the stadium within Hollywood Park, some trips will also be leaving remote lots, thereby resulting in dispersed traffic flows. A large number of shuttles will be used to transport these patrons from the stadium to these remote lots. Traffic forecasts were developed for the weekend pre-event peak for an Adjusted Baseline (with Football Game at NFL Stadium) No Project condition by adding NFL Football game trips to the Adjusted Baseline No Project forecasts.

A Transportation Management and Operations Plan will be implemented before and after football games. It will include both on-site and off-site traffic management, special event signal timings, wayfinding, and many other traffic management components. The TMOP is assumed in place for Adjusted Baseline (with Football Game at NFL Stadium) No Project conditions.

Parking demands for a weekend afternoon NFL football game would not substantively affect the ability of concertgoers to park at Hollywood Park for a weekend evening concert at the Proposed Project since the majority of fans for an afternoon football game will have departed before the majority of concertgoers arrive for the evening concert. Off-site parking for the Proposed Project event under this scenario would occur at Hollywood Park and the Hollywood Park Casino as for a standalone Proposed Project event.

Project trips were added to the Adjusted Baseline (with Football Game at NFL Stadium) No Project Conditions to yield the Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event) scenario.

Table 3.14-67 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Adjusted Baseline (with Football Game at NFL Stadium) No Project and Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event) conditions. As shown in the table, the project would cause a number of intersections to have degraded operations, many of which are considered significant.

Table 3.14-68 displays the freeway LOS results under Adjusted Baseline (with Football Game at NFL Stadium) conditions, without and with the project. As shown, a major event would cause

¹ City of Inglewood, Public Works Department, *Inglewood Sports & Entertainment District, Transportation Management and Operations Plan*, July 2019 draft.

degraded operations at several facilities, some of which are considered significant. As shown in Table 3.14-69, a major event (assuming a concurrent Football Game at the NFL Stadium) would cause two freeway off-ramps to experience queuing that exceeds the applicable threshold.

TABLE 3.14-67
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (With Football Game at NFL Stadium) No Project		Adjusted Baseline (With Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.625	B	0.706	C
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.565	A	0.574	A
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	6.5	A	7.2	A
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	30.0	C	30.5	C
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	22.6	C	30.9	C
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.849	D	0.885	D
		CMA	City of Los Angeles	Weekend Pre-Event	0.699	B	0.737	C
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekend Pre-Event	3.4	A	30.3	C
8	Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekend Pre-Event	4.7	A	77.1	E
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekend Pre-Event	7.8	A	67.7	E
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.580	A	0.644	B
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.698	B	0.740	C
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	12.0	B	64.3	F
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	7.6	A	66.1	E
14	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	53.3	D	182.2	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	15.5	B	75.8	E
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.980	E	1.099	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekend Pre-Event	0.393	A	0.436	A
18	Market St/La Brea Ave	ICU	Inglewood	Weekend Pre-Event	0.402	A	0.448	A

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (With Football Game at NFL Stadium) No Project		Adjusted Baseline (With Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
19	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	19.5	B	211.5	F
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	8.6	A	50.0	D
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	20.8	C	21.2	C
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	26.9	C	40.3	D
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	24.0	C	55.4	E
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	9.7	A	122.4	F
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	17.8	B	136.2	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	12.7	B	14.9	B
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	9.5	A	29.5	C
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	22.0	C	152.3	F
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekend Pre-Event	8.4	A	68.4	F
30	Van Ness Ave/ Hardy St/ 96th St	ICU	Inglewood	Weekend Pre-Event	0.473	A	0.478	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.397	A	0.403	A
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekend Pre-Event	15.7	B	124.5	F
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekend Pre-Event	10.4	B	45.7	D
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekend Pre-Event	12.1	B	38.4	D
34	La Cienega Blvd/ Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekend Pre-Event	26.0	C	157.0	F
35	NB 405 On/Off- Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekend Pre-Event	15.1	B	162.5	F
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	20.8	C	40.6	D
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	27.3	C	166.4	F
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	6.2	A	209.5	F

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (With Football Game at NFL Stadium) No Project		Adjusted Baseline (With Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	6.1	A	115.6	F
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	39.9	D	120.3	F
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	8.1	A	167.0	F
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	8.7	A	57.2	E
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	70.7	E	177.4	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	63.9	E	114.2	F
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	74.1	E	188.0	F
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	42.6	D	161.6	F
47	11th Ave/ Village Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	35.4	D	116.8	F
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	56.9	E	220.0	F
49	5th Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	14.2	B	135.4	F
50	Van Ness Ave/ Century Blvd	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.678	B	0.802	D
		CMA	City of Los Angeles	Weekend Pre-Event	0.617	B	0.749	C
51	Gramercy Pl/ Century Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.382	A	0.457	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.201	A	0.279	A
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.624	B	0.821	D
53	La Cienega Blvd/ SB 405 On/Off- Ramps (s/o Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekend Pre-Event	9.1	A	63.8	E
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekend Pre-Event	8.4	A	17.6	B
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	6.5	A	4.9	A
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	64.0	F	216.7	F
57	La Cienega Blvd/ 104th St	HCM	Los Angeles County/City of Los Angeles	Weekend Pre-Event	7.4	A	10.8	B

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (With Football Game at NFL Stadium) No Project		Adjusted Baseline (With Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
58	Inglewood Ave/104th St	HCM	Los Angeles County	Weekend Pre-Event	13.9	B	13.8	B
59	Hawthorne Blvd/104th St	HCM	Inglewood/ Los Angeles County	Weekend Pre-Event	23.7	C	27.8	C
60	Prairie Ave/104th St	HCM	Inglewood	Weekend Pre-Event	13.9	B	107.2	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekend Pre-Event	7.5	A	26.8	D
62	Yukon Ave/104th St	HCM	Inglewood	Weekend Pre-Event	13.4	B	78.7	E
63	Crenshaw Blvd/104th St	HCM	Inglewood	Weekend Pre-Event	24.3	C	182.7	F
64	Van Ness Ave/104th St	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.430	A	0.442	A
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.661	B	0.671	B
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekend Pre-Event	6.3	A	18.0	B
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekend Pre-Event	11.8	B	19.7	B
68	Prairie Ave/108th St	HCM	Inglewood	Weekend Pre-Event	10.9	B	27.0	C
69	Yukon Ave/108th St	HCM	Inglewood	Weekend Pre-Event	9.6	A	14.8	B
70	Crenshaw Blvd/109th St	ICU	Inglewood	Weekend Pre-Event	0.494	A	0.539	A
71	Hawthorne Blvd/111th St	ICU	Hawthorne/ Los Angeles County	Weekend Pre-Event	0.583	A	0.592	A
72	Prairie Ave/111th St	HCM	Inglewood	Weekend Pre-Event	30.3	C	27.5	C
73	Yukon Ave/111th St	HCM	Inglewood	Weekend Pre-Event	8.7	A	8.8	A
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	Weekend Pre-Event	0.584	A	0.632	B
75	Prairie Ave/112th St/105 On-Ramps	HCM	Inglewood/ Caltrans	Weekend Pre-Event	105.6	F	52.6	D
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekend Pre-Event	0.576	A	0.581	A
77	Freeman Ave/ EB 105 On-Ramp/Imperial Hwy	HCM	Inglewood/ Caltrans	Weekend Pre-Event	17.3	B	19.6	B
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	74.6	E	42.1	D
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	35.9	D	42.3	D

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (With Football Game at NFL Stadium) No Project		Adjusted Baseline (With Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekend Pre-Event	12.5	B	15.4	B
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekend Pre-Event	0.787	C	0.901	E
82	Prairie Ave/118th St	HCM	Hawthorne	Weekend Pre-Event	18.5	B	49.0	D
83	Crenshaw Blvd/ WB 105 Off- Ramp/ 118th PI	ICU	Hawthorne/ Caltrans	Weekend Pre-Event	0.807	D	0.940	E
84	Prairie Ave/120th St	HCM	Hawthorne	Weekend Pre-Event	25.4	C	24.7	C
85	EB 105 On/Off- Ramp/ 120th St	ICU	Hawthorne	Weekend Pre-Event	0.836	D	0.855	D
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekend Pre-Event	0.913	E	0.939	E
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.330	A	0.344	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.145	A	0.160	A
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.669	B	0.679	B
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	50.2	D	140.9	F
90	Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekend Pre-Event	5.5	A	176.5	F
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekend Pre-Event	0.789	C	0.959	E
92	Vermont Ave/ Century Ave	ICU	Los Angeles County	Weekend Pre-Event	0.677	B	0.765	C
		CMA	City of Los Angeles	Weekend Pre-Event	0.571	A	0.672	B
93	Hoover St/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.430	A	0.519	A
94	Figueroa St/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.576	A	0.695	B
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.360	A	0.471	A
96	Olive St/ 110 NB On- Ramp/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.387	A	0.421	A
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.918	E	0.939	E
		CMA	City of Los Angeles	Weekend Pre-Event	0.771	C	0.794	C
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.843	D	0.864	D

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (With Football Game at NFL Stadium) No Project		Adjusted Baseline (With Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.571	A	0.614	B
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.577	A	0.602	B
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.521	A	0.601	B
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.659	B	0.720	C
103	110 SB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.431	A	0.505	A
104	110 NB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.514	A	0.530	A
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekend Pre-Event	0.758	C	0.859	D
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.611	B	0.643	B
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	0.764	C	0.789	C
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	0.951	E	0.975	E
		CMA	City of Los Angeles	Weekend Pre-Event	0.890	D	0.923	E
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekend Pre-Event	0.638	B	0.650	B
		CMA	City of Los Angeles	Weekend Pre-Event	0.466	A	0.478	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.738	C	0.753	C
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.875	D	0.878	D
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.798	C	0.807	D
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.586	A	0.648	B
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekend Pre-Event	0.744	C	0.755	C
115	Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does Not Exist	N/A	N/A	N/A
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does Not Exist	29.8	C	C

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (With Football Game at NFL Stadium) No Project		Adjusted Baseline (With Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS

NOTES:

Shaded cells represent significant impacts.

¹ Analysis methods vary by jurisdiction (refer to previous pages for description).

² Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.

³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-68
 FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT)
 CONDITIONS**

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (With Football Game at NFL Stadium) No Project		Adjusted Baseline (With Football Game at NFL Stadium) Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekend Pre-Event	22.39	C	24.45	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekend Pre-Event	18.59	B	20.12	C
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekend Pre-Event	13.71	B	15.99	B
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekend Pre-Event	9.59	A	11.12	B
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekend Pre-Event	14.58	B	15.91	B
6	I-405 Northbound	Century Blvd Off-Ramp	Diverge	Weekend Pre-Event	10.67	A	12.20	B
7	I-405 Northbound	Century Blvd Off-Ramp to Century Blvd On-Ramp	Basic	Weekend Pre-Event	9.64	A	9.75	A
8	I-405 Northbound	Century Blvd On-Ramp	Merge	Weekend Pre-Event	15.18	B	15.29	B
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekend Pre-Event	16.21	B	16.64	B
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre-Event	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekend Pre-Event	25.49	C	25.72	C
12	I-405	Manchester Blvd. On-	Weave	Weekend Pre-	30.36	D	30.95	D

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (With Football Game at NFL Stadium) No Project		Adjusted Baseline (With Football Game at NFL Stadium) Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
	Northbound	Ramp to La Tijera Blvd Off-Ramp		Event				
13	I-405 Southbound	La Tijera Blvd On- Ramp to Florence Ave Off-Ramp	Weave	Weekend Pre- Event	-	F	-	F
14	I-405 Southbound	Florence Ave Off- Ramp to La Cienega Blvd On-Ramp	Basic	Weekend Pre- Event	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On- Ramp to C/D Off- Ramp	Weave	Weekend Pre- Event	-	F	-	F
16	I-405 Southbound	La Cienega Blvd Off- Ramp (n/o Century Blvd.)	Diverge	Weekend Pre- Event	12.42	B	15.81	B
17	I-405 Southbound	La Cienega Blvd Off- Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekend Pre- Event	6.58	A	9.79	A
18	I-405 Southbound	La Cienega Blvd On- Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekend Pre- Event	15.17	B	15.31	B
19	I-405 Southbound	La Cienega Blvd On- Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekend Pre- Event	7.03	A	10.34	B
20	I-405 Southbound	La Cienega Blvd Off- Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On- Ramp	Basic	Weekend Pre- Event	9.59	A	10.05	A
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	18.25	C	18.43	C
22	I-405 Southbound	La Cienega Blvd On- Ramp (n/o Imperial Hwy)	Merge	Weekend Pre- Event	15.17	B	15.31	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On- ramp)	Merge	Weekend Pre- Event	14.94	B	15.08	B
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekend Pre- Event	16.85	B	17.73	B
25	I-105 Eastbound	Prairie Ave Off-Ramp	Diverge	Weekend Pre- Event	23.88	C	25.63	C
26	I-105 Eastbound	Prairie Ave Off-Ramp to Imperial Hwy On- Ramp	Basic	Weekend Pre- Event	11.52	B	11.71	B
27	I-105 Eastbound	Imperial Hwy On- Ramp to 120th St Off- Ramp	Weave	Weekend Pre- Event	-	F ²	-	F ¹
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekend Pre- Event	-	F ²	-	F ²
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekend Pre- Event	15.87	B	16.15	B
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	22.53	C	22.76	C

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (With Football Game at NFL Stadium) No Project		Adjusted Baseline (With Football Game at NFL Stadium) Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekend Pre- Event	18.91	C	19.19	C
32	I-105 Westbound	Vermont Ave On- Ramp	Merge	Weekend Pre- Event	21.86	C	26.07	C
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekend Pre- Event	21.66	C	27.48	D
34	I-105 Westbound	Crenshaw Blvd Off- Ramp	Diverge	Weekend Pre- Event	21.66	C	27.48	D
35	I-105 Westbound	Crenshaw Blvd Off- Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekend Pre- Event	20.51	C	24.54	C
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekend Pre- Event	17.28	B	20.23	C
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	16.20	B	18.56	B
38	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp	Diverge	Weekend Pre- Event	24.51	C	28.04	D
39	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp to Imperial Hwy On- Ramp	Basic	Weekend Pre- Event	24.77	C	26.30	D
40	I-105 Westbound	Imperial Hwy On- Ramp to I-405 Off- Ramp	Weave	Weekend Pre- Event	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekend Pre- Event	22.59	C	22.60	C
42	I-110 Northbound	101st St On-Ramp to n/o Century Blvd On- Ramp	Basic	Weekend Pre- Event	29.57	D	29.58	D
43	I-110 Northbound	Century Blvd On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre- Event	31.01	D	31.19	D
44	I-110 Northbound	Manchester Blvd Off- Ramp to EB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	26.66	D	26.78	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	26.02	C	26.48	C
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekend Pre- Event	29.32	D	29.66	D
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off- Ramp	Weave	Weekend Pre- Event	23.93	C	27.74	C
48	I-110 Southbound	Manchester Blvd Off- Ramp to WB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	21.31	C	23.70	C
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	23.06	C	24.94	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	21.38	C	23.28	C
51	I-110	Century Blvd Off-	Diverge	Weekend Pre-	28.74	D	31.28	D

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (With Football Game at NFL Stadium) No Project		Adjusted Baseline (With Football Game at NFL Stadium) Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
	Southbound	Ramp		Event				
52	I-110 Southbound	Century Blvd Off- Ramp to Imperial Hwy Off-Ramp	Basic	Weekend Pre- Event	15.65	B	16.12	B
53	I-110 Southbound	Imperial Hwy Off- Ramp	Diverge	Weekend Pre- Event	20.64	C	21.21	C

NOTES:

¹ Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions.

² LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-69
FREEWAY OFF-RAMP QUEUING ANALYSIS – ADJUSTED BASELINE (WITH NFL FOOTBALL GAME) PLUS
PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS**

Off-Ramp ¹	Ramp Capacity Threshold ²	Adjusted Baseline (With NFL Game) No Project Pre-Event Conditions		Adjusted Baseline (with NFL Game) Plus Project Pre- Event Conditions	
		95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
		Weekend	Weekend	Weekend	Weekend
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	175	No	1,975	No
I-405 NB Off-Ramp at Century Boulevard	3,600	300	No	3,050	No
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	175	No	2,000	Yes
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	936	No	1,137	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	1,000	No	1,450	No
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	3,136	No	4,613	Yes
I-105 EB Off-Ramp at 120th St	3,850	1,094	No	1,137	No
I-110 SB Off-Ramp at Century Boulevard	2,430	787	No	1,424	No
I-110 SB Off-Ramp at Manchester Boulevard	3,215	1,046	No	1,518	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,351	No	1,351	No

Off-Ramp ¹	Ramp Capacity Threshold ²	Adjusted Baseline (With NFL Game) No Project Pre-Event Conditions		Adjusted Baseline (with NFL Game) Plus Project Pre-Event Conditions	
		95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
		Weekend	Weekend	Weekend	Weekend

NOTES:

- ¹ Auxiliary lanes are present at each of these off-ramps.
- ² Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.
- ³ 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.
- ⁴ If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Scenario 3 (Major Event at Proposed Project and Midsize Event at NFL Stadium)

This scenario is analyzed for the weekday pre-event and post-event peak hours. Traffic forecasts were developed for Adjusted Baseline (with Midsize NFL Stadium Event) No Project forecasts by adding modeled traffic from Midsize NFL Stadium Event trips to the Adjusted Baseline No Project forecasts.

This scenario would result in all parking in the NFL Stadium lots being fully utilized by NFL Stadium event attendees and employees. Thus, the major event at the Proposed Project would require between 3,100 and 3,500 vehicles related to the NBA game or concert at the Proposed Project that would have otherwise parked at stadium parking facilities within Hollywood Park to be parked in various other off-site locations. The following potential off-site parking locations have been identified:

- 575 spaces at Hollywood Park Casino.
- Approximately 1,050 spaces located 1 mile or less from the Arena site (located on school campuses and office/administrative buildings). Many attendees parking in these areas would be expected to walk to/from the Arena site.
- The Los Angeles Gateway Area (located between I-405 and LAX, 1.6 miles from the Arena site) and Southwest College have ample reserve overflow parking (i.e., nearly 12,000 spaces). Attendees parking in these areas would likely take a shuttle to/from the Arena site, but may also use a TNC. The Los Angeles Gateway Area would also be used for employee parking during concurrent events.

Figure 3.14-23 illustrates the locations of these off-site parking facilities relative to the Arena site.

**Figure 3.14-23: Potential Off-site Parking Locations near the Arena Site
During Concurrent Events at the NFL Stadium**

According to the Proposed Project site plan, a 120-foot bus turnout would be created along the project frontage on South Prairie Avenue to accommodate shuttle buses to these off-site parking lots.

Trips associated with the Proposed Project were assigned to the study intersections in accordance with the trip generation and distribution patterns described previously. However, the assignment of those trips varied due to the aforementioned changes in off-site parking locations for concert attendees. A second set of shuttle buses (i.e., in addition to shuttles transporting attendees to/from light rail stations) to transport concert attendees to more remote parking areas is also included in the analysis. Additionally, trip routing to the Proposed Project would likely change in response to congested conditions in the immediate vicinity of the NFL Stadium. Project trips were added to the Adjusted Baseline (with Midsize NFL Stadium Event) No Project Conditions to yield the Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event) scenario.

Table 3.14-70 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis for weekday pre-event and post-event peak hour conditions under Adjusted Baseline (with Midsize Event at NFL Stadium) Plus Project (Major Event) conditions. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-71 displays the freeway LOS results under Adjusted Baseline (with Midsize Event at NFL Stadium) conditions, without and with a major event at the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in Table 3.14-72, a major event (assuming a concurrent mid-sized event at NFL Stadium) would result in three freeway off-ramp experiencing maximum vehicle queues that exceed the applicable threshold.

TABLE 3.14-70
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.954	E	1.042	F
				Weekday Post-Event	0.625	B	0.732	C
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.779	C	0.802	D
				Weekday Post-Event	0.414	A	0.471	A
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	***	F	257.1	F
				Weekday Post-Event	4.4	A	5.1	A
4	Centinela Ave/	HCM	Inglewood	Weekday Pre-Event	78.6	E	84.0	F

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)		
					V/C or Delay	LOS	V/C or Delay	LOS	
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Florence Ave	Weekday Post-Event	25.4	C	25.5	C
				Weekday Pre-Event	143.7	F	120.5	F	
				Weekday Post-Event	20.7	C	14.3	B	
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.097	F	1.139	F	
				Weekday Post-Event	0.661	B	0.711	C	
				City of Los Angeles	Weekday Pre-Event	0.964	E	1.007	F
Weekday Post-Event	0.499	A	0.552		A				
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekday Pre-Event	128.4	F	119.6	F	
				Weekday Post-Event	3.2	A	5.6	A	
8	Prairie Ave/East Carondelet Way	HCM	Inglewood	Weekday Pre-Event	118.1	F	75.8	E	
				Weekday Post-Event	4.8	A	4.2	A	
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekday Pre-Event	65.6	E	69.3	F	
				Weekday Post-Event	6.2	A	7.8	A	
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.764	C	0.824	D	
				Weekday Post-Event	0.596	A	0.715	C	
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.911	E	0.988	E	
				Weekday Post-Event	0.802	D	0.893	D	
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	123.3	F	150.2	F	
				Weekday Post-Event	13.9	B	53.5	D	
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	92.0	F	108.8	F	
				Weekday Post-Event	11.8	B	63.1	E	
14	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	179.7	F	138.9	F	
				Weekday Post-Event	108.7	F	124.6	F	
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	127.4	F	133.6	F	
				Weekday Post-Event	47.6	D	43.1	D	
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.247	F	1.281	F	
				Weekday Post-Event	0.920	E	1.108	F	
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.569	A	0.593	A	
				Weekday Post-Event	0.271	A	0.403	A	
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.481	A	0.549	A	
				Weekday Post-Event	0.277	A	0.427	A	
19	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	74.5	E	115.7	F	
				Weekday Post-Event	140.7	F	268.2	F	
20	Kareem Ct/	HCM	Inglewood	Weekday Pre-Event	7.5	A	112.1	F	

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	64.9	E	123.1	F
				Weekday Pre-Event	21.6	C	167.0	F
				Weekday Post-Event	19.5	B	17.9	B
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	94.7	F	49.4	D
				Weekday Post-Event	18.3	B	29.3	C
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	105.3	F	144.4	F
				Weekday Post-Event	21.0	C	18.5	B
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	19.5	B	48.2	D
				Weekday Post-Event	7.7	A	28.7	C
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	31.1	C	63.7	E
				Weekday Post-Event	116.3	F	***	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	154.5	F	78.9	E
				Weekday Post-Event	10.8	B	10.8	B
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	139.7	F	7.5	A
				Weekday Post-Event	6.7	A	8.0	A
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	72.6	E	68.0	E
				Weekday Post-Event	139.7	F	296.7	F
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekday Pre-Event	12.8	B	9.1	A
				Weekday Post-Event	99.7	F	239.8	F
30	Van Ness Ave/ Hardy St/ 96th St	ICU	Inglewood	Weekday Pre-Event	0.570	A	0.577	A
				Weekday Post-Event	0.349	A	0.389	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.501	A	0.509	A
				Weekday Post-Event	0.265	A	0.307	A
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekday Pre-Event	47.4	D	295.6	F
				Weekday Post-Event	23.8	C	15.7	B
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekday Pre-Event	32.7	C	41.4	D
				Weekday Post-Event	30.6	C	80.2	F
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekday Pre-Event	10.8	B	152.8	F
				Weekday Post-Event	11.1	B	55.6	E
34	La Cienega Blvd/ Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Pre-Event	80.7	F	131.7	F
				Weekday Post-Event	28.3	C	63.6	F
35	NB 405 On/Off-	HCM	Inglewood/	Weekday Pre-Event	118.2	F	162.2	F

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
	Ramp/ Century Blvd		Caltrans	Weekday Post-Event	16.7	B	17.2	B
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	51.6	D	28.9	C
				Weekday Post-Event	89.8	F	20.3	C
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	243.2	F	100.6	F
				Weekday Post-Event	45.1	D	31.6	C
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	202.4	F	113.2	F
				Weekday Post-Event	9.9	A	12.3	B
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	118.3	F	85.6	F
				Weekday Post-Event	11.1	B	20.4	C
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	142.8	F	123.7	F
				Weekday Post-Event	37.0	D	77.7	E
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	136.6	F	103.5	F
				Weekday Post-Event	6.3	A	12.2	B
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	37.2	D	37.6	D
				Weekday Post-Event	7.4	A	16.0	B
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	121.4	F	145.8	F
				Weekday Post-Event	73.7	E	129.8	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	49.4	D	74.6	E
				Weekday Post-Event	23.7	C	66.1	F
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	55.0	E	66.3	E
				Weekday Post-Event	18.5	B	180.9	F
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	60.2	E	68.5	E
				Weekday Post-Event	18.9	B	83.9	F
47	11th Ave/ Village Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	54.0	D	62.4	F
				Weekday Post-Event	16.7	B	59.5	E
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	105.9	F	156.4	F
				Weekday Post-Event	76.9	E	149.2	F
49	5th Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	96.4	F	112.7	F
				Weekday Post-Event	13.7	B	30.0	C
50	Van Ness Ave/ Century Blvd	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.775	C	0.846	D
				Weekday Post-Event	0.536	A	0.702	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.720	C	0.795	C
				Weekday Post-Event	0.465	A	0.643	B

3. Environmental Impacts, Settings, and Mitigation Measures
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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
51	Gramercy Pl/ Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.394	A	0.472	A
				Weekday Post-Event	0.379	A	0.511	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.213	A	0.297	A
				Weekday Post-Event	0.197	A	0.339	A
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.745	C	0.915	E
				Weekday Post-Event	0.511	A	0.707	C
53	La Cienega Blvd/ SB 405 On/Off- Ramps (s/o Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekday Pre-Event	14.8	B	116.6	F
				Weekday Post-Event	9.2	A	9.6	A
54	Prairie Ave/ 102nd St	HCM ³	Inglewood	Weekday Pre-Event	72.8	E	75.2	F
				Weekday Post-Event	17.8	B	***	F
55	Doty Ave/ 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	19.0	C	9.8	A
				Weekday Post-Event	5.8	A	21.3	C
56	Yukon Ave/ 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	17.7	C	69.3	F
				Weekday Post-Event	7.0	A	***	F
57	La Cienega Blvd/ 104th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event	10.0	B	105.7	F
				Weekday Post-Event	5.7	A	5.7	A
58	Inglewood Ave/ 104th St	HCM	Los Angeles County	Weekday Pre-Event	16.9	B	25.8	C
				Weekday Post-Event	8.3	A	8.9	A
59	Hawthorne Blvd/ 104th St	HCM	Inglewood/ Los Angeles County	Weekday Pre-Event	43.8	D	98.9	F
				Weekday Post-Event	15.3	B	98.0	F
60	Prairie Ave/ 104th St	HCM	Inglewood	Weekday Pre-Event	175.8	F	187.0	F
				Weekday Post-Event	20.9	C	152.5	F
61	Doty Ave/ 104th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	209.9	F	132.1	F
				Weekday Post-Event	6.6	A	30.6	D
62	Yukon Ave/ 104th St	HCM	Inglewood	Weekday Pre-Event	126.7	F	175.3	F
				Weekday Post-Event	8.6	A	84.4	F
63	Crenshaw Blvd/ 104th St	HCM	Inglewood	Weekday Pre-Event	82.4	F	173.0	F
				Weekday Post-Event	12.2	B	63.7	E
64	Van Ness Ave/ 104th St	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.525	A	0.541	A
				Weekday Post-Event	0.301	A	0.363	A
65	Hawthorne Blvd/	ICU	Los Angeles	Weekday Pre-Event	0.704	C	0.758	C

3. Environmental Impacts, Settings, and Mitigation Measures
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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
	Lennox Blvd		County	Weekday Post-Event	0.656	B	0.838	D
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	158.1	F	173.5	F
				Weekday Post-Event	5.3	A	18.4	B
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	81.6	F	62.7	E
				Weekday Post-Event	22.1	C	69.5	F
68	Prairie Ave/108th St	HCM	Inglewood	Weekday Pre-Event	137.4	F	81.3	F
				Weekday Post-Event	8.1	A	52.9	D
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Pre-Event	9.7	A	12.1	B
				Weekday Post-Event	6.8	A	26.4	C
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekday Pre-Event	0.701	C	0.868	D
				Weekday Post-Event	0.630	B	0.775	C
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/Lo s Angeles County	Weekday Pre-Event	0.706	C	0.841	D
				Weekday Post-Event	0.408	A	0.607	B
72	Prairie Ave/111th St	HCM	Inglewood	Weekday Pre-Event	85.0	F	77.3	E
				Weekday Post-Event	43.2	D	113.5	F
73	Yukon Ave/111th St	HCM	Inglewood	Weekday Pre-Event	9.4	A	8.3	A
				Weekday Post-Event	6.7	A	5.9	A
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	Weekday Pre-Event	0.711	C	0.845	D
				Weekday Post-Event	0.483	A	0.663	B
75	Prairie Ave/ 112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekday Pre-Event	195.3	F	198.8	F
				Weekday Post-Event	65.8	E	141.2	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.766	C	0.832	D
				Weekday Post-Event	0.401	A	0.466	A
77	Freeman Ave/ EB 105 On-Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Pre-Event	27.9	C	51.6	D
				Weekday Post-Event	50.0	D	22.4	C
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	180.4	F	106.2	F
				Weekday Post-Event	59.3	E	29.8	C
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	154.9	F	96.4	F
				Weekday Post-Event	9.4	A	15.6	B
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	94.9	F	110.9	F
				Weekday Post-Event	8.1	A	9.8	A
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Pre-Event	1.058	F	1.310	F
				Weekday Post-Event	0.729	C	0.958	E

3. Environmental Impacts, Settings, and Mitigation Measures
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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
82	Prairie Ave/118th St	HCM	Hawthorne	Weekday Pre-Event	103.6	F	91.8	F
				Weekday Post-Event	13.4	B	10.4	B
83	Crenshaw Blvd/ WB 105 Off- Ramp/ 118th PI	ICU	Hawthorne/ Caltrans	Weekday Pre-Event	0.967	E	1.175	F
				Weekday Post-Event	0.841	D	0.987	E
84	Prairie Ave/120th St	HCM	Hawthorne	Weekday Pre-Event	58.1	E	100.1	F
				Weekday Post-Event	18.8	B	18.5	B
85	EB 105 On/Off- Ramp/ 120th St	ICU	Hawthorne	Weekday Pre-Event	0.750	C	0.823	D
				Weekday Post-Event	1.004	F	1.192	F
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekday Pre-Event	0.787	C	0.936	E
				Weekday Post-Event	1.335	F	1.698	F
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.412	A	0.484	A
				Weekday Post-Event	0.446	A	0.612	B
		CMA	City of Los Angeles	Weekday Pre-Event	0.233	A	0.310	A
				Weekday Post-Event	0.268	A	0.447	A
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.787	C	0.853	D
				Weekday Post-Event	0.633	B	0.771	C
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	36.2	D	54.2	D
				Weekday Post-Event	11.7	B	124.1	F
90	Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekday Pre-Event	15.3	B	43.3	D
				Weekday Post-Event	149.2	F	184.6	F
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekday Pre-Event	0.943	E	1.083	F
				Weekday Post-Event	0.673	B	0.844	D
92	Vermont Ave/ Century Ave	ICU	Los Angeles County	Weekday Pre-Event	0.814	D	0.843	D
				Weekday Post-Event	0.551	A	0.665	B
93	Hoover St/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.729	C	0.762	C
				Weekday Post-Event	0.424	A	0.557	A
94	Figueroa St/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.497	A	0.525	A
				Weekday Post-Event	0.271	A	0.388	A
95	Grand Ave/ 110 SB Off-Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.706	C	0.739	C
				Weekday Post-Event	0.355	A	0.471	A
96	Olive St/110 NB	CMA	City of Los	Weekday Pre-Event	0.416	A	0.509	A
				Weekday Post-Event	0.260	A	0.348	A

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
	On-Ramp/ Century Ave		Angeles	Weekday Post-Event	0.248	A	0.367	A
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.038	F	1.136	F
				Weekday Post-Event	0.777	C	0.933	E
		CMA	City of Los Angeles	Weekday Pre-Event	0.900	D	1.005	F
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.621	B	0.787	C
				Weekday Pre-Event	0.940	E	1.052	F
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.723	C	0.872	D
				Weekday Pre-Event	0.713	C	0.778	C
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.471	A	0.553	A
				Weekday Pre-Event	0.732	C	0.801	D
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.537	A	0.627	B
				Weekday Pre-Event	0.653	B	0.716	C
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.469	A	0.552	A
				Weekday Pre-Event	0.816	D	0.867	D
103	110 SB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.725	C	0.815	D
				Weekday Pre-Event	0.560	A	0.676	B
104	110 NB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.592	A	0.690	B
				Weekday Pre-Event	0.541	A	0.541	A
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Post-Event	0.475	A	0.677	B
				Weekday Pre-Event	1.214	F	1.252	F
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Post-Event	1.067	F	1.162	F
				Weekday Pre-Event	0.806	D	0.854	D
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Post-Event	0.429	A	0.503	A
				Weekday Pre-Event	0.951	E	0.961	E
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekday Post-Event	0.473	A	0.523	A
				Weekday Pre-Event	0.951	E	0.987	E
		CMA	City of Los Angeles	Weekday Post-Event	0.678	B	0.740	C
109	La Cienega Blvd/ La Tijera Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.889	D	0.933	E
				Weekday Pre-Event	0.573	A	0.645	B
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekday Post-Event	0.722	C	0.746	C
				Weekday Pre-Event	0.467	A	0.541	A
		CMA	City of Los Angeles	Weekday Post-Event	0.552	A	0.578	A
				Weekday Pre-Event	0.287	A	0.365	A

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekday Pre-Event	0.904	E	0.916	E
				Weekday Post-Event	0.508	A	0.508	A
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	0.928	E	0.931	E
				Weekday Post-Event	0.617	B	0.690	B
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	1.063	F	1.074	F
				Weekday Post-Event	0.549	A	0.549	A
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.798	C	0.881	D
				Weekday Post-Event	0.517	A	0.527	A
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Pre-Event	0.896	D	0.946	E
				Weekday Post-Event	0.768	C	0.822	D
115	Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekday Pre-Event			N/A	N/A
				Weekday Post-Event	Does Not Exist		31.2	C
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event			62.8	E
				Weekday Post-Event	Does Not Exist		N/A	N/A

NOTES:

- Shaded cells represent significant impacts.
- ¹ Analysis methods vary by jurisdiction (refer to previous pages for description).
- ² Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
- ³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.
- *** Represents over-saturated conditions (i.e., average delay exceeds five minutes. Per the HCM, delay estimates in over-saturated conditions are unreliable.
- N/A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-71
 FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT
 (MAJOR EVENT) CONDITIONS**

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density ¹	LOS ¹	Density ¹	LOS ¹
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday Pre-Event	25.08	C	27.25	C
				Weekday Post-Event	20.38	C	20.76	C

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density ¹	LOS ¹	Density ¹	LOS ¹
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday Pre-Event	18.90	B	20.48	C
				Weekday Post-Event	15.77	B	16.10	B
				Weekday Pre-Event	14.21	B	16.72	B
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On- Ramp	Basic	Weekday Post-Event	12.01	B	12.30	B
				Weekday Pre-Event	10.50	A	12.18	B
4	I-405 Northbound	Imperial Highway EB On- Ramp	Merge	Weekday Post-Event	8.44	A	8.63	A
				Weekday Pre-Event	15.84	B	17.30	B
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekday Post-Event	13.22	B	13.39	B
				Weekday Pre-Event	11.91	B	13.58	B
6	I-405 Northbound	Century Blvd Off-Ramp	Diverge	Weekday Post-Event	9.27	A	9.46	A
				Weekday Pre-Event	10.63	A	10.67	A
7	I-405 Northbound	Century Blvd Off-Ramp to Century Blvd On-Ramp	Basic	Weekday Post-Event	6.34	A	6.37	A
				Weekday Pre-Event	16.81	B	16.94	B
8	I-405 Northbound	Century Blvd On-Ramp	Merge	Weekday Post-Event	12.92	B	15.19	B
				Weekday Pre-Event	17.97	B	18.34	B
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday Post-Event	16.89	B	24.04	C
				Weekday Pre-Event	-	F	-	F
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Post-Event	-	F	-	F
				Weekday Pre-Event	30.69	D	30.94	D
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekday Post-Event	21.28	C	24.65	C
				Weekday Pre-Event	33.52	D	33.92	D
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday Post-Event	28.71	D	35.23	E
				Weekday Pre-Event	-	F	-	F
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday Post-Event	16.75	B	17.42	B
				Weekday Pre-Event	-	F	-	F
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday Post-Event	17.36	B	17.37	B
				Weekday Pre-Event	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekday Post-Event	22.48	C	22.49	C
				Weekday Pre-Event	11.99	B	15.57	B
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Century Blvd.)	Diverge	Weekday Post-Event	10.10	A	10.13	A
				Weekday Pre-Event	5.30	A	7.31	A
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On- Ramp (n/o Century Blvd)	Basic	Weekday Post-Event	4.01	A	4.02	A
				Weekday Pre-Event	5.97	A	7.74	A
18	I-405	La Cienega Blvd	Weave	Weekday Pre-Event	5.97	A	7.74	A

