# 3.14.5 Analysis, Impacts and Mitigation with Concurrent Events

## 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 hours it would be implemented during a major event. 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 The Forum are farther north in the vicinity of The Forum, not in the vicinity of the Project.

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## 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 or 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 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 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 The Forum) No Project and Adjusted Baseline (with 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 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 THE FORUM) PLUS PROJECT (MAJOR EVENT)
CONDITIONS

					Adju Baselin The Fe No Pr	e (with orum)	Adju Baselin The Fo Plus P (Major	e (with orum) roject
#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
				Weekday Pre-Event	0.853	D	1.006	F
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Post-Event	0.553	Α	0.586	Α
	1 10101100 7 100			Weekend Pre-Event	0.696	В	0.850	D
				Weekday Pre-Event	0.693	В	0.720	С
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Post-Event	0.469	Α	0.541	Α
				Weekend Pre-Event	0.564	Α	0.577	Α
				Weekday Pre-Event	258.5	F	***	F
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Post-Event	4.5	Α	5.4	Α
				Weekend Pre-Event	6.5	Α	6.6	Α
				Weekday Pre-Event	91.2	F	97.7	F
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Post-Event	25.3	С	25.6	С
				Weekend Pre-Event	30.6	С	30.7	С
				Weekday Pre-Event	133.8	F	1425	F
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Post-Event	20.8	С	17.4	В
				Weekend Pre-Event	26.0	С	97.7 25.6 30.7 142.5 17.4 68.2 1.080 0.863 0.943	E
				Weekday Pre-Event	1.021	F	1.080	F
		ICU	Inglewood	Weekday Post-Event	0.779	С	0.863	D
0	West Blvd/			Weekend Pre-Event	0.884	D	0.943	E
6	Florence Ave			Weekday Pre-Event	0.883	D	0.945	E
		CMA	City of Los Angeles	Weekday Post-Event	0.625	В	0.713	С
				Weekend Pre-Event	0.737	С	0.799	С
				Weekday Pre-Event	133.4	F	139.0	F
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekday Post-Event	3.3	Α	2.5	Α
				Weekend Pre-Event	3.3	Α	36.6	D
	Prairie Ave/			Weekday Pre-Event	163.6	F	80.2	F
8	East Carondelet	HCM	Inglewood	Weekday Post-Event	4.8	Α	28.8	С
	Way			Weekend Pre-Event	4.7	Α	104.9	F
				Weekday Pre-Event	87.0	F	81.2	F
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekday Post-Event	6.0	Α	67.0	E
				Weekend Pre-Event	7.6	Α	0.586 0.850 0.720 0.541 0.577 *** 5.4 6.6 97.7 25.6 30.7 142.5 17.4 68.2 1.080 0.863 0.943 0.943 0.713 0.799 139.0 2.5 36.6 80.2 28.8 104.9 81.2	E
40	La Cienega Blvd/	1011		Weekday Pre-Event	0.755	С	0.847	D
10	Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.566	Α	0.668	В

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#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	
				Weekend Pre-Event	0.626	В	0.719	С	
				Weekday Pre-Event	1.017	F	1137	F	
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.647	В	0.855	D	
	Manonesco Biva			Weekend Pre-Event	0.782	С	0.901	Е	
				Weekday Pre-Event	150.4	F	178.6	F	
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Post-Event	10.8	В	24.6	С	
	Manoreser biva			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	Α	55.3	Ε	
	Wallenester DIVG			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	
	Wallenester Diva			Weekend Pre-Event	106.1	F	179.2	۴	
				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	
	Wallenester DIVG			Weekend Pre-Event	53.5	D	78.9	Е	
				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	
	Manchester DIVG			Weekend Pre-Event	1.051	F	1.122	F	
				Weekday Pre-Event	0.568	Α	0.633	В	
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Post-Event	0.271	Α	0.410	Α	
	Tillicrest bivd			Weekend Pre-Event	0.397	Α	0.460	Α	
				Weekday Pre-Event	0.515	Α	0.580	Α	
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Post-Event	0.350	Α	0.510	Α	
				Weekend Pre-Event	0.429	Α	0.493	Α	
				Weekday Pre-Event	70.0	E	35.2	D	
19	Prairie Ave/ Kelso St/	HCM	Inglewood	Weekday Post-Event	129.3	F	182.8	F	
	Pincay Dr			Weekend Pre-Event	29.1	С	26.2	С	
				Weekday Pre-Event	13.1	В	12.4	В	
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekday Post-Event	107.4	F	8.3	Α	
	i iiicay Di			Weekend Pre-Event	13.2	В	11.7	В	
		······	· · · · · · · · · · · · · · · · · · ·	Weekday Pre-Event	168.1	F	184.8	F	
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	19.7	В	19.6	В	
	Alboi vitae St		-	Weekend Pre-Event	20.6	C	42.0	D	

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#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
				Weekday Pre-Event	192.2	F	179.1	F
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	18.1	В	20.2	С
				Weekend Pre-Event	29.9	С	109.6	F
				Weekday Pre-Event	138.7	F	146.1	F
23	La Brea Ave/ Arbor Vitae St	НСМ	Inglewood	Weekday Post-Event	21.0	С	53.0	D
				Weekend Pre-Event	49.4	D	94.9	F
				Weekday Pre-Event	126.2	F	68.4	E
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	7.8	Α	133.1	F
				Weekend Pre-Event	94.0	F	99.3	F
				Weekday Pre-Event	83.4	F	60.3	Е
25	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	97.8	F	***	F
	Arbor Vitae St			Weekend Pre-Event	69.7	E	72.1	E
				Weekday Pre-Event	13.1	В	82.9	F
26	La Brea Ave/	НСМ	Inglewood	Weekday Post-Event	10.8	В	9.6	Α
	Hardy St		· ·	Weekend Pre-Event	13.1	В	68.0	Е
				Weekday Pre-Event	8.2	Α	7.4	Α
27	Myrtle Ave/	HCM	Inglewood	Weekday Post-Event	6.9	Α	7.0	Α
	Hardy St		•	Weekend Pre-Event	9.7	A	8.8	Α
				Weekday Pre-Event	21.2	С	24.6	С
28	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	147.6	F	***	F
	Hardy St		· ·	Weekend Pre-Event	19.9	В	24.2	С
				Weekday Pre-Event	9.7	Α	48.5	D
29	Crenshaw Blvd/	HCM	Inglewood	Weekday Post-Event	102.4	F	107.8	F
	Hardy St		J	Weekend Pre-Event	9.1	Α	8.7	А
				Weekday Pre-Event	0.558	Α	0.571	Α
		ICU	Inglewood	Weekday Post-Event	0.329	Α	0.390	Α
	Van Ness Ave/			Weekend Pre-Event	0.469	Α	0.473	Α
30	Hardy St/			Weekday Pre-Event	0.488	Α	0.502	Α
	55111 51	CMA	City of Los	Weekday Post-Event	0.243	A	0.308	Α
	Crenshaw Blvd/ Hardy St		Angeles	Weekend Pre-Event	0.393	^`.	0.397	Α
	La Cione Dh. ''		lnalor	Weekday Pre-Event	143.7		6.557 ***	F
31	La Cienega Blvd/ SB 405 On/Off-	HCM	Inglewood/ City of Los	Weekday Post-Event	25.4		49.5	, D
01	Ramps (n/o Century)	HOW	Angeles/	Weekend Pre-Event	17.1	В	149.7	F
32		HCM	Inglewood	Weekday Pre-Event	15.5	В	21.3	r C

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#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Prairie Ave/			Weekday Post-Event	26.0	С	232.5	F
	97th St			Weekend Pre-Event	11.5	В	14.6	В
				Weekday Pre-Event	9.8	Α	72.9	Ε
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekday Post-Event	10.7	В	11.1	В
			gooo	Weekend Pre-Event	11.6	В	10.3	В
			Inglewood/	Weekday Pre-Event	35.6	D	189.9	F
34	La Cienega Blvd/	HCM	City of Los Angeles/	Weekday Post-Event	30.3	С	41.8	D
	Century Blvd		County of Los Angeles	Weekend Pre-Event	27.4	С	47.5	D
	NB 405 On/Off-			Weekday Pre-Event	19.3	В	203.5	F
35	Ramp/	HCM	Inglewood/ Caltrans	Weekday Post-Event	17.0	В	22.0	С
	Century Blvd			Weekend Pre-Event	13.3	В	1141	F
				Weekday Pre-Event	14.6	В	51.7	D
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	95.6	F	148.9	F
	Comary Diva			Weekend Pre-Event	13.2	В	19.6	В
				Weekday Pre-Event	27.4	С	220.7	F
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	45.2	D	131.0	F
	Contary Diva		_	Weekend Pre-Event	27.4	С	121.6	F
	Fin A /			Weekday Pre-Event	20.8	С	234.2	F
38	Fir Ave/ Firmona Ave/	HCM	Inglewood	Weekday Post-Event	9.7	Α	75.0	Ε
	Century Blvd			Weekend Pre-Event	6.4	Α	157.5	F
				Weekday Pre-Event	32.2	С	97.2	F
39	Grevillea Ave/ Century Blvd	НСМ	Inglewood	Weekday Post-Event	11.4	В	63.1	Е
	Century Biva			Weekend Pre-Event	5.7	Α	83.5	F
				Weekday Pre-Event	68.7	E	131.5	F
40	Hawthorne Blvd/ La Brea Blvd/	HCM	Inglewood	Weekday Post-Event	37.9	D	118.8	F
	Century Blvd			Weekend Pre-Event	40.8	D	126.6	F
				Weekday Pre-Event	87.5	F	81.5	F
41	Myrtle Ave/ Century Blvd	НСМ	Inglewood	Weekday Post-Event	6.3	Α	105.6	F
	Century Diva			Weekend Pre-Event	8.8	Α	50.7	D
				Weekday Pre-Event	24.3	С	31.9	С
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	7.3	Α	85.3	F
	ŕ			Weekend Pre-Event	9.3	Α	22.1	С
	Prairie Ave/			Weekday Pre-Event	111.2	F	144.9	F
43	Century Blvd	HCM	Inglewood	Weekday Post-Event	70.1	Е	259.5	F

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#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
				Weekend Pre-Event	71.2	Е	94.7	F
				Weekday Pre-Event	34.6	С	164.6	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	19.4	В	206.9	F
	Century Diva			Weekend Pre-Event	32.0	С	38.8	D
				Weekday Pre-Event	47.3	D	149.0	F
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	14.8	В	143.8	F
	Century Biva			Weekend Pre-Event	21.2	С	67 1	E
				Weekday Pre-Event	49.3	D	159.1	F
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekday Post-Event	19.3	В	115.2	F
	Century biva			Weekend Pre-Event	38.8	D	72.5	Ε
				Weekday Pre-Event	49.2	D	113.3	F
47	11th Ave/ Village Ave/	HCM	Inglewood	Weekday Post-Event	17.0	В	147.1	F
	Century Blvd			Weekend Pre-Event	27.7	С	51.6	D
				Weekday Pre-Event	60.6	E	169.1	F
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekday Post-Event	76.5	E	119.7	F
40	Century Biva			Weekend Pre-Event	39.2	D	142.0	F
				Weekday Pre-Event	12.1	В	3 1471 E C 51.6 C E 1691 F E 119.7 F O 142.0 F 3 123.4 F 3 19.1 E	F
49	5th Ave/	HCM	Inglewood	Weekday Post-Event	13.8	В	19.1	В
	Century Blvd		•	Weekend Pre-Event	14.1	В	108.5	F
				Weekday Pre-Event	0.758	С	0.870	D
		ICU	Inglewood/ Los Angeles	Weekday Post-Event	0.568	Α	0.809	D
	Van Ness Ave/		County	Weekend Pre-Event	0.658	В	0.786	С
50	Century Blvd			Weekday Pre-Event	0.701	С	0.821	D
		СМА	City of Los	Weekday Post-Event	0.499	Α	0.757	С
			Angeles	Weekend Pre-Event	0.595	Α	0.731	С
				Weekday Pre-Event	0.388	Α	0.505	Α
		ICU	Los Angeles	Weekday Post-Event	0.410	Α	0.619	В
	Gramercy PI/		County	Weekend Pre-Event	0.362	Α	0.473	A
51	Century Blvd			Weekday Pre-Event	0.207	Α	0.333	Α
		CMA	City of Los	Weekday Post-Event	0.231	Α	0.453	Α
			Angeles	Weekend Pre-Event	0.179	Α	0.297	Α
		· y· · · · · · · · · · · · · · · · · ·	·····	Weekday Pre-Event	0.771	С	0.973	Е
52	Western Ave/	CMA	City of Los	Weekday Post-Event	0.587	Α	0.910	E
_	Century Blvd		Angeles	Weekend Pre-Event	0.641	В	0.842	D D

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#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
•••••			Inglewood/	Weekday Pre-Event	10.9	В	186.3	F
53	La Cienega Blvd/ SB 405 On/Off- Ramps (s/o	HCM	Los Angeles County/ Caltrans/City	Weekday Post-Event	9.2	Α	10.4	В
	Century)		of Los Angeles	Weekend Pre-Event	9.0	А	9.4	Α
				Weekday Pre-Event	94.3	F	151.0	F
54	Prairie Ave/102nd St	HCM <sup>3</sup>	Inglewood	Weekday Post-Event	6.2	Α	***	F
				Weekend Pre-Event	85.6	F	23.2	С
		LIOM (:)		Weekday Pre-Event	33.0	D	10.0	В
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Post-Event	5.7	Α	79.3	F
	~~			Weekend Pre-Event	10.2	В	8.2	Α
				Weekday Pre-Event	91.5	F	***	F
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Post-Event	7.4	А	***	F
				Weekend Pre-Event	15.1	С	79.7	F
			Los Angeles	Weekday Pre-Event	9.9	Α	99.1	F
57	La Cienega Blvd/ 104th St	НСМ	County/City of Los	Weekday Post-Event	5.8	Α	5.3	Α
	104th St		Angeles	Weekend Pre-Event	7.4	Α	7.5	Α
				Weekday Pre-Event	16.0	В	18.8	В
58	Inglewood Ave/ 104th St	HCM	Los Angeles County	Weekday Post-Event	8.3	Α	9.5	Α
			•	Weekend Pre-Event	15.6	В	16.0	В
				Weekday Pre-Event	23.8	С	165.1	F
59	Hawthorne Blvd/ 104th St	НСМ	Inglewood/ Los Angeles	Weekday Post-Event	15.7	В	94.6	F
	104111 51		County	Weekend Pre-Event	24.8	С	109.8	F
				Weekday Pre-Event	141.0	F	250.7	F
60	Prairie Ave/104th	HCM	Inglewood	Weekday Post-Event	9.3	A	236.8	F
	GI.			Weekend Pre-Event	143.9	F	188.8	F
				Weekday Pre-Event	24.7	С	207.1	F
61	Doty Ave/104th	HCM (unsig.)	Inglewood	Weekday Post-Event	6.6	А	6.6	А
	St		-	Weekend Pre-Event	7.8	Α	242.4	F
				Weekday Pre-Event	14.9	В	204.3	F
62	Yukon Ave/104th	HCM	Inglewood	Weekday Post-Event	8.4	Α	12.3	В
	St		J	Weekend Pre-Event	12.9	В	135.4	F
				Weekday Pre-Event	28.3	 C	115.5	F
63	Crenshaw Blvd/	HCM	Inglewood	Weekday Post-Event	11.7	В	19.3	В
	104th St			Weekend Pre-Event	22.6	C	167.0	F

				Adjusted Baseline (with The Forum) No Project		Adjusted Baseline (with The Forum) Plus Project (Major Event)		
#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
			11	Weekday Pre-Event	0.525	Α	0.544	А
64	Van Ness Ave/ 104th St	ICU	Inglewood/ Los Angeles	Weekday Post-Event	0.301	Α	0.327	Α
			County	Weekend Pre-Event	0.430	Α	0.443	Α
				Weekday Pre-Event	0.704	С	0.732	С
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Post-Event	0.471	Α	0.662	В
			•	Weekend Pre-Event	0.612	В	0.629	В
				Weekday Pre-Event	22.7	С	265.1	F
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Post-Event	5.4	Α	102.2	F
			County	Weekend Pre-Event	6.5	Α	204.5	F
				Weekday Pre-Event	26.3	С	67.5	Ε
67	Prairie Ave/	НСМ	Inglewood	Weekday Post-Event	7.6	Α	151.1	F
	Lennox Blvd			Weekend Pre-Event	32.2	С	54.9	D
				Weekday Pre-Event	64.0	E	109.7	F
68	Prairie Ave/108th	HCM	Inglewood	Weekday Post-Event	7.3	Α	68.6	E
	St		•	Weekend Pre-Event	108.5	F	114.2	F
				Weekday Pre-Event	8.9	Α	10.5	В
69	Yukon Ave/108th	HCM	Inglewood	Weekday Post-Event	6.7	Α	8.2	Α
	St			Weekend Pre-Event	9.2	Α	12.3	В
				Weekday Pre-Event	0.538	Α	0.703	С
70	Crenshaw Blvd/	ICU	Inglewood	Weekday Post-Event	0.425	Α	0.609	В
	109th St		<b>J</b>	Weekend Pre-Event	0.450	A	0.617	В
				Weekday Pre-Event	0.706	С	0.768	
71	Hawthorne Blvd/	ICU	Hawthorne/L os Angeles	Weekday Post-Event	0.405	A	0.578	Α
	111th St		County	Weekend Pre-Event	0.576	Α	0.649	В
				Weekday Pre-Event	31.1	C	100.9	F
72	Prairie Ave/111th	HCM	Inglewood	Weekday Post-Event	33.4	С	176.1	F
, 2	St	110111	mgicwood	Weekend Pre-Event	54.7	D	62.4	E
				Weekday Pre-Event	7.9	Α	8.5	A
73	Yukon Ave/111th	HCM	Inglewood	Weekday Post-Event	6.3		6.4	A
, 0	St	I IOW	gicwood	Weekend Pre-Event	8.6		8.4	A
				Weekday Pre-Event	0.700	В	0.817	
74	Hawthorne Blvd/ WB 105 Off-	ICU	Hawthorne	Weekday Post-Event	0.760	Α	0.634	В
14	Ramp	100	nawulome	Weekend Pre-Event	0.582	A	0.702	С
75		HCM			94.9	F	230.7	F
75		ПСІУІ		Weekday Pre-Event	94.9	г	23U f	F

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#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Prairie Ave/		Inglewood/	Weekday Post-Event	66.7	E	172.5	F
	112th St/ 105 On-Ramps		Caltrans	Weekend Pre-Event	51.6	D	164.1	F
				Weekday Pre-Event	0.770	С	0.773	С
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Post-Event	0.411	А	0.443	Α
	Imperiarriwy			Weekend Pre-Event	0.578	A	0.608	В
	Freeman Ave/			Weekday Pre-Event	25.6	С	98.1	F
77	EB 105 On- Ramp/	HCM	Inglewood/ Caltrans	Weekday Post-Event	51.3	D	61.5	E
	Imperial Hwy			Weekend Pre-Event	16.8	В	15.8	В
				Weekday Pre-Event	83.3	F	128.1	F
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	62.5	E	55.1	Е
	Imperiarriwy		riawallonie	Weekend Pre-Event	39.2	D	45.8	D
				Weekday Pre-Event	58.6	E	117.5	F
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	9.5	Α	7.5	Α
				Weekend Pre-Event	12.2	В	12.4	В
				Weekday Pre-Event	19.4	В	164.1  0.773  0.443  0.608  98.1  61.5  15.8  128.1  55.1  45.8  117.5  7.5  12.4  130.9  12.0  11.5  1.037  0.820  0.940  112.0  10.1  18.6  0.977  0.880  0.952  135.9	F
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Post-Event	8.2	Α	12.0	В
	imponer rivry			Weekend Pre-Event	12.6	В	11.5	В
				Weekday Pre-Event	0.888	D	1.037	F
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Post-Event	0.570	Α	0.820	D
				Weekend Pre-Event	0.790	С	0.940	Е
				Weekday Pre-Event	21.1	С	112.0	F
82	Prairie Ave/118th St	HCM	Hawthorne	Weekday Post-Event	13.4	В	10.1	В
				Weekend Pre-Event	18.3	В	18.6	В
	Crenshaw Blvd/			Weekday Pre-Event	0.810	D	0.977	Ε
83	WB 105 Off- Ramp/	ICU	Hawthorne/ Caltrans	Weekday Post-Event	0.693	В	0.880	D
	118th PI		Callano	Weekend Pre-Event	0.782	С	0.952	E
				Weekday Pre-Event	55.6	Е	135.9	F
84	Prairie Ave/120th St	HCM	Hawthorne	Weekday Post-Event	18.6	В	18.2	В
				Weekend Pre-Event	25.2	С	24.2	С
	ED 105 On/Off			Weekday Pre-Event	0.710	С	0.742	С
85	EB 105 On/Off- Ramp/	ICU	Hawthorne	Weekday Post-Event	0.721	С	0.951	Е
	120th St			Weekend Pre-Event	0.790	С	0.837	D
	Crenshaw Blvd/			Weekday Pre-Event	0.742	С	0.865	D
86	120th Street	ICU	Hawthorne	Weekday Post-Event	0.849	D	1,293	F

					Adjusted Baseline (with The Forum) No Project		Baselin The Fo Plus P	B F F F F F F F F F F F F F F F F F F F
#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	La Cienega Blvd/ Lennox Blvd  Inglewood Ave/ Lennox Blvd  Hollywood Park Casino Driveway/ Century Blvd  Prairie Ave/ Buckthorn Street  Normandie Ave/ Century Ave			Weekend Pre-Event	0.775	С	0.898	D
				Weekday Pre-Event	0.412	Α	0.424	Α
		ICU	Los Angeles County	Weekday Post-Event	0.248	Α	0.268	
	La Cienega Blvd/		•	Weekend Pre-Event	0.284	Α	0.296	Α
87				Weekday Pre-Event	0.233	Α	0.246	Α
		CMA	City of Los Angeles	Weekday Post-Event	0.079	Α	0.089	
				Weekend Pre-Event	0.098	Α	0.109	
				Weekday Pre-Event	0.787	С	0.801	D
88		ICU	Los Angeles County	Weekday Post-Event	0.444	Α	0.487	Α
	Leillox Biva		County	Weekend Pre-Event	0.648	В	0.662	В
	Hollywood Park			Weekday Pre-Event	14.8	В	150.8	F
89	Casino	НСМ	Inglewood	Weekday Post-Event	11.2	В	166.3	F
	Century Blvd			Weekend Pre-Event	15.4	В	82.1	F
				Weekday Pre-Event	21.0	С	13.4	В
90		HCM	Inglewood	Weekday Post-Event	168.5	F	235.6	F
	Buckillotti Sileet			Weekend Pre-Event	16.5	В	16.9	В
				Weekday Pre-Event	0.967	Е	1 140	F
91		ICU	Los Angeles	Weekday Post-Event	0.740	С	1.027	F
	Century Ave	100	County	Weekend Pre-Event	0.815	D	0.985	Е
				Weekday Pre-Event	0.773	С	0.876	D
		ICU	Los Angeles	Weekday Post-Event	0.603	В	0.794	С
	Vermont Ave/		County	Weekend Pre-Event	0.671	В	0.781	С
92	Century Ave			Weekday Pre-Event	0.682	В	0.802	D
		CMA	City of Los	Weekday Post-Event	0.484	Α	0.707	С
			Angeles	Weekend Pre-Event	0.563	Α	0.691	В
				Weekday Pre-Event	0.489	Α	0.558	Α
93	Hoover St/	CMA	City of Los	Weekday Post-Event	0.347	A	0.525	Α
	Century Ave		Angeles	Weekend Pre-Event	0.431	A	0.513	A
				Weekday Pre-Event	0.698	В	0.775	С
94	Figueroa St/	CMA	City of Los	Weekday Post-Event	0.455	Α	0.617	В
	Century Ave		Angeles	Weekend Pre-Event	0.602	В	0.689	В
	Grand Ave/	······	***************************************	Weekday Pre-Event	0.452	Α	0.558	Α
95	110 SB Off-	CMA	City of Los	Weekday Post-Event	0.339	Α	0.461	Α
	Ramp/ Century Ave			Weekend Pre-Event	0.371	Α	0.473	Α

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#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Olive St/			Weekday Pre-Event	0.432	Α	0.461	А
96	110 NB On- Ramp/	CMA	City of Los Angeles	Weekday Post-Event	0.354	Α	0.518	Α
	Century Ave		,geee	Weekend Pre-Event	0.385	Α	0.414	Α
				Weekday Pre-Event	1.179	F	1 323	F
		ICU	Inglewood	Weekday Post-Event	1.054	F	1 319	F
0.7	Van Ness Ave/			Weekend Pre-Event	0.962	Е	1.105	F
97	Manchester Blvd			Weekday Pre-Event	1.051	F	1,205	F
		CMA	City of Los Angeles	Weekday Post-Event	0.917	Е	1.200	F
			7 kingo100	Weekend Pre-Event	0.819	D	0.971	E
				Weekday Pre-Event	1.104	F	1.270	F
98	Western Ave/ Manchester Blvd Normandie Ave/	CMA	City of Los Angeles	Weekday Post-Event	1.048	F	1.313	F
	Wallonester Diva		7 trigeres	Weekend Pre-Event	0.894	D	1058	F
				Weekday Pre-Event	0.805	D	0.897	A
99		CMA	City of Los Angeles	Weekday Post-Event	0.711	С	0.848	D
	Normandie Ave/ Manchester Blvd		Angeles	Weekend Pre-Event	0.637	В	0.721	С
				Weekday Pre-Event	0.859	D	0.952	E
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.795	С	0.946	Е
	Manonester biva		Allgeles	Weekend Pre-Event	0.637	В	0.728	С
				Weekday Pre-Event	0.770	С	0.855	D
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.706	С	0.843	D
			-	Weekend Pre-Event	0.631	В	0.715	С
				Weekday Pre-Event	0.926	E	1.019	F
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.983	E	1.134	F
			Angeles	Weekend Pre-Event	0.752	С	0.843	D
	110.00.0.105			Weekday Pre-Event	0.752	С	0.895	D
103	110 SB On/Off- Ramps/	CMA	City of Los Angeles	Weekday Post-Event	0.892	D	0.979	E
	Manchester Blvd		Aligeles	Weekend Pre-Event	0.509	Α	0.660	В
	440 ND 0 105			Weekday Pre-Event	0.559	Α	0.563	Α
104	110 NB On/Off- Ramps/	CMA	City of Los Angeles	Weekday Post-Event	0.760	С	1.092	F
	Manchester Blvd		Village	Weekend Pre-Event	0.539	Α	0.544	Α
				Weekday Pre-Event	0.994	E	1 137	F
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Post-Event	0.938	E	1 113	F
	i ilicay Di			Weekend Pre-Event	0.776	С	0.913	E

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#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
				Weekday Pre-Event	0.778	С	0.819	D
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Post-Event	0.578	Α	0.653	В
			,geee	Weekend Pre-Event	0.622	В	0.664	В
				Weekday Pre-Event	0.937	E	0.948	E
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Post-Event	0.515	Α	0.562	Α
				Weekend Pre-Event	0.794	С	0.806	D
				Weekday Pre-Event	1.006	F	1.044	F
		ICU	Inglewood	Weekday Post-Event	0.652	В	0.660	В
400	La Cienega Blvd/			Weekend Pre-Event	0.993	Е	1 033	F
108	Centinela Ave			Weekday Pre-Event	0.953	E	0.998	Е
		CMA	City of Los Angeles	Weekday Post-Event	0.542	Α	0.552	А
			7 trigeres	Weekend Pre-Event	0.939	E	0.986	E
				Weekday Pre-Event	0.723	С	0.738	С
		ICU	Inglewood	Weekday Post-Event	0.475	Α	0.495	Α
	La Cienega Blvd/			Weekend Pre-Event	0.653	В	0.669	В
109	La Tijera Blvd			Weekday Pre-Event	0.553	Α	0.570	A
		CMA	City of Los Angeles	Weekday Post-Event	0.295	Α	0.316	Α
			Aligeles	Weekend Pre-Event	0.481	Α	0.499	A
				Weekday Pre-Event	0.906	E	0.913	E
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekday Post-Event	0.507	Α	0.507	Α
			County	Weekend Pre-Event	0.754	С	0.760	С
				Weekday Pre-Event	0.930	E	0.932	E
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekday Post-Event	0.624	В	0.644	В
			County	Weekend Pre-Event	0.873	D	0.876	8 E 12 A 16 D 14 F 16 D 18 E 17 A 18 E 18 C 18 C 18 C 19 A 18 C 17 A 19 A 10 C 11 F 19 A 14 D 13 F 16 B
				Weekday Pre-Event	1.064	F	1.071	
112	La Brea Ave/ Overhill Drive/	ICU	Los Angeles	Weekday Post-Event	0.549	A	0.549	Α
	Stocker St		County	Weekend Pre-Event	0.807	D	0.814	
				Weekday Pre-Event	1.036	F	1 153	F
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.627	В	0.666	В
	Manchester DIVO			Weekend Pre-Event	0.779	С	0.894	D
				Weekday Pre-Event	0.931	E	0.996	Е
114	Manchester Blvd/ Ash St/I-405 NB	ICU	Inglewood	Weekday Post-Event	0.620	В	0.745	С
114	Off-Ramp	· <del>-</del>	J					-

						sted e (with orum) oject	Plus F	
#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Century Blvd/			Weekday Pre-Event			N/A	N/A
115	West Structure	HCM	Inglewood	Weekday Post-Event	Does N	ot Exist	129.8	F
	Driveway		Weekend Pre-Event				N/A	N/A
	Prairie Ave/West			Weekday Pre-Event			109.2	F
116	Structure	HCM	Inglewood	Weekday Post-Event	Does Not Exist	N/A	N/A	
	Driveway	Driveway Weekend		Weekend Pre-Event	nt		51.2	D

NOTES:
Shaded cells represent significant impacts.

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

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.

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		Segment Type			Adjusted Baseline (with the Forum) No Project		Baseline Forum) oject	
					Density 1	LOS 1	Density <sup>1</sup>	LOS 1	
********		Off-Ramp at	***************************************	Weekday Pre-Event	23.91	С	26.19	С	
1	I-405 Northbound	Imperial	Diverge	Weekday Post-Event	19.93	В	20.30	С	
	Northboand	Highway		Weekend Pre-Event	23.19	С	25.62	С	
	1.405			Weekday Pre-Event	19.77	В	21.44	С	
2	2 I-405 Northbound	C/D Off-Ramp	Diverge	Weekday Post-Event	15.30	В	15.62	В	
				Weekend Pre-Event	19.46	В	21.05	C	
		C/D Off-Ramp		Weekday Pre-Event	17.18	В	20.67	C	
3	I-405 Northbound	to Imperial		Basic	Weekday Post-Event	11.35	В	11.63	В
	Nottribound	Highway On- Ramp		Weekend Pre-Event	15.63	В	17.93	В	
		Imperial		Weekday Pre-Event	12.48	В	14.81	В	
4	I-405 Northbound	Highway EB On-	Merge	Weekday Post-Event	8.00	Α	8.18	Α	
	Northbound	Ramp		Weekend Pre-Event	10.88	Α	12.41	В	
		Imperial		Weekday Pre-Event	17.57	В	19.60	В	
5	I-405 Northbound	Highway	Merge	Weekday Post-Event	12.84	В	13.00	В	
	Northbound	WB On-Ramp		Weekend Pre-Event	15.70	В	17.04	В	
6			Diverge	Weekday Pre-Event	13.89	В	16.21	В	

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjus Baseline the Foru Proje	(with m) No	Adjusted Baseline (with the Forum) Plus Project	
					Density 1	LOS 1	Density 1	LOS 1
	I-405	Century Blvd		Weekday Post-Event	8.83	А	9.02	A
	Northbound	Off-Ramp		Weekend Pre-Event	11.96	В	13.49	В
		Century Blvd		Weekday Pre-Event	12.20	В	12.59	В
7	I-405 Northbound	Off-Ramp to	Basic	Weekday Post-Event	5.66	Α	5.69	Α
	Northbound	Century Blvd On-Ramp		Weekend Pre-Event	10.81	Α	10.95	Α
				Weekday Pre-Event	18.39	С	18.79	C
8	1-405	Century Blvd	Merge	Weekday Post-Event	12.24	В	12.70	В
	Northbound	On-Ramp		Weekend Pre-Event	16.31	В	16.48	В
		Century Blvd		Weekday Pre-Event	18.53	В	18.98	В
9	I-405	WB On-Ramp to	Weave	Weekday Post-Event	21.00	C		F
	Northbound	I-405 Mainline C/D Off-ramp		Weekend Pre-Event	16.44	. В	16.76	В
		C/D OII-IAIIIP		Weekday Pre-Event		F		F
10	I-405	I-405 Mainline	Merge	Weekday Post-Event		 F		F
	Northbound	C/D On-Ramp	wierge	Weekend Pre-Event		F	-	F
		I-405 Mainline		Weekday Pre-Event	31.34	. , D	31.71	D
11	I-405	C/D On-Ramp	Basic	Weekday Post-Event	23.03	C	25.77	C
	Northbound	to Manchester Blvd.	Dasio	Weekend Pre-Event	25.75	С	25.94	С
		Manchester		Weekday Pre-Event	34.15	D	34.54	D
40	I-405	Blvd. On-Ramp	10/	Weekday Post-Event	26.47	. C	35.33	E
12	Northbound	to La Tijera Blvd	Weave	Weekend Pre-Event	28.25	D	28.50	D D
		Off-Ramp La Tijera Blvd			20.20		20.00	
	I-405	On-Ramp to	107	Weekday Pre-Event	40.07	F	47.04	₽ B
13	Southbound	Florence Ave	Weave	Weekday Post-Event	16.67	B F	17.34	F
		Off-Ramp		Weekend Pre-Event				
	I-405	Florence Ave Off-Ramp to La		Weekday Pre-Event	47.00	. F	47.00	**
14	Southbound	Cienega Blvd	Basic	Weekday Post-Event	17.28	В	17.30	В
		On-Ramp		Weekend Pre-Event	-	F		F
	1-405	La Cienega Blvd		Weekday Pre-Event	· -	F		F
15	Southbound	On-Ramp to C/D Off-Ramp	Weave	Weekday Post-Event	22.40	. С	22.41	С
		C/D Oil-Railip		Weekend Pre-Event		F		F
	I-405	La Cienega Blvd		Weekday Pre-Event	14.33	В	17.57	В
16	Southbound	Off-Ramp (n/o Century Blvd.)	Diverge	Weekday Post-Event	9.94	A	9.96	Α
				Weekend Pre-Event	13.27	В	16.93	В
	I-405	La Cienega Blvd Off-Ramp to On-		Weekday Pre-Event	5.77	. A	7.83	A
17	Southbound	Ramp (n/o	Basic	Weekday Post-Event	4.01	A	4.02	A
		Century Blvd)		Weekend Pre-Event	6.84	Α	9.34	ΑΑ
		La Cienega Blvd		Weekday Pre-Event	· -	F 2		F 2
40	I-405	On-Ramp (n/o Century Blvd) to	147	Weekday Post-Event		F 2	<del>-</del>	F 2
18	Southbound	La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekend Pre-Event	-	F 2	-	F <sup>2</sup>
		La Cienega Blvd		Weekday Pre-Event	-	F2	-	F <sup>2</sup>
	1-405	On-Ramp (s/o		Weekday Post-Event	-	F2	-	F <sup>2</sup>
19	Southbound	Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekend Pre-Event	-	F 2	-	F 2
20			Basic	Weekday Pre-Event	5.54	Α	5.80	A
			Dualo	VVCCINGLY I TE-LVEIIL	0.04		0.00	

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjus Baseline the Foru Proje	(with m) No	Adjusted Baseline (with the Forum) Plus Project	
					Density 1	LOS 1	Density <sup>1</sup>	LOS 1
		La Cienega Blvd Off-Ramp (n/o		Weekday Post-Event	12.33	В	18.82	С
	I-405 Southbound	Imperial Hwy) to I-405 Mainline C/D On-Ramp		Weekend Pre-Event	9.25	Α	9.51	А
				Weekday Pre-Event	11.18	В	11.28	В
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Post-Event	17.23	В	19.73	С
	Oddilboana	O/D On-Namp		Weekend Pre-Event	18.12	С	18.22	С
		La Cienega Blvd		Weekday Pre-Event	-	F 2		F
22	I-405 Southbound	On-Ramp (n/o	Merge	Weekday Post-Event	13.83	В	15.98	В
	Southbound	Imperial Hwy)		Weekend Pre-Event	14.48	В	14.58	В
		La Cienega Blvd		Weekday Pre-Event	-	F 2		F2
23	I-405 Southbound	s/o Imperial Hwy	Merge	Weekday Post-Event	16.19	В	17.86	В
	Soumbound	(On-ramp)		Weekend Pre-Event	14.64	В	14.73	В
				Weekday Pre-Event	16.57	В	17.25	В
24	I-105 Eastbound	I-405 SB On- Ramp	Merge	Weekday Post-Event	17.41	В	18.54	С
	Lastboulid	Ramp		Weekend Pre-Event	16.91	В	18.43	С
				Weekday Pre-Event	-	F 2		F.
25	I-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekday Post-Event	23.58	С	24.99	С
	Lasibouild	Kamp		Weekend Pre-Event	23.96	С	26.75	С
		Prairie Ave Off-		Weekday Pre-Event	13.90	В	14.46	В
26	I-105	Ramp to	Basic	Weekday Post-Event	14.81	В	16.03	В
	Eastbound			Weekend Pre-Event	11.59	В	12.19	В
		Imperial Hwy		Weekday Pre-Event		F 2		F
27	I-105	On-Ramp to	Weave	Weekday Post-Event	24.62	С		F
21	Eastbound	120th St Off- Ramp	vvcavc	Weekend Pre-Event	_	F 2		F?
				Weekday Pre-Event		F 2		F 2
28	I-105	120th St Off-	Basic	Weekday Post-Event	21.30	C	29.96	D
20	Eastbound	Ramp to 120th St On-Ramp	Dasic	Weekend Pre-Event	21.30	F 2	29.90	F
					16.46	В	17.38	В
20	I-105	120th St On-	Morgo	Weekday Pre-Event	19.54	. B	29.14	D
29	Eastbound	Ramp	Merge	Weekday Post-Event Weekend Pre-Event	14.36	В	15.35	D B
30	I-105	NB Crenshaw	Maran	Weekday Pre-Event	23.30	C	24.05	C
30	Eastbound	Blvd On-Ramp	Merge	Weekday Post-Event	21.31	С	22.11	C
		Between Van		Weekend Pre-Event		C		С
31	I-105	Ness Ave and		Weekday Pre-Event	19.64 21.99	C	20.57	D
	Eastbound	Normandie Ave	Basic	Weekday Post-Event				
		Overcrossings		Weekend Pre-Event	17.38	В	18.38	С
	I-105	Vermont Ave		Weekday Pre-Event	23.91	С	31.38	D
32	Westbound	On-Ramp	Merge	Weekday Post-Event	17.57	В	18.06	В
				Weekend Pre-Event	23.55	. C	31.78	D
		Between		Weekday Pre-Event	26.45	D	42.26	E
33	I-105	Normandie Ave and Van Ness	Basic	Weekday Post-Event	18.14	С	18.75	С
-	Westbound	Ave Overcrossings	540.0	Weekend Pre-Event	23.83	С	39.14	E
0.4	I-105	Crenshaw Blvd	D:	Weekday Pre-Event	26.45	D	42.26	E
34	Westbound	Off-Ramp	Diverge	Weekday Post-Event	18.14	С	18.75	С

#	Freeway/ Direction			Peak Hour	Adjus Baseline the Foru Proje	(with m) No	Adjusted Baseline (with the Forum) Plus Project		
					Density 1	LOS 1	Density <sup>1</sup>	LOS 1	
				Weekend Pre-Event	23.83	С	39 14	E	
		Crenshaw Blvd		Weekday Pre-Event	25.53	С	37.43	E	
35	I-105 Westbound	Off-Ramp to Crenshaw Blvd	Basic	Weekday Post-Event	17.93	В	18.33	С	
	westbound	Loop On-Ramp		Weekend Pre-Event	22.85	С	35.45	E	
		Crenshaw Blvd		Weekday Pre-Event	22.08	С	28.91	D	
36	I-105 Westbound	NB Loop On-	Merge	Weekday Post-Event	14.75	В	15.21	В	
	Westbound	Ramp		Weekend Pre-Event	19.02	С	26.38	D	
				Weekday Pre-Event	19.61	В	24.36	С	
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday Post-Event	14.26	В	14.73	В	
	Westboaria	Biva Cil-Italiip		Weekend Pre-Event	17.60	В	23.21	С	
	1.405	Prairie/Hawthor		Weekday Pre-Event	29.11	D	39.25	E	
38	I-105 Westbound	ne Ave Off-	Diverge	Weekday Post-Event	19.34	С	19.85	С	
	Westboaria	Ramp		Weekend Pre-Event	26.52	D	37.31	E	
		Prairie/Hawthor		Weekday Pre-Event	26.04	D	28.74	D	
39	I-105	ne Ave Off- Ramp to	Basic	Weekday Post-Event	19.37	С	19.83	С	
33	Westbound	Imperial Hwy On-Ramp	Dasic	Weekend Pre-Event	25.30	С	27.59	D	
	1.405	Imperial Hwy		Weekday Pre-Event	-	F		F	
40	I-105 Westbound	On-Ramp to	Weave	Weekday Post-Event	-	F		F	
	Westboaria	I-405 Off-Ramp		Weekend Pre-Event	-	F		F	
	1.440			Weekday Pre-Event	22.12	С	22.25	С	
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday Post-Event	18.36	С	20.01	С	
				Weekend Pre-Event	22.46	С	22.65	С	
	1.440	101st St On-		Weekday Pre-Event	28.77	D	28.98	D	
42	I-110 Northbound	Ramp to n/o Century Blvd	Basic	Weekday Post-Event	23.18	С	25.48	С	
	Tronungania	On-Ramp		Weekend Pre-Event	29.33	D	29.66	D	
		Century Blvd		Weekday Pre-Event	30.08	D	30.72	D	
43	I-110 Northbound	On-Ramp to	Weave	Weekday Post-Event	26.21	С	32.13	D	
	Northbound	Manchester Blvd Off-Ramp		Weekend Pre-Event	30.52	D	31.28	D	
		Manchester		Weekday Pre-Event	25.13	С	25.59	C	
	I-110	Blvd Off-Ramp		Weekday Post-Event	20.76	С	24.82	С	
44	Northbound	to EB Manchester Blvd On-Ramp	Basic	Weekend Pre-Event	25.92	С	26.50	D	
		'		Weekday Pre-Event	25.84	С	26.49	С	
45	I-110	EB Manchester	Merge	Weekday Post-Event	29.35	D		F	
	Northbound	Blvd On-Ramp	· ·	Weekend Pre-Event	25.42	С	26.16	С	
		WB Manchester		Weekday Pre-Event	27.69	С	28.34	D	
46	I-110	Blvd On-Ramp	Weave	Weekday Post-Event	27.54	C	34.50	D	
-	Northbound	to 76th St Off- Ramp		Weekend Pre-Event	28.54	. D	29.32	D	
		76th St On-		Weekday Pre-Event	23.49	C	28.48	D	
47	I-110	Ramp to	Weave	Weekday Post-Event	24.08	. C	24.53	C	
<b>⊶</b> 1	Southbound	Manchester Blvd Off-Ramp	vveave	Weekend Pre-Event	26.17	С	31.69	D	
		Manchester		Weekday Pre-Event	18.75	С	21.93	С	
48	I-110	Blvd Off-Ramp to	Basic	Weekday Post-Event	21.48	C	21.62	C	
	Southbound	WB Manchester Blvd On-Ramp	230,0	Weekend Pre-Event	21.85	С	26.32	D	

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

SOURCE: Fehr & Peers, 2019.

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

		Adjusted Baseline (with The Forum) No Project Pre-Event Conditions				Adjusted Baseline (with The Forum) Plus Project Pre-Event Conditions			
		95th Percentile Queue (ft.) <sup>3</sup>		Queue Exceeds Available Storage <sup>4</sup>		95th Percentile Queue (ft.) <sup>3</sup>		Queue Exceeds Available Storage <sup>4</sup>	
Off-Ramp <sup>1</sup>	Ramp Capacity Threshold <sup>2</sup>	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

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.

		Adjusted Baseline (with The Forum) No Project Pre-Event Conditions				Adjusted Baseline (with The Forum) Plus Project Pre-Event Conditions			
		95th Percentile Queue (ft.) <sup>3</sup>		Queue Exceeds Available Storage <sup>4</sup>		95th Percentile Queue (ft.) <sup>3</sup>		Queue Exceeds Available Storage <sup>4</sup>	
Off-Ramp <sup>1</sup>	Ramp Capacity Threshold <sup>2</sup>	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

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

  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.

  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.

  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.