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density ¹	LOS ¹	Density ¹	LOS ¹
19	I-405 Southbound	On-Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekday Post-Event	5.70	A	6.42	A
				Weekday Pre-Event	5.43	A	5.91	A
				Weekday Post-Event	7.39	A	10.11	A
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Pre-Event	5.39	A	5.60	A
				Weekday Post-Event	9.27	A	12.40	B
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	11.13	B	11.21	B
				Weekday Post-Event	16.05	B	17.25	B
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post-Event	15.76	B	16.63	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post-Event	16.10	B	17.13	B
24	I-105 Eastbound	I-405 SB On- Ramp	Merge	Weekday Pre-Event	17.97	B	19.73	C
				Weekday Post-Event	18.23	C	19.85	C
25	I-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post-Event	24.74	C	26.58	C
				Weekday Pre-Event	13.63	B	15.21	B
26	I-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday Post-Event	15.54	B	17.39	B
				Weekday Pre-Event	-	F ²	-	F ²
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off- Ramp	Weave	Weekday Post-Event	23.64	C	-	F
				Weekday Pre-Event	-	F ²	-	F ²
28	I-105 Eastbound	120th St Off- Ramp to 120th St On-Ramp	Basic	Weekday Post-Event	20.81	C	32.09	D
				Weekday Pre-Event	17.23	B	18.09	C
29	I-105 Eastbound	120th St On- Ramp	Merge	Weekday Post-Event	-	F	-	F
				Weekday Pre-Event	23.92	C	24.62	C
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday Post-Event	27.03	C	35.21	E
				Weekday Pre-Event	20.42	C	21.29	C
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday Post-Event	25.49	C	41.56	E
				Weekday Pre-Event	25.80	C	-	F
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday Post-Event	18.01	B	20.37	C
				Weekday Pre-Event	29.49	D	-	F
33	I-105	Between	Basic	Weekday Pre-Event	29.49	D	-	F

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density ¹	LOS ¹	Density ¹	LOS ¹
	Westbound	Normandie Ave and Van Ness Ave Overcrossings		Weekday Post-Event	18.69	C	20.31	C
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday Pre-Event	29.49	D	-	F
				Weekday Post-Event	18.69	C	20.31	C
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday Pre-Event	25.05	C	37.46	E
				Weekday Post-Event	18.23	C	19.98	C
36	I-105 Westbound	Crenshaw Blvd NB Loop On- Ramp	Merge	Weekday Pre-Event	21.77	C	28.93	D
				Weekday Post-Event	14.97	B	16.41	B
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	19.36	B	24.37	C
				Weekday Post-Event	13.48	B	14.75	B
38	I-105 Westbound	Prairie/ Hawthorne Ave Off-Ramp	Diverge	Weekday Pre-Event	28.69	D	39.27	E
				Weekday Post-Event	19.04	C	20.54	C
39	I-105 Westbound	Prairie/ Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	27.88	D	32.75	D
				Weekday Post-Event	18.57	C	20.34	C
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday Pre-Event	22.00	C	22.20	C
				Weekday Post-Event	20.79	C	23.97	C
42	I-110 Northbound	101st St On- Ramp to n/o Century Blvd On-Ramp	Basic	Weekday Pre-Event	28.56	D	28.90	D
				Weekday Post-Event	26.65	D	32.12	D
43	I-110 Northbound	Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	30.31	D	31.02	D
				Weekday Post-Event	27.55	C	34.70	D
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	25.59	C	26.14	D
				Weekday Post-Event	22.57	C	28.70	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	25.62	C	26.18	C
				Weekday Post-Event	27.56	C	34.21	D
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off- Ramp	Weave	Weekday Pre-Event	27.81	C	28.45	D
				Weekday Post-Event	27.61	C	35.19	E
47	I-110 Southbound	76th St On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	21.90	C	27.24	C
				Weekday Post-Event	24.03	C	24.48	C
48	I-110	Manchester Blvd	Basic	Weekday Pre-Event	19.07	C	22.95	C

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density ¹	LOS ¹	Density ¹	LOS ¹
49	I-110 Southbound	Off-Ramp to WB Manchester Blvd On-Ramp	Merge	Weekday Post-Event	21.36	C	21.51	C
				Weekday Pre-Event	20.99	C	24.09	C
				Weekday Post-Event	22.17	C	22.28	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	23.23	C	26.72	D
				Weekday Post-Event	23.33	C	23.45	C
51	I-110 Southbound	Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	28.74	D	33.59	D
				Weekday Post-Event	28.85	D	29.12	D
				Weekday Pre-Event	17.45	B	19.01	C
52	I-110 Southbound	Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Post-Event	17.52	B	17.53	B
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday Pre-Event	24.62	C	25.22	C
				Weekday Post-Event	20.04	C	20.06	C

NOTES:

- Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions.
- LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-72
FREEWAY OFF-RAMP QUEUING ANALYSIS – ADJUSTED BASELINE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

Off-Ramp ¹	Ramp Capacity Threshold ²	Adjusted Baseline (with Midsize NFL Stadium Event) No Project Pre- Event Conditions		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project Pre- Event Conditions	
		95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
		Weekday	Weekday	Weekday	Weekday
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	250	No	1,900	No
I-405 NB Off-Ramp at Century Boulevard	3,600	325	No	4,150	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	250	No	1,925	Yes
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	1,307	No	2,033	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	1,225	No	1,650	No
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	5,695	Yes	8,206	Yes

Off-Ramp ¹	Ramp Capacity Threshold ²	Adjusted Baseline (with Midsize NFL Stadium Event) No Project Pre-Event Conditions		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project Pre-Event Conditions	
		95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
		Weekday	Weekday	Weekday	Weekday
I-105 EB Off-Ramp at 120th St	3,850	634	No	1,038	No
I-110 SB Off-Ramp at Century Boulevard	2,430	772	No	1,235	No
I-110 SB Off-Ramp at Manchester Boulevard	3,215	1,157	No	1,781	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,369	No	1,369	No

NOTES:

- ¹ Auxiliary lanes are present at each of these off-ramps.
- ² Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.
- ³ 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.
- ⁴ If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Scenario 4 (Major Events at Proposed Project and The Forum, and Midsize Event at NFL Stadium)

This scenario would consist of a weekday 17,500-person concert at The Forum that begins on a weekday at 7 p.m. and ends at 9:15 p.m., a 25,000-person event at the NFL Stadium that begins at 7 p.m. and ends at 9:15 p.m., and a Major Event at Proposed Project (18,000-person NBA game for pre-event peak hour and 18,500-person concert for post-event analysis).

Traffic forecasts were developed for Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) No Project forecasts by adding the Forum Event and Midsize NFL Stadium Event trips to the Adjusted Baseline No Project forecasts. Trips associated with the Proposed Project were then added to those volumes to yield the Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) Plus Project (Major Event) conditions.

Table 3.14-73 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) No Project and Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) Plus Project (Major Event) conditions for the two peak hours under study. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-74 displays the freeway LOS results under Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) conditions, without and with the project. As shown,

a major event would cause degraded operations at several facilities, many of which are considered significant. As shown in **Table 3.14-75**, a major event (assuming both other concurrent events) would cause five freeway off-ramps to exceed their applicable threshold or further exacerbate an already unacceptable queuing condition.

TABLE 3.14-73
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH MAJOR EVENT AT THE FORUM AND MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology ²	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.053	F	1.082	F
				Weekday Post-Event	0.772	C	0.879	D
2	La Brea Ave/Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.804	D	0.829	D
				Weekday Post-Event	0.487	A	0.544	A
3	Hillcrest Blvd/Florence Ave	HCM	Inglewood	Weekday Pre-Event	318.4	F	284.9	F
				Weekday Post-Event	4.4	A	5.4	A
4	Centinela Ave/Florence Ave	HCM	Inglewood	Weekday Pre-Event	87.8	F	92.3	F
				Weekday Post-Event	25.5	C	25.6	C
5	Prairie Ave/Florence Ave	HCM	Inglewood	Weekday Pre-Event	146.4	F	149.0	F
				Weekday Post-Event	14.4	B	13.4	B
6	West Blvd/Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.147	F	1.189	F
				Weekday Post-Event	0.769	C	0.820	D
		CMA	City of Los Angeles	Weekday Pre-Event	1.017	F	1.061	F
				Weekday Post-Event	0.614	B	0.667	B
7	Prairie Ave/Grace Ave	HCM	Inglewood	Weekday Pre-Event	132.7	F	140.8	F
				Weekday Post-Event	2.0	A	15.9	B
8	Prairie Ave/East Carondelet Way	HCM	Inglewood	Weekday Pre-Event	142.7	F	84.5	F
				Weekday Post-Event	4.0	A	52.2	D
9	Prairie Ave/E Regent Street	HCM	Inglewood	Weekday Pre-Event	81.3	F	71.9	E
				Weekday Post-Event	4.4	A	60.7	E
10	La Cienega Blvd/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.818	D	0.877	D
				Weekday Post-Event	0.799	C	0.920	E
11	La Brea Ave/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.042	F	1.119	F
				Weekday Post-Event	0.945	E	1.043	F
12	Hillcrest Blvd/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	123.3	F	135.1	F
				Weekday Post-Event	110.1	F	128.8	F
13	Spruce Ave/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	91.3	F	69.5	E
				Weekday Post-Event	103.9	F	99.4	F
14	Prairie Ave/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	180.0	F	128.2	F
				Weekday Post-Event	148.5	F	181.0	F
15	Kareem Ct/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	103.4	F	95.9	F
				Weekday Post-Event	175.5	F	78.9	E

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#	Intersection	Methodology ¹	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.285	F	1.334	F
				Weekday Post-Event	1.238	F	1.426	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.580	A	0.604	B
				Weekday Post-Event	0.314	A	0.411	A
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.561	A	0.630	B
				Weekday Post-Event	0.412	A	0.501	A
19	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	128.5	F	105.6	F
				Weekday Post-Event	200.6	F	***	F
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	28.7	C	84.5	F
				Weekday Post-Event	197.1	F	***	F
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	92.2	F	150.6	F
				Weekday Post-Event	20.0	B	53.6	D
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	184.1	F	216.7	F
				Weekday Post-Event	27.7	C	160.9	F
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	128.9	F	159.6	F
				Weekday Post-Event	54.8	D	93.3	F
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	101.6	F	94.0	F
				Weekday Post-Event	103.7	F	210.5	F
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	222.5	F	127.6	F
				Weekday Post-Event	217.5	F	***	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	193.7	F	122.1	F
				Weekday Post-Event	11.0	B	10.1	B
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	121.7	F	8.3	A
				Weekday Post-Event	6.3	A	6.4	A
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	115.9	F	139.3	F
				Weekday Post-Event	124.7	F	***	F
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekday Pre-Event	12.1	B	25.2	C
				Weekday Post-Event	97.1	F	177.7	F
30	Van Ness Ave/ Hardy St/ 96th St	ICU	Inglewood	Weekday Pre-Event	0.570	A	0.577	A
				Weekday Post-Event	0.349	A	0.389	A
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekday Pre-Event	0.501	A	0.509	A
				Weekday Post-Event	0.265	A	0.307	A
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekday Pre-Event	53.5	D	143.6	F
				Weekday Post-Event	20.7	C	18.4	B
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekday Pre-Event	79.7	E	100.3	F
				Weekday Post-Event	107.1	F	230.8	F
34	La Cienega	HCM	Inglewood/ City of Los Angeles	Weekday Pre-Event	13.5	B	91.1	F
				Weekday Post-Event	69.4	E	105.2	F
34	La Cienega	HCM	Inglewood/ City of Los Angeles	Weekday Pre-Event	76.6	E	124.5	F
				Weekday Post-Event				

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#	Intersection	Methodology ²	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
	Blvd/ Century Blvd		City of Los Angeles/ County of Los Angeles	Weekday Post-Event	60.0	E	87.6	F
35	NB 405 On/Off-Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekday Pre-Event	85.6	F	212.4	F
				Weekday Post-Event	15.4	B	26.2	C
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	44.5	D	43.3	D
				Weekday Post-Event	24.2	C	38.5	D
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	223.6	F	153.3	F
				Weekday Post-Event	17.4	B	45.6	D
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	191.0	F	175.1	F
				Weekday Post-Event	7.0	A	20.9	C
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	96.5	F	123.7	F
				Weekday Post-Event	11.3	B	12.8	B
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	172.5	F	196.5	F
				Weekday Post-Event	28.4	C	70.4	E
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	145.9	F	139.0	F
				Weekday Post-Event	27.1	C	7.9	A
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	41.2	D	57.8	E
				Weekday Post-Event	23.8	C	12.9	B
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	147.4	F	221.4	F
				Weekday Post-Event	185.9	F	205.6	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	46.4	D	153.6	F
				Weekday Post-Event	163.7	F	172.3	F
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	57.2	E	123.3	F
				Weekday Post-Event	133.2	F	192.4	F
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	64.2	E	128.4	F
				Weekday Post-Event	52.9	D	114.9	F
47	11th Ave/ Village Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	51.4	D	113.3	F
				Weekday Post-Event	30.6	C	93.0	F
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	107.3	F	200.1	F
				Weekday Post-Event	84.0	F	201.8	F
49	5th Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	97.2	F	125.1	F
				Weekday Post-Event	13.5	B	38.0	D
50	Van Ness Ave/ Century Blvd	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.780	C	0.873	D
				Weekday Post-Event	0.587	A	0.754	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.725	C	0.824	D
				Weekday Post-Event	0.520	A	0.697	B
51	Gramercy Pl/ Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.402	A	0.499	A
				Weekday Post-Event	0.430	A	0.563	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.222	A	0.327	A

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#	Intersection	Methodology ²	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
52	Western Ave/ Century Blvd	CMA	Angeles City of Los Angeles	Weekday Post-Event	0.253	A	0.394	A
				Weekday Pre-Event	0.791	C	0.961	E
				Weekday Post-Event	0.598	A	0.793	C
53	La Cienega Blvd/SB 405 On/Off-Ramps (s/o Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekday Pre-Event	69.4	E	165.9	F
				Weekday Post-Event	8.8	A	8.9	A
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekday Pre-Event	96.5	F	197.5	F
				Weekday Post-Event	123.0	F	***	F
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	14.7	B	9.7	A
				Weekday Post-Event	5.8	A	59.1	F
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	16.2	C	108.2	F
				Weekday Post-Event	8.4	A	***	F
57	La Cienega Blvd/104th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event	73.5	E	146.4	F
				Weekday Post-Event	5.6	A	5.5	A
58	Inglewood Ave/104th St	HCM	Los Angeles County	Weekday Pre-Event	110.5	F	126.4	F
				Weekday Post-Event	9.3	A	13.0	B
59	Hawthorne Blvd/104th St	HCM	Inglewood/ Los Angeles County	Weekday Pre-Event	68.1	E	125.1	F
				Weekday Post-Event	16.2	B	102.5	F
60	Prairie Ave/104th St	HCM	Inglewood	Weekday Pre-Event	207.3	F	268.3	F
				Weekday Post-Event	145.5	F	235.7	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	197.5	F	180.1	F
				Weekday Post-Event	7.1	A	28.2	D
62	Yukon Ave/104th St	HCM	Inglewood	Weekday Pre-Event	82.7	F	206.3	F
				Weekday Post-Event	9.7	A	40.1	D
63	Crenshaw Blvd/104th St	HCM	Inglewood	Weekday Pre-Event	84.8	F	163.1	F
				Weekday Post-Event	14.4	B	73.6	E
64	Van Ness Ave/104th St	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.525	A	0.541	A
				Weekday Post-Event	0.301	A	0.363	A
65	Hawthorne Blvd/Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.766	C	0.902	E
				Weekday Post-Event	1.106	F	1.415	F
66	Freeman Ave/Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	188.5	F	266.6	F
				Weekday Post-Event	21.9	C	58.7	E
67	Prairie Ave/Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	92.9	F	90.9	F
				Weekday Post-Event	195.5	F	153.0	F
68	Prairie Ave/108th St	HCM	Inglewood	Weekday Pre-Event	169.3	F	115.5	F
				Weekday Post-Event	34.9	C	121.2	F
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Pre-Event	9.4	A	10.7	B
				Weekday Post-Event	6.1	A	7.8	A

3. Environmental Impacts, Settings, and Mitigation Measures
 3.14 Transportation and Circulation

#	Intersection	Methodology ²	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekday Pre-Event	0.717	C	0.884	D
				Weekday Post-Event	0.656	B	0.801	D
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekday Pre-Event	0.844	D	0.985	E
				Weekday Post-Event	0.650	B	0.849	D
72	Prairie Ave/111th St	HCM	Inglewood	Weekday Pre-Event	113.1	F	126.8	F
				Weekday Post-Event	167.1	F	248.6	F
73	Yukon Ave/111th St	HCM	Inglewood	Weekday Pre-Event	11.4	B	12.8	B
				Weekday Post-Event	6.5	A	5.7	A
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	Weekday Pre-Event	0.889	D	1.053	F
				Weekday Post-Event	0.725	C	0.905	E
75	Prairie Ave/ 112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekday Pre-Event	217.9	F	244.2	F
				Weekday Post-Event	120.2	F	243.3	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.767	C	0.798	C
				Weekday Post-Event	0.451	A	0.507	A
77	Freeman Ave/ EB 105 On-Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Pre-Event	61.6	E	123.0	F
				Weekday Post-Event	26.7	C	39.5	D
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	222.7	F	137.7	F
				Weekday Post-Event	70.3	E	44.1	D
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	197.6	F	140.9	F
				Weekday Post-Event	10.5	B	8.9	A
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	121.5	F	152.0	F
				Weekday Post-Event	9.0	A	10.0	A
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Pre-Event	1.033	F	1.367	F
				Weekday Post-Event	0.791	C	0.945	E
82	Prairie Ave/118th St	HCM	Hawthorne	Weekday Pre-Event	179.4	F	163.5	F
				Weekday Post-Event	12.9	B	10.3	B
83	Crenshaw Blvd/ WB 105 Off-Ramp/ 118th Pl	ICU	Hawthorne/ Caltrans	Weekday Pre-Event	0.987	E	1.199	F
				Weekday Post-Event	0.876	D	1.022	F
84	Prairie Ave/120th St	HCM	Hawthorne	Weekday Pre-Event	103.6	F	128.9	F
				Weekday Post-Event	19.4	B	18.2	B
85	EB 105 On/Off-Ramp/120th St	ICU	Hawthorne	Weekday Pre-Event	0.756	C	0.823	D
				Weekday Post-Event	1.032	F	1.220	F
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekday Pre-Event	0.806	D	0.955	E
				Weekday Post-Event	1.390	F	1.752	F
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.612	B	0.684	B
				Weekday Post-Event	1.034	F	1.201	F
		CMA	City of Los Angeles	Weekday Pre-Event	0.447	A	0.524	A
				Weekday Post-Event	0.896	D	1.075	F

3. Environmental Impacts, Settings, and Mitigation Measures
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#	Intersection	Methodology ¹	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.919	E	0.985	E
				Weekday Post-Event	1.182	F	1.489	F
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	37.0	D	115.5	F
				Weekday Post-Event	153.0	F	189.5	F
90	Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekday Pre-Event	67.8	E	92.0	F
				Weekday Post-Event	103.2	F	272.1	F
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekday Pre-Event	0.984	E	1.124	F
				Weekday Post-Event	0.750	C	0.921	E
92	Vermont Ave/ Century Ave	ICU	Los Angeles County	Weekday Pre-Event	0.833	D	0.867	D
				Weekday Post-Event	0.609	B	0.724	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.750	C	0.790	C
				Weekday Post-Event	0.492	A	0.624	B
93	Hoover St/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.500	A	0.545	A
				Weekday Post-Event	0.326	A	0.443	A
94	Figueroa St/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.709	C	0.761	C
				Weekday Post-Event	0.402	A	0.517	A
95	Grand Ave/ 110 SB Off-Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.431	A	0.532	A
				Weekday Post-Event	0.300	A	0.388	A
96	Olive St/ 110 NB On-Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.459	A	0.485	A
				Weekday Post-Event	0.291	A	0.409	A
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.164	F	1.262	F
				Weekday Post-Event	1.016	F	1.172	F
		CMA	City of Los Angeles	Weekday Pre-Event	1.034	F	1.139	F
				Weekday Post-Event	0.876	D	1.043	F
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.086	F	1.198	F
				Weekday Post-Event	1.002	F	1.151	F
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.803	D	0.867	D
				Weekday Post-Event	0.641	B	0.723	C
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.828	D	0.896	D
				Weekday Post-Event	0.720	C	0.810	D
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.741	C	0.804	D
				Weekday Post-Event	0.636	B	0.719	C
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.894	D	0.963	E
				Weekday Post-Event	0.907	E	0.997	E
103	110 SB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.705	C	0.814	D
				Weekday Post-Event	0.789	C	0.887	D
104	110 NB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.559	A	0.559	A
				Weekday Post-Event	0.785	C	0.987	E

3. Environmental Impacts, Settings, and Mitigation Measures
 3.14 Transportation and Circulation

#	Intersection	Methodology ²	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event	1.254	F	1.292	F
				Weekday Post-Event	1.144	F	1.239	F
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.856	D	0.905	E
				Weekday Post-Event	0.533	A	0.607	B
107	La Brea Ave/ Cenitnela Ave	ICU	Inglewood	Weekday Pre-Event	0.970	E	0.979	E
				Weekday Post-Event	0.489	A	0.540	A
108	La Cienega Blvd/ Cenitnela Ave	ICU	Inglewood	Weekday Pre-Event	0.981	E	1.018	F
				Weekday Post-Event	0.755	C	0.817	D
109	La Cienega Blvd/ La Tijera Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.925	E	0.968	E
				Weekday Post-Event	0.663	B	0.735	C
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekday Pre-Event	0.777	C	0.802	D
				Weekday Post-Event	0.562	A	0.635	B
111	La Cienega Blvd/ Stocker St	CMA	City of Los Angeles	Weekday Pre-Event	0.611	B	0.637	B
				Weekday Post-Event	0.387	A	0.466	A
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	0.922	E	0.934	E
				Weekday Post-Event	0.512	A	0.512	A
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.930	E	0.934	E
				Weekday Post-Event	0.711	C	0.785	C
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Pre-Event	1.080	F	1.092	F
				Weekday Post-Event	0.549	A	0.549	A
115	Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	0.971	E	1.054	F
				Weekday Post-Event	0.607	B	0.617	B
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	0.984	E	1.033	F
				Weekday Post-Event	0.871	D	0.926	E
115	Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		N / A	N / A
				Weekday Post-Event	Does Not Exist		42.6	D
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		125.8	F
				Weekday Post-Event	Does Not Exist		N / A	N / A

NOTES:

- Shaded cells represent significant impacts.
- ¹ Analysis methods vary by jurisdiction (refer to previous pages for description).
- ² Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
- ³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

*** Represents over-saturated conditions (i.e., average delay exceeds five minutes. Per the HCM, delay estimates in over-saturated conditions are unreliable.
 N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-74
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH MAJOR EVENT AT THE FORUM AND MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					Densit y ¹	LOS ¹	Densit y ¹	LOS ¹
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday Pre- Event	25.99	C	28.16	D
				Weekday Post- Event	20.48	C	20.86	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday Pre- Event	19.90	B	21.47	C
				Weekday Post- Event	15.87	B	16.20	B
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On- Ramp	Basic	Weekday Pre- Event	16.14	B	18.64	C
				Weekday Post- Event	12.04	B	12.32	B
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekday Pre- Event	-	F ²	-	F ²
				Weekday Post- Event	-	F ²	-	F ²
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekday Pre- Event	16.96	B	18.42	B
				Weekday Post- Event	13.23	B	13.40	B
6	I-405 Northbound	Century Blvd Off-Ramp	Diverge	Weekday Pre- Event	13.19	B	14.86	B
				Weekday Post- Event	9.29	A	9.48	A
7	I-405 Northbound	Century Blvd Off-Ramp to Century Blvd On-Ramp	Basic	Weekday Pre- Event	11.80	B	11.84	B
				Weekday Post- Event	6.34	A	6.37	A
8	I-405 Northbound	Century Blvd On-Ramp	Merge	Weekday Pre- Event	17.98	B	18.11	C
				Weekday Post- Event	18.55	C	20.81	C
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday Pre- Event	18.97	B	19.34	B
				Weekday Post- Event	24.38	C	32.60	D
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre- Event	-	F	-	F
				Weekday Post- Event	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekday Pre- Event	31.54	D	31.80	D
				Weekday Post- Event	25.25	C	29.09	D
12	I-405	Manchester	Weave	Weekday Pre-	34.69	D	35.09	E

#	Freeway/ Direction	Component	Segment Type	Peak Hour Event	Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					Densit y ¹	LOS ¹	Densit y ¹	LOS ¹
13	I-405 Northbound	Blvd. On-Ramp to La Tijera Blvd Off-Ramp		Event				
				Weekday Post- Event	37.41	E	-	F
	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday Pre- Event	-	F	-	F
Weekday Post- Event				16.75	B	17.42	B	
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday Pre- Event	-	F	-	F
				Weekday Post- Event	17.36	B	17.37	B
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off- Ramp	Weave	Weekday Pre- Event	-	F	-	F
				Weekday Post- Event	22.48	C	22.49	C
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Century Blvd.)	Diverge	Weekday Pre- Event	13.30	B	16.88	B
				Weekday Post- Event	10.10	A	10.13	A
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekday Pre- Event	5.56	A	7.56	A
				Weekday Post- Event	4.01	A	4.02	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekday Pre- Event	-	F ²	-	F ²
				Weekday Post- Event	-	F ²	-	F ²
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Pre- Event	-	F ²	-	F ²
				Weekday Post- Event	-	F ²	-	F ²
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Pre- Event	5.47	A	5.68	A
				Weekday Post- Event	15.50	B	18.63	C
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre- Event	11.16	B	11.24	B
				Weekday Post- Event	18.45	C	19.65	C
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday Pre- Event	-	F ²	-	F
				Weekday Post- Event	17.27	B	18.46	B

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					Densit y ¹	LOS ¹	Densit y ¹	LOS ¹
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday Pre- Event	-	F ²	-	F ²
				Weekday Post- Event	17.62	B	18.63	B
24	I-105 Eastbound	I-405 SB On- Ramp	Merge	Weekday Pre- Event	18.25	C	20.02	C
				Weekday Post- Event	22.93	C	24.66	C
25	I-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekday Pre- Event	-	F ²	-	F ²
				Weekday Post- Event	29.42	D	31.26	D
26	I-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre- Event	13.77	B	15.35	B
				Weekday Post- Event	21.61	C	23.49	C
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off- Ramp	Weave	Weekday Pre- Event	-	F ²	-	F ²
				Weekday Post- Event	-	F	-	F
28	I-105 Eastbound	120th St Off- Ramp to 120th St On-Ramp	Basic	Weekday Pre- Event	-	F ²	-	F ²
				Weekday Post- Event	41.61	E	-	F
29	I-105 Eastbound	120th St On- Ramp	Merge	Weekday Pre- Event	17.36	B	18.22	C
				Weekday Post- Event	-	F	-	F
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday Pre- Event	24.03	C	24.73	C
				Weekday Post- Event	35.94	E	-	F
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday Pre- Event	20.55	C	21.43	C
				Weekday Post- Event	44.81	E	-	F
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday Pre- Event	27.71	C	-	F
				Weekday Post- Event	18.34	B	20.70	C
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday Pre- Event	33.09	D	-	F
				Weekday Post- Event	19.10	C	20.72	C
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday Pre- Event	33.09	D	-	F
				Weekday Post- Event	19.10	C	20.72	C
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to	Basic	Weekday Pre- Event	28.00	D	42.91	E

3. Environmental Impacts, Settings, and Mitigation Measures
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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					Densit y ¹	LOS ¹	Densit y ¹	LOS ¹
36	I-105 Westbound	Crenshaw Blvd Loop On-Ramp	Merge	Weekday Post- Event	18.50	C	20.25	C
		Weekday Pre- Event		23.64	C	31.56	D	
		Weekday Post- Event		15.18	B	16.61	B	
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday Pre- Event	20.83	C	25.84	C
		Weekday Post- Event		13.64	B	14.91	B	
38	I-105 Westbound	Prairie/Hawthor ne Ave Off- Ramp	Diverge	Weekday Pre- Event	31.29	D	43.58	E
		Weekday Post- Event		19.25	C	20.75	C	
39	I-105 Westbound	Prairie/Hawthor ne Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre- Event	28.49	D	33.52	D
		Weekday Post- Event		18.69	C	20.45	C	
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday Pre- Event	-	F	-	F
		Weekday Post- Event		-	F	-	F	
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday Pre- Event	22.25	C	22.45	C
		Weekday Post- Event		24.19	C	-	F	
42	I-110 Northbound	101st St On- Ramp to n/o Century Blvd On-Ramp	Basic	Weekday Pre- Event	28.97	D	29.33	D
		Weekday Post- Event		32.55	D	40.03	E	
43	I-110 Northbound	Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre- Event	30.64	D	31.36	D
		Weekday Post- Event		33.20	D	40.89	E	
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday Pre- Event	25.59	C	26.14	D
		Weekday Post- Event		27.70	D	35.83	E	
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre- Event	25.91	C	26.47	C
		Weekday Post- Event		34.88	D	-	F	
46	I-110 Northbound	WB Manchest er Blvd On- Ramp to 76th St Off-Ramp	Weave	Weekday Pre- Event	27.98	C	28.62	D
		Weekday Post- Event		35.11	E	-	F	
47	I-110 Southbound	76th St On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre- Event	24.24	C	29.66	D
		Weekday Post- Event		24.74	C	25.19	C	

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					Densit y ¹	LOS ¹	Densit y ¹	LOS ¹
Event								
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Mancheste r Blvd On- Ramp	Basic	Weekday Pre- Event	19.75	C	23.66	C
				Weekday Post- Event	21.48	C	21.62	C
49	I-110 Southbound	WB Mancheste r Blvd On- Ramp	Merge	Weekday Pre- Event	21.53	C	24.63	C
				Weekday Post- Event	22.26	C	22.38	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre- Event	23.85	C	27.44	D
				Weekday Post- Event	24.27	C	24.40	C
51	I-110 Southbound	Century Blvd Off-Ramp	Diverge	Weekday Pre- Event	29.81	D	34.66	D
				Weekday Post- Event	29.85	D	30.12	D
52	I-110 Southbound	Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Pre- Event	17.66	B	19.21	C
				Weekday Post- Event	18.19	C	18.20	C
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday Pre- Event	24.87	C	25.45	C
				Weekday Post- Event	21.02	C	21.58	C

NOTES:

¹ Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions.

² LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-75
 FREEWAY OFF-RAMP QUEUING ANALYSIS – ADJUSTED BASELINE (WITH MAJOR EVENT AT THE FORUM AND
 MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) WEEKDAY PRE-EVENT PEAK HOUR
 CONDITIONS**

Off-Ramp ¹	Ramp Capacity Threshold ²	Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) No Project Pre-Event Conditions		Adjusted Baseline (with Major Event at The Forum and Midsize NFL Stadium Event) Plus Project Pre-Event Conditions	
		95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
		Weekday	Weekday	Weekday	Weekday
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	1,925	No	3,100	Yes
I-405 NB Off-Ramp at Century Boulevard	3,600	3,975	Yes	>4,200	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	1,950	Yes	3,100	Yes
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	2,463	No	4,173	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	1,475	No	>9,500	Yes
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	5,871	Yes	8,403	Yes
I-105 EB Off-Ramp at 120th St	3,850	650	No	1,043	No
I-110 SB Off-Ramp at Century Boulevard	2,430	842	No	1,454	No
I-110 SB Off-Ramp at Manchester Boulevard	3,215	1,868	No	2,545	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,433	No	1,433	No

NOTES:

- ¹ Auxiliary lanes are present at each of these off-ramps.
- ² Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.
- ³ 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.
- ⁴ If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Scenario 5 (Major Events at Proposed Project and The Forum, and Football Game at NFL Stadium)

This scenario would consist of a weekend 70,240-person NFL football game at the NFL Stadium that begins at 1:25 p.m. and ends at about 4:30 p.m., an 17,500-person event at The Forum that begins at 7 p.m., and a Major Event at Proposed Project (18,500-person concert that begins at 7 p.m.). This scenario is studied for the 6 to 7 p.m. peak hour of Proposed Project Major Event traffic.

Traffic forecasts were developed for Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium Events) No Project forecasts by adding the Forum Event and Football Game at NFL Stadium Event trips to the Adjusted Baseline No Project forecasts. Trips associated with the Proposed Project were then added to those volumes to yield the Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium Events) Plus Project (Major Event) conditions.

Table 3.14-76 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium Events) No Project and Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium Events) Plus Project (Major Event) conditions. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-77 displays the freeway LOS results under Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium Events) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-78**, a major event (assuming both other concurrent events) would cause four freeway off-ramps to experience queuing that exceeds the applicable threshold.

TABLE 3.14-76
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH MAJOR EVENT AT THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology _{1,2}	Jurisdiction ₁	Peak Hour	Adjusted Baseline (with <u>Major Event at The Forum and Football Game at NFL Stadium</u>) No Project		Adjusted Baseline (with <u>Major Event at The Forum and Football Game at NFL Stadium</u>) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.770	C	0.850	D
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.576	A	0.601	B
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	229.8	F	83.1	F
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	31.4	C	32.1	C
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	147.3	F	138.8	F
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.908	E	0.944	E
		CMA	City of Los Angeles	Weekend Pre-Event	0.763	C	0.801	D
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekend Pre-Event	159.7	F	142.2	F

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
8	Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekend Pre-Event	214.6	F	167.5	F
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekend Pre-Event	142.5	F	95.1	F
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.730	C	0.808	D
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.905	E	0.991	E
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	149.0	F	145.8	F
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	133.0	F	119.0	F
14	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	216.5	F	222.1	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	101.2	F	122.1	F
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.231	F	1.349	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekend Pre-Event	0.393	A	0.436	A
18	Market St/La Brea Ave	ICU	Inglewood	Weekend Pre-Event	0.423	A	0.470	A
19	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	226.0	F	196.7	F
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	126.8	F	62.9	E
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	20.3	C	29.0	C
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	54.1	D	54.3	D
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	57.1	E	35.8	D
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	111.2	F	50.6	D
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	225.0	F	146.0	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	12.4	B	121.8	F

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	8.6	A	283.9	F
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	67.6	E	46.1	D
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekend Pre-Event	11.7	B	47.8	D
30	Van Ness Ave/ Hardy St/	ICU	Inglewood	Weekend Pre-Event	0.473	A	0.478	A
	96th St	CMA	City of Los Angeles	Weekend Pre-Event	0.397	A	0.403	A
31	La Cienega Blvd/ SB 405 On/Off-Ramps (n/o Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekend Pre-Event	26.9	C	***	F
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekend Pre-Event	93.8	F	37.0	D
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekend Pre-Event	13.9	B	212.3	F
34	La Cienega Blvd/ Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekend Pre-Event	24.3	C	297.2	F
35	NB 405 On/Off-Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekend Pre-Event	20.9	C	232.0	F
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	17.9	B	65.8	E
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	28.2	C	275.4	F
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	6.8	A	240.2	F
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	6.8	A	139.3	F
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	38.6	D	178.3	F
	Weekend Pre-Event							
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	53.9	D	157.8	F
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	20.6	C	34.2	C
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	153.0	F	152.9	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	104.2	F	82.1	F
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	165.3	F	139.4	F

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	153.9	F	143.0	F
47	11th Ave/ Village Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	127.3	F	101.7	F
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	187.6	F	197.5	F
49	5th Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	118.3	F	126.7	F
50	Van Ness Ave/ Century Blvd	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.691	B	0.887	D
		CMA	City of Los Angeles	Weekend Pre-Event	0.630	B	0.839	D
51	Gramercy Pl/ Century Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.398	A	0.541	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.217	A	0.370	A
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.727	C	0.963	E
53	La Cienega Blvd/SB 405 On/Off-Ramps (s/o Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekend Pre-Event	9.1	A	224.2	F
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekend Pre-Event	116.5	F	29.4	D
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	224.2	F	5.0	A
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	154.8	F	32.5	D
57	La Cienega Blvd/104th St	HCM	Los Angeles County/City of Los Angeles	Weekend Pre-Event	7.8	A	175.5	F
58	Inglewood Ave/ 104th St	HCM	Los Angeles County	Weekend Pre-Event	13.7	B	28.7	C
59	Hawthorne Blvd/104th St	HCM	Inglewood/ Los Angeles County	Weekend Pre-Event	23.1	C	147.5	F
60	Prairie Ave/ 104th St	HCM	Inglewood	Weekend Pre-Event	170.9	F	216.5	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekend Pre-Event	14.3	B	211.5	F
62	Yukon Ave/104th St	HCM	Inglewood	Weekend Pre-Event	13.8	B	96.3	F
63	Crenshaw Blvd/ 104th St	HCM	Inglewood	Weekend Pre-Event	90.8	F	191.5	F

3. Environmental Impacts, Settings, and Mitigation Measures
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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
64	Van Ness Ave/104th St	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.430	A	0.442	A
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.661	B	0.671	B
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekend Pre-Event	5.7	A	89.2	F
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekend Pre-Event	21.4	C	64.0	E
68	Prairie Ave/108th St	HCM	Inglewood	Weekend Pre-Event	134.2	F	144.3	F
69	Yukon Ave/108th St	HCM	Inglewood	Weekend Pre-Event	9.9	A	10.8	B
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekend Pre-Event	0.498	A	0.593	A
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekend Pre-Event	0.583	A	0.608	B
72	Prairie Ave/111th St	HCM	Inglewood	Weekend Pre-Event	81.3	F	82.2	F
73	Yukon Ave/111th St	HCM	Inglewood	Weekend Pre-Event	8.3	A	8.5	A
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	Weekend Pre-Event	0.592	A	0.643	B
75	Prairie Ave/ 112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekend Pre-Event	170.6	F	171.3	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekend Pre-Event	0.579	A	0.593	A
77	Freeman Ave/ EB 105 On-Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekend Pre-Event	16.8	B	17.4	B
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	41.4	D	51.3	D
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	11.8	B	12.6	B
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekend Pre-Event	11.9	B	11.9	B
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekend Pre-Event	0.841	D	0.955	E
82	Prairie Ave/118th St	HCM	Hawthorne	Weekend Pre-Event	18.2	B	19.1	B
83	Crenshaw Blvd/ WB 105 Off-Ramp/ 118th PI	ICU/ Caltrans	Hawthorne	Weekend Pre-Event	0.860	D	0.993	E

3. Environmental Impacts, Settings, and Mitigation Measures
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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
84	Prairie Ave/ 120th St	HCM	Hawthorne	Weekend Pre-Event	25.7	C	23.6	C
85	EB 105 On/Off- Ramp/ 120th St	ICU	Hawthorne	Weekend Pre-Event	0.839	D	0.858	D
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekend Pre-Event	0.923	E	0.949	E
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.330	A	0.344	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.145	A	0.160	A
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.669	B	0.679	B
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	110.5	F	134.5	F
90	Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekend Pre-Event	72.8	E	89.3	F
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekend Pre-Event	0.884	D	1.086	F
92	Vermont Ave/ Century Ave	ICU	Los Angeles County	Weekend Pre-Event	0.726	C	0.867	D
		CMA	City of Los Angeles	Weekend Pre-Event	0.627	B	0.791	C
93	Hoover St/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.467	A	0.580	A
94	Figueroa St/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.643	B	0.762	C
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.407	A	0.540	A
96	Olive St/ 110 NB On- Ramp/Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.407	A	0.441	A
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.091	F	1.209	F
		CMA	City of Los Angeles	Weekend Pre-Event	0.956	E	1.083	F
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	1.043	F	1.177	F
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.733	C	0.813	D
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.732	C	0.819	D

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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.720	C	0.799	C
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.850	D	0.936	E
103	110 SB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.645	B	0.761	C
104	110 NB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.573	A	0.589	A
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekend Pre-Event	0.969	E	1.108	F
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.676	B	0.709	C
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	0.846	D	0.885	D
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	1.042	F	1.069	F
108	La Cienega Blvd/ Centinela Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.996	E	1.029	F
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekend Pre-Event	0.669	B	0.680	B
109	La Cienega Blvd/ La Tijera Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.499	A	0.511	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.765	C	0.780	C
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.882	D	0.885	D
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.819	D	0.834	D
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.960	E	1.022	F
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekend Pre-Event	0.829	D	0.901	E
115	Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does Not Exist	N / A	N / A	N / A
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does Not Exist	61.3	E	E

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS

NOTES:

- Shaded cells represent significant impacts.
 - ¹ Analysis methods vary by jurisdiction (refer to previous pages for description).
 - ² Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
 - ³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.
- *** Represents over-saturated conditions (i.e., average delay exceeds five minutes. Per the HCM, delay estimates in over-saturated conditions are unreliable.
 N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions.
- SOURCE: Fehr & Peers, 2019.

TABLE 3.14-77
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH MAJOR EVENT AT THE FORUM AND NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					Density ¹	LOS ¹	Density ¹	LOS ¹
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekend Pre-Event	23.82	C	25.88	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekend Pre-Event	20.16	C	21.69	C
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekend Pre-Event	16.69	B	18.98	C
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekend Pre-Event	11.58	B	13.11	B
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekend Pre-Event	16.32	B	17.65	B
6	I-405 Northbound	Century Blvd Off-Ramp	Diverge	Weekend Pre-Event	12.66	B	14.19	B
7	I-405 Northbound	Century Blvd Off-Ramp to Century Blvd On-Ramp	Basic	Weekend Pre-Event	11.45	B	11.56	B
8	I-405 Northbound	Century Blvd On-Ramp	Merge	Weekend Pre-Event	17.00	B	17.11	B
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekend Pre-Event	17.72	B	18.17	B
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre-Event	-	F	-	F

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					Density ¹	LOS ¹	Density ¹	LOS ¹
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekend Pre- Event	26.49	D	26.74	D
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off- Ramp	Weave	Weekend Pre- Event	32.18	D	32.80	D
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekend Pre- Event	-	F	-	F
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekend Pre- Event	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekend Pre- Event	-	F	-	F
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Century Blvd.)	Diverge	Weekend Pre- Event	14.45	B	17.85	B
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On- Ramp (n/o Century Blvd)	Basic	Weekend Pre- Event	7.03	A	10.23	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekend Pre- Event	-	F ²	-	F ²
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekend Pre- Event	-	F ²	-	F ²
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekend Pre- Event	9.59	A	10.05	A
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	18.25	C	18.43	C
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekend Pre- Event	15.17	B	15.31	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekend Pre- Event	14.94	B	15.08	B
24	I-105 Eastbound	I-405 SB On- Ramp	Merge	Weekend Pre- Event	17.32	B	18.19	C
25	I-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekend Pre- Event	24.67	C	26.43	C

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					Density ¹	LOS ¹	Density ¹	LOS ¹
26	I-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre- Event	11.77	B	11.96	B
27	I-105 Eastbound	Imperial Hwy On- Ramp to 120th St Off-Ramp	Weave	Weekend Pre- Event	-	F ²	-	F ²
28	I-105 Eastbound	120th St Off- Ramp to 120th St On-Ramp	Basic	Weekend Pre- Event	-	F ²	-	F ²
29	I-105 Eastbound	120th St On- Ramp	Merge	Weekend Pre- Event	15.96	B	16.24	B
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	22.60	C	22.83	C
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekend Pre- Event	19.00	C	19.28	C
32	I-105 Westbound	Vermont Ave On- Ramp	Merge	Weekend Pre- Event	24.97	C	29.19	D
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekend Pre- Event	25.81	C	33.08	D
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekend Pre- Event	25.81	C	33.08	D
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekend Pre- Event	24.57	C	29.42	D
36	I-105 Westbound	Crenshaw Blvd NB Loop On- Ramp	Merge	Weekend Pre- Event	20.24	C	23.21	C
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	18.57	B	20.94	C
38	I-105 Westbound	Prairie/Hawthorn e Ave Off-Ramp	Diverge	Weekend Pre- Event	28.05	D	32.29	D
39	I-105 Westbound	Prairie/Hawthorn e Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre- Event	25.62	C	27.21	D
40	I-105 Westbound	Imperial Hwy On- Ramp to I-405 Off-Ramp	Weave	Weekend Pre- Event	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekend Pre- Event	22.96	C	22.97	C
42	I-110 Northbound	101st St On- Ramp to n/o Century Blvd On- Ramp	Basic	Weekend Pre- Event	30.21	D	30.23	D
43	I-110 Northbound	Century Blvd On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre- Event	31.50	D	31.68	D

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					Density ¹	LOS ¹	Density ¹	LOS ¹
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	26.66	D	26.78	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	26.25	C	26.70	C
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off- Ramp	Weave	Weekend Pre- Event	29.45	D	29.80	D
47	I-110 Southbound	76th St On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre- Event	28.06	D	31.97	D
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	22.58	C	25.09	C
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	24.07	C	25.95	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	22.39	C	24.36	C
51	I-110 Southbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	29.41	D	33.24	D
52	I-110 Southbound	Century Blvd Off- Ramp to Imperial Hwy Off-Ramp	Basic	Weekend Pre- Event	15.96	B	16.43	B
53	I-110 Southbound	Imperial Hwy Off- Ramp	Diverge	Weekend Pre- Event	21.02	C	21.58	C

NOTES:

¹ Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions.

² LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-78
FREEWAY OFF-RAMP QUEUING ANALYSIS – ADJUSTED BASELINE (WITH MAJOR EVENT AT THE FORUM AND
FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS**

Off-Ramp ¹	Ramp Capacity Threshold ²	Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) No Project Pre-Event Conditions		Adjusted Baseline (with Major Event at The Forum and Football Game at NFL Stadium) Plus Project (Major Event) Pre-Event Conditions	
		95th Percentile Queue (ft.) ₃	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ₃	Queue Exceeds Available Storage ⁴
		Weekend	Weekend	Weekend	Weekend

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I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	1,750	No	2,700	No
I-405 NB Off-Ramp at Century Boulevard	3,600	2,325	No	>4,200	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	1,775	Yes	2,725	Yes
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	973	No	1,168	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	1,675	No	>9,500	Yes
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	3,739	No	5,295	Yes
I-105 EB Off-Ramp at 120th St	3,850	1,119	No	1,154	No
I-110 SB Off-Ramp at Century Boulevard	2,430	978	No	1,954	No
I-110 SB Off-Ramp at Manchester Boulevard	3,215	2,448	No	3,169	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,594	No	1,594	No

NOTES:

¹ Auxiliary lanes are present at each of these off-ramps.

² Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.

³ 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.

⁴ If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Table 3.14-79 displays the specific number of study intersections, individual freeway facilities, and freeway off-ramps that would be significantly impacted by a major event at the Proposed Project for the Adjusted Baseline Plus Project and five overlapping event scenarios presented here. Data is organized by peak hour and increasing numbers of overlapping activities to enable readers to visualize how the number of overlapping events in the study area influences the magnitude of impacts.

TABLE 3.14-79
SUMMARY OF PROPOSED PROJECT (MAJOR EVENT) SIGNIFICANT ROADWAY IMPACTS FOR CONCURRENT SCENARIOS UNDER ADJUSTED BASELINE CONDITIONS

Facility Type	Weekday Pre-Event Peak Hour				Weekday Post-Event Peak Hour				Weekend Pre-Event Peak Hour			
	Range of Analysis Scenarios											
	Proposed Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Proposed Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Proposed Project Alone	Sc. 1 (+ The Forum)	Sc. 2 (+ NFL Football Game)	Sc. 5 (+ The Forum + NFL Football Game)
Intersections	4042	60	48	60	11	45	33	48	26	41	41	43
Freeway Facility Components	6	10	11	12	3	6	8	14	5	9	6	5
Freeway Off-Ramp Queuing	3	4	3	5	Not Applicable				2	4	2	4

NOTE:
Impacts of "Proposed Project" are judged directly against the Adjusted Baseline No Project condition. For all other scenarios, Proposed Project impacts are judged against the given scenario. Values specified in cells refer to the specific number of study intersections, individual freeway facilities, and freeway off-ramps that are significantly impacted for the given scenario and peak hour.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-80
SUMMARY OF NUMBER OF STUDY INTERSECTIONS PROJECTED TO OPERATE AT LOS F FOR MAJOR EVENT CONCURRENT SCENARIOS UNDER ADJUSTED BASELINE CONDITIONS

	Weekday Pre-Event Peak Hour				Weekday Post-Event Peak Hour				Weekend Pre-Event Peak Hour			
	Range of Analysis Scenarios											
	Proposed Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Proposed Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Proposed Project Alone	Sc. 1 (+ The Forum)	Sc. 2 (+ NFL Football Game)	Sc. 5 (+ The Forum + NFL Football Game)
Without Project	5	31	42	55	0	11	10	31	0	7	2	35
With Project	28	63	55	75	9	39	27	44	14	30	28	52

SOURCE: Fehr & Peers, 2019.

Key findings from this table include the following:

- With respect to intersections:
 - Under the applicable scenarios, Proposed Project intersection impacts are more frequent during the weekday pre-event peak hour than during the other two study periods (weekday post-event peak hour and weekend pre-event peak hour) regardless of which background concurrent event condition is being studied.
 - The number of intersections impacted by the Proposed Project increases substantially (from 40 to 60 during the weekday pre-event peak hour, from 11 to 45 during the weekday post-event peak hour, and from 26 to 41 during the weekend pre-event peak hour) when the background concurrent event condition includes an event at The Forum.
 - The number of intersections impacted by the Proposed Project during the weekday pre-event and post-event peak hours is less when the background condition consists of a mid-sized weekday event at the NFL Stadium versus an event at The Forum. This is because the mid-sized event at the NFL Stadium occupies all of its surrounding parking, thereby requiring a greater number of Proposed Project attendees to park remotely and be shuttled to the Proposed Project. ~~As a result, fewer trips are added, and, thereby adding less trips and causing therefore fewer impacts occur~~ in the immediate vicinity of the Project Site and the NFL Stadium.
 - The overall operation of the street system is projected to be substantially worse under each concurrent event scenario than for the Proposed Project alone. One measure of this is the number of study intersections project to operate at LOS F under each scenario, as shown on **Table 3.14-80**.
- With respect to freeway facilities:
 - Proposed Project impacts on freeway segments would be generally more extensive during the weekday pre-event peak hour than during the other two study periods regardless of which background condition is being studied (the exception being the weekday post-event hour with concurrent events at both The Forum and the NFL Stadium).
- With respect to freeway off-ramp queuing:
 - Off-ramp queues longer than the applicable standard would be expected at three off-ramps during the weekday pre-event hour and at two off-ramps during the weekend pre-event hour with the Proposed Project but without events at the other two venues. The estimated queues would be longer with each added concurrent event. Off-ramp queues would be projected to exceed the applicable standard at up to two additional off-ramps depending on the concurrent event.

Cumulative Plus Project (Overlapping Major Events) Conditions

This subsection analyzes the Proposed Project under cumulative conditions assuming one or more overlapping events at the nearby NFL Stadium and The Forum. The same five overlapping major events scenarios analyzed under Adjusted Baseline conditions are also analyzed under cumulative conditions.

Scenario 1 (Major Events at Proposed Project and The Forum)

This scenario is analyzed for the weekday pre-event and post-event peak hours and the weekend pre-event peak hour. Travel characteristics for the Proposed Project under this scenario are consistent with data reported in the Adjusted Baseline Plus Project (Major Event) Conditions subsection.

Table 3.14-81 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Cumulative (with Major Event at The Forum) No Project and Cumulative (with Major Event at The Forum) Plus Project (Major Event) conditions for the three event-related peak hours. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-82 displays the freeway LOS results under Cumulative (with Major Event at The Forum) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in Table 3.14-83, a major event (assuming a concurrent Major Event at The Forum) would cause four freeway off-ramps to experience queuing that exceeds the applicable threshold.

TABLE 3.14-81
INTERSECTION OPERATIONS – CUMULATIVE (WITH MAJOR EVENT AT THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology ¹ 2	Jurisdiction 1	Peak Hour	Cumulative (with Major Event at The Forum) No Project		Cumulative (with Major Event at The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.189	F	1.343	F
				Weekday Post-Event	0.739	C	0.771	C
				Weekend Pre-Event	1.065	F	1.220	F
2	La Brea Ave/Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.833	D	0.848	D
				Weekday Post-Event	0.520	A	0.592	A
				Weekend Pre-Event	0.748	C	0.757	C
3	Hillcrest Blvd/Florence Ave	HCM	Inglewood	Weekday Pre-Event	27.7	C	9.6	A
				Weekday Post-Event	4.7	A	4.9	A
				Weekend Pre-Event	6.9	A	7.5	A
4	Centinela Ave/Florence Ave	HCM	Inglewood	Weekday Pre-Event	105.3	F	112.1	F
				Weekday Post-Event	26.4	C	26.8	C
				Weekend Pre-Event	32.9	C	33.1	C
5	Prairie Ave/Florence Ave	HCM	Inglewood	Weekday Pre-Event	97.9	F	87.8	F
				Weekday Post-Event	24.4	C	30.6	C
				Weekend Pre-Event	30.7	C	89.4	F
6	West Blvd/Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.104	F	1.163	F
				Weekday Post-Event	0.810	D	0.893	D
		CMA	City of Los Angeles	Weekday Pre-Event	0.982	E	1.041	F
				Weekday Post-Event	0.971	E	1.032	F
				Weekday Post-Event	0.658	B	0.746	C

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#	Intersection	Methodology ¹ ₂	Jurisdiction ₁	Peak Hour	Cumulative (with Major Event at The Forum) No Project		Cumulative (with Major Event at The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekend Pre-Event	0.841	D	0.901	E
				Weekday Pre-Event	117.2	F	106.2	F
				Weekday Post-Event	4.1	A	82.5	F
				Weekend Pre-Event	3.6	A	173.0	F
8	Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekday Pre-Event	117.9	F	110.1	F
				Weekday Post-Event	5.3	A	156.5	F
				Weekend Pre-Event	5.3	A	130.2	F
				Weekday Pre-Event	94.5	F	81.5	F
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekday Post-Event	7.5	A	119.2	F
				Weekend Pre-Event	10.6	B	87.4	F
				Weekday Pre-Event	1.296	F	1.389	F
				Weekday Post-Event	0.721	C	0.782	C
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.943	E	1.019	F
				Weekday Pre-Event	1.186	F	1.306	F
				Weekday Post-Event	0.694	B	0.914	E
				Weekend Pre-Event	0.936	E	1.056	F
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	78.2	E	89.1	F
				Weekday Post-Event	10.8	B	95.2	F
				Weekend Pre-Event	80.2	F	97.0	F
				Weekday Pre-Event	46.4	D	38.5	D
12	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Post-Event	8.3	A	104.8	F
				Weekend Pre-Event	51.2	D	44.9	D
				Weekday Pre-Event	190.4	F	171.7	F
				Weekday Post-Event	62.2	E	124.1	F
13	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	134.8	F	214.5	F
				Weekday Pre-Event	56.2	E	60.8	E
				Weekday Post-Event	13.4	B	81.9	F
				Weekend Pre-Event	54.4	D	81.2	F
14	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	1.638	F	1.710	F
				Weekday Post-Event	1.577	F	2.014	F
				Weekend Pre-Event	1.447	F	1.517	F
				Weekday Pre-Event	0.614	B	0.679	B
15	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Post-Event	0.295	A	0.444	A
				Weekend Pre-Event	0.440	A	0.502	A
				Weekday Pre-Event	0.571	A	0.637	B
				Weekday Post-Event	0.384	A	0.554	A
16	Market St/La Brea Ave	ICU	Inglewood	Weekend Pre-Event	0.493	A	0.556	A
				Weekday Pre-Event	43.5	D	38.5	D
				Weekday Post-Event	61.6	E	130.3	F
				Weekend Pre-Event	21.9	C	66.8	F
17	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	14.9	B	13.6	B
				Weekday Post-Event	9.3	A	7.6	A
				Weekend Pre-Event	11.7	B	11.5	B
				Weekday Pre-Event	78.7	E	155.2	F
18	La Cienega	HCM	Inglewood	Weekday Pre-Event	78.7	E	155.2	F

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#	Intersection	Methodology ¹ ₂	Jurisdiction ₁	Peak Hour	Cumulative (with Major Event at The Forum) No Project		Cumulative (with Major Event at The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
22	Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	19.3	B	35.7	D
				Weekend Pre-Event	32.6	C	137.3	F
				Weekday Pre-Event	123.2	F	136.4	F
				Weekday Post-Event	16.2	B	49.8	D
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	119.8	F	164.7	F
				Weekday Pre-Event	66.5	E	140.9	F
				Weekday Post-Event	21.2	C	133.1	F
				Weekend Pre-Event	32.8	C	152.2	F
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	66.1	E	73.6	E
				Weekday Post-Event	9.0	A	257.9	F
				Weekend Pre-Event	37.3	D	116.2	F
				Weekday Pre-Event	153.7	F	160.6	F
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	90.9	F	217.2	F
				Weekend Pre-Event	79.4	E	97.1	F
				Weekday Pre-Event	17.4	B	86.4	F
				Weekday Post-Event	9.7	A	9.2	A
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	14.1	B	15.1	B
				Weekday Pre-Event	10.1	B	17.5	B
				Weekday Post-Event	7.4	A	11.0	B
				Weekend Pre-Event	9.6	A	9.4	A
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	53.6	D	61.3	E
				Weekday Post-Event	143.0	F	254.4	F
				Weekend Pre-Event	23.6	C	26.6	C
				Weekday Pre-Event	17.7	B	106.8	F
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekday Post-Event	98.1	F	97.9	F
				Weekend Pre-Event	9.6	A	55.6	E
				Weekday Pre-Event	0.595	A	0.608	B
				Weekday Post-Event	0.341	A	0.402	A
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekend Pre-Event	0.503	A	0.507	A
				Weekday Pre-Event	0.428	A	0.442	A
				Weekday Post-Event	0.157	A	0.221	A
				Weekend Pre-Event	0.330	A	0.334	A
30	Van Ness Ave/ Hardy St/ 96th St	ICU	Inglewood	Weekday Pre-Event	43.7	D	225.0	F
				Weekday Post-Event	49.3	D	82.2	F
				Weekend Pre-Event	27.1	C	88.2	F
				Weekday Pre-Event	91.1	F	62.5	E
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekday Post-Event	29.0	C	99.2	F
				Weekend Pre-Event	13.2	B	12.2	B
				Weekday Pre-Event	28.4	C	179.8	F
				Weekday Post-Event	9.9	A	68.5	F
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekend Pre-Event	15.0	B	17.4	B
				Weekday Pre-Event	76.5	E	249.1	F
				Weekday Post-Event	9.9	A	68.5	F
				Weekend Pre-Event	15.0	B	17.4	B
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekday Pre-Event	15.0	B	17.4	B
				Weekday Post-Event	9.9	A	68.5	F
				Weekend Pre-Event	15.0	B	17.4	B
				Weekday Pre-Event	76.5	E	249.1	F
34	La Cienega	HCM	Inglewood/	Weekday Pre-Event	76.5	E	249.1	F
				Weekday Post-Event	9.9	A	68.5	F
				Weekend Pre-Event	15.0	B	17.4	B
				Weekday Pre-Event	76.5	E	249.1	F

3. Environmental Impacts, Settings, and Mitigation Measures
 3.14 Transportation and Circulation

#	Intersection	Methodology ¹ 2	Jurisdiction 1	Peak Hour	Cumulative (with Major Event at The Forum) No Project		Cumulative (with Major Event at The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
	Blvd/ Century Blvd		City of Los Angeles/ County of Los Angeles	Weekday Post-Event	49.1	D	135.5	F
				Weekend Pre-Event	33.5	C	118.0	F
35	NB 405 On/Off- Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekday Pre-Event	100.5	F	183.6	F
				Weekday Post-Event	28.0	C	32.0	C
				Weekend Pre-Event	17.1	B	124.9	F
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	37.3	D	62.4	E
				Weekday Post-Event	111.0	F	126.8	F
				Weekend Pre-Event	15.5	B	29.4	C
				Weekday Pre-Event	130.1	F	203.1	F
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	28.1	C	151.1	F
				Weekend Pre-Event	35.7	D	127.0	F
				Weekday Pre-Event	167.2	F	194.9	F
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	8.3	A	95.8	F
				Weekend Pre-Event	10.8	B	144.5	F
				Weekday Pre-Event	81.1	F	113.8	F
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	12.2	B	108.7	F
				Weekend Pre-Event	10.7	B	73.0	E
				Weekday Pre-Event	85.6	F	136.8	F
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Post-Event	36.5	D	180.6	F
				Weekend Pre-Event	52.5	D	104.3	F
				Weekday Pre-Event	66.8	E	96.2	F
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	7.3	A	97.5	F
				Weekend Pre-Event	7.7	A	14.3	B
				Weekday Pre-Event	23.7	C	39.1	D
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	9.3	A	119.0	F
				Weekend Pre-Event	9.5	A	11.4	B
				Weekday Pre-Event	124.7	F	189.6	F
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	96.4	F	188.8	F
				Weekend Pre-Event	71.0	E	94.4	F
				Weekday Pre-Event	59.0	E	117.5	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	16.4	B	147.7	F
				Weekend Pre-Event	49.4	D	82.1	F
				Weekday Pre-Event	71.3	E	109.2	F
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	16.1	B	135.5	F
				Weekend Pre-Event	33.2	C	75.4	E
				Weekday Pre-Event	91.7	F	119.3	F
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekday Post-Event	16.8	B	107.2	F
				Weekend Pre-Event	30.7	C	105.3	F
				Weekday Pre-Event	78.7	E	118.8	F
47	11th Ave/ Village Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	19.4	B	81.5	F
				Weekend Pre-Event	42.1	D	87.3	F
				Weekday Pre-Event	133.8	F	220.4	F
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekday Post-Event	68.0	E	93.8	F

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#	Intersection	Methodology ¹ ₂	Jurisdiction ₁	Peak Hour	Cumulative (with Major Event at The Forum) No Project		Cumulative (with Major Event at The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
49	5th Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	89.8	F	182.3	F
				Weekday Pre-Event	30.9	C	144.5	F
				Weekday Post-Event	12.7	B	17.9	B
50	Van Ness Ave/ Century Blvd	ICU	Inglewood/Lo s Angeles County	Weekday Pre-Event	0.845	D	0.957	E
				Weekday Post-Event	0.603	B	0.844	D
		CMA	City of Los Angeles	Weekend Pre-Event	0.745	C	0.869	D
				Weekday Pre-Event	0.695	B	0.813	D
				Weekday Post-Event	0.435	A	0.693	B
51	Gramercy Pl/ Century Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.589	A	0.719	C
				Weekday Pre-Event	0.460	A	0.575	A
		CMA	City of Los Angeles	Weekday Post-Event	0.437	A	0.645	B
				Weekend Pre-Event	0.437	A	0.543	A
				Weekday Pre-Event	0.284	A	0.407	A
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.259	A	0.481	A
				Weekend Pre-Event	0.259	A	0.371	A
				Weekday Pre-Event	0.916	E	1.120	F
53	La Cienega Blvd/ SB 405 On/Off- Ramps (s/o Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekday Post-Event	0.642	B	0.965	E
				Weekend Pre-Event	0.788	C	0.991	E
				Weekday Pre-Event	26.1	C	147.8	F
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekday Post-Event	12.2	B	12.4	B
				Weekend Pre-Event	11.9	B	37.4	D
				Weekday Pre-Event	104.5	F	182.6	F
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Post-Event	15.5	B	***	F
				Weekend Pre-Event	78.5	E	69.2	F
				Weekday Pre-Event	6.9	A	7.7	A
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Post-Event	5.6	A	9.4	A
				Weekend Pre-Event	7.1	A	7.9	A
				Weekday Pre-Event	16.7	C	58.9	F
57	La Cienega Blvd/ 104th St	HCM	Los Angeles County/City of Los Angeles	Weekend Pre-Event	13.5	B	21.0	C
				Weekday Pre-Event	18.8	B	121.0	F
				Weekday Post-Event	7.3	A	7.1	A
58	Inglewood Ave/ 104th St	HCM	Los Angeles County	Weekend Pre-Event	5.4	A	25.3	C
				Weekday Pre-Event	21.5	C	27.1	C
				Weekday Post-Event	8.1	A	9.3	A
59	Hawthorne Blvd/ 104th St	HCM	Inglewood/Lo s Angeles County	Weekend Pre-Event	15.1	B	14.7	B
				Weekday Pre-Event	25.9	C	91.0	F
				Weekday Post-Event	16.3	B	101.2	F
60	Prairie Ave/104th St	HCM	Inglewood	Weekend Pre-Event	23.8	C	82.9	F
				Weekday Pre-Event	190.4	F	232.7	F
				Weekday Post-Event	13.0	B	***	F

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#	Intersection	Methodology ¹ ₂	Jurisdiction ₁	Peak Hour	Cumulative (with Major Event at The Forum) No Project		Cumulative (with Major Event at The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekend Pre-Event	147.6	F	180.6	F
				Weekday Pre-Event	76.8	F	140.7	F
				Weekday Post-Event	6.9	A	108.8	F
				Weekend Pre-Event	7.7	A	10.2	B
62	Yukon Ave/104th St	HCM	Inglewood	Weekday Pre-Event	24.1	C	45.5	D
				Weekday Post-Event	9.3	A	12.5	B
				Weekend Pre-Event	13.6	B	21.3	C
63	Crenshaw Blvd/104th St	HCM	Inglewood	Weekday Pre-Event	105.2	F	132.0	F
				Weekday Post-Event	13.5	B	25.0	C
				Weekend Pre-Event	58.8	E	140.2	F
64	Van Ness Ave/104th St	ICU	Inglewood/Los Angeles County	Weekday Pre-Event	0.544	A	0.562	A
				Weekday Post-Event	0.308	A	0.334	A
				Weekend Pre-Event	0.447	A	0.460	A
65	Hawthorne Blvd/Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.749	C	0.769	C
				Weekday Post-Event	0.494	A	0.686	B
				Weekend Pre-Event	0.660	B	0.676	B
66	Freeman Ave/Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	12.4	B	211.8	F
				Weekday Post-Event	7.4	A	120.4	F
				Weekend Pre-Event	10.7	B	178.1	F
67	Prairie Ave/Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	47.0	D	80.3	F
				Weekday Post-Event	67.6	E	201.4	F
				Weekend Pre-Event	38.0	D	56.8	E
68	Prairie Ave/108th St	HCM	Inglewood	Weekday Pre-Event	128.8	F	166.7	F
				Weekday Post-Event	19.4	B	82.8	F
				Weekend Pre-Event	109.3	F	118.3	F
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Pre-Event	10.7	B	12.4	B
				Weekday Post-Event	6.9	A	9.3	A
				Weekend Pre-Event	9.6	A	11.8	B
70	Crenshaw Blvd/109th St	ICU	Inglewood	Weekday Pre-Event	0.584	A	0.750	C
				Weekday Post-Event	0.445	A	0.630	B
				Weekend Pre-Event	0.507	A	0.675	B
71	Hawthorne Blvd/111th St	ICU	Hawthorne/Los Angeles County	Weekday Pre-Event	0.752	C	0.811	D
				Weekday Post-Event	0.426	A	0.599	A
				Weekend Pre-Event	0.622	B	0.699	B
72	Prairie Ave/111th St	HCM	Inglewood	Weekday Pre-Event	88.5	F	112.5	F
				Weekday Post-Event	116.0	F	91.5	F
				Weekend Pre-Event	77.7	E	80.3	F
73	Yukon Ave/111th St	HCM	Inglewood	Weekday Pre-Event	9.9	A	9.5	A
				Weekday Post-Event	6.7	A	8.0	A
				Weekend Pre-Event	9.2	A	9.4	A
74	Hawthorne Blvd/WB 105 Off-Ramp	ICU	Hawthorne	Weekday Pre-Event	0.748	C	0.860	D
				Weekday Post-Event	0.488	A	0.661	B
				Weekend Pre-Event	0.634	B	0.745	C
75	Prairie Ave/	HCM	Inglewood/	Weekday Pre-Event	209.9	F	250.0	F

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#	Intersection	Methodology ¹ ₂	Jurisdiction ₁	Peak Hour	Cumulative (with Major Event at The Forum) No Project		Cumulative (with Major Event at The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
76	112th St/ 105 On-Ramps	ICU	Caltrans	Weekday Post-Event	56.3	E	59.0	E
				Weekend Pre-Event	161.8	F	201.7	F
				Weekday Pre-Event	0.844	D	0.848	D
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Post-Event	0.453	A	0.485	A
				Weekend Pre-Event	0.660	B	0.664	B
				Weekday Pre-Event	70.0	E	117.7	F
77	Freeman Ave/ EB 105 On- Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Post-Event	69.6	E	72.7	E
				Weekend Pre-Event	19.2	B	20.3	C
				Weekday Pre-Event	167.9	F	243.0	F
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	58.3	E	78.5	E
				Weekend Pre-Event	48.5	D	76.8	E
				Weekday Pre-Event	102.7	F	158.3	F
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	11.5	B	68.1	E
				Weekend Pre-Event	14.5	B	97.1	F
				Weekday Pre-Event	76.6	E	189.9	F
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Post-Event	7.5	A	17.2	B
				Weekend Pre-Event	10.1	B	27.6	C
				Weekday Pre-Event	0.994	E	1.144	F
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Post-Event	0.622	B	0.680	D
				Weekend Pre-Event	0.916	E	1.067	F
				Weekday Pre-Event	48.7	D	225.0	F
82	Prairie Ave/118th St	HCM	Hawthorne	Weekday Post-Event	9.9	A	11.6	B
				Weekend Pre-Event	17.6	B	18.5	B
				Weekday Pre-Event	0.896	D	1.062	F
83	Crenshaw Blvd/ WB 105 Off- Ramp/ 118th PI	ICU	Hawthorne/ Caltrans	Weekday Post-Event	0.732	C	0.820	E
				Weekend Pre-Event	0.878	D	1.050	F
				Weekday Pre-Event	53.2	D	83.6	F
84	Prairie Ave/120th St	HCM	Hawthorne	Weekday Post-Event	19.3	B	18.8	B
				Weekend Pre-Event	25.4	C	24.1	C
				Weekday Pre-Event	0.787	C	0.833	D
85	EB 105 On/Off- Ramp/ 120th St	ICU	Hawthorne	Weekday Post-Event	0.761	C	0.991	E
				Weekend Pre-Event	0.882	D	0.929	E
				Weekday Pre-Event	0.831	D	0.954	E
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekday Post-Event	0.897	D	1.341	F
				Weekend Pre-Event	0.876	D	1.000	E
				Weekday Pre-Event	0.440	A	0.451	A
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Post-Event	0.310	A	0.329	A
				Weekend Pre-Event	0.372	A	0.375	A
				Weekday Pre-Event	0.262	A	0.274	A
		CMA	City of Los Angeles	Weekday Post-Event	0.119	A	0.139	A
				Weekend Pre-Event	0.188	A	0.191	A
				Weekday Pre-Event	0.841	D	0.855	D
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekday Post-Event	0.464	A	0.513	A
				Weekend Pre-Event	0.704	C	0.717	C

#	Intersection	Methodology ¹ ₂	Jurisdiction ₁	Peak Hour	Cumulative (with Major Event at The Forum) No Project		Cumulative (with Major Event at The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	37.3	D	103.4	F
				Weekday Post-Event	12.0	B	143.4	F
				Weekend Pre-Event	20.2	C	67.7	E
90	Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekday Pre-Event	30.9	C	21.4	C
				Weekday Post-Event	177.1	F	190.6	F
				Weekend Pre-Event	17.7	B	34.7	C
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekday Pre-Event	1.086	F	1.259	F
				Weekday Post-Event	0.784	C	1.071	F
				Weekend Pre-Event	0.932	E	1.102	F
92	Vermont Ave/ Century Ave	ICU	Los Angeles County	Weekday Pre-Event	0.872	D	0.970	E
				Weekday Post-Event	0.650	B	0.842	D
				Weekend Pre-Event	0.801	D	0.901	E
93	Hoover St/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.797	C	0.911	E
				Weekday Post-Event	0.539	A	0.762	C
				Weekend Pre-Event	0.714	C	0.831	D
94	Figueroa St/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.585	A	0.653	B
				Weekday Post-Event	0.383	A	0.561	A
				Weekend Pre-Event	0.537	A	0.619	B
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.791	C	0.865	D
				Weekday Post-Event	0.496	A	0.658	B
				Weekend Pre-Event	0.706	C	0.793	C
96	Olive St/ 110 NB On- Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.524	A	0.638	B
				Weekday Post-Event	0.372	A	0.494	A
				Weekend Pre-Event	0.449	A	0.563	A
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.545	A	0.574	A
				Weekday Post-Event	0.395	A	0.562	A
				Weekend Pre-Event	0.525	A	0.553	A
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.392	F	1.536	F
				Weekday Post-Event	1.141	F	1.406	F
				Weekend Pre-Event	1.198	F	1.340	F
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.279	F	1.433	F
				Weekday Post-Event	1.010	F	1.293	F
				Weekend Pre-Event	1.070	F	1.222	F
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.341	F	1.508	F
				Weekday Post-Event	1.143	F	1.409	F
				Weekend Pre-Event	1.159	F	1.323	F
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.891	D	0.963	E
				Weekday Post-Event	0.759	C	0.896	D
				Weekend Pre-Event	0.739	C	0.823	D
102	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.003	F	1.096	F
				Weekday Post-Event	0.852	D	1.002	F
				Weekend Pre-Event	0.768	C	0.859	D
103	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.870	D	0.955	E
				Weekday Post-Event	0.752	C	0.889	D

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#	Intersection	Methodology ¹ 2	Jurisdiction 1	Peak Hour	Cumulative (with Major Event at The Forum) No Project		Cumulative (with Major Event at The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.727	C	0.810	D
				Weekday Pre-Event	1.037	F	1.131	F
				Weekday Post-Event	1.039	F	1.150	F
				Weekend Pre-Event	0.858	D	0.949	E
103	110 SB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.839	D	0.962	E
				Weekday Post-Event	0.908	E	1.027	F
				Weekend Pre-Event	0.596	A	0.745	C
104	110 NB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.657	B	0.661	B
				Weekday Post-Event	0.819	D	1.151	F
				Weekend Pre-Event	0.634	B	0.639	B
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event	1.156	F	1.300	F
				Weekday Post-Event	0.991	E	1.098	F
				Weekend Pre-Event	0.922	E	1.057	F
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.912	E	0.933	E
				Weekday Post-Event	0.621	B	0.697	B
				Weekend Pre-Event	0.796	C	0.816	D
107	La Brea Ave/ Centinel Ave	ICU	Inglewood	Weekday Pre-Event	0.960	E	0.972	E
				Weekday Post-Event	0.525	A	0.573	A
				Weekend Pre-Event	0.810	D	0.824	D
108	La Cienega Blvd/ Centinel Ave	ICU	Inglewood	Weekday Pre-Event	1.041	F	1.060	F
				Weekday Post-Event	0.674	B	0.684	B
				Weekend Pre-Event	1.042	F	1.062	F
		CMA	City of Los Angeles	Weekday Pre-Event	0.995	E	1.040	F
				Weekday Post-Event	0.569	A	0.579	A
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekend Pre-Event	0.996	E	1.043	F
				Weekday Pre-Event	0.755	C	0.771	C
				Weekday Post-Event	0.491	A	0.511	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.691	B	0.707	C
				Weekday Pre-Event	0.587	A	0.603	B
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekday Post-Event	0.313	A	0.334	A
				Weekend Pre-Event	0.521	A	0.538	A
				Weekday Pre-Event	0.928	E	0.935	E
				Weekend Pre-Event	0.771	C	0.778	C
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	0.975	E	0.977	E
				Weekday Post-Event	0.651	B	0.671	B
				Weekend Pre-Event	0.934	E	0.937	E
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	1.151	F	1.158	F
				Weekday Post-Event	0.589	A	0.589	A
				Weekend Pre-Event	0.881	D	0.887	D
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.045	F	1.162	F
				Weekday Post-Event	0.614	B	0.723	C
				Weekend Pre-Event	0.801	D	0.916	E
114	Manchester	ICU	Inglewood	Weekday Pre-Event	1.108	F	1.201	F