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

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#### 5200 West Century <u>Boulevard Garage</u>

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 District<sup>1</sup>. 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

<sup>1</sup> 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 (Football Game at NFL Stadium) Plus Project (Major Event) Conditions

						Adju Base (Foo Game a Stadiu Proj	eline tball at NFL m) No	Adju Base (Foo Game a Stadiur Project Eve	eline tball at NFL n) Plus (Major
#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.625	В	0.706	С	
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.565	Α	0.574	Α	
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	6.5	Α	7.2	Α	
4	Centinela Ave/ Florence Ave	НСМ	Inglewood	Weekend Pre-Event	30.0	С	30.5	С	
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	22.6	С	30.9	С	
	West Blvd/	ICU	Inglewood	Weekend Pre-Event	0.849	D	0.885	D	
6	Florence Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.699	В	0.737	С	
7	Prairie Ave/ Grace Ave	НСМ	Inglewood	Weekend Pre-Event	3.4	Α	30.3	С	
8	Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekend Pre-Event	4.7	А	77.1	E	
9	Prairie Ave/ E Regent Street	НСМ	Inglewood	Weekend Pre-Event	7.8	Α	67.7	Ε	
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.580	А	0.644	В	
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.698	В	0.740	С	
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	12.0	В	84.3	F	
13	Spruce Ave/ Manchester Blvd	НСМ	Inglewood	Weekend Pre-Event	7.6	А	66.1	E	
14	Prairie Ave/ Manchester Blvd	НСМ	Inglewood	Weekend Pre-Event	53.3	D	182.2	F	
15	Kareem Ct/ Manchester Blvd	НСМ	Inglewood	Weekend Pre-Event	15.5	В	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	Α	0.436	Α	
18	Market St/La Brea Ave	ICU	Inglewood	Weekend Pre-Event	0.402	Α	0.448	Α	

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					Adju Base (Foo Game a Stadiu Pro	line tball at NFL m) No	Adjusted Baseline (Football Game at NFL Stadium) Plus Project (Major Event)		
#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	
19	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	19.5	В	2115	F	
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	8.6	Α	50.0	D	
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	20.8	С	21.2	С	
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	26.9	С	40.3	D	
23	La Brea Ave/ Arbor Vitae St	НСМ	Inglewood	Weekend Pre-Event	24.0	С	55.4	Е	
24	Myrtle Ave/ Arbor Vitae St	НСМ	Inglewood	Weekend Pre-Event	9.7	Α	122.4	F	
25	Prairie Ave/ Arbor Vitae St	НСМ	Inglewood	Weekend Pre-Event	17.8	В	138.2	F	
26	La Brea Ave/ Hardy St	НСМ	Inglewood	Weekend Pre-Event	12.7	В	14.9	В	
27	Myrtle Ave/ Hardy St	НСМ	Inglewood	Weekend Pre-Event	9.5	А	29.5	С	
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	22.0	С	152.3	F	
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekend Pre-Event	8.4	Α	88.4	F	
	Van Ness Ave/	ICU	Inglewood	Weekend Pre-Event	0.473	Α	0.478	Α	
30	Hardy St/ 96th St	СМА	City of Los Angeles	Weekend Pre-Event	0.397	Α	0.403	Α	
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	НСМ	Inglewood/ City of Los Angeles/ Caltrans	Weekend Pre-Event	15.7	В	124.5	F	
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekend Pre-Event	10.4	В	45.7	D	
33	Concourse Way/ Century Blvd	НСМ	City of Los Angeles	Weekend Pre-Event	12.1	В	38.4	D	
34	La Cienega Blvd/ Century Blvd	НСМ	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekend Pre-Event	26.0	С	157.0	F	
35	NB 405 On/Off- Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekend Pre-Event	15.1	В	182.8	F	
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	20.8	С	40.6	D	
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	27.3	С	186.4	F	
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM 	Inglewood	Weekend Pre-Event	6.2	Α	209.5	F	

						Adjusted Baseline (Football Game at NFL Stadium) No Project		Adjusted Baseline (Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	6.1	Α	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	НСМ	Inglewood	Weekend Pre-Event	8.1	Α	167.0	F	
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	8.7	Α	57.2	Е	
43	Prairie Ave/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	70.7	Е	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	Е	168.0	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	Е	220.0	F	
49	5th Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	14.2	В	135.4	F	
50	Van Ness Ave/ Century Blvd	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.678	В	0.802	D	
	Century bivo	CMA	City of Los Angeles	Weekend Pre-Event	0.617	В	0.749	С	
E4	Gramercy PI/	ICU	Los Angeles County	Weekend Pre-Event	0.382	Α	0.457	Α	
51	Century Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.201	Α	0.279	Α	
52	Western Ave/ Century Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.624	В	0.821	D	
53	La Cienega Blvd/ SB 405 On/Off- Ramps (s/o Century)	НСМ	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekend Pre-Event	9.1	А	63.8	E	
54	Prairie Ave/102nd St	HCM <sup>3</sup>	Inglewood	Weekend Pre-Event	8.4	Α	17.6	В	
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	6.5	Α	4.9	Α	
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	64.0	F	216.7	F	
57	La Cienega Blvd/ 104th St	нсм	Los Angeles County/City of Los Angeles	Weekend Pre-Event	7.4	Α	10.8	В	

					Adju Base (Foo Game a Stadiu Proj	eline tball at NFL m) No	Adju Base (Foor Game a Stadiun Project Eve	lline tball at NFL n) Plus (Major
#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
58	Inglewood Ave/ 104th St	HCM	Los Angeles County	Weekend Pre-Event	13.9	В	13.8	В
59	Hawthorne Blvd/ 104th St	HCM	Inglewood/ Los Angeles County	Weekend Pre-Event	23.7	С	27.8	С
60	Prairie Ave/104th St	HCM	Inglewood	Weekend Pre-Event	13.9	В	107.2	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekend Pre-Event	7.5	Α	26.8	D
62	Yukon Ave/104th St	НСМ	Inglewood	Weekend Pre-Event	13.4	В	78.7	E
63	Crenshaw Blvd/ 104th St	НСМ	Inglewood	Weekend Pre-Event	24.3	С	1827	F
64	Van Ness Ave/ 104th St	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.430	Α	0.442	Α
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.661	В	0.671	В
66	Freeman Ave/ Lennox Blvd	НСМ	Los Angeles County	Weekend Pre-Event	6.3	Α	18.0	В
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekend Pre-Event	11.8	В	19.7	В
68	Prairie Ave/108th St	HCM	Inglewood	Weekend Pre-Event	10.9	В	27.0	С
69	Yukon Ave/108th St	HCM	Inglewood	Weekend Pre-Event	9.6	Α	14.8	В
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekend Pre-Event	0.494	Α	0.539	Α
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekend Pre-Event	0.583	А	0.592	Α
72	Prairie Ave/ 111th St	HCM	Inglewood	Weekend Pre-Event	30.3	С	27.5	С
73	Yukon Ave/ 111th St	НСМ	Inglewood	Weekend Pre-Event	8.7	Α	8.8	Α
74	Hawthorne Blvd/ WB 105 Off- Ramp	ICU	Hawthorne	Weekend Pre-Event	0.584	Α	0.632	В
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	Α	0.581	Α
77	Freeman Ave/ EB 105 On- Ramp/Imperial Hwy	НСМ	Inglewood/ Caltrans	Weekend Pre-Event	17.3	В	19.6	В
78	Prairie Ave/ Imperial Hwy	НСМ	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

					Adju Base (Foo Game a Stadiu Proj	eline tball at NFL m) No	Adjusted Baseline (Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekend Pre-Event	12.5	В	15.4	В
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekend Pre-Event	0.787	С	0.901	E
82	Prairie Ave/118th St	HCM	Hawthorne	Weekend Pre-Event	18.5	В	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	НСМ	Hawthorne	Weekend Pre-Event	25.4	С	24.7	С
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/	ICU	Los Angeles County	Weekend Pre-Event	0.330	Α	0.344	Α
01	Lennox Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.145	Α	0.160	Α
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.669	В	0.679	В
89	Hollywood Park Casino Driveway/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	50.2	D	140.9	F
90	Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekend Pre-Event	5.5	Α	176.5	F
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekend Pre-Event	0.789	С	0.959	E
92	Vermont Ave/	ICU	Los Angeles County	Weekend Pre-Event	0.677	В	0.765	С
92	Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.571	Α	0.672	В
93	Hoover St/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.430	Α	0.519	Α
94	Figueroa St/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.576	А	0.695	В
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.360	Α	0.471	Α
96	Olive St/ 110 NB On- Ramp/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.387	Α	0.421	Α
97	Van Ness Ave/	ICU	Inglewood	Weekend Pre-Event	0.918	E	0.939	E
	Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.771	С	0.794	С
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.843	D	0.864	D

				-		Adjusted Baseline (Football Game at NFL Stadium) No Project		Adjusted Baseline (Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	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	А	0.614	В	
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.577	Α	0.602	В	
101	Hoover St/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.521	А	0.601	В	
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.659	В	0.720	С	
103	110 SB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.431	А	0.505	А	
104	110 NB On/Off- Ramps/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.514	А	0.530	Α	
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekend Pre-Event	0.758	С	0.859	D	
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.611	В	0.643	В	
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	0.764	С	0.789	С	
	La Cienega	ICU	Inglewood	Weekend Pre-Event	0.951	Е	0.978	E	
108	Blvd/ Centinela Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.890	D	0.923	Е	
	La Cienega	ICU	Inglewood	Weekend Pre-Event	0.638	В	0.650	В	
109	Blvd/ La Tijera Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.466	Α	0.478	А	
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.738	С	0.753	С	
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	С	0.807	D	
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.586	Α	0.648	В	
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekend Pre-Event	0.744	С	0.755	С	
115	Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does N	ot Exist	N/A	N/A	
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does N	ot Exist	29.8	С	

					Adju Base (Foo Game a Stadiu Proj	eline tball at NFL m) No	Adju Base (Foo Game : Stadiur Project Eve	eline tball at NFL n) Plus : (Major
#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS

Shaded cells represent significant impacts.

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

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.

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 S		Peak Hour	Adjusted I (Football of NFL Stadi Proje	Game at ium) No	Adjusted Baseline (Football Game at NFL Stadium) Plus Project	
					Density <sup>1</sup>	LOS 1	Density <sup>1</sup>	LOS 1
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekend Pre- Event	22.39	С	24.45	С
2	1-405 Northbound	C/D Off-Ramp	Diverge	Weekend Pre- Event	18.59	В	20.12	С
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On- Ramp	Basic	Weekend Pre- Event	13.71	В	15.99	В
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekend Pre- Event	9.59	Α	11.12	В
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekend Pre- Event	14.58	В	15.91	В
6	1-405 Northbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	10.67	Α	12.20	В
7	I-405 Northbound	Century Blvd Off- Ramp to Century Blvd On-Ramp	Basic	Weekend Pre- Event	9.64	Α	9.75	А
8	I-405 Northbound	Century Blvd On- Ramp	Merge	Weekend Pre- Event	15.18	В	15.29	В
9	I-405 Northbound	Century Blvd WB On- Ramp to I-405 Mainline C/D Off- ramp	Weave	Weekend Pre- Event	16.21	В	16.64	В
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	С	25.72	С

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted (Football NFL Stad	Game at ium) No	Adjusted Baseline (Football Game at NFL Stadium) Plus Project	
			.,,		Density <sup>1</sup>	LOS 1	Density <sup>1</sup>	LOS 1
12	I-405 Northbound	Manchester Blvd. On- Ramp to La Tijera Blvd Off-Ramp	Weave	Weekend Pre- Event	30.36	D	30.95	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	12.42	В	15.81	В
17	I-405 Southbound	La Cienega Blvd Off- Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekend Pre- Event	6.58	Α	9.79	Α
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	В	15.31	В
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	Α	10.34	В
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	Α	10.05	Α
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	18.25	С	18.43	С
22	I-405 Southbound	La Cienega Blvd On- Ramp (n/o Imperial Hwy)	Merge	Weekend Pre- Event	15.17	В	15.31	В
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On- ramp)	Merge	Weekend Pre- Event	14.94	В	15.08	В
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekend Pre- Event	16.85	В	17.73	В
25	I-105 Eastbound	Prairie Ave Off-Ramp	Diverge	Weekend Pre- Event	23.88	С	25.63	С
26	I-105 Eastbound	Prairie Ave Off-Ramp to Imperial Hwy On- Ramp	Basic	Weekend Pre- Event	11.52	В	11.71	В
27	I-105 Eastbound	Imperial Hwy On- Ramp to 120th St Off- Ramp	Weave	Weekend Pre- Event	-	F <sup>2</sup>		F?
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekend Pre- Event	-	F <sup>2</sup>	-	F 2
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekend Pre- Event	15.87	В	16.15	В
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	22.53	С	22.76	С

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted (Football of NFL Stad	Game at ium) No	Adjusted (Football NFL Sta Plus P	Game at idium)
					Density <sup>1</sup>	LOS 1	Density <sup>1</sup>	LOS 1
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekend Pre- Event	18.91	С	19.19	С
32	I-105 Westbound	Vermont Ave On- Ramp	Merge	Weekend Pre- Event	21.86	С	26.07	С
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekend Pre- Event	21.66	С	27.48	D
34	I-105 Westbound	Crenshaw Blvd Off- Ramp	Diverge	Weekend Pre- Event	21.66	С	27.48	D
35	I-105 Westbound	Crenshaw Blvd Off- Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekend Pre- Event	20.51	С	24.54	С
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekend Pre- Event	17.28	В	20.23	С
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	16.20	В	18.56	В
38	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp	Diverge	Weekend Pre- Event	24.51	С	28.04	D
39	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp to Imperial Hwy On- Ramp	Basic	Weekend Pre- Event	24.77	С	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	С	22.60	С
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	С	26.48	С
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	С	27.74	С
48	I-110 Southbound	Manchester Blvd Off- Ramp to WB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	21.31	С	23.70	С
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	23.06	С	24.94	С
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	21.38	С	23.28	С
51	I-110 Southbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	28.74	D	31.28	D

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

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

		Adjusted Ba Game) No Proj Condi	ect Pre-Event	Adjusted Base Game) Plus Event Co	Project Pre-
	Ramp	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>
Off-Ramp <sup>1</sup>	Capacity Threshold <sup>2</sup>	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

		Adjusted Ba Game) No Proj Condi	ect Pre-Event	Adjusted Baseline (with N Game) Plus Project Pre- Event Conditions	
	Ramp	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>
Off-Ramp <sup>1</sup>	Capacity Threshold <sup>2</sup>	Weekend	Weekend	Weekend	Weekend

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

  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.

  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.

  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 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

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

According to the <u>Proposed Pproject</u> site plan, a 120-foot bus turnout would be created along the project frontage on <u>South Prairie</u> 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

					Adju Baselin Midsiz Stadium No Pr	e (with e NFL n Event)	Adju Baselin Midsiz Stadium Plus P (Major	e (with e NFL Event) roject	
#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	
1	La Cienega Blvd/	ICU	Inglewood	Weekday Pre-Event	0.954	E	1 042	F	
'	Florence Ave	100	mglewood	niglewood	Weekday Post-Event	0.625	В	0.732	С
2	La Brea Ave/	ICLI	Ingloveed	Weekday Pre-Event	0.779	С	0.802	D	
2	Florence Ave	ICU	Inglewood	Weekday Post-Event	0.414	Α	0.471	Α	
3	Hillcrest Blvd/	LICAN		Weekday Pre-Event	***	F	257.1	F	
3	Florence Ave	HCM	Inglewood	Weekday Post-Event	4.4	Α	5.1	Α	
4		HCM	Inglewood	Weekday Pre-Event	78.6	E	84 0	F	

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					Adju Baselin Midsiz Stadium No Pr	e (with e NFL i Event)	Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Centinela Ave/ Florence Ave			Weekday Post-Event	25.4	С	25.5	С
	Prairie Ave/			Weekday Pre-Event	143.7	F	120.5	F
5	Florence Ave	HCM	Inglewood	Weekday Post-Event	20.7	С	14.3	В
				Weekday Pre-Event	1.097	F	1 139	F
	West Blvd/	ICU	Inglewood	Weekday Post-Event	0.661	В	0.711	С
6	Florence Ave		City of Los	Weekday Pre-Event	0.964	E	1.007	F
		CMA	Angeles	Weekday Post-Event	0.499	Α	0.552	А
	Prairie Ave/			Weekday Pre-Event	128.4	F	119.6	F
7	Grace Ave	HCM	Inglewood	Weekday Post-Event	3.2	Α	5.6	Α
	Prairie Ave/East			Weekday Pre-Event	118.1	F	75.8	E
8	Carondelet Way	HCM	Inglewood	Weekday Post-Event	4.8	Α	4.2	A
	Prairie Ave/			Weekday Pre-Event	65.6	E	86.3	F
9	E Regent Street	HCM	Inglewood	Weekday Post-Event	6.2	Α	7.8	А
				Weekday Pre-Event	0.764	C	0.824	D
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.596	Α	0.715	C
				Weekday Pre-Event	0.911	E	0.988	E
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.802	D	0.893	D
				Weekday Pre-Event	123.3	F	150.2	F
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Post-Event	13.9	В	53.5	D
				Weekday Pre-Event	92.0	F	108.8	F
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Post-Event	11.8	В	63.1	Ē
				Weekday Pre-Event	179.7	F	138.9	F
14	Prairie Ave/ Manchester Blvd	HCM	Inglewood		108.7	F	124.6	F
				Weekday Pro Event	127.4	F	133.6	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event				
				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
	Manonester Biva			Weekday Post-Event	0.920	E	1.108	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.569	Α	0.593	Α
	i illici est DIVU			Weekday Post-Event	0.271	Α	0.403	Α
18	Market St/La Brea	ICU	Inglewood	Weekday Pre-Event	0.481	A	0.549	Α
	Ave		~	Weekday Post-Event	0.277	Α	0.427	Α
19	Prairie Ave/ Kelso St/	HCM	Inglewood	Weekday Pre-Event	74.5	E	115.7	F
10	Pincay Dr	I ION	inglewood	Weekday Post-Event	140.7	F	268.2	F

					Adju Baselin Midsiz Stadium No Pr	e (with e NFL	Adju: Baselin Midsiz Stadium Plus P (Major	e (with e NFL Event) roject
#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Kareem Ct/	11011		Weekday Pre-Event	7.5	А	112.1	F
20	Pincay Dr	HCM	Inglewood	Weekday Post-Event	64.9	Е	123.1	F
21	La Cienega Blvd/	HCM	Inglowood	Weekday Pre-Event	21.6	С	167.0	F
21	Arbor Vitae St	ПСІМ	Inglewood	Weekday Post-Event	19.5	В	17.9	В
22	Inglewood Ave/	НСМ	Inglewood	Weekday Pre-Event	94.7	F	49.4	D
22	Arbor Vitae St	HCIVI	niglewood	Weekday Post-Event	18.3	В	29.3	С
23	La Brea Ave/	HCM	Inglewood	Weekday Pre-Event	105.3	F	144.4	F
25	Arbor Vitae St	T ICIVI	nigiewood	Weekday Post-Event	21.0	С	18.5	В
24	Myrtle Ave/	HCM	Inglewood	Weekday Pre-Event	19.5	В	48.2	D
24	Arbor Vitae St	i icivi	inglewood	Weekday Post-Event	7.7	Α	28.7	С
25	Prairie Ave/	HCM	Inglewood	Weekday Pre-Event	31.1	С	63.7	E
2.0	Arbor Vitae St	T TOWN	mgiewood	Weekday Post-Event	116.3	F	***	F
26	La Brea Ave/	HCM	Inglewood	Weekday Pre-Event	154.5	F	78.9	Ε
20	Hardy St	T IOW	nigiewood	Weekday Post-Event	10.8	В	10.8	В
27	Myrtle Ave/	HCM	Inglewood	Weekday Pre-Event	139.7	F	7.5	Α
21	Hardy St	I ICIVI	nigiewood	Weekday Post-Event	6.7	Α	8.0	А
28	Prairie Ave/	HCM	Inglewood	Weekday Pre-Event	72.6	E	68.0	Е
20	Hardy St	ПСМ	nigiewood	Weekday Post-Event	139.7	F	296.7	F
29	Crenshaw Blvd/	HCM	Inglewood	Weekday Pre-Event	12.8	В	9.1	Α
23	Hardy St	ПСМ	nigiewood	Weekday Post-Event	99.7	F	239.8	F
		ICU	Inglewood	Weekday Pre-Event	0.570	Α	0.577	Α
30	Van Ness Ave/ Hardy St/	100	niglewood	Weekday Post-Event	0.349	Α	0.389	Α
30	96th St	CMA	City of Los	Weekday Pre-Event	0.501	Α	0.509	Α
		CIVIA	Angeles	Weekday Post-Event	0.265	Α	0.307	А
	La Cienega Blvd/		Inglewood/	Weekday Pre-Event	47.4	D	295.6	F
31	SB 405 On/Off- Ramps (n/o Century)	HCM	City of Los Angeles/ Caltrans	Weekday Post-Event	23.8	С	15.7	В
22	Prairie Ave/	LICAA	la alama ad	Weekday Pre-Event	32.7	С	41.4	D
32	97th St	HCM	Inglewood	Weekday Post-Event	30.6	С	80.2	F
20	Concourse Way/	1.1044	City of Los	Weekday Pre-Event	10.8	В	152.8	F
33	Century Blvd	HCM	Angeles	Weekday Post-Event	11.1	В	65.6	E
			Inglewood/	Weekday Pre-Event	80.7	F	131.7	F
34	La Cienega Blvd/ Century Blvd	HCM	City of Los Angeles/ County of Los Angeles	Weekday Post-Event	28.3	С	83.8	F

					Adjusted Baseline (with Midsize NFL Stadium Event) No Project		(Major Event)	
#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	Los
05	NB 405 On/Off-	11011	Inglewood/	Weekday Pre-Event	118.2	F	162.2	F
35	Ramp/ Century Blvd	HCM	Caltrans	Weekday Post-Event	16.7	В	17.2	В
36	Felton Ave/	1.1064		Weekday Pre-Event	51.6	D	28.9	С
30	Century Blvd	HCM	Inglewood	Weekday Post-Event	89.8	F	20.3	С
37	Inglewood Ave/	HCM	Inglewood	Weekday Pre-Event	243.2	F	100.6	F
31	Century Blvd	TOM	mgiewood	Weekday Post-Event	45.1	D	31.6	С
38	Fir Ave/	HCM	Inglaupad	Weekday Pre-Event	202.4	F	113.2	F
30	Firmona Ave/ Century Blvd	HOM	Inglewood	Weekday Post-Event	9.9	Α	12.3	В
00	Grevillea Ave/	11014		Weekday Pre-Event	118.3	F	85.6	F
39	Century Blvd	HCM	Inglewood	Weekday Post-Event	11.1	В	20.4	С
40	Hawthorne Blvd/	11014		Weekday Pre-Event	142.8	F	123.7	F
40	La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Post-Event	37.0	D	77.7	E
	Myrtle Ave/			Weekday Pre-Event	136.6	F	103.5	F
41	Century Blvd	HCM	Inglewood	Weekday Post-Event	6.3	Α	12.2	В
42	Freeman Ave/	LICAA	Indiamad	Weekday Pre-Event	37.2	D	37.6	D
42	Century Blvd	HCM	Inglewood	Weekday Post-Event	7.4	Α	16.0	В
43	Prairie Ave/	HCM	Inglewood	Weekday Pre-Event	121.4	F	145.6	F
43	Century Blvd	ПСМ	nigiewood	Weekday Post-Event	73.7	E	129.8	F
44	Doty Ave/	HCM	Inglewood	Weekday Pre-Event	49.4	D	74.6	E
44	Century Blvd	I ICIVI	niglewood	Weekday Post-Event	23.7	С	86.1	F
45	Yukon Ave/	HCM	Inglewood	Weekday Pre-Event	55.0	Е	66.3	E
40	Century Blvd	TIOM	mgiewood	Weekday Post-Event	18.5	В	180.9	F
46	Club Dr/	HCM	Inglewood	Weekday Pre-Event	60.2	E	68.5	Ε
70	Century Blvd		giowood	Weekday Post-Event	18.9	В	83.9	F
47	11th Ave/ Village Ave/	HCM	Inglewood	Weekday Pre-Event	54.0	D	82.4	F
47	Century Blvd	I IOM	inglewood	Weekday Post-Event	16.7	В	59.5	Ε
48	Crenshaw Blvd/	HCM	Indlawood	Weekday Pre-Event	105.9	F	156.4	F
40	Century Blvd	HCIVI	Inglewood	Weekday Post-Event	76.9	Е	149.2	F
49	5th Ave/	HCM	Inglewood	Weekday Pre-Event	96.4	F	112.7	F
43	Century Blvd	LIOIN	Inglewood	Weekday Post-Event	13.7	В	30.0	С
		ICU	Inglewood/	Weekday Pre-Event	0.775	С	0.846	D
50	Van Ness Ave/ Century Blvd	ICU	Los Angeles County	Weekday Post-Event	0.536	Α	0.702	С
	,	CMA		Weekday Pre-Event	0.720	С	0.795	С

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#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
			City of Los Angeles	Weekday Post-Event	0.465	Α	0.643	В
		ICU	Los Angeles County	Weekday Pre-Event	0.394	A	0.472	A
51	Gramercy PI/			Weekday Post-Event	0.379	A	0.511	A
	Century Blvd	СМА	City of Los	Weekday Pre-Event	0.213	Α	0.297	Α
		0,000	Angeles	Weekday Post-Event	0.197	Α	0.339	Α
52	Western Ave/	CMA	City of Los	Weekday Pre-Event	0.745	С	0.915	E
52	Century Blvd	CMA	Angeles	Weekday Post-Event	0.511	Α	0.707	С
	La Cienega Blvd/		Inglewood/ Los Angeles	Weekday Pre-Event	14.8	В	116.6	F
53	SB 405 On/Off- Ramps (s/o Century)	HCM	County/ Caltrans/City of Los Angeles	Weekday Post-Event	9.2	А	9.6	А
	Prairie Ave/			Weekday Pre-Event	72.8	Е	75.2	F
54	102nd St	HCM <sup>3</sup>	Inglewood	Weekday Post-Event	17.8	В	***	F
55	Doty Ave/	HCM (unsig.)	Inglewood	Weekday Pre-Event	19.0	С	9.8	А
	102nd St		mgiowood	Weekday Post-Event	5.8	Α	21.3	С
56	Yukon Ave/	HCM (unsig.)	Inglewood	Weekday Pre-Event	17.7	С	86.3	F
	102nd St			Weekday Post-Event	7.0	Α	***	F
57	La Cienega Blvd/	HCM	Los Angeles County/City	Weekday Pre-Event	10.0	В	105.7	F
31	104th St	i iOivi	of Los Angeles	Weekday Post-Event	5.7	Α	5.7	А
50	Inglewood Ave/	1.106.4	Los Angeles	Weekday Pre-Event	16.9	В	25.8	С
58	104th St	HCM	County	Weekday Post-Event	8.3	Α	8.9	Α
	Hawthorne Blvd/		Inglewood/	Weekday Pre-Event	43.8	D	98.9	F
59	104th St	HCM	Los Angeles County	Weekday Post-Event	15.3	В	98.0	F
00	Prairie Ave/	LION	11	Weekday Pre-Event	175.8	F	187.0	F
60	104th St	HCM	Inglewood	Weekday Post-Event	20.9	С	152.5	F
61	Doty Ave/	HCM (unsig.)	Inglewood	Weekday Pre-Event	209.9	F	132.1	F
~ '	104th St			Weekday Post-Event	6.6	Α	30.6	D
62	Yukon Ave/	HCM	Inglewood	Weekday Pre-Event	126.7	F	175.3	F
	104th St			Weekday Post-Event	8.6	Α	88.4	F
63	Crenshaw Blvd/	HCM	Inglewood	Weekday Pre-Event	82.4	F	173.0	F
	104th St	HOM	Mgiewood	Weekday Post-Event	12.2	В	63.7	E
64		ICU		Weekday Pre-Event	0.525	Α	0.541	Α

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#	Intersection	Methodology <sup>1,2</sup>			V/C or Delay	LOS	V/C or Delay	LOS
	Van Ness Ave/ 104th St		Inglewood/ Los Angeles County	Weekday Post-Event	0.301	А	0.363	А
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65	Lennox Blvd	ICU	County	Weekday Post-Event	0.656	В	0.838	D
	Freeman Ave/		Los Angeles	Weekday Pre-Event	158.1	F	173.5	F
66	Lennox Blvd	HCM	County	Weekday Post-Event	5.3	Α	18.4	В
	Prairie Ave/			Weekday Pre-Event	81.6	F	62.7	Ε
67	Lennox Blvd	HCM	Inglewood	Weekday Post-Event	22.1	С	89.5	F
	Prairie Ave/108th			Weekday Pre-Event	137.4	F	81.3	F
68	St St	HCM	Inglewood	Weekday Post-Event	8.1	Α	52.9	D
	Yukon Ave/108th			Weekday Pre-Event	9.7	Α	12.1	В
69	St St	HCM	Inglewood	Weekday Post-Event	6.8	Α	26.4	С
	Crenshaw Blvd/			Weekday Pre-Event	0.701	С	0.868	D
70	109th St	ICU	Inglewood	Weekday Post-Event	0.630	В	0.775	C
			Hawthorne/Lo	Weekday Pre-Event	0.706	C	0.841	D
71	Hawthorne Bl∨d/ 111th St	ICU	s Angeles County	Weekday Post-Event	0.408	A	0.607	В
			County	Weekday Pre-Event	85.0	F	77.3	 E
72	Prairie Ave/111th St	HCM	Inglewood	Weekday Post-Event	43.2	D	113.5	F
				Weekday Pre-Event	9.4	Α	8.3	A
73	Yukon Ave/111th St	HCM	Inglewood	Weekday Post-Event	6.7	A	5.9	Α
				Weekday Pre-Event	0.711	C	0.845	 D
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	Weekday Post-Event	0.483	A	0.663	В
	Prairie Ave/			Weekday Pre-Event	195.3	 F	198.8	F
75	112th St/	HCM	Inglewood/ Caltrans					
	105 On-Ramps			Weekday Post-Event	65.8	E	141.2	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.766	С	0.832	D
				Weekday Post-Event	0.401	Α	0.466	A
77	Freeman Ave/ EB 105 On-Ramp/	HCM	Inglewood/	Weekday Pre-Event	27.9	С	51.6	D
	Imperial Hwy		Caltrans	Weekday Post-Event	50.0	D	22.4	С
78	Prairie Ave/	HCM	Inglewood/	Weekday Pre-Event	180.4	F	106.2	F
10	Imperial Hwy	LIOIN	Hawthorne	Weekday Post-Event	59.3	E	29.8	С
79	Doty Ave/	ПСМ	Inglewood/	Weekday Pre-Event	154.9	F	96.4	F
19	Imperial Hwy	HCM	Hawthorne	Weekday Post-Event	9.4	Α	15.6	В
80		HCM	Inglewood	Weekday Pre-Event	94.9	F	110.9	F

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#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	
	Yukon Ave/ Imperial Hwy			Weekday Post-Event	8.1	Α	9.8	Α	
04	Crenshaw Blvd/	ICU		Weekday Pre-Event	1.058	F	1310	F	
81	Imperial Hwy	ICU	Inglewood	Weekday Post-Event	0.729	С	0.958	E	
	Prairie Ave/118th	LICA	Lincollonus	Weekday Pre-Event	103.6	F	91.8	F	
82	St	HCM	Hawthorne	Weekday Post-Event	13.4	В	10.4	В	
	Crenshaw Blvd/			Weekday Pre-Event	0.967	Е	1175	F	
83	WB 105 Off- Ramp/ 118th PI	ICU	Hawthorne/ Caltrans	Weekday Post-Event	0.841	D	0.987	E	
	Prairie Ave/120th			Weekday Pre-Event	58.1	E	100.1	F	
84	St	HCM	Hawthorne	Weekday Post-Event	18.8	В	18.5	В	
	EB 105 On/Off-			Weekday Pre-Event	0.750	С	0.823	D	
85	Ramp/ 120th St	ICU	Hawthorne	Weekday Post-Event	1.004	F	1192	F	
	Crenshaw Blvd/			Weekday Pre-Event	0.787	С	0.936	E	
86	120th Street	ICU	Hawthorne	Weekday Post-Event	1.335	F	1.696	F	
			Los Angeles	Weekday Pre-Event	0.412	Α	0.484	Α	
	La Cienega Blvd/	ICU	County	Weekday Post-Event	0.446	Α	0.612	В	
87	Lennox Blvd		City of Los	Weekday Pre-Event	0.233	Α	0.310	Α	
		CMA	Angeles	Weekday Post-Event	0.268	Α	0.447	Α	
	Inglewood Ave/		Los Angeles	Weekday Pre-Event	0.787	С	0.853	D	
88	Lennox Blvd	ICU	County	Weekday Post-Event	0.633	В	0.771	С	
	Hollywood Park			Weekday Pre-Event	36.2	D	54.2	D	
89	Casino Driveway/ Century Blvd	HCM	Inglewood	Weekday Post-Event	11.7	В	124.1	F	
	Prairie Ave/			Weekday Pre-Event	15.3	В	43.3	D	
90	Buckthorn Street	HCM	Inglewood	Weekday Post-Event	149.2	F	1846	F	
	Normandie Ave/		Los Angeles	Weekday Pre-Event	0.943	E	1.083	F	
91	Century Ave	ICU	County	Weekday Post-Event	0.673	В	0.844	D	
			Los Angeles	Weekday Pre-Event	0.814	D	0.843	D	
0.5	Vermont Ave/	ICU	County	Weekday Post-Event	0.551	Α	0.665	В	
92	Century Ave		City of Los	Weekday Pre-Event	0.729	С	0.762	С	
		CMA	Angeles	Weekday Post-Event	0.424	Α	0.557	Α	
	Hoover St/		City of Los	Weekday Pre-Event	0.497	Α	0.525	Α	
93	Century Ave	CMA	Angeles	Weekday Post-Event	0.271	Α	0.388	Α	
94		CMA		Weekday Pre-Event	0.706	С	0.739	С	

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#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Figueroa St/ Century Ave		City of Los Angeles	Weekday Post-Event	0.355	Α	0.471	А
	Grand Ave/	0144	City of Los	Weekday Pre-Event	0.416	Α	0.509	Α
95	110 SB Off-Ramp/ Century Ave	СМА	Angeles	Weekday Post-Event	0.260	Α	0.348	А
00	Olive St/110 NB	0140	City of Los	Weekday Pre-Event	0.451	А	0.478	Α
96	On-Ramp/ Century Ave	СМА	Angeles	Weekday Post-Event	0.248	А	0.367	А
				Weekday Pre-Event	1.038	F	1.136	F
07	Van Ness Ave/	ICU	Inglewood	Weekday Post-Event	0.777	С	0.933	E
97	Manchester Blvd	CNAA	City of Los	Weekday Pre-Event	0.900	D	1.005	F
		CMA	Angeles	Weekday Post-Event	0.621	В	0.787	С
98	Western Ave/	CMA	City of Los	Weekday Pre-Event	0.940	E	1.052	F
30	Manchester Blvd	CIVIA	Angeles	Weekday Post-Event	0.723	С	0.872	D
99	Normandie Ave/	СМА	City of Los	Weekday Pre-Event	0.713	С	0.778	С
99	Manchester Blvd	CIVIA	Angeles	Weekday Post-Event	0.471	Α	0.553	Α
100	Vermont Ave/	CMA	City of Los	Weekday Pre-Event	0.732	С	0.801	D
100	Manchester Blvd	CIVIA	Angeles	Weekday Post-Event	0.537	Α	0.627	В
101	Hoover St/	СМА	City of Los	Weekday Pre-Event	0.653	В	0.716	С
101	Manchester Blvd	CIVIA	Angeles	Weekday Post-Event	0.469	Α	0.552	Α
102	Figueroa St/	СМА	City of Los	Weekday Pre-Event	0.816	D	0.867	D
102	Manchester Blvd	CIVIA	Angeles	Weekday Post-Event	0.725	С	0.815	D
103	110 SB On/Off-	СМА	City of Los	Weekday Pre-Event	0.560	Α	0.676	В
103	Ramps/ Manchester Blvd	CIVIA	Angeles	Weekday Post-Event	0.592	Α	0.690	В
	110 NB On/Off-		City of Los	Weekday Pre-Event	0.541	Α	0.541	А
104	Ramps/ Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.475	Α	0.677	В
	Crenshaw Blvd/			Weekday Pre-Event	1.214	F	1.252	F
105	Pincay Dr	ICU	Inglewood	Weekday Post-Event	1.067	F	1.162	F
	Crenshaw Blvd/		City of Los	Weekday Pre-Event	0.806	D	0.854	D
106	Florence Ave	CMA	Angeles	Weekday Post-Event	0.429	Α	0.503	Α
407	La Brea Ave/	1011		Weekday Pre-Event	0.951	Е	0.961	E
107	Centinela Ave	ICU	Inglewood	Weekday Post-Event	0.473	Α	0.523	Α
				Weekday Pre-Event	0.951	E	0.987	E
100	La Cienega Blvd/	ICU	Inglewood	Weekday Post-Event	0.678	В	0.740	С
108	Centinela Ave	Oh 4 A	City of Los	Weekday Pre-Event	0.889	D	0.933	E
		CMA	Angeles	Weekday Post-Event	0.573	Α	0.645	В

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#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
		1011		Weekday Pre-Event	0.722	С	0.746	С
109	La Cienega Blvd/	ICU	Inglewood	Weekday Post-Event	0.467	Α	0.541	Α
109	La Tijera Blvd	CMA	City of Los	Weekday Pre-Event	0.552	Α	0.578	Α
		CIMA	Angeles	Weekday Post-Event	0.287	Α	0.365	Α
110	La Brea Ave/	ICU	Los Angeles County	Weekday Pre-Event	0.904	E	0.916	E
110	Slauson Ave	100		Weekday Post-Event	0.508	Α	0.508	Α
111	La Cienega Blvd/	ICU	Los Angeles	Weekday Pre-Event	0.928	Е	0.931	E
111	Stocker St	100	County	Weekday Post-Event	0.617	В	0.690	В
112	La Brea Ave/ Overhill Drive/	ICU	Los Angeles	Weekday Pre-Event	1.063	F	1.074	F
112	Stocker St	100	County	Weekday Post-Event	0.549	Α	0.549	Α
440	Crenshaw Dr/	1011		Weekday Pre-Event	0.798	С	0.881	D
113	Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.517	Α	0.527	Α
	Manchester Blvd/			Weekday Pre-Event	0.896	D	0.946	E
114	Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Post-Event	0.768	С	0.822	D
	Century Blvd/			Weekday Pre-Event		. –	N/A	N/A
115	West Structure Driveway	HCM	Inglewood	Weekday Post-Event	Does N	ot Exist	31.2	С
	Prairie Ave/West			Weekday Pre-Event			62.8	E
116	Structure Driveway	HCM	Inglewood	Weekday Post-Event	Does N	ot Exist	N/A	N/A

NOTES:
Shaded cells represent significant impacts.
Analysis methods vary by jurisdiction (refer to previous pages for description).
Analysis methods vary by jurisdiction (refer to previous pages for description).
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.

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.

<sup>\*\*\*</sup> 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.

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	Adjus Baseline Midsize Stadium No Pro	(with NFL Event)	Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project	
					Density <sup>1</sup>	LOS 1	Density <sup>1</sup>	LOS 1
	I-405	Off-Ramp at		Weekday Pre-Event	25.08	С	27.25	С
1	Northbound	Imperial Highway	Diverge	Weekday Post-Event	20.38	С	20.76	С
~	I-405	0/D 0# D	D:	Weekday Pre-Event	18.90	В	20.48	С
2	Northbound	C/D Off-Ramp	Diverge	Weekday Post-Event	15.77	В	16.10	В
		C/D Off-Ramp to		Weekday Pre-Event	14.21	В	16.72	В
3	I-405 Northbound	Imperial Highway On- Ramp	Basic	Weekday Post-Event	12.01	В	12.30	В
	I-405	Imperial		Weekday Pre-Event	10.50	Α	12.18	В
4	Northbound	Highway EB On- Ramp	Merge	Weekday Post-Event	8.44	Α	8.63	Α
	I-405	Imperial		Weekday Pre-Event	15.84	В	17.30	В
5	Northbound	Highway WB On-Ramp	Merge	Weekday Post-Event	13.22	В	13.39	В
	 I-405	Century Blvd		Weekday Pre-Event	11.91	В	13.58	В
6	Northbound	Off-Ramp	Diverge	Weekday Post-Event	9.27	Α	9.46	Α
		Century Blvd		Weekday Pre-Event	10.63	Α	10.67	Α
7	I-405 Northbound	Off-Ramp to Century Blvd On-Ramp	Basic	Weekday Post-Event	6.34	Α	6.37	Α
	1-405	Century Blvd		Weekday Pre-Event	16.81	В	16.94	В
8	Northbound	On-Ramp	Merge	Weekday Post-Event	12.92	В	15.19	В
	I-405	Century Blvd WB On-Ramp to		Weekday Pre-Event	17.97	В	18.34	В
9	Northbound	I-405 Mainline C/D Off-ramp	Weave	Weekday Post-Event	16.89	В	24.04	С
40	I-405	I-405 Mainline		Weekday Pre-Event	-	F	-	F
10	Northbound	C/D On-Ramp	Merge	Weekday Post-Event	-	F	+	F
		I-405 Mainline		Weekday Pre-Event	30.69	D	30.94	D
11	I-405 Northbound	C/D On-Ramp to Manchester Blvd.	Basic	Weekday Post-Event	21.28	С	24.65	С
		Manchester		Weekday Pre-Event	33.52	D	33.92	D
12	I-405 Northbound	Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday Post-Event	28.71	D	35.23	E
		La Tijera Blvd		Weekday Pre-Event	-	F	+	F
13	I-405 Southbound	On-Ramp to Florence Ave Off-Ramp	Weave	Weekday Post-Event	16.75	В	17.42	В
		Florence Ave		Weekday Pre-Event	-	F	-	F
14	I-405 Southbound	Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday Post-Event	17.36	В	17.37	В
	I-405	La Cienega Blvd		Weekday Pre-Event	-	F	-	F
15	Southbound	On-Ramp to C/D Off-Ramp	Weave	Weekday Post-Event	22.48	С	22.49	С
16		······	Diverge	Weekday Pre-Event	11.99	В	15.57	В

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjus Baseline Midsize Stadium No Pro	(with NFL Event)	Adjus Baseline Midsize Stadium Plus Pr	(with NFL Event)
					Density 1	LOS 1	Density <sup>1</sup>	LOS 1
	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Century Blvd.)		Weekday Post-Event	10.10	A	10.13	А
	1.405	La Cienega Blvd		Weekday Pre-Event	5.30	Α	7.31	Α
17	I-405 Southbound	Off-Ramp to On- Ramp (n/o Century Blvd)	Basic	Weekday Post-Event	4.01	Α	4.02	Α
		La Cienega Blvd		Weekday Pre-Event	5.97	Α	7.74	Α
18	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	А	6.42	А
		La Cienega Blvd		Weekday Pre-Event	5.43	Α	5.91	Α
19	I-405 Southbound	On-Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Post-Event	7.39	Α	10.11	А
		La Cienega Blvd		Weekday Pre-Event	5.39	Α	5.60	Α
20	I-405 Southbound	Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Post-Event	9.27	Α	12.40	В
21	I-405	I-405 Mainline	Merge	Weekday Pre-Event	11.13	В	11.21	В
	Southbound	C/D On-Ramp		Weekday Post-Event	16.05	В	17.25	В
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday Pre-Event Weekday Post-Event	15.76	F <sup>2</sup>	16.63	. F <sup>2</sup>
	I-405	La Cienega Blvd		Weekday Pre-Event	-	F 2	-	F 2
23	Southbound	s/o Imperial Hwy (On-ramp)	Merge	Weekday Post-Event	16.10	В	17.13	В
	I-105	I-405 SB On-		Weekday Pre-Event	17.97	В	19.73	С
24	Eastbound	Ramp	Merge	Weekday Post-Event	18.23	С	19.85	С
25	I-105	Prairie Ave Off-	Diverge	Weekday Pre-Event	-	F2	-	F 2
	Eastbound	Ramp		Weekday Post-Event	24.74	C	26.58	С
	I-105	Prairie Ave Off- Ramp to		Weekday Pre-Event	13.63	В	15.21	В
26	Eastbound	Imperial Hwy On-Ramp	Basic	Weekday Post-Event	15.54	В	17.39	В
	1.105	Imperial Hwy		Weekday Pre-Event	-	F 2	-	F?
27	I-105 Eastbound	On-Ramp to 120th St Off- Ramp	Weave	Weekday Post-Event	23.64	С	-	F
22	I-105	120th St Off-	D- '	Weekday Pre-Event	-	F2		F 2
28	Eastbound	Ramp to 120th St On-Ramp	Basic	Weekday Post-Event	20.81	С	32.09	D
29	I-105	120th St On-	Merge	Weekday Pre-Event	17.23	В	18.09	С
	Eastbound	Ramp	werge	Weekday Post-Event	-	. F	-	F
30	I-105 Eastbound	NB Crenshaw	Merge	Weekday Pre-Event	23.92	C	24.62	. C
31	Eastbound	Blvd On-Ramp	Basic	Weekday Pro Event	27.03 20.42	C	35.21 21.29	E
٥١			DaSiC	Weekday Pre-Event	20.42		21.29	

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjus Baseline Midsize Stadium No Pro	(with NFL Event)	Adjus Baseline Midsize Stadium Plus Pr	(with NFL Event)
					Density 1	LOS 1	Density <sup>1</sup>	LOS 1
	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings		Weekday Post-Event	25.49	С	41.56	E
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday Pre-Event Weekday Post-Event	25.80 18.01	C B	20.37	F C
		Between	·····	Weekday Pre-Event	29.49	D	20.51	F
33	I-105 Westbound	Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday Post-Event	18.69	C	20.31	С
	I-105	Crenshaw Blvd		Weekday Pre-Event	29.49	D	-	F
34	Westbound	Off-Ramp	Diverge	Weekday Post-Event	18.69	C	20.31	С
	I-105	Crenshaw Blvd Off-Ramp to		Weekday Pre-Event	25.05	C	37.46	E
35	Westbound	Crenshaw Blvd Loop On-Ramp	Basic	Weekday Post-Event	18.23	С	19.98	С
36	I-105	Crenshaw Blvd NB Loop On-	Merge	Weekday Pre-Event	21.77	С	28.93	D
30	Westbound	Ramp	Merge	Weekday Post-Event	14.97	В	16.41	В
37	I-105 SB Crenshaw Westbound Blvd On-Ramp	Merge	Weekday Pre-Event	19.36	В	24.37	С	
31	Westbound	Blvd On-Ramp	werge	Weekday Post-Event	13.48	В	14.75	В
38	I-105	Prairie/ Hawthorne Ave	Diverge	Weekday Pre-Event	28.69	D	39.27	E
	Westbound	Off-Ramp		Weekday Post-Event	19.04	С	20.54	С
39	I-105 Westbound	Prairie/ Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event Weekday Post-Event	27.88 18.57	C	32.75 20.34	. D
	I-105	Imperial Hwy		Weekday Pre-Event	-	F	-	F
40	Westbound	On-Ramp to I-405 Off-Ramp	Weave	Weekday Post-Event	-	F	-	F
41	I-110	I-105 On-Ramp	Merge	Weekday Pre-Event	22.00	С	22.20	С
41	Northbound	1-105 OII-Railip	Merge	Weekday Post-Event	20.79	С	23.97	С
	1.440	101st St On-		Weekday Pre-Event	28.56	D	28.90	D
42	I-110 Northbound	Ramp to n/o Century Blvd On-Ramp	Basic	Weekday Post-Event	26.65	D	32.12	D
		Century Blvd		Weekday Pre-Event	30.31	D	31.02	D
43	I-110 Northbound	On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Post-Event	27.55	С	34.70	D
		Manchester Blvd		Weekday Pre-Event	25.59	С	26.14	D
44	I-110 Northbound	Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday Post-Event	22.57	С	28.70	D
45	I-110	EB Manchester	Merge	Weekday Pre-Event	25.62	C	26.18	С
	Northbound	Blvd On-Ramp		Weekday Post-Event	27.56	С	34.21	D
	1.440	WB Manchester		Weekday Pre-Event	27.81	С	28.45	D
46	I-110 Northbound	Blvd On-Ramp to 76th St Off- Ramp	Weave	Weekday Post-Event	27.61	С	35.19	E
47			Weave	Weekday Pre-Event	21.90	C	27.24	С

#	Freeway/ Direction			Peak Hour	Adjus Baseline Midsize Stadium No Pro	(with NFL Event)	Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project	
					Density <sup>1</sup>	LOS 1	Density <sup>1</sup>	LOS 1
	I-110 Southbound	76th St On- Ramp to Manchester Blvd Off-Ramp		Weekday Post-Event	24.03	С	24.48	С
		Manchester Blvd		Weekday Pre-Event	19.07	С	22.95	С
48	I-110 Southbound	Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday Post-Event	21.36	С	21.51	С
	I-110	WB Manchester		Weekday Pre-Event	20.99	С	24.09	. с
49	Southbound	Blvd On-Ramp	Merge	Weekday Post-Event	22.17	С	22.28	С
	I-110	EB Manchester		Weekday Pre-Event	23.23	С	26.72	D
50	Southbound	Blvd On-Ramp	Merge	Weekday Post-Event	23.33	С	23.45	C
51	I-110	Century Blvd	Diverse	Weekday Pre-Event	28.74	D	33.59	D
01	Southbound	Off-Ramp	Diverge	Weekday Post-Event	28.85	D	29.12	D
		Century Blvd		Weekday Pre-Event	17.45	В	19.01	С
52	I-110 Southbound	Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Post-Event	17.52	В	17.53	В
53	I-110	Imperial Hwy	Observe	Weekday Pre-Event	24.62	С	25.22	С
೦೨	Southbound	Off-Ramp	Diverge	Weekday Post-Event	20.04	С	20.06	С

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

		Adjusted Baseline (with Midsize NFL Stadium Event) No Project Pre- Event Conditions		Adjusted Baseline (wi Midsize NFL Stadiun Event) Plus Project Pr Event Conditions		
	Ramp	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>	
Off-Ramp <sup>1</sup>	Capacity Threshold <sup>2</sup>	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	

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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 mpt or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

		Adjusted Ba Midsize NF Event) No F Event Co	L Stadium Project Pre-	Adjusted Baseline (wi Midsize NFL Stadiun Event) Plus Project Pr Event Conditions		
	Ramp	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>	
Off-Ramp <sup>1</sup>	Capacity Threshold <sup>2</sup>	Weekday	Weekday	Weekday	Weekday	
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	
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	

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

  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.

  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 and a detail of 95th percentile queue across all turn lanes on the off-ramp.

  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 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 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 The Forum and Midsize NFL Stadium Event) No Project and Adjusted Baseline (with 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 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 THE FORUM AND MIDSIZE NFL STADIUM EVENT)
PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology <sup>1</sup>	Jurisdiction	Peak Hour	Adju Baselin The F and M NFL St Even Pro	e (with orum idsize adium t) No	Adju Baselin The F- and M NFL St Event Project	e (with orum idsize adium ) Plus (Major		
							V/C or Delay	LOS	V/C or Delay	LOS
*****	La Cienega	ulannennannannannannannannannannannannanna	***************************************	Weekday Pre-Event	1.053	F	1.082	F		
1	Blvd/Florence Ave	ICU	Inglewood	Weekday Post-Event	0.772	С	0.879	D		
2	La Brea Ave/	ICU	Ingloved	Weekday Pre-Event	0.804	D	0.829	D		
2	Florence Ave	IUU	Inglewood	Weekday Post-Event	0.487	Α	0.544	Α		
3	Hillcrest Blvd/	HCM	Inglewood	Weekday Pre-Event	318.4	F	284.9	F		
3	Florence Ave	TCIVI	niglewood	Weekday Post-Event	4.4	Α	5.4	Α		
4	Centinela Ave/	HCM	Inglowood	Weekday Pre-Event	87.8	F	92.3	F		
4	Florence Ave	HCIVI	Inglewood	Weekday Post-Event	25.5	С	25.6	С		
5	Prairie Ave/	HCM	In alouso d	Weekday Pre-Event	146.4	F	149.0	F		
0	Florence Ave	HCIVI	Inglewood	Weekday Post-Event	14.4	В	13.4	В		
		ICLI		Weekday Pre-Event	1.147	F	1.189	F		
	West Blvd/	ICU	Inglewood	Weekday Post-Event	0.769	С	0.820	D		
6	Florence Ave	0144	City of Los	Weekday Pre-Event	1.017	F	1.061	F		
		CMA	Angeles	Weekday Post-Event	0.614	В	0.667	В		
7	Prairie Ave/	LICM	In election of	Weekday Pre-Event	132.7	F	140.8	F		
1	Grace Ave	HCM	Inglewood	Weekday Post-Event	2.0	Α	15.9	В		
	Prairie Ave/			Weekday Pre-Event	142.7	F	84.5	F		
8	East Carondelet Way	HCM	Inglewood	Weekday Post-Event	4.0	Α	52.2	D		
9	Prairie Ave/	11011		Weekday Pre-Event	81.3	F	71.9	Ε		
9	E Regent Street	HCM	Inglewood	Weekday Post-Event	4.4	Α	60.7	Ε		
	La Cienega			Weekday Pre-Event	0.818	D	0.877	D		
10	Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.799	С	0.920	Е		
11	La Brea Ave/	ICU	Inglowood	Weekday Pre-Event	1.042	F	1,119	F		
11	Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.945	Е	1 043	F		
12	Hillcrest Blvd/	HCM	Inglowood	Weekday Pre-Event	123.3	F	135.1	F		
12	Manchester Blvd	TION	Inglewood	Weekday Post-Event	110.1	F	128.8	F		
13	Spruce Ave/	HCM	Inglowood	Weekday Pre-Event	91.3	F	69.5	Е		
13	Manchester Blvd	FICIVI	Inglewood	Weekday Post-Event	103.9	F	99.4	F		
14	Prairie Ave/	LCM	In alougo d	Weekday Pre-Event	180.0	F	128.2	F		
14	Manchester Blvd	HCM	Inglewood	Weekday Post-Event	148.5	F	181.0	F		

#	Intersection	Methodology <sup>1</sup>	Jurisdiction	Peak Hour	Adju Baselin The F and M NFL St Even Pro	e (with orum idsize adium t) No	Adju Baselin The F and M NFL St Event Project Eve	e (with orum idsize adium ) Plus (Major
					V/C or Delay	LOS	V/C or Delay	LOS
15	Kareem Ct/	HCM	Inglewood	Weekday Pre-Event	103.4	F	95.9	F
	Manchester Blvd			Weekday Post-Event	175.5	F	78.9	Е
16	Crenshaw Blvd/	ICU	Inglewood	Weekday Pre-Event	1.285	F	1 334	F
	Manchester Blvd			Weekday Post-Event	1.238	F	1.426	F
17	La Brea Ave/	ICU	Inglewood	Weekday Pre-Event	0.580	Α	0.604	В
	Hillcrest Blvd			Weekday Post-Event	0.314	Α	0.411	A
18	Market St/La	ICU	Inglewood	Weekday Pre-Event	0.561	Α	0.630	В
	Brea Ave			Weekday Post-Event	0.412	Α	0.501	Α
19	Prairie Ave/ Kelso St/	HCM	Inglewood	Weekday Pre-Event	128.5	F	105.6	F
13	Pincay Dr	TICIVI	mglewood	Weekday Post-Event	200.6	F	***	F
	Kareem Ct/			Weekday Pre-Event	28.7	С	84.5	F
20	Pincay Dr	HCM	Inglewood	Weekday Post-Event	197.1	F	***	F
	La Cienega			Weekday Pre-Event	92.2	F	150.6	F
21	Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	20.0	В	53.6	D
	Inglewood Ave/	11011	to otherwise of	Weekday Pre-Event	184.1	F	216.7	F
22	Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	27.7	С	160.9	F
വ	La Brea Ave/	LICM	lu alou oo d	Weekday Pre-Event	128.9	F	159.6	F
23	Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	54.8	D	93.3	F
24	Myrtle Ave/	HCM	Inglewood	Weekday Pre-Event	101.6	F	94.0	F
24	Arbor Vitae St	HCIVI	mgiewood	Weekday Post-Event	103.7	F	210.5	F
25	Prairie Ave/	HCM	Indlowood	Weekday Pre-Event	222.5	F	127.6	F
20	Arbor Vitae St	HCIVI	Inglewood	Weekday Post-Event	217.5	F	***	F
26	La Brea Ave/	HCM	Inglowood	Weekday Pre-Event	193.7	F	122.1	F
20	Hardy St	TCIVI	Inglewood	Weekday Post-Event	11.0	В	10.1	В
27	Myrtle Ave/	HCM	Inglewood	Weekday Pre-Event	121.7	F	8.3	Α
Z1	Hardy St	TCIVI	mglewood	Weekday Post-Event	6.3	Α	6.4	Α
28	Prairie Ave/	HCM	Inglewood	Weekday Pre-Event	115.9	F	139.3	F
20	Hardy St	FICIVI	niglewood	Weekday Post-Event	124.7	F	***	F
29	Crenshaw Blvd/	HCM	Inglewood	Weekday Pre-Event	12.1	В	25.2	С
20	Hardy St	I IOW	inglewood	Weekday Post-Event	97.1	F	177.7	F
		ICU	Inglewood	Weekday Pre-Event	0.570	Α	0.577	Α
30	Van Ness Ave/ Hardy St/		mglewood	Weekday Post-Event	0.349	Α	0.389	Α
50	96th St	CMA	City of Los	Weekday Pre-Event	0.501	Α	0.509	Α
		CINA	Angeles	Weekday Post-Event	0.265	Α	0.307	Α
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o	НСМ	Inglewood/ City of Los Angeles/	Weekday Pre-Event Weekday Post-Event	53.5	D C	143.6 18.4	F B
	Century)	A	Caltrans					
32	Prairie Ave/	HCM	Inglewood	Weekday Pre-Event	79.7	Е	100.3	F
J2	97th St	I IOIVI	niglewood	Weekday Post-Event	107.1	F	230.8	F
33	Concourse Way/	HCM	City of Los	Weekday Pre-Event	13.5	В	91.1	F
JJ	Century Blvd	LICIVI	Angeles	Weekday Post-Event	69.4	E	105.2	F

#	Intersection	Methodology <sup>1</sup>	Jurisdiction	Peak Hour	Adju Baselin The F and M NFL St Even Pro	e (with orum idsize adium t) No	Adju Baselin The F and M NFL St Event Project	e (with orum idsize adium ) Plus (Major
					V/C or Delay	LOS	V/C or Delay	e (with orum dsize adium Plus (Major
			Inglewood/	Weekday Pre-Event	76.6	E	124.5	F
34	La Cienega Blvd/ Century Blvd	HCM	City of Los Angeles/ County of Los Angeles	Weekday Post-Event	60.0	E	87.6	F
	NB 405 On/Off-		Inglewood/	Weekday Pre-Event	85.6	F	212.4	F
35	Ramp/ Century Blvd	HCM	Caltrans	Weekday Post-Event	15.4	В	26.2	С
	Felton Ave/			Weekday Pre-Event	44.5	D	43.3	D
36	Century Blvd	HCM	Inglewood	Weekday Post-Event	24.2	Č	38.5	
07	Inglewood Ave/	LICK		Weekday Pre-Event	223.6	F	153.3	F
37	Century Blvd	HCM	Inglewood	Weekday Post-Event	17.4	В	45.6	D
	Fir Ave/			Weekday Pre-Event	191.0	F	175.1	F
38	Firmona Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	7.0	Α	20.9	С
	Grevillea Ave/			Weekday Pre-Event	96.5	F	123.7	F
39	Century Blvd	HCM	Inglewood	Weekday Post-Event	11.3	В	12.8	В
	Hawthorne Blvd/			Weekday Pre-Event	172.5	F	196.5	F
40	La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Post-Event	28.4	С	70.4	Ε
	Myrtle Ave/	LIOM		Weekday Pre-Event	145.9	F	139.0	F
41	Century Blvd	HCM	Inglewood	Weekday Post-Event	27.1	С	7.9	Α
42	Freeman Ave/	HCM	Inglactical	Weekday Pre-Event	41.2	D	57.8	Ε
42	Century Blvd	TICIVI	Inglewood	Weekday Post-Event	23.8	С	12.9	В
43	Prairie Ave/	HCM	Inglewood	Weekday Pre-Event	147.4	F	221.4	F
40	Century Blvd	TOW	Inglewood	Weekday Post-Event	185.9	F	205.6	
44	Doty Ave/	HCM	Inglewood	Weekday Pre-Event	46.4	D	153.6	
	Century Blvd		•	Weekday Post-Event	163.7	F	172.3	
45	Yukon Ave/	HCM	Inglewood	Weekday Pre-Event	57.2	E	123.3	
	Century Blvd			Weekday Post-Event	133.2	F	192.4	
46	Club Dr/	HCM	Inglewood	Weekday Pre-Event	64.2	E	128.4	
	Century Blvd			Weekday Post-Event	52.9	D	114.9	
47	11th Ave/ Village Ave/	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	51.4 30.6	D C	113.3 93.0	
	Century Blvd			Weekday Pre-Event	107.3	F	200.1	E
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekday Post-Event	84.0	F	201.8	
	5th Ave/			Weekday Pre-Event	97.2	<u>'</u>	125.1	
49	Century Blvd	HCM	Inglewood	Weekday Post-Event	13.5	В	38.0	
			Inglewood/	Weekday Pre-Event	0.780	C	0.873	
E0	Van Ness Ave/	ICU	Los Angeles County	Weekday Post-Event	0.587	A	0.754	
50	Century Blvd		City of Los	Weekday Pre-Event	0.725	C	0.824	D
		CMA	Angeles	Weekday Post-Event	0.520	Α	0.697	
			Los Angeles	Weekday Pre-Event	0.402	A	0.499	
51	Gramercy Pl/	ICU	County	Weekday Post-Event	0.430	Α	0.563	
	Century Blvd	CMA		Weekday Pre-Event	0.222	Α	0.327	Α

#	Intersection	Methodology <sup>1</sup>	Jurisdiction	Peak Hour	Adju Baselin The F and M NFL St Even Proj	e (with orum idsize adium t) No	Adjust Baselin The Formand Min NFL Street Project Eventing	e (with orum idsize adium i Plus (Major
					V/C or Delay	LOS	V/C or Delay	LOS
			City of Los Angeles	Weekday Post-Event	0.253	А	0.394	А
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	0.791 0.598	C A	0.961 0.793	E C
	La Cienega		Inglewood/ Los Angeles	Weekday Pre-Event	69.4	E	165.9	F
53	Blvd/SB 405 On/Off-Ramps (s/o Century)	HCM	County/ Caltrans/City of Los Angeles	Weekday Post-Event	8.8	Α	8.9	А
54	Prairie	HCM <sup>3</sup>	Inglewood	Weekday Pre-Event	96.5	F	197.5	F
	Ave/102nd St		mgicwood	Weekday Post-Event	123.0	F	***	F
55	Doty Ave/102nd	HCM (unsig.)	Inglewood	Weekday Pre-Event	14.7	В	9.7	Α
	St			Weekday Post-Event	5.8	Α	59.1	F
56	Yukon	HCM (unsig.)	Inglewood	Weekday Pre-Event	16.2	С	108.2	F
	Ave/102nd St			Weekday Post-Event	8.4	Α	***	F
57	La Cienega Blvd/104th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event Weekday Post-Event	73.5 5.6	E A	146.4 5.5	F A
	Inglewood Ave/		Los Angeles	Weekday Pre-Event	110.5	F	126.4	F
58	104th St	HCM	County	Weekday Post-Event	9.3	'	13.0	, В
			Inglewood/	Weekday Pre-Event	68.1	E	125.1	F
59	Hawthorne Blvd/ 104th St	HCM	Los Angeles County	Weekday Post-Event	16.2	В	102.5	F
	Prairie			Weekday Pre-Event	207.3	F	269.3	F
60	Ave/104th St	HCM	Inglewood	Weekday Post-Event	145.5	F	235.7	F
•••	Doty Ave/104th	HCM (unsig.)		Weekday Pre-Event	197.5	F	180.1	F
61	St	. 07	Inglewood	Weekday Post-Event	7.1	Α	28.2	D
	Yukon	LIOM		Weekday Pre-Event	82.7	F	206.3	F
62	Ave/104th St	HCM	Inglewood	Weekday Post-Event	9.7	Α	40.1	D
	Crenshaw Blvd/	LICA		Weekday Pre-Event	84.8	F	163.1	F
63	104th St	HCM	Inglewood	Weekday Post-Event	14.4	В	73.6	Ε
	Van Ness Ave/		Inglewood/	Weekday Pre-Event	0.525	Α	0.541	Α
64	104th St	ICU	Los Angeles County	Weekday Post-Event	0.301	Α	0.363	Α
65	Hawthorne Blvd/	ICU	Los Angeles	Weekday Pre-Event	0.766	С	0.902	E
00	Lennox Blvd	100	County	Weekday Post-Event	1.106	F	1.415	F
66	Freeman Ave/	HCM	Los Angeles	Weekday Pre-Event	188.5	F	266.6	F
	Lennox Blvd	I IOW	County	Weekday Post-Event	21.9	С	58.7	Ε
67	Prairie Ave/	HCM	Inglewood	Weekday Pre-Event	92.9	F	90.9	F
J1	Lennox Blvd	I IOIVI	mgiewood	Weekday Post-Event	195.5	F	153.0	F
68	Prairie	HCM	Inglewood	Weekday Pre-Event	169.3	F	115.5	F
	Ave/108th St	1,00		Weekday Post-Event	34.9	С	121.2	F
69	Yukon	HCM Inglewood	Weekday Pre-Event	9.4	Α	10.7	В	
55	Ave/108th St	TION	mgiewood	Weekday Post-Event	6.1	Α	7.8	Α

#	Intersection	Methodology <sup>1</sup>	Jurisdiction	Peak Hour	Adju Baselin The F and M NFL St Even Pro	e (with orum idsize adium t) No	Adju Baselin The F and M NFL St Event Project	e (with orum idsize adium ) Plus (Major
					V/C or Delay	LOS	V/C or Delay	LOS
	Crenshaw Blvd/			Weekday Pre-Event	0.717	С	0.884	D
70	109th St	ICU	Inglewood	Weekday Post-Event	0.656	В	0.801	D
	Hawthorne Blvd/		Hawthorne/	Weekday Pre-Event	0.844	D	0.985	E
71	111th St	ICU	Los Angeles County	Weekday Post-Event	0.650	В	0.849	D
	Prairie			Weekday Pre-Event	113.1	F	126.8	F
72	Ave/111th St	HCM	Inglewood	ialewood		F	248.6	F
	Yukon			Weekday Pre-Event	167.1 11.4	В.	12.8	В
73	Ave/111th St	HCM	Inglewood	Weekday Post-Event	6.5	A	5.7	A
	Hawthorne Blvd/			Weekday Pre-Event	0.889	D	1.053	F
74	WB 105 Off- Ramp	ICU	Hawthorne	Weekday Post-Event	0.725	C	0.905	E
	Prairie Ave/		***************************************	Weekday Pre-Event	217.9	F	244.2	F
75	112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekday Post-Event	120.2	F	243.3	F
	Hawthorne Blvd/			Weekday Pre-Event	0.767	С	0.798	C
76	Imperial Hwy	ICU	Hawthorne	Weekday Post-Event	0.451	Α	0.507	Α
	Freeman Ave/			Weekday Pre-Event	61.6	E	123.0	F
77	EB 105 On- Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Post-Event	26.7	С	39.5	D
70	Prairie Ave/	LICA	Inglewood/	Weekday Pre-Event	222.7	F	137.7	F
78	Imperial Hwy	HCM	Hawthorne	Weekday Post-Event	70.3	Е	44.1	D
70	Doty Ave/		Inglewood/	Weekday Pre-Event	197.6	F	140.9	F
79	Imperial Hwy	HCM	Hawthorne	Weekday Post-Event	10.5	В	8.9	Α
	Yukon Ave/			Weekday Pre-Event	121.5	F	152.0	F
80	Imperial Hwy	HCM	Inglewood	Weekday Post-Event	9.0	Α	10.0	Α
	Crenshaw Blvd/			Weekday Pre-Event	1.033	F	1.367	F
81	Imperial Hwy	ICU	Inglewood	Weekday Post-Event	0.791	С	0.945	Ε
	Prairie			Weekday Pre-Event	179.4	F	163.5	F
82	Ave/118th St	HCM	Hawthorne	Weekday Post-Event	12.9	В	10.3	В
	Crenshaw Blvd/			Weekday Pre-Event	0.987	E	1.199	F
83	WB 105 Off- Ramp/ 118th PI	ICU	Hawthorne/ Caltrans	Weekday Post-Event	0.876	D	1 022	F
	Prairie			Weekday Pre-Event	103.6	F	128.9	F
84	Ave/120th St	HCM	Hawthorne	Weekday Post-Event	19.4	В	18.2	В
	EB 105 On/Off-			Weekday Pre-Event	0.756		0.823	D
85	Ramp/120th St	ICU	Hawthorne	Weekday Post-Event	1.032	F	1.220	F
	Crenshaw Blvd/			Weekday Pre-Event	0.806	D	0.955	Е
86	120th Street	ICU	Hawthorne	Weekday Post-Event	1.390	F	1 752	F
			Los Angeles	Weekday Pre-Event	0.612	В	0.684	В
	La Cienega	ICU	County	Weekday Post-Event	1.034	F	1.201	F
87	Blvd/ Lennox Blvd		City of Los	Weekday Pre-Event	0.447	A	0.524	Α
	Lettiox Divu	CMA	Angeles	Weekday Post-Event	0.896	D	1 075	F

#	Intersection	Methodology <sup>1</sup>	Jurisdiction 1	Peak Hour	Adju Baselin The F and M NFL St Even Pro	e (with orum idsize adium	Adju Baselin The Fand M NFL St Event Project	e (witi orum idsize adium ) Plus (Majo
					V/C or Delay	LOS	V/C or Delay	LOS
88	Inglewood Ave/	ICU	Los Angeles	Weekday Pre-Event	0.919	E	0.985	Е
	Lennox Blvd		County	Weekday Post-Event	1.182	F	1 489	F
	Hollywood Park			Weekday Pre-Event	37.0	D	115.5	F
89	Casino Driveway/ Century Blvd	HCM	Inglewood	Weekday Post-Event	153.0	F	189.5	F
	Prairie Ave/			Weekday Pre-Event	67.8	E	92.0	F
90	Buckthorn Street	HCM	Inglewood	Weekday Post-Event	103.2	F	272.1	F
	Normandie Ave/		Los Angeles	Weekday Pre-Event	0.984	E	1 124	F
91	Century Ave	ICU	County	Weekday Post-Event	0.750	Ċ	0.921	E
			Los Angeles	Weekday Pre-Event	0.833	D	0.867	D
	Vermont Ave/	ICU	County	Weekday Post-Event	0.609	В	0.724	C
92	Century Ave			Weekday Pre-Event	0.750	C	0.790	C
		CMA	City of Los Angeles	Weekday Post-Event	0.492	Α	0.624	В
				Weekday Pre-Event	0.492	^	0.545	A
93	Hoover St/ Century Ave	CMA	City of Los Angeles		0.326	A		A
				Weekday Post-Event		C	0.443	C
94	Figueroa St/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.709		0.761	
			Angeles	Weekday Post-Event	0.402	Α	0.517	Α
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	СМА	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	0.431	A	0.532 0.388	A
	Olive St/			Weekday Pre-Event	0.459	Α	0.485	Α
96	110 NB On- Ramp/ Century Ave	СМА	City of Los Angeles	Weekday Post-Event	0.291	А	0.409	А
	· · · · · · · · · · · · · · · · · · ·			Weekday Pre-Event	1.164	F	1.262	F
	Van Ness Ave/	ICU	Inglewood	Weekday Post-Event	1.016	F	1 172	F
97	Manchester Blvd		City of Los	Weekday Pre-Event	1.034	F	1139	F
		CMA	Angeles	Weekday Post-Event	0.876	'	1.043	F
	Western Ave/		City of Los	Weekday Pre-Event	1.086	F	1198	F
98	Manchester Blvd	CMA	Angeles	Weekday Post-Event	1.002		1.151	F
	Normandie Ave/		City of Los	Weekday Pre-Event	0.803	Ď	0.867	D
99	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.641	В	0.723	C
	Vermont Ave/		City of Los	Weekday Pre-Event	0.828	D	0.896	D
100	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.720	C	0.810	D
			·	Weekday Pre-Event	0.720	C	0.804	D
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.636	В	0.719	С
			***************************************	Weekday Pre-Event	0.894	D	0.719	E
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles		0.997	E	0.997	E
	110 SB On/Off-		Aligeles	Weekday Pro Event				D
103	Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	0.705 0.789	С	0.814 0.887	DD
	110 NB On/Off-			Weekday Pre-Event	0.559	Α	0.559	Α
104	Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.785	C	0.987	E

#	Intersection	Methodology <sup>1</sup>	Jurisdiction	Peak Hour	Adju Baselin The F and M NFL St Even Proj	e (with orum idsize adium t) No	Adju Baselin The F and M NFL St Event Project	e (with orum idsize adium ) Plus (Major
					V/C or Delay	LOS	V/C or Delay	LOS
105	Crenshaw Blvd/	ICU	Inglewood	Weekday Pre-Event	1.254	F	1.292	F
100	Pincay Dr	100	Weekday Post-Event 1.144 F		F	1.239	F	
106	Crenshaw Blvd/	CMA	City of Los	Weekday Pre-Event	0.856	0.856 D		Е
100	Florence Ave	CIVIA	Angeles	Weekday Post-Event	0.533	Α	0.607	В
107	La Brea Ave/	ICU	Inglewood	Weekday Pre-Event	0.970	0.970 E		Ε
107	Centinela Ave	100	mglewood	Weekday Post-Event	0.489	Α	0.540	Α
		ICU	Indiauaad	Weekday Pre-Event	0.981	Е	1.018	F
108	La Cienega Blvd/	100	Inglewood	Weekday Post-Event	0.755	С	0.817	D
100	Centinela Ave	CMA	City of Los	Weekday Pre-Event	0.925	Ε	0.968	Ε
		CMA	Angeles	Weekday Post-Event	0.663	В	0.735	С
		ICU	la alacca a al	Weekday Pre-Event	0.777	С	0.802	D
109	La Cienega Blvd/	icu	Inglewood	Weekday Post-Event	0.562	Α	0.635 0.637	В
109	La Tijera Blvd	OMA	City of Los	Weekday Pre-Event	0.611	В		В
	24 1,014 2114	CMA	Angeles	Weekday Post-Event	0.387	Α	0.466	Α
440	La Brea Ave/	ICU	Los Angeles	Weekday Pre-Event	0.922	Е	0.934	E
110	Slauson Ave	ICU	County	Weekday Post-Event	0.512	Α	0.512	Α
	La Cienega		Los Angeles	Weekday Pre-Event	0.930	Е	0.934	Е
111	Blvd/ Stocker St	ICU	County	Weekday Post-Event	0.711	С	0.785	С
	La Brea Ave/		Los Angeles	Weekday Pre-Event	1.080	F	1.092	F
112	Overhill Drive/ Stocker St	ICU	County	Weekday Post-Event	0.549	Α	0.549	Α
113	Crenshaw Dr/	ICU	Inglewood	Weekday Pre-Event	0.971	Ε	1.054	F
113	Manchester Blvd	100	Inglewood	Weekday Post-Event	0.607	В	0.617	В
	Manchester			Weekday Pre-Event	0.984	E	1.033	F
114	Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Post-Event	0.871	D	0.926	E
	Century Blvd/			Weekday Pre-Event	Does Not Exist		N/A	N/A
115	West Structure Driveway	HCM	Inglewood	Weekday Post-Event			42.6	D
	Prairie Ave/West			Weekday Pre-Event			125.8	F
116	Structure Driveway	ucture HCM	Inglewood	Weekday Post-Event	Does N	ot Exist	N/A	N/A

SOURCE: Fehr & Peers, 2019.

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NOTES:
Shaded cells represent significant impacts.
Analysis methods vary by jurisdiction (refer to previous pages for description).
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.
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.

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

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.

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

#	Freeway/ Direction	Component	Segment Peak Hour Type		Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with The Forum and Midsize NFL Stadium Event Plus Project	
					Densit y 1	LOS 1	Densit y ¹	LOS 1
	1-405	Off-Ramp at	C:	Weekday Pre- Event	25.99	С	28.16	D
1	Northbound	Imperial Highway	Diverge	Weekday Post- Event	20.48	С	20.86	С
2	I-405	C/D Off Domn	Divorgo	Weekday Pre- Event	19.90	В	21.47	С
2	Northbound	C/D Off-Ramp	Diverge	Weekday Post- Event	15.87	В	16.20	В
3	1-405	C/D Off-Ramp to Imperial	Basic	Weekday Pre- Event	16.14	В	18.64	С
3	Northbound	Highway On- Ramp	Dasic	Weekday Post- Event	12.04	В	12.32	В
	1-405	Imperial Highway	Merge	Weekday Pre- Event	-	F2	-	F 2
4	Northbound	EB On-Ramp	werge	Weekday Post- Event	-	F 2	_	F <sup>2</sup>
5	5 I-405 Northbound	Imperial Highway	Merge	Weekday Pre- Event	16.96	В	18.42	В
J		WB On-Ramp	Weige	Weekday Post- Event	13.23	В	13.40	В
6	1-405	Century Blvd	Diverge	Weekday Pre- Event	13.19	В	14.86	В
	Northbound	Off-Ramp		Weekday Post- Event	9.29	Α	9.48	Α
7	1-405	Century Blvd Off-Ramp to	Basic	Weekday Pre- Event	11.80	В	11.84	В
	Northbound	Century Blvd On-Ramp		Weekday Post- Event	6.34	Α	6.37	Α.
8	1-405	Century Blvd	Merge	Weekday Pre- Event	17.98	В	18.11	С
	Northbound	On-Ramp		Weekday Post- Event	18.55	С	20.81	С.
9	1-405	Century Blvd WB On-Ramp to I-405	Weave	Weekday Pre- Event	18.97	В	19.34	В
J	Northbound	Mainline C/D Off-ramp	vveave	Weekday Post- Event	24.38	С	32.60	D
10	1-405	I-405 Mainline	Morre	Weekday Pre- Event	-	F	-	F
10	Northbound	C/D On-Ramp	Merge ·	Weekday Post- Event	-	F		F
44	1-405	I-405 Mainline C/D On-Ramp	Po-i-	Weekday Pre- Event	31.54	D	31.80	D
11	Northbound	to Manchester Blvd.	Basic ···	Weekday Post- Event	25.25	С	29.09	D
12	1-405	Manchester Blvd. On-Ramp	Weave	Weekday Pre- Event	34.69	D	35.09	Ε
14	Northbound	to La Tijera Blvd Off-Ramp	vveave .	Weekday Post- Event	37.41	E		F

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Baselir The For Midsiz Stadiun	Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) No Project		sted e (with um and e NFL n Event) 'roject
					Densit y ¹	LOS 1	Densit y ¹	LOS 1
13	1-405	La Tijera Blvd On-Ramp to Florence Ave	Weav e	Weekday Pre- Event	-	F		F
	Southbound	Off-Ramp		Weekday Post- Event	16.75	В	17.42	В
14	1-405	Florence Ave Off-Ramp to La	Basic	Weekday Pre- E∨ent	-	F		F
	Southbound	Cienega Blvd On-Ramp		Weekday Post- Event	17.36	В	17.37	В
15	1-405	La Cienega Blvd On-Ramp		Weekday Pre- Event	-	F		F
13	Southbound	to C/D Off- Ramp	Weave	Weekday Post- Event	22.48	С	22.49	С
16	1-405	La Cienega Blvd Off-Ramp		Weekday Pre- Event	13.30	В	16.88	В
	Southbound (n/o	(n/o Century Blvd.)	Diverge	Weekday Post- Event	10.10	Α	10.13	Α
	1-405	La Cienega Blvd Off-Ramp		Weekday Pre- Event	5.56	Α	7.56	Α
17	Southbound	to On-Ramp (n/o Century Blvd)	Basic	Weekday Post- Event	4.01	Α	4.02	А
		La Cienega Blvd On-Ramp		Weekday Pre- E∨ent	····	F 2	-	F 2
18	I-405 Southbound	(n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekday Post- Event	-	F <sup>2</sup>	-	F <sup>2</sup>
		La Cienega Blvd On-Ramp		Weekday Pre- Event	-	F <sup>2</sup>	-	F <sup>2</sup>
19	I-405 Southbound	(s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Post- Event	-	F 2	-	F <sup>2</sup>
		La Cienega Blvd Off-Ramp		Weekday Pre- Event	5.47	Α	5.68	Α
20	I-405 Southbound	(n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Post- Event	15.50	В	18.63	С
21	I-405	I-405 Mainline	Merge	Weekday Pre- Event	11.16	В	11.24	В
۱ ـ	Southbound	C/D On-Ramp	merge	Weekday Post- Event	18.45	С	19.65	С
22	1-405	La Cienega Blvd On-Ramp	Merce	Weekday Pre- E∨ent	-	F2		F?
	Southbound	(n/o Imperial Hwy)	Merge	Weekday Post- Event	17.27	В	18.46	В
23	1-405	La Cienega Blvd s/o	Merge	Weekday Pre- Event	-	F2	-	F?
20	Southbound	Imperial Hwy (On-ramp)	Merge	Weekday Post- Event	17.62	В	18.63	В

#	Freeway/ Direction		Segment Type	Peak Hour	Baselir The For Midsiz Stadiun	um and e NFL	Baselir The For Midsiz Stadiun	um and e NFL
					Densit y ¹	LOS 1	Densit y ¹	LOS 1
24	I-105	I-405 SB On-	Merge	Weekday Pre- Event	18.25	С	20.02	С
	Eastbound	Ramp	Morgo	Weekday Post- Event	22.93	С	24.66	С
25	I-105	Prairie Ave Off-	Diverge	Weekday Pre- Event	-	F 2		F
20	Eastbound	Ramp	Diverge	Weekday Post- Event	29.42	D	31.26	D
26	I-105	Prairie Ave Off- Ramp to	Danie	Weekday Pre- Event	13.77	В	15.35	В
26	Eastbound	Imperial Hwy On-Ramp	Basic	Weekday Post- Event	21.61	С	23.49	С
	I-105	Imperial Hwy On-Ramp to	10/-	Weekday Pre- Event	-	F 2		F
27	Eastbound	120th St Off- Ramp	Weave	Weekday Post- Event	-	F		F
	I-105	120th St Off-	D- :	Weekday Pre- Event	-	F 2	-	F <sup>2</sup>
28	Eastbound	Ramp to 120th St On-Ramp	Basic	Weekday Post- Event	41.61	E		F
	I-105	120th St On-		Weekday Pre- Event	17.36	В	18.22	С
29	Eastbound	Ramp	Merge	Weekday Post- Event	-	F	-	F
	I-105	NB Crenshaw		Weekday Pre- Event	24.03	С	24.73	С
30	Eastbound	Blvd On-Ramp	Merge ·	Weekday Post- Event	35.94	. E	-	F
31	I-105	Between Van Ness Ave and		Weekday Pre- Event	20.55	С	21.43	С
	Eastbound	Normandie Ave Overcrossings	Basic	Weekday Post- Event	44.81	. E		F
	I-105	Vermont Ave		Weekday Pre- Event	27.71	С		F
32	Westbound	On-Ramp	Merge ·	Weekday Post- Event	18.34	В	20.70	С
	I-105	Between Normandie Ave		Weekday Pre- Event	33.09	D		F
33	Westbound	and Van Ness Ave Overcrossings	Basic	Weekday Post- Event	19.10	С	20.72	С
	I-105	Crenshaw Blvd		Weekday Pre- Event	33.09	D		F
34	Westbound	Off-Ramp	Diverge	Weekday Post- Event	19.10	С	20.72	С
	I-105	Crenshaw Blvd Off-Ramp to		Weekday Pre- Event	28.00	D	42.91	E
35	Westbound	Crenshaw Blvd Loop On-Ramp	Basic	Weekday Post- Event	18.50	С	20.25	С
	I-105	Crenshaw Blvd		Weekday Pre- Event	23.64	С	31.56	D
36		Merge	Weekday Post- Event	15.18	В	16.61	В	

#	Freew <i>ayl</i> Direction	Component	Segment Type	Peak Hour	Adju Baselin The For Midsiz Stadiun No Pr	e (with um and e NFL n Event)	Baselin The For Midsiz Stadiun	Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project	
					Densit y 1	LOS 1	Densit y ¹	LOS 1	
0.7	I-105	SB Crenshaw		Weekday Pre- Event	20.83	С	25.84	С	
37	Westbound	Blvd On-Ramp	Merge	Weekday Post- Event	13.64	В	14.91	В	
38	I-105	Prairie/Hawthor ne Ave Off-	Diverge	Weekday Pre- Event	31.29	D	43.58	E	
	Westbound	Ramp		Weekday Post- Event	19.25	С	20.75	С	
	I-105	Prairie/Hawthor ne Ave Off-		Weekday Pre- Event	28.49	D	33.52	D	
39	Westbound	Ramp to Imperial Hwy On-Ramp	Basic	Weekday Post- Event	18.69	С	20.45	С	
40	I-105	Imperial Hwy On-Ramp to	Weave	Weekday Pre- Event	-	F		F	
	Westbound	I-405 Off-Ramp		Weekday Post- Event	-	F		F	
41	I-110	I-105 On-Ramp	Merge	Weekday Pre- Event	22.25	С	22.45	С	
	Northbound			Weekday Post- Event	24.19	С	-	F	
42	I-110	101st St On- Ramp to n/o	Basic	Weekday Pre- Event	28.97	D	29.33	D	
	Northbound	Century Blvd On-Ramp		Weekday Post- Event	32.55	D	40.03	E	
43	I-110 Northbound	Century Blvd On-Ramp to Manchester	Weave	Weekday Pre- Event	30.64	D	31.36	D	
	Northbound	Blvd Off-Ramp		Weekday Post- Event	33.20	D	40.89	E	
44	I-110	Manchester Blvd Off-Ramp to	Basic	Weekday Pre- Event	25.59	С	26.14	D	
44	Northbound	EB Manchester Blvd On-Ramp	Dasic	Weekday Post- Event	27.70	D	35.83	E	
45	I-110	EB Manchester	Merge	Weekday Pre- Event	25.91	С	26.47	С	
40	Northbound	Blvd On-Ramp	Weige	Weekday Post- Event	34.88	D	-	F	
46	I-110	WB Mancheste r Blvd On-	Weave	Weekday Pre- Event	27.98	С	28.62	D	
40	Northbound	Ramp to 76th St Off-Ramp	vveave	Weekday Post- Event	35.11	Е		F	
47	I-110	76th St On- Ramp to	Weave	Weekday Pre- Event	24.24	С	29.66	D	
	Southbound	Manchester Blvd Off-Ramp		Weekday Post- Event	24.74	С	25.19	С	
	I-110	Manchester Blvd Off-Ramp to		Weekday Pre- Event	19.75	С	23.66	С	
48	Southbound	WB Mancheste r Blvd On- Ramp	Basic	Weekday Post- Event	21.48	С	21.62	С	
49	I-110 Southbound	300	Merge	Weekday Pre- Event	21.53	С	24.63	С	

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Baselir The For Midsiz Stadiun	Adjusted Adjuste Baseline (with Baseline ( The Forum and The Forum Midsize NFL Midsize I Stadium Event) Stadium E No Project Plus Pro		ne (with rum and ze NFL n Event)
					Densit y ¹	LOS 1	Densit y ¹	LOS 1
		WB Mancheste r Blvd On- Ramp	•	Weekday Post- Event	22.26	С	22.38	С
	50 I-110 Southbound	EB Manchester	B. 6	Weekday Pre- Event	23.85	С	27.44	D
50		bound Blvd On-Ramp	Merge	Weekday Post- Event	24.27	С	24.40	С
	I-110 Southbound	Century Blvd	D:	Weekday Pre- Event	29.81	D	34.66	D
51		Off-Ramp	Diverge ·	Weekday Post- Event	29.85	D	30.12	D
	I-110	Century Blvd Off-Ramp to	D	Weekday Pre- Event	17.66	В	19.21	С
52	Southbound		Basic -	Weekday Post- Event	18.19	С	18.20	С
	I-110 Southbound	110 Imperial Hwy		Weekday Pre- Event	24.87	С	25.45	С
53			Diverge	Weekday Post- Event	21.02	С	21.58	С

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

		NFL Stadium Project P	The Forum and Midsize NFL Stadium Event) No Project Pre-Event Conditions		seline (with and Midsize Event) Plus re-Event tions
	Ramp	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>
Off-Ramp <sup>1</sup>	Capacity Threshold <sup>2</sup>	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

Ponsity (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.

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

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

  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.

  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.

  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.

Traffic forecasts were developed for Adjusted Baseline (with 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 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 The Forum and Football Game at NFL Stadium Events) No Project and Adjusted Baseline (with 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 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 THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology	Jurisdiction	Peak Hour	Baselin The F and Fo Game Stadiu Pro	sted ne (with forum potball at NFL nm) No ject	Adju Baselin The F and Fo Game : Stadiur Project Eve	e (with orum otball at NFL n) Plus (Major
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.770	С	0.850	D
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.576	А	0.601	В
3	Hillcrest Blvd/ Florence Ave	НСМ	Inglewood	Weekend Pre-Event	229.8	F	83.1	F
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	31.4	С	32.1	С
5	Prairie Ave/ Florence Ave	НСМ	Inglewood	Weekend Pre-Event	147.3	F	138.8	F
6	West Blvd/ Florence Ave	ICU	Inglewood City of Los	Weekend Pre-Event	0.908	E	0.944	E
	Prairie Ave/	CMA	Angeles	Weekend Pre-Event	0.763	C	0.801	D -
7	Grace Ave	HCM	Inglewood	Weekend Pre-Event	159.7	F	142.2	F
8	East Carondelet Way	НСМ	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	С	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	Α	0.436	Α
18	Market St/La Brea Ave	ICU	Inglewood	Weekend Pre-Event	0.423	Α	0.470	Α

#	Intersection	Methodology	Jurisdiction	Peak Hour	Baselir The F and Fo Game Stadiu Pro	ested ne (with forum potball at NFL nm) No ject	Adju Baselin The F and Fo Game : Stadiur Project Eve	e (with orum otball at NFL n) Plus (Major
					V/C or Delay	LOS	V/C or Delay	LOS
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	Е
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	20.3	С	29.0	С
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	В	121.8	F
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	8.6	Α	283.9	F
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	67.6	Е	46.1	D
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekend Pre-Event	11.7	В	47.8	D
	Van Ness Ave/	ICU	Inglewood	Weekend Pre-Event	0.473	Α	0.478	Α
30	Hardy St/ 96th St	CMA	City of Los Angeles	Weekend Pre-Event	0.397	Α	0.403	Α
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekend Pre-Event	26.9	С	***	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	В	212.3	F
34	La Cienega Blvd/ Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekend Pre-Event	24.3	С	297.2	F
35	NB 405 On/Off- Ramp/ Century Blvd	НСМ	Inglewood/ Caltrans	Weekend Pre-Event	20.9	С	232.0	F
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	17.9	В	65.8	E
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	28.2	С	275.4	F
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	6.8	Α	240.2	F

#	Intersection	Methodology	Jurisdiction	Peak Hour	Baselir The F and Fo Game Stadio Pro	isted ne (with Forum potball at NFL im) No ject	Adju Baselin The F and Fo Game a Stadiun Project Eve	e (with orum otball at NFL n) Plus (Major
					Project   Product   V/C or Delay   LOS or Delay	V/C or Delay	LOS	
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	6.8	Α	139.3	F
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	38.6	D	178.3	F
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	С	34.2	С
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
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		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	В	0.887	D
	Centary Biva	CMA	City of Los Angeles	Weekend Pre-Event	0.630	В	0.839	D
51	Gramercy PI/	ICU	Los Angeles County	Weekend Pre-Event	0.398	Α	0.541	Α
	Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.217	Α	0.370	Α
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.727	С	0.963	Е
53	La Cienega Blvd/SB 405 On/Off-Ramps (s/o Century)	НСМ	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekend Pre-Event	9.1	Α	224.2	F
54	Prairie Ave/102nd St	HCM <sup>3</sup>	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	Α
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	Α	175.5	F

#	Intersection	Methodology	Jurisdiction	Peak Hour	Baselir The F and Fo Game Stadiu Pro	ested ne (with Forum potball at NFL nm) No ject	Baselin The F and Fo Game Stadiur Project Eve	orum ootball at NFL n) Plus
					V/C or Delay	LOS	V/C or Delay	LOS
58	Inglewood Ave/ 104th St	HCM	Los Angeles County	Weekend Pre-Event	13.7	В	28.7	С
59	Hawthorne Blvd/104th St	HCM	Inglewood/ Los Angeles County	Weekend Pre-Event	23.1	С	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	В	211.5	F
62	Yukon Ave/104th St	HCM	Inglewood	Weekend Pre-Event	13.8	В	96.3	F
63	Crenshaw Blvd/ 104th St	HCM	Inglewood	Weekend Pre-Event	90.8	F	191.5	F
64	Van Ness Ave/ 104th St	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.430	А	0.442	Α
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.661	В	0.671	В
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekend Pre-Event	5.7	А	89.2	F
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekend Pre-Event	21.4	С	64.0	E
68	Prairie Ave/108th St	НСМ	Inglewood	Weekend Pre-Event	134.2	F	144.3	F
69	Yukon Ave/108th St	HCM	Inglewood	Weekend Pre-Event	9.9	Α	10.8	В
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekend Pre-Event	0.498	Α	0.593	Α
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekend Pre-Event	0.583	А	0.608	В
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	Α	8.5	Α
74	Hawthorne Blvd/ WB 105 Off- Ramp	ICU	Hawthorne	Weekend Pre-Event	0.592	Α	0.643	В
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	Α	0.593	Α
77	Freeman Ave/ EB 105 On- Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekend Pre-Event	16.8	В	17.4	В
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	41.4	D	51.3	D

#	Intersection	Methodology	Jurisdiction	Peak Hour	Baselir The F and Fo Game Stadio Pro	isted ne (with Forum potball at NFL im) No ject	Adju Baselin The F and Fo Game : Stadiur Project Eve	e (with orum otball at NFL n) Plus (Major
		5000			V/C or Delay	LOS	V/C or Delay	LOS
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	11.8	В	12.6	В
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekend Pre-Event	11.9	В	11.9	В
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekend Pre-Event	0.841	D	0.955	Е
82	Prairie Ave/118th St	HCM	Hawthorne	Weekend Pre-Event	18.2	В	19.1	В
83	Crenshaw Blvd/ WB 105 Off- Ramp/ 118th Pl	ICU/ Caltrans	Hawthorne	Weekend Pre-Event	0.860	D	0.993	E
84	Prairie Ave/ 120th St	HCM	Hawthorne	Weekend Pre-Event	25.7	С	23.6	С
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	Е
87	La Cienega Blvd/	ICU	Los Angeles County	Weekend Pre-Event	0.330	А	0.344	Α
01	Lennox Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.145	А	0.160	А
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.669	В	0.679	В
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/	ICU	Los Angeles County	Weekend Pre-Event	0.726	С	0.867	D
92	Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.627	В	0.791	С
93	Hoover St/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.467	А	0.580	А
94	Figueroa St/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.643	В	0.762	С
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.407	Α	0.540	Α
96	Olive St/ 110 NB On- Ramp/Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.407	Α	0.441	А

#	Intersection	Methodology	Jurisdiction	Peak Hour		e (with orum ootball at NFL	Adju Baselin The F and Fo Game a Stadiun Project Eve	e (with orum otball at NFL n) Plus (Major
					V/C or Delay	LOS	V/C or Delay	LOS
	Van Ness Ave/	ICU	Inglewood	Weekend Pre-Event	1.091	F	1.209	F
97	Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.956	E	1.083	F
98	Western Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	1.043	F	1.177	F
99	Normandie Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.733	С	0.813	D
100	Vermont Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.732	С	0.819	D
101	Hoover St/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.720	С	0.799	С
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.850	D	0.936	Е
103	110 SB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.645	В	0.761	С
104	110 NB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.573	Α	0.589	Α
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekend Pre-Event	0.969	Е	1.108	F
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.676	В	0.709	С
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	0.846	D	0.885	D
	La Cienega	ICU	Inglewood	Weekend Pre-Event	1.042	F	1.069	F
108	Blvd/ Centinela Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.996	E	1.029	F
	La Cienega	ICU	Inglewood	Weekend Pre-Event	0.669	В	0.680	В
109	Blvd/ La Tijera Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.499	Α	0.511	Α
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.765	С	0.780	С
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

#	Intersection	Methodology	Jurisdiction	Peak Hour	Baselir The F and Fo Game Stadiu	sted ne (with forum potball at NFL nm) No ject	Baselin The F and Fo Game Stadius Project	orum ootball
					V/C or Delay	LOS	V/C or Delay	LOS
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 N	ot Exist	N/A	N/A
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does N	lot Exist	613	E

- NOTES:
  Shaded cells represent significant impacts.