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					V/C or Delay	LOS	V/C or Delay	LOS
115	Blvd/ Ash St/I-405 NB Off-Ramp	HCM	Inglewood	Weekday Post-Event	0.666	B	0.791	C
				Weekend Pre-Event	0.929	E	1.023	F
				Weekday Pre-Event			N/A	N/A
				Weekday Post-Event	Does Not Exist		96.8	F
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekend Pre-Event			N/A	N/A
				Weekday Pre-Event			109.5	F
				Weekday Post-Event	Does Not Exist		N/A	N/A
				Weekend Pre-Event			58.7	E

NOTES:

- Shaded cells represent significant impacts.
 - ¹ Analysis methods vary by jurisdiction (refer to previous pages for description).
 - ² Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
 - ³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.
- *** Represents over-saturated conditions (i.e., average delay exceeds five minutes. Per the HCM, delay estimates in over-saturated conditions are unreliable.
 N/A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-82
FREWAY OPERATIONS – CUMULATIVE (WITH MAJOR EVENT AT THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday Pre-Event	26.15	C	27.07	C
				Weekday Post-Event	21.36	C	21.74	C
				Weekend Pre-Event	25.56	C	26.64	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday Pre-Event	22.14	C	23.81	C
				Weekday Post-Event	16.72	B	17.05	B
				Weekend Pre-Event	21.99	C	23.57	C
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On- Ramp	Basic	Weekday Pre-Event	20.87	C	24.45	C
				Weekday Post-Event	13.48	B	13.76	B
				Weekend Pre-Event	19.02	C	21.32	C
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekday Pre-Event	14.97	B	17.29	B
				Weekday Post-Event	9.43	A	9.62	A
				Weekend Pre-Event	13.15	B	14.68	B
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekday Pre-Event	19.80	B	21.83	C
				Weekday Post-Event	14.12	B	14.28	B
				Weekend Pre-Event	17.73	B	19.07	B
6	I-405	Century Blvd	Diverge	Weekday Pre-Event	16.42	B	18.74	C

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project		
					Density ¹	LOS ¹	Density ¹	LOS ¹	
7	Northbound	Off-Ramp	Basic	Weekday Post-Event	10.29	A	10.47	A	
				Weekend Pre-Event	14.26	B	15.79	B	
	I-405 Northbound	Century Blvd Off-Ramp to Century Blvd On-Ramp		Weekday Pre-Event	14.12	B	14.50	B	
				Weekday Post-Event	6.24	A	6.28	A	
	8	I-405 Northbound		Century Blvd On-Ramp	Weekend Pre-Event	12.76	B	12.91	B
					Weekday Pre-Event	20.74	C	21.14	C
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weekday Post-Event	13.20	B	13.66	B		
			Weekend Pre-Event	18.83	C	19.00	C		
			Weekday Pre-Event	21.36	C	21.83	C		
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Weekday Post-Event	22.37	C	-	F		
			Weekend Pre-Event	19.23	B	19.57	B		
			Weekday Pre-Event	-	F	-	F		
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Weekday Post-Event	-	F	-	F		
			Weekend Pre-Event	-	F	-	F		
			Weekday Pre-Event	34.50	D	34.93	D		
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weekday Post-Event	24.01	C	26.84	D		
			Weekend Pre-Event	28.03	D	28.24	D		
			Weekday Pre-Event	37.93	E	38.34	E		
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weekday Post-Event	27.93	C	37.09	E		
			Weekend Pre-Event	31.73	D	31.99	D		
			Weekday Pre-Event	-	F	-	F		
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Weekday Post-Event	18.03	B	18.73	B		
			Weekend Pre-Event	-	F	-	F		
			Weekday Pre-Event	-	F	-	F		
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off- Ramp	Weekday Post-Event	24.39	C	24.40	C		
			Weekend Pre-Event	-	F	-	F		
			Weekday Pre-Event	-	F	-	F		
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Century Blvd.)	Weekday Post-Event	18.30	C	21.54	C		
			Weekend Pre-Event	12.39	B	12.40	B		
			Weekday Pre-Event	16.73	B	20.39	C		
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o Century Blvd)	Weekday Post-Event	6.81	A	8.86	A		
			Weekend Pre-Event	4.62	A	4.64	A		
			Weekday Pre-Event	7.57	A	10.08	A		
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weekday Post-Event	10.23	B	12.34	B		
			Weekend Pre-Event	9.92	A	14.07	B		
			Weekday Pre-Event	10.00	A	12.41	B		
19	I-405 Southbound	La Cienega Blvd On-Ramp	Weekday Post-Event	8.99	A	9.28	A		
			Weekday Pre-Event	13.15	B	19.16	B		

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
		(s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)		Weekend Pre-Event	10.54	B	11.55	B
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Pre-Event	9.90	A	10.17	A
				Weekday Post-Event	16.08	B	22.57	C
				Weekend Pre-Event	12.84	B	13.10	B
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	13.11	B	13.22	B
				Weekday Post-Event	19.02	C	21.52	C
				Weekend Pre-Event	19.90	C	20.00	C
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday Pre-Event	-	F ²	-	F
				Weekday Post-Event	15.21	B	16.72	B
				Weekend Pre-Event	15.86	B	15.96	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday Pre-Event	-	F ²	-	F
				Weekday Post-Event	17.22	B	19.20	B
				Weekend Pre-Event	15.95	B	16.04	B
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekday Pre-Event	18.68	C	19.37	C
				Weekday Post-Event	18.50	C	19.64	C
				Weekend Pre-Event	18.66	C	20.17	C
25	I-105 Eastbound	Prairie Ave Off-Ramp	Diverge	Weekday Pre-Event	-	F ²	-	F
				Weekday Post-Event	25.01	C	26.42	C
				Weekend Pre-Event	26.25	C	29.04	D
26	I-105 Eastbound	Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	16.12	B	16.69	B
				Weekday Post-Event	15.78	B	17.00	B
				Weekend Pre-Event	13.13	B	13.73	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekday Pre-Event	-	F ²	-	F
				Weekday Post-Event	26.50	C	-	F
				Weekend Pre-Event	-	F ²	-	F
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post-Event	22.37	C	31.54	D
				Weekend Pre-Event	-	F ²	-	F
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekday Pre-Event	18.70	C	19.62	C
				Weekday Post-Event	20.55	C	30.58	D
				Weekend Pre-Event	15.97	B	16.96	B
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	25.36	C	26.11	C
				Weekday Post-Event	25.36	C	32.34	D
				Weekend Pre-Event	22.89	C	23.70	C
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday Pre-Event	22.03	C	22.97	C
				Weekday Post-Event	23.10	C	34.76	D
				Weekend Pre-Event	19.15	C	20.16	C
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday Pre-Event	24.47	C	31.94	D
				Weekday Post-Event	18.04	B	18.53	B
				Weekend Pre-Event	24.14	C	32.37	D
33	I-105 Westbound	Between Normandie Ave	Basic	Weekday Pre-Event	27.18	D	43.77	E
				Weekday Post-Event	18.62	C	19.24	C

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
		and Van Ness Ave Overcrossings		Weekend Pre-Event	24.47	C	40.44	E
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday Pre-Event	27.18	D	43.77	E
				Weekday Post-Event	18.62	C	19.24	C
				Weekend Pre-Event	24.47	C	40.44	E
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday Pre-Event	25.53	C	37.45	E
				Weekday Post-Event	18.24	C	18.63	C
				Weekend Pre-Event	22.76	C	35.29	E
36	I-105 Westbound	Crenshaw Blvd NB Loop On- Ramp	Merge	Weekday Pre-Event	22.28	C	29.18	D
				Weekday Post-Event	15.05	B	15.50	B
				Weekend Pre-Event	19.15	C	26.53	D
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	20.12	C	24.88	C
				Weekday Post-Event	14.69	B	15.17	B
				Weekend Pre-Event	18.27	B	23.88	C
38	I-105 Westbound	Prairie/Hawthorne Ave Off- Ramp	Diverge	Weekday Pre-Event	29.85	D	40.43	E
				Weekday Post-Event	19.83	C	20.35	C
				Weekend Pre-Event	27.27	D	38.54	E
39	I-105 Westbound	Prairie/Hawthorne Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	26.11	D	28.82	D
				Weekday Post-Event	19.65	C	20.11	C
				Weekend Pre-Event	25.44	C	27.75	D
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	-	F	-	F
				Weekend Pre-Event	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday Pre-Event	22.88	C	23.01	C
				Weekday Post-Event	18.94	C	20.59	C
				Weekend Pre-Event	23.39	C	23.59	C
42	I-110 Northbound	101st St On- Ramp to n/o Century Blvd On-Ramp	Basic	Weekday Pre-Event	30.08	D	30.30	D
				Weekday Post-Event	23.96	C	26.35	D
				Weekend Pre-Event	30.96	D	31.32	D
43	I-110 Northbound	Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	32.03	D	32.69	D
				Weekday Post-Event	27.44	C	33.50	D
				Weekend Pre-Event	32.76	D	33.54	D
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	25.79	C	26.25	D
				Weekday Post-Event	21.36	C	25.50	C
				Weekend Pre-Event	26.81	D	27.41	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	27.86	C	28.51	D
				Weekday Post-Event	30.53	D	-	F
				Weekend Pre-Event	27.36	C	28.11	D
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off- Ramp	Weave	Weekday Pre-Event	29.41	D	30.06	D
				Weekday Post-Event	28.78	D	35.84	E
				Weekend Pre-Event	30.38	D	31.17	D
47	I-110 Southbound	76th St On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	25.26	C	30.32	D
				Weekday Post-Event	25.21	C	25.67	C
				Weekend Pre-Event	28.32	D	33.95	D
48	I-110	Manchester	Basic	Weekday Pre-Event	20.29	C	23.50	C

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
	Southbound	Blvd Off-Ramp to WB Manchester Blvd On-Ramp		Weekday Post-Event	22.42	C	22.57	C
				Weekend Pre-Event	23.70	C	28.60	D
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	22.07	C	24.61	C
				Weekday Post-Event	23.09	C	23.21	C
				Weekend Pre-Event	25.04	C	28.35	D
				Weekday Pre-Event	24.60	C	27.61	D
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday Post-Event	26.65	D	26.79	D
				Weekend Pre-Event	23.34	C	27.10	D
51	I-110 Southbound	Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	31.44	D	35.61	E
				Weekday Post-Event	32.14	D	32.41	D
				Weekend Pre-Event	30.33	D	35.11	E
52	I-110 Southbound	Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Pre-Event	17.71	B	18.89	C
				Weekday Post-Event	19.78	C	19.79	C
				Weekend Pre-Event	16.71	B	18.59	C
				Weekday Pre-Event	24.95	C	24.40	C
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday Post-Event	20.20	C	20.22	C
				Weekend Pre-Event	21.89	C	24.17	C

NOTES:

¹ Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions.
² LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-83
 FREEWAY OFF-RAMP QUEUING ANALYSIS – CUMULATIVE (WITH MAJOR EVENT AT THE FORUM) PLUS
 PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS**

Off-Ramp ¹	Ramp Capacity Threshold ²	Cumulative (with Major Event at The Forum) No Project Pre-Event Conditions				Cumulative (with Major Event at The Forum) Plus Project (Major Event) Pre-Event Conditions			
		95th Percentile Queue (ft.) ³		Queue Exceeds Available Storage ⁴		95th Percentile Queue (ft.) ³		Queue Exceeds Available Storage ⁴	
		Week- day	Week- end	Week- day	Week- end	Week- day	Week- end	Week- day	Week- end
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	1,675	1,825	No	No	2,075	800	No	No
I-405 NB Off-Ramp at Century Boulevard	3,600	3,650	3,350	Yes	No	>4,200	>4,200	Yes	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	1,700	1,850	Yes	Yes	2,100	1,525	Yes	Yes
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	1,288	1,053	No	No	2,072	1,666	No	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	8,575	4,525	No	No	>9,500	>9,500	Yes	Yes

I-105 WB Off-Ramp at Crenshaw Avenue	4,065	4,459	3,912	Yes	No	6,755	6,240	Yes	Yes
I-105 EB Off-Ramp at 120th St	3,850	855	1,451	No	No	914	1,494	No	No
I-110 SB Off-Ramp at Century Boulevard	2,430	1,227	1,105	No	No	2,189	1,915	No	No
I-110 SB Off-Ramp at Manchester Boulevard	3,215	2,230	1,838	No	No	3,097	2,785	No	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,957	2,033	No	No	1,957	2,033	No	No

NOTES:

- ¹ Auxiliary lanes are present at each of these off-ramps.
- ² Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp terminus intersection is also included.
- ³ 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.
- ⁴ If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Scenario 2 (Major Event at Proposed Project and Football Game at NFL Stadium)

This scenario consists of a 70,240-person NFL football game at the NFL Stadium that begins on a weekend at 1:25 p.m. and ends at about 4:30 p.m., overlapping with a Major Event at Proposed Project (18,500-person concert that begins at 7 p.m.). This scenario is studied for the 6 to 7 p.m. peak hour, which represents the combined peak hour of travel associated with attendees departing the football game and arriving to the concert.

Table 3.14-84 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Adjusted Baseline (with Football Game at NFL Stadium) No Project and Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event) conditions. As shown in the table, the project would cause a number of intersections to have degraded operations, many of which are considered significant.

**TABLE 3.14-84
INTERSECTION OPERATIONS – CUMULATIVE (WITH FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT
(MAJOR EVENT) CONDITIONS**

#	Intersection	Methodology _{1,2}	Jurisdiction ₁	Peak Hour	Cumulative (Football Game at NFL Stadium) No Project		Cumulative (Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.994	E	1.075	F
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.749	C	0.758	C
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	6.7	A	72.0	E

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#	Intersection	Methodology _{1,2}	Jurisdiction ₁	Peak Hour	Cumulative (Football Game at NFL Stadium) No Project		Cumulative (Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
4	Centinel Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	32.4	C	32.9	C
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	27.1	C	87.4	F
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.947	E	0.963	E
		CMA	City of Los Angeles	Weekend Pre-Event	0.803	D	0.842	D
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekend Pre-Event	4.1	A	86.5	F
8	Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekend Pre-Event	5.0	A	91.5	F
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekend Pre-Event	8.4	A	126.8	F
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.967	E	0.992	E
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.853	D	0.896	D
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	14.1	B	69.4	E
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	12.6	B	52.7	D
14	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	126.2	F	163.5	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	29.2	C	97.7	F
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.375	F	1.495	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekend Pre-Event	0.437	A	0.479	A
18	Market St/La Brea Ave	ICU	Inglewood	Weekend Pre-Event	0.466	A	0.513	A
19	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	30.9	C	155.0	F
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	9.6	A	63.3	E
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	28.7	C	115.1	F
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	48.0	D	115.8	F
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	29.2	C	186.9	F
24	Myrtle Ave/	HCM	Inglewood	Weekend Pre-Event	10.5	B	189.5	F

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#	Intersection	Methodology _{1,2}	Jurisdiction ₁	Peak Hour	Cumulative (Football Game at NFL Stadium) No Project		Cumulative (Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
25	Arbor Vitae St Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	24.9	C	110.8	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	14.1	B	167.6	F
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	9.8	A	207.7	F
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	25.8	C	163.6	F
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekend Pre-Event	9.0	A	95.3	F
30	Van Ness Ave/ Hardy St/ 96th St	ICU	Inglewood	Weekend Pre-Event	0.507	A	0.512	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.334	A	0.339	A
31	La Cienega Blvd/ SB 405 On/Off-Ramps (n/o Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekend Pre-Event	29.5	C	283.4	F
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekend Pre-Event	10.6	B	39.8	D
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekend Pre-Event	14.9	B	173.8	F
34	La Cienega Blvd/ Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekend Pre-Event	34.5	C	213.8	F
35	NB 405 On/Off-Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekend Pre-Event	16.1	B	218.6	F
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	16.2	B	180.2	F
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	35.2	D	**	F
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	10.4	B	298.2	F
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	8.4	A	195.5	F
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	48.4	D	229.6	F
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	10.1	B	162.6	F
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	13.3	B	48.8	D
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	102.3	F	161.9	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	62.6	E	103.5	F

3. Environmental Impacts, Settings, and Mitigation Measures
 3.14 Transportation and Circulation

#	Intersection	Methodology _{1,2}	Jurisdiction ₁	Peak Hour	Cumulative (Football Game at NFL Stadium) No Project		Cumulative (Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	55.8	E	147.1	F
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	66.0	E	151.7	F
47	11th Ave/ Village Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	77.1	E	123.6	F
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	103.0	F	227.3	F
49	5th Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	16.5	B	157.1	F
50	Van Ness Ave/ Century Blvd	ICU	Inglewood/Los Angeles County	Weekend Pre-Event	0.765	C	0.886	D
		CMA	City of Los Angeles	Weekend Pre-Event	0.611	B	0.738	C
51	Gramercy Pl/ Century Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.457	A	0.526	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.280	A	0.354	A
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.784	C	0.971	E
53	La Cienega Blvd/ SB 405 On/Off-Ramps (s/o Century)	HCM	Inglewood/Los Angeles County/Caltrans/City of Los Angeles	Weekend Pre-Event	12.4	B	168.7	F
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekend Pre-Event	19.2	B	87.7	F
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	7.2	A	6.5	A
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	15.9	C	162.3	F
57	La Cienega Blvd/ 104th St	HCM	Los Angeles County/City of Los Angeles	Weekend Pre-Event	6.1	A	116.1	F
58	Inglewood Ave/ 104th St	HCM	Los Angeles County	Weekend Pre-Event	14.9	B	169.8	F
59	Hawthorne Blvd/ 104th St	HCM	Inglewood/Los Angeles County	Weekend Pre-Event	23.0	C	222.7	F
60	Prairie Ave/104th St	HCM	Inglewood	Weekend Pre-Event	34.7	C	203.2	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekend Pre-Event	7.9	A	338.4	F
62	Yukon Ave/104th St	HCM	Inglewood	Weekend Pre-Event	14.3	B	293.5	F
63	Crenshaw Blvd/ 104th St	HCM	Inglewood	Weekend Pre-Event	37.7	D	153.6	F
64	Van Ness Ave/ 104th St	ICU	Inglewood/Los Angeles	Weekend Pre-Event	0.447	A	0.459	A

3. Environmental Impacts, Settings, and Mitigation Measures
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#	Intersection	Methodology _{1,2}	Jurisdiction ₁	Peak Hour	Cumulative (Football Game at NFL Stadium) No Project		Cumulative (Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
County								
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.713	C	0.722	C
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekend Pre-Event	58.2	E	158.2	F
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekend Pre-Event	115.0	F	56.4	E
68	Prairie Ave/108th St	HCM	Inglewood	Weekend Pre-Event	25.2	C	117.6	F
69	Yukon Ave/108th St	HCM	Inglewood	Weekend Pre-Event	10.1	B	63.6	E
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekend Pre-Event	0.550	A	0.597	A
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekend Pre-Event	0.628	B	0.640	B
72	Prairie Ave/111th St	HCM	Inglewood	Weekend Pre-Event	119.6	F	60.2	E
73	Yukon Ave/111th St	HCM	Inglewood	Weekend Pre-Event	9.1	A	17.7	B
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	Weekend Pre-Event	0.636	B	0.675	B
75	Prairie Ave/ 112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekend Pre-Event	59.5	E	150.9	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekend Pre-Event	0.659	B	0.664	B
77	Freeman Ave/ EB 105 On-Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekend Pre-Event	20.9	C	21.0	C
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	45.1	D	59.7	E
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	14.0	B	17.6	B
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekend Pre-Event	9.9	A	9.4	A
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekend Pre-Event	0.913	E	1.027	F
82	Prairie Ave/118th St	HCM	Hawthorne	Weekend Pre-Event	16.7	B	17.8	B
83	Crenshaw Blvd/ WB 105 Off-Ramp/ 118th Pl	ICU	Hawthorne/ Caltrans	Weekend Pre-Event	0.904	E	1.037	F
84	Prairie Ave/120th St	HCM	Hawthorne	Weekend Pre-Event	24.9	C	26.2	C
85	EB 105 On/Off-Ramp/ 120th St	ICU	Hawthorne	Weekend Pre-Event	0.927	E	0.947	E

3. Environmental Impacts, Settings, and Mitigation Measures
 3.14 Transportation and Circulation

#	Intersection	Methodology _{1,2}	Jurisdiction ₁	Peak Hour	Cumulative (Football Game at NFL Stadium) No Project		Cumulative (Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekend Pre-Event	1.014	F	1.040	F
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.418	A	0.418	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.237	A	0.237	A
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.720	C	0.734	C
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	37.0	D	102.4	F
90	Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekend Pre-Event	6.4	A	152.7	F
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekend Pre-Event	0.913	E	1.076	F
92	Vermont Ave/ Century Ave	ICU	Los Angeles County	Weekend Pre-Event	0.806	D	0.884	D
		CMA	City of Los Angeles	Weekend Pre-Event	0.720	C	0.812	D
93	Hoover St/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.536	A	0.625	B
94	Figuerroa St/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.680	B	0.799	C
95	Grand Ave/ 110 SB Off-Ramp/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.438	A	0.560	A
96	Olive St/ 110 NB On-Ramp/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.527	A	0.560	A
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.163	F	1.183	F
		CMA	City of Los Angeles	Weekend Pre-Event	1.034	F	1.055	F
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	1.121	F	1.141	F
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.668	B	0.716	C
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.696	B	0.734	C
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.617	B	0.697	B
102	Figuerroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.760	C	0.826	D
103	110 SB On/Off-Ramps/ Manchester	CMA	City of Los Angeles	Weekend Pre-Event	0.518	A	0.592	A

3. Environmental Impacts, Settings, and Mitigation Measures
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#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (Football Game at NFL Stadium) No Project		Cumulative (Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
	Blvd							
104	110 NB On/Off-Ramps/Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.609	B	0.625	B
105	Crenshaw Blvd/Pincay Dr	ICU	Inglewood	Weekend Pre-Event	0.912	E	1.043	F
106	Crenshaw Blvd/Florence Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.785	C	0.818	D
107	La Brea Ave/Centinelita Ave	ICU	Inglewood	Weekend Pre-Event	0.783	C	0.806	D
108	La Cienega Blvd/	ICU	Inglewood	Weekend Pre-Event	1.000	E	1.028	F
	Centinela Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.947	E	0.979	E
109	La Cienega Blvd/	ICU	Inglewood	Weekend Pre-Event	0.676	B	0.687	B
	La Tijera Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.505	A	0.517	A
110	La Brea Ave/Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.755	C	0.770	C
111	La Cienega Blvd/Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.935	E	0.938	E
112	La Brea Ave/Overhill Drive/Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.872	D	0.880	D
113	Crenshaw Dr/Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.581	A	0.644	B
114	Manchester Blvd/Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekend Pre-Event	0.892	D	0.903	E
115	Century Blvd/West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does Not Exist	N/A	N/A	N/A
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does Not Exist	77.1	E	E

NOTES:

Shaded cells represent significant impacts.

¹ Analysis methods vary by jurisdiction (refer to previous pages for description).

² Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.

³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

*** Represents over-saturated conditions (i.e., average delay exceeds five minutes. Per the HCM, delay estimates in over-saturated conditions are unreliable.

N/A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions.

SOURCE: Fehr & Peers, 2019.

Table 3.14-85 displays the freeway LOS results under Adjusted Baseline (with Football Game at NFL Stadium) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-86**, a major event (assuming a concurrent Football Game at the NFL Stadium) would cause three freeway off-ramps to experience queuing that exceeds the applicable threshold.

**TABLE 3.14-85
 FREEWAY OPERATIONS – CUMULATIVE (WITH NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT)
 CONDITIONS**

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (Football Game at NFL Stadium) No Project		Cumulative (Football Game at NFL Stadium) Plus Project (Major Event)	
					Density ¹	LOS ¹	Density ¹	LOS ¹
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekend Pre- Event	24.76	C	26.82	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekend Pre- Event	21.11	C	22.64	C
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekend Pre- Event	17.10	B	19.38	C
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekend Pre- Event	11.87	B	13.39	B
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekend Pre- Event	16.61	B	17.94	B
6	I-405 Northbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	12.98	B	14.50	B
7	I-405 Northbound	Century Blvd Off- Ramp to Century Blvd On-Ramp	Basic	Weekend Pre- Event	11.59	B	11.70	B
8	I-405 Northbound	Century Blvd On- Ramp	Merge	Weekend Pre- Event	17.70	B	17.81	B
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekend Pre- Event	19.02	B	19.48	B
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekend Pre- Event	27.73	D	27.99	D
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekend Pre- Event	34.03	D	34.67	D
13	I-405 Southbound	La Tijera Blvd On- Ramp to Florence Ave Off-Ramp	Weave	Weekend Pre- Event	-	F	-	F
14	I-405 Southbound	Florence Ave Off- Ramp to La Cienega Blvd On-Ramp	Basic	Weekend Pre- Event	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On- Ramp to C/D Off- Ramp	Weave	Weekend Pre- Event	-	F	-	F
16	I-405 Southbound	La Cienega Blvd Off- Ramp (n/o Century Blvd.)	Diverge	Weekend Pre- Event	15.88	B	19.27	C

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative {Football Game at NFL Stadium} No Project		Cumulative {Football Game at NFL Stadium} Plus Project {Major Event}	
					Density ¹	LOS ¹	Density ¹	LOS ¹
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekend Pre-Event	7.32	A	10.53	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekend Pre-Event	-	F ²	-	F ²
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekend Pre-Event	-	F ²	-	F ²
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekend Pre-Event	13.18	B	13.64	B
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre-Event	20.03	C	20.21	C
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekend Pre-Event	16.55	B	16.69	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekend Pre-Event	16.25	B	16.39	B
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekend Pre-Event	18.59	C	19.47	C
25	I-105 Eastbound	Prairie Ave Off-Ramp	Diverge	Weekend Pre-Event	26.17	C	27.92	C
26	I-105 Eastbound	Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre-Event	13.06	B	13.25	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekend Pre-Event	-	F ²	-	F ²
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekend Pre-Event	-	F ²	-	F ²
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekend Pre-Event	17.48	B	17.77	B
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekend Pre-Event	24.12	C	24.34	C
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekend Pre-Event	20.68	C	20.97	C
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekend Pre-Event	22.45	C	26.67	C
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekend Pre-Event	22.25	C	28.24	D
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekend Pre-Event	22.25	C	28.24	D
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekend Pre-Event	20.42	C	24.44	C

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative {Football Game at NFL Stadium} No Project		Cumulative {Football Game at NFL Stadium} Plus Project {Major Event}	
					Density ¹	LOS ¹	Density ¹	LOS ¹
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekend Pre- Event	17.41	B	20.36	C
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	16.87	B	19.23	B
38	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp	Diverge	Weekend Pre- Event	25.19	C	28.84	D
39	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp to Imperial Hwy On- Ramp	Basic	Weekend Pre- Event	24.91	C	26.45	D
40	I-105 Westbound	Imperial Hwy On- Ramp to I-405 Off- Ramp	Weave	Weekend Pre- Event	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekend Pre- Event	23.53	C	23.54	C
42	I-110 Northbound	101st St On-Ramp to n/o Century Blvd On-Ramp	Basic	Weekend Pre- Event	31.22	D	31.24	D
43	I-110 Northbound	Century Blvd On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre- Event	33.27	D	33.46	D
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	27.58	D	27.71	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	27.97	C	28.42	D
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekend Pre- Event	31.17	D	31.52	D
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre- Event	26.04	C	29.93	D
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	23.13	C	25.71	C
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	24.61	C	26.49	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	22.95	C	24.97	C
51	I-110 Southbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	29.63	D	33.46	D
52	I-110 Southbound	Century Blvd Off- Ramp to Imperial Hwy Off-Ramp	Basic	Weekend Pre- Event	16.59	B	17.06	B
53	I-110 Southbound	Imperial Hwy Off- Ramp	Diverge	Weekend Pre- Event	21.74	C	22.31	C

NOTES:

¹ Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions.

² LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-86
FREEWAY OFF-RAMP QUEUING ANALYSIS – CUMULATIVE (WITH NFL FOOTBALL GAME) PLUS PROJECT
(MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS**

Off-Ramp ¹	Ramp Capacity Threshold ²	Cumulative (NFL Game) No Project Pre-Event Conditions		Cumulative (with NFL Game) Plus Project Pre-Event Conditions	
		95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
		Weekend	Weekend	Weekend	Weekend
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	200	No	2,350	No
I-405 NB Off-Ramp at Century Boulevard	3,600	325	No	>4,200	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	225	No	2,375	Yes
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	1,040	No	1,332	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	3,475	No	4,800	No
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	3,665	Yes	5,207	Yes
I-105 EB Off-Ramp at 120th St	3,850	1,437	No	1,492	No
I-110 SB Off-Ramp at Century Boulevard	2,430	985	No	1,918	No
I-110 SB Off-Ramp at Manchester Boulevard	3,215	1,093	No	1,575	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,873	No	1,873	No

NOTES:

¹ Auxiliary lanes are present at each of these off-ramps.

² Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.

³ 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.

⁴ If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Scenario 3 (Major Event at Proposed Project and Midsize Event at NFL Stadium)

Table 3.14-87 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis for weekday pre-event and post-event peak hour conditions under Cumulative (with Midsize Event at NFL Stadium) Plus Project (Major Event) conditions. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-88 displays the freeway LOS results under Cumulative (with Midsize Event at NFL Stadium) conditions, without and with a major event at the project/Proposed Project. As shown, a

major event would cause degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-89**, a major event at the Proposed Project (assuming a concurrent mid-sized event at NFL Stadium) would cause four freeway off-ramp (I-105 westbound off-ramp to Crenshaw Boulevard) to experience queuing that exceeds the applicable threshold.

TABLE 3.14-87
INTERSECTION OPERATIONS – CUMULATIVE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline Cumulative (with Midsize NFL Stadium Event) No Project		Adjusted Baseline Cumulative (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.265	F	1.308	F
				Weekday Post-Event	0.811	D	0.918	E
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.929	E	0.932	E
				Weekday Post-Event	0.465	A	0.522	A
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	137.4	F	151.8	F
				Weekday Post-Event	4.5	A	5.3	A
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	94.4	F	98.6	F
				Weekday Post-Event	26.6	C	26.6	C
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	103.3	F	117.4	F
				Weekday Post-Event	16.0	B	16.0	B
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.180	F	1.222	F
				Weekday Post-Event	0.692	B	0.741	C
		CMA	City of Los Angeles	Weekday Pre-Event	1.053	F	1.096	F
				Weekday Post-Event	0.531	A	0.585	A
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekday Pre-Event	99.6	F	118.9	F
				Weekday Post-Event	41.5	D	24.0	C
8	Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekday Pre-Event	96.9	F	119.9	F
				Weekday Post-Event	13.4	B	78.7	E
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekday Pre-Event	73.2	E	99.9	F
				Weekday Post-Event	28.7	C	79.9	E
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.306	F	1.364	F
				Weekday Post-Event	0.739	C	0.861	D
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.085	F	1.161	F
				Weekday Post-Event	0.860	D	0.951	E
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	90.4	F	128.4	F
				Weekday Post-Event	68.9	E	97.4	F
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	62.6	E	94.9	F
				Weekday Post-Event	88.8	F	128.2	F
14	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	196.9	F	211.9	F
				Weekday Post-Event	190.9	F	182.1	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	68.3	E	82.6	F
				Weekday Post-Event	72.6	E	58.2	E
16	Crenshaw Blvd/	ICU	Inglewood	Weekday Pre-Event	1.589	F	1.622	F

Commented [DSG1]: Confirm mislabeling here applies only to headings, and not content.

3. Environmental Impacts, Settings, and Mitigation Measures
3.14 Transportation and Circulation

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline Cumulative (with Midsize NFL Stadium Event) No Project		Adjusted Baseline Cumulative (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
17	Manchester Blvd La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Post-Event	1.049	F	1.236	F
				Weekday Pre-Event	0.615	B	0.639	B
				Weekday Post-Event	0.285	A	0.417	A
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.537	A	0.606	B
				Weekday Post-Event	0.304	A	0.442	A
19	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	145.9	F	189.7	F
				Weekday Post-Event	198.4	F	***	F
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	17.0	B	126.5	F
				Weekday Post-Event	10.1	B	119.7	F
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	60.9	E	107.9	F
				Weekday Post-Event	16.9	B	17.9	B
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	62.1	E	105.2	F
				Weekday Post-Event	66.6	E	31.8	C
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	29.9	C	193.6	F
				Weekday Post-Event	47.6	D	54.9	D
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	11.2	B	235.2	F
				Weekday Post-Event	121.7	F	188.2	F
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	47.8	D	151.6	F
				Weekday Post-Event	225.8	F	***	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	30.5	C	185.6	F
				Weekday Post-Event	9.4	A	9.4	A
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	59.9	E	33.6	C
				Weekday Post-Event	6.8	A	7.2	A
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	30.9	C	92.0	F
				Weekday Post-Event	133.6	F	***	F
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekday Pre-Event	11.2	B	141.5	F
				Weekday Post-Event	95.0	F	185.9	F
30	Van Ness Ave/ Hardy St/ 96th St	ICU	Inglewood	Weekday Pre-Event	0.608	B	0.615	B
				Weekday Post-Event	0.361	A	0.401	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.441	A	0.449	A
Weekday Post-Event	0.178			A	0.221	A		
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekday Pre-Event	168.9	F	179.2	F
				Weekday Post-Event	25.8	C	29.2	C
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekday Pre-Event	14.9	B	36.9	D
				Weekday Post-Event	169.6	F	130.1	F
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekday Pre-Event	170.5	F	153.6	F
				Weekday Post-Event	11.0	B	71.2	E
				Weekday Pre-Event	207.4	F	227.5	F
34	La Cienega Blvd/ Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Post-Event	29.8	C	125.1	F
				Weekday Pre-Event	187.4	F	177.7	F
35	NB 405 On/Off-	HCM	Inglewood/	Weekday Pre-Event	187.4	F	177.7	F

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					V/C or Delay	LOS	V/C or Delay	LOS
36	Ramp/ Century Blvd	HCM	Caltrans	Weekday Post-Event	18.1	B	57.3	E
	Felton Ave/ Century Blvd			Inglewood	Weekday Pre-Event	66.0	E	56.7
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	16.5	B	160.3	F
				Weekday Pre-Event	221.0	F	244.1	F
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	19.0	B	136.6	F
				Weekday Pre-Event	186.6	F	186.5	F
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	8.1	A	65.4	E
				Weekday Pre-Event	90.7	F	86.8	F
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Post-Event	9.9	A	55.3	E
				Weekday Pre-Event	116.1	F	149.3	F
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	37.5	D	82.2	F
				Weekday Pre-Event	150.3	F	116.7	F
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	42.0	D	14.2	B
				Weekday Pre-Event	51.6	D	48.0	D
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	13.8	B	17.4	B
				Weekday Pre-Event	149.0	F	175.0	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	161.8	F	216.6	F
				Weekday Pre-Event	82.8	F	150.4	F
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	89.1	F	138.2	F
				Weekday Pre-Event	58.9	E	86.0	F
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekday Post-Event	98.0	F	214.6	F
				Weekday Pre-Event	64.2	E	138.1	F
47	11th Ave/ Village Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	51.4	D	113.2	F
				Weekday Pre-Event	84.4	F	131.1	F
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekday Post-Event	43.4	D	94.3	F
				Weekday Pre-Event	172.5	F	260.4	F
49	5th Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	90.2	F	215.8	F
				Weekday Pre-Event	139.7	F	145.9	F
50	Van Ness Ave/ Century Blvd	ICU	Inglewood/Los Angeles County	Weekday Post-Event	11.7	B	34.2	C
				Weekday Pre-Event	0.862	D	0.532	E
		CMA	City of Los Angeles	Weekday Post-Event	0.571	A	0.737	C
				Weekday Pre-Event	0.714	C	0.787	C
51	Gramercy Pl/ Century Blvd	ICU	Los Angeles County	Weekday Post-Event	0.401	A	0.579	A
				Weekday Pre-Event	0.465	A	0.542	A
		CMA	City of Los Angeles	Weekday Post-Event	0.405	A	0.537	A
				Weekday Pre-Event	0.289	A	0.371	A
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.225	A	0.367	A
				Weekday Pre-Event	0.892	D	1.062	F
53	La Cienega Blvd/	HCM	Inglewood/	Weekday Pre-Event	0.567	A	0.762	C
				Weekday Pre-Event	128.0	F	125.6	F

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3. Environmental Impacts, Settings, and Mitigation Measures
3.14 Transportation and Circulation