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

  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.

  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.

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

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted I (with The and Fo Game a Stadiur Proj	Forum otball t NFL n) No	Adjusted (with The and Fo Game a Stadium Proj	Forum otball at NFL a) Plus
					Density 1	LOS 1	Density 1	LOS 1
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekend Pre- Event	23.82	С	25.88	С
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekend Pre- Event	20.16	С	21.69	С
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekend Pre- Event	16.69	В	18.98	С
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekend Pre- Event	11.58	В	13.11	В
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekend Pre- Event	16.32	В	17.65	В
6	I-405 Northbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	12.66	В	14.19	В

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted I (with The and Fo Game a Stadiur Proj	Forum otball it NFL n) No	Adjusted I (with The and For Game a Stadium Proje	e Forum ootball at NFL n) Plus	
	********************************		***************************************	000000000000000000000000000000000000000	Density 1	LOS 1	Density 1	LOS 1	
7	I-405 Northbound	Century Blvd Off- Ramp to Century Blvd On-Ramp	Basic	Weekend Pre- Event	11.45	В	11.56	В	
8	I-405 Northbound	Century Blvd On- Ramp	Merge	Weekend Pre- Event	17.00	В	17.11	В	
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekend Pre- Event	17.72	В	18.17	В	
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	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	В	17.85	В	
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On- Ramp (n/o Century Blvd)	Basic	Weekend Pre- Event	7.03	Α	10.23	А	
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 <sup>2</sup>	-	F <sup>2</sup>	
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 <sup>2</sup>	-	F <sup>2</sup>	
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	Α	
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	18.25	C	18.43	С	
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekend Pre- Event	15.17	В	15.31	В	

#	Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with The Forum and Football Game at NFL Stadium) Plus Project	
					Density 1	LOS 1	Density 1	LOS 1
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekend Pre- Event	14.94	В	15.08	В
24	I-105 Eastbound	I-405 SB On- Ramp	Merge	Weekend Pre- Event	17.32	В	18.19	С
25	I-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekend Pre- Event	24.67	С	26.43	C
26	I-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre- Event	11.77	В	11.96	В
27	I-105 Eastbound	Imperial Hwy On- Ramp to 120th St Off-Ramp	Weave	Weekend Pre- Event	-	F 2		F
28	I-105 Eastbound	120th St Off- Ramp to 120th St On-Ramp	Basic	Weekend Pre- Event	-	F <sup>2</sup>	-	F <sup>2</sup>
29	I-105 Eastbound	120th St On- Ramp	Merge	Weekend Pre- Event	15.96	В	16.24	В
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	22.60	С	22.83	С
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekend Pre- Event	19.00	C	19.28	С
32	I-105 Westbound	Vermont Ave On- Ramp	Merge	Weekend Pre- Event	24.97	С	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	С	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	С	23.21	С
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	18.57	В	20.94	С С
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	С	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	С	22.97	С

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted E (with The and Foo Game a Stadiun Proje	Forum otball t NFL n) No	Adjusted E (with The and Foo Game at Stadium Proje	Forum otball t NFL ) Plus
					Density 1	LOS 1	Density 1	LOS 1
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
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	С	26.70	С
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	С	25.09	С
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	24.07	С	25.95	С
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	22.39	С	24.36	С
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	В	16.43	В
53	I-110 Southbound	Imperial Hwy Off- Ramp	Diverge	Weekend Pre- Event	21.02	С	21.58	С

SOURCE: Fehr & Peers, 2019.

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

	Ramp Capacity	Game at NF	and Football L Stadium) Pre-Event	Adjusted Baseline (with The Forum and Football Game at NFL Stadium) Plus Project Pre-Event Conditions		
Off-Ramp <sup>1</sup>	Threshold 2	95th Percentile	Queue Exceeds	95th Percentile	Queue Exceeds	

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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.

		Queue (ft.)	Available Storage <sup>4</sup>	Queue (ft.)	Available Storage <sup>4</sup>	
		Weekend	Weekend	Weekend	Weekend	
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	

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 pProject 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.

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

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.

<sup>&</sup>lt;sup>3</sup>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.

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

Facility Type	W	eekday Pre	-Event Peak	Hour	Weekday Post-Event Peak Hour				Weekend Pre-Event Peak Hour			
	Range of Analysis Scenarios											
	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 2 (+ NFL Football Game)	Sc. 5 (+ The Forum + NFL Football Game)
Intersections	40	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, Pproposed Pproject 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											
	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d 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

Key findings from this table include the following:

- With respect to intersections:
  - Proposed Project intersection impacts are more frequent during the weekday pre-event peak hour than during the other two study periods regardless of which background 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 condition includes an event at The Forum.
  - The number of intersections impacted by the Proposed Project during the weekday preevent 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 pProposed pProject attendees to park remotely and be shuttled to the Proposed Project, thereby adding less trips and causing fewer impacts in the immediate vicinity of the Project site-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 are 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 N FL
    Stadium).
- With respect to freeway off-ramp queuing:
  - Off-ramp queues longer than the applicable standard are-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 are-would be longer with each added concurrent event. Off-ramp queues are-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 The Forum) No Project and Cumulative (with 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 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 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 The Forum) Plus Project (Major Event) Conditions

				Cumulative (with The Forum) No Project		The n) No	Forum Project	The ) Plus (Major
<del>¥</del>	Intersection	Methodology <sup>1,</sup>	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	La Cienega			Weekday Pre-Event	1.189	F	1 343	F
1	Blvd/Florence	ICU	Inglewood	Weekday Post-Event	0.739	С	0.771	С
	Ave			Weekend Pre-Event	1.065	F	1 220	F
				Weekday Pre-Event	0.833	D	0.848	D
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Post-Event	0.520	Α	0.592	Α
	1 lorende / we			Weekend Pre-Event	0.748	С	0.757	С
				Weekday Pre-Event	27.7	С	9.6	Α
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Post-Event	4.7	Α	4.9	th The m) Plus ctt (Major vent)  LOS  F C F D A A A A F C C F C F C F C F F F F F F F
	1 lotetice Ave			Weekend Pre-Event	6.9	Α	7.5	Α
				Weekday Pre-Event	105.3	F	F 1121	F
4	Centinela Ave/	HCM	Inglewood	Weekday Post-Event	26.4	С	26.8	С
	Florence Ave			Weekend Pre-Event	32.9	С	33.1	С
				Weekday Pre-Event	97.9	F	87.8	F
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Post-Event	24.4	С	30.6	С
	1 lorende / we			Weekend Pre-Event	30.7	С	891	F
				Weekday Pre-Event	1.104	F	1 163	F
		ICU	Inglewood	Weekday Post-Event	0.810	D	0.893	D
6	West Blvd/			Weekend Pre-Event	0.982	Е	1.041	F
0	Florence Ave			Weekday Pre-Event	0.971	E	1 032	F
		CMA	City of Los Angeles	Weekday Post-Event	0.658	В	0.746	C F F D F F
			Aligeles	Weekend Pre-Event	0.841	D	0.901	Ε
				Weekday Pre-Event	117.2	F	106.2	F
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekday Pre-Event 117.2 F 106.2	92.5	F		
	Grace Ave		inglewood	Weekend Pre-Event	3.6	Α	173.0	F
0		LICM	In alarma -	Weekday Pre-Event	117.9	F	110.1	F
8		HCM	Inglewood	Weekday Post-Event	5.3	Α	156.5	F

					Cumulative (with The Forum) No Project		(with Forum Project	The ) Plus (Major
#	Intersection	Methodology <sup>1,</sup>	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Prairie Ave/ East Carondelet Way			Weekend Pre-Event	5.3	А	130.2	F
	vvay			Weekday Pre-Event	94.5	F	81.5	F
9	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	7.5	A	119.2	
•	E Regent Street			Weekend Pre-Event	10.6	В	87.4	
	1 - 0:			Weekday Pre-Event	1.296	F	1 389	
10	La Cienega Blvd/	ICU	Inglewood	Weekday Post-Event	0.721	C	0.782	***********
	Manchester Blvd		g.c.r.cca	Weekend Pre-Event	0.943	E	1.019	
				Weekday Pre-Event	1.186		1306	F
11	La Brea Ave/	ICU	Inglewood	Weekday Post-Event	0.694	В.	0.914	
	Manchester Blvd	100	niglewood	Weekend Pre-Event	0.936	E	1.056	
				Weekday Pre-Event	78.2	E	891	
12	Hillcrest Blvd/	HCM	Inglewood	Weekday Post-Event	10.8	В	95.2	
12	Manchester Blvd	LICIVI	niglewood	Weekend Pre-Event	80.2	F	97.0	
				Weekday Pre-Event	46.4		38.5	**********
13	Spruce Ave/	UCM	Ingloveod		8.3	A	104.8	
13	Manchester Blvd	HCM	Inglewood	Weekday Post-Event				2 F 5 F 4 F 19 F 20 F 10 F 1
				Weekend Pre-Event	51.2	D	44.9	
	Prairie Ave/	11014		Weekday Pre-Event	190.4	F	171.7	
14	Manchester Blvd	HCM	Inglewood	Weekday Post-Event	62.2	E	124.1	
				Weekend Pre-Event	134.8	<u>F</u>	214.5	0000000000000
	Kareem Ct/			Weekday Pre-Event	56.2	E	60.8	
15	Manchester Blvd	HCM	Inglewood	Weekday Post-Event	13.4	В	81.9	
				Weekend Pre-Event	54.4	D	81.2	
	Crenshaw Blvd/			Weekday Pre-Event	1.638	F	1.710	
16	Manchester Blvd	ICU	Inglewood	Weekday Post-Event	1.577	F	2 014	
				Weekend Pre-Event	1.447	F	1.517	
	La Brea Ave/			Weekday Pre-Event	0.614	В	0.679	
17	Hillcrest Blvd	ICU	Inglewood	Weekday Post-Event	0.295	Α	0.444	
				Weekend Pre-Event	0.440	Α	0.502	Α
	Market St/La			Weekday Pre-Event	0.571	Α	0.637	В
18	Brea Ave	ICU	Inglewood	Weekday Post-Event	0.384	Α	0.554	Α
				Weekend Pre-Event	0.493	Α	0.556	
	Prairie Ave/			Weekday Pre-Event	43.5	D	38.5	
19	Kelso St/	HCM	Inglewood	Weekday Post-Event	61.6	E	130.3	F
	Pincay Dr			Weekend Pre-Event	21.9	С	86.8	F
	Karaam Ct/			Weekday Pre-Event	14.9	В	13.6	В
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekday Post-Event	9.3	Α	7.6	Α
				Weekend Pre-Event	11.7	В	11.5	В
	La Cienega			Weekday Pre-Event	78.7	Е	155.2	F
21	Blvd/	HCM	Inglewood	Weekday Post-Event	19.3	В	35.7	D
	Arbor Vitae St			Weekend Pre-Event	32.6	С	137.3	F
	In all and a second			Weekday Pre-Event	123.2	F	136.4	F
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	16.2	В	49.8	D
	Alboi vitae St			Weekend Pre-Event	119.8	F	164.7	F
23		НСМ	Inglewood	Weekday Pre-Event	66.5	E	140.9	F

					(with Forur	Cumulative (with The Forum) No Project		LOS  F F F F F F A B B A F F E B A A A A F F F E B F F F F F F F F F F F F F F F
#	Intersection	Methodology <sup>1,</sup>	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
				Weekday Post-Event	21.2	С	133.1	-
	La Brea Ave/ Arbor Vitae St			Weekend Pre-Event	32.8	С	152.2	F
				Weekday Pre-Event	66.1	Е	75.6	E
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	9.0	Α	257.9	F
	Arbor vitae St			Weekend Pre-Event	37.3	D	116.2	F
				Weekday Pre-Event	153.7	F	160.6	F
25	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	90.9	F	217.2	F
	Arbor Vitae St		_	Weekend Pre-Event	79.4	E	97.1	F
				Weekday Pre-Event	17.4	В	86.4	F
26	La Brea Ave/	HCM	Inglewood	Weekday Post-Event	9.7	Α	9.2	Α
	Hardy St			Weekend Pre-Event	14.1	В	15.1	
				Weekday Pre-Event	10.1	В	17.5	
27	Myrtle Ave/	HCM	Inglewood	Weekday Post-Event	7.4	A	11.0	
	Hardy St	710111	mgiorrood	Weekend Pre-Event	9.6	A	9.4	
				Weekday Pre-Event	53.6	D	~~000000000000000000000000000000000000	0000000000000000
28	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	143.0	F		
20	Hardy St	TION	niglewood	Weekend Pre-Event	23.6	C	254.4 F 26.6 C 106.8 F	***********
				Weekday Pre-Event	17.7	В	110000000000000000000000000000000000000	
29	Crenshaw Blvd/	LICM	lm mlasses ad			F		
29	Hardy St	HCM	Inglewood	Weekday Post-Event	98.1			
		····	×	Weekend Pre-Event	9.6	A	55.6	
				Weekday Pre-Event	0.595	A	0.608	
	Van Ness Ave/	ICU	Inglewood	Weekday Post-Event	0.341	Α	0.402	
30	Hardy St/			Weekend Pre-Event	0.503	Α	0.507	
	96th St		City of Los	Weekday Pre-Event	0.428	Α	0.442	
		CMA	Angeles	Weekday Post-Event	0.157	Α	0.221	
				Weekend Pre-Event	0.330	Α	0.334	0000000000000000
	La Cienega		Inglewood/	Weekday Pre-Event	43.7	D	225.0	F
31	Blvd/ SB 405 On/Off- Ramps (n/o	HCM	City of Los Angeles/	Weekday Post-Event	49.3	D	82.2	
	Century)		Caltrans	Weekend Pre-Event	27.1	С	88.2	F
				Weekday Pre-Event	91.1	F	62.5	Е
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekday Post-Event	29.0	С	99.2	F
				Weekend Pre-Event	13.2	В	12.2	В
				Weekday Pre-Event	28.4	С	179.8	F
33	Concourse Way/	HCM	City of Los	Weekday Post-Event	9.9	Α	88.5	F
	Century Blvd		Angeles	Weekend Pre-Event	15.0	В	17.4	В
	La Cienega		Inglewood/ City of Los	Weekday Pre-Event	76.5	E	249 1	F
34	Blvd/	HCM	Angeles/	Weekday Post-Event	49.1	D	135.5	F
	Century Blvd		County of Los Angeles	Weekend Pre-Event	33.5	С	118.0	F
	NB 405 On/Off-		In also C	Weekday Pre-Event	100.5	F	183.6	F
35	Ramp/	HCM	Inglewood/ Caltrans	Weekday Post-Event	28.0	С	32.0	С
	Century Blvd		Califalis	Weekend Pre-Event	17.1	В	124.9	F
36		HCM	Inglewood	Weekday Pre-Event	37.3	D	62.4	Ε

					Cumulative (with The Forum) No Project			The ) Plus (Major
#	Intersection	Methodology <sup>1,</sup>	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Felton Ave/			Weekday Post-Event	111.0	F	126.8	F
	Century Blvd			Weekend Pre-Event	15.5	В	29.4	С
				Weekday Pre-Event	130.1	F	203.1	F
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	28.1	С	151.1	F
				Weekend Pre-Event	35.7	D	127.0	F
	Fir Ave/			Weekday Pre-Event	167.2	F	194.9	F
38	Firmona Ave/	HCM	Inglewood	Weekday Post-Event	8.3	Α	95.8	F
	Century Blvd			Weekend Pre-Event	10.8	В	144.5	F
	One illa - A			Weekday Pre-Event	81.1	F	113.8	F
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	12.2	В	108.7	F
	Schary Diva			Weekend Pre-Event	10.7	В	73.0	Ε
	Hawthorne Blvd/			Weekday Pre-Event	85.6	F	136.8	F
40	La Brea Blvd/	HCM	Inglewood	Weekday Post-Event	36.5	D	180.6	F
	Century Blvd			Weekend Pre-Event	52.5	D	104.3	F
				Weekday Pre-Event	66.8	Ε	96.2	F
41	Myrtle Ave/	HCM	Inglewood	Weekday Post-Event	7.3	Α	97.5	F
	Century Blvd			Weekend Pre-Event	7.7	Α	14.3	В
				Weekday Pre-Event	23.7	С	39.1	V/C or Delay         Los           1268         F           29.4         C           203.1         F           151.1         F           127.0         F           194.9         F           96.8         F           144.5         F           138         F           108.7         F           136.8         F           104.3         F           96.2         F           97.5         F           14.3         B           39.1         D           119.0         F           11.4         B           169.6         F           188.8         F           147.7         F           82.1         F           147.7         F           82.1         F           109.2         F           135.5         F           75.4         E           119.3         F           105.3         F           136.8         F           193.8         F           192.3         F           144.5
42	Freeman Ave/	HCM	Inglewood	Weekday Post-Event	9.3	Α	119.0	F
	Century Blvd		=	Weekend Pre-Event	9.5	Α		
				Weekday Pre-Event	124.7	F	169.6	F
43	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	96.4	F		F
	Century Blvd		-	Weekend Pre-Event	71.0	E		F
				Weekday Pre-Event	59.0	E	117.5	F
44	Doty Ave/	HCM	Inglewood	Weekday Post-Event	16.4	В	- :::::::::::::::::::::::::::::::::::::	F
	Century Blvd			Weekend Pre-Event	49.4	D		F
				Weekday Pre-Event	71.3	E		F
45	Yukon Ave/	HCM	Inglewood	Weekday Post-Event	16.1	В		F
	Century Blvd		~	Weekend Pre-Event	33.2	C		Ε
				Weekday Pre-Event	91.7	F		
46	Club Dr/	HCM	Inglewood	Weekday Post-Event	16.8	В		
	Century Blvd		ŭ	Weekend Pre-Event	30.7	C		F
	11th Ave/			Weekday Pre-Event	78.7	E		
47	Village Ave/	HCM	Inglewood	Weekday Post-Event	19.4	В		F
	Century Blvd		•	Weekend Pre-Event	42.1	D		
				Weekday Pre-Event	133.8	F		
48	Crenshaw Blvd/	HCM	Inglewood	Weekday Post-Event	68.0	E		
	Century Blvd			Weekend Pre-Event	89.8	F		
				Weekday Pre-Event	30.9	Ċ		
49	5th Ave/	HCM	Inglewood	Weekday Post-Event	12.7	В		
	Century Blvd			Weekend Pre-Event	14.5	В	148.0	F
			Indiana add -	Weekday Pre-Event	0.845	D	0.957	E
	Van Ness Ave/	ICU	Inglewood/Lo s Angeles	Weekday Post-Event	0.603	В	0.844	D
50	Century Blvd	.55	County	Weekend Pre-Event	0.745	С	0.869	D
	•	СМА		Weekday Pre-Event	0.695	В	0.813	D

					Cumulative (with The Forum) No Project		Cumu (with Forum Project Eve	The ) Plus (Major
<del>‡</del>	Intersection	Methodology <sup>1,</sup>	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	The n) Plus : (Major
			City of Los	Weekday Post-Event	0.435	A	0.693	В
			Angeles	Weekend Pre-Event	0.589	Α	0.719	С
				Weekday Pre-Event	0.460	Α	0.575	Α
		ICU	Los Angeles County	Weekday Post-Event	0.437	Α	0.645	В
E 4	Gramercy PI/		County	Weekend Pre-Event	0.437	Α	0.543	Α
51	Century Blvd			Weekday Pre-Event	0.284	Α	0.407	Α
		CMA	City of Los Angeles	Weekday Post-Event	0.259	Α	0.481	Α
			Aligeles	Weekend Pre-Event	0.259	Α	0.371	Α
				Weekday Pre-Event	0.916	E	1.120	F
52	Western Ave/	CMA	City of Los	Weekday Post-Event	0.642	В	0.965	Ε
	Century Blvd		Angeles	Weekend Pre-Event	0.788	С	0.991	Ε
	La Cienega		Inglewood/ Los Angeles	Weekday Pre-Event	26.1	С	147.8	F
53	Blvd/ SB 405 On/Off-	НСМ	County/ Caltrans/City	Weekday Post-Event	12.2	В	12.4	В
	Ramps (s/o Century)		of Los Angeles	Weekend Pre-Event	11.9	В	37.4	D
				Weekday Pre-Event	104.5	F	182.6	F
54	Prairie Ave/102nd St	HCM <sup>3</sup>	Inglewood	Weekday Post-Event	15.5	В	***	F
	7140/102/10 01			Weekend Pre-Event	78.5	Е	69.2	F
		11014 (		Weekday Pre-Event	6.9	Α	7.7	Α
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Post-Event	5.6	Α	9.4	7.7 A 9.4 A
	Ol.			Weekend Pre-Event	7.1	Α	7.9	Α
				Weekday Pre-Event	16.7	С	58.9	
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Post-Event	8.6	Α	***	F
	7 WC/ 10211d Ot			Weekend Pre-Event	13.5	В	21.0	С
	La Cienega		Los Angeles	Weekday Pre-Event	18.8	В	121.0	F
57	Blvd/	HCM	County/City	Weekday Post-Event	7.3	Α	7.1	Α
	104th St		of Los Angeles	Weekend Pre-Event	5.4	Α	25.3	С
			9	Weekday Pre-Event	21.5	С	27.1	С
58	Inglewood Ave/	HCM	Los Angeles	Weekday Post-Event	8.1	A	9.3	
	104th St		County	Weekend Pre-Event	15.1	В	14.7	В
			Inglewood/Lo	Weekday Pre-Event	25.9		91.9	
59	Hawthorne Blvd/	HCM	s Angeles	Weekday Post-Event	16.3	В	101.2	
	104th St		County	Weekend Pre-Event	23.8		82.9	
				Weekday Pre-Event	190.4	F	232.7	
60	Prairie	HCM	Inglewood	Weekday Post-Event	13.0	В	***	
00	Ave/104th St		g.c.v.cca	Weekend Pre-Event	147.6	F	160.6	
				Weekday Pre-Event	76.8	F	140.7	
61	Doty Ave/104th	HCM (unsig.)	Inglewood	Weekday Post-Event	6.9	A	108.8	
- '	St			Weekend Pre-Event	7.7	A	10.2	
				Weekday Pre-Event	24.1		45.5	
62	Yukon	HCM	Inglewood	Weekday Post-Event	9.3	Α	12.5	
02	Ave/104th St	I IOIVI	nigiewood	Weekend Pre-Event	13.6	В	21.3	
	Cranaba Di			Weekday Pre-Event	105.2	F	132.0	
	Crenshaw Blvd/	HCM	Inglewood	vveeruav rie-LVelii	100.2	- 1	100003962220360000	<b>\$</b> 00000

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#	Intersection	Methodology <sup>1,</sup>	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
				Weekend Pre-Event	58.8	E	140.2	F
			Inglewood/Lo	Weekday Pre-Event	0.544	Α	0.562	Α
64	Van Ness Ave/ 104th St	ICU	s Angeles	Weekday Post-Event	0.308	Α	0.334	Α
	104111 31		County	Weekend Pre-Event	0.447	Α	0.460	Α
				Weekday Pre-Event	0.749	С	0.769	С
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles	Weekday Post-Event	0.494	Α	0.686	В
	Letinox biva		County	Weekend Pre-Event	0.660	В	0.676	В
				Weekday Pre-Event	12.4	В	211.8	F
66	Freeman Ave/	HCM	Los Angeles	Weekday Post-Event	7.4	Α	120.4	F
	Lennox Blvd		County	Weekend Pre-Event	10.7	В	178.1	F
				Weekday Pre-Event	47.0	D	803	F
67	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	67.6	E	201.4	F
01	Lennox Blvd	HOW	niglewood	Weekend Pre-Event	38.0	D	56.8	E
				Weekday Pre-Event	128.8	F	166.7	F
68	Prairie	HCM	Inglowood		19.4	В	82.8	F
00	Ave/108th St	HCIVI	Inglewood	Weekday Post-Event				
				Weekend Pre-Event	109.3	F	1183	F
	Yukon			Weekday Pre-Event	10.7	В	12.4	В
69	Ave/108th St	HCM	Inglewood	Weekday Post-Event	6.9	Α	9.3	A
				Weekend Pre-Event	9.6	Α	11.8	В
	Crenshaw Blvd/			Weekday Pre-Event	0.584	Α	0.750	С
70	109th St	ICU	Inglewood	Weekday Post-Event	0.445	Α	0.630	В
				Weekend Pre-Event	0.507	Α	0.675	В
	Hawthorne Blvd/		Hawthorne/L	Weekday Pre-Event	0.752	С	0.811	D
71	111th St	ICU	os Angeles	Weekday Post-Event	0.426	Α	0.599	Α
			County	Weekend Pre-Event	0.622	В	0.699	В
	Б			Weekday Pre-Event	88.5	F	112.5	F
72	Prairie Ave/111th St	HCM	Inglewood	Weekday Post-Event	116.0	F	91.5	F
	Ave/IIIIIot			Weekend Pre-Event	77.7	E	80.3	F
				Weekday Pre-Event	9.9	Α	9.5	А
73	Yukon	HCM	Inglewood	Weekday Post-Event	6.7	Α	8.0	Α
	Ave/111th St		_	Weekend Pre-Event	9.2	Α	9.4	Α
	Hawthorne Blvd/			Weekday Pre-Event	0.748	С	0.860	D
74	WB 105 Off-	ICU	Hawthorne	Weekday Post-Event	0.488	Α	0.661	В
	Ramp			Weekend Pre-Event	0.634	В	0.745	C
	Desirie A/			Weekday Pre-Event	209.9	F	250.0	F
75	Prairie Ave/ 112th St/	HCM	Inglewood/	Weekday Post-Event	56.3	E	59.0	E
	105 On-Ramps		Caltrans	Weekend Pre-Event	161.8	F	2017	F
				Weekday Pre-Event	0.844	 D	0.848	D
76	Hawthorne Blvd/	ICU	Hawthorne	Weekday Post-Event	0.453	A	0.485	A
, 0	Imperial Hwy	100	Hawaioine	Weekend Pre-Event	0.455	В	0.465	В
	Freeman Ave/				70.0	E		F
	EB 105 On-	11024	Inglewood/	Weekday Pre-Event	69.6		1177	E
77	Ramp/	HCM	Caltrans	Weekday Post-Event		E	72.7	
	Imperial Hwy			Weekend Pre-Event	19.2	В	20.3	С
78	Prairie Ave/	HCM	Inglewood/	Weekday Pre-Event	167.9	F	243.0	F
70	Imperial Hwy	I IOW	Hawthorne	Weekday Post-Event	58.3	Е	78.5	Ε

			li pia diadian	(with 1 Forum) Proje ology <sup>1,</sup> Jurisdiction V/C or	Cumulative (with The Forum) No Project		(with Forum Project	The ) Plus (Major
#	Intersection	Methodology <sup>1,</sup>	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
				Weekend Pre-Event	48.5	D	76.8	Е
				Weekday Pre-Event	102.7	F	188.3	F
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	11.5	В	68.1	E
	Imperiarriwy		Tiawthorne	Weekend Pre-Event	14.5	В	971	F
				Weekday Pre-Event	76.6	E	1699	F
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Post-Event	7.5	Α	17.2	В
	imperial riwy			Weekend Pre-Event	10.1	В	27.6	С
				Weekday Pre-Event	0.994	E	1 144	F
81	Crenshaw Blvd/	ICU	Inglewood	Weekday Post-Event	0.622	В	0.880	D
	Imperial Hwy			Weekend Pre-Event	0.916	Е	1 067	F
				Weekday Pre-Event	48.7	D	225.0	F
82	Prairie Ave/118th St	HCM	Hawthorne	Weekday Post-Event	9.9	Α	11.6	В
	Ave/11oill St			Weekend Pre-Event	17.6	В	18.5	В
	Crenshaw Blvd/			Weekday Pre-Event	0.896	D	1.062	F
83	WB 105 Off-	ICU	Hawthorne/	Weekday Post-Event	0.732	С	0.920	Ε
	Ramp/ 118th PI		Caltrans	Weekend Pre-Event	0.878	D	1.050	F
	1100111		······	Weekday Pre-Event	53.2	D	83.6	
84	Prairie	HCM	Hawthorne	Weekday Post-Event	19.3	В	18.8	8 E 3.3 F 1 E 1 F 59.9 F 1 E 1 F 50.0 F 6.6 B 6.7 F 5.6 F 6.8 B 6.1 C 1 E 1 F 6.8 B 6.1 C 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E 1 E
04	Ave/120th St	TION	riawaionie	Weekend Pre-Event	25.4	C	24.1	
				Weekday Pre-Event	0.787	C	0.833	
85	EB 105 On/Off- Ramp/	ICU	Hawthorne	Weekday Post-Event	0.761	С	0.833	
00	120th St	100	Tiawillonie	Weekend Pre-Event	0.882	D	0.929	
				Weekday Pre-Event	0.831	D	0.954	
86	Crenshaw Blvd/	ICU	Hawthorne	Weekday Post-Event	0.897	D	1 341	
00	120th Street	100	Tiawillome	Weekend Pre-Event	0.876	D	1.000	
				Weekday Pre-Event	0.440	Α	0.451	**********
		ICU	Los Angeles	Weekday Post-Event	0.310	Α	0.431	
	La Cienega	100	County	Weekend Pre-Event	0.372	A	0.325	
87	Blvd/			Weekday Pre-Event	0.372	ΑΑ	0.373	
	Lennox Blvd	CMA	City of Los		0.262	A	0.274	
		CMA	Angeles	Weekday Post-Event Weekend Pre-Event	0.119	A	0.139	
					0.166	D	0.191	
88	Inglewood Ave/	ICU	Los Angeles	Weekday Pre-Event Weekday Post-Event	0.464	Α	0.655	
00	Lennox Blvd	100	County					
	Lieller on ed Deule			Weekend Pre-Event	0.704	C	0.717	
0.0	Hollywood Park Casino			Weekday Pre-Event	37.3	D	108.4	
89	Driveway/	HCM	Inglewood	Weekday Post-Event	12.0	В	143.4	
	Century Blvd			Weekend Pre-Event	20.2	С	67.7	
	Prairie Ave/			Weekday Pre-Event	30.9	С	21.4	
90	Buckthorn Street	HCM	Inglewood	Weekday Post-Event	177.1	F	190.6	************
				Weekend Pre-Event	17.7	В	34.7	
				Weekday Pre-Event	1.086	F	1.259	
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekday Post-Event	0.784	С	1 071	
	,			Weekend Pre-Event	0.932	Е	1.102	F
92	Vermont Ave/	ICU	Los Angeles	Weekday Pre-Event	0.872	D	0.970	Ε
32	Century Ave	100	County	Weekday Post-Event	0.650	В	0.842	D

					Cumu (with Forur Pro	The	Cumu (with Forum Project Eve	The ) Plus (Major
#	Intersection	Methodology <sup>1,</sup>	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
				Weekend Pre-Event	0.801	D	0.901	E
			0.1	Weekday Pre-Event	0.797	С	0.911	Ε
		CMA	City of Los Angeles	Weekday Post-Event	0.539	Α	0.762	С
			7 tilgeles	Weekend Pre-Event	0.714	С	0.831	D
			0	Weekday Pre-Event	0.585	Α	0.653	В
93	Hoover St/ Century Ave	CMA	City of Los Angeles	Weekday Post-Event	0.383	Α	0.561	Α
	Century Ave		Angeles	Weekend Pre-Event	0.537	Α	0.619	В
				Weekday Pre-Event	0.791	С	0.865	D
94	Figueroa St/ Century Ave	CMA	City of Los Angeles	Weekday Post-Event	0.496	Α	0.658	В
	Gentury Ave		Aligeles	Weekend Pre-Event	0.706	С	0.793	С
	Grand Ave/			Weekday Pre-Event	0.524	Α	0.638	В
95	110 SB Off-	CMA	City of Los	Weekday Post-Event	0.372	Α	0.494	Α
	Ramp/ Century Ave		Angeles	Weekend Pre-Event	0.449	Α	0.563	Α
	Olive St/			Weekday Pre-Event	0.545	Α	0.574	Α
96	110 NB On-	CMA	City of Los	Weekday Post-Event	0.395	A	0.562	Α
96	Ramp/	CIVIA	Angeles					
	Century Ave			Weekend Pre-Event	0.525	Α	0.553	Α
				Weekday Pre-Event	1.392	F	1.536	F
		ICU	Inglewood	Weekday Post-Event	1.141	F	1 406	F
97	Van Ness Ave/			Weekend Pre-Event	1.198	F	1 340	F
	Manchester Blvd		City of Los	Weekday Pre-Event	1.279	F	1.433	F
		CMA	Angeles	Weekday Post-Event	1.010	F	1.293	F
				Weekend Pre-Event	1.070	F	1.222	F
	Western Ave/		City of Los	Weekday Pre-Event	1.341	F	1 508	F
98	Manchester Blvd	CMA	Angeles	Weekday Post-Event	1.143	F	1.409	F
				Weekend Pre-Event	1.159	F	1 323	F
	Normandie Ave/		City of Los	Weekday Pre-Event	0.891	D	0.983	Е
99	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.759	С	0.896	D
				Weekend Pre-Event	0.739	С	0.823	D
	Vermont Ave/		City of Los	Weekday Pre-Event	1.003	F	1.096	F
100	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.852	D	1 002	F
				Weekend Pre-Event	0.768	С	0.859	D
	Hoover St/		City of Los	Weekday Pre-Event	0.870	D	0.955	E
101	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.752	С	0.889	D
	manonosco biva		7geee	Weekend Pre-Event	0.727	С	0.810	D
	F: 011		0:1	Weekday Pre-Event	1.037	F	1 131	F
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	1.039	F	1 190	F
	.nanonester biva		,geles	Weekend Pre-Event	0.858	D	0.949	Ε
	110 SB On/Off-		0351	Weekday Pre-Event	0.839	D	0.982	Ε
103	Ramps/	CMA	City of Los Angeles	Weekday Post-Event	0.908	Е	1.027	F
	Manchester Blvd		/ ingeles	Weekend Pre-Event	0.596	Α	0.745	С
	110 NB On/Off-			Weekday Pre-Event	0.657	В	0.661	В
104	Ramps/	CMA	City of Los Angeles	Weekday Post-Event	0.819	D	1.151	F
	Manchester Blvd		Allyeles	Weekend Pre-Event	0.634	В	0.639	В
40=	Crenshaw Blvd/			Weekday Pre-Event	1.156	F	1 300	F
105	Pincay Dr	ICU	Inglewood	Weekday Post-Event	0.991	E	1 098	F

					Cumulative (with The Forum) No Project		Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
#	Intersection	Methodology <sup>1,</sup>	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS		
				Weekend Pre-Event	0.922	E	1.057	F		
				Weekday Pre-Event	0.912	E	0.933	Ε		
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Post-Event	0.621	В	0.697	В		
	1 lotelice Ave		Angeles	Weekend Pre-Event	0.796	С	0.816	D		
				Weekday Pre-Event	0.960	Е	0.972	Е		
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Post-Event	0.525	Α	0.573	Α		
	Centinela Ave			Weekend Pre-Event	0.810	D	0.824	D		
				Weekday Pre-Event	1.041	F	1.080	F		
		ICU	Inglewood	Weekday Post-Event	0.674	В	0.684	В		
400	La Cienega			Weekend Pre-Event	1.042	F	1 082	F		
108	Blvd/ Centinela Ave			Weekday Pre-Event	0.995	E	1.040	F		
	Certaineia / tve	CMA	City of Los	Weekday Post-Event	0.569	Α	0.579	Α		
			Angeles	Weekend Pre-Event	0.996	Ε	1.043	F		
				Weekday Pre-Event	0.755	С	0.771	С		
		ICU	Inglewood	Weekday Post-Event	0.491	Α	0.511	Α		
	La Cienega			Weekend Pre-Event	0.691	В	0.707	C		
109	Bl∨d/ La Tijera Bl∨d			Weekday Pre-Event	0.587	Α	0.603	В		
	La Tijera bivo	CMA	City of Los	Weekday Post-Event	0.313	A	0.334	Α		
		•	Angeles	Weekend Pre-Event	0.521	Α	0.538	A		
				Weekday Pre-Event	0.928		0.935	E		
110	La Brea Ave/	ICU	Los Angeles	Weekday Post-Event	0.518	Α	0.518	Α		
1,0	Slauson Ave	100	County	Weekend Pre-Event	0.771	C	0.778			
				Weekday Pre-Event	0.975	E	0.977	E		
111	La Cienega Blvd/	ICU	Los Angeles	Weekday Post-Event	0.651	В	0.671	В		
	Stocker St	100	County	Weekend Pre-Event	0.934	E	0.937	E		
				Weekday Pre-Event	1.151	F	1.158	F		
112	La Brea Ave/ Overhill Drive/	ICU	Los Angeles	Weekday Post-Event	0.589	Α	0.589	Α		
112	Stocker St	100	County	Weekend Pre-Event	0.881		0.887			
				Weekday Pre-Event	1.045	F	1.162	F		
113	Crenshaw Dr/	ICU	Inglewood	Weekday Post-Event	0.614	' B	0.723	C		
110	Manchester Blvd	100	niglewood	Weekend Pre-Event	0.801	D	0.916	E		
	Manchester			Weekday Pre-Event	1.108	F	1.201	F		
444	Blvd/	1011	la alacce e d				50000000000000000	C C		
114	Ash St/l-405 NB	ICU	Inglewood	Weekday Post-Event	0.666	В	0.791			
	Off-Ramp			Weekend Pre-Event	0.929	ΕΕ	1 023	F		
	Century Blvd/			Weekday Pre-Event			N/A	N/A		
115	West Structure	HCM	Inglewood	Weekday Post-Event	Does N	ot Exist	96.8	F		
	Driveway			Weekend Pre-Event			N/A	N/A		
	Prairie Ave/West			Weekday Pre-Event			109.5	F		
116	Structure	HCM	Inglewood	Weekday Post-Event	Does N	ot Exist	N/A	N/A		
	Driveway			Weekend Pre-Event			58.7	E		

NOTES:
Shaded cells represent significant impacts.

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

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.

					Cumu (with Forur Pro	The n) No	Cumu (with Forum Project Eve	The ) Plus (Major
#	Intersection	Methodology <sup>1,</sup>	Jurisdiction	Peak Hour	V/C or Delay	Los	V/C or Delay	LOS

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.

SOURCE: Fehr & Peers, 2019.

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

	Freeway/		Cammant			tive No ect	Cumulative P Project	
#	Direction	Component	Туре	Peak Hour	Density <sup>1</sup>	LOS 1	Density <sup>1</sup>	LOS 1
		Off-Ramp at		Weekday Pre-Event	26.15	С	27.07	С
1	I-405 Northbound	Imperial	Diverge	Weekday Post-Event	21.36	С	21.74	С
	Nottribourid	Highway		Weekend Pre-Event	25.56	С	26.64	С
				Weekday Pre-Event	22.14	С	23.81	С
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday Post-Event	16.72	В	17.05	В
	Nontinbound			Weekend Pre-Event	21.99	С	23.57	С
		C/D Off-Ramp		Weekday Pre-Event	20.87	С	24.45	C
3	I-405 Northbound	to Imperial Highway On-	Basic	Weekday Post-Event	13.48	В	13.76	В
	Northbound	Ramp		Weekend Pre-Event	19.02	С	21.32	С
		Imperial		Weekday Pre-Event	14.97	В	17.29	В
4	I-405 Northbound	Highway	Merge	Weekday Post-Event	9.43	A	9.62	Α
	Notabould	EB On-Ramp		Weekend Pre-Event	13.15	В	14.68	В
	I-405 Northbound	Imperial		Weekday Pre-Event	19.80	В	21.83	С
5		Highway	Merge	Weekday Post-Event	14.12	В	14.28	В
	Nottribourid	WB On-Ramp		Weekend Pre-Event	17.73	В	19.07	В
				Weekday Pre-Event	16.42	В	18.74	C
6	1-405 Northbound	Century Blvd Off-Ramp	Diverge	Weekday Post-Event	10.29	Α	10.47	Α
	Northbound	On Rump		Weekend Pre-Event	14.26	В	15.79	В
		Century Blvd		Weekday Pre-Event	14.12	В	14.50	В
7	I-405 Northbound	Off-Ramp to Century Blvd	Basic	Weekday Post-Event	6.24	Α	6.28	Α
	Nottribourid	On-Ramp		Weekend Pre-Event	12.76	В	12.91	В
				Weekday Pre-Event	20.74	С	21.14	С
8	I-405 Northbound	Century Blvd On-Ramp	Merge	Weekday Post-Event	13.20	В	13.66	В
	Notthbound	Oll-Kallip		Weekend Pre-Event	18.83	С	19.00	С
		Century Blvd		Weekday Pre-Event	21.36	С	21.83	С
9	I-405 Northbound	WB On-Ramp to I-405 Mainline	Weave	Weekday Post-Event	22.37	С		F
	Nottribound	C/D Off-ramp		Weekend Pre-Event	19.23	В	19.57	В
		·		Weekday Pre-Event	-	F		F
10	I-405	I-405 Mainline	Merge	Weekday Post-Event		F		F
	Northbound	C/D On-Ramp Me	9	Weekend Pre-Event		F	-	F

<sup>\*\*\*</sup> 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.

	Freeway/		Segment		Cumulat Proj		Cumulativ Proje	
#	Direction	Component	Type	Peak Hour	Density <sup>1</sup>	LOS 1	Density <sup>1</sup>	LOS 1
		I-405 Mainline		Weekday Pre-Event	34.50	D	34.93	D
11	I-405 Northbound	C/D On-Ramp to Manchester	Basic	Weekday Post-Event	24.01	С	26.84	D
	Notthbound	Blvd.		Weekend Pre-Event	28.03	D	28.24	D
		Manchester		Weekday Pre-Event	37.93	Ε	38.34	Ε
12	I-405 Northbound	Blvd. On-Ramp	Weave	Weekday Post-Event	27.93	С	37.09	Е
	Nottribound	to La Tijera Blvd Off-Ramp		Weekend Pre-Event	31.73	D	31.99	D
		La Tijera Blvd		Weekday Pre-Event		F		F
13	1-405	On-Ramp to Florence Ave	Wea ve	Weekday Post-Event	18.03	В	18.73	В
13	Southbound	Off-Ramp	••	Weekend Pre-Event	-	F		F
		Florence Ave		Weekday Pre-Event		F		F
14	I-405	Off-Ramp to La	Basic	Weekday Post-Event	18.40	С	18.41	С
	Southbound	Cienega Blvd On-Ramp		Weekend Pre-Event	-	F		F
		La Cienega		Weekday Pre-Event	<u>-</u>	F		F
15	I-405	Blvd On-Ramp	Weave	Weekday Post-Event	24.39	. С	24.40	С
-	Southbound	to C/D Off- Ramp		Weekend Pre-Event	-	F		F
		La Cienega		Weekday Pre-Event	18.30	. С	21.54	С
16	I-405	Blvd Off-Ramp	Diverge	Weekday Post-Event	12.39	В	12.40	В
	Southbound	(n/o Century Blvd.)		Weekend Pre-Event	16.73	В	20.39	С
		La Cienega		Weekday Pre-Event	6.81	Α	8.86	Α
	I-405	Blvd Off-Ramp		Weekday Post-Event	4.62	Α	4.64	Α
17	Southbound	to On-Ramp (n/o Century Blvd)	Basic	Weekend Pre-Event	7.57	Α	10.08	Α
		La Cienega		Weekday Pre-Event	10.23	В	12.34	В
		Blvd On-Ramp		Weekday Post-Event	9.92	Α	14.07	В
18	I-405 Southbound	(n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekend Pre-Event	10.00	A	12.41	В
		La Cienega		Weekday Pre-Event	8.99	Α	9.28	Α
		Blvd On-Ramp (s/o Century		Weekday Post-Event	13.15	В	19.16	В
19	I-405 Southbound	Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekend Pre-Event	10.54	В	11.55	В
		La Cienega		Weekday Pre-Event	9.90	Α	10.17	Α
	I-405	Blvd Off-Ramp (n/o Imperial		Weekday Post-Event	16.08	В	22.57	С
20	Southbound	Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekend Pre-Event	12.84	В	13.10	В
		1.405.44-1-0		Weekday Pre-Event	13.11	В	13.22	В
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Post-Event	19.02	С	21.52	С
				Weekend Pre-Event	19.90	С	20.00	С
	I-405	La Cienega Blvd On-Ramp		Weekday Pre-Event	-	F <sup>2</sup>	40.70	F?
22	Southbound	(n/o Imperial	Merge	Weekday Post-Event	15.21	В	16.72	В
		Hwy)		Weekend Pre-Event	15.86	В	15.96	В
23	I-405	La Cienega	Merge	Weekday Pre-Event	-	F 2	46.00	F
	Southbound	Blvd s/o	·····	Weekday Post-Event	17.22	В	19.20	В

	Freeway/		Sagman*		Cumulat Proj		Cumulati Proje	
#	Direction	Component	Segment Type	Peak Hour	Density <sup>1</sup>	LOS 1	Density <sup>1</sup>	LOS
		Imperial Hwy (On-ramp)		Weekend Pre-Event	15.95	В	16.04	В
				Weekday Pre-Event	18.68	С	19.37	С
24	I-105 Eastbound	I-405 SB On- Ramp	Merge	Weekday Post-Event	18.50	С	19.64	С
	Eastbound	Ramp		Weekend Pre-Event	18.66	С	20.17	С
				Weekday Pre-Event	-	F <sup>2</sup>		F?
25	I-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekday Post-Event	25.01	_ C	26.42	С
	Lastboaria	Ramp		Weekend Pre-Event	26.25	С	29.04	D
		Prairie Ave Off-		Weekday Pre-Event	16.12	. В	16.69	В
26	I-105	Ramp to	Basic	Weekday Post-Event	15.78	В	17.00	В
	Eastbound	Imperial Hwy On-Ramp		Weekend Pre-Event	13.13	В	13.73	В
		Imperial Hwy		Weekday Pre-Event		F 2		F
27	I-105	On-Ramp to	Weave	Weekday Post-Event	26.50	c		E
2.1	Eastbound	120th St Off-	vicave	Weekend Pre-Event		F 2		F.
		Ramp		Weekday Pre-Event		F 2		F 2
28	I-105	120th St Off- Ramp to 120th	Basic	Weekday Post-Event	22.37	C	31.54	D
20	Eastbound	St On-Ramp	Dasic	Weekend Pre-Event	ZZ.31	F 2	31.04	F
				Weekday Pre-Event	18.70	C	19.62	C
20	I-105	120th St On-	Maraa		20.55	C	30.58	D
29	Eastbound	Ramp	Merge	Weekday Post-Event		. в		. В
				Weekend Pre-Event	15.97		16.96	
00	I-105	NB Crenshaw		Weekday Pre-Event	25.36	C	26.11	. C
30	Eastbound	Blvd On-Ramp	Merge	Weekday Post-Event	25.36		32.34	D
		D.t		Weekend Pre-Event	22.89	C	23.70	C
	I-105	Between Van Ness Ave and		Weekday Pre-Event	22.03	С	22.97	C D
31	Eastbound	Normandie Ave	Basic	Weekday Post-Event	23.10		34.76	
		Overcrossings		Weekend Pre-Event	19.15	С	20.16	С
	I-105	Vermont Ave		Weekday Pre-Event	24.47	С	31.94	D
32	Westbound	On-Ramp	Merge	Weekday Post-Event	18.04	В	18.53	В
				Weekend Pre-Event	24.14	С	32.37	D
		Between		Weekday Pre-Event	27.18	D	43 77	Ε
33	I-105	Normandie Ave and Van Ness	Basic	Weekday Post-Event	18.62	С	19.24	С
	Westbound	Ave Overcrossings	240.0	Weekend Pre-Event	24.47	С	40.44	Е
				Weekday Pre-Event	27.18	D	43.77	Ε
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday Post-Event	18.62	C	19.24	С
	vvestbound	Oil-Railip	_	Weekend Pre-Event	24.47	С	40.44	Ε
		Crenshaw Blvd		Weekday Pre-Event	25.53	С	37.45	Ε
35	I-105	Off-Ramp to	Basic	Weekday Post-Event	18.24	С	18.63	С
	Westbound	Crenshaw Blvd Loop On-Ramp		Weekend Pre-Event	22.76	С	35.29	Ε
				Weekday Pre-Event	22.28	 C	29.18	D
36	I-105	Crenshaw Blvd NB Loop On-	Merge	Weekday Post-Event	15.05	В	15.50	В
50	Westbound	Ramp	Merge	Weekend Pre-Event	19.15	C	26.53	D
				Weekday Pre-Event	20.12	C	26.53	С
37	I-105	SB Crenshaw	Merge	Weekday Post-Event	14.69	В	15.17	В
31	Westbound	Blvd On-Ramp	werge	Weekend Pre-Event	18.27	. В. В	23.88	. B.
				Weekday Pre-Event	29.85	D	23.66 40.43	E
38	I-105	Prairie/Hawthor	Divorgo	Weekday Post-Event	29.85 19.83	C	20.35	C
೨೦	Westbound	ne Ave Off- Ramp	Diverge	vveekuay rusi-Event	19.00	U	20.33	E

	Freeway/		Segment		Cumulat Proj			Cumulative Plus Project	
#	Direction	Component	Type	Peak Hour	Density <sup>1</sup>	LOS 1	Density <sup>1</sup>	LOS	
		Prairie/Hawthor		Weekday Pre-Event	26.11	D	28.82	D	
00	I-105	ne Ave Off-	D :-	Weekday Post-Event	19.65	. С	20.11	. C	
39	Westbound	Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre-Event	25.44	С	27.75	D	
		Imperial Hwy		Weekday Pre-Event	-	. F		F	
40	I-105 Westbound	On-Ramp to	Weave	Weekday Post-Event	-	F		F	
	vvestbound	I-405 Off-Ramp		Weekend Pre-Event	-	F		F	
				Weekday Pre-Event	22.88	С	23.01	С	
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday Post-Event	18.94	С	20.59	С	
	Northbound			Weekend Pre-Event	23.39	С	23.59	. C	
		101st St On-		Weekday Pre-Event	30.08	D	30.30	D	
42	I-110	Ramp to n/o	Basic	Weekday Post-Event	23.96	. С	26.35	. D	
	Northbound	Century Blvd On-Ramp	200.0	Weekend Pre-Event	30.96	D	31.32	D	
		Century Blvd		Weekday Pre-Event	32.03	. D	32.69	. D	
	I-110	On-Ramp to				С			
43	Northbound	Manchester	Weave	Weekday Post-Event	27.44		33.50	. D.	
		Blvd Off-Ramp		Weekend Pre-Event	32.76	D	33.54	D	
		Manchester		Weekday Pre-Event	25.79	., С	26.25	. D	
44	I-110	Blvd Off-Ramp to	Basic	Weekday Post-Event	21.36	С	25.50	С	
	Northbound	EB Manchester Blvd On-Ramp	Dasio	Weekend Pre-Event	26.81	D	27.41	D	
				Weekday Pre-Event	27.86	С	28.51	D	
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday Post-Event	30.53	D		F	
	Notaribodina	biva On-Itamp		Weekend Pre-Event	27.36	С	28.11	D	
		WB Manchester		Weekday Pre-Event	29.41	D	30.06	D	
46	I-110	Blvd On-Ramp	Weave	Weekday Post-Event	28.78	D	35.84	Ε	
	Northbound	to 76th St Off- Ramp		Weekend Pre-Event	30.38	D	31.17	D	
		76th St On-		Weekday Pre-Event	25.26	. С	30.32	. D	
47	I-110	Ramp to	Weave	Weekday Post-Event	25.21	С	25.67	С	
•	Southbound	Manchester	vvcave	Weekend Pre-Event	28.32	D	33.95	D	
		Blvd Off-Ramp			20.29			C	
		Manchester Blvd Off-Ramp		Weekday Pre-Event		C	23.50		
48	I-110 Southbound	to	Basic	Weekday Post-Event	22.42	С	22.57	С	
		WB Manchester Blvd On-Ramp		Weekend Pre-Event	23.70	С.	28.60	D	
	I-110	WB Manchester		Weekday Pre-Event	22.07	С	24.61	С	
49	Southbound	Blvd On-Ramp	Merge	Weekday Post-Event	23.09	С	23.21	, C	
				Weekend Pre-Event	25.04	С	28.35	D	
	L110	ER Manahastar		Weekday Pre-Event	24.60	С	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	С	27.10	D	
	1.440	O t Dt!		Weekday Pre-Event	31.44	D	35.61	Ε	
51	I-110 Southbound	Century Blvd Off-Ramp	Diverge	Weekday Post-Event	32.14	D	32.41	D	
	Journound	On Rump		Weekend Pre-Event	30.33	D	35.11	Ε	
		Century Blvd		Weekday Pre-Event	17.71	В	18.89	С	
52	I-110	Off-Ramp to	Basic	Weekday Post-Event	19.78	С	19.79	С	
	Southbound	Imperial Hwy Off-Ramp		Weekend Pre-Event	16.71	В	18.59	С	
	I-110	Imperial Hwy		Weekday Pre-Event	24.95	С	24.40	C	
53	Southbound	Off-Ramp	Diverge	Weekday Post-Event	20.20	C	20.22	C	

	Freeway/		Segment		ive No ect	Cumulative Plus Project		
#	Direction	Component	Type	Peak Hour	Density <sup>1</sup>	LOS 1	Density <sup>1</sup>	LOS 1
				Weekend Pre-Event	21.89	С	24.17	С

SOURCE: Fehr & Peers, 2019.

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

			ative (with ct Pre-Ev				tive (with ct Pre-Eve		
	<b>B</b>		rcentile e (ft.) <sup>3</sup>	Exc Avai	eue eeds ilable age <sup>4</sup>		95th Percentile Queue (ft.) <sup>3</sup>		eue eeds lable age <sup>4</sup>
Off-Ramp <sup>1</sup>	Ramp Capacity Threshold <sup>2</sup>	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 EBWB 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:

<sup>1</sup> 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.

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 termin 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 ruleues across all turn lanes on the off-ramp.

of 95th percentile queue's across all turn lanes on the off-ramp.

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

# 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	Intersection Methodology	/ Jurisdiction Peak Hour	Peak Hour	Cumulative (Football Game at NFL Stadium) No Project			
					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	С	0.758	С
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	6.7	Α	72.0	E
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	32.4	С	32.9	С
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	27.1	С	87.4	F
	West Blvd/	ICU	Inglewood	Weekend Pre-Event	0.947	Е	0.983	E
6	Florence Ave	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	Α	86.5	F
8	Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekend Pre-Event	5.0	Α	91.5	F
9	Prairie Avel E Regent Street	нсм	Inglewood	Weekend Pre-Event	8.4	Α	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

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#	Intersection	Methodology	Jurisdiction	Peak Hour	Cumu (Foo Game : Stadiu Pro	tball at NFL m) No	Cumu (Foo Game : Stadiur Project Eve	tball at NFL n) Plus
					V/C or Delay	LOS	V/C or Delay	LOS
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	14.1	В	69.4	E
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	12.6	В	52.7	D
14	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	126.2	F	163.5	F
15	Kareem Ct/ Manchester Blvd	НСМ	Inglewood	Weekend Pre-Event	29.2	С	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	Α	0.479	А
18	Market St/La Brea Ave	ICU	Inglewood	Weekend Pre-Event	0.466	Α	0.513	Α
19	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Inglewood Weekend Pre-Event		С	155.0	F
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	9.6	Α	63.3	E
21	La Cienega Blvd/ Arbor Vitae St	НСМ	Inglewood	Weekend Pre-Event	28.7	С	115.1	F
22	Inglewood Ave/ Arbor Vitae St	НСМ	Inglewood	Weekend Pre-Event	48.0	D	115.8	F
23	La Brea Ave/ Arbor Vitae St	НСМ	Inglewood	Weekend Pre-Event	29.2	С	186.9	F
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	10.5	В	189.5	F
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	24.9	С	110.8	F
26	La Brea Ave/ Hardy St	НСМ	Inglewood	Weekend Pre-Event	14.1	В	167.6	F
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	9.8	Α	207.7	F
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	25.8	С	163.6	F
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekend Pre-Event	9.0	Α	95.3	F
30	Van Ness Ave/ Hardy St/	ICU	Inglewood	Weekend Pre-Event	0.507	Α	0.512	Α
JU	96th St	CMA	City of Los Angeles	Weekend Pre-Event	0.334	Α	0.339	Α
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	5 On/Off- HCM City of Los Angeles/ (n/o Caltrans		29.5	С	283.4	F	
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekend Pre-Event	10.6	В	39.8	D

B C	V/C or Delay	LOS
		F
С		
	2138	F
В	218.6	F
В	180.2	F
D	***	F
В	298.2	F
Α	195.5	F
D	229.6	F
В	162.6	F
В	48.8	D
F	181.9	F
Е	103.5	F
E	147.1	F
Е	151.7	F
E	123.6	F
F	227.3	F
В	157.1	F
С	0.886	D
В	0.738	С
Α	0.526	А
Α	0.354	Α
С	0.971	E
	B B A D B B F E E C B A A A	B 180.2 D *** B 298.2 A 195.5 D 229.6 B 162.8 B 48.8 F 181.9 E 103.5 E 147.1 E 151.7 E 123.8 F 227.3 B 167.1 C 0.886 B 0.738 A 0.526 A 0.354

#	Intersection	Methodology	Jurisdiction 1	Peak Hour	Cumu (Foo Game : Stadiu Pro	tball at NFL m) No	Cumulative (Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
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	В	168.7	F
54	Prairie Ave/102nd St	HCM <sup>3</sup>	Inglewood	Weekend Pre-Event	19.2	В	87.7	F
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	7.2	Α	6.5	Α
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	15.9	С	162.3	F
57	La Cienega Blvd/ 104th St	HCM	Los Angeles County/City of Los Angeles	Weekend Pre-Event	6.1	А	116.1	F
58	Inglewood Ave/ 104th St	HCM	Los Angeles County	Weekend Pre-Event	14.9	В	169.8	F
59	Hawthorne Blvd/ 104th St	HCM	Inglewood/ Los Angeles County	Weekend Pre-Event	23.0	С	2227	F
60	Prairie Ave/104th St	HCM	Inglewood	Weekend Pre-Event	34.7	С	203.2	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekend Pre-Event	7.9	Α	338.4	F
62	Yukon Ave/104th St	HCM	Inglewood	Weekend Pre-Event	14.3	В	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 County	Weekend Pre-Event	0.447	Α	0.459	Α
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.713	С	0.722	С
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekend Pre-Event	58.2	E	158.2	F
67	Prairie Ave/ Lennox Blvd	НСМ	Inglewood	Weekend Pre-Event	115.0	F	56.4	Е
68	Prairie Ave/108th St	HCM	Inglewood	Weekend Pre-Event	25.2	С	117.6	F
69	Yukon Ave/108th St	НСМ	Inglewood	Weekend Pre-Event	10.1	В	63.8	E
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekend Pre-Event	0.550	Α	0.597	Α
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekend Pre-Event	0.628	В	0.640	В
72	Prairie Ave/111th St	НСМ	Inglewood	Weekend Pre-Event	119.6	F	60.2	E
73	Yukon Ave/111th St	HCM	Inglewood	Weekend Pre-Event	9.1	Α	17.7	В
74	Hawthorne Blvd/	ICU	Hawthorne	Weekend Pre-Event	0.636	В	0.675	В

#	Intersection	Methodology	Jurisdiction	Peak Hour	Game Stadiu	tball	Cumu (Foo Game a Stadiun Project Eve	tball at NFL n) Plus (Major
					V/C or Delay	LOS	V/C or Delay	LOS
	WB 105 Off- Ramp			***************************************	Delay		Delay	
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	В	0.664	В
77	Freeman Ave/ EB 105 On- Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekend Pre-Event	20.9	С	21.0	С
78	Prairie Ave/ Imperial Hwy	НСМ	Inglewood/ Hawthorne	Weekend Pre-Event	45.1	D	59.7	E
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	14.0	В	17.6	В
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekend Pre-Event	9.9	Α	9.4	Α
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekend Pre-Event	0.913	Ε	1.027	F
82	Prairie Ave/118th St	HCM	Hawthorne	Weekend Pre-Event	16.7	В	17.8	В
83	Crenshaw Blvd/ WB 105 Off- Ramp/ 118th Pl	ICU	Hawthorne/ Caltrans	Weekend Pre-Event	0.904	Ε	1.037	F
84	Prairie Ave/120th St	HCM	Hawthorne	Weekend Pre-Event	24.9	С	26.2	С
85	EB 105 On/Off- Ramp/ 120th St	ICU	Hawthorne	Weekend Pre-Event	0.927	E	0.947	E
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekend Pre-Event	1.014	F	1 040	F
87	La Cienega Blvd/	ICU	Los Angeles County	Weekend Pre-Event	0.418	Α	0.418	Α
	Lennox Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.237	Α	0.237	Α
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.720	С	0.734	С
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	Α	152.7	F
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekend Pre-Event	0.913	E	1 076	F
92	Vermont Ave/	ICU	Los Angeles County	Weekend Pre-Event	0.806	D	0.884	D
3Z	Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.720	С	0.812	D
93	Hoover St/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.536	Α	0.625	В

#	Intersection	Methodology	Jurisdiction	Peak Hour	Cumu (Foo Game Stadiu Pro	tball at NFL	Cumu (Foo Game : Stadiur Project Eve	tball at NFL n) Plu: :(Majo
					V/C or Delay	LOS	V/C or Delay	LOS
94	Figueroa St/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.680	В	0.799	С
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.438	Α	0.560	Α
96	Olive St/ 110 NB On- Ramp/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.527	Α	0.560	А
	Van Ness Ave/	ICU	Inglewood	Weekend Pre-Event	1.163	F	1.183	F
97	Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	1.034	F	1.055	F
98	Western Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	1.121	F	1 141	F
99	Normandie Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.668	В	0.716	С
100	Vermont Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.696	В	0.734	С
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.617	В	0.697	В
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.760	С	0.826	D
103	110 SB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.518	Α	0.592	Α
104	110 NB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.609	В	0.625	В
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekend Pre-Event	0.912	E	1.048	F
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.785	С	0.818	D
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	0.783	С	0.806	D
400	La Cienega	ICU	Inglewood	Weekend Pre-Event	1.000	Е	1.028	F
108	Blvd/ Centinela Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.947	Е	0.979	E
109	La Cienega	ICU	Inglewood	Weekend Pre-Event	0.676	В	0.687	В
109	Blvd/ La Tijera Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.505	Α	0.517	Α
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.755	С	0.770	С
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.935	Е	0.938	Е

#	Intersection	Intersection Methodology Jurisdiction	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
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	Α	0.644	В
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 N	lot Exist	N/A	N/A
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does N	lot Exist	77 1	E

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	Cumulat Proje		lo Cumulative Plu Project	
	Direction		туре		Density <sup>1</sup>	LOS 1	Density <sup>1</sup>	LOS 1
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekend Pre- Event	24.76	С	26.82	С
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekend Pre- Event	21.11	С	22.64	С

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Shaded cells represent significant impacts.

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

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.

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.

<sup>\*\*\*</sup> 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.

#	Freewayl	Component	Segment	Peak Hour	Cumulat Proje		Cumulati Proje	
	Direction		Type		Density <sup>1</sup>	LOS 1	Density <sup>1</sup>	LOS 1
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekend Pre- Event	17.10	В	19.38	С
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekend Pre- Event	11.87	В	13.39	В
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekend Pre- Event	16.61	В	17.94	В
6	I-405 Northbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	12.98	В	14.50	В
7	I-405 Northbound	Century Blvd Off- Ramp to Century Blvd On-Ramp	Basic	Weekend Pre- Event	11.59	В	11.70	В
8	I-405 Northbound	Century Blvd On- Ramp	Merge	Weekend Pre- Event	17.70	В	17.81	В
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekend Pre- Event	19.02	В	19.48	В
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 Bl∨d.	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	В	19.27	С
17	I-405 Southbound	La Cienega Blvd Off- Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekend Pre- Event	7.32	Α	10.53	Α
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 <sup>2</sup>	-	F <sup>2</sup>
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 <sup>2</sup>	-	F <sup>2</sup>
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	В	13.64	В
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	20.03	С	20.21	С

#	Freeway/	Component	Segment	Peak Hour	Cumulat Proj		Cumulative Plus Project		
	Direction	•	Type		Density <sup>1</sup>	LOS 1	Density <sup>1</sup>	LOS	
22	I-405 Southbound	La Cienega Blvd On- Ramp (n/o Imperial Hwy)	Merge	Weekend Pre- Event	16.55	В	16.69	В	
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On- ramp)	Merge	Weekend Pre- Event	16.25	В	16.39	В	
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekend Pre- Event	18.59	С	19.47	С	
25	I-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekend Pre- Event	26.17	С	27.92	С	
26	I-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre- Event	13.06	В	13.25	В	
27	I-105 Eastbound	Imperial Hwy On- Ramp to 120th St Off-Ramp	Weave	Weekend Pre- Event	_	F <sup>2</sup>		F?	
28	I-105 Eastbound	120th St Off-Ramp to 120th St On- Ramp	Basic	Weekend Pre- Event	-	F <sup>2</sup>	-	F <sup>2</sup>	
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekend Pre- Event	17.48	В	17.77	В	
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	24.12	С	24.34	С	
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekend Pre- Event	20.68	С	20.97	С	
32	I-105 Westbound	Vermont Ave On- Ramp	Merge	Weekend Pre- Event	22.45	С	26.67	С	
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekend Pre- Event	22.25	С	28.24	D	
34	I-105 Westbound	Crenshaw Blvd Off- Ramp	Diverge	Weekend Pre- Event	22.25	С	28.24	D	
35	I-105 Westbound	Crenshaw Blvd Off- Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekend Pre- Event	20.42	С	24.44	С	
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekend Pre- Event	17.41	В	20.36	С	
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	16.87	В	19.23	В	
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	С	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	С	23.54	С	
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	

#	Freeway/	Component	Segment	Peak Hour	Cumulat Proje		Cumulati Proje	
	Direction	•	Type		Density <sup>1</sup>	LOS 1	Density <sup>1</sup>	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	27.97	С	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	С	29.93	D
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekend Pre- Event	23.13	С	25.71	С
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	24.61	С	26.49	С
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	22.95	С	24.97	С
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	В	17.06	В
53	I-110 Southbound	Imperial Hwy Off- Ramp	Diverge	Weekend Pre- Event	21.74	С	22.31	С

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

		Cumulative (N Project P Condi	re-Event <sup>*</sup>	Cumulative Game) Plus I Event Co	Project Pre-	
	Ramp	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>	
Off-Ramp <sup>1</sup>	Capacity Threshold <sup>2</sup>	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	

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.

		Cumulative (N Project P Condi	re-Event	Cumulative Game) Plus I Event Co	Project Pre-
	Ramp	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>
Off-Ramp <sup>1</sup>	Capacity Threshold <sup>2</sup>	Weekend	Weekend	Weekend	Weekend
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

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. 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 (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.

<sup>&</sup>lt;sup>1</sup> Auxiliary lanes are present at each of these off-ramps.
<sup>2</sup> Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp reminus 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.

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.

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

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

							sted le (with le NFL lium t) No ject	Event) Project	ne (with ze NFL dium t) Plus	
#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS		
1	La Cienega Blvd/	ICU	Inglewood	Weekday Pre-Event	1.265	F	1,308	F		
	Florence Ave			Weekday Post-Event	0.811	D	0.918	Ε		
2	La Brea Ave/	ICU	Inglewood	Weekday Pre-Event	0.929	E	0.932	E		
	Florence Ave			Weekday Post-Event	0.465	Α	0.522	Α		
3	Hillcrest Blvd/	HCM	Inglewood	Weekday Pre-Event	137.4	F	151.8	F		
	Florence Ave			Weekday Post-Event	4.5	Α	5.3	Α		
4	Centinela Ave/	HCM	Inglewood	Weekday Pre-Event	94.4	F	98.6	F		
	Florence Ave			Weekday Post-Event	26.6	С	26.6	С		
5	Prairie Ave/	НСМ	Inglewood	Weekday Pre-Event	103.3	F	117.4	F		
	Florence Ave		m.g.c.mocu	Weekday Post-Event	16.0	В	16.0	В		
		ICU	Inglewood	Weekday Pre-Event	1.180	F	1.222	F		
6	West Blvd/	100		Weekday Post-Event	0.692	В	0.741	С		
•	Florence Ave	CMA	City of Los	Weekday Pre-Event	1.053	F	1.096	F		
		OWIA	Angeles	Weekday Post-Event	0.531	Α	0.585	Α		
7	Prairie Ave/	HCM	Inglewood	Weekday Pre-Event	99.6	F	118.9	F		
	Grace Ave	HOM	inglewood	Weekday Post-Event	41.5	D	24.0	С		
	Prairie Ave/			Weekday Pre-Event	96.9	F	119.9	F		
8	East Carondelet Way	HCM	Inglewood	Weekday Post-Event	13.4	В	78.7	Ε		
9	Prairie Ave/	НСМ	Inglewood	Weekday Pre-Event	73.2	Е	99.9	F		
3	E Regent Street	TIOM		Weekday Post-Event	28.7	С	79.9	E		
10	La Cienega Blvd/	ICU	Inglewood	Weekday Pre-Event	1.306	F	1.364	F		
10	Manchester Blvd	100	iligiewood	Weekday Post-Event	0.739	С	0.861	D		
11	La Brea Ave/	ICU	Indlawood	Weekday Pre-Event	1.085	F	1.161	F		
11	Manchester Blvd	100	Inglewood	Weekday Post-Event	0.860	D	0.951	Ε		
40	Hillcrest Blvd/	LIOM	In also and	Weekday Pre-Event	90.4	F	128.4	F		
12	Manchester Blvd	HCM	Inglewood	Weekday Post-Event	68.9	E	97.4	F		
	Spruce Ave/			Weekday Pre-Event	62.6	Е	94.9	r		
13	Manchester Blvd	HCM	Inglewood	Weekday Post-Event	88.8	F	128.2	F		
	Prairie Ave/			Weekday Pre-Event	196.9	F	211.9	F		
14	Manchester Blvd	HCM	Inglewood	Weekday Post-Event	190.9	F	182.1	F		
	Kareem Ct/			Weekday Pre-Event	68.3	E	82.6	F		
15	Manchester Blvd	HCM	Inglewood	Weekday Post-Event	72.6	E	58.2	E		
	Crenshaw Blvd/			Weekday Pre-Event	1.589	F	1.622	F		
16	Manchester Blvd	ICU	Inglewood	Weekday Post-Event	1.049	F	1.236	F		
	La Brea Ave/			Weekday Pre-Event	0.615	В	0.639	В		
17	Hillcrest Blvd	ICU	Inglewood	Weekday Post-Event	0.285	Α	0.417	Α		
	Market St/La			Weekday Pre-Event	0.537	Α	0.606	В		
18	Brea Ave	ICU	Inglewood	Weekday Post-Event	0.304	A	0.442	A		
	Prairie Ave/			Weekday Pre-Event	145.9	F	189.7	F		
19	Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Post-Event	198.4	 F	***	F		

					Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	17.0 10.1	B B	126.5 119.7	F
21	La Cienega Blvd/ Arbor Vitae St	НСМ	Inglewood	Weekday Pre-Event Weekday Post-Event	60.9 16.9	E B	107.9 17.9	<b>F</b> B
22	Inglewood Ave/ Arbor Vitae St	НСМ	Inglewood	Weekday Pre-Event Weekday Post-Event	62.1 66.6	E E	105.2 31.8	F C
23	La Brea Ave/ Arbor Vitae St	НСМ	Inglewood	Weekday Pre-Event Weekday Post-Event	29.9 47.6	C D	193.6 54.9	F D
24	Myrtle Ave/ Arbor Vitae St	НСМ	Inglewood	Weekday Pre-Event	11.2	В	235.2	F
25	Prairie Ave/ Arbor Vitae St	НСМ	Inglewood	Weekday Post-Event Weekday Pre-Event	121.7 47.8	F D	188.2 151.6	F
26	La Brea Ave/ Hardy St	НСМ	Inglewood	Weekday Pre-Event	225.8 30.5	F C	165.6	F
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekday Post-Event	9.4 59.9	E .	9.4 33.6	C
28	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	6.8 30.9	A C	7.2 92.0	A F
29	Hardy St  Crenshaw Blvd/	НСМ	Inglewood	Weekday Post-Event Weekday Pre-Event	133.6 11.2	F B	1415	H H
	Hardy St	ICU	Inglewood	Weekday Post-Event Weekday Pre-Event	95.0 0.608	F B	185.9 0.615	F B
30	Van Ness Ave/ Hardy St/ 96th St	CMA	City of Los	Weekday Post-Event Weekday Pre-Event	0.361 0.441	A A	0.401 0.449	A A
	La Cienega Blvd/		Angeles Inglewood/	Weekday Post-Event Weekday Pre-Event	0.178 168.9	A F	0.221 179.2	A F
31	SB 405 On/Off- Ramps (n/o Century)	HCM	City of Los Angeles/ Caltrans	Weekday Post-Event	25.8	С	29.2	С
32	Prairie Ave/ 97th St	НСМ	Inglewood	Weekday Pre-Event Weekday Post-Event	14.9 169.6	B F	36.9 130.1	D F
33	Concourse Way/ Century Blvd	НСМ	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	170.5 11.0	F B	153.6 71.2	F E
	La Cienega Blvd/		Inglewood/ City of Los	Weekday Pre-Event	207.4	F	227.5	14
34	Century Blvd	HCM	Angeles/ County of Los Angeles	Weekday Post-Event	29.8	С	125.1	F
35	NB 405 On/Off- Ramp/ Century Blvd	НСМ	Inglewood/ Caltrans	Weekday Pre-Event Weekday Post-Event	187.4 18.1	F B	177.7 57.3	F E
36	Felton Ave/ Century Blvd	НСМ	Inglewood	Weekday Pre-Event Weekday Post-Event	66.0 16.5	E B	56.7 160.3	E F
37	Inglewood Ave/ Century Blvd	НСМ	Inglewood	Weekday Pre-Event Weekday Post-Event	221.0 19.0	F B	244.1 136.6	F
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	186.6 8.1	F A	186.5 65.4	F E

					Adju Baselin Midsiz Stad Even Proj	e (with e NFL ium t) No	Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Majo Event)	
#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
39	Grevillea Ave/	HCM	Inglewood	Weekday Pre-Event	90.7	F	86.8	F
	Century Blvd	110111		Weekday Post-Event	9.9	Α	56.3	E
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	НСМ	Inglewood	Weekday Pre-Event Weekday Post-Event	116.1 37.5	F D	149.3 82.2	F
	Myrtle Ave/			Weekday Pre-Event	150.3	F	116.7	F
41	Century Blvd	HCM	Inglewood	Weekday Post-Event	42.0	' D	14.2	' B
				Weekday Pre-Event	51.6	D	48.0	D
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	13.8	В	17.4	В
				Weekday Pre-Event	149.0	F	175.0	F
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	161.8	F	216.6	F
				Weekday Pre-Event	82.8	F	150.4	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	89.1	' F	138.2	F
				Weekday Pre-Event	58.9	<u>'</u>	86.0	F
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	98.0		214.6	F
	Club Dr/			Weekday Pre-Event	64.2	E	138.1	F
46	Club Di/ Century Blvd	HCM	Inglewood	Weekday Post-Event	51.4	D	113.2	F
	11th Ave/			Weekday Pre-Event	84.4	F	131.1	F
47	Village Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	43.4	D	94.3	F
	Crenshaw Blvd/			Weekday Pre-Event	172.5	F	260.4	F
48	Century Blvd	HCM	Inglewood	Weekday Post-Event	90.2	F	215.8	F
	5th Ave/			Weekday Pre-Event	139.7	F	145.9	F
49	Century Blvd	HCM	Inglewood	Weekday Post-Event	11.7	В	34.2	С
			Inglewood/Lo	Weekday Pre-Event	0.862	D	0.932	Ε
50	Van Ness Ave/ Century Blvd	ICU	s Angeles County	Weekday Post-Event	0.571	Α	0.737	С
	Century Biva	CMA	City of Los	Weekday Pre-Event	0.714	С	0.787	С
		OWIA	Angeles	Weekday Post-Event	0.401	Α	0.579	Α
		ICU	Los Angeles	Weekday Pre-Event	0.465	Α	0.542	Α
51	Gramercy PI/	100	County	Weekday Post-Event	0.405	Α	0.537	Α
01	Century Blvd	СМА	City of Los	Weekday Pre-Event	0.289	Α	0.371	Α
		OWIA	Angeles	Weekday Post-Event	0.225	Α	0.367	Α
52	Western Ave/	СМА	City of Los	Weekday Pre-Event	0.892	D	1.062	F
	Century Blvd		Angeles	Weekday Post-Event	0.567	Α	0.762	С
	La Cienega Blvd/		Inglewood/ Los Angeles	Weekday Pre-Event	128.0	F	125.6	F
53	SB 405 On/Off- Ramps (s/o Century)	HCM	County/ Caltrans/City of Los Angeles	Weekday Post-Event	10.7	В	11.5	В
54	Prairie	HCM <sup>3</sup>	Inglewood	Weekday Pre-Event	72.9	Е	84.7	F
	Ave/102nd St	I IOWI-	mgiewood	Weekday Post-Event	99.0	F	***	F
55	Doty Ave/102nd	HCM (unsig.)	Inglewood	Weekday Pre-Event	7.4	Α	6.5	Α
	St		mgiewood	Weekday Post-Event	6.4	Α	10.4	В
56	Yukon	V	Inglewood	Weekday Pre-Event	14.0	В	29.2	D
50	Ave/102nd St	v	ingiewood	Weekday Post-Event	9.1	Α	***	F

					Adju Baselin Midsiz Stad Even Proj	e (with e NFL lium t) No	Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
57	La Cienega Blvd/ 104th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event Weekday Post-Event	107.7 7.7	F A	102.7 7.0	F A
58	Inglewood Ave/ 104th St	НСМ	Los Angeles County	Weekday Pre-Event Weekday Post-Event	30.7 8.1	C A	32.2 10.4	C B
59	Hawthorne Blvd/104th St	НСМ	Inglewood/ Los Angeles County	Weekday Pre-Event Weekday Post-Event	27.0 17.2	C B	108.7 29.0	F C
60	Prairie Ave/104th St	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	175.3 72.3	F E	183.6	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekday Pre-Event Weekday Post-Event	112.1 7.5	F A	35.1 105.8	E F
62	Yukon Ave/104th St	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	18.9	B B	59.2 60.5	E
63	Crenshaw Blvd/ 104th St	НСМ	Inglewood	Weekday Pre-Event Weekday Post-Event Weekday Pre-Event	123.5 17.0 0.544	F B A	118.0 85.7	F F A
64	Van Ness Ave/ 104th St	ICU	Inglewood/Lo s Angeles County	Weekday Post-Event	0.308	Α	0.559 0.369	Α
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event Weekday Post-Event	0.748	C B	0.794	C D
66	Freeman Ave/ Lennox Blvd	НСМ	Los Angeles County	Weekday Pre-Event Weekday Post-Event Weekday Pre-Event	201.9 7.4 52.1	F A D	196.2 10.3 68.5	F B E
67	Prairie Ave/ Lennox Blvd Prairie Ave/108th	HCM	Inglewood	Weekday Post-Event Weekday Pre-Event	160.5 120.2	F F	223.8 125.0	E F
68	St Yukon Ave/108th	HCM	Inglewood	Weekday Post-Event Weekday Pre-Event	23.2	C A	178.9 12.3	₩ B
69 70	St Crenshaw Blvd/	HCM 	Inglewood	Weekday Post-Event Weekday Pre-Event	6.9 0.747	A C	46.7 0.915	D E
70	109th St Hawthorne		Inglewood Hawthorne/L	Weekday Post-Event Weekday Pre-Event	0.651 0.751	B C	0.796 0.884	C D
	Blvd/111th St Prairie Ave/111th	ICU	os Angeles County	Weekday Post-Event Weekday Pre-Event	0.429 78.9	A E	0.628 <b>90.3</b>	B <b>F</b>
72 73	St Yukon Ave/111th	HCM HCM	Inglewood	Weekday Post-Event Weekday Pre-Event	155.5 9.6	F A	197.3 8.9	F A
74	St Hawthorne Blvd/WB 105	ICU	Inglewood  Hawthorne	Weekday Post-Event Weekday Pre-Event Weekday Post-Event	7.0 0.761 0.509	A C A	7.0 0.887 0.707	A D C
75	Off-Ramp Prairie Ave/ 112th St/	HCM	Inglewood/ Caltrans	Weekday Pre-Event Weekday Post-Event	208.3	F F	221 9 158.8	F
76	105 On-Ramps Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event Weekday Post-Event	0.840	D A	0.858 0.491	D A

					Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	Freeman Ave/		***************************************	Weekday Pre-Event	23.5	С	75.3	E
77	EB 105 On- Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Post-Event	19.5	В	24.6	С
78	Prairie Ave/ Imperial Hwy	НСМ	Inglewood/ Hawthorne	Weekday Pre-Event Weekday Post-Event	79.4 54.5	E D	136.7 37.9	₽ D
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event Weekday Post-Event	78.1 13.6	E B	112.6 10.6	F B
	Yukon Ave/			Weekday Pre-Event	60.5	E	117.5	F
80	Imperial Hwy	HCM	Inglewood	Weekday Post-Event	10.0	Α	8.6	Α
81	Crenshaw Blvd/	ICU	Indiawaad	Weekday Pre-Event	1.121	F	1.410	F
01	Imperial Hwy	100	Inglewood	Weekday Post-Event	0.782	С	0.927	E
82	Prairie Ave/118th	НСМ	Hawthorne	Weekday Pre-Event	19.4	В	20.2	С
	St	I IOW		Weekday Post-Event	19.7	В	10.5	В
83	Crenshaw Blvd/ WB 105 Off- Ramp/	ICU	Hawthorne/ Caltrans	Weekday Pre-Event Weekday Post-Event	1.053 0.879	F D	1.260 1.025	F
	118th PI			Weekday Pre-Event	53.9	D	46.1	D
84	Prairie Ave/120th St	HCM	Hawthorne	Weekday Post-Event	18.8	В	19.5	В
	EB 105 On/Off-			Weekday Pre-Event	0.827	D	0.927	E
85	Ramp/ 120th St	ICU	Hawthorne	Weekday Post-Event	1.044	F	1.232	F
86	Crenshaw Blvd/	ICU	Hawthorne	Weekday Pre-Event	0.877	D	1.025	F
	120th Street	100	nawinome	Weekday Post-Event	1.383	F	1.744	F
		ICU	Los Angeles	Weekday Pre-Event	0.440	Α	0.492	Α
87	La Cienega Blvd/		County	Weekday Post-Event	0.507	Α	0.643	В
0.	Lennox Blvd	СМА	City of Los	Weekday Pre-Event	0.262	Α	0.319	Α
			Angeles	Weekday Post-Event	0.329	Α	0.480	Α
88	Inglewood Ave/	ICU	Los Angeles	Weekday Pre-Event	0.841	D	0.906	E
	Lennox Blvd		County	Weekday Post-Event	0.658	В	0.800	С
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	39.3 77.2	D E	111.9 201.1	E
	Prairie Ave/			Weekday Pre-Event	39.3	D	161.8	F
90	Buckthorn Street	HCM	Inglewood	Weekday Post-Event	150.5	F	***	F
91	Normandie Ave/	ICU	Los Angeles	Weekday Pre-Event	1.062	F	1.202	F
J1	Century Ave		County	Weekday Post-Event	0.717	С	0.888	D
		ICU	Los Angeles	Weekday Pre-Event	0.913	E	0.942	Ε
92	Vermont Ave/		County	Weekday Post-Event	0.597	Α	0.712	C
	Century Ave	СМА	City of Los	Weekday Pre-Event	0.844	D	0.877	D
			Angeles	Weekday Post-Event	0.478	Α	0.611	В
93	Hoover St/	CMA	City of Los Angeles	Weekday Pre-Event	0.592	A	0.620	В
	Century Ave		City of Los	Weekday Post-Event Weekday Pre-Event	0.307 0.799	A C	0.423 0.829	A D
	Figueroa St/							

					Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	СМА	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	0.487 0.293	A A	0.589 0.381	A
96	Olive St/ 110 NB On- Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	0.562 0.289	A A	0.590 0.408	A
97	Van Ness Ave/ Manchester Blvd	ICU CMA	Inglewood City of Los Angeles	Weekday Pre-Event Weekday Post-Event Weekday Pre-Event Weekday Post-Event	1.269 0.863 1.147 0.713	F D F C	1.349 1.019 1.233 0.880	F F D
98	Western Ave/ Manchester Blvd Normandie Ave/	CMA	City of Los Angeles City of Los	Weekday Pre-Event Weekday Post-Event Weekday Pre-Event	1.208 0.820 0.808	F D	1,290 0,969 0,864	F E D
99  100	Manchester Blvd  Vermont Ave/ Manchester Blvd	CMA 	Angeles  City of Los  Angeles	Weekday Post-Event Weekday Pre-Event Weekday Post-Event	0.519 0.876 0.594	A D A	0.601 0.945 0.684	В <b>Е</b> В
101	Hoover St/ Manchester Blvd	СМА	City of Los Angeles	Weekday Pre-Event Weekday Post-Event	0.753 0.515	C A	0.817 0.598	D A
102	Figueroa St/ Manchester Blvd 110 SB On/Off- Ramps/	CMA	City of Los Angeles City of Los	Weekday Pre-Event Weekday Post-Event Weekday Pre-Event	0.920 0.781 0.649	E C B	0.879 0.871 0.763	E D C
104	Manchester Blvd 110 NB On/Off- Ramps/	CMA	Angeles  City of Los Angeles	Weekday Pre-Event Weekday Post-Event Weekday Post-Event	0.641 0.639 0.535	B B	0.739 0.640 0.737	C B C
105	Manchester Blvd Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event Weekday Post-Event	1.434 1.156	F F	1 471 1 250	F
106 107	Crenshaw Blvd/ Florence Ave La Brea Ave/	CMA	City of Los Angeles	Weekday Pre-Event Weekday Post-Event Weekday Pre-Event	0.897 0.472 0.974	D A E	0.945 0.547 0.983	E A E
	Centinela Ave La Cienega Blvd/	ICU	Inglewood	Weekday Post-Event Weekday Pre-Event Weekday Post-Event	0.482 0.986 0.701	A E C	0.532 1.023 0.763	A F C
108	Centinela Ave	СМА	City of Los Angeles	Weekday Pre-Event Weekday Post-Event Weekday Pre-Event	0.931 0.600 0.754	E A C	0.975 0.672 0.779	<b>E</b> B
109	La Cienega Blvd/ La Tijera Blvd	ICU  CMA	Inglewood  City of Los	Weekday Post-Event Weekday Pre-Event	0.483 0.585	A A	0.557 0.611	A B
110	La Brea Ave/ Slauson Ave	ICU	Angeles Los Angeles County	Weekday Post-Event Weekday Pre-Event Weekday Post-Event	0.305 0.927 0.519	A E A	0.383 0.938 0.519	A E A
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event Weekday Post-Event	0.972 0.643	E B	0.975 0.717	E C

					Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
440	La Brea Ave/	1011	Los Angeles	Weekday Pre-Event	1.149	F	1 161	F
112	Overhill Drive/ Stocker St	ICU	~ ~	Weekday Post-Event	0.589	Α	0.589	Α
113	Crenshaw Dr/	ICU	Inglewood	Weekday Pre-Event	0.803	D	0.886	D
110	Manchester Blvd	100	mgiewood	Weekday Post-Event	0.549	Α	0.559	Α
	Manchester			Weekday Pre-Event	1.073	F	1 122	F
114	Blvd/ Ash St/l-405 NB Off-Ramp	ICU	Inglewood	Weekday Post-Event	0.813	D	0.868	D
	Century Blvd/			Weekday Pre-Event			N/A	N/A
115	West Structure Driveway		Inglewood	Weekday Post-Event	Does N	ot Exist	40.8	D
	Prairie Ave/West			Weekday Pre-Event			51.1	D
116	Structure Driveway	HCM	HCM Inglewood Weekday Post-Event Does Not Exi	ot Exist	N/A	N/A		

- NOTES:
  Shaded cells represent significant impacts.

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

  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.