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline Cumulative (with Midsize NFL Stadium Event) No Project		Adjusted Baseline Cumulative (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
	SB 405 On/Off-Ramps (s/o Century)		Los Angeles County/Caltrans/City of Los Angeles	Weekday Post-Event	10.7	B	11.5	B
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekday Pre-Event	72.9	E	84.7	F
				Weekday Post-Event	99.0	F	***	F
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	7.4	A	6.5	A
				Weekday Post-Event	6.4	A	10.4	B
56	Yukon Ave/102nd St	v	Inglewood	Weekday Pre-Event	14.0	B	29.2	D
				Weekday Post-Event	9.1	A	***	F
57	La Cienega Blvd/104th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event	107.7	F	102.7	F
				Weekday Post-Event	7.7	A	7.0	A
58	Inglewood Ave/104th St	HCM	Los Angeles County	Weekday Pre-Event	30.7	C	32.2	C
				Weekday Post-Event	8.1	A	10.4	B
59	Hawthorne Blvd/104th St	HCM	Inglewood/Los Angeles County	Weekday Pre-Event	27.0	C	108.7	F
				Weekday Post-Event	17.2	B	29.0	C
60	Prairie Ave/104th St	HCM	Inglewood	Weekday Pre-Event	175.3	F	183.6	F
				Weekday Post-Event	72.3	E	***	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	112.1	F	35.1	E
				Weekday Post-Event	7.5	A	105.8	F
62	Yukon Ave/104th St	HCM	Inglewood	Weekday Pre-Event	18.9	B	59.2	E
				Weekday Post-Event	10.0	B	60.5	E
63	Crenshaw Blvd/104th St	HCM	Inglewood	Weekday Pre-Event	123.5	F	118.0	F
				Weekday Post-Event	17.0	B	65.7	F
64	Van Ness Ave/104th St	ICU	Inglewood/Los Angeles County	Weekday Pre-Event	0.544	A	0.559	A
				Weekday Post-Event	0.308	A	0.369	A
65	Hawthorne Blvd/Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.748	C	0.794	C
				Weekday Post-Event	0.682	B	0.865	D
66	Freeman Ave/Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	201.9	F	196.2	F
				Weekday Post-Event	7.4	A	10.3	B
67	Prairie Ave/Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	52.1	D	66.5	E
				Weekday Post-Event	160.5	F	223.8	F
68	Prairie Ave/108th St	HCM	Inglewood	Weekday Pre-Event	120.2	F	125.0	F
				Weekday Post-Event	23.2	C	178.9	F
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Pre-Event	10.0	A	12.3	B
				Weekday Post-Event	6.9	A	46.7	D
70	Crenshaw Blvd/109th St	ICU	Inglewood	Weekday Pre-Event	0.747	C	0.915	E
				Weekday Post-Event	0.651	B	0.796	C
71	Hawthorne Blvd/111th St	ICU	Hawthorne/Los Angeles County	Weekday Pre-Event	0.751	C	0.884	D
				Weekday Post-Event	0.429	A	0.628	B
72	Prairie Ave/111th	HCM	Inglewood	Weekday Pre-Event	78.9	E	90.3	F

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					V/C or Delay	LOS	V/C or Delay	LOS
73	Yukon Ave/111th St	HCM	Inglewood	Weekday Post-Event	155.5	F	197.3	F
				Weekday Pre-Event	9.6	A	8.9	A
				Weekday Post-Event	7.0	A	7.0	A
74	Hawthorne Blvd/WB 105 Off-Ramp	ICU	Hawthorne	Weekday Pre-Event	0.761	C	0.887	D
				Weekday Post-Event	0.509	A	0.707	C
75	Prairie Ave/112th St/105 On-Ramps	HCM	Inglewood/Caltrans	Weekday Pre-Event	208.3	F	221.9	F
				Weekday Post-Event	89.1	F	158.8	F
76	Hawthorne Blvd/Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.840	D	0.858	D
				Weekday Post-Event	0.443	A	0.491	A
77	Freeman Ave/EB 105 On-Ramp/Imperial Hwy	HCM	Inglewood/Caltrans	Weekday Pre-Event	23.5	C	75.3	E
				Weekday Post-Event	19.5	B	24.6	C
78	Prairie Ave/Imperial Hwy	HCM	Inglewood/Hawthorne	Weekday Pre-Event	79.4	E	136.7	F
				Weekday Post-Event	54.5	D	37.9	D
79	Doty Ave/Imperial Hwy	HCM	Inglewood/Hawthorne	Weekday Pre-Event	78.1	E	112.6	F
				Weekday Post-Event	13.6	B	10.6	B
80	Yukon Ave/Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	60.5	E	117.5	F
				Weekday Post-Event	10.0	A	8.6	A
81	Crenshaw Blvd/Imperial Hwy	ICU	Inglewood	Weekday Pre-Event	1.121	F	1.410	F
				Weekday Post-Event	0.782	C	0.927	E
82	Prairie Ave/118th St	HCM	Hawthorne	Weekday Pre-Event	19.4	B	20.2	C
				Weekday Post-Event	19.7	B	10.5	B
83	Crenshaw Blvd/WB 105 Off-Ramp/118th Pl	ICU	Hawthorne/Caltrans	Weekday Pre-Event	1.053	F	1.260	F
				Weekday Post-Event	0.879	D	1.025	F
84	Prairie Ave/120th St	HCM	Hawthorne	Weekday Pre-Event	53.9	D	46.1	D
				Weekday Post-Event	18.8	B	19.5	B
85	EB 105 On/Off-Ramp/120th St	ICU	Hawthorne	Weekday Pre-Event	0.827	D	0.927	E
				Weekday Post-Event	1.044	F	1.232	F
86	Crenshaw Blvd/120th Street	ICU	Hawthorne	Weekday Pre-Event	0.877	D	1.025	F
				Weekday Post-Event	1.383	F	1.744	F
87	La Cienega Blvd/Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.440	A	0.492	A
				Weekday Post-Event	0.507	A	0.643	B
		CMA	City of Los Angeles	Weekday Pre-Event	0.262	A	0.319	A
88	Inglewood Ave/Lennox Blvd	ICU	Los Angeles County	Weekday Post-Event	0.329	A	0.480	A
				Weekday Pre-Event	0.841	D	0.906	E
89	Hollywood Park Casino Driveway/Century Blvd	HCM	Inglewood	Weekday Post-Event	0.658	B	0.800	C
				Weekday Pre-Event	39.3	D	111.9	F
90	Prairie Ave/	HCM	Inglewood	Weekday Pre-Event	77.2	E	201.1	F
				Weekday Post-Event	39.3	D	161.6	F

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3.14 Transportation and Circulation

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					V/C or Delay	LOS	V/C or Delay	LOS
91	Buckthorn Street Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekday Post-Event	150.5	F	***	F
				Weekday Pre-Event	1.062	F	1.202	F
				Weekday Post-Event	0.717	C	0.888	D
92	Vermont Ave/ Century Ave	ICU	Los Angeles County	Weekday Pre-Event	0.913	E	0.942	E
				Weekday Post-Event	0.597	A	0.712	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.844	D	0.877	D
93	Hoover St/ Century Ave	CMA	City of Los Angeles	Weekday Post-Event	0.478	A	0.611	B
				Weekday Pre-Event	0.592	A	0.620	B
94	Figuerroa St/ Century Ave	CMA	City of Los Angeles	Weekday Post-Event	0.307	A	0.423	A
				Weekday Pre-Event	0.799	C	0.829	D
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Post-Event	0.396	A	0.512	A
				Weekday Pre-Event	0.487	A	0.589	A
96	Olive St/ 110 NB On- Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Post-Event	0.293	A	0.381	A
				Weekday Pre-Event	0.562	A	0.590	A
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.269	F	1.349	F
				Weekday Post-Event	0.863	D	1.019	F
		CMA	City of Los Angeles	Weekday Pre-Event	1.147	F	1.233	F
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.713	C	0.880	D
				Weekday Pre-Event	1.208	F	1.290	F
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.820	D	0.969	E
				Weekday Pre-Event	0.808	D	0.864	D
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.519	A	0.601	B
				Weekday Pre-Event	0.876	D	0.945	E
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.594	A	0.684	B
				Weekday Pre-Event	0.753	C	0.817	D
102	Figuerroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.515	A	0.598	A
				Weekday Pre-Event	0.920	E	0.979	E
103	110 SB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.781	C	0.871	D
				Weekday Pre-Event	0.649	B	0.763	C
104	110 NB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.641	B	0.739	C
				Weekday Pre-Event	0.639	B	0.640	B
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Post-Event	0.535	A	0.737	C
				Weekday Pre-Event	1.434	F	1.471	F
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Post-Event	1.156	F	1.250	F
				Weekday Pre-Event	0.897	D	0.945	E
107	La Brea Ave/ Cintinela Ave	ICU	Inglewood	Weekday Post-Event	0.472	A	0.547	A
				Weekday Pre-Event	0.974	E	0.983	E
108	La Cienega Blvd/	ICU	Inglewood	Weekday Post-Event	0.482	A	0.532	A
				Weekday Pre-Event	0.986	E	1.023	F

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					V/C or Delay	LOS	V/C or Delay	LOS
109	Centinela Ave La Cienega Blvd/ La Tijera Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.701	C	0.763	C
				Weekday Pre-Event	0.931	E	0.975	E
				Weekday Post-Event	0.600	A	0.672	B
		ICU	Inglewood	Weekday Pre-Event	0.754	C	0.779	C
				Weekday Post-Event	0.483	A	0.557	A
				Weekday Pre-Event	0.585	A	0.611	B
CMA	City of Los Angeles	Weekday Post-Event	0.305	A	0.383	A		
		Weekday Pre-Event	0.927	E	0.938	E		
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekday Post-Event	0.519	A	0.519	A
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	0.972	E	0.975	E
				Weekday Post-Event	0.643	B	0.717	C
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	1.149	F	1.161	F
				Weekday Post-Event	0.589	A	0.589	A
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.803	D	0.886	D
				Weekday Post-Event	0.549	A	0.559	A
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Pre-Event	1.073	F	1.122	F
				Weekday Post-Event	0.813	D	0.868	D
115	Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekday Pre-Event			N/A	N/A
				Weekday Post-Event	Does Not Exist		40.8	D
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event			51.1	D
				Weekday Post-Event	Does Not Exist		N/A	N/A

Commented [DSG1]: Confirm mislabeling here applies only to headings, and not content.

NOTES:

- Shaded cells represent significant impacts.
- ¹ Analysis methods vary by jurisdiction (refer to previous pages for description).
- ² Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
- ³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

*** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.

N/A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-88
FREEWAY OPERATIONS – CUMULATIVE (WITH MIDSIZED EVENT AT NFL STADIUM) PLUS PROJECT
(MAJOR EVENT) CONDITIONS**

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with Midsize NFL Stadium Event) No Project		Cumulative (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density 1	LOS 1	Density 1	LOS 1
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday Pre-Event	27.32	C	28.13	D
				Weekday Post-Event	21.82	C	22.19	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday Pre-Event	21.27	C	22.84	C
				Weekday Post-Event	17.19	B	17.52	B
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On- Ramp	Basic	Weekday Pre-Event	17.90	B	20.40	C
				Weekday Post-Event	14.14	B	14.43	B
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekday Pre-Event	12.99	B	14.66	B
				Weekday Post-Event	9.87	B	10.66	A
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekday Pre-Event	18.07	B	19.53	B
				Weekday Post-Event	14.50	B	14.67	B
6	I-405 Northbound	Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	14.43	B	16.11	B
				Weekday Post-Event	10.72	A	10.92	A
7	I-405 Northbound	Century Blvd Off-Ramp to Century Blvd On-Ramp	Basic	Weekday Pre-Event	12.54	B	12.58	B
				Weekday Post-Event	6.93	A	6.96	A
8	I-405 Northbound	Century Blvd On-Ramp	Merge	Weekday Pre-Event	19.16	C	19.29	C
				Weekday Post-Event	13.89	B	16.15	B
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday Pre-Event	20.80	C	21.19	C
				Weekday Post-Event	18.14	B	25.47	C
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekday Pre-Event	33.75	D	34.04	D
				Weekday Post-Event	22.26	C	25.66	C
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday Pre-Event	37.27	E	37.69	E
				Weekday Post-Event	30.30	D	37.00	E
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	18.11	B	18.80	B
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	18.47	C	18.49	C
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off- Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	24.47	C	24.48	C

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with Midsize NFL Stadium Event) No Project		Cumulative (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density 1	LOS 1	Density 1	LOS 1
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Century Blvd.)	Diverge	Weekday Pre-Event	15.96	B	19.54	C
				Weekday Post-Event	12.55	B	12.57	B
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekday Pre-Event	6.34	A	8.35	A
				Weekday Post-Event	4.62	A	4.64	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post-Event	-	F ²	-	F ²
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post-Event	-	F ²	-	F ²
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Pre-Event	9.76	A	9.97	A
				Weekday Post-Event	13.02	B	16.16	B
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	13.06	B	13.14	B
				Weekday Post-Event	17.84	B	19.04	C
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post-Event	16.83	B	18.02	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post-Event	17.13	B	18.14	B
24	I-105 Eastbound	I-405 SB On- Ramp	Merge	Weekday Pre-Event	20.08	C	21.85	C
				Weekday Post-Event	19.33	C	20.95	C
25	I-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post-Event	26.17	C	28.01	D
26	I-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	15.85	B	17.43	B
				Weekday Post-Event	16.51	B	18.36	C
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off- Ramp	Weave	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post-Event	25.47	C	-	F
28	I-105 Eastbound	120th St Off- Ramp to 120th St On-Ramp	Basic	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post-Event	21.88	C	33.84	D
29	I-105	120th St On-	Merge	Weekday Pre-Event	19.46	C	20.32	C

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with Midsize NFL Stadium Event) No Project		Cumulative (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density 1	LOS 1	Density 1	LOS 1
	Eastbound	Ramp		Weekday Post-Event	-	F	-	F
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	25.98	C	26.68	C
				Weekday Post-Event	27.99	C	36.17	E
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday Pre-Event	22.81	C	23.72	C
				Weekday Post-Event	26.80	D	44.32	E
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday Pre-Event	26.36	C	-	F
				Weekday Post-Event	18.49	B	20.85	C
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday Pre-Event	30.34	D	-	F
				Weekday Post-Event	19.18	C	20.80	C
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday Pre-Event	30.34	D	-	F
				Weekday Post-Event	19.18	C	20.80	C
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday Pre-Event	25.06	C	37.47	E
				Weekday Post-Event	18.53	C	20.28	C
36	I-105 Westbound	Crenshaw Blvd NB Loop On- Ramp	Merge	Weekday Pre-Event	21.97	C	29.19	D
				Weekday Post-Event	15.27	B	16.71	B
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	19.87	B	24.88	C
				Weekday Post-Event	13.92	B	15.18	B
38	I-105 Westbound	Prairie/Hawthor ne Ave Off- Ramp	Diverge	Weekday Pre-Event	29.42	D	40.45	E
				Weekday Post-Event	19.54	C	21.04	C
39	I-105 Westbound	Prairie/Hawthor ne Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	27.96	D	32.85	D
				Weekday Post-Event	18.85	C	20.62	C
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday Pre-Event	22.75	C	22.96	C
				Weekday Post-Event	21.37	C	24.61	C
42	I-110 Northbound	101st St On- Ramp to n/o Century Blvd On-Ramp	Basic	Weekday Pre-Event	29.85	D	30.22	D
				Weekday Post-Event	27.56	D	33.31	D
43	I-110 Northbound	Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	32.27	D	33.01	D
				Weekday Post-Event	28.78	D	36.08	E
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	26.25	D	26.83	D
				Weekday Post-Event	23.19	C	29.52	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	27.63	C	28.20	D
				Weekday Post-Event	28.75	D	35.40	E

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with Midsize NFL Stadium Event) No Project		Cumulative (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density 1	LOS 1	Density 1	LOS 1
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off- Ramp	Weave	Weekday Pre-Event	29.53	D	30.18	D
				Weekday Post-Event	28.85	D	36.54	E
47	I-110 Southbound	76th St On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	23.65	C	29.07	D
				Weekday Post-Event	25.16	C	25.62	C
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	20.61	C	24.59	C
				Weekday Post-Event	22.31	C	22.45	C
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	22.32	C	25.42	C
				Weekday Post-Event	23.00	C	23.12	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	24.80	C	28.57	D
				Weekday Post-Event	24.32	C	24.45	C
51	I-110 Southbound	Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	30.66	D	35.51	E
				Weekday Post-Event	30.01	D	30.28	D
52	I-110 Southbound	Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Pre-Event	18.38	C	19.93	C
				Weekday Post-Event	18.14	C	18.15	C
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday Pre-Event	25.76	C	26.26	C
				Weekday Post-Event	20.72	C	20.74	C

NOTES:

¹ Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions.

² LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-89
 FREEWAY OFF-RAMP QUEUING ANALYSIS – CUMULATIVE (WITH MIDSIZE NFL STADIUM EVENT) PLUS
 PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS**

Off-Ramp ¹	Ramp Capacity Threshold ²	Cumulative (with Midsize NFL Stadium Event) No Project Pre-Event Conditions		Cumulative (with Midsize NFL Stadium Event) Plus Project Pre-Event Conditions	
		95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
		Weekday	Weekday	Weekday	Weekday
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	275	No	2,675	No
I-405 NB Off-Ramp at Century Boulevard	3,600	400	No	>4,200	Yes

Off-Ramp ¹	Ramp Capacity Threshold ²	Cumulative (with Midsize NFL Stadium Event) No Project Pre-Event Conditions		Cumulative (with Midsize NFL Stadium Event) Plus Project Pre-Event Conditions	
		95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
		Weekday	Weekday	Weekday	Weekday
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	300	No	2,700	Yes
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	1,467	No	2,208	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	8,550	No	>9,500	Yes
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	6,194	Yes	8,728	Yes
I-105 EB Off-Ramp at 120th St	3,850	848	No	1,262	No
I-110 SB Off-Ramp at Century Boulevard	2,430	957	No	1,821	No
I-110 SB Off-Ramp at Manchester Boulevard	3,215	1,200	No	1,837	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,791	No	1,791	No

NOTES:

¹ Auxiliary lanes are present at each of these off-ramps.

² Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.

³ 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.

⁴ If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Scenario 4 (Major Events at Proposed Project and The Forum, and Midsize Event at NFL Stadium)

This scenario would consist of a weekday 17,500-person concert at The Forum that begins on a weekday at 7 p.m. and ends at 9:15 p.m., a 25,000-person event at the NFL Stadium that begins at 7 p.m. and ends at 9:15 p.m., and a Major Event at Proposed Project (18,000-person NBA game for pre-event peak hour and 18,500-person concert for post-event analysis).

Traffic forecasts were developed for Cumulative (with Major Event at The Forum and Midsize NFL Stadium Event) No Project forecasts by adding the Forum Event and Midsize NFL Stadium Event trips to the Cumulative No Project forecasts. Trips associated with the Proposed Project were then added to those volumes to yield the Cumulative (with Major Event at The Forum and Midsize NFL Stadium Event) Plus Project (Major Event) conditions.

Table 3.14-90 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Cumulative (with Major Event at The Forum and Midsize NFL Stadium Event) No Project and Cumulative (with Major Event at The Forum and Midsize NFL Stadium Event) Plus Project (Major Event) conditions for the two peak hours under study. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-91 displays the freeway LOS results under Cumulative (with Major Event at The Forum and Midsize NFL Stadium Event) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-92**, a major event (assuming both other concurrent events) would cause five freeway off-ramps to either experience queuing that exceeds the applicable threshold or worsen an already unacceptable queuing condition.

Scenario 5 (Major Events at Proposed Project and The Forum, and Football Game at NFL Stadium)

Commented [DSG2]: Ideally put tables 90 and 91 before Scenario 5.

This scenario would consist of a weekend 70,240-person NFL football game at the NFL Stadium that begins at 1:25 p.m. and ends at about 4:30 p.m., an 17,500-person event at The Forum that begins at 7 p.m., and a Major Event at Proposed Project (18,500-person concert that begins at 7 p.m.). This scenario is studied for the 6 to 7 p.m. peak hour.

Traffic forecasts were developed for Cumulative (with Major Event at The Forum and Football Game at NFL Stadium Events) No Project forecasts by adding the Forum Event and Football Game at NFL Stadium Event trips to the Cumulative No Project forecasts. Trips associated with the Proposed Project were then added to those volumes to yield the Cumulative (with Major Event at The Forum and Football Game at NFL Stadium Events) Plus Project (Major Event) conditions.

Table 3.14-93 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Cumulative (with Major Event at The Forum and Football Game at NFL Stadium Events) No Project and Cumulative (with Major Event at The Forum and Football Game at NFL Stadium Events) Plus Project (Major Event) conditions. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-94 displays the freeway LOS results under Cumulative (with Major Event at The Forum and Football Game at NFL Stadium Events) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. **Table 3.14-95** shows that a major event (assuming both concurrent events) would cause six freeway off-ramps to experience queuing that exceeds the applicable threshold or worsens an already unacceptable queuing condition.

TABLE 3.14-90
INTERSECTION OPERATIONS – CUMULATIVE (WITH MAJOR EVENT AT THE FORUM AND MIDSIZE NFL STADIUM
EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology ¹ ₂	Jurisdiction ₁	Peak Hour	Cumulative No Project		Cumulative Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.310	F	1.420	F
				Weekday Post-Event	0.958	E	1.065	F
2	La Brea Ave/Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.944	E	0.956	E
				Weekday Post-Event	0.538	A	0.595	A
3	Hillcrest Blvd/Florence Ave	HCM	Inglewood	Weekday Pre-Event	184.2	F	173.2	F
				Weekday Post-Event	5.0	A	5.3	A
4	Centinela Ave/Florence Ave	HCM	Inglewood	Weekday Pre-Event	102.2	F	106.6	F
				Weekday Post-Event	26.4	C	26.7	C
5	Prairie Ave/Florence Ave	HCM	Inglewood	Weekday Pre-Event	135.5	F	135.7	F
				Weekday Post-Event	15.0	B	17.2	B
6	West Blvd/Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.230	F	1.272	F
				Weekday Post-Event	0.800	C	0.849	D
		CMA	City of Los Angeles	Weekday Pre-Event	1.106	F	1.149	F
				Weekday Post-Event	0.647	B	0.700	C
7	Prairie Ave/Grace Ave	HCM	Inglewood	Weekday Pre-Event	158.6	F	147.2	F
				Weekday Post-Event	2.2	A	34.3	C
8	Prairie Ave/East Carondelet Way	HCM	Inglewood	Weekday Pre-Event	165.5	F	149.3	F
				Weekday Post-Event	4.3	A	156.1	F
9	Prairie Ave/E Regent Street	HCM	Inglewood	Weekday Pre-Event	133.6	F	123.0	F
				Weekday Post-Event	5.0	A	156.2	F
10	La Cienega Blvd/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.360	F	1.418	F
				Weekday Post-Event	0.945	E	1.066	F
11	La Brea Ave/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.216	F	1.291	F
				Weekday Post-Event	1.002	F	1.102	F
12	Hillcrest Blvd/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	86.2	F	88.5	F
				Weekday Post-Event	97.1	F	113.4	F
13	Spruce Ave/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	45.5	D	59.9	E
				Weekday Post-Event	80.2	F	93.0	F
14	Prairie Ave/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	211.1	F	227.7	F
				Weekday Post-Event	157.4	F	197.8	F
15	Kareem Ct/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	87.1	F	114.6	F
				Weekday Post-Event	98.9	F	188.7	F
16	Crenshaw Blvd/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.626	F	1.660	F
				Weekday Post-Event	1.367	F	1.554	F
17	La Brea Ave/Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.626	B	0.650	B
				Weekday Post-Event	0.333	A	0.425	A
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.618	B	0.687	B
				Weekday Post-Event	0.439	A	0.519	A
19	Prairie Ave/Kelso St/Pincay Dr	HCM	Inglewood	Weekday Pre-Event	140.9	F	110.5	F
				Weekday Post-Event	151.3	F	***	F
20	Kareem Ct/	HCM	Inglewood	Weekday Pre-Event	10.8	B	131.4	F

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#	Intersection	Methodology ¹ ₂	Jurisdiction ₁	Peak Hour	Cumulative No Project		Cumulative Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
21	Pincay Dr La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	***	F	***	F
				Weekday Pre-Event	62.2	E	98.8	F
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	54.3	D	63.4	E
				Weekday Pre-Event	89.3	F	96.5	F
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	47.7	D	203.9	F
				Weekday Pre-Event	32.0	C	36.1	D
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	57.5	E	98.3	F
				Weekday Pre-Event	14.2	B	12.8	B
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	90.5	F	241.0	F
				Weekday Pre-Event	112.2	F	47.0	D
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekday Post-Event	208.5	F	520.5	F
				Weekday Pre-Event	14.9	B	27.9	C
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekday Post-Event	9.2	A	10.4	B
				Weekday Pre-Event	9.3	A	9.5	A
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekday Post-Event	6.3	A	6.3	A
				Weekday Pre-Event	27.6	C	21.4	C
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekday Post-Event	147.5	F	***	F
				Weekday Pre-Event	11.3	B	56.1	E
30	Van Ness Ave/ Hardy St/ 96th St	ICU	Inglewood	Weekday Post-Event	136.5	F	216.9	F
				Weekday Pre-Event	0.608	B	0.615	B
		CMA	City of Los Angeles	Weekday Post-Event	0.361	A	0.401	A
				Weekday Pre-Event	0.441	A	0.449	A
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekday Post-Event	0.178	A	0.221	A
				Weekday Pre-Event	144.4	F	175.6	F
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekday Post-Event	30.0	C	29.8	C
				Weekday Pre-Event	19.9	B	10.4	B
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekday Post-Event	143.7	F	115.0	F
				Weekday Pre-Event	20.5	C	26.5	C
34	La Cienega Blvd/ Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Post-Event	75.8	E	74.0	E
				Weekday Pre-Event	95.3	F	104.5	F
35	NB 405 On/Off- Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekday Post-Event	80.7	F	103.3	F
				Weekday Pre-Event	67.9	E	117.9	F
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	18.3	B	112.3	F
				Weekday Pre-Event	31.1	C	31.7	C
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	16.9	B	142.5	F
				Weekday Pre-Event	154.2	F	175.6	F
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	80.0	F	86.6	F
				Weekday Pre-Event	161.2	F	132.3	F
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	14.8	B	37.1	D
				Weekday Pre-Event	78.8	E	62.2	E
				Weekday Post-Event	11.3	B	37.4	D

3. Environmental Impacts, Settings, and Mitigation Measures
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#	Intersection	Methodology ¹ ₂	Jurisdiction ₁	Peak Hour	Cumulative No Project		Cumulative Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	117.5	F	123.5	F
				Weekday Post-Event	33.4	C	74.5	E
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	134.0	F	52.2	D
				Weekday Post-Event	9.5	A	7.5	A
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	49.0	D	29.9	C
				Weekday Post-Event	14.6	B	9.1	A
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	139.6	F	142.6	F
				Weekday Post-Event	226.1	F	229.3	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	71.5	E	89.7	F
				Weekday Post-Event	137.1	F	147.4	F
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	60.3	E	72.1	E
				Weekday Post-Event	175.7	F	194.4	F
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	63.9	E	81.1	F
				Weekday Post-Event	160.0	F	130.5	F
47	11th Ave/ Village Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	81.3	F	110.3	F
				Weekday Post-Event	82.5	F	114.4	F
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	163.7	F	220.7	F
				Weekday Post-Event	140.0	F	226.8	F
49	5th Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	141.1	F	149.9	F
				Weekday Post-Event	15.8	B	52.1	D
50	Van Ness Ave/ Century Blvd	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.867	D	0.959	E
				Weekday Post-Event	0.622	B	0.789	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.719	C	0.817	D
				Weekday Post-Event	0.456	A	0.634	B
51	Gramercy Pl/ Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.471	A	0.569	A
				Weekday Post-Event	0.456	A	0.589	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.296	A	0.401	A
				Weekday Post-Event	0.280	A	0.421	A
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.937	E	1.108	F
				Weekday Post-Event	0.654	B	0.849	D
53	La Cienega Blvd/ SB 405 On/Off- Ramps (s/o Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekday Pre-Event	81.3	F	82.9	F
				Weekday Post-Event	10.4	B	10.8	B
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekday Pre-Event	74.0	E	77.1	F
				Weekday Post-Event	195.0	F	573.5	F
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	7.3	A	7.9	A
				Weekday Post-Event	5.8	A	30.7	D
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	13.4	B	49.9	E
				Weekday Post-Event	8.1	A	***	F
57	La Cienega Blvd/ 104th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event	53.8	D	56.7	E
				Weekday Post-Event	7.4	A	7.6	A
58	Inglewood Ave/	HCM	Los Angeles	Weekday Pre-Event	98.1	F	115.4	F

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#	Intersection	Methodology ¹ ₂	Jurisdiction ₁	Peak Hour	Cumulative No Project		Cumulative Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
	104th St		County	Weekday Post-Event	10.7	B	13.6	B
59	Hawthorne Blvd/ 104th St	HCM	Inglewood/ Los Angeles County	Weekday Pre-Event	93.3	F	98.7	F
				Weekday Post-Event	15.7	B	32.9	C
60	Prairie Ave/104th St	HCM	Inglewood	Weekday Pre-Event	181.2	F	155.2	F
				Weekday Post-Event	206.7	F	***	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	57.2	F	39.3	E
				Weekday Post-Event	7.5	A	57.4	F
62	Yukon Ave/104th St	HCM	Inglewood	Weekday Pre-Event	19.4	B	43.0	D
				Weekday Post-Event	9.3	A	53.9	D
63	Crenshaw Blvd/ 104th St	HCM	Inglewood	Weekday Pre-Event	123.9	F	140.9	F
				Weekday Post-Event	30.0	C	108.4	F
64	Van Ness Ave/ 104th St	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.544	A	0.559	A
				Weekday Post-Event	0.308	A	0.369	A
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.803	D	0.938	E
				Weekday Post-Event	1.129	F	1.438	F
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	212.1	F	197.6	F
				Weekday Post-Event	40.5	D	6.4	A
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	56.1	E	66.7	E
				Weekday Post-Event	204.1	F	225.9	F
68	Prairie Ave/108th St	HCM	Inglewood	Weekday Pre-Event	122.8	F	111.4	F
				Weekday Post-Event	48.3	D	217.6	F
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Pre-Event	10.0	B	12.4	B
				Weekday Post-Event	6.2	A	52.9	D
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekday Pre-Event	0.763	C	0.931	E
				Weekday Post-Event	0.676	B	0.822	D
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekday Pre-Event	0.887	D	1.028	F
				Weekday Post-Event	0.670	B	0.870	D
72	Prairie Ave/111th St	HCM	Inglewood	Weekday Pre-Event	78.7	E	75.9	E
				Weekday Post-Event	143.5	F	213.3	F
73	Yukon Ave/111th St	HCM	Inglewood	Weekday Pre-Event	8.8	A	9.0	A
				Weekday Post-Event	6.7	A	7.5	A
74	Hawthorne Blvd/ WB 105 Off- Ramp	ICU	Hawthorne	Weekday Pre-Event	0.931	E	1.096	F
				Weekday Post-Event	0.751	C	0.949	E
75	Prairie Ave/ 112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekday Pre-Event	200.8	F	210.2	F
				Weekday Post-Event	57.2	E	273.5	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.841	D	0.882	D
				Weekday Post-Event	0.493	A	0.533	A
77	Freeman Ave/ EB 105 On- Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Pre-Event	22.3	C	55.0	E
				Weekday Post-Event	31.4	C	51.7	D
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	71.3	E	108.0	F
				Weekday Post-Event	32.0	C	57.7	E
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	86.4	F	104.1	F
				Weekday Post-Event	10.6	B	21.2	C

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#	Intersection	Methodology ¹ ₂	Jurisdiction ₁	Peak Hour	Cumulative No Project		Cumulative Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	85.5	F	117.3	F
				Weekday Post-Event	7.2	A	9.4	A
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Pre-Event	1.139	F	1.316	F
				Weekday Post-Event	0.842	D	0.997	E
82	Prairie Ave/118th St	HCM	Hawthorne	Weekday Pre-Event	18.7	B	18.9	B
				Weekday Post-Event	10.7	B	10.3	B
83	Crenshaw Blvd/ WB 105 Off- Ramp/118th PI	ICU	Hawthorne/ Caltrans	Weekday Pre-Event	1.073	F	1.284	F
				Weekday Post-Event	0.914	E	1.061	F
84	Prairie Ave/120th St	HCM	Hawthorne	Weekday Pre-Event	47.8	D	49.1	D
				Weekday Post-Event	18.0	B	17.9	B
85	EB 105 On/Off- Ramp/ 120th St	ICU	Hawthorne	Weekday Pre-Event	0.833	D	0.934	E
				Weekday Post-Event	1.072	F	1.259	F
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekday Pre-Event	0.896	D	1.044	F
				Weekday Post-Event	1.438	F	1.800	F
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.574	A	0.626	B
				Weekday Post-Event	1.065	F	1.231	F
88	Inglewood Ave/ Lennox Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.405	A	0.461	A
				Weekday Post-Event	0.929	E	1.108	F
89	Hollywood Park Casino Driveway/ Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.973	E	1.038	F
				Weekday Post-Event	1.206	F	1.514	F
90	Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekday Pre-Event	37.7	D	87.5	F
				Weekday Post-Event	151.0	F	168.0	F
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekday Pre-Event	42.1	D	13.8	B
				Weekday Post-Event	85.6	F	***	F
92	Vermont Ave/ Century Ave	ICU	Los Angeles County	Weekday Pre-Event	1.103	F	1.243	F
				Weekday Post-Event	0.794	C	0.965	E
93	Hoover St/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.931	E	0.960	E
				Weekday Post-Event	0.656	B	0.770	C
94	Figueria St/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.865	D	0.899	D
				Weekday Post-Event	0.547	A	0.679	B
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.595	A	0.640	B
				Weekday Post-Event	0.361	A	0.479	A
96	Olive St/ 110 NB On- Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.803	D	0.851	D
				Weekday Post-Event	0.443	A	0.558	A
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.504	A	0.612	B
				Weekday Post-Event	0.333	A	0.421	A
98	Van Ness Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.570	A	0.598	A
				Weekday Post-Event	0.332	A	0.454	A
99	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.377	F	1.475	F
				Weekday Post-Event	1.102	F	1.259	F
100	Van Ness Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.262	F	1.367	F
				Weekday Post-Event	0.969	E	1.135	F

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#	Intersection	Methodology ¹ ₂	Jurisdiction ₁	Peak Hour	Cumulative No Project		Cumulative Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.323	F	1.436	F
				Weekday Post-Event	1.099	F	1.248	F
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.889	D	0.953	E
				Weekday Post-Event	0.689	B	0.771	C
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.972	E	1.040	F
				Weekday Post-Event	0.776	C	0.867	D
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.841	D	0.904	E
				Weekday Post-Event	0.682	B	0.765	C
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.005	F	1.075	F
				Weekday Post-Event	0.963	E	1.053	F
103	110 SB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.793	C	0.901	E
				Weekday Post-Event	0.838	D	0.936	E
104	110 NB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.657	B	0.657	B
				Weekday Post-Event	0.844	D	1.046	F
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event	1.474	F	1.511	F
				Weekday Post-Event	1.233	F	1.327	F
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.947	E	0.996	E
				Weekday Post-Event	0.576	A	0.651	B
107	La Brea Ave/ Cintinela Ave	ICU	Inglewood	Weekday Pre-Event	0.993	E	1.001	F
				Weekday Post-Event	0.498	A	0.549	A
108	La Cienega Blvd/ Cintinela Ave	ICU	Inglewood	Weekday Pre-Event	1.019	F	1.054	F
				Weekday Post-Event	0.778	C	0.840	D
		CMA	City of Los Angeles	Weekday Pre-Event	0.968	E	1.011	F
				Weekday Post-Event	0.690	B	0.762	C
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekday Pre-Event	0.809	D	0.834	D
				Weekday Post-Event	0.578	A	0.651	B
		CMA	City of Los Angeles	Weekday Pre-Event	0.645	B	0.671	B
				Weekday Post-Event	0.405	A	0.483	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekday Pre-Event	0.944	E	0.956	E
				Weekday Post-Event	0.524	A	0.524	A
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	0.975	E	0.978	E
				Weekday Post-Event	0.737	C	0.811	D
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	1.080	F	1.178	F
				Weekday Post-Event	0.589	A	0.589	A
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.976	E	1.058	F
				Weekday Post-Event	0.639	B	0.649	B
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Pre-Event	1.161	F	1.209	F
				Weekday Post-Event	0.917	E	0.972	E
115	Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekday Pre-Event			N/A	N/A
				Weekday Post-Event	Does Not Exist		46.5	D
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event			64.8	E
				Weekday Post-Event	Does Not Exist		N/A	N/A

#	Intersection	Methodology ¹ ₂	Jurisdiction ₁	Peak Hour	Cumulative No Project		Cumulative Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS

NOTES:

- Shaded cells represent significant impacts.
 - ¹ Analysis methods vary by jurisdiction (refer to previous pages for description).
 - ² Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
 - ³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.
 - *** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.
 - N/A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.
- SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-91
FREEWAY OPERATIONS – CUMULATIVE (WITH MAJOR EVENT AT THE FORUM AND MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS**

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday Pre-Event	28.23	D	28.98	D
				Weekday Post-Event	21.91	C	22.29	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday Pre-Event	22.27	C	23.84	C
				Weekday Post-Event	17.30	B	17.62	B
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekday Pre-Event	19.82	C	22.33	C
				Weekday Post-Event	14.17	B	14.46	B
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekday Pre-Event	14.27	B	15.94	B
				Weekday Post-Event	9.89	A	10.08	A
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekday Pre-Event	19.19	B	20.65	C
				Weekday Post-Event	14.52	B	14.69	B
6	I-405 Northbound	Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	15.72	B	17.39	B
				Weekday Post-Event	10.74	A	10.93	A
7	I-405 Northbound	Century Blvd Off-Ramp to Century Blvd On-Ramp	Basic	Weekday Pre-Event	13.71	B	13.75	B
				Weekday Post-Event	6.93	A	6.96	A
8	I-405 Northbound	Century Blvd On-Ramp	Merge	Weekday Pre-Event	20.34	C	20.46	C
				Weekday Post-Event	19.51	C	-	F
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday Pre-Event	21.83	C	22.23	C
				Weekday Post-Event	25.78	C	34.21	D

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	-	F	-	F
				Weekday Post- Event	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekday Pre-Event	34.73	D	35.04	E
				Weekday Post- Event	26.30	D	30.37	D
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday Pre-Event	38.51	E	38.93	E
				Weekday Post- Event	39.26	E	-	F
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post- Event	18.11	B	18.80	B
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday Pre-Event	-	F	-	F
				Weekday Post- Event	18.47	C	18.49	C
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post- Event	24.47	C	24.48	C
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Century Blvd.)	Diverge	Weekday Pre-Event	17.27	B	20.85	C
				Weekday Post- Event	12.55	B	12.57	B
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekday Pre-Event	6.60	A	8.60	A
				Weekday Post- Event	4.62	A	4.64	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post- Event	-	F ²	-	F ²
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post- Event	-	F ²	-	F ²
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Pre-Event	9.83	A	10.04	A
				Weekday Post- Event	19.25	C	22.38	C
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	13.09	B	13.17	B
				Weekday Post- Event	20.24	C	21.44	C
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday Pre-Event	-	F ²	-	F
				Weekday Post- Event	18.66	B	19.20	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post- Event	18.96	B	19.33	B
24	I-105 Eastbound	I-405 SB On- Ramp	Merge	Weekday Pre-Event	20.37	C	22.13	C
				Weekday Post- Event	24.09	C	25.91	C

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
25	I-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekday Pre-Event	-	F ²	-	F
				Weekday Post- Event	30.85	D	32.69	D
26	I-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	15.99	B	17.58	B
				Weekday Post- Event	22.59	C	24.54	C
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off- Ramp	Weave	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post- Event	-	F	-	F
28	I-105 Eastbound	120th St Off- Ramp to 120th St On-Ramp	Basic	Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post- Event	44.30	E	-	F
29	I-105 Eastbound	120th St On- Ramp	Merge	Weekday Pre-Event	19.60	C	20.46	C
				Weekday Post- Event	-	F	-	F
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	26.09	C	26.79	C
				Weekday Post- Event	-	F	-	F
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday Pre-Event	22.95	C	23.87	C
				Weekday Post- Event	-	F	-	F
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday Pre-Event	28.27	D	-	F
				Weekday Post- Event	18.81	B	21.17	C
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday Pre-Event	34.10	D	-	F
				Weekday Post- Event	19.59	C	21.21	C
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday Pre-Event	34.10	D	-	F
				Weekday Post- Event	19.59	C	21.21	C
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday Pre-Event	28.01	D	42.92	E
				Weekday Post- Event	18.80	C	20.55	C
36	I-105 Westbound	Crenshaw Blvd NB Loop On- Ramp	Merge	Weekday Pre-Event	23.85	C	31.86	D
				Weekday Post- Event	15.47	B	16.91	B
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	21.34	C	26.35	C
				Weekday Post- Event	14.08	B	15.35	B
38	I-105 Westbound	Prairie/Hawthor ne Ave Off- Ramp	Diverge	Weekday Pre-Event	32.12	D	44.99	E
				Weekday Post- Event	19.74	C	21.25	C
39	I-105 Westbound	Prairie/Hawthor ne Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	28.57	D	33.62	D
				Weekday Post- Event	18.96	C	20.73	C
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post- Event	-	F	-	F

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday Pre-Event	23.01	C	23.22	C
				Weekday Post-Event	24.83	C	-	F
42	I-110 Northbound	101st St On-Ramp to n/o Century Blvd On-Ramp	Basic	Weekday Pre-Event	30.30	D	30.67	D
				Weekday Post-Event	33.76	D	41.72	E
43	I-110 Northbound	Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	32.60	D	33.34	D
				Weekday Post-Event	34.53	D	42.38	E
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	26.25	D	26.83	D
				Weekday Post-Event	28.48	D	38.97	E
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	27.92	C	28.48	D
				Weekday Post-Event	36.07	E	-	F
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekday Pre-Event	29.70	D	30.35	D
				Weekday Post-Event	36.46	E	-	F
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	26.02	C	31.53	D
				Weekday Post-Event	25.87	C	26.34	C
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	21.29	C	25.35	C
				Weekday Post-Event	22.42	C	22.57	C
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	22.86	C	25.96	C
				Weekday Post-Event	23.09	C	23.21	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	25.46	C	29.36	D
				Weekday Post-Event	25.30	C	25.44	C
51	I-110 Southbound	Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	31.73	D	38.58	E
				Weekday Post-Event	31.02	D	31.29	D
52	I-110 Southbound	Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Pre-Event	18.58	C	20.14	C
				Weekday Post-Event	18.81	C	18.82	C
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday Pre-Event	26.01	C	26.49	C
				Weekday Post-Event	21.68	C	21.70	C

NOTES:

¹ Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions.

² LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-92
FREEWAY OFF-RAMP QUEUING ANALYSIS – CUMULATIVE (WITH MAJOR EVENT AT THE FORUM AND MID-SIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS**

Off-Ramp ¹	Ramp Capacity Threshold ²	Cumulative (with Major Event at The Forum and Mid-Size Event at NFL Stadium) No Project Pre-Event Conditions		Cumulative (with Major Event at The Forum and Mid-Size Event at NFL Stadium) Plus Project Pre-Event Conditions	
		95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
		Weekday	Weekday	Weekday	Weekday
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	2,650	No	3,100	Yes
I-405 NB Off-Ramp at Century Boulevard	3,600	3,750	Yes	>4,200	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	2,675	Yes	3,125	Yes
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	2,194	No	4,324	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	>9,500	Yes	>9,500	Yes
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	6,370	Yes	8,927	Yes
I-105 EB Off-Ramp at 120th St	3,850	858	No	1,265	No
I-110 SB Off-Ramp at Century Boulevard	2,430	1,054	No	1,971	No
I-110 SB Off-Ramp at Manchester Boulevard	3,215	1,916	No	2,595	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,877	No	1,877	No

NOTES:

¹ Auxiliary lanes are present at each of these off-ramps.

² Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.

³ 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.

⁴ If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-93
INTERSECTION OPERATIONS – CUMULATIVE (WITH MAJOR EVENT AT THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence	ICU	Inglewood	Weekend Pre-Event	1.139	F	1.219	F

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#	Intersection	Methodology _{1,2}	Jurisdiction ₁	Peak Hour	Cumulative No Project		Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
	Ave							
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.760	C	0.769	C
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	7.1	A	21.9	C
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	33.6	C	34.4	C
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	43.3	D	84.4	F
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	1.006	F	1.043	F
		CMA	City of Los Angeles	Weekend Pre-Event	0.867	D	0.905	E
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekend Pre-Event	3.6	A	68.0	E
8	Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekend Pre-Event	8.2	A	63.7	E
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekend Pre-Event	22.5	C	49.4	D
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.026	F	1.104	F
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.061	F	1.146	F
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	86.0	F	94.1	F
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	39.5	D	48.8	D
14	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	155.0	F	148.7	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	64.7	E	66.0	E
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.625	F	1.744	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekend Pre-Event	0.437	A	0.479	A
18	Market St/La Brea Ave	ICU	Inglewood	Weekend Pre-Event	0.488	A	0.533	A
19	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	110.3	F	76.1	E
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	11.1	B	22.0	C
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	59.7	E	134.1	F
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	138.6	F	150.0	F
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	30.5	C	99.2	F

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#	Intersection	Methodology _{1,2}	Jurisdiction ₁	Peak Hour	Cumulative No Project		Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
	Arbor Vitae St							
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	18.2	B	94.0	F
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	149.8	F	112.9	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	13.6	B	14.0	B
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	9.1	A	24.7	C
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	45.1	D	79.6	E
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekend Pre-Event	11.6	B	122.4	F
30	Van Ness Ave/ Hardy St/ 96th St	ICU	Inglewood	Weekend Pre-Event	0.507	A	0.512	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.334	A	0.339	A
31	La Cienega Blvd/ SB 405 On/Off-Ramps (n/o Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekend Pre-Event	29.8	C	149.9	F
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekend Pre-Event	63.3	E	39.1	D
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekend Pre-Event	16.2	B	215.3	F
34	La Cienega Blvd/ Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekend Pre-Event	34.2	C	258.4	F
35	NB 405 On/Off-Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekend Pre-Event	27.6	C	186.0	F
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	18.7	B	113.3	F
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	57.7	E	207.2	F
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	88.8	F	276.6	F
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	68.7	E	134.2	F
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	71.5	E	118.8	F
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	71.4	E	97.3	F
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	25.5	C	22.9	C
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	125.4	F	129.0	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	72.5	E	75.5	E
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	79.7	E	147.5	F

3. Environmental Impacts, Settings, and Mitigation Measures
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#	Intersection	Methodology _{1,2}	Jurisdiction ₁	Peak Hour	Cumulative No Project		Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
	Century Blvd							
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	83.2	F	146.8	F
47	11th Ave/ Village Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	54.7	D	108.9	F
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	157.0	F	226.3	F
49	5th Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	111.2	F	156.3	F
50	Van Ness Ave/ Century Blvd	ICU	Inglewood/ Angeles County	Weekend Pre-Event	0.773	C	0.971	E
		CMA	City of Los Angeles	Weekend Pre-Event	0.619	B	0.828	D
51	Gramercy Pl/ Century Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.467	A	0.611	B
		CMA	City of Los Angeles	Weekend Pre-Event	0.291	A	0.444	A
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.875	D	1.113	F
53	La Cienega Blvd/ SB 405 On/Off- Ramps (s/o Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/ City of Los Angeles	Weekend Pre-Event	12.3	B	178.6	F
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekend Pre-Event	81.7	F	43.2	E
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	6.8	A	5.2	A
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	19.0	C	207.1	F
57	La Cienega Blvd/ 104th St	HCM	Los Angeles County/City of Los Angeles	Weekend Pre-Event	5.4	A	132.6	F
58	Inglewood Ave/ 104th St	HCM	Los Angeles County	Weekend Pre-Event	15.2	B	65.0	E
59	Hawthorne Blvd/ 104th St	HCM	Inglewood/ Los Angeles County	Weekend Pre-Event	25.4	C	35.8	D
60	Prairie Ave/104th St	HCM	Inglewood	Weekend Pre-Event	155.4	F	156.4	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekend Pre-Event	8.0	A	115.7	F
62	Yukon Ave/104th St	HCM	Inglewood	Weekend Pre-Event	12.9	B	***	F
63	Crenshaw Blvd/ 104th St	HCM	Inglewood	Weekend Pre-Event	122.9	F	165.8	F
64	Van Ness Ave/ 104th St	ICU	Inglewood/L os Angeles County	Weekend Pre-Event	0.447	A	0.459	A
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.713	C	0.722	C

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#	Intersection	Methodology _{1,2}	Jurisdiction ₁	Peak Hour	Cumulative No Project		Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekend Pre-Event	36.0	D	172.1	F
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekend Pre-Event	65.8	E	52.7	D
68	Prairie Ave/108th St	HCM	Inglewood	Weekend Pre-Event	128.9	F	124.4	F
69	Yukon Ave/108th St	HCM	Inglewood	Weekend Pre-Event	9.6	A	149.4	F
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekend Pre-Event	0.554	A	0.651	B
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekend Pre-Event	0.628	B	0.658	B
72	Prairie Ave/111th St	HCM	Inglewood	Weekend Pre-Event	169.7	F	67.8	E
73	Yukon Ave/111th St	HCM	Inglewood	Weekend Pre-Event	8.5	A	98.4	F
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	Weekend Pre-Event	0.645	B	0.686	B
75	Prairie Ave/ 112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekend Pre-Event	216.3	F	187.4	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekend Pre-Event	0.661	B	0.666	B
77	Freeman Ave/ EB 105 On-Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekend Pre-Event	19.4	B	18.3	B
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	78.0	E	71.4	E
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	80.3	F	70.5	E
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekend Pre-Event	40.2	D	18.5	B
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekend Pre-Event	0.967	E	1.082	F
82	Prairie Ave/118th St	HCM	Hawthorne	Weekend Pre-Event	17.9	B	19.3	B
83	Crenshaw Blvd/ WB 105 Off-Ramp/ 118th Pl	ICU/ Caltrans	Hawthorne	Weekend Pre-Event	0.957	E	1.091	F
84	Prairie Ave/120th St	HCM	Hawthorne	Weekend Pre-Event	24.6	C	24.2	C
85	EB 105 On/Off-Ramp/ 120th St	ICU	Hawthorne	Weekend Pre-Event	0.931	E	0.950	E
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekend Pre-Event	1.024	F	1.050	F
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.418	A	0.418	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.237	A	0.237	A

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#	Intersection	Methodology _{1,2}	Jurisdiction ₁	Peak Hour	Cumulative No Project		Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.720	C	0.734	C
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	51.4	D	100.6	F
90	Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekend Pre-Event	43.8	D	52.4	D
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekend Pre-Event	1.001	F	1.203	F
92	Vermont Ave/ Century Ave	ICU	Los Angeles County	Weekend Pre-Event	0.855	D	0.987	E
		CMA	City of Los Angeles	Weekend Pre-Event	0.778	C	0.931	E
93	Hoover St/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.574	A	0.687	B
94	Figueroa St/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.747	C	0.866	D
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.487	A	0.629	B
96	Olive St/ 110 NB On- Ramp/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.547	A	0.581	A
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.326	F	1.443	F
		CMA	City of Los Angeles	Weekend Pre-Event	1.207	F	1.333	F
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	1.309	F	1.443	F
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.835	D	0.915	E
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.864	D	0.951	E
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.816	D	0.895	D
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.956	E	1.043	F
103	110 SB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.730	C	0.846	D
104	110 NB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.668	B	0.684	B
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekend Pre-Event	1.116	F	1.254	F
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.850	D	0.883	D

#	Intersection	Methodology _{1,2}	Jurisdiction ₁	Peak Hour	Cumulative No Project		Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
107	La Brea Ave/ Cintinela Ave	ICU	Inglewood	Weekend Pre-Event	0.862	D	0.901	E
108	La Cienega Blvd/ Cintinela Ave	ICU	Inglewood	Weekend Pre-Event	1.091	F	1.119	F
		CMA	City of Los Angeles	Weekend Pre-Event	1.053	F	1.085	F
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekend Pre-Event	0.707	C	0.718	C
		CMA	City of Los Angeles	Weekend Pre-Event	0.537	A	0.549	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.782	C	0.797	C
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.943	E	0.946	E
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.892	D	0.907	E
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.982	E	1.044	F
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekend Pre-Event	1.017	F	1.088	F
115	Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does Not Exist	N/A	N/A	N/A
116	Prairie Ave/ West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does Not Exist		41.9	D

NOTES:

- Shaded cells represent significant impacts.
 - ¹ Analysis methods vary by jurisdiction (refer to previous pages for description).
 - ² Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
 - ³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.
- *** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.
- N/A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-94
FREEWAY OPERATIONS – CUMULATIVE (WITH THE FORUM AND NFL FOOTBALL GAME) PLUS PROJECT
(MAJOR EVENT) CONDITIONS**

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekend Pre- Event	26.19	C	26.88	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekend Pre- Event	22.69	C	24.21	C

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekend Pre- Event	20.08	C	22.37	C
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekend Pre- Event	13.86	B	15.38	B
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekend Pre- Event	18.35	B	19.68	B
6	I-405 Northbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	14.97	B	16.49	B
7	I-405 Northbound	Century Blvd Off- Ramp to Century Blvd On-Ramp	Basic	Weekend Pre- Event	13.40	B	13.51	B
8	I-405 Northbound	Century Blvd On- Ramp	Merge	Weekend Pre- Event	19.51	C	19.62	C
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekend Pre- Event	20.58	C	21.05	C
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekend Pre- Event	28.87	D	29.14	D
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekend Pre- Event	36.00	E	36.66	E
13	I-405 Southbound	La Tijera Blvd On- Ramp to Florence Ave Off-Ramp	Weave	Weekend Pre- Event	-	F	-	F
14	I-405 Southbound	Florence Ave Off- Ramp to La Cienega Blvd On-Ramp	Basic	Weekend Pre- Event	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On- Ramp to C/D Off- Ramp	Weave	Weekend Pre- Event	-	F	-	F
16	I-405 Southbound	La Cienega Blvd Off- Ramp (n/o Century Blvd.)	Diverge	Weekend Pre- Event	17.91	B	21.31	C
17	I-405 Southbound	La Cienega Blvd Off- Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekend Pre- Event	7.77	A	10.97	A
18	I-405 Southbound	La Cienega Blvd On- Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekend Pre- Event	-	F ²	-	F ²
19	I-405 Southbound	La Cienega Blvd On- Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekend Pre- Event	-	F ²	-	F ²
20	I-405 Southbound	La Cienega Blvd Off- Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On- Ramp	Basic	Weekend Pre- Event	13.18	B	13.64	B
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	20.03	C	20.21	C

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekend Pre-Event	16.55	B	16.69	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekend Pre-Event	16.25	B	16.39	B
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekend Pre-Event	19.06	C	19.94	C
25	I-105 Eastbound	Prairie Ave Off-Ramp	Diverge	Weekend Pre-Event	26.96	C	28.72	D
26	I-105 Eastbound	Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre-Event	13.31	B	13.50	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekend Pre-Event	-	F ²	-	F ²
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekend Pre-Event	-	F ²	-	F ²
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekend Pre-Event	17.57	B	17.85	B
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekend Pre-Event	24.19	C	24.41	C
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekend Pre-Event	20.77	C	21.05	C
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekend Pre-Event	25.56	C	29.78	D
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekend Pre-Event	26.51	D	34.07	D
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekend Pre-Event	26.51	D	34.07	D
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekend Pre-Event	24.48	C	29.30	D
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekend Pre-Event	20.37	C	23.35	C
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekend Pre-Event	19.24	B	21.61	C
38	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp	Diverge	Weekend Pre-Event	28.85	D	33.27	D
39	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre-Event	25.77	C	27.37	D
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekend Pre-Event	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekend Pre-Event	23.91	C	23.92	C
42	I-110 Northbound	101st St On-Ramp to n/o Century Blvd On-Ramp	Basic	Weekend Pre-Event	31.92	D	31.94	D
43	I-110 Northbound	Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre-Event	33.76	D	33.96	D

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
44	I-110 Northbound	Manchester Blvd Off- Ramp to EB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	27.58	D	27.71	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	28.19	D	28.64	D
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekend Pre- Event	31.31	D	31.66	D
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off- Ramp	Weave	Weekend Pre- Event	30.25	D	34.23	D
48	I-110 Southbound	Manchester Blvd Off- Ramp to WB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	24.48	C	27.24	D
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	25.62	C	27.50	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	24.02	C	26.14	D
51	I-110 Southbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	31.59	D	35.42	E
52	I-110 Southbound	Century Blvd Off- Ramp to Imperial Hwy Off-Ramp	Basic	Weekend Pre- Event	16.90	B	17.36	B
53	I-110 Southbound	Imperial Hwy Off- Ramp	Diverge	Weekend Pre- Event	22.11	C	22.68	C

NOTES:

¹ Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions.

² LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-95
 FREEWAY OFF-RAMP QUEUING ANALYSIS – CUMULATIVE (WITH THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS**

Off-Ramp ¹	Ramp Capacity Threshold ²	Cumulative (with The Forum and Football Game at NFL Stadium) No Project Pre-Event Conditions		Cumulative (with The Forum and Football Game at NFL Stadium) Plus Project Pre-Event Conditions	
		95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴	95th Percentile Queue (ft.) ³	Queue Exceeds Available Storage ⁴
		Weekend	Weekend	Weekend	Weekend
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	2,075	No	2,550	No
I-405 NB Off-Ramp at Century Boulevard	3,600	3,450	No	>4,200	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	2,100	Yes	2,575	Yes

I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	1,071	No	1,383	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	5,475	No	>9,500	Yes
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	4,367	Yes	5,883	Yes
I-105 EB Off-Ramp at 120th St	3,850	1,459	No	1,508	No
I-110 SB Off-Ramp at Century Boulevard	2,430	1,429	No	2,659	Yes
I-110 SB Off-Ramp at Manchester Boulevard	3,215	2,510	No	3,225	Yes
I-110 NB Off-Ramp at Manchester Boulevard	3,655	2,129	No	2,129	No

NOTES:

¹ Auxiliary lanes are present at each of these off-ramps.

² Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp terminus intersection is also included.

³ 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.

⁴ If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Table 3.14-96 displays the specific number of study intersections, individual freeway facilities, and freeway off-ramps that would be significantly impacted by a major event at the Proposed Project for the Cumulative Plus Project and five overlapping event scenarios presented here. Data is organized by peak hour and increasing numbers of overlapping activities to enable readers to visualize how the number of events in the study area influences impact identification.

**TABLE 3.14-96
 SUMMARY OF PROPOSED PROJECT (MAJOR EVENT) SIGNIFICANT ROADWAY IMPACTS FOR CONCURRENT SCENARIOS UNDER CUMULATIVE CONDITIONS**

Facility Type	Weekday Pre-Event Peak Hour				Weekday Post-Event Peak Hour				Weekend Pre-Event Peak Hour			
	Proposed Project	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Proposed Project	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Proposed Project	Sc. 1 (+ The Forum)	Sc. 2 (+ NFL Football Game)	Sc. 5 (+ The Forum + NFL Football Game)
Intersections	60	70	67	62	21	53	43	53	40	58	66	58
Freeway Facilities	6	11	12	13	3	7	10	15	8	10	5	6
Freeway Off-Ramp Queuing	3	4	4	5	Not Applicable				3	4	3	6

NOTE:
 Impacts of "Proposed Project" are judged directly against the Cumulative No Project condition. For all other scenarios, Proposed Project impacts are judged against the given scenario. Values specified in cells refer to the specific number of study intersections, individual freeway facilities, and freeway off-ramps that are significantly impacted for the given scenario and peak hour.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-97
 SUMMARY OF NUMBER OF STUDY INTERSECTIONS PROJECTED TO OPERATE AT LOS F FOR MAJOR EVENT CONCURRENT SCENARIOS UNDER CUMULATIVE CONDITIONS**

	Weekday Pre-Event Peak Hour				Weekday Post-Event Peak Hour				Weekend Pre-Event Peak Hour			
	Proposed Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Proposed Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Proposed Project Alone	Sc. 1 (+ The Forum)	Sc. 2 (+ NFL Football Game)	Sc. 5 (+ The Forum + NFL Football Game)
Without Project	11	41	44	49	0	12	21	35	3	13	10	31
With Project	42	71	70	64	14	55	39	55	31	49	60	57

SOURCE: Fehr & Peers, 2019.

Key findings from this table include the following:

- With respect to intersections:
 - Under weekday pre-event peak hour cumulative conditions, the Proposed Project would cause significant impacts at more than half of study intersections.
 - When compared to Adjusted Baseline impacts, Proposed Project impacts under cumulative conditions would be more frequent regardless of which peak hour or background concurrent event condition is being studied. This is due to increased background traffic, which increases the potential for Proposed Project vehicle trips to exacerbate unacceptable conditions.
 - The increase in Proposed Project impacts between Adjusted Baseline and cumulative conditions would be the lowest when all three venues would be operating concurrently. This is due to severe congestion that is projected to be equally present under both Adjusted Baseline and cumulative conditions.
 - As for Adjusted Baseline conditions, the overall operation of the street system is projected to be substantially worse under each concurrent event scenario than for the Proposed Project alone under cumulative conditions. One measure of this is the number of study intersections project to operate at LOS F under each scenario, as shown on Table 3.14-97.
 - The overall operation of the street system is generally projected to be worse under cumulative conditions than under Adjusted Baseline conditions due to increased background traffic. Comparing Table 3.14-97 to Table 3.14-96, the number of study intersections projected to operate at LOS F consistently increases from Adjusted Baseline to cumulative conditions, with the exception of the scenario with all three venues operating concurrently. In this scenario, highly congested conditions at certain intersections constrains the ability of traffic to move through the system, resulting in lower volumes and apparent better conditions at downstream locations.
- With respect to freeway facilities:
 - Cumulative freeway impacts due to the Proposed Project would be nearly identical to those identified under Adjusted Baseline conditions. This is likely due to many facilities being at or near capacity and being unable to accommodate much more growth in trips during the peak hour. As a result, project impacts would be similar under each time period.
- With respect to freeway off-ramp queuing:
 - Off-ramp queues longer than the applicable standard would be expected at three off-ramps during the weekday and weekend pre-event hours with the Proposed Project but without events at the other two venues. The estimated queues would be longer with each added concurrent event. Off-ramp queues would be projected to exceed the applicable standard at up to three additional off-ramps depending on the concurrent event.

Project-Specific Impacts and Mitigation Measures Associated with Other Concurrent Events

As described above and summarized in Table 3.14-3, this EIR analyzes combined effect of the Proposed Project assuming that one or more overlapping events would be occurring at the nearby NFL Stadium and The Forum. The following five overlapping major events scenarios are analyzed:

- Scenario 1 (Major Events at Proposed Project and The Forum)
- Scenario 2 (Major Event at Proposed Project and Football Game at NFL Stadium)
- Scenario 3 (Major Event at Proposed Project and Mid-Sized Event at NFL Stadium)
- Scenario 4 (Major Events at Proposed Project and The Forum, and Mid-Sized Event at NFL Stadium)
- Scenario 5 (Major Events at Proposed Project and The Forum, and Football Game at NFL Stadium)

As described previously, analyses of neighborhood traffic volumes were not performed for these concurrent scenarios and concurrent event Scenario 1 was selected as the most appropriate concurrent event to mitigate. The detailed results are presented below.

Impact 3.14-28: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts at intersections under Adjusted Baseline conditions. (Significant and Unavoidable)

Significant impacts for were identified based on the results in Tables 3.14-64, 3.14-67, 3.14-70, 3.14-73, and 3.14-76 and the significance criteria. **Figures 3.14-24, 3.14-25, and 3.14-26** are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event, weekday post-event, and weekend pre-event peak hours, respectively, for Scenario 1. **Figures 3.14-27** is a study area map displaying those intersections that would be significantly impacted during the weekend pre-event peak hours for Scenario 2. **Figures 3.14-28 and 3.14-29** are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event and weekday post-event peak hours, respectively, for Scenario 3. **Figures 3.14-30 and 3.14-31** are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event and weekday post-event peak hours, respectively, for Scenario 4. **Figure 3.14-32** is a study area map displaying those intersections that would be significantly impacted during the weekend pre-event peak hour for Scenario 5.

The figures that follow refer to “baseline” conditions as the various scenarios atop of which the Proposed Project’s impacts are measured. The term “baseline” as used in these figures, does not refer to the existing environmental setting as described in CEQA Guidelines section 15125. Each

figure describes the specific scenario that constitutes the baseline condition to which the project's traffic is added.

These impacts are considered **significant**.

**Figure 3.14-24 Impacted Intersections: Baseline (With
The Forum) Plus Major Event Weekday pre-event
peak hour**

**Figure 3.14-25 Impacted Intersections: Baseline (With The Forum)
Plus Major Event Weekday post-event peak hour**

**Figure 3.14-26 Impacted Intersections: Baseline (With The Forum)
Plus Major Event Weekend pre-event peak hour**

Figure 3.14-27 Impacted Intersections: Baseline (With Football Game at NFL Stadium) Plus Major Event Weekend pre-event peak hour

Figure 3.14-28 Impacted Intersections: Baseline (With Mid-Sized Event at NFL Stadium) Plus Major Event Weekday pre-event peak hour

Figure 3.14-29 Impacted Intersections: Baseline (With Mid-Sized Event at NFL Stadium) Plus Major Event Weekday post-event peak hour

Figure 3.14-30 Impacted Intersections: Baseline (With The Forum and Mid-Sized Event at NFL Stadium) Plus Major Event Weekday pre-event peak hour

Figure 3.14-31 Impacted Intersections: Baseline (With The Forum and Mid-Sized Event at NFL Stadium) Plus Major Event Weekday post-event peak hour

**Figure 3.14-32 Impacted Intersections: Baseline (With The Forum
and Football Game at NFL Stadium) Plus Major Event
Weekend pre-event peak hour**

Mitigation Measure 3.14-28(a)

Implement Mitigation Measures 3.14-3(a) through 3.14-3(p)

Include all mitigation measures required under major event conditions.

Mitigation Measure 3.14-28(b)

On days with concurrent events at The Forum, the City shall coordinate the Event TMP with the operator of The Forum to expand traffic control officer coverage and implement temporary lane assignments through the use of cones as follows:

- *At South Prairie Avenue and Arbor Vitae Street under pre-event conditions, through the use of cones and signs temporarily suspend curb parking to allow approximately 150' eastbound right turn pocket; lane widths may be reduced to approximately 11' to accommodate the turn pocket. This modification reduces a bottleneck during the pre-event peak hour that affects upstream traffic.*
- *At Hawthorne Boulevard and West Century Boulevard, through the placement of a TCO and cones, temporarily reassign the northbound approach as 2 left turn lanes, 2 through lanes, and 2 right turn lanes, allowing a northbound right turn phase overlap with the westbound left turns.*

~~These modifications~~ Implementation of Mitigation Measure 3.14-28(b) would improve operations throughout the network, particularly along South Prairie Avenue and West Century Boulevard approaching the Project Site and The Forum.

Mitigation Measure 3.14-28(c)

On days with concurrent events at the NFL Stadium, the City shall coordinate the Event TMP with the operator of the NFL Stadium Transportation Management and Operations Plan (TMOP).

Mitigation Measure 3.14-28(d)

Implement Mitigation Measure 3.14-2(c) (West Century Boulevard/La Cienega Boulevard Improvements).

Level of Significance After Mitigation: The combined effectiveness of the above mitigation measures is displayed on **Table 3.14-98** for Scenario 1 (with Major Event at The Forum), and Based on network-level microsimulation analysis, under major event conditions, the mitigations at major bottlenecks often result in increased traffic flow at adjacent and/or downstream intersections. Improving the flow at major bottleneck locations, although desirable, can cause secondary impacts. The following describes their effectiveness during each peak hour.

Weekday Pre-Event Peak Hour

Of the 61 significant intersection impacts, the above mitigation measures would cause 15 to become **less-than-significant**. These mitigation measures would not cause any otherwise not significantly impacted intersections to become a secondary, significant impact. The average percent demand served at the 68 intersections analyzed using

microsimulation increased from 58 percent (Adjusted Baseline (With The Forum) Plus Project without mitigation) to 71 percent with the recommended mitigation measures in place.

Weekday Post-Event Peak Hour

Of the 45 significant intersection impacts, the above mitigation measures would cause ten to become **less-than-significant**. These mitigation measures would cause an additional three intersections to become new secondary, significantly impacted locations. The average percent demand served at the 68 intersections analyzed using microsimulation increased from 65 percent (Adjusted Baseline (With Major Event at The Forum) Plus Project without mitigation) to 69 percent with the recommended mitigation measures in place.

Weekend Pre-Event Peak Hour

Of the 41 significant intersection impacts identified during the weekend pre-event peak hour, the above mitigation measures would cause 15 to become **less-than-significant**. These mitigation measures would cause an additional three intersections to become new secondary, significantly impacted locations. The average percent demand served at the 68 intersections analyzed using microsimulation increased from 79 percent (Adjusted Baseline (With The Forum) Plus Project without mitigation) to 85 percent with the recommended mitigation measures in place..

Mitigation measure testing did not account for the potential effectiveness of TDM strategies on travel demand due to their uncertainty for special events. However, the above list of mitigation measures would reduce vehicle travel demand, accommodate the remaining travel demand in a more efficient manner, and provide physical improvements, where feasible, to add capacity to the roadway system. None of the physical improvements described above would require additional right-of-way; however, some would require coordination with other responsible agencies, and there would be no assurances that these agencies would permit these improvements to be constructed. Thus, for the various reasons described here, these impacts are considered **significant and unavoidable**.

**TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.853	D	1.006	F		
				Weekday Post-Event	0.553	A	0.586	A		
				Weekend Pre-Event	0.696	B	0.850	D		
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.693	B	0.720	C		
				Weekday Post-Event	0.469	A	0.541	A		
				Weekend Pre-Event	0.564	A	0.577	A		
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	258.5	F	***	F	***	F
				Weekday Post-Event	4.5	A	5.4	A	5.2	A
				Weekend Pre-Event	6.5	A	6.6	A	29.5	C
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	192.8	F	204.3	F	219.8	F
				Weekday Post-Event	21.3	C	20.3	C	20.9	C
				Weekend Pre-Event	16.6	B	18.0	B	30.3	C
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	133.8	F	142.5	F	141.0	F
				Weekday Post-Event	20.8	C	17.4	B	32.1	C
				Weekend Pre-Event	26.0	C	68.2	E	72.6	E
6	West Blvd/Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.021	F	1.080	F		
				Weekday Post-Event	0.779	C	0.863	D		
				Weekend Pre-Event	0.884	D	0.943	E		
		CMA	City of Los Angeles	Weekday Pre-Event	0.883	D	0.945	E		
				Weekday Post-Event	0.625	B	0.713	C		
7	Prairie Ave/Grace Ave	HCM	Inglewood	Weekend Pre-Event	0.737	C	0.799	C		
				Weekday Pre-Event	133.4	F	139.0	F	132.1	F
				Weekday Post-Event	3.3	A	2.5	A	15.8	B
8	Prairie Ave/East Carondelet Way	HCM	Inglewood	Weekend Pre-Event	3.3	A	36.6	D	88.6	F
				Weekday Pre-Event	163.6	F	80.2	F	73.0	E
				Weekday Post-Event	4.8	A	28.8	C	45.9	D
9	Prairie Ave/E Regent Street	HCM	Inglewood	Weekend Pre-Event	4.7	A	104.9	F	112.2	F
				Weekday Pre-Event	87.0	F	81.2	F	78.0	E
				Weekday Post-Event	6.0	A	67.0	E	53.5	D
				Weekend Pre-Event	7.6	A	68.3	E	65.4	E

**TABLE 3.14-98
 INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
10	La Cienega Blvd/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.755	C	0.847	D		
				Weekday Post-Event	0.566	A	0.668	B		
				Weekend Pre-Event	0.626	B	0.719	C		
11	La Brea Ave/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.017	F	1.137	F	1.051	F
				Weekday Post-Event	0.647	B	0.855	D	0.855	D
				Weekend Pre-Event	0.782	C	0.901	E	0.820	D
12	Hillcrest Blvd/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	150.4	F	178.6	F	213.8	F
				Weekday Post-Event	10.8	B	24.6	C	13.8	B
				Weekend Pre-Event	101.0	F	131.9	F	131.6	F
13	Spruce Ave/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	53.3	D	62.7	E	62.7	E
				Weekday Post-Event	6.6	A	56.3	E	16.9	B
				Weekend Pre-Event	77.5	E	109.5	F	98.2	F
14	Prairie Ave/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	169.0	F	128.8	F	144.8	F
				Weekday Post-Event	105.8	F	126.0	F	169.1	F
				Weekend Pre-Event	106.1	F	179.2	F	197.1	F
15	Kareem Ct/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	155.0	F	131.2	F	123.3	F
				Weekday Post-Event	42.8	D	54.0	D	60.6	E
				Weekend Pre-Event	53.5	D	78.9	E	72.8	E
16	Crenshaw Blvd/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.346	F	1.425	F	1.262	F
				Weekday Post-Event	1.427	F	1.751	F	1.671	F
				Weekend Pre-Event	1.051	F	1.122	F	1.055	F
17	La Brea Ave/Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.568	A	0.633	B		
				Weekday Post-Event	0.271	A	0.410	A		
				Weekend Pre-Event	0.397	A	0.460	A		
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.515	A	0.580	A		
				Weekday Post-Event	0.350	A	0.510	A		
				Weekend Pre-Event	0.429	A	0.493	A		
19	Prairie Ave/Kelso St/Pincoy Dr	HCM	Inglewood	Weekday Pre-Event	70.0	E	35.2	D	70.5	E
				Weekday Post-Event	129.3	F	182.8	F	107.9	F
				Weekend Pre-Event	29.1	C	26.2	C	76.0	E

**TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
20	Kareem Ct/Pincay Dr	HCM	Inglewood	Weekday Pre-Event	13.1	B	12.4	B	12.5	B
				Weekday Post-Event	107.4	F	8.3	A	7.7	A
				Weekend Pre-Event	13.2	B	11.7	B	16.9	B
21	La Cienega Blvd/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	168.1	F	184.8	F	146.3	F
				Weekday Post-Event	19.7	B	19.6	B	16.0	B
				Weekend Pre-Event	20.6	C	42.0	D	21.3	C
22	Inglewood Ave/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	192.2	F	179.1	F	133.4	F
				Weekday Post-Event	18.1	B	20.2	C	19.0	B
				Weekend Pre-Event	29.9	C	109.6	F	52.8	D
23	La Brea Ave/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	138.7	F	146.1	F	111.9	F
				Weekday Post-Event	21.0	C	53.0	D	19.2	B
				Weekend Pre-Event	49.4	D	94.9	F	31.7	C
24	Myrtle Ave/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	126.2	F	68.4	E	60.2	E
				Weekday Post-Event	7.8	A	133.1	F	8.4	A
				Weekend Pre-Event	94.0	F	99.3	F	20.7	C
25	Prairie Ave/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	83.4	F	60.3	E	61.6	E
				Weekday Post-Event	97.8	F	**	F	202.8	F
				Weekend Pre-Event	69.7	E	72.1	E	49.2	D
26	La Brea Ave/Hardy St	HCM	Inglewood	Weekday Pre-Event	13.1	B	62.9	F	34.1	C
				Weekday Post-Event	10.8	B	9.6	A	9.1	A
				Weekend Pre-Event	13.1	B	68.0	E	14.1	B
27	Myrtle Ave/Hardy St	HCM	Inglewood	Weekday Pre-Event	8.2	A	7.4	A	19.6	B
				Weekday Post-Event	6.9	A	7.0	A	6.8	A
				Weekend Pre-Event	9.7	A	8.8	A	9.2	A
28	Prairie Ave/Hardy St	HCM	Inglewood	Weekday Pre-Event	21.2	C	24.6	C	27.0	C
				Weekday Post-Event	147.6	F	**	F	287.7	F
				Weekend Pre-Event	19.9	B	24.2	C	20.7	C
29	Crenshaw Blvd/Hardy St	HCM	Inglewood	Weekday Pre-Event	9.7	A	48.5	D	9.8	A
				Weekday Post-Event	102.4	F	107.8	F	110.9	F
				Weekend Pre-Event	9.1	A	8.7	A	8.7	A