  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 MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Prob House	Cumulative No Project		Cumulative Plu Project	
				Peak Hour	Density	LOS 1	Density 1	LOS 1
1	I-405 Northbound	Off-Ramp at Imperial Dive Highway		Weekday Pre-Event	27.32	С	28.13	D
			Diverge	Weekday Post-Event	21.82	С	22.19	С
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday Pre-Event	21.27	С	22.84	С
2				Weekday Post-Event	17.19	В	17.52	В
	C/D Off-Ramp I-405 to Imperial Northbound Highway On- Ramp			Weekday Pre-Event	17.90	В	20.40	С
3		Basic	Weekday Post-Event	14.14	В	14.43	В	
	I-405	Highway Merge		Weekday Pre-Event	12.99	В	14.66	В
4	Northbound		Weekday Post-Event	9.87	В	10.66	Α	

#	Freeway/ Direction	Component	Segment Type	Back Unive	Cumulative No Project		Cumulative Plus Project	
#				Peak Hour	Density	LOS 1	Density 1	LOS 1
	1-405	Imperial Highway WB On-Ramp	Merge	Weekday Pre-Event	18.07	В	19.53	В
5	Northbound			Weekday Post-Event	14.50	В	14.67	В
	I-405	Century Blvd		Weekday Pre-Event	14.43	В	16.11	В
6	Northbound	Off-Ramp	Diverge	Weekday Post-Event	10.72	Α	10.92	Α
		Century Blvd		Weekday Pre-Event	12.54	В	12.58	В
7	I-405 Northbound	Off-Ramp to Century Blvd On-Ramp	Basic	Weekday Post-Event	6.93	Α	6.96	А
0	I-405	Century Blvd	NA	Weekday Pre-Event	19.16	С	19.29	С
8	Northbound	On-Ramp	Merge	Weekday Post-Event	13.89	В	16.15	В
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405	Weave	Weekday Pre-Event Weekday Post-Event	20.80	С	21.19	С
	rvorunbound	Mainline C/D Off-ramp		vveekday i Ost-Event	10.14	В	25.41	O
40	1-405	I-405 Mainline	Marea	Weekday Pre-Event	-	F	-	F
10	Northbound	C/D On-Ramp	Merge	Weekday Post-Event	-	F	-	F
		I-405 Mainline	Basic	Weekday Pre-Event	33.75	D	34.04	D
11	1-405 Northbound	C/D On-Ramp to Manchester Blvd.		Weekday Post-Event	22.26	С	25.66	С
		Manchester		Weekday Pre-Event	37.27	E	37.69	E
12	I-405 Northbound	Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday Post-Event	30.30	D	37.00	E
		La Tijera Blvd		Weekday Pre-Event		F	-	F
13	I-405 Southbound	On-Ramp to Florence Ave Off-Ramp	Weave	Weekday Post-Event	18.11	В	18.80	В
		Florence Ave		Weekday Pre-Event	-	F	-	F
14	I-405 Southbound	Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday Post-Event	18.47	С	18.49	С
		La Cienega		Weekday Pre-Event	-	F	-	F
15	I-405 Southbound	Blvd On-Ramp to C/D Off- Ramp	Weave	Weekday Post-Event	24.47	С	24.48	С
		La Cienega		Weekday Pre-Event	15.96	В	19.54	С
16	I-405 Southbound	Blvd Off-Ramp (n/o Century Blvd.)	Diverge	Weekday Post-Event	12.55	В	12.57	В
		La Cienega		Weekday Pre-Event	6.34	Α	8.35	Α
17	I-405 Southbound	Blvd Off-Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekday Post-Event	4.62	Α	4.64	Α
		La Cienega		Weekday Pre-Event		F 2		F 2
18	I-405 Southbound	Blvd On-Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekday Post-Event	-	F <sup>2</sup>	-	F 2
			Weave	Weekday Pre-Event		F 2		F 2

4	Freeway/ Direction	Component	Segment		Cumula Proj		Cumulative Plus Project	
#			Type	Peak Hour	Density 1	LOS 1	Density 1	LOS 1
	I-405 Southbound	La Cienega Blvd On-Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)		Weekday Post-Event	-	F <sup>2</sup>	-	F <sup>2</sup>
		La Cienega Blvd Off-Ramp		Weekday Pre-Event	9.76	Α	9.97	А
20	I-405 Southbound	(n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Post-Event	13.02	В	16.16	В
21	1-405	I-405 Mainline	Morao	Weekday Pre-Event	13.06	В	13.14	В
Z1	Southbound	C/D On-Ramp	Merge	Weekday Post-Event	17.84	В	19.04	С
		La Cienega		Weekday Pre-Event	-	F 2	-	F 2
22	I-405 Southbound	Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday Post-Event	16.83	В	18.02	В
		La Cienega		Weekday Pre-Event	-	F 2	-	F 2
23	I-405 Southbound	Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday Post-Event	17.13	В	18.14	В
	I-105	I-405 SB On-		Weekday Pre-Event	20.08	C	21.85	С
24	Eastbound	Ramp	Merge	Weekday Post-Event	19.33	С	20.95	С
	I-105	Prairie Ave Off-	D:	Weekday Pre-Event	-	F 2	-	F
25	Eastbound	Ramp	Diverge	Weekday Post-Event	26.17	С	28.01	D
26	I-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy	Basic	Weekday Pre-Event Weekday Post-Event	15.85 16.51	B B	17.43 18.36	B C
		On-Ramp Imperial Hwy		Weekday Pre-Event		F 2		F 2
27	I-105 Eastbound	On-Ramp to 120th St Off- Ramp	Weave	Weekday Post-Event	25.47	c	2	F
	I-105	120th St Off-		Weekday Pre-Event	-	F 2	-	F 2
28	Eastbound	Ramp to 120th St On-Ramp	Basic	Weekday Post-Event	21.88	С	33.84	D
	I-105	120th St On-		Weekday Pre-Event	19.46	C	20.32	C
29	Eastbound	120th St On- Ramp	Merge	Weekday Post-Event	13.40	F	20.02	F
	I-105	NB Crenshaw		Weekday Pre-Event	- 25.98	c	26.68	C
30	Eastbound	Blvd On-Ramp	Merge	Weekday Post-Event	27.99		36.17	E
		Between Van		Weekday Pre-Event	22.81	. C	23.72	C
31	I-105 Eastbound	Ness Ave and Normandie Ave Overcrossings	Basic	Weekday Post-Event	26.80	D	44.32	E
	I-105	Vermont Ave		Weekday Pre-Event	26.36	С	+	F
32	Westbound	On-Ramp	Merge	Weekday Post-Event	18.49	В	20.85	С
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave	Basic	Weekday Pre-Event Weekday Post-Event	30.34 19.18	D	20.80	F C
	1.405	Overcrossings		Weekday Pre-Event	30.34	D		F
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday Post-Event	19.18	С	20.80	C
				**Conday / Ost-Evellt	25.06	C	37.47	E

36	I-105 Westbound I-105 Westbound I-105 Westbound I-105 Westbound Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp Crenshaw Blvd NB Loop On- Ramp SB Crenshaw Blvd On-Ramp Prairie/Hawthor	Segment Type  Merge	Peak Hour  Weekday Post-Event  Weekday Pre-Event  Weekday Post-Event	18.53	LOS <sup>1</sup>	Density 1	LOS 1
36	I-105 Westbound I-105 Westbound I-105	Off-Ramp to Crenshaw Blvd Loop On-Ramp Crenshaw Blvd NB Loop On- Ramp SB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event		С	20.28	
36	Westbound I-105 Westbound	NB Loop On- Ramp SB Crenshaw Blvd On-Ramp	Merge		04.0=			С
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp			21.97 15.27	С В	29.19 16.71	D В
38	I-105		Merge	Weekday Pre-Event	19.87	В	24.88	С
		Prairie/Hawther	wicige	Weekday Post-Event	13.92	В	15.18	В
		ne Ave Off-	Diverge	Weekday Pre-Event Weekday Post-Event	29.42 19.54	D	40.45 21.04	E C
		Ramp Prairie/Hawthor		Weekday Pre-Event	27.96	D	32.85	D
20	I-105 Westbound	ne Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday Post-Event	18.85	С	20.62	С
	I-105	Imperial Hwy On-Ramp to	Weave	Weekday Pre-Event	· · · · · · · · · · · · · · · · · · ·	F		F
	Westbound	I-405 Off-Ramp		Weekday Post-Event	-	F	-	F
	I-110	I-105 On-Ramp	Merge	Weekday Pre-Event	22.75	С	22.96	С
	Northbound			Weekday Post-Event	21.37	С	24.61	С
N.)	I-110 Northbound	101st St On- Ramp to n/o Century Blvd On-Ramp	Basic	Weekday Pre-Event Weekday Post-Event	29.85 27.56	D D	30.22	D D
		Century Blvd		Weekday Pre-Event	32.27	D	33.01	D
	I-110 Northbound	On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Post-Event	28.78	D	36.08	E
		Manchester		Weekday Pre-Event	26.25	D	26.83	D
	I-110 Northbound	Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday Post-Event	23.19	С	29.52	D
45	I-110	EB Manchester	Morao	Weekday Pre-Event	27.63	С	28.20	D
45	Northbound	Blvd On-Ramp	Merge	Weekday Post-Event	28.75	D	35.40	Ε
	I-110	WB Manchester Blvd On-Ramp	Weave	Weekday Pre-Event	29.53	D	30.18	D
	Northbound	to 76th St Off- Ramp	***************************************	Weekday Post-Event	28.85	D	36.54	E
	I-110 Southbound	76th St On- Ramp to Manchester	Weave	Weekday Pre-Event	23.65	C	29.07	D C
	Coulinbound	Blvd Off-Ramp Manchester		Weekday Pre-Event	25.16	С	25.62 24.59	С
	I-110 Southbound	Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday Post-Event	22.31	С	22.45	c
49	I-110	WB Manchester	Morgo	Weekday Pre-Event	22.32	С	25.42	С
	Southbound	Blvd On-Ramp	Merge	Weekday Post-Event	23.00	С	23.12	С
511	I-110	EB Manchester	Merge	Weekday Pre-Event	24.80	С	28.57	D
	Southbound	Blvd On-Ramp		Weekday Post-Event	24.32	С	24.45	С
51	I-110 Southbound	Century Blvd Off-Ramp	Diverge	Weekday Pre-Event Weekday Post-Event	30.66 30.01	D D	35.51 30.28	E D

#	Freeway/	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
#	Direction			reak nous	Density	LOS 1	Density 1	LOS 1
	I-110	Century Blvd Off-Ramp to		Weekday Pre-Event	18.38	С	19.93	С
52	Southbound	Imperial Hwy Off-Ramp	Basic	Weekday Post-Event	18.14	С	18.15	С
	I-110 I	Imperial Hww	Di	Weekday Pre-Event	25.76	С	26.26	С
53	Southbound	Off-Ramp	Diverge	Weekday Post-Event	20.72	С	20.74	С

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

		Cumulative (with Midsize NFL Stadium Event) No Project Pre-Event Conditions		Cumulative (with Mids NFL Stadium Event) P Project Pre-Event Conditions		
	Ramp Capacity Threshold <sup>2</sup>	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>	
Off-Ramp <sup>1</sup>		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	
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	

<sup>1</sup> 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.

<sup>1</sup> 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

		NFL Stadiun Project P	Cumulative (with Midsize NFL Stadium Event) No Project Pre-Event Conditions		with Midsize Event) Plus re-Event tions
	Ramp	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>
Off-Ramp 1	Capacity Threshold <sup>2</sup>	Weekday	Weekday	Weekday	Weekday

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

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 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 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 The Forum and Midsize NFL Stadium Event) No Project and Cumulative (with 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 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)

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

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length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.

35th 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.

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

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 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 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 The Forum and Football Game at NFL Stadium Events) No Project and Cumulative (with 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 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 The Forum and Midsize NFL Stadium Event) Plus
Project (Major Event) Conditions

ŧ	Intersection	Methodology <sup>1,</sup>	Jurisdiction			tive No ject	Plus P	roject
			·		V/C or Delay	LOS	V/C or Delay	LOS
	La Cienega			Weekday Pre-Event	1.310	F	1.420	F
1	Blvd/Florence Ave	ICU	Inglewood	Weekday Post-Event	0.958	E	1,065	F
2	La Brea Ave/	ICU	Inglactord	Weekday Pre-Event	0.944	E	0.956	E
2	Florence Ave	ICU	Inglewood	Weekday Post-Event	0.538	Α	V/C or Delay	Α
3	Hillcrest Blvd/	HCM	Inglewood	Weekday Pre-Event	184.2	F	173.2	F
3	Florence Ave	LICIVI	niglewood	Weekday Post-Event	5.0	Α	5.3	Α
4	Centinela Ave/	НСМ	Inglewood	Weekday Pre-Event	102.2	F	106.6	F
	Florence Ave	HOW	niglewood	Weekday Post-Event	26.4	С	26.7	С
5	Prairie Ave/	НСМ	Inglewood	Weekday Pre-Event	135.5	F	135.7	F
· · · ·	Florence Ave	1 10141	mgicwood	Weekday Post-Event	15.0	В	17.2	В
		ICU	Inglewood	Weekday Pre-Event	1.230	F	1.272	F
6	West Blvd/	100	mgic wood	Weekday Post-Event	0.800	С	0.849	D
0	Florence Ave	CMA	City of Los	Weekday Pre-Event	1.106	F	1.149	F
		OMA	Angeles	Weekday Post-Event	0.647	В	5.3 106.6 26.7 135.7 17.2 1.272 0.849 1.149 0.700 147.2 34.3	С
7	Prairie Ave/	HCM	Inglewood	Weekday Pre-Event	158.6	F	147.2	F
	Grace Ave	(1019)	niglewood	Weekday Post-Event	2.2	Α	34.3	С
8		HCM	Inglewood	Weekday Pre-Event	165.5	F	149.3	F

#	Intersection	Methodology <sup>1,</sup>	Jurisdiction	Peak Hour	Cumula Pro		Cumu Plus P (Major	roject
,		2	,		V/C or Delay	LOS	V/C or Delay	LOS
	Prairie Ave/ East Carondelet Way			Weekday Post-Event	4.3	А	156.1	F
9	Prairie Ave/	HCM	Inglaugad	Weekday Pre-Event	133.6	F	123.0	F
9	E Regent Street	HCM	Inglewood	Weekday Post-Event	5.0	Α	156.2	F
	La Cienega			Weekday Pre-Event	1.360	F	1.418	F
10	Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.945	E	1.066	F
11	La Brea Ave/	ICU	Inglewood	Weekday Pre-Event	1.216	F	1.291	F
	Manchester Blvd		gicwood	Weekday Post-Event	1.002	F	1,102	F
12	Hillcrest Blvd/	HCM	Inglewood	Weekday Pre-Event	86.2	F	88.5	F
	Manchester Blvd			Weekday Post-Event	97.1	F	113.4	F
13	Spruce Ave/	HCM	Inglewood	Weekday Pre-Event	45.5	D	59.9	Ε
10	Manchester Blvd		mgicwood	Weekday Post-Event	80.2	F	93.0	F
14	Prairie Ave/	нсм	Inglewood	Weekday Pre-Event	211.1	F	227.7	F
	Manchester Blvd		mgic wood	Weekday Post-Event	157.4	F	197.8	F
15	Kareem Ct/	HCM	Inglewood	Weekday Pre-Event	87.1	F	114.6	F
	Manchester Blvd		g.c.roou	Weekday Post-Event	98.9	F	188.7	F
16	Crenshaw Blvd/	ICU	Inglewood	Weekday Pre-Event	1.626	F	1.660	F
	Manchester Blvd			Weekday Post-Event	1.367	F	1.554	F
17	La Brea Ave/	ICU	Inglewood W	Weekday Pre-Event	0.626	В	0.650	В
	Hillcrest Blvd			Weekday Post-Event	0.333	Α	0.425	Α
18	Market St/La	ICU	Inglewood	Weekday Pre-Event	0.618	В	0.687	В
	Brea Ave	100	IIIgle Wood	Weekday Post-Event	0.439	Α	0.519	Α
	Prairie Ave/			Weekday Pre-Event	140.9	F	110.5	F
19	Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Post-Event	151.3	F	***	F
20	Kareem Ct/	<b>ПСМ</b>	Inglowood	Weekday Pre-Event	10.8	В	131.4	F
20	Pincay Dr	HCM	Inglewood	Weekday Post-Event	***	F	***	F
	La Cienega			Weekday Pre-Event	62.2	Е	98.8	F
21	Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	54.3	D	63.4	Ε
22	Inglewood Ave/	LICM		Weekday Pre-Event	89.3	F	96.5	F
22	Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	47.7	D	203.9	F
23	La Brea Ave/	HCM	Inglowood	Weekday Pre-Event	32.0	С	36.1	D
۷٥	Arbor Vitae St	LICIVI	Inglewood	Weekday Post-Event	57.5	Е	98.3	F
24	Myrtle Ave/	HCM	Inglewood	Weekday Pre-Event	14.2	В	12.8	В
24	Arbor Vitae St	TIONI	giewood	Weekday Post-Event	90.5	F	241.0	F
25	Prairie Ave/	HCM	Inglewood	Weekday Pre-Event	112.2	F	47.0	D
20	Arbor Vitae St	TIOM	giewood	Weekday Post-Event	208.5	F	520.5	F
26	La Brea Ave/	HCM	Inglewood	Weekday Pre-Event	14.9	В	27.9	С
	Hardy St	1 10 W	gic wood	Weekday Post-Event	9.2	Α	10.4	В
27	Myrtle Ave/	НСМ	Inglewood	Weekday Pre-Event	9.3	Α	9.5	Α
	Hardy St			Weekday Post-Event	6.3	Α	6.3	Α
28	Prairie Ave/	HCM	Inglewood	Weekday Pre-Event	27.6	С	21.4	С
	Hardy St		mgicwood	Weekday Post-Event	147.5	F	***	F
29	Crenshaw Blvd/	HCM	Inglewood	Weekday Pre-Event	11.3	В	561	Ε
	Hardy St			Weekday Post-Event	136.5	F	216.9	F
30		ICU	Inglewood	Weekday Pre-Event	0.608	В	0.615	В

ŧ	Intersection	Methodology <sup>1,</sup>	Jurisdiction	Peak Hour	Cumula Proj		Cumu Plus P (Major	roject
	mersedon	2	1			V/C or Delay	LOS	
	Van Ness Ave/			Weekday Post-Event	0.361	A	0.401	А
	Hardy St/	0144	City of Los	Weekday Pre-Event	0.441	Α	0.449	Α
	96th St	CMA	Angeles	Weekday Post-Event	0.178	Α	0.221	Α
	La Cienega		Inglewood/	Weekday Pre-Event	144.4	F	175.6	F
31	Blvd/ SB 405 On/Off- Ramps (n/o Century)	HCM	City of Los Angeles/ Caltrans	Weekday Post-Event	30.0	С	29.8	С
22	Prairie Ave/	LICA		Weekday Pre-Event	19.9	В	10.4	В
32	97th St	HCM	Inglewood	Weekday Post-Event	143.7	F	115.0	F
22	Concourse Way/	LICA	City of Los	Weekday Pre-Event	20.5	С	26.5	С
33	Century Blvd	HCM	Angeles	Weekday Post-Event	75.8	E	74.0	E
			Inglewood/	Weekday Pre-Event	95.3	F	104.5	F
34	La Cienega Blvd/ Century Blvd	HCM	City of Los Angeles/ County of Los Angeles	Weekday Post-Event	80.7	F	103.3	F
	NB 405 On/Off-		Inglewood/	Weekday Pre-Event	67.9	Е	117.9	F
35	Ramp/ Century Blvd	HCM	Caltrans	Weekday Post-Event	18.3	В	112.3	F
00	Felton Ave/			Weekday Pre-Event	31.1	С	31.7	С
36	Century Blvd	HCM	Inglewood	Weekday Post-Event	16.9	В	142.5	F
22	Inglewood Ave/	LICM	l==l=	Weekday Pre-Event	154.2	F	175.6	F
37	Century Blvd	HCM	Inglewood	Weekday Post-Event	80.0	F	86.6	F
	Fir Ave/			Weekday Pre-Event	161.2	F	132.3	F
38	Firmona Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	14.8	В	37.1	D
	Grevillea Ave/			Weekday Pre-Event	78.8	E	62.2	Е
39	Century Blvd	HCM	Inglewood	Weekday Post-Event	11.3	В	37.4	D
	Hawthorne Blvd/			Weekday Pre-Event	117.5	F	123.5	F
40	La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Post-Event	33.4	С	74.5	E
	Myrtle Ave/			Weekday Pre-Event	134.0	F	52.2	D
41	Century Blvd	HCM	Inglewood	Weekday Post-Event	9.5	Α	7.5	Α
40	Freeman Ave/			Weekday Pre-Event	49.0	D	29.9	С
42	Century Blvd	HCM	Inglewood	Weekday Post-Event	14.6	В	9.1	Α
40	Prairie Ave/	LICA		Weekday Pre-Event	139.6	F	142.6	F
43	Century Blvd	HCM	Inglewood	Weekday Post-Event	226.1	F	229.3	F
44	Doty Ave/	HCM	Inglowood	Weekday Pre-Event	71.5	Е	89.7	F
44	Century Blvd	HCM	Inglewood	Weekday Post-Event	137.1	F	147.4	F
45	Yukon Ave/	HCM	Inglewood	Weekday Pre-Event	60.3	E	72.1	Ε
40	Century Blvd	I IOW	mglewood	Weekday Post-Event	175.7	F	194.4	F
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	63.9	E F	811	F F
				Weekday Pre-Event	160.0 81.3	F	130.5 110.3	F
47	11th Ave/ Village Ave/	HCM	Inglewood	Weekday Post-Event	81.3	F	110.3	F
	Century Blvd				163.7	F		F
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekday Pre-Event			220.7	F
				Weekday Post-Event	140.0	F F	226.8	F
49	5th Ave/	HCM	Inglewood	Weekday Pre-Event	141.1	г	149.9	

#	Intersection	Methodology <sup>1,</sup>	Jurisdiction	Peak Hour	Cumula Pro		Plus P	roject
		-			V/C or Delay	LOS	V/C or Delay	LOS
			Inglewood/	Weekday Pre-Event	0.867	D	0.959	E
50	Van Ness Ave/	ICU	Los Angeles County	Weekday Post-Event	0.622	В	0.789	С
50	Century Blvd		City of Los	Weekday Pre-Event	0.719	С	0.817	D
		CMA	Angeles	Weekday Post-Event	0.456	Α	to (Major E  Los V/C or Delay  D 0.958  B 0.789  C 0.817	В
		ICU	Los Angeles	Weekday Pre-Event	0.471	Α	0.569	Α
51	Gramercy PI/	ico	County	Weekday Post-Event	0.456	Α	0.589	Α
51	Century Blvd	CMA	City of Los	Weekday Pre-Event	0.296	Α	0.401	Α
		CIVIA	Angeles	Weekday Post-Event	0.280	Α	0.421	Α
52	Western Ave/	СМА	City of Los	Weekday Pre-Event	0.937	E	1.108	F
	Century Blvd	CIVIA	Angeles	Weekday Post-Event	0.654	В	0.849	D
	La Cienega		Inglewood/	Weekday Pre-Event	81.3	F	82.9	F
53	Blvd/ SB 405 On/Off- Ramps (s/o Century)	HCM	Los Angeles County/ Caltrans/City of Los Angeles	Weekday Post-Event	10.4	В	10.8	В
54	Prairie	HCM <sup>3</sup>	Inglewood	Weekday Pre-Event	74.0	Ε	77.1	F
54	Ave/102nd St	HCIVI*	nigiewood	Weekday Post-Event	195.0	F	573.5	F
55	Doty Ave/102nd	HCM (unsig.)	Inglewood	Weekday Pre-Event	7.3	Α	7.9	Α
55	St		iligiewood	Weekday Post-Event	5.8	Α	30.7	D
56	Yukon	HCM (unsig.)	Inglewood	Weekday Pre-Event	13.4	В		Е
30	Ave/102nd St		inglewood	Weekday Post-Event	8.1	Α	***	F
57	La Cienega Blvd/ 104th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event Weekday Post-Event	53.8 7.4			E A
	Inglewood Ave/		Los Angeles	Weekday Pre-Event	98.1	F	115.4	F
58	104th St	HCM	County	Weekday Post-Event	10.7			В
			Inglewood/	Weekday Pre-Event	93.3			F
59	Hawthorne Blvd/ 104th St	HCM	Los Angeles County	Weekday Post-Event	15.7			C
	Prairie		County	Weekday Pre-Event	181.2	F	155.2	F
60	Ave/104th St	HCM	Inglewood	Weekday Post-Event	206.7			F
	Doty Ave/104th	HCM (unsig.)		Weekday Pre-Event	57.2		39.3	E
61	St	riciii (unoig.)	Inglewood	Weekday Post-Event	7.5			F
	Yukon			Weekday Pre-Event	19.4			D
62	Ave/104th St	HCM	Inglewood	Weekday Post-Event	9.3	A	53.9	D
	Crenshaw Blvd/			Weekday Pre-Event	123.9	F	140.9	F
63	104th St	HCM	Inglewood	Weekday Post-Event	30.0	Ċ	108.4	F
			Inglewood/	Weekday Pre-Event	0.544	Α	0.559	A
64	Van Ness Ave/ 104th St	ICU	Los Angeles County	Weekday Post-Event	0.308	Α	0.369	Α
65	Hawthorne Blvd/	ICU	Los Angeles	Weekday Pre-Event	0.803	D	0.938	Ε
	Lennox Blvd		County	Weekday Post-Event	1.129	F	1.438	F
66	Freeman Ave/	HCM	Los Angeles	Weekday Pre-Event	212.1	F	197.6	F
	Lennox Blvd		County	Weekday Post-Event	40.5	D	6.4	Α
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Pre-Event Weekday Post-Event	56.1 204.1	E F	66 7 225 9	E
68		НСМ	Inglewood	Weekday Pre-Event	122.8	F	111.4	F

#	Intersection	Methodology <sup>1,</sup>	Jurisdiction	Peak Hour	Cumula Proj		Cumu Plus P (Major	roject
			,		V/C or Delay	LOS	V/C or Delay	LOS
	Prairie Ave/108th St			Weekday Post-Event	48.3	D	217.6	F
00	Yukon			Weekday Pre-Event	10.0	В	12.4	В
69	Ave/108th St	HCM	Inglewood	Weekday Post-Event	6.2	Α	52.9	D
70	Crenshaw Blvd/			Weekday Pre-Event	0.763	С	0.931	Ε
70	109th St	ICU	Inglewood	Weekday Post-Event	0.676	В	0.822	D
	Hawthorne Blvd/		Hawthorne/	Weekday Pre-Event	0.887	D	1.028	F
71	111th St	ICU	Los Angeles County	Weekday Post-Event	0.670	В	0.870	D
	Prairie			Weekday Pre-Event	78.7	Е	75.9	Е
72	Ave/111th St	HCM	Inglewood	Weekday Post-Event	143.5	F	213.3	F
	Yukon			Weekday Pre-Event	8.8	Α	9.0	Α
73	Ave/111th St	HCM	Inglewood	Weekday Post-Event	6.7	Α	7.5	Α
	Hawthorne Blvd/			Weekday Pre-Event	0.931	Ε	1.096	F
74	WB 105 Off- Ramp	ICU	Hawthorne	Weekday Post-Event	0.751	C	0.949	E
	Prairie Ave/			Weekday Pre-Event	200.8	F	210.2	F
75	112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekday Post-Event	57.2	' E	273.5	F
	'			Weekday Pre-Event	0.841	D	0.882	D
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Post-Event	0.493	Α	0.533	A
								E
77	Freeman Ave/ EB 105 On- Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Pre-Event Weekday Post-Event	22.3 31.4	c c	55.0 51.7	D
70	Prairie Ave/		Inglewood/	Weekday Pre-Event	71.3	Е	108.0	F
78	Imperial Hwy	HCM	Hawthorne	Weekday Post-Event	32.0	С	57.7	Ε
	Doty Ave/		Inglewood/	Weekday Pre-Event	86.4	F	104.1	F
79	Imperial Hwy	HCM	Hawthorne	Weekday Post-Event	10.6	В	21.2	С
	Yukon Ave/			Weekday Pre-Event	85.5	F	117.3	F
80	Imperial Hwy	HCM	Inglewood	Weekday Post-Event	7.2	Α	9.4	Α
	Crenshaw Blvd/			Weekday Pre-Event	1.139	F	1.316	F
81	Imperial Hwy	ICU	Inglewood	Weekday Post-Event	0.842	D	0.997	Ε
	Prairie			Weekday Pre-Event	18.7	В	18.9	В
82	Ave/118th St	HCM	Hawthorne	Weekday Post-Event	10.7	В	10.3	- В
	Crenshaw Blvd/			Weekday Pre-Event	1.073	F	1.284	Ē
83	WB 105 Off- Ramp/118th PI	ICU	Hawthorne/ Caltrans	Weekday Post-Event	0.914	 E	1.061	F
	Prairie			Weekday Pre-Event	47.8	D	49.1	D
84	Ave/120th St	HCM	Hawthorne	Weekday Post-Event	18.0	В	17.9	В
	EB 105 On/Off-			Weekday Pre-Event	0.833	D	0.934	E
85	Ramp/ 120th St	ICU	Hawthorne	Weekday Post-Event	1.072	F	1.259	F
				Weekday Pre-Event	0.896	D	1.044	F
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekday Post-Event	1.438	F	1.800	F
	.2001 00000							
	La Cienega	ICU	Los Angeles County	Weekday Pre-Event	0.574	A	0.626	B
87	Blvd/			Weekday Post-Event	1.065	F	1.231	
	Lennox Blvd	CMA	City of Los	Weekday Pre-Event	0.405	Α	0.461	A
			Angeles	Weekday Post-Event	0.929	Ε	1 108	F

#	Intersection	Methodology <sup>1,</sup>	Jurisdiction	Peak Hour	Cumula Pro		Cumu Plus P (Major	roject
•		2	,		V/C or Delay LOS		V/C or Delay	LOS
	Inglewood Ave/ Lennox Blvd		Los Angeles County	Weekday Post-Event	1.206	F	1.514	F
	Hollywood Park			Weekday Pre-Event	37.7	D	87.5	F
89	Casino Driveway/ Century Blvd	HCM	Inglewood	Weekday Post-Event	151.0	F	168.0	F
90	Prairie Ave/	HCM	Inglewood	Weekday Pre-Event	42.1	D	13.8	В
30	Buckthorn Street	TICIVI	ngiewood	Weekday Post-Event	85.6	F	***	F
91	Normandie Ave/	ICU	Los Angeles	Weekday Pre-Event	1.103	F	1.243	F
91	Century Ave	100	County	Weekday Post-Event	0.794	С	0.965	Ε
		ICU	Los Angeles	Weekday Pre-Event	0.931	Е	0.960	Ε
92	Vermont Ave/	100	County	Weekday Post-Event	0.656	В	0.770	С
32	Century Ave	CMA	City of Los	Weekday Pre-Event	0.865	D	0.899	D
		CIVIA	Angeles	Weekday Post-Event	0.547	Α	0.679	В
93	Hoover St/	CMA	City of Los	Weekday Pre-Event	0.595	Α	0.640	В
93	Century Ave	CIVIA	Angeles	Weekday Post-Event	0.361	Α	0.479	Α
94	Figueroa St/	CMA	City of Los	Weekday Pre-Event	0.803	D	0.851	D
94	Century Ave	CIVIA	Angeles	Weekday Post-Event	0.443	Α	0.558	Α
	Grand Ave/			Weekday Pre-Event	0.504	Α	0.612	В
95	110 SB Off- Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Post-Event	0.333	Α	0.421	А
	Olive St/			Weekday Pre-Event	0.570	Α	0.598	Α
96	110 NB On- Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Post-Event	0.332	Α	0.454	А
				Weekday Pre-Event	1.377	F	1.475	F
	Van Ness Ave/	ICU	Inglewood	Weekday Post-Event	1.102	F	1.259	F
97	Manchester Blvd		City of Los	Weekday Pre-Event	1.262	F	1.367	F
		СМА	Angeles	Weekday Post-Event	0.969	E	1,135	F
	Western Ave/		City of Los	Weekday Pre-Event	1.323	F	1.436	F
98	Manchester Blvd	CMA	Angeles	Weekday Post-Event	1.099	F	1.248	F
	Normandie Ave/		City of Los	Weekday Pre-Event	0.889	D	0.953	Ε
99	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.689	В	0.771	C
	Vermont Ave/		City of Los	Weekday Pre-Event	0.972	E	1.040	F
100	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.776	С	0.867	D
	Hoover St/		City of Los	Weekday Pre-Event	0.841	D	0.904	E
101	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.682	В	0.765	С
400	Figueroa St/		City of Los	Weekday Pre-Event	1.005	F	1.075	F
102	Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.963	E	1.053	F
	110 SB On/Off-		City of Los	Weekday Pre-Event	0.793	С	0.901	Е
103	Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.838	D	0.936	Е
404	110 NB On/Off-	0144	City of Los	Weekday Pre-Event	0.657	В	0.657	В
104	Ramps/ Manchester Blvd	CMA	Angeles	Weekday Post-Event	0.844	D	1.046	F
105	Crenshaw Blvd/	ICU	Inglewood	Weekday Pre-Event	1.474	F	1.511	F
	Pincay Dr			Weekday Post-Event	1.233	F	1.327	F
106	Crenshaw Blvd/	СМА	City of Los	Weekday Pre-Event	0.947	E	0.996	Ε
.55	Florence Ave	CIVIA	Angeles	Weekday Post-Event	0.576	Α	0.651	В

#	Intersection	Methodology <sup>1,</sup>	Jurisdiction	Peak Hour	Cumula Proj		Plus P	roject
		•	,		V/C or Delay	LOS	V/C or Delay	LOS
107	La Brea Ave/	1011	la element	Weekday Pre-Event	0.993	E	1.001	F
107	Centinela Ave	ICU	Inglewood	Weekday Post-Event	0.498	Α	0.549	Α
		ICU	Inglactional	Weekday Pre-Event	1.019	F	1.054	F
108	La Cienega Blvd/	100	Inglewood	Weekday Post-Event	0.778	С	Plus programme (Major I (Major I (Major I (Major I ) (M	D
100	Centinela Ave	CMA	City of Los	Weekday Pre-Event	0.968	Е		F
		CIVIA	Angeles	Weekday Post-Event	0.690	В		С
		ICU	Inglewood	Weekday Pre-Event	0.809	D	0.834	D
109	La Cienega Blvd/	100	mgiewood	Weekday Post-Event	0.578	Α	0.651	В
109	La Tiiera Blvd	CMA	City of Los	Weekday Pre-Event	0.645	В	0.671	В
	,	CIVIA	Angeles	Weekday Post-Event	0.405	Α	0.483	Α
110	La Brea Ave/	ICU	Los Angeles	Weekday Pre-Event	0.944	Е	0.956	E
110	Slauson Ave	100	County	Weekday Post-Event	0.524	Α	0.524	Α
	La Cienega		Los Angeles	Weekday Pre-Event	0.975	Е	0.978	E
111	Blvd/ Stocker St	ICU	County	Weekday Post-Event	0.737	С	0.811	D
	La Brea Ave/		Los Angeles	Weekday Pre-Event	1.080	F	1.178	F
112	Overhill Drive/ Stocker St	ICU	County	Weekday Post-Event	0.589	Α	0.589	А
113	Crenshaw Dr/	ICU	Inglewood	Weekday Pre-Event	0.976	Е	1.058	F
113	Manchester Blvd	ico	ingiewood	Weekday Post-Event	0.639	В	0.649	В
	Manchester			Weekday Pre-Event	1.161	F	1.209	F
114	Blvd/ Ash St/l-405 NB Off-Ramp	ICU	Inglewood	Weekday Post-Event	0.917	Е	0.972	E
	Century Blvd/			Weekday Pre-Event			N/A	N/A
115	West Structure Driveway	HCM	Inglewood	Weekday Post-Event	Does Not Exist		46.5	D
	Prairie Ave/West			Weekday Pre-Event	t		64.8	Ε
116	Structure Driveway	HCM	Inglewood	Weekday Post-Event	Does N	ot Exist	N/A	N/A

### NOTES:

Shaded cells represent significant impacts.

Shaded cells represent significant impacts.

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

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.

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.

<sup>\*\*\*</sup> 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.

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

#	Freeway/	Component	Segment	Peak Hour	Cumulat Proje		Cumulati Proj	D C C B C B A C B A C B C F C F
	Direction	•	Type		Density 1	LOS 1	Proj Density 1  28.98  22.29  23.84  17.62  22.33  14.46  15.94  10.08  20.65  14.69  17.39  10.93  13.75  6.96  20.46  22.23  34.21   35.04  30.37  38.93	LOS
		Off-Ramp at		Weekday Pre-Event	28.23	D	28.98	D
1	I-405 Northbound	Imperial Highway	Diverge	Weekday Post- Event	21.91	С	22.29	С
	1-405	***************************************		Weekday Pre-Event	22.27	С	23.84	С
2	Northbound	C/D Off-Ramp	Diverge	Weekday Post- Event	17.30	В	17.62	В
		C/D Off-Ramp		Weekday Pre-Event	19.82	С	22.33	С
3	I-405 Northbound	to Imperial Highway On- Ramp	Basic	Weekday Post- Event	14.17	В	14.46	В
	I-405	Imperial		Weekday Pre-Event	14.27	В	15.94	В
4	Northbound	Highway EB On-Ramp	Merge	Weekday Post- Event	9.89	Α	10.08	Α
	I-405	Imperial		Weekday Pre-Event	19.19	В	20.65	С
5	Northbound	Highway WB On-Ramp	Merge	Weekday Post- Event	14.52	В	14.69	В
_	I-405	Century Blvd	ъ:	Weekday Pre-Event	15.72	В	17.39	В
6	Northbound	Off-Ramp	Diverge	Weekday Post- Event	10.74	Α		
	I-405	Century Blvd Off-Ramp to		Weekday Pre-Event	13.71	В	13.75	В
7	Northbound	Century Blvd On-Ramp	Basic	Weekday Post- Event	6.93	Α	6.96	Α
	I-405	Century Blvd		Weekday Pre-Event	20.34	С	20.46	С
8	Northbound	On-Ramp	Merge	Weekday Post- Event	19.51	С	-	F
	I-405	Century Blvd WB On-Ramp to		Weekday Pre-Event	21.83	С	22.23	С
9	Northbound	I-405 Mainline C/D Off-ramp	Weave	Weekday Post- Event	25.78	С	34.21	D
	I-405	I-405 Mainline		Weekday Pre-Event	-	F	-	F
10	Northbound	C/D On-Ramp	Merge	Weekday Post- Event	-	F		F
	I-405	I-405 Mainline		Weekday Pre-Event	34.73	D	35.04	E
11	Northbound	C/D On-Ramp to Manchester Blvd.	Basic	Weekday Post- Event	26.30	D	30.37	D
		Manchester		Weekday Pre-Event	38.51	Е	38.93	Е
12	I-405 Northbound	Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday Post- Event	39.26	E		F
		La Tijera Blvd		Weekday Pre-Event		F		F
13	I-405 Southbound	On-Ramp to Florence Ave Off-Ramp	Weave	Weekday Post- Event	18.11	В	18.80	В
		Florence Ave		Weekday Pre-Event	-	F	-	F
14	I-405 Southbound	Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday Post- Event	18.47	С	18.49	С
		La Cienega Blvd		Weekday Pre-Event	-	F		F
15	I-405 Southbound	On-Ramp to C/D Off-Ramp	Weave	Weekday Post- Event	24.47	С	24.48	С
16			Diverge	Weekday Pre-Event	17.27	В	20.85	С

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#	Freeway/	Component	Segment	Peak Hour	Cumulat Proje			y 1 LOS 1  A  A  F <sup>2</sup> F <sup>2</sup> F <sup>2</sup>
-	Direction	<b>,</b>	Туре		Density <sup>1</sup>	LOS 1	Project Density 1  12.57  8.60  4.64   -  10.04  22.38  13.17  21.44  19.20  19.33  22.13  25.91  32.69  17.58  24.54	LOS 1
	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Century Blvd.)		Weekday Post- Event	12.55	В	12.57	В
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o	Basic	Weekday Pre-Event Weekday Post-	6.60 4.62	Α Α		
		Century Blvd)		Event		F 2		
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  Weekday Post- Event	. <del>-</del>	F <sup>2</sup>	- -	
		La Cienega Blvd		Weekday Pre-Event		F 2	- -	F 2
19	I-405 Southbound	On-Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Post- Event	-	F <sup>2</sup>	-	F <sup>2</sup>
		La Cienega Blvd		Weekday Pre-Event	9.83	Α	10.04	Α
20	I-405 Southbound	Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Post- Event	19.25	С	22.38	С
	I-405	I-405 Mainline		Weekday Pre-Event	13.09	В	13.17	В
21	Southbound	C/D On-Ramp	Merge	Weekday Post- Event	20.24	С	21.44	С
	I-405	La Cienega Blvd		Weekday Pre-Event	-	F 2		F?
22	Southbound	On-Ramp (n/o Imperial Hwy)	Merge	Weekday Post- Event	18.66	В	19.20	В
	I-405	La Cienega Blvd		Weekday Pre-Event	-	F 2		F?
23	Southbound	s/o Imperial Hwy (On-ramp)	Merge	Weekday Post- Event	18.96	В	19.33	В
	I-105	I-405 SB On-		Weekday Pre-Event	20.37	С	22.13	С
24	Eastbound	Ramp	Merge	Weekday Post- Event	24.09	С	25.91	С
	I-105	Prairie Ave Off-		Weekday Pre-Event	-	F2	-	F
25	Eastbound	Ramp	Diverge	Weekday Post- Event	30.85	D	32.69	D
		Prairie Ave Off-		Weekday Pre-Event	15.99	В	17.58	В
26	I-105 Eastbound	Ramp to Imperial Hwy On-Ramp	Basic	Weekday Post- Event	22.59	С	24.54	С
	I-105	Imperial Hwy		Weekday Pre-Event	- -	F <sup>2</sup>		F
27	Eastbound	On-Ramp to 120th St Off- Ramp	Weave	Weekday Post- Event	-	F		F
00	I-105	120th St Off-		Weekday Pre-Event	-	F <sup>2</sup>	-	F 2
28	Eastbound	Ramp to 120th St On-Ramp	Basic	Weekday Post- Event	44.30	E		F
20	I-105	120th St On-	Ma	Weekday Pre-Event	19.60	С	20.46	С
29	Eastbound	Ramp	Merge	Weekday Post- Event	-	F		F
20	I-105	NB Crenshaw	Mores	Weekday Pre-Event	26.09	С	26.79	С
30	Eastbound	Blvd On-Ramp	Merge	Weekday Post- Event	-	F	-	F
31			Basic	Weekday Pre-Event	22.95	С	23.87	С

#	Freeway/ Direction	Component	Segment	Peak Hour	Cumulat Proje		Cumulativ Proje	
	Direction	•	Type		Density 1	LOS 1	21.17 21.21 21.21 21.21 42.92 20.55 31.86 16.91 26.35 15.35 44.99 21.25 33.62 20.73 23.22 30.67 41.72 33.34 42.38 26.83	LOS 1
	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings		Weekday Post- Event	-	F		F
	I-105	Vermont Ave		Weekday Pre-Event	28.27	D	-	F
32	Westbound	On-Ramp	Merge	Weekday Post- Event	18.81	В	21.17	С
	. 200	Between	,	Weekday Pre-Event	34.10	D		F
33	I-105 Westbound	Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday Post- Event	19.59	С	21.21	С
				Weekday Pre-Event	34.10	D		F
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday Post- Event	19.59	С	21.21	С
		Crenshaw Blvd		Weekday Pre-Event	28.01	D	42.92	E
35	I-105 Westbound	Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday Post- Event	18.80	С	20.55	С
	I-105	Crenshaw Blvd		Weekday Pre-Event	23.85	С	31.86	D
36	Westbound	NB Loop On- Ramp	Merge	Weekday Post- Event	15.47	В	16.91	В
	I-105	SB Crenshaw		Weekday Pre-Event	21.34	С	26.35	С
37	Westbound	Blvd On-Ramp	Merge	Weekday Post- Event	14.08	В	15.35	В
	I-105	Prairie/Hawthor		Weekday Pre-Event	32.12	D	44 99	E
38	Westbound	ne Ave Off- Ramp	Diverge	Weekday Post- Event	19.74	С	21.25	С
		Prairie/Hawthor		Weekday Pre-Event	28.57	D	33.62	D
39	I-105 Westbound	ne Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday Post- Event	18.96	С	20.73	С
	I-105	Imperial Hwy		Weekday Pre-Event	-	F		F
40	Westbound	On-Ramp to I-405 Off-Ramp	Weave	Weekday Post- Event	-	F		F
	I-110			Weekday Pre-Event	23.01	С	23.22	С
41	Northbound	I-105 On-Ramp	Merge	Weekday Post- Event	24.83	С	-	F
	1440	101st St On-		Weekday Pre-Event	30.30	D	30.67	D
42	I-110 Northbound	Ramp to n/o Century Blvd On-Ramp	Basic	Weekday Post- Event	33.76	D	41.72	Е
	1446	Century Blvd		Weekday Pre-Event	32.60	D	33.34	D
43	I-110 Northbound	On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Post- Event	34.53	D	42 38	E
		Manchester		Weekday Pre-Event	26.25	D	26.83	D
44	I-110 Northbound	Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday Post- Event	28.48	D	36.97	E
	I-110	EB Manchester		Weekday Pre-Event	27.92	С	28.48	D
45	Northbound	Blvd On-Ramp	Merge	Weekday Post- Event	36.07	E	-	F
46			Weave	Weekday Pre-Event	29.70	D	30.35	D

#	Freeway/	Component	Segment	Peak Hour	Cumulat Proje			
	Direction	•	Type		Density 1	LOS 1	Cumulative Project  Density 1  31.53  26.34  25.35  22.57  25.96  23.21  29.36  25.44  36.58  31.29  20.14  18.82  26.49	LOS 1
	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off- Ramp		Weekday Post- Event	36.46	E	-	F
		76th St On-		Weekday Pre-Event	26.02	С	31.53	D
47	I-110 Southbound	Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Post- Event	25.87	С	26.34	С
		Manchester		Weekday Pre-Event	21.29	С	25.35	C
48	I-110 Southbound	Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday Post- E∨ent	22.42	С	22.57	С
	I-110	WB Manchester		Weekday Pre-Event	22.86	С	25.96	С
49	Southbound	Blvd On-Ramp	Merge	Weekday Post- Event	23.09	С	23.21	С
	I-110	FB Manchester		Weekday Pre-Event	25.46	С	29.36	D
50	Southbound	Blvd On-Ramp	Merge	Weekday Post- Event	25.30	С	25.44	С
	I-110	Century Blvd		Weekday Pre-Event	31.73	D	36.58	Е
51	Southbound	Off-Ramp	Diverge	Weekday Post- Event	31.02	D	31.29	D
		Century Blvd		Weekday Pre-Event	18.58	С	20.14	С
52	I-110 Southbound	Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Post- Event	18.81	С	18.82	С
	1.440	Importal Librar		Weekday Pre-Event	26.01	С	26.49	С
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday Post- Event	21.68	С	21.70	С

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

		Cumulative Forum and M at NFL Sta Project P Condi	id-Size Event Idium) No re-Event	Cumulative Forum and M at NFL State Project P Condi	id-Size Event dium) Plus re-Event
	Ramp	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>
Off-Ramp <sup>1</sup>	Capacity Threshold <sup>2</sup>	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

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.

		Cumulative Forum and M at NFL Sta Project P Condi	id-Size Event idium) No re-Event	Cumulative Forum and M at NFL Stac Project P Condi	id-Size Event dium) Plus re-Event
	Ramp	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>
Off-Ramp <sup>1</sup>	Capacity Threshold <sup>2</sup>	Weekday	Weekday	Weekday	Weekday
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

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

		Methodology	Jurisdiction		Cumu No Pi		Plus P (Major	
#	Intersection	1,2	1	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	1.139	F	1.219	F
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.760	С	0.769	С
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	7.1	Α	21.9	С
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	33.6	С	34.4	С
5	Prairie Ave/ Florence Ave	НСМ	Inglewood	Weekend Pre-Event	43.3	D	84.4	F

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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.

		Methodology	Jurisdiction		Cumu No Pi	ılative roject	Plus P (Major	roject Event)
#	Intersection	1,2	1	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
	West Blvd/	ICU	Inglewood	Weekend Pre-Event	1.006	F	1.043	F
6	Florence Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.867	D	0.905	Е
7	Prairie Ave/ Grace Ave	НСМ	Inglewood	Weekend Pre-Event	3.6	Α	68.0	Е
8	Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekend Pre-Event	8.2	Α	63.7	E
9	Prairie Ave/ E Regent Street	НСМ	Inglewood	Weekend Pre-Event	22.5	С	49.4	D
0	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.026	F	1.104	T.
1	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.061	F	1.146	F
2	Hillcrest Blvd/ Manchester Blvd	НСМ	Inglewood	Weekend Pre-Event	86.0	F	94.1	F
3	Spruce Ave/ Manchester Blvd	НСМ	Inglewood	Weekend Pre-Event	39.5	D	48.8	D
4	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	155.0	F	148.7	F
5	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	64.7	Е	66.0	Е
6	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.625	F	1.744	F
7	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekend Pre-Event	0.437	Α	0.479	Α
8	Market St/La Brea Ave	ICU	Inglewood	Weekend Pre-Event	0.488	Α	0.533	Α
19	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	110.3	F	76.1	Е
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	11.1	В	22.0	С
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	59.7	Е	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	С	99.2	F
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	18.2	В	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	В	14.0	В
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	9.1	Α	24.7	С

ш		Methodology	Jurisdiction	Par Calleria	Cumu No Pi	ılative roject	(Major	roject Event)
#	Intersection	1,2	1	Peak Hour	V/C or Delay	LOS	V/C or Delay	Los
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	45.1	D	79.6	Е
29	Crenshaw Blvd/ Hardy St	НСМ	Inglewood	Weekend Pre-Event	11.6	В	122.4	F
	Van Ness Ave/	ICU	Inglewood	Weekend Pre-Event	0.507	Α	0.512	Α
30	Hardy St/ 96th St	CMA	City of Los Angeles	Weekend Pre-Event	0.334	Α	0.339	Α
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	НСМ	Inglewood/ City of Los Angeles/ Caltrans	Weekend Pre-Event	29.8	С	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	В	215.3	F
34	La Cienega Blvd/ Century Blvd	НСМ	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekend Pre-Event	34.2	С	258.4	F
35	NB 405 On/Off- Ramp/ Century Blvd	НСМ	Inglewood/ Caltrans	Weekend Pre-Event	27.6	С	186.0	F
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	18.7	В	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	Е	118.8	F
41	Myrtle Ave/ Century Blvd	НСМ	Inglewood	Weekend Pre-Event	71.4	E	97.3	F
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	25.5	С	22.9	С
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
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

		Methodology	Jurisdiction			ılative roject	Plus P (Major	roject Event)
#	Intersection	1,2	1	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
49	5th Ave/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	111.2	F	156.3	F
50	Van Ness Ave/	ICU	Inglewood/ Angeles County	Weekend Pre-Event	0.773	С	0.971	E
	Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.619	В	0.828	D
51	Gramercy PI/	ICU	Los Angeles County	Weekend Pre-Event	0.467	Α	0.611	В
51	Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.291	Α	0.444	Α
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)	НСМ	Inglewood/ Los Angeles County/ Caltrans/ City of Los Angeles	Weekend Pre-Event	12.3	В	178.6	F
54	Prairie Ave/102nd St	HCM <sup>3</sup>	Inglewood	Weekend Pre-Event	81.7	F	43.2	Е
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	6.8	А	5.2	А
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	19.0	С	207.1	F
57	La Cienega Blvd/ 104th St	HCM	Los Angeles County/City of Los Angeles	Weekend Pre-Event	5.4	Α	132.6	F
58	Inglewood Ave/ 104th St	НСМ	Los Angeles County	Weekend Pre-Event	15.2	В	65.0	Е
59	Hawthorne Blvd/ 104th St	HCM	Inglewood/ Los Angeles County	Weekend Pre-Event	25.4	С	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	Α	115.7	F
62	Yukon Ave/104th St	HCM	Inglewood	Weekend Pre-Event	12.9	В	***	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	Α	0.459	Α
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.713	С	0.722	С
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	НСМ	Inglewood	Weekend Pre-Event	9.6	Α	149.4	F

,,		Methodology	Jurisdiction			ılative roject	Plus Project (Major Event)	
#	Intersection	1,2	1	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekend Pre-Event	0.554	Α	0.651	В
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/L os Angeles County	Weekend Pre-Event	0.628	В	0.658	В
72	Prairie Ave/111th St	HCM	Inglewood	Weekend Pre-Event	169.7	F	67.8	Е
73	Yukon Ave/111th St	HCM	Inglewood	Weekend Pre-Event	8.5	Α	98.4	F
74	Hawthorne Blvd/ WB 105 Off- Ramp	ICU	Hawthorne	Weekend Pre-Event	0.645	В	0.686	В
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	В	0.666	В
77	Freeman Ave/ EB 105 On- Ramp/ Imperial Hwy	НСМ	Inglewood/ Caltrans	Weekend Pre-Event	19.4	В	18.3	В
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	Ε
80	Yukon Ave/ Imperial Hwy	НСМ	Inglewood	Weekend Pre-Event	40.2	D	18.5	В
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekend Pre-Event	0.967	Е	1.082	F
82	Prairie Ave/118th St	HCM	Hawthorne	Weekend Pre-Event	17.9	В	19.3	В
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	С	24.2	С
85	EB 105 On/Off- Ramp/ 120th St	ICU	Hawthorne	Weekend Pre-Event	0.931	E	0.950	Е
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekend Pre-Event	1.024	F	1.050	F
87	La Cienega Blvd/	ICU	Los Angeles County	Weekend Pre-Event	0.418	Α	0.418	Α
	Lennox Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.237	Α	0.237	Α
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.720	С	0.734	С
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

		Methodology	Jurisdiction		Cumu No Pi		Plus Project (Major Event)	
#	Intersection	1,2	1	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekend Pre-Event	1.001	F	1.203	F
92	Vermont Ave/	ICU	Los Angeles County	Weekend Pre-Event	0.855	D	0.987	E
92	Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.778	С	0.931	Ε
93	Hoover St/ Century Ave	СМА	City of Los Angeles	Weekend Pre-Event	0.574	Α	0.687	В
94	Figueroa St/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.747	С	0.866	D
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.487	Α	0.629	В
96	Olive St/ 110 NB On- Ramp/ Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.547	А	0.581	А
	Van Ness Ave/	ICU	Inglewood	Weekend Pre-Event	1.326	F	1 443	F
97	Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	1.207	F	1.333	F
98	Western Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	1.309	F	1.443	F
99	Normandie Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.835	D	0.915	E
100	Vermont Ave/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.864	D	0.951	Е
101	Hoover St/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.816	D	0.895	D
102	Figueroa St/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.956	Е	1.043	F
103	110 SB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.730	С	0.846	D
104	110 NB On/Off- Ramps/ Manchester Blvd	СМА	City of Los Angeles	Weekend Pre-Event	0.668	В	0.684	В
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
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	0.862	D	0.901	Е
	La Cienega	ICU	Inglewood	Weekend Pre-Event	1.091	F	1.119	F
108	Blvd/ Centinela Ave	CMA	City of Los Angeles	Weekend Pre-Event	1.053	F	1.085	F
100	La Cienega	ICU	Inglewood	Weekend Pre-Event	0.707	С	0.718	С
109	Blvd/ La Tijera Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.537	Α	0.549	Α

		Methodology	Jurisdiction		Cumu No Pi	lative roject	Plus P (Major	
#	Intersection	1,2	1	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.782	С	0.797	С
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.943	E	0.946	Ε
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 N	ot Exist	N/A	N/A
116	Prairie Ave/ West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does N	ot Exist	41.9	D

### NOTES:

- NOTES:
  Shaded cells represent significant impacts.
  Analysis methods vary by jurisdiction (refer to previous pages for description).
  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.
  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.

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

	Freeway/		Segment		Cumulat Proje		Cumulativ Proje	
#	Direction	Component	Type	Peak Hour	Density <sup>1</sup>	LOS1	Density <sup>1</sup>	LOS1
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekend Pre- Event	26.19	С	26.88	С
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekend Pre- Event	22.69	С	24.21	С
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekend Pre- Event	20.08	С	22.37	С
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekend Pre- Event	13.86	В	15.38	В
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekend Pre- Event	18.35	В	19.68	В
6	I-405 Northbound	Century Blvd Off- Ramp	Diverge	Weekend Pre- Event	14.97	В	16.49	В

	Freeway/		Segment		Cumulat Proje		Cumulativ Proje	
#	Direction	Component	Type	Peak Hour	Density <sup>1</sup>	LOS1	Density <sup>1</sup>	LOS
7	I-405 Northbound	Century Blvd Off- Ramp to Century Blvd On-Ramp	Basic	Weekend Pre- Event	13.40	В	13.51	В
8	I-405 Northbound	Century Blvd On- Ramp	Merge	Weekend Pre- Event	19.51	С	19.62	С
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekend Pre- Event	20.58	С	21.05	С
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	Ε
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	В	21.31	С
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	Α
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 <sup>2</sup>	-	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 <sup>2</sup>	-	F <sup>2</sup>
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	В	13.64	В
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	20.03	С	20.21	С
22	I-405 Southbound	La Cienega Blvd On- Ramp (n/o Imperial Hwy)	Merge	Weekend Pre- Event	16.55	В	16.69	В
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On- ramp)	Merge	Weekend Pre- Event	16.25	В	16.39	В
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekend Pre- Event	19.06	С	19.94	С
25	I-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekend Pre- Event	26.96	С	28.72	D

	Freeway/		Segment		Cumulat Proje		Cumulati Proje	
#	Direction	Component	Type	Peak Hour	Density <sup>1</sup>	LOS1	Density <sup>1</sup>	LOS
26	l-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre- Event	13.31	В	13.50	В
27	I-105 Eastbound	Imperial Hwy On- Ramp to 120th St Off-Ramp	Weave	Weekend Pre- Event	-	F2		F
28	I-105 Eastbound	120th St Off-Ramp to 120th St On- Ramp	Basic	Weekend Pre- Event	-	F2	-	F <sup>2</sup>
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekend Pre- Event	17.57	В	17.85	В
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	24.19		24.41	С
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekend Pre- Event	20.77	С	21.05	С
32	I-105 Westbound	Vermont Ave On- Ramp	Merge	Weekend Pre- Event	25.56	С	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	С	29.30	D
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekend Pre- Event	20.37	С	23.35	С
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekend Pre- Event	19.24	В	21.61	С
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	С	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	С	23.92	С
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
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

	Freeway/		Segment		Cumulat Proje		Cumulative Plus Project	
#	Direction	Component	Туре	Peak Hour	Density <sup>1</sup>	LOS1	Density <sup>1</sup>	LOS1
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	С	27.24	D
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	25.62	С	27.50	С
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre- Event	24.02	С	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	В	17.36	В
53	I-110 Southbound	Imperial Hwy Off- Ramp	Diverge	Weekend Pre- Event	22.11	С	22.68	С

- 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.

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

		Cumulative Forum and Fo at NFL Sta Project P Condi	ootball Game adium) No re-Event	Cumulative (with The Forum and Football Game at NFL Stadium) Plus Project Pre-Event Conditions		
	Ramp Capacity	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup>	95th Percentile Queue (ft.) <sup>3</sup>	Queue Exceeds Available Storage <sup>4</sup> Weekend	
Off-Ramp <sup>1</sup>	Threshold <sup>2</sup>	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

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 pProposed pProject 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.

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

Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp red calladis letter dated Apin 22, 2019, any interior is as percent or inabilitatival preligit (with its 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.

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.

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

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

	w	eekday Pre	-Event Peak	Hour	Weekday Post-Event Peak Hour				Weekend Pre-Event Peak Hour			
Facility Type	Propose d Project	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d Project	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d 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 A	Applicable		3	4	3	6

NOTE

Impacts of "Proposed Project" are judged directly against the Cumulative No Project condition. For all other scenarios, peroposed peroject 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			
	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Propose d 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

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, pProposed pProject impacts under cumulative conditions are would be more frequent regardless of which peak hour or background 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 are 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 pProposed pProject are 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 are 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 are would be longer with each added concurrent event. Off-ramp queues are 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 are 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 are 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 are 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 are 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 are 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 are would be significantly impacted during the weekend pre-event peak hour for Scenario 5.

These impacts are considered significant.

<ol><li>Environmental Impacts, Settings, and Mitigation Measures</li></ol>
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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 preevent peak hour

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

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

These impacts are considered significant.

# 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 <u>South</u> Prairie Avenue and Arbor Vitae <u>Street</u> 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 would improve operations throughout the network, particularly along <u>South</u> Prairie Avenue and <u>West</u> 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 The Forum). and Based on network-level microsimulation analysis, u-Under major event conditions and using network-level microsimulation, 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 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

Commented [BB1]: Or "impacts"?

Commented [BB2]: Something missing here.

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 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 eonsider 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 Further, there are 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 <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	Baselin The For Proj	um) No		e (with The Plus Project	Baseline (with Plus Proj Mitig	ect With
		<b>S</b>			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
				Weekday Pre-Event	0.853	D	1 006	F		***************************************
1	La Cienega Blvd/Florence Ave	ICU	Inglewood	Weekday Post-Event	0.553	Α	0.586	Α		
				Weekend Pre-Event	0.696	В	0.850	D		
				Weekday Pre-Event	0.693	В	0.720	С		
2	La Brea Ave/Florence Ave	ICU	Inglewood	Weekday Post-Event	0.469	Α	0.541	А		
				Weekend Pre-Event	0.564	Α	0.577	Α		
				Weekday Pre-Event	258.5	F	0.04	F	***	F
3	Hillcrest Blvd/Florence Ave	HCM	Inglewood	Weekday Post-Event	4.5	Α	5.4	Α	5.2	Α
				Weekend Pre-Event	6.5	Α	6.6	Α	29.5	С
				Weekday Pre-Event	192.8	F	204.3	F	219.8	F
4	Centinela Ave/Florence Ave	HCM	Inglewood	Weekday Post-Event	21.3	С	20.3	С	20.9	С
				Weekend Pre-Event	16.6	В	18.0	В	30.3	С
				Weekday Pre-Event	133.8	F	142.5	F	141.0	F
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Post-Event	20.8	С	17.4	В	32.1	С
				Weekend Pre-Event	26.0	С	68.2	E	72.6	E
				Weekday Pre-Event	1.021	F	1.080	F		
		ICU	Inglewood	Weekday Post-Event	0.779	С	0.863	D		
	W T. 1771 A			Weekend Pre-Event	0.884	D	0.943	Е		
6	West Blvd/Florence Ave			Weekday Pre-Event	0.883	D	0.945	E		
		CMA	City of Los Angeles	Weekday Post-Event	0.625	В	0.713	С	***	
			Angeles	Weekend Pre-Event	0.737	С	0.799	С		
				Weekday Pre-Event	133.4	F	139.0	F	132.1	F
7	Prairie Ave/Grace Ave	HCM	Inglewood	Weekday Post-Event	3.3	Α	2.5	А	15.8	В
				Weekend Pre-Event	3.3	Α	36.6	D	88.6	F
				Weekday Pre-Event	163.6	F	80.2	F	73.0	Е
8	Prairie Ave/East Carondelet Way	HCM	Inglewood	Weekday Post-Event	4.8	Α	28.8	С	45.9	D
	•			Weekend Pre-Event	4.7	Α	1049	F	112.2	F
				Weekday Pre-Event	87.0	F	81.2	F	78.0	Е
9	Prairie Ave/E Regent Street	HCM	Inglewood	Weekday Post-Event	6.0	Α	67.0	E	53.5	D
	-		-	Weekend Pre-Event	7.6	Α	68.3	Ε	65.4	E

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TABLE 3.14-98 Intersection Operations - Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	Baselin The For Pro	um) No		(with The Plus Project	Baseline (with Plus Proj Mitig	ect With
"	The section	c.mouolog,		T CHA IIVAI	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
		***************************************	***************************************	Weekday Pre-Event	0.755	С	0.847	D		
10	La Cienega Blvd/Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.566	Α	0.668	В		
			•	Weekend Pre-Event	0.626	В	0.719	С		
				Weekday Pre-Event	1.017	F	1.137	F	1.051	F
11	La Brea Ave/Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.647	В	0.855	D	0.855	D
				Weekend Pre-Event	0.782	С	0.901	E	0.820	D
				Weekday Pre-Event	150.4	F	178.6	F	213.8	F
2	Hillcrest Blvd/Manchester Blvd	HCM	Inglewood	Weekday Post-Event	10.8	В	24.6	С	13.8	В
				Weekend Pre-Event	101.0	F	131.9	F	131.6	F
				Weekday Pre-Event	53.3	D	62.7	E	62.7	Ε
3	Spruce Ave/Manchester Blvd	HCM	Inglewood	Weekday Post-Event	6.6	Α	55.3	E	16.9	В
				Weekend Pre-Event	77.5	E	109.5	F	98.2	F
				Weekday Pre-Event	169.0	F	128.8	F	144.8	F
4	Prairie Ave/Manchester Blvd	HCM	Inglewood	Weekday Post-Event	105.8	F	126.0	F	169.1	F
			Ü	Weekend Pre-Event	106.1	F	179.2	F	197.1	F
				Weekday Pre-Event	155.0	F	131.2	F	123.3	F
5	Kareem Ct/Manchester Blvd	HCM	Inglewood	Weekday Post-Event	42.8	D	54.0	D	808	Е
				Weekend Pre-Event	53.5	D	78.9	E	72.8	E
				Weekday Pre-Event	1.346	F	1.425	F	1.262	F
6	Crenshaw Blvd/Manchester Blvd	ICU	Inglewood	Weekday Post-Event	1.427	F	1.751	F	1.671	F
				Weekend Pre-Event	1.051	F	1.122	F	1.055	F
				Weekday Pre-Event	0.568	Α	0.633	В		
.7	La Brea Ave/Hillcrest Blvd	ICU	Inglewood	Weekday Post-Event	0.271	Α	0.410	Α		
				Weekend Pre-Event	0.397	Α	0.460	A		
				Weekday Pre-Event	0.515	A	0.580	A		
8	Market St/La Brea Ave	ICU	Inglewood	Weekday Post-Event	0.350	Α	0.510	Α		
				Weekend Pre-Event	0.429	A	0.493	A		
				Weekday Pre-Event	70.0	E	35.2	D	70.5	E
9	Prairie Ave/Kelso St/Pincay Dr	HCM	Inglewood	Weekday Post-Event	129.3	F	182.8	F	107.9	F
		*****		Weekend Pre-Event	29.1	C	26.2	C	76.0	E

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Table 3.14-98
Intersection Operations – Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	Baselin The For Proj	um) No		e (with The Plus Project	Baseline (with Plus Proj Mitig	ect With
			3 <b>41 13 41 13 13 13</b>		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
				Weekday Pre-Event	13.1	В	12.4	В	12.5	В
20	Kareem Ct/Pincay Dr	HCM	Inglewood	Weekday Post-Event	107.4	F	8.3	Α	7.7	А
				Weekend Pre-Event	13.2	В	11.7	В	16.9	В
				Weekday Pre-Event	168.1	F	184.8	F	146.3	F
21	La Cienega Blvd/Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	19.7	В	19.6	В	16.0	В
				Weekend Pre-Event	20.6	С	42.0	D	21.3	С
				Weekday Pre-Event	192.2	F	179.1	F	133.4	F
22	Inglewood Ave/Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	18.1	В	20.2	С	19.0	В
				Weekend Pre-Event	29.9	С	109.6	F	52.8	D
				Weekday Pre-Event	138.7	F	146.1	F	111.9	F
23	La Brea Ave/Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	21.0	С	53.0	D	19.2	В
				Weekend Pre-Event	49.4	D	94.9	F	31.7	С
				Weekday Pre-Event	126.2	F	68.4	Е	60.2	E
24	Myrtle Ave/Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	7.8	Α	133.1	F	8.4	Α
				Weekend Pre-Event	94.0	F	99.3	F	20.7	С
		***************************************	******************************	Weekday Pre-Event	83.4	F	60.3	Е	61.6	E
25	Prairie Ave/Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	97.8	F	***	F	202.8	F
				Weekend Pre-Event	69.7	Е	72.1	E	49.2	D
				Weekday Pre-Event	13.1	В	82.9	F	34.1	С
26	La Brea Ave/Hardy St	HCM	Inglewood	Weekday Post-Event	10.8	В	9.6	А	9.1	Α
				Weekend Pre-Event	13.1	В	68.0	E	14.1	В
				Weekday Pre-Event	8.2	Α	7.4	А	19.6	В
27	Myrtle Ave/Hardy St	HCM	Inglewood	Weekday Post-Event	6.9	Α	7.0	Α	6.8	Α
			_	Weekend Pre-Event	9.7	Α	8.8	А	9.2	Α
				Weekday Pre-Event	21.2	С	24.6	С	27.0	С
28	Prairie Ave/Hardy St	HCM	Inglewood	Weekday Post-Event	147.6	F	***	F	287.7	F
	•		-	Weekend Pre-Event	19.9	В	24.2	С	20.7	С
				Weekday Pre-Event	9.7	Α	48.5	D	9.8	Α
29	Crenshaw Blvd/Hardy St	HCM	Inglewood	Weekday Post-Event	102.4	F	107.8	F	110.9	F
	•		Ü	Weekend Pre-Event	9.1	A	8.7	А	8.7	Α

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TABLE 3.14-98 Intersection Operations - Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	Baselin The For Pro	um) No		e (with The Plus Project	Baseline (with Plus Proj Mitig	ect With
		<b>s</b>			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
		***************************************		Weekday Pre-Event	0.558	А	0.571	А	***************************************	
		ICU	Inglewood	Weekday Post-Event	0.329	А	0.390	Α		
30	Van Ness Ave/Hardy St/96 <sup>th</sup> St			Weekend Pre-Event	0.469	Α	0.473	Α		
30	Van Ness Ave/Hardy 5096" St			Weekday Pre-Event	0.488	Α	0.502	Α		
		CMA	City of Los Angeles	Weekday Post-Event	0.243	Α	0.308	Α		
			ruigeles	Weekend Pre-Event	0.393	Α	0.397	Α		
			Inglewood/	Weekday Pre-Event	143.7	F	***	F	104.2	F
31	La Cienega Blvd/SB 405 On/Off Ramps (n/o Century)	HCM	City of Los	Weekday Post-Event	25.4	С	49.5	D	56.6	E
	Ramps (n/o Century)		Angeles/ Caltrans	Weekend Pre-Event	17.1	В	1497	F	41.2	D
				Weekday Pre-Event	15.5	В	21.3	С	10.9	В
32	Prairie Ave/97th St	HCM	Inglewood	Weekday Post-Event	26.0	С	232.5	F	34.3	С
				Weekend Pre-Event	11.5	В	14.6	В	14.2	В
				Weekday Pre-Event	9.8	Α	72.9	E	28.3	С
3	Concourse Way/Century Blvd	HCM	City of Los	Weekday Post-Event	10.7	В	11.1	В	9.3	Α
			Angeles	Weekend Pre-Event	11.6	В	10.3	В	11.5	В
			Inglewood/	Weekday Pre-Event	35.6	D	189.9	F	110.9	F
4	La Cienega Blvd/Century Blvd	HCM	City of Los Angeles/	Weekday Post-Event	30.3	С	41.8	D	33.6	С
			County of Los Angeles	Weekend Pre-Event	27.4	С	47.5	D	45.2	D
				Weekday Pre-Event	19.3	В	203.5	F	179.6	F
5	NB 405 On/Off Ramp/Century Blvd	HCM	Inglewood/ Caltrans	Weekday Post-Event	17.0	В	22.0	С	76.2	Ε
			Camans	Weekend Pre-Event	13.3	В	114.1	F	32.4	С
				Weekday Pre-Event	14.6	В	51.7	D	33.3	С
6	Felton Ave/Century Blvd	HCM	Inglewood	Weekday Post-Event	95.6	F	148.9	F	118.1	F
				Weekend Pre-Event	13.2	В	19.6	В	15.7	В
				Weekday Pre-Event	27.4	С	220.7	F	159.1	F
7	Inglewood Ave/Century Blvd	HCM	Inglewood	Weekday Post-Event	45.2	D	131.0	F	84.9	F
				Weekend Pre-Event	27.4	С	121.6	F	67.4	Ε
				Weekday Pre-Event	20.8	С	234.2	F	158.1	F
8	Fir Ave/Firmona Ave/Century Blvd	HCM	Inglewood	Weekday Post-Event	9.7	Α	75.0	E	24.5	С
				Weekend Pre-Event	6.4	Α	157.5	F	114.9	F

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Table 3.14-98
Intersection Operations – Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	Baseline The For Proj	um) No		(with The Plus Project	Baseline (with Plus Proj Mitig	ect With
		<b>s</b>			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
				Weekday Pre-Event	32.2	С	97.2	F	79.1	E
39	Grevillea Ave/Century Blvd	HCM	Inglewood	Weekday Post-Event	11.4	В	63.1	E	16.6	В
				Weekend Pre-Event	5.7	Α	83.5	F	62.6	Ε
				Weekday Pre-Event	68.7	E	131.5	F	136.4	F
40	Hawthorne Blvd/La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Post-Event	37.9	D	118.8	F	64.8	Ε
	Centary Divd			Weekend Pre-Event	40.8	D	126.6	F	108.7	F
				Weekday Pre-Event	87.5	F	81.5	F	50.9	D
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	6.3	Α	105.6	F	18.8	В
	Century Bivd			Weekend Pre-Event	8.8	Α	50.7	D	33.9	С
				Weekday Pre-Event	24.3	С	31.9	С	21.5	С
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	7.3	Α	85.3	F	49.8	D
	Century Bivd		_	Weekend Pre-Event	9.3	Α	22.1	С	19.2	В
				Weekday Pre-Event	111.2	F	144.9	F	121.6	F
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	70.1	Е	259.5	F	134.7	F
	Century Bivd			Weekend Pre-Event	71.2	E	94.7	F	108.2	F
**********			***************************************	Weekday Pre-Event	34.6	С	164.6	F	110.5	F
44	Doty Ave/	HCM	Inglewood	Weekday Post-Event	19.4	В	206.9	F	188.4	F
	Century Blvd			Weekend Pre-Event	32.0	С	38.8	D	69.6	E
				Weekday Pre-Event	47.3	D	149.0	F	101.9	F
45	Yukon Ave/	HCM	Inglewood	Weekday Post-Event	14.8	В	143.8	F	130.4	£
	Century Blvd			Weekend Pre-Event	21.2	С	67.1	E	96.6	F
			***************************************	Weekday Pre-Event	49.3	D	159.1	F	112.8	F
46	Club Dr/	HCM	Inglewood	Weekday Post-Event	19.3	В	115.2	F	107.4	F
	Century Blvd		C	Weekend Pre-Event	38.8	D	72.5	E	67.8	E
	11th Aye/			Weekday Pre-Event	49.2	D	113.3	F	73.3	E
47	Village Ave/	HCM	Inglewood	Weekday Post-Event	17.0	В	147.1	F	763	E
	Century Blvd		Ü	Weekend Pre-Event	27.7	С	51.6	D	52.7	D
				Weekday Pre-Event	60.6	E	169.1	F	158.6	F
48	Crenshaw Blvd/	HCM	Inglewood	Weekday Post-Event	76.5	E	119.7	F	107.3	F
	Century Blvd		0	Weekend Pre-Event	39.2	D	142.0	F	159.6	F

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TABLE 3.14-98 Intersection Operations - Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	Baselin The For Pro	um) No		(with The Plus Project	Baseline (with Plus Proj Mitig	ect With
			3		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
	_A	******************************	***************************************	Weekday Pre-Event	12.1	В	123.4	F	100.1	F
49	5 <sup>th</sup> Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	13.8	В	19.1	В	21.8	С
	Century Bive			Weekend Pre-Event	14.1	В	108.5	F	98.3	F
			Inglewood/Lo	Weekday Pre-Event	0.758	С	0.870	D		
		ICU	s Angeles	Weekday Post-Event	0.568	А	0.809	D		
	Van Ness Ave/		County	Weekend Pre-Event	0.658	В	0.786	С		
0	Century Blvd			Weekday Pre-Event	0.701	С	0.821	D		
		CMA	City of Los Angeles	Weekday Post-Event	0.499	А	0.757	С		
			Angeles	Weekend Pre-Event	0.595	Α	0.731	С		
				Weekday Pre-Event	0.388	Α	0.505	Α		
		ICU	Los Angeles County	Weekday Post-Event	0.410	А	0.619	В		
,	Gramercy Pl/		County	Weekend Pre-Event	0.362	Α	0.473	Α		
1	Century Blvd			Weekday Pre-Event	0.207	Α	0.333	Α		
		CMA	City of Los Angeles	Weekday Post-Event	0.231	А	0.453	Α		
			Aligeles	Weekend Pre-Event	0.179	Α	0.297	Α		
				Weekday Pre-Event	0.771	С	0.973	E		
2	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.587	Α	0.910	E		
	Century Dive		Aligeres	Weekend Pre-Event	0.641	В	0.842	D		
			Inglewood/Lo	Weekday Pre-Event	10.9	В	186.3	F	130.6	F
3	La Cienega Blvd/ SB 405 On/Off Ramps (s/o Century)	HCM	s Angeles County/Caltra	Weekday Post-Event	9.2	Α	10.4	В	10.6	В
	35 405 OH OH Ramps (8/0 Century)		ns/City of Los Angeles	Weekend Pre-Event	9.0	А	9.4	Α	11.3	В
				Weekday Pre-Event	94.3	F	151.0	F	35.7	E
4	Prairie Ave/102 <sup>nd</sup> St	$HCM^3$	Inglewood	Weekday Post-Event	6.2	Α	***	F	***	F
			-	Weekend Pre-Event	85.6	F	23.2	С	14.0	В
				Weekday Pre-Event	33.0	D	10.0	В	9.3	A
5	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Post-Event	5.7	Α	79.3	F	4.9	Α
			- ,	Weekend Pre-Event	10.2	В	8.2	Α	9.1	Α
				Weekday Pre-Event	91.5	F	***	F	218.0	F
6	Yukon Ave/102 <sup>nd</sup> St	HCM (unsig.)	Inglewood	Weekday Post-Event	7.4	Α	***	F	***	F
				Weekend Pre-Event	15.1	С	79.7	F	188.9	F

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Table 3.14-98
Intersection Operations – Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	Baselin The For Proj	um) No		(with The Plus Project	Baseline (with Plus Proj Mitig	ect With
			3 <b>4.</b> 12 <b>4.</b> 1	2	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
			Los Angeles	Weekday Pre-Event	9.9	А	99.1	F	27.7	С
57	La Cienega Blvd/ 104 <sup>th</sup> St	HCM	County/City of Los	Weekday Post-Event	5.8	Α	5.3	Α	5.2	Α
	104 St		Angeles	Weekend Pre-Event	7.4	Α	7.5	А	8.2	Α
				Weekday Pre-Event	16.0	В	18.8	В	21.9	С
58	Inglewood Ave/ 104 <sup>th</sup> St	HCM	Los Angeles	Weekday Post-Event	8.3	Α	9.5	Α	7.8	Α
	104" St		County	Weekend Pre-Event	15.6	В	16.0	В	14.7	В
			Inglewood/Lo	Weekday Pre-Event	23.8	С	165.1	F	146.0	F
59	Hawthorne Blvd/ 104 <sup>th</sup> St	HCM	s Angeles	Weekday Post-Event	15.7	В	94.6	F	17.8	В
	104 St		County	Weekend Pre-Event	24.8	С	109.8	F	44.5	D
				Weekday Pre-Event	141.0	F	250.7	F	142.9	F
60	Prairie Ave/104th St	HCM	Inglewood	Weekday Post-Event	9.3	Α	236.8	F	139.8	F
				Weekend Pre-Event	143.9	F	188.8	F	134.7	F
		LICM (unnin )		Weekday Pre-Event	24.7	С	207.1	F	88.0	F
61	Doty Ave/104 <sup>th</sup> St	HCM (unsig.)	Inglewood	Weekday Post-Event	6.6	Α	6.6	А	8.9	А
				Weekend Pre-Event	7.8	А	242.4	F	198.4	F
				Weekday Pre-Event	14.9	В	204.3	F	83.3	F
62	Yukon Ave/104 <sup>th</sup> St	HCM	Inglewood	Weekday Post-Event	8.4	Α	12.3	В	34.7	С
				Weekend Pre-Event	12.9	В	135.4	F	52.9	D
	G 1 F1 1/			Weekday Pre-Event	28.3	С	115.5	F	107.5	F
63	Crenshaw Blvd/ 104 <sup>th</sup> St	HCM	Inglewood	Weekday Post-Event	11.7	В	19.3	В	17.6	В
				Weekend Pre-Event	22.6	С	167.0	F	132.3	F
	X/ NT A (		Inglewood/Lo	Weekday Pre-Event	0.525	А	0.544	А		
64	Van Ness Ave/ 104 <sup>th</sup> St	ICU	s Angeles	Weekday Post-Event	0.301	Α	0.327	А		
			County	Weekend Pre-Event	0.430	Α	0.443	Α		
	Hawthorne Blvd/		Los Angeles	Weekday Pre-Event	0.704	С	0.732	С		
65	Lennox Blvd	ICU	County	Weekday Post-Event	0.471	Α	0.662	В		
				Weekend Pre-Event	0.612	В	0.629	В	2001	
	Freeman Ave/		Los Angeles	Weekday Pre-Event	22.7	С	265.1	F	8.9	Α
66	Lennox Blvd	HCM	County	Weekday Post-Event	5.4	Α	102.2	F	56.9	Е
				Weekend Pre-Event	6.5	Α	204.5	F	7.1	Α

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TABLE 3.14-98 Intersection Operations - Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	Baselin The For Pro	um) No		e (with The Plus Project	Baseline (with Plus Proj Mitig	ect With
"	The section	, retillouslog,	o di isale doli	T CHA TIVAL	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
********				Weekday Pre-Event	26.3	С	67.5	E	32.7	С
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Post-Event	7.6	Α	151.1	F	129.9	F
	Editor Dive		,	Weekend Pre-Event	32.2	С	54.9	D	37.4	D
				Weekday Pre-Event	64.0	Е	109.7	F	63.2	E
68	Prairie Ave/108th St	HCM	Inglewood	Weekday Post-Event	7.3	Α	66.6	E	62.6	E
				Weekend Pre-Event	108.5	F	1142	F	81.6	F
				Weekday Pre-Event	8.9	А	10.5	В	17.5	В
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Post-Event	6.7	Α	8.2	А	7.5	Α
				Weekend Pre-Event	9.2	Α	12.3	В	12.7	В
				Weekday Pre-Event	0.538	Α	0.703	С		
70	Crenshaw Blvd/ 109 <sup>th</sup> St	ICU	Inglewood	Weekday Post-Event	0.425	Α	0.609	В		
	109 30			Weekend Pre-Event	0.450	Α	0.617	В		
			Hawthorne/L	Weekday Pre-Event	0.706	С	0.768	С		
71	Hawthorne Blvd/ 111 <sup>th</sup> St	ICU	os Angeles	Weekday Post-Event	0.405	Α	0.578	А		
	111-50		County	Weekend Pre-Event	0.576	Α	0.649	В		
			**************************************	Weekday Pre-Event	31.1	С	100.9	F	917	F
72	Prairie Ave/111 <sup>th</sup> St	HCM	Inglewood	Weekday Post-Event	33.4	С	176 1	F	172.3	F
				Weekend Pre-Event	54.7	D	62.4	E	106.9	F
				Weekday Pre-Event	7.9	Α	8.5	А	36.7	D
73	Yukon Ave/111 <sup>th</sup> St	HCM	Inglewood	Weekday Post-Event	6.3	Α	6.4	А	5.8	Α
				Weekend Pre-Event	8.6	Α	8.4	Α	9.1	Α
				Weekday Pre-Event	0.700	В	0.817	D		
74	Hawthorne Blvd/ WB 105 Off Ramp	ICU	Hawthorne	Weekday Post-Event	0.461	Α	0.634	В		
	WB 103 Off Railip			Weekend Pre-Event	0.582	Α	0.702	С		
	Prairie Ave/			Weekday Pre-Event	94.9	F	230.7	F	282.5	F
75	112 <sup>th</sup> St/	HCM	Inglewood/ Caltrans	Weekday Post-Event	66.7	E	172.5	F	135.6	F
	105 On Ramps		Cantans	Weekend Pre-Event	51.6	D	164.1	F	207.0	F
				Weekday Pre-Event	0.770	С	0.773	С	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
76	Hawthorne Blvd/	ICU	Hawthorne	Weekday Post-Event	0.411	Α	0.443	А		
	Imperial Hwy			Weekend Pre-Event	0.578	A	0.608	В		

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Table 3.14-98
Intersection Operations – Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	Baselin The For Pro	um) No		(with The Plus Project	Baseline (with Plus Proj Mitig	ect With
"	The section	Millioudology		T CHA IIVAI	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
	Freeman Ave/			Weekday Pre-Event	25.6	С	98.1	F	73.1	E
77	EB 105 On Ramp/	HCM	Inglewood/ Caltrans	Weekday Post-Event	51.3	D	61.5	E	70.3	E
	Imperial Hwy		Califalis	Weekend Pre-Event	16.8	В	15.8	В	15.7	В
				Weekday Pre-Event	83.3	F	128.1	F	111.9	F
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	62.5	Е	55.1	Е	43.8	D
	Imperiar riwy		Hawthoffie	Weekend Pre-Event	39.2	D	45.8	D	63.3	E
				Weekday Pre-Event	58.6	Е	117.5	F	108.8	F
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	9.5	Α	7.5	А	7.6	Α
	Imperiai riwy		Hawmonie .	Weekend Pre-Event	12.2	В	12.4	В	13.3	В
				Weekday Pre-Event	19.4	В	130.9	F	127.2	F
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Post-Event	8.2	Α	12.0	В	9.3	А
	ппрепаг гіму			Weekend Pre-Event	12.6	В	11.5	В	12.4	В
				Weekday Pre-Event	0.888	D	1.037	F		
81	Crenshaw Blvd/	ICU	Inglewood	Weekday Post-Event	0.570	Α	0.820	D	***	
	Imperial Hwy			Weekend Pre-Event	0.790	С	0.940	E		
			******************************	Weekday Pre-Event	21.1	С	112.0	F	117.8	F
82	Prairie Ave/118th St	HCM	Hawthorne	Weekday Post-Event	13.4	В	10.1	В	10.2	В
				Weekend Pre-Event	18.3	В	18.6	В	19.7	В
	Crenshaw Blvd/			Weekday Pre-Event	0.810	D	0.977	E	0.969	Ε
83	WB 105 Off Ramp/	ICU	Hawthorne/	Weekday Post-Event	0.693	В	0.880	D	0.835	D
	118 <sup>th</sup> Pl		Caltrans	Weekend Pre-Event	0.782	С	0.952	E	0.943	E
				Weekday Pre-Event	55.6	E	135.9	F	132.0	F
84	Prairie Ave/120 <sup>th</sup> St	HCM	Hawthorne	Weekday Post-Event	18.6	В	18.2	В	18.4	В
				Weekend Pre-Event	25.2	С	24.2	С	25.5	С
				Weekday Pre-Event	0.710	С	0.742	С		
85	EB 105 On/Off Ramp/ 120 <sup>th</sup> St	ICU	Hawthorne	Weekday Post-Event	0.721	С	0.951	Е		
	120" St			Weekend Pre-Event	0.790	С	0.837	D	***	
				Weekday Pre-Event	0.742	С	0.865	D	 0.821	D
86	Crenshaw Blvd/	ICU	Hawthorne	Weekday Post-Event	0.849	D	1.293	F	0.748	C
	120 <sup>th</sup> Street			Weekend Pre-Event	0.775	C	0.898	D	0.862	D

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TABLE 3.14-98 Intersection Operations - Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	Baselin The For Pro	um) No	Baseline (with The Forum) Plus Project		Baseline (with Plus Proj Mitig:	ect With
		<b>g</b>			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
				Weekday Pre-Event	0.412	А	0.424	А		
		ICU	Los Angeles County	Weekday Post-Event	0.248	А	0.268	А		
87	La Cienega Blvd/		County	Weekend Pre-Event	0.284	А	0.296	Α		
5 /	Lennox Blvd			Weekday Pre-Event	0.233	Α	0.246	Α		
		CMA	City of Los Angeles	Weekday Post-Event	0.079	Α	0.089	Α		
			ruigeles	Weekend Pre-Event	0.098	А	0.109	Α		
				Weekday Pre-Event	0.787	С	0.801	D		
8	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekday Post-Event	0.444	А	0.487	А		
	Lennox Bivd		County	Weekend Pre-Event	0.648	В	0.662	В		
				Weekday Pre-Event	14.8	В	150.8	F	81.6	F
39	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekday Post-Event	11.2	В	166.3	F	178.1	F
	Century Diva			Weekend Pre-Event	15.4	В	82.1	F	108.7	F
				Weekday Pre-Event	21.0	С	13.4	В	20.2	С
90	Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekday Post-Event	168.5	F	235.6	F	201.7	F
	Duckthorn Street			Weekend Pre-Event	16.5	В	16.9	В	17.2	В
			**************************************	Weekday Pre-Event	0.967	E	1 140	F		
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekday Post-Event	0.740	С	1 027	F		
	Century Ave		County	Weekend Pre-Event	0.815	D	0.985	E		
				Weekday Pre-Event	0.773	С	0.876	D	XX	
		ICU	Los Angeles	Weekday Post-Event	0.603	В	0.794	С		
	Vermont Ave/		County	Weekend Pre-Event	0.671	В	0.781	С		
92	Century Ave			Weekday Pre-Event	0.682	В	0.802	D		
		CMA	City of Los	Weekday Post-Event	0.484	Α	0.707	С		
			Angeles	Weekend Pre-Event	0.563	Α	0.691	В		
				Weekday Pre-Event	0.489	Α	0.558	A		
)3	Hoover St/ Century Ave	CMA	City of Los	Weekday Post-Event	0.347	Α	0.525	А		
	Century Ave		Angeles	Weekend Pre-Event	0.431	Α	0.513	Α		
				Weekday Pre-Event	0.698	В	0.775	С		
94	Figueroa St/	CMA	City of Los	Weekday Post-Event	0.455	А	0.617	В		
	Century Ave		Angeles	Weekend Pre-Event	0.602	В	0.689	В		

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Table 3.14-98
Intersection Operations – Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	Baselin The For Pro	um) No		e (with The Plus Project	Baseline (with Plus Pro Mitig	ect With
	2000000		5 <b>4.1</b> 15 <b>4.1</b> 5	2	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
	Grand Ave/	***************************************	***************************************	Weekday Pre-Event	0.452	А	0.558	А	***************************************	
95	110 SB Off Ramp/	CMA	City of Los Angeles	Weekday Post-Event	0.339	Α	0.461	А		
	Century Ave		Angeles	Weekend Pre-Event	0.371	Α	0.473	А		
	Olive St/			Weekday Pre-Event	0.432	Α	0.461	А		
96	110 NB On Ramp/	CMA	City of Los Angeles	Weekday Post-Event	0.354	Α	0.518	А		
	Century Ave		Aligeles	Weekend Pre-Event	0.385	А	0.414	Α		
				Weekday Pre-Event	1.179	F	1.323	F		
		ICU	Inglewood	Weekday Post-Event	1.054	F	1.319	F		
	Van Ness Ave/			Weekend Pre-Event	0.962	E	1.105	F		
97	Manchester Blvd			Weekday Pre-Event	1.051	F	1.205	F		
		CMA	City of Los	Weekday Post-Event	0.917	Е	1.200	F		
			Angeles	Weekend Pre-Event	0.819	D	0.971	E		
				Weekday Pre-Event	1.104	F	1.270	F		
98	Western Ave/	CMA	City of Los	Weekday Post-Event	1.048	F	1.313	F		
	Manchester Blvd		Angeles	Weekend Pre-Event	0.894	D	1.058	F		
			*******************************	Weekday Pre-Event	0.805	D	0.897	D	**	
99	Normandie Ave/	CMA	City of Los	Weekday Post-Event	0.711	С	0.848	D		
	Manchester Blvd		Angeles	Weekend Pre-Event	0.637	В	0.721	С		
				Weekday Pre-Event	0.859	D	0.952	E		
100	Vermont Ave/	CMA	City of Los	Weekday Post-Event	0.795	С	0.946	E		
	Manchester Blvd		Angeles	Weekend Pre-Event	0.637	В	0.728	С	**	
				Weekday Pre-Event	0.770	C	0.855	D		
101	Hoover St/	CMA	City of Los	Weekday Post-Event	0.706	C	0.843	D		
-	Manchester Blvd		Angeles	Weekend Pre-Event	0.631	В	0.715	C		
				Weekday Pre-Event	0.926	E	1.019	F		
102	Figueroa St/	CMA	City of Los	Weekday Post-Event	0.983	E	1.134	F		
	Manchester Blvd		Angeles	Weekend Pre-Event	0.752	C	0.843	D	888	
				Weekday Pre-Event	0.752	C	0.895	D		
103	110 SB On/Off Ramps/	CMA	City of Los	Weekday Post-Event	0.892	D	0.979	E		
	Manchester Blvd		Angeles	Weekend Pre-Event	0.509	Α	0.660	В	**	

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TABLE 3.14-98 Intersection Operations - Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	Baselin The For Pro	um) No		(with The Plus Project	Baseline (with Plus Proj Mitig	ect With
			3 <b>4.1</b> 13 <b>4.1</b> 13 14 15 15 15 15 15 15 15 15 15 15 15 15 15		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
		***************************************		Weekday Pre-Event	0.559	А	0.563	А	***************************************	
104	110 NB On/Off Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.760	С	1.092	F		
	Manchester Bivd		ruigeles	Weekend Pre-Event	0.539	Α	0.544	Α		
	~			Weekday Pre-Event	0.994	E	1.137	F		
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Post-Event	0.938	Е	1 113	F		
	Tilledy Di			Weekend Pre-Event	0.776	С	0.913	E		
				Weekday Pre-Event	0.778	С	0.819	D		
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Post-Event	0.578	Α	0.653	В		
	Florence Ave		Angeles	Weekend Pre-Event	0.622	В	0.664	В		
				Weekday Pre-Event	0.937	Е	0.948	E	0.927	Е
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Post-Event	0.515	Α	0.562	Α	0.562	Α
	Centineia Ave			Weekend Pre-Event	0.794	С	0.806	D	0.806	D
				Weekday Pre-Event	1.006	F	1.044	F	0.947	E
		ICU	Inglewood	Weekday Post-Event	0.652	В	0.660	В	0.627	В
	La Cienega Blvd/			Weekend Pre-Event	0.993	E	1.033	F	0.956	E
108	Centinela Ave			Weekday Pre-Event	0.953	E	0.998	E	0.885	D
		CMA	City of Los	Weekday Post-Event	0.542	Α	0.552	А	0.513	Α
			Angeles	Weekend Pre-Event	0.939	E	0.986	E	0.896	D
				Weekday Pre-Event	0.723	С	0.738	С	<b></b>	
		ICU	Inglewood	Weekday Post-Event	0.475	Α	0.495	Α		
	La Cienega Blvd/			Weekend Pre-Event	0.653	В	0.669	В		
109	La Tijera Blvd			Weekday Pre-Event	0.553	Α	0.570	Α		
		CMA	City of Los	Weekday Post-Event	0.295	Α	0.316	А		
			Angeles	Weekend Pre-Event	0.481	Α	0.499	А		
				Weekday Pre-Event	0.906	E	0.913	E		
110	La Brea Ave/	ICU	Los Angeles	Weekday Post-Event	0.507	Α	0.507	Α		
	Slauson Ave		County	Weekend Pre-Event	0.754	С	0.760	С		
				Weekday Pre-Event	0.930	E	0.932	E		
111	La Cienega Blvd/	ICU	Los Angeles	Weekday Post-Event	0.624	В	0.644	В		
	Stocker St		County	Weekend Pre-Event	0.873	D	0.876	D		

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TABLE 3.14-98 Intersection Operations - Adjusted Baseline (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	liction <sup>1</sup> Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The For Plus Project With Mitigation	
"			ourisaledon	I OMA IIVAI	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
	La Brea Ave/		~ .	Weekday Pre-Event	1.064	F	1.071	F		***************************************
112	Overhill Drive/	ICU	Los Angeles County	Weekday Post-Event	0.549	Α	0.549	Α		
	Stocker St		County	Weekend Pre-Event	0.807	D	0.814	D		
	G 1 D1		Inglewood	Weekday Pre-Event	1.036	F	1.153	F		
113	Crenshaw Dr/ Manchester Blvd	ICU		Weekday Post-Event	0.627	В	0.666	В		
	Manorestor Divid			Weekend Pre-Event	0.779	С	0.894	D		
				Weekday Pre-Event	0.931	E	0.996	E		
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Post-Event	0.620	В	0.745	С		
	Ash St/1-405 NB Off-Ramp			Weekend Pre-Event	0.768	С	0.861	D		
				Weekday Pre-Event			N/A	N/A		
115	Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekday Post-Event	Does No	ot Exist	129.8	F	60.5	E
	Dnveway		-	Weekend Pre-Event			N/A	N/A	N/A	N/A
			Inglewood	Weekday Pre-Event	Does Not Exist		109.2	F	36.4	D
116	Prairie Ave/West Structure Driveway	HCM		Weekday Post-Event			N/A	N/A	N/A	N/A
	Dilveway			Weekend Pre-Event			51.2	D	35.7	D

#### 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 compain 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.