**TABLE 3.14-98
 INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
30	Van Ness Ave/Hardy St/96 th St	ICU	Inglewood	Weekday Pre-Event	0.558	A	0.571	A		
				Weekday Post-Event	0.329	A	0.390	A		
				Weekend Pre-Event	0.469	A	0.473	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.488	A	0.502	A		
				Weekday Post-Event	0.243	A	0.308	A		
				Weekend Pre-Event	0.393	A	0.397	A		
31	La Cienega Blvd/SB 405 On/Off Ramps (n/o Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekday Pre-Event	143.7	F	***	F	104.2	F
				Weekday Post-Event	25.4	C	49.5	D	56.6	E
				Weekend Pre-Event	17.1	B	149.7	F	41.2	D
				Weekday Pre-Event	15.5	B	21.3	C	10.9	B
32	Prairie Ave/97 th St	HCM	Inglewood	Weekday Post-Event	26.0	C	232.5	F	34.3	C
				Weekend Pre-Event	11.5	B	14.6	B	14.2	B
				Weekday Pre-Event	9.8	A	72.9	E	28.3	C
33	Concourse Way/Century Blvd	HCM	City of Los Angeles	Weekday Post-Event	10.7	B	11.1	B	9.3	A
				Weekend Pre-Event	11.6	B	10.3	B	11.5	B
				Weekday Pre-Event	35.6	D	189.9	F	110.9	F
34	La Cienega Blvd/Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Post-Event	30.3	C	41.8	D	33.6	C
				Weekend Pre-Event	27.4	C	47.5	D	45.2	D
				Weekday Pre-Event	19.3	B	203.5	F	179.6	F
35	NB 405 On/Off Ramp/Century Blvd	HCM	Inglewood/ Caltrans	Weekday Post-Event	17.0	B	22.0	C	76.2	E
				Weekend Pre-Event	13.3	B	114.1	F	32.4	C
				Weekday Pre-Event	14.6	B	51.7	D	33.3	C
36	Felton Ave/Century Blvd	HCM	Inglewood	Weekday Post-Event	95.6	F	148.9	F	118.1	F
				Weekend Pre-Event	13.2	B	19.6	B	15.7	B
37	Inglewood Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	27.4	C	220.7	F	159.1	F
				Weekday Post-Event	45.2	D	131.0	F	84.9	F
				Weekend Pre-Event	27.4	C	121.6	F	67.4	E
38	Fir Ave/Firmona Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	20.8	C	234.2	F	158.1	F
				Weekday Post-Event	9.7	A	75.0	E	24.5	C
				Weekend Pre-Event	6.4	A	157.5	F	114.9	F

**TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
39	Grevillea Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	32.2	C	97.2	F	79.1	E
				Weekday Post-Event	11.4	B	63.1	E	16.6	B
				Weekend Pre-Event	5.7	A	63.5	F	62.6	E
40	Hawthorne Blvd/La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	68.7	E	131.5	F	136.4	F
				Weekday Post-Event	37.9	D	118.8	F	64.8	E
				Weekend Pre-Event	40.8	D	128.6	F	108.7	F
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	87.5	F	81.5	F	50.9	D
				Weekday Post-Event	6.3	A	105.6	F	18.8	B
				Weekend Pre-Event	8.8	A	50.7	D	33.9	C
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	24.3	C	31.9	C	21.5	C
				Weekday Post-Event	7.3	A	85.3	F	49.8	D
				Weekend Pre-Event	9.3	A	22.1	C	19.2	B
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	111.2	F	144.9	F	121.6	F
				Weekday Post-Event	70.1	E	259.5	F	134.7	F
				Weekend Pre-Event	71.2	E	94.7	F	108.2	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	34.6	C	164.6	F	110.5	F
				Weekday Post-Event	19.4	B	206.9	F	188.4	F
				Weekend Pre-Event	32.0	C	38.8	D	69.6	E
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	47.3	D	149.0	F	101.9	F
				Weekday Post-Event	14.8	B	143.8	F	130.4	F
				Weekend Pre-Event	21.2	C	67.1	E	96.8	F
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	49.3	D	159.1	F	112.8	F
				Weekday Post-Event	19.3	B	115.2	F	107.4	F
				Weekend Pre-Event	38.8	D	72.5	E	67.8	E
47	11 th Ave/ Village Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	49.2	D	113.3	F	73.3	E
				Weekday Post-Event	17.0	B	147.1	F	76.3	E
				Weekend Pre-Event	27.7	C	51.6	D	52.7	D
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	60.6	E	169.1	F	158.6	F
				Weekday Post-Event	76.5	E	119.7	F	107.3	F
				Weekend Pre-Event	39.2	D	142.0	F	159.6	F

**TABLE 3.14-98
 INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
49	5 th Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	12.1	B	123.4	F	100.1	F
				Weekday Post-Event	13.8	B	19.1	B	21.8	C
				Weekend Pre-Event	14.1	B	108.5	F	98.3	F
50	Van Ness Ave/ Century Blvd	ICU	Inglewood/Los Angeles County	Weekday Pre-Event	0.758	C	0.870	D		
				Weekday Post-Event	0.568	A	0.809	D		
				Weekend Pre-Event	0.658	B	0.786	C		
		CMA	City of Los Angeles	Weekday Pre-Event	0.701	C	0.821	D		
				Weekday Post-Event	0.499	A	0.757	C		
				Weekend Pre-Event	0.595	A	0.731	C		
51	Gramercy Pl/ Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.388	A	0.505	A		
				Weekday Post-Event	0.410	A	0.619	B		
				Weekend Pre-Event	0.362	A	0.473	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.207	A	0.333	A		
				Weekday Post-Event	0.231	A	0.453	A		
				Weekend Pre-Event	0.179	A	0.297	A		
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.771	C	0.973	E		
				Weekday Post-Event	0.587	A	0.910	E		
				Weekend Pre-Event	0.641	B	0.842	D		
53	La Cienega Blvd/ SB 405 On/Off Ramps (s/o Century)	HCM	Inglewood/Los Angeles County/Caltrans/City of Los Angeles	Weekday Pre-Event	10.9	B	186.3	F	130.6	F
				Weekday Post-Event	9.2	A	10.4	B	10.6	B
				Weekend Pre-Event	9.0	A	9.4	A	11.3	B
54	Prairie Ave/102 nd St	HCM ³	Inglewood	Weekday Pre-Event	94.3	F	151.0	F	35.7	E
				Weekday Post-Event	6.2	A	***	F	***	F
				Weekend Pre-Event	85.6	F	23.2	C	14.0	B
55	Doty Ave/102 nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	33.0	D	10.0	B	9.3	A
				Weekday Post-Event	5.7	A	79.3	F	4.9	A
				Weekend Pre-Event	10.2	B	8.2	A	9.1	A
56	Yukon Ave/102 nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	91.5	F	***	F	218.0	F
				Weekday Post-Event	7.4	A	***	F	***	F
				Weekend Pre-Event	15.1	C	79.7	F	188.9	F

**TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
57	La Cienega Blvd/ 104 th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event	9.9	A	99.1	F	27.7	C
				Weekday Post-Event	5.8	A	5.3	A	5.2	A
				Weekend Pre-Event	7.4	A	7.5	A	8.2	A
58	Inglewood Ave/ 104 th St	HCM	Los Angeles County	Weekday Pre-Event	16.0	B	18.8	B	21.9	C
				Weekday Post-Event	8.3	A	9.5	A	7.8	A
				Weekend Pre-Event	15.6	B	16.0	B	14.7	B
59	Hawthorne Blvd/ 104 th St	HCM	Inglewood/Los Angeles County	Weekday Pre-Event	23.8	C	165.1	F	146.0	F
				Weekday Post-Event	15.7	B	94.6	F	17.8	B
				Weekend Pre-Event	24.8	C	109.8	F	44.5	D
60	Prairie Ave/104 th St	HCM	Inglewood	Weekday Pre-Event	141.0	F	250.7	F	142.9	F
				Weekday Post-Event	9.3	A	236.6	F	139.8	F
				Weekend Pre-Event	143.9	F	168.8	F	134.7	F
61	Doty Ave/104 th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	24.7	C	207.1	F	88.0	F
				Weekday Post-Event	6.6	A	6.6	A	8.9	A
				Weekend Pre-Event	7.8	A	242.4	F	198.4	F
62	Yukon Ave/104 th St	HCM	Inglewood	Weekday Pre-Event	14.9	B	204.3	F	83.3	F
				Weekday Post-Event	8.4	A	12.3	B	34.7	C
				Weekend Pre-Event	12.9	B	135.4	F	52.9	D
63	Crenshaw Blvd/ 104 th St	HCM	Inglewood	Weekday Pre-Event	28.3	C	115.5	F	107.5	F
				Weekday Post-Event	11.7	B	19.3	B	17.6	B
				Weekend Pre-Event	22.6	C	167.0	F	132.3	F
64	Van Ness Ave/ 104 th St	ICU	Inglewood/Los Angeles County	Weekday Pre-Event	0.525	A	0.544	A		
				Weekday Post-Event	0.301	A	0.327	A		
				Weekend Pre-Event	0.430	A	0.443	A		
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.704	C	0.732	C		
				Weekday Post-Event	0.471	A	0.662	B		
				Weekend Pre-Event	0.612	B	0.629	B		
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	22.7	C	265.1	F	8.9	A
				Weekday Post-Event	5.4	A	102.2	F	56.8	E
				Weekend Pre-Event	6.5	A	204.5	F	7.1	A

**TABLE 3.14-98
 INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	26.3	C	67.5	E	32.7	C
				Weekday Post-Event	7.6	A	151.1	F	129.9	F
				Weekend Pre-Event	32.2	C	54.9	D	37.4	D
68	Prairie Ave/108th St	HCM	Inglewood	Weekday Pre-Event	64.0	E	109.7	F	63.2	E
				Weekday Post-Event	7.3	A	66.6	E	62.6	E
				Weekend Pre-Event	108.5	F	114.2	F	81.6	F
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Pre-Event	8.9	A	10.5	B	17.5	B
				Weekday Post-Event	6.7	A	8.2	A	7.5	A
				Weekend Pre-Event	9.2	A	12.3	B	12.7	B
70	Crenshaw Blvd/ 109 th St	ICU	Inglewood	Weekday Pre-Event	0.538	A	0.703	C		
				Weekday Post-Event	0.425	A	0.609	B		
				Weekend Pre-Event	0.450	A	0.617	B		
71	Hawthorne Blvd/ 111 th St	ICU	Hawthorne/Los Angeles County	Weekday Pre-Event	0.706	C	0.768	C		
				Weekday Post-Event	0.405	A	0.578	A		
				Weekend Pre-Event	0.576	A	0.649	B		
72	Prairie Ave/111 th St	HCM	Inglewood	Weekday Pre-Event	31.1	C	100.9	F	91.7	F
				Weekday Post-Event	33.4	C	176.1	F	172.3	F
				Weekend Pre-Event	54.7	D	62.4	E	106.9	F
73	Yukon Ave/111 th St	HCM	Inglewood	Weekday Pre-Event	7.9	A	8.5	A	36.7	D
				Weekday Post-Event	6.3	A	6.4	A	5.8	A
				Weekend Pre-Event	8.6	A	8.4	A	9.1	A
74	Hawthorne Blvd/ WB 105 Off Ramp	ICU	Hawthorne	Weekday Pre-Event	0.700	B	0.817	D		
				Weekday Post-Event	0.461	A	0.634	B		
				Weekend Pre-Event	0.582	A	0.702	C		
75	Prairie Ave/ 112 th St/ 105 On Ramps	HCM	Inglewood/ Caltrans	Weekday Pre-Event	94.9	F	230.7	F	282.5	F
				Weekday Post-Event	66.7	E	172.5	F	135.6	F
				Weekend Pre-Event	51.6	D	164.1	F	207.0	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.770	C	0.773	C		
				Weekday Post-Event	0.411	A	0.443	A		
				Weekend Pre-Event	0.578	A	0.608	B		

**TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
77	Freeman Ave/ EB 105 On Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Pre-Event	25.6	C	96.1	F	73.1	E
				Weekday Post-Event	51.3	D	61.5	E	70.3	E
				Weekend Pre-Event	16.8	B	15.8	B	15.7	B
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	83.3	F	126.1	F	111.9	F
				Weekday Post-Event	62.5	E	55.1	E	43.8	D
				Weekend Pre-Event	39.2	D	45.8	D	63.3	E
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	58.6	E	117.5	F	108.8	F
				Weekday Post-Event	9.5	A	7.5	A	7.6	A
				Weekend Pre-Event	12.2	B	12.4	B	13.3	B
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	19.4	B	130.9	F	127.2	F
				Weekday Post-Event	8.2	A	12.0	B	9.3	A
				Weekend Pre-Event	12.6	B	11.5	B	12.4	B
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Pre-Event	0.888	D	1.037	F		
				Weekday Post-Event	0.570	A	0.820	D		
				Weekend Pre-Event	0.790	C	0.940	E		
82	Prairie Ave/118 th St	HCM	Hawthorne	Weekday Pre-Event	21.1	C	112.0	F	117.8	F
				Weekday Post-Event	13.4	B	10.1	B	10.2	B
				Weekend Pre-Event	18.3	B	18.6	B	19.7	B
83	Crenshaw Blvd/ WB 105 Off Ramp/ 118 th Pl	ICU	Hawthorne/ Caltrans	Weekday Pre-Event	0.810	D	0.977	E	0.969	E
				Weekday Post-Event	0.693	B	0.880	D	0.835	D
				Weekend Pre-Event	0.782	C	0.952	E	0.943	E
84	Prairie Ave/120 th St	HCM	Hawthorne	Weekday Pre-Event	55.6	E	135.9	F	132.0	F
				Weekday Post-Event	18.6	B	18.2	B	18.4	B
				Weekend Pre-Event	25.2	C	24.2	C	25.5	C
85	EB 105 On/Off Ramp/ 120 th St	ICU	Hawthorne	Weekday Pre-Event	0.710	C	0.742	C		
				Weekday Post-Event	0.721	C	0.951	E		
				Weekend Pre-Event	0.790	C	0.837	D		
86	Crenshaw Blvd/ 120 th Street	ICU	Hawthorne	Weekday Pre-Event	0.742	C	0.865	D	0.821	D
				Weekday Post-Event	0.849	D	1.293	F	0.748	C
				Weekend Pre-Event	0.775	C	0.898	D	0.862	D

**TABLE 3.14-98
 INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.412	A	0.424	A		
				Weekday Post-Event	0.248	A	0.268	A		
				Weekend Pre-Event	0.284	A	0.296	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.233	A	0.246	A		
				Weekday Post-Event	0.079	A	0.089	A		
				Weekend Pre-Event	0.098	A	0.109	A		
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.787	C	0.801	D		
				Weekday Post-Event	0.444	A	0.487	A		
				Weekend Pre-Event	0.648	B	0.662	B		
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	14.8	B	150.8	F	81.6	F
				Weekday Post-Event	11.2	B	166.3	F	178.1	F
				Weekend Pre-Event	15.4	B	82.1	F	108.7	F
90	Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekday Pre-Event	21.0	C	13.4	B	20.2	C
				Weekday Post-Event	168.5	F	235.6	F	201.7	F
				Weekend Pre-Event	16.5	B	16.9	B	17.2	B
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekday Pre-Event	0.967	E	1.140	F		
				Weekday Post-Event	0.740	C	1.027	F		
				Weekend Pre-Event	0.815	D	0.985	E		
92	Vermont Ave/ Century Ave	ICU	Los Angeles County	Weekday Pre-Event	0.773	C	0.876	D		
				Weekday Post-Event	0.603	B	0.794	C		
				Weekend Pre-Event	0.671	B	0.781	C		
		CMA	City of Los Angeles	Weekday Pre-Event	0.682	B	0.802	D		
				Weekday Post-Event	0.484	A	0.707	C		
				Weekend Pre-Event	0.563	A	0.691	B		
93	Hoover St/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.489	A	0.558	A		
				Weekday Post-Event	0.347	A	0.525	A		
				Weekend Pre-Event	0.431	A	0.513	A		
94	Figueroa St/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.698	B	0.775	C		
				Weekday Post-Event	0.455	A	0.617	B		
				Weekend Pre-Event	0.602	B	0.689	B		

**TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
95	Grand Ave/ 110 SB Off Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.452	A	0.558	A		
				Weekday Post-Event	0.339	A	0.461	A		
				Weekend Pre-Event	0.371	A	0.473	A		
96	Olive St/ 110 NB On Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.432	A	0.461	A		
				Weekday Post-Event	0.354	A	0.518	A		
				Weekend Pre-Event	0.385	A	0.414	A		
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.179	F	1.323	F		
				Weekday Post-Event	1.054	F	1.319	F		
				Weekend Pre-Event	0.962	E	1.105	F		
		CMA	City of Los Angeles	Weekday Pre-Event	1.051	F	1.205	F		
				Weekday Post-Event	0.917	E	1.200	F		
				Weekend Pre-Event	0.819	D	0.971	E		
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.104	F	1.270	F		
				Weekday Post-Event	1.048	F	1.313	F		
				Weekend Pre-Event	0.894	D	1.058	F		
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.805	D	0.897	D		
				Weekday Post-Event	0.711	C	0.848	D		
				Weekend Pre-Event	0.637	B	0.721	C		
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.859	D	0.952	E		
				Weekday Post-Event	0.795	C	0.946	E		
				Weekend Pre-Event	0.637	B	0.728	C		
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.770	C	0.855	D		
				Weekday Post-Event	0.706	C	0.843	D		
				Weekend Pre-Event	0.631	B	0.715	C		
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.926	E	1.019	F		
				Weekday Post-Event	0.983	E	1.134	F		
				Weekend Pre-Event	0.752	C	0.843	D		
103	110 SB On/Off Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.752	C	0.895	D		
				Weekday Post-Event	0.892	D	0.979	E		
				Weekend Pre-Event	0.509	A	0.660	B		

**TABLE 3.14-98
 INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
104	110 NB On/Off Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.559	A	0.563	A		
				Weekday Post-Event	0.760	C	1.092	F		
				Weekend Pre-Event	0.539	A	0.544	A		
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event	0.994	E	1.137	F		
				Weekday Post-Event	0.938	E	1.113	F		
				Weekend Pre-Event	0.776	C	0.813	E		
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.778	C	0.819	D		
				Weekday Post-Event	0.578	A	0.653	B		
				Weekend Pre-Event	0.622	B	0.664	B		
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.937	E	0.948	E	0.927	E
				Weekday Post-Event	0.515	A	0.562	A	0.562	A
				Weekend Pre-Event	0.794	C	0.806	D	0.806	D
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	1.006	F	1.044	F	0.947	E
				Weekday Post-Event	0.652	B	0.660	B	0.627	B
				Weekend Pre-Event	0.993	E	1.033	F	0.956	E
		CMA	City of Los Angeles	Weekday Pre-Event	0.953	E	0.998	E	0.885	D
				Weekday Post-Event	0.542	A	0.552	A	0.513	A
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekend Pre-Event	0.939	E	0.986	E	0.896	D
				Weekday Pre-Event	0.723	C	0.738	C		
				Weekday Post-Event	0.475	A	0.495	A		
		CMA	City of Los Angeles	Weekend Pre-Event	0.653	B	0.669	B		
				Weekday Pre-Event	0.553	A	0.570	A		
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekday Post-Event	0.295	A	0.316	A		
				Weekend Pre-Event	0.481	A	0.499	A		
				Weekday Pre-Event	0.906	E	0.913	E		
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekday Post-Event	0.507	A	0.507	A		
				Weekend Pre-Event	0.754	C	0.760	C		
				Weekday Pre-Event	0.930	E	0.932	E		
				Weekday Post-Event	0.624	B	0.644	B		
				Weekend Pre-Event	0.873	D	0.876	D		

**TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	1.064	F	1.071	F		
				Weekday Post-Event	0.549	A	0.549	A		
				Weekend Pre-Event	0.807	D	0.814	D		
				Weekday Pre-Event	1.036	F	1.153	F		
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.627	B	0.666	B		
				Weekend Pre-Event	0.779	C	0.894	D		
				Weekday Pre-Event	0.931	E	0.996	E		
				Weekday Post-Event	0.620	B	0.745	C		
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekend Pre-Event	0.768	C	0.861	D		
				Weekday Pre-Event			N/A	N/A		
				Weekday Post-Event	Does Not Exist		129.8	F	60.5	E
				Weekend Pre-Event			N/A	N/A	N/A	N/A
115	Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekday Pre-Event			109.2	F	36.4	D
				Weekday Post-Event	Does Not Exist		N/A	N/A	N/A	N/A
				Weekend Pre-Event			51.2	D	35.7	D
				Weekend Pre-Event						

NOTES:

Shaded cells represent significant impacts.

Blank cells under the "With Mitigation" columns represent intersections that do not require mitigation and therefore LOS results are anticipated to be similar.

Intersections analyzed using HCM may show "with mitigation" LOS results despite the particular intersection not being impacted because micro-simulation analysis of mitigations reveals effects on nearby intersections.

¹ Analysis methods vary by jurisdiction (refer to previous pages for description).

² Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.

³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

*** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.

N/A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

Impact 3.14-29: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts on freeway facilities under Adjusted Baseline conditions. (Significant and Unavoidable)

Significant impacts for were identified based on the significance criteria and the results are presented for freeway operations in Tables 3.14-65, 3.14-68, 3.14-71, 3.14-74, and 3.14-77 and for freeway ramp queuing in Tables 3.14-66, 3.14-69, 3.14-72, 3.14-75, and 3.14-78. Major events at the Proposed Project Arena, when held concurrently with major events at the NFL Stadium and/or The Forum, would cause significant impacts on a number of the study freeway segments and off-ramps (refer to tables for specific segments and off-ramps under each scenario).

Weekday Pre-Event Hour

- 3 to 4 impacted segments on I-405
- 7 to 8 impacted segments on I-105
- 0 impacted segments on I-110
- Project causes or contributes to queue exceeding storage at up to five off-ramps depending on the concurrent scenario

Weekday Post-Event Hour

- 3 to 4 impacted segments on I-405
- 2 to 6 impacted segments on I-105
- 1 to 6 impacted segments on I-110

Weekend Day Pre-Event Hour

- 3 to 4 impacted segments on I-405
- 2 to 6 impacted segments on I-105
- 0 impacted segments on I-110
- Project causes or contributes to queue exceeding storage at up to five off-ramps depending on the concurrent scenario

These freeway segment and ramp queue impacts are considered **significant**.

Mitigation Measures

Mitigation Measure 3.14-29(a)

Implement Mitigation Measure 3.14-3(h) (I-105 Westbound Off-ramp Widening at Crenshaw Boulevard)

Mitigation Measure 3.14-29(b)

Implement Mitigation Measure 3.14-3(c) (Restripe I-405 NB Off-Ramp at West Century Boulevard).

Mitigation Measure 3.14-29(c)

Implement Mitigation Measure 3.14-3(o) (Retime and optimize traffic signals on Inglewood streets)

Mitigation Measure 3.14-29(d)

Implement Mitigation Measure 3.14-3(g) (I-105 Off-ramp Widening at South Prairie Avenue).

Mitigation Measure 3.14-29(e)

Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).

Mitigation Measure 3.14-29(f)

Implement the trip reduction measures included in the Proposed Project Transportation Demand Management Program described in Mitigation Measure 3.14-2(b).

The combined effect of the above mitigation measures would be improved operations of streets in the vicinity of the Proposed Project, which would result in less overall delay and vehicle queuing. [Cite to table showing with mitigation?] Additionally, widening and/or lane reassignments on several of the impacted off-ramps would improve their capacity and ability to store vehicles. The following describes how impacted off-ramps would be improved in concurrent Scenario 1 (with The Forum) (for the more critical weekday pre-event peak hour):

- At the I-105 off-ramp at South Prairie Avenue, the maximum vehicle queue would be reduced from 9,175 feet (without mitigation) to 7,700 feet with mitigation, which is less than the applicable 8,720-foot storage. Thus, storage would be adequate with mitigation.
- At the I-105 Westbound off-ramp at Crenshaw Boulevard, the maximum vehicle queue would be reduced from 6,247 feet (without mitigation) to 3,585 feet with mitigation, which is less than the applicable 4,065-foot storage. Thus, storage would be adequate with mitigation.
- The surface street improvements and traffic management strategies would result in small decreases in the maximum queue at the I-405 northbound and southbound off-ramps at West Century Boulevard. However, the northbound off-ramp and the more southerly southbound off-ramp (south of West Century Boulevard) would continue to exceed the applicable storage threshold.

Level of Significance After Mitigation: These mitigation measures, if implemented, would reduce two of the impacted off-ramp queues to within the available ramp storage during the weekday and weekend pre-event peak hours under concurrent Scenario 1 as described above, thereby mitigating this impacts at these off-ramps to less-than-significant. However, the maximum queue at the I-405 northbound off-ramp onto West Century Boulevard and at the I-405 southbound off-ramp onto La Cienega (south of West Century Boulevard) would continue to exceed the applicable storage threshold. Since the improvements involve another jurisdiction in addition to the City of Inglewood, however, their implementation cannot be guaranteed and the impacts are considered to be **significant and unavoidable**.

The queue impacts on the off-ramps under the other concurrent event scenarios and the freeway segment impacts are considered **significant and unavoidable**.

Impact 3.14-30: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would adversely affect public transit operations or fail to adequately provide access to transit. (Significant and Unavoidable)

The project vehicular traffic has the potential to affect on-time performance for buses operating in the study area because of congestion associated with event arrival and departure traffic under conditions with a major event at The Forum or the NFL Stadium. This adverse impact to bus operations is considered **significant**.

The draft Transportation Management and Operations Plan for the Inglewood Sports & Entertainment District¹⁹ states that Metro is proposing to run special event service for large events at the Stadium, serving the Hawthorne/Lennox and Crenshaw Stations on the Green Line and the Downtown Inglewood Station on the Crenshaw/LAX line, and that shuttle bus service would be provided between the Inglewood Intermodal Transit Facility adjacent to the NFL Stadium and the light rail stations. ~~Consistent with OPR guidance, an increase in transit demand is not considered an impact for CEQA purposes.~~

Project-related vehicular traffic is not expected to affect Green Line and Crenshaw/LAX Transit Corridor run time, as the Green Line is fully grade separated, and the Crenshaw/LAX Transit Corridor is grade separated at most major arterial crossings. However, increased ridership generated by concurrent project events and events at The Forum or the NFL Stadium will increase station dwell time at the Downtown Inglewood and Hawthorne/Lennox Stations, compared with non-event conditions. ~~As there would be no other impacts to run time, this extra station dwell time should be able to be made up along the routes, and therefore no adverse impact to rail transit operations is expected for either line. Consistent with OPR guidance, an increase in transit demand is not considered an impact for CEQA purposes.~~ This impact is considered to be **less than significant**.

~~During major events, the Proposed Project would operate shuttles that transport attendees between the site and the Hawthorne Green Line Station and planned Metro Crenshaw/LAX Line station in Downtown Inglewood. The Proposed Project site plan indicates a 120-foot bus pull-out would be provided along Prairie Avenue. To the extent that congestion on South Prairie Avenue during the pre-event and post-event hours caused by the combination of traffic generated by events at the Proposed Project and at The Forum and/or the NFL Stadium growth blocks ingress or egress from the proposed shuttle bus pull-out turnout adjacent to the Project Site along South Prairie Avenue, the proposed 120-foot length of the pull-out may be inadequate. Thus, the ~~current Proposed Project's~~ plan for accommodating shuttle buses on South Prairie Avenue would fail to provide adequate access to transit, which is considered a **significant impact**.~~

¹⁹ City of Inglewood, Public Works Department, *Inglewood Sports & Entertainment District, Transportation Management and Operations Plan*, July 2019 draft.

The following mitigation measure has been identified that could reduce the impacts regarding adequate access to transit.

Mitigation Measure 3.14-30(a)

The Project Applicant shall implement Mitigation Measures 3.14-2(a) (Event Transportation Management Plan), 3.14-2(b) (Transportation Demand Management Program), and the intersection improvements in Mitigation Measures 3.14-2 and 3.14-3.

Implementation of Mitigation Measure 3.14-30(a) is expected to improve traffic operations in the study area surrounding the Proposed Project, which would thereby reduce congestion on Prairie Avenue that could block ingress or egress from the turnout. Moreover, implementation of the Event Transportation Management Plan would require that the IBECC operator provide sufficient shuttles to ensure that there is successful and convenient connectivity with short wait times to light rail stations such that peak wait times before or after major events does not exceed 15 minutes. As such, implementation of Mitigation Measure 3.14-30(a) would reduce transit impacts associated with attendees using shuttles to access light rail under a concurrent event scenario.

The following physical mitigation measure was identified that could further reduce transit impacts associated with attendees using shuttles to access light rail.

Level of Significance After Mitigation: Since these measures would reduce but not eliminate project impacts on traffic operational conditions, the impacts on public bus operations are considered significant and unavoidable.

Mitigation Measure 3.14-30(b)

The Project Applicant shall implement Mitigation Measures 3.14-11(b) to lengthen the proposed shuttle pull-out.

Level of Significance After Mitigation: Implementation of these mitigation measures would reduce but not eliminate project impacts on traffic operational conditions; as such, the impacts on public bus operations are considered significant and unavoidable. Mitigation measures 3.14-30(a) and 30(b) This measure would reduce the transit impacts associated with attendees using shuttles to access light rail ~~access to transit impact~~ under a concurrent event scenario to less than significant.

Commented [WA3]: Revisions made to be consistent with impact discussion under Impact 3.14-11 (transit impacts), Impact 3.14-25 (transit impacts under cumulative conditions), and Impact 3.14-35 (concurrent event impacts on transit under cumulative conditions). All further revisions should be consistent throughout these impacts.

Impact 3.14-31: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, could result in inadequate emergency access. (Less than Significant with Mitigation)

As documented in **Impact 3.14-28**, on the infrequent days when there would be overlapping or concurrent events at the Proposed Project, the NFL Stadium, and/or The Forum, the congestion created would result in significant delays at multiple intersections along the key major corridors accessing the Project area, including West Century Boulevard, South Prairie Avenue, Crenshaw Avenue, Manchester Boulevard, and La Brea/Hawthorne Avenue.

At peak pre-event and post-event times, the levels of congestion on multiple travel corridors connecting parts of Inglewood and adjacent communities to Centinela Hospital, could result in slower travel times and potentially the need to reroute emergency vehicles and other vehicles travelling to the hospital. Drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel, driving in the lanes of opposing traffic, and bypassing signals and stopped traffic. Furthermore, during larger events, traffic control officers would be present at key intersections to control traffic and facilitate emergency vehicle access if needed, and TCOs could move temporary barriers to allow emergency vehicles to pass. The predicted level of congestion could, however, substantially affect the ability of other persons to access the emergency room at the Centinela Hospital Medical Center in their personal vehicles.

For the reasons discussed above, the impact on emergency access with concurrent major events at the major venues in the vicinity of the Project Site and Centinela Hospital is considered **significant**.

Mitigation Measures

Mitigation Measure 3.14-31

Implement Mitigation Measure 3.14-14 (Local Hospital Access Plan).

Level of Significance After Mitigation: The implementation of the above mitigation measure would reduce this impact to **less than significant**.

Impact 3.14-32: The Proposed Project could substantially affect circulation for a substantial duration during construction during major events at The Forum and/or the NFL Stadium. (Less than Significant)

Temporary construction impacts of the Proposed Project on traffic, access, bus stops, and on-street parking were identified in **Impact 3.14-15**. In that section, construction impacts on traffic were determined to be **significant** in the vicinity of the South Prairie Avenue/West Century Boulevard intersection due to temporary lane closures along the Project frontage, and temporary impacts on access, bus stops and on-street parking was determined to be **less than significant**. These impacts would be similar during major events at The Forum and/or the NFL Stadium.

Mitigation Measure 3.14-32

The Project Applicant shall implement Mitigation Measure 3.14-15, Construction Traffic Management Plan.

Level of Significance after Mitigation: The implementation of the above mitigation measure would reduce this impact to **less than significant**.

Cumulative Project Impacts and Mitigation Measures with Other Concurrent Events

Impact 3.14-33: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts at intersections under Cumulative conditions. (Significant and Unavoidable)

As presented in Tables 3.14-81, 3.14-84, 3.14-87, 3.14-90, and 3.14-93, and based on the significance criteria, significant impacts were identified at intersections during Major Events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium. **Figures 3.14-33, 3.14-34, and 3.14-35** are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event, weekday post-event, and weekend pre-event peak hours, respectively, for Scenario 1. **Figure 3.14-36** is a study area map displaying those intersections that would be significantly impacted during the weekend pre-event peak hours for Scenario 2. **Figures 3.14-37 and 3.14-38** are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event and weekday post-event peak hours, respectively, for Scenario 3. **Figures 3.14-39 and 3.14-40** are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event and weekday post-event peak hours, respectively, for Scenario 4. **Figure 3.14-41** is a study area map displaying those intersections that would be significantly impacted during the weekend pre-event peak hour for Scenario 5.

**Figure 3.14-33 Impacted Intersections: Cumulative (With The Forum) Plus Major
Event Weekday pre-event peak hour**

**Figure 3.14-34 Impacted Intersections: Cumulative (With The Forum) Plus Major
Event Weekday post-event peak hour**

**Figure 3.14-35 Impacted Intersections: Cumulative (With The Forum) Plus Major
Event Weekend pre-event peak hour**

Figure 3.14-36 Impacted Intersections: Cumulative (With Football Game at NFL Stadium) Plus Major Event Weekend pre-event peak hour

Figure 3.14-37 Impacted Intersections: Cumulative (With Mid-Sized Event at NFL Stadium) Plus Major Event Weekday pre-event peak hour

Figure 3.14-38 Impacted Intersections: Cumulative (With Mid-Sized Event at NFL Stadium) Plus Major Event Weekday post-event peak hour

Figure 3.14-39 Impacted Intersections: Cumulative (With The Forum and Mid-Sized Event at NFL Stadium) Plus Major Event Weekday pre-event peak hour

Figure 3.14-40 Impacted Intersections: Cumulative (With The Forum and Mid-Sized Event at NFL Stadium) Plus Major Event Weekday post-event peak hour

Figure 3.14-41 Impacted Intersections: Cumulative (With The Forum and Football Game at NFL Stadium) Plus Major Event Weekend pre-event peak hour

These impacts are considered **significant**.

Mitigation Measure 3.14-33(a)

Implement Mitigation Measures 3.14-18(a) through 3.14-18(r)

Mitigation Measure 3.24-33(a) requires implementation of all mitigation measures required to mitigate impacts of a major event at the Proposed Project Arena under Adjusted Baseline conditions.

Mitigation Measure 3.14-33(b)

Implement Mitigation Measure 3.14-28(b) (Additional TCO placement and temporary lane changes at select intersections)

Level of Significance After Mitigation: The combined effectiveness of the above mitigation measures is displayed on **Table 3.14-99** for Scenario 1 (with The Forum). Based on network-level microsimulation analysis, under major event conditions, the mitigations at major bottlenecks often result in increased traffic flow at adjacent and/or downstream intersections. Improving the flow at major bottleneck locations, although desirable, can cause secondary, significant impacts.

The following describes the effectiveness of the above mitigation measures during each peak hour.

Weekday Pre-Event Peak Hour

Of the 71 significant intersection impacts, the above mitigation measures would cause 16 to become **less-than-significant**. No intersections would experience a secondary, significant impact due to these mitigation measures. The average percent demand served at the 68 intersections analyzed using microsimulation increased from 60 percent without mitigation 65 percent with the recommended mitigation measures in place.

Weekday Post-Event Peak Hour

Of the 52 significant intersection impacts, the above mitigation measures would cause 14 to become **less-than-significant**. Two intersections would experience a secondary, significant impact due to these mitigation measures. The average percent demand served at the 68 intersections analyzed using microsimulation increased from 61 percent without mitigation to 70 percent with the recommended mitigation measures in place.

Weekend Pre-Event Peak Hour

Of the 58 significant intersection impacts, the above mitigation measures would cause eight to become **less-than-significant**. These mitigation measures would cause one additional intersection to become new secondary, significantly impacted location. The average percent demand served at the 68 intersections analyzed using microsimulation increased from 72 percent without mitigation to 78 percent with the recommended mitigation measures in place.

Mitigation measure testing did not consider the potential effectiveness of TDM strategies on travel demand due to their uncertainty for special events. However, the above list of mitigation measures would reduce vehicle travel demand, accommodate the remaining travel demand in a more efficient manner, and provide physical improvements, where feasible, to add capacity to the roadway system. None of the physical improvements described above would require additional

Commented [DSG4]: Conform to language in Part 1.

right-of-way; however, some would require coordination with other responsible agencies. Further, there would be no assurances that these agencies would permit these improvements to be constructed. Thus, for the various reasons described here, these impacts are considered **significant and unavoidable**.

**TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.189	F	1.343	F		
				Weekday Post-Event	0.739	C	0.771	C		
				Weekend Pre-Event	1.065	F	1.220	F		
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.833	D	0.848	D		
				Weekday Post-Event	0.520	A	0.592	A		
				Weekend Pre-Event	0.748	C	0.757	C		
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	27.7	C	9.6	A	39.2	D
				Weekday Post-Event	4.7	A	4.9	A	4.9	A
				Weekend Pre-Event	6.9	A	7.5	A	8.6	A
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	36.9	D	88.3	F	112.1	F
				Weekday Post-Event	19.4	B	21.1	C	22.3	C
				Weekend Pre-Event	20.0	C	22.4	C	26.5	C
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	97.9	F	87.3	F	102.4	F
				Weekday Post-Event	24.4	C	30.6	C	31.5	C
				Weekend Pre-Event	30.7	C	89.1	F	88.5	F
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.104	F	1.163	F		
				Weekday Post-Event	0.810	D	0.893	D		
				Weekend Pre-Event	0.982	E	1.041	F		
		CMA	City of Los Angeles	Weekday Pre-Event	0.971	E	1.033	F		
				Weekday Post-Event	0.658	B	0.746	C		
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekend Pre-Event	0.841	D	0.901	E		
				Weekday Pre-Event	117.2	F	106.2	F	123.4	F
				Weekday Post-Event	4.1	A	92.5	F	44.3	D
8	Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekend Pre-Event	3.6	A	173.0	F	103.6	F
				Weekday Pre-Event	117.9	F	110.1	F	125.7	F
				Weekday Post-Event	5.3	A	156.5	F	99.1	F
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekend Pre-Event	5.3	A	130.2	F	100.9	F
				Weekday Pre-Event	94.5	F	81.5	F	106.6	F
				Weekday Post-Event	7.5	A	119.2	F	91.8	F
				Weekend Pre-Event	10.6	B	87.4	F	55.7	E

**TABLE 3.14-99
 INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.296	F	1.389	F		
				Weekday Post-Event	0.721	C	0.782	C		
				Weekend Pre-Event	0.943	E	1.019	F		
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.186	F	1.306	F	1.214	F
				Weekday Post-Event	0.694	B	0.914	B	0.914	B
				Weekend Pre-Event	0.936	E	1.056	F	0.971	E
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	78.2	E	89.1	F	91.5	F
				Weekday Post-Event	10.8	B	95.2	F	94.4	F
				Weekend Pre-Event	80.2	F	97.0	F	78.2	E
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	46.4	D	38.5	D	35.4	D
				Weekday Post-Event	8.3	A	104.8	F	97.3	F
				Weekend Pre-Event	51.2	D	44.9	D	33.5	C
14	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	190.4	F	171.7	F	192.6	F
				Weekday Post-Event	62.2	E	124.1	F	162.3	F
				Weekend Pre-Event	134.8	F	214.5	F	170.9	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	56.2	E	60.8	E	62.7	E
				Weekday Post-Event	13.4	B	81.9	F	62.2	E
				Weekend Pre-Event	54.4	D	81.2	F	62.6	E
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.638	F	1.710	F	1.478	F
				Weekday Post-Event	1.577	F	2.014	F	1.890	F
				Weekend Pre-Event	1.447	F	1.517	F	1.378	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.614	B	0.679	B		
				Weekday Post-Event	0.295	A	0.444	A		
				Weekend Pre-Event	0.440	A	0.502	A		
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.571	A	0.637	B		
				Weekday Post-Event	0.384	A	0.554	A		
				Weekend Pre-Event	0.493	A	0.556	A		
19	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	43.5	D	38.5	D	110.7	F
				Weekday Post-Event	61.6	E	130.3	F	98.1	F
				Weekend Pre-Event	21.9	C	86.8	F	98.2	F

**TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	14.9	B	13.6	B	14.2	B
				Weekday Post-Event	9.3	A	7.6	A	8.0	A
				Weekend Pre-Event	11.7	B	11.5	B	11.6	B
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	78.7	E	155.2	F	130.9	F
				Weekday Post-Event	19.3	B	35.7	D	21.4	C
				Weekend Pre-Event	32.6	C	137.3	F	103.4	F
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	123.2	F	136.4	F	192.8	F
				Weekday Post-Event	16.2	B	49.8	D	19.4	B
				Weekend Pre-Event	119.8	F	164.7	F	142.2	F
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	66.5	E	140.9	F	144.3	F
				Weekday Post-Event	21.2	C	133.1	F	52.7	D
				Weekend Pre-Event	32.8	C	152.2	F	75.6	E
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	66.1	E	73.6	B	93.7	F
				Weekday Post-Event	9.0	A	257.9	F	142.8	F
				Weekend Pre-Event	37.3	D	116.2	F	72.2	E
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	153.7	F	160.6	F	90.3	F
				Weekday Post-Event	90.9	F	217.2	F	204.1	F
				Weekend Pre-Event	79.4	E	97.1	F	100.6	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	17.4	B	86.4	F	15.6	B
				Weekday Post-Event	9.7	A	9.2	A	10.0	B
				Weekend Pre-Event	14.1	B	15.1	B	17.5	B
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	10.1	B	17.5	B	9.2	A
				Weekday Post-Event	7.4	A	11.0	B	6.8	A
				Weekend Pre-Event	9.6	A	9.4	A	9.4	A
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	53.6	D	61.3	B	33.5	C
				Weekday Post-Event	143.0	F	251.4	F	234.2	F
				Weekend Pre-Event	23.6	C	26.6	C	75.4	E
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekday Pre-Event	17.7	B	106.8	F	68.4	E
				Weekday Post-Event	98.1	F	97.9	F	82.5	F
				Weekend Pre-Event	9.6	A	55.6	B	111.7	F

**TABLE 3.14-99
 INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
30	Van Ness Ave/ Hardy St/ 96 th St	ICU	Inglewood	Weekday Pre-Event	0.595	A	0.608	B		
				Weekday Post-Event	0.341	A	0.402	A		
				Weekend Pre-Event	0.503	A	0.507	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.428	A	0.442	A		
				Weekday Post-Event	0.157	A	0.221	A		
				Weekend Pre-Event	0.330	A	0.334	A		
31	La Cienega Blvd/ SB 405 On/Off Ramps (n/o Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekday Pre-Event	43.7	D	225.0	F	165.9	F
				Weekday Post-Event	49.3	D	82.2	F	31.1	C
				Weekend Pre-Event	27.1	C	88.2	F	61.8	E
				Weekday Pre-Event	91.1	F	62.5	E	24.7	C
32	Prairie Ave/ 97 th St	HCM	Inglewood	Weekday Post-Event	29.0	C	99.2	F	49.4	D
				Weekend Pre-Event	13.2	B	12.2	B	39.3	D
				Weekday Pre-Event	28.4	C	179.8	F	171.2	F
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekday Post-Event	9.9	A	88.5	F	55.6	E
				Weekend Pre-Event	15.0	B	17.4	B	26.8	C
				Weekday Pre-Event	76.5	E	249.1	F	199.0	F
34	La Cienega Blvd/ Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Post-Event	49.1	D	135.5	F	124.1	F
				Weekend Pre-Event	33.5	C	118.0	F	112.7	F
				Weekday Pre-Event	100.5	F	183.6	F	233.0	F
35	NB 405 On/Off Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekday Post-Event	28.0	C	32.0	C	27.8	C
				Weekend Pre-Event	17.1	B	124.9	F	171.9	F
				Weekday Pre-Event	37.3	D	62.4	B	47.2	D
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	111.0	F	126.8	F	110.6	F
				Weekend Pre-Event	15.5	B	29.4	C	31.6	C
				Weekday Pre-Event	130.1	F	203.1	F	169.3	F
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	28.1	C	151.1	F	83.3	F
				Weekend Pre-Event	35.7	D	127.0	F	138.0	F
				Weekday Pre-Event	167.2	F	194.9	F	179.2	F
38	Fir Ave/Firmona Ave/Century Blvd	HCM	Inglewood	Weekday Post-Event	8.3	A	95.8	F	27.7	C
				Weekend Pre-Event	10.8	B	144.5	F	153.2	F
				Weekday Pre-Event						

**TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	81.1	F	113.8	F	79.6	E
				Weekday Post-Event	12.2	B	108.7	F	23.6	C
				Weekend Pre-Event	10.7	B	73.0	B	71.0	E
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	85.6	F	136.8	F	120.5	F
				Weekday Post-Event	36.5	D	180.6	F	63.0	E
				Weekend Pre-Event	52.5	D	104.3	F	109.5	F
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	66.8	E	96.2	F	72.0	E
				Weekday Post-Event	7.3	A	97.5	F	13.4	B
				Weekend Pre-Event	7.7	A	14.3	B	46.8	D
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	23.7	C	39.1	D	28.7	C
				Weekday Post-Event	9.3	A	119.0	F	22.6	C
				Weekend Pre-Event	9.5	A	11.4	B	20.0	B
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	124.7	F	169.6	F	166.4	F
				Weekday Post-Event	96.4	F	188.8	F	151.0	F
				Weekend Pre-Event	71.0	E	94.4	F	129.7	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	59.0	E	117.5	F	92.5	F
				Weekday Post-Event	16.4	B	147.7	F	141.1	F
				Weekend Pre-Event	49.4	D	82.1	F	108.6	F
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	71.3	E	109.2	F	86.1	F
				Weekday Post-Event	16.1	B	135.5	F	141.1	F
				Weekend Pre-Event	33.2	C	75.4	B	93.5	F
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	91.7	F	119.3	F	99.8	F
				Weekday Post-Event	16.8	B	107.2	F	126.2	F
				Weekend Pre-Event	30.7	C	105.3	F	120.4	F
47	11 th Ave/Village Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	78.7	E	118.8	F	97.2	F
				Weekday Post-Event	19.4	B	81.5	F	98.1	F
				Weekend Pre-Event	42.1	D	87.3	F	144.1	F
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	133.8	F	220.4	F	207.1	F
				Weekday Post-Event	68.0	E	93.8	F	125.3	F
				Weekend Pre-Event	89.8	F	192.3	F	232.5	F

**TABLE 3.14-99
 INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
49	5 th Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	30.9	C	144.3	F	146.3	F
				Weekday Post-Event	12.7	B	17.9	B	23.9	C
				Weekend Pre-Event	14.5	B	148.0	F	153.5	F
50	Van Ness Ave/ Century Blvd	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.845	D	0.957	E		
				Weekday Post-Event	0.603	B	0.844	D		
				Weekend Pre-Event	0.745	C	0.869	D		
		CMA	City of Los Angeles	Weekday Pre-Event	0.695	B	0.813	D		
				Weekday Post-Event	0.435	A	0.693	B		
				Weekend Pre-Event	0.589	A	0.719	C		
51	Gramercy Pl/ Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.460	A	0.575	A		
				Weekday Post-Event	0.437	A	0.645	B		
				Weekend Pre-Event	0.437	A	0.543	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.284	A	0.407	A		
				Weekday Post-Event	0.259	A	0.481	A		
				Weekend Pre-Event	0.259	A	0.371	A		
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.916	E	1.120	F		
				Weekday Post-Event	0.642	B	0.965	E		
				Weekend Pre-Event	0.788	C	0.991	B		
53	La Cienega Blvd/ SB 405 On/Off Ramps (s/o Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekday Pre-Event	26.1	C	147.8	F	123.8	F
				Weekday Post-Event	12.2	B	12.4	B	13.0	B
				Weekend Pre-Event	11.9	B	37.4	D	48.6	D
54	Prairie Ave/102 nd St	HCM ³	Inglewood	Weekday Pre-Event	104.5	F	182.6	F	61.4	F
				Weekday Post-Event	15.5	B	***	F	***	F
				Weekend Pre-Event	78.5	E	69.2	F	25.1	D
55	Doty Ave/102 nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	6.9	A	7.7	A	26.9	D
				Weekday Post-Event	5.6	A	9.4	A	50.7	F
				Weekend Pre-Event	7.1	A	7.9	A	8.1	A
56	Yukon Ave/102 nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	16.7	C	58.9	F	200.2	F
				Weekday Post-Event	8.6	A	***	F	***	F

**TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
57	La Cienega Blvd/ 104 th St	HCM	Los Angeles County/City of Los Angeles	Weekend Pre-Event	13.5	B	21.0	C	123.0	F
				Weekday Pre-Event	18.8	B	121.0	F	99.7	F
				Weekday Post-Event	7.3	A	7.1	A	7.3	A
				Weekend Pre-Event	5.4	A	25.3	C	38.6	D
58	Inglewood Ave/ 104 th St	HCM	Los Angeles County	Weekday Pre-Event	21.5	C	27.1	C	49.6	D
				Weekday Post-Event	8.1	A	9.3	A	9.7	A
				Weekend Pre-Event	15.1	B	14.7	B	20.6	C
59	Hawthorne Blvd/ 104 th St	HCM	Inglewood/ Los Angeles County	Weekday Pre-Event	25.9	C	91.9	F	118.7	F
				Weekday Post-Event	16.3	B	101.2	F	20.3	C
				Weekend Pre-Event	23.8	C	82.9	F	78.1	E
60	Prairie Ave/104 th St	HCM	Inglewood	Weekday Pre-Event	190.4	F	232.7	F	136.8	F
				Weekday Post-Event	13.0	B	***	F	256.8	F
				Weekend Pre-Event	147.6	F	160.6	F	122.4	F
61	Doty Ave/104 th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	76.8	F	140.7	F	75.9	F
				Weekday Post-Event	6.9	A	108.8	F	7.7	A
				Weekend Pre-Event	7.7	A	10.2	B	8.7	A
62	Yukon Ave/104 th St	HCM	Inglewood	Weekday Pre-Event	24.1	C	45.5	D	25.6	C
				Weekday Post-Event	9.3	A	12.5	B	14.9	B
				Weekend Pre-Event	13.6	B	21.3	C	35.2	D
63	Crenshaw Blvd/ 104 th St	HCM	Inglewood	Weekday Pre-Event	105.2	F	132.0	F	148.9	F
				Weekday Post-Event	13.5	B	25.0	C	27.0	C
				Weekend Pre-Event	58.8	E	140.2	F	169.1	F
64	Van Ness Ave/ 104 th St	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.544	A	0.562	A		
				Weekday Post-Event	0.308	A	0.334	A		
				Weekend Pre-Event	0.447	A	0.460	A		
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.749	C	0.769	C		
				Weekday Post-Event	0.494	A	0.686	B		
				Weekend Pre-Event	0.660	B	0.676	B		
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	12.4	B	211.8	F	161.8	F
				Weekday Post-Event	7.4	A	120.4	F	33.5	C
				Weekend Pre-Event	10.7	B	178.1	F	7.0	A

**TABLE 3.14-99
 INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	47.0	D	89.3	F	66.5	E
				Weekday Post-Event	67.6	E	201.4	F	213.4	F
				Weekend Pre-Event	38.0	D	56.8	E	29.1	C
68	Prairie Ave/108th St	HCM	Inglewood	Weekday Pre-Event	128.8	F	166.7	F	89.8	F
				Weekday Post-Event	19.4	B	82.8	F	57.1	E
				Weekend Pre-Event	109.3	F	118.3	F	78.7	E
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Pre-Event	10.7	B	12.4	B	11.6	B
				Weekday Post-Event	6.9	A	9.3	A	9.3	A
				Weekend Pre-Event	9.6	A	11.8	B	11.8	B
70	Crenshaw Blvd/109 th St	ICU	Inglewood	Weekday Pre-Event	0.584	A	0.750	C		
				Weekday Post-Event	0.445	A	0.630	B		
				Weekend Pre-Event	0.507	A	0.675	B		
71	Hawthorne Blvd/111 th St	ICU	Hawthorne/ Los Angeles County	Weekday Pre-Event	0.752	C	0.811	D		
				Weekday Post-Event	0.426	A	0.599	A		
				Weekend Pre-Event	0.622	B	0.699	B		
72	Prairie Ave/111 th St	HCM	Inglewood	Weekday Pre-Event	88.5	F	112.5	F	71.8	E
				Weekday Post-Event	116.0	F	91.5	F	133.6	F
				Weekend Pre-Event	77.7	E	80.3	F	91.1	F
73	Yukon Ave/111 th St	HCM	Inglewood	Weekday Pre-Event	9.9	A	9.5	A	24.4	C
				Weekday Post-Event	6.7	A	8.0	A	7.6	A
				Weekend Pre-Event	9.2	A	9.4	A	9.0	A
74	Hawthorne Blvd/ WB 105 Off Ramp	ICU	Hawthorne	Weekday Pre-Event	0.748	C	0.860	D		
				Weekday Post-Event	0.488	A	0.661	B		
				Weekend Pre-Event	0.634	B	0.745	C		
75	Prairie Ave/112 th St/105 On Ramps	HCM	Inglewood/ Caltrans	Weekday Pre-Event	209.9	F	250.0	F	328.0	F
				Weekday Post-Event	56.3	E	59.0	E	57.5	E
				Weekend Pre-Event	161.8	F	201.7	F	283.3	F
76	Hawthorne Blvd/Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.844	D	0.848	D		
				Weekday Post-Event	0.453	A	0.485	A		
				Weekend Pre-Event	0.660	B	0.664	B		

TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
77	Freeman Ave/ EB 105 On Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Pre-Event	70.0	E	117.7	F	112.9	F
				Weekday Post-Event	69.6	E	72.7	E	113.7	F
				Weekend Pre-Event	19.2	B	20.3	C	31.9	C
78	Prairie Ave/Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	167.9	F	243.0	F	168.9	F
				Weekday Post-Event	58.3	E	78.5	E	76.0	E
				Weekend Pre-Event	48.5	D	76.8	E	86.1	F
79	Doty Ave/Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	102.7	F	188.3	F	177.8	F
				Weekday Post-Event	11.5	B	68.1	E	66.0	E
				Weekend Pre-Event	14.5	B	97.1	F	77.2	E
80	Yukon Ave/Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	76.6	E	169.9	F	168.3	F
				Weekday Post-Event	7.5	A	17.2	B	10.2	B
				Weekend Pre-Event	10.1	B	27.6	C	49.8	D
81	Crenshaw Blvd/Imperial Hwy	ICU	Inglewood	Weekday Pre-Event	0.994	E	1.144	F		
				Weekday Post-Event	0.622	B	0.880	D		
				Weekend Pre-Event	0.916	E	1.067	F		
82	Prairie Ave/118 th St	HCM	Hawthorne	Weekday Pre-Event	48.7	D	225.0	F	33.8	C
				Weekday Post-Event	9.9	A	11.6	B	12.3	B
				Weekend Pre-Event	17.6	B	18.5	B	17.9	B
83	Crenshaw Blvd/WB 105 Off Ramp/ 118 th Pl	ICU	Hawthorne/ Caltrans	Weekday Pre-Event	0.896	D	1.062	F	1.054	F
				Weekday Post-Event	0.732	C	0.920	E	0.869	D
				Weekend Pre-Event	0.878	D	1.050	F	1.040	F
84	Prairie Ave/120 th St	HCM	Hawthorne	Weekday Pre-Event	53.2	D	83.6	F	51.8	D
				Weekday Post-Event	19.3	B	18.8	B	17.4	B
				Weekend Pre-Event	25.4	C	24.1	C	25.8	C
85	EB 105 On/Off Ramp/120 th St	ICU	Hawthorne	Weekday Pre-Event	0.787	C	0.833	D		
				Weekday Post-Event	0.761	C	0.991	E		
				Weekend Pre-Event	0.882	D	0.929	E		
86	Crenshaw Blvd/120 th Street	ICU	Hawthorne	Weekday Pre-Event	0.831	D	0.954	E	0.903	E
				Weekday Post-Event	0.897	D	1.341	F	0.773	C
				Weekend Pre-Event	0.876	D	1.000	E	0.950	E

**TABLE 3.14-99
 INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
87	La Cienega Blvd/Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.440	A	0.451	A		
				Weekday Post-Event	0.310	A	0.329	A		
				Weekend Pre-Event	0.372	A	0.375	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.262	A	0.274	A		
				Weekday Post-Event	0.119	A	0.139	A		
				Weekend Pre-Event	0.188	A	0.191	A		
88	Inglewood Ave/Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.841	D	0.855	D		
				Weekday Post-Event	0.464	A	0.513	A		
				Weekend Pre-Event	0.704	C	0.717	C		
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	37.3	D	108.4	F	86.1	F
				Weekday Post-Event	12.0	B	143.4	F	158.6	F
				Weekend Pre-Event	20.2	C	67.7	E	85.8	F
90	Prairie Ave/Buckthorn Street	HCM	Inglewood	Weekday Pre-Event	30.9	C	21.4	C	24.4	C
				Weekday Post-Event	177.1	F	150.6	F	214.6	F
				Weekend Pre-Event	17.7	B	34.7	C	44.3	D
91	Normandie Ave/Century Ave	ICU	Los Angeles County	Weekday Pre-Event	1.086	F	1.259	F		
				Weekday Post-Event	0.784	C	1.071	F		
				Weekend Pre-Event	0.932	E	1.102	F		
92	Vermont Ave/Century Ave	ICU	Los Angeles County	Weekday Pre-Event	0.872	D	0.970	E		
				Weekday Post-Event	0.650	B	0.842	D		
				Weekend Pre-Event	0.801	D	0.901	E		
93	Hoover St/Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.797	C	0.911	E		
				Weekday Post-Event	0.539	A	0.762	C		
				Weekend Pre-Event	0.714	C	0.831	D		
94	Figueroa St/Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.585	A	0.653	B		
				Weekday Post-Event	0.383	A	0.561	A		
				Weekend Pre-Event	0.537	A	0.619	B		
94	Figueroa St/Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.791	C	0.865	D		
				Weekday Post-Event	0.496	A	0.658	B		
				Weekend Pre-Event	0.706	C	0.793	C		

**TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
95	Grand Ave/110 SB Off Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.524	A	0.638	B		
				Weekday Post-Event	0.372	A	0.494	A		
				Weekend Pre-Event	0.449	A	0.563	A		
96	Olive St/110 NB On Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.545	A	0.574	A		
				Weekday Post-Event	0.395	A	0.562	A		
				Weekend Pre-Event	0.525	A	0.553	A		
97	Van Ness Ave/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.392	F	1.536	F		
				Weekday Post-Event	1.141	F	1.406	F		
				Weekend Pre-Event	1.198	F	1.340	F		
		CMA	City of Los Angeles	Weekday Pre-Event	1.279	F	1.433	F		
				Weekday Post-Event	1.010	F	1.293	F		
				Weekend Pre-Event	1.070	F	1.222	F		
98	Western Ave/Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.341	F	1.508	F		
				Weekday Post-Event	1.143	F	1.409	F		
				Weekend Pre-Event	1.159	F	1.323	F		
99	Normandie Ave/Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.891	D	0.983	E		
				Weekday Post-Event	0.759	C	0.896	D		
				Weekend Pre-Event	0.739	C	0.823	D		
100	Vermont Ave/Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.003	F	1.096	F		
				Weekday Post-Event	0.852	D	1.002	F		
				Weekend Pre-Event	0.768	C	0.859	D		
101	Hoover St/Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.870	D	0.955	E		
				Weekday Post-Event	0.752	C	0.889	D		
				Weekend Pre-Event	0.727	C	0.810	D		
102	Figueroa St/Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.037	F	1.131	F		
				Weekday Post-Event	1.039	F	1.190	F		
				Weekend Pre-Event	0.858	D	0.949	E		
103	110 SB On/Off Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.839	D	0.982	E		
				Weekday Post-Event	0.908	E	1.027	F		
				Weekend Pre-Event	0.596	A	0.745	C		

**TABLE 3.14-99
 INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
104	110 NB On/Off Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.657	B	0.661	B		
				Weekday Post-Event	0.819	D	1.151	F		
				Weekend Pre-Event	0.634	B	0.639	B		
				Weekday Pre-Event	1.156	F	1.300	F		
105	Crenshaw Blvd/Pincay Dr	ICU	Inglewood	Weekday Post-Event	0.991	E	1.098	F		
				Weekend Pre-Event	0.922	E	1.057	F		
				Weekday Pre-Event	0.912	E	0.940	F		
106	Crenshaw Blvd/Florence Ave	CMA	City of Los Angeles	Weekday Post-Event	0.621	B	0.697	B		
				Weekend Pre-Event	0.796	C	0.816	D		
				Weekday Pre-Event	0.960	E	0.972	E	0.950	E
107	La Brea Ave/Centinel Ave	ICU	Inglewood	Weekday Post-Event	0.525	A	0.573	A	0.573	A
				Weekend Pre-Event	0.810	D	0.824	D	0.824	D
				Weekday Pre-Event	1.041	F	1.080	F	0.982	E
108	La Cienega Blvd/Centinel Ave	ICU	Inglewood	Weekday Post-Event	0.674	B	0.684	B	0.650	B
				Weekend Pre-Event	1.042	F	1.082	F	1.004	F
		CMA	City of Los Angeles	Weekday Pre-Event	0.995	E	1.040	F	0.925	E
				Weekday Post-Event	0.569	A	0.579	A	0.539	A
				Weekend Pre-Event	0.996	E	1.043	F	0.951	E
109	La Cienega Blvd/La Tijera Blvd	ICU	Inglewood	Weekday Pre-Event	0.755	C	0.771	C		
				Weekday Post-Event	0.491	A	0.511	A		
		CMA	City of Los Angeles	Weekend Pre-Event	0.691	B	0.707	C		
				Weekday Pre-Event	0.587	A	0.603	B		
				Weekday Post-Event	0.313	A	0.334	A		
110	La Brea Ave/Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.521	A	0.538	A		
				Weekday Pre-Event	0.928	E	0.935	E		
				Weekday Post-Event	0.518	A	0.518	A		
111	La Cienega Blvd/Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.771	C	0.778	C		
				Weekday Pre-Event	0.975	E	0.977	E		
				Weekday Post-Event	0.651	B	0.671	B		
				Weekend Pre-Event	0.934	E	0.937	E		

**TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
112	La Brea Ave/Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	1.151	F	1.158	F		
				Weekday Post-Event	0.589	A	0.589	A		
				Weekend Pre-Event	0.881	D	0.887	D		
				Weekday Pre-Event	1.045	F	1.162	F		
113	Crenshaw Dr/Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.614	B	0.723	C		
				Weekend Pre-Event	0.801	D	0.916	E		
				Weekday Pre-Event	1.108	F	1.201	F		
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Post-Event	0.666	B	0.791	C		
				Weekend Pre-Event	0.929	E	1.023	F		
				Weekday Pre-Event			N / A	N / A		
115	Century Blvd/West Structure Driveway	HCM	Inglewood	Weekday Post-Event	Does Not Exist		96.8	F	52.3	D
				Weekend Pre-Event			N / A	N / A		
				Weekday Pre-Event			109.5	F	54.7	D
116	Prairie Ave/ West Structure Driveway	HCM	Inglewood	Weekday Post-Event	Does Not Exist		N / A	N / A		
				Weekend Pre-Event			58.7	E	28.9	C

NOTES:

Shaded cells represent significant impacts.

Blank cells under the "With Mitigation" columns represent intersections that do not require mitigation and therefore LOS results are anticipated to be similar.

Intersections analyzed using HCM may show "with mitigation" LOS results despite the particular intersection not being impacted because micro-simulation analysis of mitigations reveals effects on nearby intersections.

¹ Analysis methods vary by jurisdiction (refer to previous pages for description).

² Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.

³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

*** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.

N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

Impact 3.14-34: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts on freeway facilities under Cumulative conditions. (Significant and Unavoidable)

Significant impacts were identified based on the significance criteria and the results for freeway operations in Tables 3.14-82, 3.14-85, 3.14-88, 3.14-91, and 3.14-94 and in Tables 3.14-83, 3.14-86, 3.14-89, 3.14-92, and 3.14-95 for freeway ramp queuing. Major events at the Proposed Project Arena, when held concurrently with major events at the NFL Stadium and/or The Forum, would cause significant impacts on the study freeway segments and off-ramps (refer to tables for specific segments and off-ramps under each scenario).

Weekday Pre-Event Hour

- 3 to 6 impacted segments on I-405
- 7 to 8 impacted segments on I-105
- 1 impacted segment on I-110
- Project causes or contributes to queues exceeding storage at up to five off-ramps depending on the concurrent scenario

Weekday Post-Event Hour

- 2 to 4 impacted segments on I-405
- 2 to 6 impacted segments on I-105
- 2 to 6 impacted segments on I-110

Weekend Day Pre-Event Hour

- 3 impacted segments on I-405
- 2 to 6 impacted segments on I-105
- 0 to 1 impacted segment on I-110
- Project causes or contributes to queues exceeding storage at up to seven off-ramps depending on the concurrent scenario

These freeway segment and ramp queue impacts are considered **significant**.

Mitigation Measures

Mitigation Measure 3.14-34(a)

Implement mitigation measure 3.14-3(h) (I-105 Westbound Off-ramp Widening at Crenshaw Boulevard).

Mitigation Measure 3.14-34(b)

Implement Mitigation Measure 3.14-3(c) (Restripe I-405 NB Off-Ramp at West Century Boulevard).

Mitigation Measure 3.14-34(c)

Implement Mitigation Measure 3.14-3(o) (Retime and optimize traffic signals on Inglewood streets)

Mitigation Measure 3.14-34(d)

Implement Mitigation Measure 3.14-3(g) (I-105 Off-ramp Widening at South Prairie Avenue).

Mitigation Measure 3.14-34(e)

Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).

Mitigation Measure 3.14-34(f)

Implement the trip reduction measures included in the Proposed Project Transportation Demand Management Program described in Mitigation Measure 3.14-2(b).

The combined effect of the above mitigation measures would be improved operations of streets in the vicinity of the Proposed Project, which would result in less overall delay and vehicle queuing. Additionally, widening and/or lane reassignments on several of the impacted off-ramps would improve their capacity and ability to store vehicles. The following describes how impacted off-ramps would be improved in concurrent Scenario 1 (with The Forum) (for the more critical weekday pre-event peak hour):

- At the I-105 Westbound off-ramp at Crenshaw Boulevard, the maximum vehicle queue would be reduced from 6,755 feet (without mitigation) to 3,926 feet with mitigation, which is less than the applicable 4,065-foot storage. Thus, storage would be adequate with mitigation.
- The surface street improvements and traffic management strategies would result in decreases in the maximum queue at the I-405 northbound and southerly southbound off-ramps at West Century Boulevard and at the I-105 westbound off-ramp to South Prairie Avenue. However, the queues on these ramps would continue to exceed the applicable storage threshold.

Level of Significance After Mitigation: These mitigation measures, if implemented, would reduce one of the impacted off-ramp queues to within the available ramp storage during the weekday and weekend pre-event peak hours under concurrent Scenario 1, thereby mitigating this impact to less-than-significant. However, the maximum queues at the I-405 northbound off-ramp onto West Century Boulevard, at the I-405 southbound off-ramp onto La Cienega (south of West Century Boulevard), and at the I-105 off-ramp onto South Prairie Avenue would continue to exceed the applicable storage threshold. Since the improvements involve another jurisdiction in addition to the City of Inglewood,

however, their implementation cannot be guaranteed and the impacts are considered to be **significant and unavoidable**.

The queue impacts on the off-ramps under the other concurrent event scenarios and the freeway segment impacts are considered **significant and unavoidable**.

Impact 3.14-35: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would adversely affect public transit operations or fail to adequately provide access to transit under cumulative conditions. (Significant and Unavoidable)

The Proposed Project vehicular traffic has the potential to affect on-time performance for buses operating in the study area because of congestion associated with event arrival and departure traffic under cumulative conditions with a major event at The Forum or the NFL Stadium. This adverse impact to bus operations is considered **significant** and the project contribution would be considerable.

The draft Transportation Management and Operations Plan for the Inglewood Sports & Entertainment District²⁰ states that Metro is proposing to run special event service for large events at the Stadium, serving the Hawthorne/Lennox and Crenshaw Stations on the Green Line and the Downtown Inglewood Station on the Crenshaw/LAX line, and that shuttle bus service would be provided between the Inglewood Intermodal Transit Facility adjacent to the NFL Stadium and the light rail stations. ~~Consistent with OPR guidance, an increase in transit demand is not considered an impact for CEQA purposes.~~

Project-related vehicular traffic would not be expected to affect Green Line and Crenshaw/LAX Transit Corridor run time, as the Green Line is fully grade separated, and the Crenshaw/LAX Transit Corridor is grade separated at most major arterial crossings. However, increased ridership generated by concurrent project events and events at The Forum or the NFL Stadium and cumulative development would increase station dwell time at the Downtown Inglewood and Hawthorne/Lennox Stations, compared with non-event conditions. As there would be no other impacts to run time, this extra station dwell time should be able to be made up along the routes, and therefore no adverse impact to rail transit operations is expected for either line. Consistent with OPR guidance, an increase in transit demand is not considered an impact for CEQA purposes. This impact is considered to be **less than significant**.

~~During major events, the Proposed Project would operate shuttles that transport attendees between the site and the Hawthorne Green Line Station and planned Metro Crenshaw/LAX Line station in Downtown Inglewood. The Proposed Project site plan indicates a 120-foot bus pull-out would be provided along Prairie Avenue. To the extent that congestion on South Prairie Avenue during the pre-event and post-event hours caused by the combination of cumulative traffic growth~~

²⁰ City of Inglewood, Public Works Department, *Inglewood Sports & Entertainment District, Transportation Management and Operations Plan*, July 2019 draft.

and traffic generated by events at the Proposed Project and at The Forum and/or the NFL Stadium growth blocks ingress or egress from the proposed shuttle bus pull-out turnout adjacent to the Project Site along South Prairie Avenue, the proposed 120-foot length of the pull-out may be inadequate. Thus, the ~~current~~ Proposed Project's plan for accommodating shuttle buses on South Prairie Avenue would fail to provide adequate access to transit, which is considered a **significant impact**.

The following mitigation measure has been identified that could reduce the impacts regarding adequate access to transit.

Mitigation Measure 3.14-35(a)

The Project Applicant shall implement Mitigation Measures 3.14-2(a) (Event Transportation Management Plan), 3.14-2(b) (TDM Program), and the entirety of the intersection improvements in Mitigation Measures 3.14-2 and 3.14-3.

Level of Significance After Mitigation: Since these measures would reduce but not eliminate project impacts on traffic operational conditions, the impacts on public bus operations are considered significant and unavoidable.

Implementation of Mitigation Measure 3.14-35(a) is expected to improve traffic operations in the study area surrounding the Proposed Project, which would thereby reduce congestion on Prairie Avenue that could block ingress or egress from the turnout. Moreover, implementation of the Event Transportation Management Plan would require that the IBEC operator provide sufficient shuttles to ensure that there is successful and convenient connectivity with short wait times to light rail stations such that peak wait times before or after major events does not exceed 15 minutes. As such, implementation of Mitigation Measure 3.14-35(a) would reduce transit impacts associated with attendees using shuttles to access light rail under a concurrent event scenario.

The following physical mitigation measure was identified that could further reduce transit impacts associated with attendees using shuttles to access light rail.

Mitigation Measure 3.14-35(b)

The Project Applicant shall implement Mitigation Measures 3.14-11(b) to lengthen the proposed shuttle pull-out.

Level of Significance After Mitigation: Implementation of these mitigation measures would reduce but not eliminate project impacts on traffic operational conditions, as such, the impacts on public bus operations under a concurrent event scenario are considered significant and unavoidable. Mitigation measures 3.14-35(a) and 35(b) This measure would reduce the transit impacts associated with attendees using shuttles to access light rail under a concurrent event scenario ~~access to transit impact to less than significant.~~

Commented [WAS]: Revisions made to be consistent with impact discussion under Impact 3.14-11 (transit impacts), Impact 3.14-25 (transit impacts under cumulative conditions), and Impact 3.14-20 (concurrent event impacts). All further revisions should be consistent throughout these impacts.

Impact 3.14-36: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, could result in inadequate emergency access under cumulative conditions. (Less than Significant with Mitigation)

As documented in **Impact 3.14-33**, on the infrequent days when there would be overlapping or concurrent events at the Proposed Project, the NFL Stadium, and/or The Forum, the congestion created under cumulative conditions with cumulative traffic growth (particularly buildout of HPSP Phase 2) would result in significant delays at multiple intersections along the key major corridors accessing the Project area, including West Century Boulevard, South Prairie Avenue, Crenshaw Avenue, Manchester Boulevard, and La Brea/Hawthorne Avenue.

At peak pre-event and post-event times, the levels of congestion on multiple travel corridors connecting parts of Inglewood and adjacent communities to Centinela Hospital, could result in slower travel times and potentially the need to reroute emergency vehicles and other vehicles travelling to the hospital. Drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel, driving in the lanes of opposing traffic, and bypassing signals and stopped traffic. Furthermore, during larger events, traffic control officers would be present at key intersections to control traffic and facilitate emergency vehicle access if needed, and TCOs could move temporary barriers to allow emergency vehicles to pass. The predicted level of congestion could, however, substantially affect the ability of other persons to access the emergency room at the Centinela Hospital Medical Center in their personal vehicles.

For the reasons discussed above, the impact on emergency access is considered **potentially significant**. Because the Proposed Project would be one of three major venues to conduct major events that would result in large amounts of traffic on the streets in the vicinity of the Project Site and Centinela Hospital, the project contribution would be cumulatively considerable, and, thus, the cumulative impact is **potentially significant**.

Mitigation Measures

Mitigation Measure 3.14-36

Implement Mitigation Measure 3.14-14 (Local Hospital Access Plan).

Level of Significance After Mitigation: The implementation of the above mitigation measure would reduce this impact to **less than significant**.

Impact 3.14-37: The Proposed Project could substantially affect circulation for a substantial duration during construction during major events at The Forum and/or the NFL Stadium under cumulative conditions. (Less than Significant with Mitigation)

The cumulative context for construction impacts would be other projects in the immediate vicinity that would be constructed concurrently with the Proposed Project. As discussed in

Impact 3.14-27, the only known related projects in the vicinity of the Proposed Project that could have construction occurring concurrently with the construction of the Proposed Project would be construction of elements of the Hollywood Park Specific Plan Phase 1 that would not be completed prior to commencement of construction of the Proposed Project and construction at the hotel renovation project at 3900 West Century Boulevard adjacent to the Project Site if it is not completed prior to commencement of construction of the Proposed Project. Cumulative construction impacts on traffic, access, bus stops, and on-street parking during major events at The Forum and/or the NFL Stadium would therefore be similar to those identified in **Impact 3.14-27** for the Proposed Project itself. In that section, construction impacts on traffic were determined to be **significant** in the vicinity of the South Prairie Avenue/West Century Boulevard intersection due to temporary lane closures along the Project frontage, and temporary impacts on access, bus stops and on-street parking was determined to be **less than significant**.

Mitigation Measure 3.14-37

The Project Applicant shall implement Mitigation Measure 3.14-15, Construction Traffic Management Plan.

Level of Significance after Mitigation: The implementation of the above mitigation measure would reduce this impact to **less than significant**.