SOURCE: Fehr & Peers, 2019.

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<sup>1</sup> 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.

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.

<sup>\*\*\*</sup> 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.

# 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 <u>are presented</u> 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's Arena, when held concurrently with major events at the NFL Stadium and/or The Forum, would cause significant impacts on <u>a number of</u> 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) (1-105 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 <u>West</u> 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. 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 <u>South Prairie</u> 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 <a href="West">West</a> Century Boulevard. However, the northbound off-ramp and the more southerly southbound off-ramp (south of <a href="West">West</a> 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, thereby mitigating this impact 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 remain be significant and unavoidable.

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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 and unavoidable.

The draft Transportation Management and Operations Plan for the Inglewood Sports & Entertainment District<sup>19</sup> 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.

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. This impact is considered to be **less than significant**.

To the extent that congestion on <u>South Prairie</u> 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 <u>site Site</u> along <u>South Prairie</u> Avenue, the proposed 120-foot length of the pull-out may be inadequate. Thus, the current plan for accommodating shuttle buses on <u>South Prairie</u> Avenue would fail to provide adequate access to transit, which is considered a **significant impact**.

# 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.

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

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

# 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: This measure will-would reduce the impact to less than significant.

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**.

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# 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 <u>South Prairie Avenue/West Century Boulevard</u> 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, Ssignificant impacts for-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 based on the results in Tables 3.14-81, 3.14-84, 3.14-87, 3.14-90, and 3.14-93 and the significance criteria.

Figures 3.14-33, 3.14-34, and 3.14-35 are study area maps displaying those intersections that are would be significantly impacted during the weekday pre-event, weekday post-event, and weekend pre-event peak hours, respectively, for Scenario 1. Figures 3.14-36 is a study area map displaying those intersections that are would be significantly impacted during the weekday pre-event peak hours for Scenario 2. Figures 3.14-37 and 3.14-38 are study area maps displaying those intersections that are 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 are 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 are 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

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

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

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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

Impacted Intersections: Cumulative (With Mid-Sized Event at NFL Figure 3.14-38 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

Impacted Intersections: Cumulative (With The Forum and Mid-Sized Figure 3.14-40 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)

<u>Mitigation Measure 3.24-33(a) requires implementation of Include</u> all mitigation measures required to mitigate impacts of a major event at the Proposed Project Arena under major event-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).

The following describes their effectiveness 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 right-of-way; however, some would require coordination with other responsible agencies. Further, there are-would be no assurances that these agencies would permit these improvements

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

#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
			3 <b>4.1</b> 13 <b>4.1</b> 1		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
				Weekday Pre-Event	1.189	F	1 3/13	F		
1	La Cienega Blvd/Florence Ave	ICU	Inglewood	Weekday Post-Event	0.739	С	0.771	C		
				Weekend Pre-Event	1.065	F	1,220	P		
				Weekday Pre-Event	0.833	D	0.848	D		
2		ICU	Inglewood	Weekday Post-Event	0.520	А	0.592	A		
				Weekend Pre-Event	0.748	С	0.757	С		
				Weekday Pre-Event	27.7	C	9.6	A	39.2	D
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Post-Event	4.7	A	4.9	A	4.9	A
			Č ,	Weekend Pre-Event	6.9	A	7.5	A	8.6	A
	Centinela Ave/Florence Ave	HCM	Inglewood	Weekday Pre-Event	36.9	D	88.3	Ŧ	112.1	F
4				Weekday Post-Event	19.4	В	21.1	С	22.3	C
				Weekend Pre-Event	20.0	C	22.4	C	26.5	C
	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	97.9	F	87.8	F	102.4	F
5				Weekday Post-Event	24.4	C	30.6	C	31.5	C
				Weekend Pre-Event	30.7	С	89.1	F	88.5	F
				Weekday Pre-Event	1.104	F	1.163	F		
		ICU	Inglewood	Weekday Post-Event	0.810	D	0.893	D	*	
	West Blvd/		ē.	Weekend Pre-Event	0.982	Е	1.041	F		
6				Weekday Pre-Event	0.971	E	1.033	F		
		CMA	City of Los	Weekday Post-Event	0.658	В	0.746	C	8	
			Angeles	Weekend Pre-Event	0.841	D	0.901	£		
				Weekday Pre-Event	117.2	F	106.2	F	123.4	F
7		HCM	Inglewood	Weekday Post-Event	4.1	A	92.5	Ţ.	44.3	D
	Grace Ave	110111	night wood	Weekend Pre-Event	3.6	Α	173.0	ř	103.6	F
				Weekday Pre-Event	117.9	F	110.1	F	125.7	p
8	Prairie Ave/ Prairie Ave/	HCM	Inglewood	Weekday Post-Event	5.3	A	156.5	F	99.1	F
-		TICIVI	nigicwood	Weekend Pre-Event	5.3	Α	130.2	F	100.9	F
				Weekday Pre-Event	94.5	F	81.5	F	106.6	F
9	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	7.5	A	119.2	r F	91.8	F
,	E Regent Street	110101	ingiewood	Weekend Pre-Event	10.6	В	87.4	P	55.7	E

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Table 3.14-99
Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Intersection Methodology <sup>1,2</sup>	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
	T 0' DI U			Weekday Pre-Event	1.296	F	1.389	ř		
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.721	C	0.782	C		
	Walkingson Bird			Weekend Pre-Event	0.943	Е	1.019	Ţ		
	I D 4 /			Weekday Pre-Event	1.186	F	1.306	1	1.214	¥
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Post-Event	0.694	В	0.914	Е	0.914	Е
	Manonoster En d			Weekend Pre-Event	0.936	Е	1.056	F	0.971	F
				Weekday Pre-Event	78.2	E	891	F	91.5	F
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Post-Event	10.8	В	95.2	F	94.4	F
	ivianchester bivd			Weekend Pre-Event	80.2	F	97.0	Đ	78.2	Е
	Spruce Ave/ Manchester Blvd	НСМ	Inglewood	Weekday Pre-Event	46.4	D	38.5	D	35.4	D
13				Weekday Post-Event	8.3	A	104.8	F	97.3	F
				Weekend Pre-Event	51.2	D	44.9	D	33.5	C
	Prairie Ave/ Manchester Blvd		Inglewood	Weekday Pre-Event	190.4	F	171.7	F	192.6	F
14		HCM		Weekday Post-Event	62.2	Е	124.1	Ŧ	162.3	F
				Weekend Pre-Event	134.8	F	214.5	F	170.9	F
			***************************************	Weekday Pre-Event	56.2	E	60.8	Е	62.7	E
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Post-Event	13.4	В	81.9	F	62.2	Е
	Manchester Blvd			Weekend Pre-Event	54.4	D	81.2	F	62.6	E
				Weekday Pre-Event	1.638	F	1.710	Đ	1.478	F
16	Crenshaw Blvd/	ICU	Inglewood	Weekday Post-Event	1.577	F	2.014	F	1.890	F
	Manchester Blvd			Weekend Pre-Event	1.447	F	1.517	F	1.378	F
			***************************************	Weekday Pre-Event	0.614	В	0.679	В	×	
17	La Brea Ave/	ICU	Inglewood	Weekday Post-Event	0.295	Α	0.444	A		
	Hillcrest Blvd			Weekend Pre-Event	0.440	A	0.502	A		
				Weekday Pre-Event	0.571	A	0.637	В		
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Post-Event	0.384	A	0.554	Α		
				Weekend Pre-Event	0.493	A	0.556	A		
	Prairie Ave/			Weekday Pre-Event	43.5	D	38.5	D	110.7	F
19	Kelso St/	HCM	Inglewood	Weekday Post-Event	61.6	Е	130.3	F	98.1	F
-	Pincay Dr	00 00 10 00 000		Weekend Pre-Event	21.9		86.8	F	98.2	F

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

#	Intersection	ntersection Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	Cumulative (with The Forum) No Project			ve (with The Plus Project	Cumulative (with The Forum) Plus Project With Mitigation	
				2 7774 227 77	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
*********		***************************************	***************************************	Weekday Pre-Event	14.9	В	13.6	В	14.2	В
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekday Post-Event	9.3	A	7.6	А	8.0	A
	Thoay Di		•	Weekend Pre-Event	Project   Protum   Project   Protum   Project	11.6	В			
	T C' DI V			Weekday Pre-Event	78.7	Ε	155.2	F	130.9	P
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	19.3	В	35.7	D	21.4	C
	Arbor Vitae St			Weekend Pre-Event	32.6	С	137.3	F	103.4	F
				Weekday Pre-Event	123.2	F	136.4	F	192.8	F
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	16.2	В	49.8	D	19.4	В
	Arbor vitae St			Weekend Pre-Event	119.8	F	164.7	F	142.2	F
				Weekday Pre-Event	66.5	Е	140.9	F	144.3	F
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	21.2	С	1331	F	52.7	D
	Arbor vitae St			Weekend Pre-Event	32.8	C	152.2	F	75.6	E
				Weekday Pre-Event	y Pre-Event 66.1 Post-Event 9.0	Е	75.6	E	93.7	p
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	9.0	A	257.9	F	142.8	p
	Arbor vitae St			Weekend Pre-Event	37.3	D	116.2	E 93.7 F 142.8 F 72.2 F 90.3	72.2	Е
			Weekend Pre-Event 37.3 D Weekday Pre-Event 153.7 F	160.6	F	90.3	F			
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Post-Event	90.9	F	217.2	F	### Nition     V/C or Delay	F
	Arbor vitae St			Weekend Pre-Event	79.4	E	97.1	F		F
				Weekday Pre-Event	17.4	В	86.4	F	15.6	В
26	La Brea Ave/	HCM	Inglewood	Weekday Post-Event	9.7	A	9.2	A	10.0	В
	Hardy St		Ü	Weekend Pre-Event	14.1	В	15.1	В	17.5	В
				Weekday Pre-Event	10.1	В	17.5	В	9.2	A
27	Myrtle Ave/	HCM	Inglewood	Weekday Post-Event	7.4	A	11.0	В	6.8	A
	Hardy St		· ·	Weekend Pre-Event	9.6			A		Α
				Weekday Pre-Event	53.6	D	61.3	E	33.5	C
28	Prairie Ave/	HCM	Inglewood	Weekday Post-Event	143.0	F	254.4	F	234.2	F
	Hardy St		5	Weekend Pre-Event	23.6	С	26.6	C	75.1	Е
				Weekday Pre-Event	17.7	В	106.8	F	68.4	Е
29	Crenshaw Blvd/	HCM	Inglewood	Weekday Post-Event	98.1	F	97.9	F	82.5	F
	Hardy St		0	Weekend Pre-Event	9.6	Α	55.6	E	111.7	F

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Table 3.14-99
Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction 1	Peak Hour	Cumulat The For Pro	um) No	Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
		<b>g</b>		I tun IIvai	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
				Weekday Pre-Event	0.595	А	0.608	В		
		ICU	Inglewood	Weekday Post-Event	0.341	A	0.402	A		
30	Van Ness Ave/ Hardy St/			Weekend Pre-Event	0.503	A	0.507	A		
30	96 <sup>th</sup> St.			Weekday Pre-Event	0.428	Α	0.442	A		
	30 20	CMA	City of Los Angeles	Weekday Post-Event	0.157	Α	0.221	A	Forum) Plus Mitig V/C or Delay  165.9  31.1  61.8  24.7  49.4  39.3  171.2  55.6  26.8  199.0  124.1  112.7  233.0  27.8  171.9  47.2  110.6  31.6  169.3  83.3  138.0  179.2  27.7	
			Angeles	Weekend Pre-Event	0.330	A	0.334	A		
	La Cienega Blvd/		Inglewood/	Weekday Pre-Event	43.7	D	225.0	P	165.9	F
31	SB 405 On/Off Ramps (n/o	HCM	City of Los	Weekday Post-Event	49.3	D	82.2	F	31.1	С
	Century)		Angeles/ Caltrans	Weekend Pre-Event	27.1	С	88.2	F	Forum) Plus   Mitig	Е
				Weekday Pre-Event	91.1	F	62.5	Е	165.9 31.1 61.8 24.7 49.4 39.3 171.2 55.6 26.8 199.0 124.1 112.7 233.0 27.8 171.9 47.2 110.6 31.6 169.3 83.3 138.0 179.2 27.7	C
32	Prairie Ave/ 97 <sup>th</sup> St	HCM	Inglewood	Weekday Post-Event	29.0	C	99.2	P	49.4	D
	9/ St		e e	Weekend Pre-Event	13.2	В	12.2	В	Mitig V/C or Delay  165.9 31.1 61.8 24.7 49.4 39.3 171.2 55.6 26.8 199.0 124.1 112.7 233.0 27.8 171.9 47.2 110.6 31.6 169.3 83.3 138.0 179.2 27.7	D
				Weekday Pre-Event	28.4	С	179.8	F	171.2	F
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekday Post-Event	9.9	Α	88.5	F	55.6	Е
	Century Blvd		Angeles	Weekend Pre-Event	15.0	В	17.4	В	Torum) Plus   Mility	С
			Inglewood/	Weekday Pre-Event	76.5	Е	249.1	F	1990	F
34	La Cienega Blvd/ Century Blvd	HCM	City of Los Angeles/	Weekday Post-Event	49.1	D	135.5	F		F
	Contary Dire		County of Los Angeles	Weekend Pre-Event	33.5	С	118.0	F	Forum) Plus Mitig V/C or Delay  165.9 31.1 61.8 24.7 49.4 39.3 171.2 55.6 26.8 199.0 124.1 112.7 233.0 27.8 171.9 47.2 110.6 31.6 169.3 83.3 138.0 179.2 27.7	F
	NID 405 O 1000 D		T 1 1/	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	С	32.0	C	27.8	C
				Weekend Pre-Event	17.1	В	1249	F	171.9	F
	Felton Ave/			Weekday Pre-Event	37.3	D	62.4	Ð	47.2	D
36	Century Blvd	HCM	Inglewood	Weekday Post-Event	111.0	F	126.8	F	110.6	F
				Weekend Pre-Event	15.5	В	29.4	C	31.6	С
	T1			Weekday Pre-Event	130.1	F	203.1	F	169.3	F
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	28.1	С	151.1	F	83.3	F
				Weekend Pre-Event	35.7	D	127.0	F	112.7 233.0 2 27.8 131.9 1 47.2 110.6 2 31.6 169.3 83.3 138.0	P
				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	В	144.5	F	153.2	F

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Preliminary - Subject to Revision

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

#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
			3 <b>4.1</b> 13 <b>4.1</b> 1		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
		***************************************		Weekday Pre-Event	81.1	F	1138	ř	79.6	Е
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	12.2	В	108.7	F	23.6	C
	Contary Dive			Weekend Pre-Event	10.7	В	73.0	E	71.0	E
	Hawthorne Blvd/			Weekday Pre-Event	85.6	F	136.8	F	120.5	P
40	La Brea Blvd/	HCM	Inglewood	Weekday Post-Event	36.5	D	180.6	F	63.0	Е
	Century Blvd			Weekend Pre-Event	52.5	D	1043	F	Delay  F 79.6 F 23.6 F 79.6 F 23.6 F 71.0 F 120.3 F 30.0 F 109.5 F 32.0 F 13.4 B 46.8 D 28.7 F 22.6 B 20.0 F 166.4 F 151.0 F 129.3 F 92.5 F 141.1 F 108.6 F 86.1 F 141.1 F 93.5 F 99.8 F 126.2 F 126.2 F 126.4 F 97.2	F
				Weekday Pre-Event	66.8	Е	96.2	F	72.0	E
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	7.3	A	97.5	F	13.4	В
	Century Bivd			Weekend Pre-Event	7.7	A	14.3	В	63.0 109.5 72.0 13.4 3.46.8 5.28.7 22.6 3.20.0 166.4 151.0 129.7 92.5 141.1 108.6 36.1	D
	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	23.7	C	39.1	D	28.7	C
42				Weekday Post-Event	9.3	A	119.0	F	22.6	C
	Century Bivd			Weekend Pre-Event	9.5	A	11.4	В	20.0	В
	Prairie Ave/ Century Blvd		Inglewood	Weekday Pre-Event	124.7	F	169.6	F	166.4	F
13		HCM		Weekday Post-Event	96.4	F	188.8	F	151.0	F
				Weekend Pre-Event	71.0	E	94.4	F	129.7	F
		НСМ	Inglewood	Weekday Pre-Event	59.0	Е	1175	F	92.5	F
14	Doty Ave/			Weekday Post-Event	16.4	В	147.7	F	141.1	F
	Century Blvd			Weekend Pre-Event	49.4	D	82.1	F	108.6	F
				Weekday Pre-Event	71.3	Е	109.2	F	86.1	F
15	Yukon Ave/	HCM	Inglewood	Weekday Post-Event	16.1	В	1888 F 94.4 F 1175 P 1477 F 82.1 F	141.1	F	
	Century Blvd			Weekend Pre-Event	33.2	C	75.4	E	93.5	F
			***************************************	Weekday Pre-Event	91.7	F	119.3	F	99.8	F
46	Club Dr/	HCM	Inglewood	Weekday Post-Event	16.8	В	107.2	F	126.2	F
	Century Blvd			Weekend Pre-Event	30.7	С	105.3	F	120.4	F
				Weekday Pre-Event	78.7	E	118.8	F	97.2	F
17	11th Ave/Village Ave/Century Blvd	HCM	Inglewood	Weekday Post-Event	19.4	В	81.5	į.	981	F
	3 ,		<i>5</i>	Weekend Pre-Event	42.1	D	873	F	1441	F
				Weekday Pre-Event	133.8	F	220.4	F	207.1	F
48	Crenshaw Blvd/	HCM	Inglewood	Weekday Post-Event	68.0	Е	93.8	F	125.3	F
	Century Blvd		O -	Weekend Pre-Event	89.8	F	192.3	B	232.5	F

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Table 3.14-99
Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	<sup>1</sup> Peak Hour	Cumulative (with The Forum) No Project			ve (with The 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
	_ AL			Weekday Pre-Event	30.9	С	144.5	F	146.3	F
49	5 <sup>th</sup> Ave/ Century Blvd	HCM	Inglewood	Weekday Post-Event	12.7	В	17.9	В	23.9	C
	Century Bivd			Weekend Pre-Event	14.5	В	148.0	F	153.5	F
			Inglewood/	Weekday Pre-Event	0.845	D	0.957	E		
		ICU	Los Angeles	Weekday Post-Event	0.603	В	0.844	D	**	
50	Van Ness Ave/		County	Weekend Pre-Event	0.745	С	0.869	D		
50	Century Blvd			Weekday Pre-Event	0.695	В	0.813	D		
		CMA	City of Los Angeles	Weekday Post-Event	0.435	Α	0.693	В		
			Aligeles	Weekend Pre-Event	0.589	A	0.719	C		
				Weekday Pre-Event	0.460	A	0.575	A		
	Gramercy Pl/ Century Blvd	ICU	Los Angeles County	Weekday Post-Event	0.437	A	0.645	В		
				Weekend Pre-Event	0.437	A	0.543	A		
51				Weekday Pre-Event	0.284	Α	0.407	A		
		CMA	City of Los Angeles	Weekday Post-Event	0.259	Α	0.481	A		
			Angeles	Weekend Pre-Event	0.259	Α	0.371	A		
	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.916	E	1.120	F		
52				Weekday Post-Event	0.642	В	0.965	E		
				Weekend Pre-Event	0.788	C	0.991	В		
			Inglewood/ Los Angeles County/	Weekday Pre-Event	26.1	С	147.8	F	123.8	F
53	La Cienega Blvd/	HCM		Weekday Post-Event	12.2	В	12.4	В	13.0	В
55	SB 405 On/Off Ramps (s/o Century)	Helvi	Caltrans/City of Los Angeles	Weekend Pre-Event	11.9	В	37.4	D	48.6	D
				Weekday Pre-Event	104.5	F	182.6	F	61.4	F
54	Prairie Ave/102 <sup>nd</sup> St	$HCM^3$	Inglewood	Weekday Post-Event	15.5	В	***	F	***	F
				Weekend Pre-Event	78.5	Е	69.2	F	25.1	D
				Weekday Pre-Event	6.9	Α	7.7	A	26.9	D
55	Doty Ave/102 <sup>nd</sup> St	HCM (unsig.)	Inglewood	Weekday Post-Event	5.6	Α	9.4	A	50.7	F
	-		2121011000	Weekend Pre-Event	7.1	Α	7.9	A	8.1	A
	TT 1 A Managed or	HCM (unsig.)		Weekday Pre-Event	16.7	C	58.9	F	200.2	F
56	Yukon Ave/102 <sup>nd</sup> St	. 3.7	Inglewood	Weekday Post-Event	8.6	A	***	F	***	F

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

#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	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
				Weekend Pre-Event	13.5	В	21.0	С	123.0	F
		HCM	Los Angeles County/City	Weekday Pre-Event	18.8	В	121.0	F	99.7	F
57	La Cienega Blvd/ 104 <sup>th</sup> St			Weekday Post-Event	7.3	A	7.1	A	7.3	A
	104- St		of Los Angeles	Weekend Pre-Event	5.4	A	25.3	С	38.6	D
				Weekday Pre-Event	21.5	C	27.1	C	49.6	D
58	Inglewood Ave/ 104 <sup>th</sup> St	HCM	Los Angeles County	Weekday Post-Event	8.1	A	9.3	A	9.7	A
	104 St		County	Weekend Pre-Event	15.1	В	14.7	В	20.6	C
	TTavada ama a Talaud/		Inglewood/	Weekday Pre-Event	25.9	С	91.9	Ŧ	118.7	F
59	Hawthorne Blvd/ 104 <sup>th</sup> St	HCM	Los Angeles	Weekday Post-Event	16.3	В	101.2	F	20.3	C
	104 50		County	Weekend Pre-Event	23.8	С	82.9	F	78.1	E
				Weekday Pre-Event	190.4	F	232.7	16	136.8	F
60	Prairie Ave/104 <sup>th</sup> St	HCM	Inglewood	Weekday Post-Event	13.0	В	***	F	256.8	F
				Weekend Pre-Event	147.6	F	160.6	F	122.4	F
	Doty Ave/104th St	HCM (unsig.)		Weekday Pre-Event	76.8	F	140.7	F	75.9	F
61			Inglewood	Weekday Post-Event	6.9	Α	108.8	F	7.7	A
				Weekend Pre-Event	7.7	А	10.2	В	8.7	A
		НСМ	Inglewood	Weekday Pre-Event	24.1	C	45.5	D	25.6	C
62	Yukon Ave/104 <sup>th</sup> St			Weekday Post-Event	9.3	A	12.5	В	14.9	В
				Weekend Pre-Event	13.6	В	21.3	С	35.2	D
	G 1 DL1/		Inglewood	Weekday Pre-Event	105.2	F	1320	p	148.9	F
63	Crenshaw Blvd/ 104 <sup>th</sup> St	HCM		Weekday Post-Event	13.5	В	25.0	C	27.0	C
	101 50			Weekend Pre-Event	58.8	Е	140.2	F	169.1	F
			Inglewood/	Weekday Pre-Event	0.544	A	0.562	A		
64	Van Ness Ave/ 104 <sup>th</sup> St	ICU	Los Angeles	Weekday Post-Event	0.308	A	0.334	A		
	101 80		County	Weekend Pre-Event	0.447	A	0.460	A		
	TT 4 D1 1/		T 4 1	Weekday Pre-Event	0.749	C	0.769	C		
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Post-Event	0.494	A	0.686	В		
	Deriver Deriver		Courty	Weekend Pre-Event	0.660	В	0.676	В		
	T		T 4 1	Weekday Pre-Event	12.4	В	211.8	F	161.8	F
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Post-Event	7.4	A	120.4	F	33.5	C
	Edition Dive		County .	Weekend Pre-Event	10.7	В	178.1	F	7.0	A

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Table 3.14-99
Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	Cumulative (with The Forum) No Project			ve (with The 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
********	Prairie Aye/			Weekday Pre-Event	47.0	D	80.3	F	66.5	E
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Post-Event	67.6	Е	201.4	F	213.4	F
				Weekend Pre-Event	38.0	D	56.8	E	29.1	С
	Prairie Ave/108th St			Weekday Pre-Event	128.8	F	166.7	F	89.8	F
68		HCM	Inglewood	Weekday Post-Event	19.4	В	82.8	F	57.1	E
				Weekend Pre-Event	109.3	F	1183	F	78.7	Е
	Yukon Ave/108th St		Inglewood	Weekday Pre-Event	10.7	В	12.4	В	11.6	В
69		HCM		Weekday Post-Event	6.9	A	9.3	A	9.3	А
				Weekend Pre-Event	9.6	Α	11.8	В	11.8	В
	Crenshaw Blvd/109 <sup>th</sup> St			Weekday Pre-Event	0.584	Α	0.750	C		
70		ICU	Inglewood	Weekday Post-Event	0.445	A	0.630	В		
				Weekend Pre-Event	0.507	Α	0.675	В		
			Hawthorne/L	Weekday Pre-Event	0.752	C	0.811	D		
71	Hawthorne Blvd/111 <sup>th</sup> St	ICU	os Angeles	Weekday Post-Event	0.426	A	0.599	A		
			County	Weekend Pre-Event	0.622	В	0.699	В		
		HCM	Inglewood	Weekday Pre-Event	88.5	F	1125	F	71.8	Е
72	Prairie Ave/111th St			Weekday Post-Event	116.0	F	91.5	F	133.6	F
				Weekend Pre-Event	77.7	Е	80.3	F	91.1	F
			Inglewood	Weekday Pre-Event	9.9	Α	9.5	A	24.4	С
73	Yukon Ave/111 <sup>th</sup> St	HCM		Weekday Post-Event	6.7	Α	8.0	A	7.6	A
				Weekend Pre-Event	9.2	Α	9.4	A	9.0	A
				Weekday Pre-Event	0.748	С	0.860	D		
74	Hawthorne Blvd/ WB 105 Off Ramp	ICU	Hawthorne	Weekday Post-Event	0.488	A	0.661	В		
	WB 103 OH Ranip			Weekend Pre-Event	0.634	В	0.745	С		
				Weekday Pre-Event	209.9	F	25000	F	328.0	P
75	Prairie Ave/112th St/105 On Ramps	HCM	Inglewood/ Caltrans	Weekday Post-Event	56.3	Е	59.0	Е	57.5	Е
			Canuaris	Weekend Pre-Event	161.8	F	2)1.7		283	F
				Weekday Pre-Event	0.844	D	0.848	D		
76	Hawthorne Blvd/Imperial Hwy	ICU		Weekday Post-Event	0.453	Α	0.485	A		
	. ,			Weekend Pre-Event	0,660	В	0.664	В		

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

#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
		2120110 U 010g			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
*******	Freeman Ave/	НСМ		Weekday Pre-Event	70.0	Е	1177	ř	112.9	1
77	EB 105 On Ramp/		Inglewood/ Caltrans	Weekday Post-Event	69.6	Е	72.7	Е	113.7	F
	Imperial Hwy		Cultura	Weekend Pre-Event	19.2	В	20.3	C	31.9	С
			Inglewood/ Hawthorne	Weekday Pre-Event	167.9	F	243.0	F	168.9	F
78	Prairie Ave/Imperial Hwy	HCM		Weekday Post-Event	58.3	Е	78.5	E	76.0	Е
			Hawmonie	Weekend Pre-Event	48.5	D	768	В	861	F
				Weekday Pre-Event	102.7	F	188.3	F	177.8	F
79	Doty Ave/Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	11.5	В	68.1	E	66.0	E
			nawtnorne	Weekend Pre-Event	14.5	В	97.1	F	77.2	Е
				Weekday Pre-Event	76.6	Ε	169.9	F	168.3	F
80	Yukon Ave/Imperial Hwy	HCM	Inglewood	Weekday Post-Event	7.5	A	17.2	В	10.2	В
				Weekend Pre-Event	10.1	В	27.6	C	49.8	D
				Weekday Pre-Event	0.994	Е	1.144	F		
81	Crenshaw Blvd/Imperial Hwy	ICU	Inglewood	Weekday Post-Event	0.622	В	0.880	D	**	
				Weekend Pre-Event	0.916	Е	1.067	F		
	Prairie Ave/118 <sup>th</sup> St	НСМ	Hawthorne	Weekday Pre-Event	48.7	D	225.0	F	33.8	C
82				Weekday Post-Event	9.9	A	11.6	В	12.3	В
				Weekend Pre-Event	17.6	В	18.5	В	17.9	В
				Weekday Pre-Event	0.896	D	1.062	F	1.054	F
83	Crenshaw Blvd/WB 105 Off Ramp/ 118 <sup>th</sup> Pl	ICU	Hawthorne/	Weekday Post-Event	0.732	C	0.920	Е	0.869	D
	118 PI		Caltrans	Weekend Pre-Event	0.878	D	1.050	F	1.040	F
				Weekday Pre-Event	53.2	D	83.6	F	51.8	D
84	Prairie Ave/120th St	HCM	Hawthorne	Weekday Post-Event	19.3	В	18.8	В	** 17.4	В
				Weekend Pre-Event	25.4	С	24.1	С	25.8	С
				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	F		
	SAN SAN ASSESSED AND ME			Weekend Pre-Event	0.882	D	0.929	Е		
				Weekday Pre-Event	0.831	D	0.954	Е	0.903	Е
86	Crenshaw Blvd/120th Street	ICU	Hawthorne	Weekday Post-Event	0.897	D	1 341	F	0.773	C
				Weekend Pre-Event	0.876	D	1.000	E	0.950	E

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Table 3.14-99
Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	$Methodology^{1,2}$	Jurisdiction <sup>1</sup>	Peak Hour	Cumulative (with The Forum) No Project			ve (with The 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
	La Cienega Blvd/Lennox Blvd			Weekday Pre-Event	0.440	Α	0.451	Α		
		ICU	Los Angeles County	Weekday Post-Event	0.310	A	0.329	A		
87				Weekend Pre-Event	0.372	Α	0.375	A	~	
8/	La Cienega Bivd/Lennox Bivd			Weekday Pre-Event	0.262	Α	0.274	A		
		CMA	City of Los Angeles	Weekday Post-Event	0.119	A	0.139	A		
			Augeles	Weekend Pre-Event	0.188	A	0.191	Α		
			Los Angeles	Weekday Pre-Event	0.841	D	0.855	D		
88	Inglewood Ave/Lennox Blvd	ICU		Weekday Post-Event	0.464	A	0.513	A		
				Weekend Pre-Event	0.704	С	0.717	С		
			Inglewood	Weekday Pre-Event	37.3	D	108.4	F	86.1	F
39	Hollywood Park Casino Driveway/ Century Blvd	HCM		Weekday Post-Event	12.0	В	143.4	F	158.6	F
	Century Divd			Weekend Pre-Event	20.2	C	67.7	В	85.8	F
	Prairie Ave/Buckthorn Street		Inglewood	Weekday Pre-Event	30.9	C	21.4	С	24.4	C
90		HCM		Weekday Post-Event	177.1	F	190.6	F	214.6	¥
			C	Weekend Pre-Event	17.7	В	34.7	С	44.3	D
	Normandie Ave/Century Ave	ICU	Los Angeles County	Weekday Pre-Event	1.086	F	1.259	F		
)1				Weekday Post-Event	0.784	C	1,071	100		
	,			Weekend Pre-Event	0.932	Е	1.102	F		
			Los Angeles County	Weekday Pre-Event	0.872	D	0.970	E		
		ICU		Weekday Post-Event	0.650	В	0.842	D	×	
				Weekend Pre-Event	0.801	D	0.901	E		
92	Vermont Ave/Century Ave			Weekday Pre-Event	0.797	С	0.911	Е		
		CMA	City of Los	Weekday Post-Event	0.539	Α	0.762	С	*	
			Angeles	Weekend Pre-Event	0.714	С	0.831	D		
				Weekday Pre-Event	0.585	A	0.653	В	«	
3	Hoover St/Century Ave	CMA	City of Los	Weekday Post-Event	0.383	A	0.561	Α		
	-		Angeles	Weekend Pre-Event	0.537	A	0.619	В		
				Weekday Pre-Event	0.791	C	0.865	D		
94	Figueroa St/Century Ave	CMA	City of Los	Weekday Post-Event	0.496	A	0.658	В		
	,		Angeles	Weekend Pre-Event	0.706	C	0.793	C		

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

#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	<sup>1</sup> 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
		***************************************		Weekday Pre-Event	0.524	Α	0.638	В		
95	Grand Ave/110 SB Off Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Post-Event	0.372	Α	0.494	А		
	Century Ave		Angeles	Weekend Pre-Event	0.449	A	0.563	A		
			City of Los Angeles	Weekday Pre-Event	0.545	Α	0.574	A		
96	Olive St/110 NB On Ramp/ Century Ave	CMA		Weekday Post-Event	0.395	Α	0.562	A		
	Century Ave		Angeles	Weekend Pre-Event	0.525	A	0.553	A		
	Van Ness Ave/Manchester Blvd		Inglewood	Weekday Pre-Event	1.392	F	1 536	F		
		ICU		Weekday Post-Event	1.141	F	1.406	F		
0.7				Weekend Pre-Event	1.198	F	1.340	F		
97				Weekday Pre-Event	1.279	F	1.433	B		
		CMA	City of Los Angeles	Weekday Post-Event	1.010	F	1.293	F		
			Aligeles	Weekend Pre-Event	1.070	F	1.222	F		
				Weekday Pre-Event	1.341	F	1.508	F		
98	Western Ave/Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	1.143	F	1.409	E		
			Angeles	Weekend Pre-Event	1.159	F	1.323	F		
	Normandie Ave/Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.891	D	0.983	Е		
99				Weekday Post-Event	0.759	C	0.896	D	**	
				Weekend Pre-Event	0.739	C	0.823	D		
				Weekday Pre-Event	1.003	F	1.096	F		
100	Vermont Ave/Manchester Blvd	CMA	City of Los	Weekday Post-Event	0.852	D	1.002	F		
			Angeles	Weekend Pre-Event	0.768	C	0.859	D	**	
			***************************************	Weekday Pre-Event	0.870	D	0.955	Е		
101	Hoover St/Manchester Blvd	CMA	City of Los	Weekday Post-Event	0.752	C	0.889	D	**	
			Angeles	Weekend Pre-Event	0.727	С	0.810	D		
				Weekday Pre-Event	1.037	F	1.131	F		
102	Figueroa St/Manchester Blvd	CMA	City of Los	Weekday Post-Event	1.039	F	1.190	F		
	-		Angeles	Weekend Pre-Event	0.858	D	0.949	Е		
				Weekday Pre-Event	0.839	D	0.982	Е		
103	110 SB On/Off Ramps/	CMA	City of Los	Weekday Post-Event	0.908	Е	1.027	F		
	Manchester Blvd		Angeles	Weekend Pre-Event	0.596	Α	0.745	C	50X	

Table 3.14-99
Intersection Operations – Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	Cumulative (with The Forum) No Project			ve (with The 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
	4.4.0.2.775.0		O	Weekday Pre-Event	0.657	В	0.661	В		***************************************
104	110 NB On/Off Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.819	D	1.151	F		
	William Ster Divid		1 Higoros	Weekend Pre-Event	0.634	В	0.639	В		
			Inglewood	Weekday Pre-Event	1.156	F	1.300			
105	Crenshaw Blvd/Pincay Dr	ICU		Weekday Post-Event	0.991	Е	1.098	F		
				Weekend Pre-Event	0.922	Е	1.057	F		
				Weekday Pre-Event	0.912	Е	0.940	E		
106	Crenshaw Blvd/Florence Ave	CMA	City of Los Angeles	Weekday Post-Event	0.621	В	0.697	В	20	
				Weekend Pre-Event	0.796	С	0.816	D		
			Inglewood	Weekday Pre-Event	0.960	Е	0.972	E	0.950	E
107	La Brea Ave/Centinela Ave	ICU		Weekday Post-Event	0.525	A	0.573	А	0.573	A
				Weekend Pre-Event	0.810	D	0.824	D	0.824	D
			Inglewood  City of Los Angeles	Weekday Pre-Event	1.041	F	1 (80	Ŧ	0.982	Е
	La Cienega Blvd/Centinela Ave	ICU CMA		Weekday Post-Event	0.674	В	0.684	В	0.650	В
100				Weekend Pre-Event	1.042	F	1.082	F	1.004	F
108				Weekday Pre-Event	0.995	E	1.040	F	0.925	Е
				Weekday Post-Event	0.569	Α	0.579	A	0.539	Α
				Weekend Pre-Event	0.996	E	1 043	F	0.951	Е
		ICU	Inglewood	Weekday Pre-Event	0.755	С	0.771	C		
				Weekday Post-Event	0.491	A	0.511	A		
100	T C' 71 1/ 71' 71 1			Weekend Pre-Event	0.691	В	0.707	С		
109	La Cienega Blvd/La Tijera Blvd			Weekday Pre-Event	0.587	A	0.603	В		
		CMA	City of Los	Weekday Post-Event	0.313	A	0.334	A		
			Angeles	Weekend Pre-Event	0.521	Α	0.538	A		
				Weekday Pre-Event	0.928	E	0.935	Е		
110	La Brea Ave/Slauson Ave	ICU	Los Angeles County	Weekday Post-Event	0.518	A	0.518	Α		
			County	Weekend Pre-Event	0.771	C	0.778	С		
				Weekday Pre-Event	0.975	E	0.977	Е		
111	La Cienega Blvd/Stocker St	ICU	Los Angeles	Weekday Post-Event	0.651	В	0.671	В		
			County	Weekend Pre-Event	0.934	E	0.937	Е		

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TABLE 3.14-99 Intersection Operations - Cumulative (with The Forum) Plus Project (Major Event) With Mitigation Conditions

#	Intersection	Methodology <sup>1,2</sup>	Jurisdiction <sup>1</sup>	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with Th Forum) Plus Project W Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
				Weekday Pre-Event	1.151	F	1.158	F		
112	2 La Brea Ave/Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekday Post-Event	0.589	A	0.589	A		
				Weekend Pre-Event	0.881	D	0.887	D	r	
	Crenshaw Dr/Manchester Blvd			Weekday Pre-Event	1.045	F	1.162	F		
113		ICU	Inglewood	Weekday Post-Event	0.614	В	0.723	C		
				Weekend Pre-Event	0.801	D	0.916	В		
		ICU	Inglewood	Weekday Pre-Event	1.108	F	1.201	F		
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp			Weekday Post-Event	0.666	В	0.791	C	Y	
	Asii 501-405 ND OII-Rainp			Weekend Pre-Event	0.929	Е	1.023	F		
				Weekday Pre-Event			N/A	N/A		
115	Century Blvd/West Structure Driveway	HCM	Inglewood	Weekday Post-Event	Does No	ot Exist	96.8	F	52.3	D
	Dnveway		-	Weekend Pre-Event			N/A	N/A	Y	
				Weekday Pre-Event	Does Not Exist		109.5	F	54.7	D
116	Prairie Ave/ West Structure Driveway	HCM	Inglewood	Weekday Post-Event			N/A	N/A		
	west Suddine Diffeway		· ·	Weekend Pre-Event			58.7	Е	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 remain 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.

SOURCE: Fehr & Peers, 2019.

<sup>1</sup> 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.

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.

<sup>\*\*\*</sup> 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.

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 for 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<sup>2</sup>® 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).

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#### Mitigation Measure 3.14-34(b)

Implement Mitigation Measure 3.14-3(c) (Restripe I-405 NB Off-Ramp at <u>West</u> 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 <u>South Prairie</u> 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 <a href="West">West</a> Century Boulevard and at the I-105 westbound
  off-ramp to <a href="South">South</a> Prairie <a href="Avenue">Avenue</a>. 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 <a href="West\_Century">West\_Century</a> Boulevard, at the I-405 southbound off-ramp onto La Cienega (south of <a href="West\_Century">West\_Century</a> Boulevard), and at the I-105 off-ramp onto <a href="South Prairie">South Prairie</a> 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 remain-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 <u>Proposed Pproject</u> 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 unavoidable and the project contribution would be considerable.

The draft Transportation Management and Operations Plan for the Inglewood Sports & Entertainment District<sup>20</sup> 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.

Project-related vehicular traffic is 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 will 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. This impact is considered to be less than significant.

To the extent that congestion on <u>South Prairie</u> Avenue during the pre-event and post-event hours caused by the combination of cumulative traffic growth 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 <u>sSite</u> along <u>South Prairie</u> Avenue, the proposed 120-foot length of the pull-out may be inadequate. Thus, the current plan for

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<sup>&</sup>lt;sup>20</sup> City of Inglewood, Public Works Department, Inglewood Sports & Entertainment District, Transportation Management and Operations Plan, July 2019 draft.

accommodating shuttle buses on South Prairie Avenue would fail to provide adequate access to transit, which is considered a significant impact.

### Mitigation Measure 3.14-35(a)

The Project Applicant should 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 will-would reduce but not eliminate project impacts on traffic operational conditions, the impacts on public bus operations are considered significant and unavoidable.

### Mitigation Measure 3.14-35(b)

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

Level of Significance After Mitigation: This measure will-would reduce the impact to less than significant.

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's 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 <a href="https://www.new.ould.not-be">https://www.new.ould.not-be</a> completed prior to commencement of construction of the Proposed Project and construction at the hotel renovation project at 3900 <a href="https://www.new.ould.not-be">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 <a href="majority-supe

## 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.

**Commented [BB3]:** Again, maybe this is a cross reference to the LAHP portion of the Event TMP.