APPENDIX K.5

CONGESTION MANAGEMENT PROGRAM (CMP) ANALYSIS

The Los Angeles County Metropolitan Transportation Authority (Metro) administers the Congestion Management Program (CMP). The CMP is a State-mandated program designed to provide comprehensive long-range traffic planning on a regional basis. On October 28, 2010, the Metro Board adopted the 2010 CMP for Los Angeles County.[1] The 2010 CMP summarizes the results of 18 years of CMP highway and transit monitoring and 15 years of monitoring local growth. CMP implementation guidelines for local jurisdictions are also contained in the 2010 CMP, and include a hierarchy of highways and roadways with minimum level of service standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a county wide computer model used to evaluate traffic congestion and recommend relief strategies and actions. The primary goal of the CMP is to reduce traffic congestion in order to enhance the economic vitality and quality of life for affected communities. CMP guidelines require the evaluation of freeway segments to which a project could add 150 or more trips in each direction during peak hours and require evaluation of designated CMP roadway intersections to which a project could add 50 or more trips during either the AM or PM peak hours. The guidelines also require evaluation of the public transit system serving the project area.

The CMP was one of the pioneering efforts to conduct performance-based planning. Because the CMP primarily uses LOS to assess congestion, however, it is inconsistent with the direction of SB 743 which requires use of VMT-related performance measures for determining CEQA impacts. SB 743 and other state laws that have been enacted over the last decade are intended to, among other things, address climate change and support infill development and sustainable transportation. Metro, like other lead agencies, is developing new ways to measure transportation system performance. These are among the reasons that Metro initiated a process that led to Los Angeles County opting out of the CMP, as permitted by Government Code section 65088.3 (part of the original legislation authorizing the preparation of the CMP). Metro initiated this process on June 20, 2018.[2] Opting out required the approval of a majority of local jurisdictions within the County representing a majority of the County's population. In response, the City of Inglewood adopted a resolution to opt out of the CMP on November 13, 2018.[3] A majority of local jurisdictions within the County representing a majority of the County's population adopted

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1 Los Angeles County Metropolitan Transportation Authority, 2010 Congestion Management Program. Available: www.media.metro.net/projects_studies/cmp/images/CMP_Final_2010.pdf. Accessed March 6, 2019.

2 Congestion Management Program Opt Out. Los Angeles County Metropolitan Transportation Authority, Planning and Programming Committee, Board Report, June 20, 2018. Available: www.media.metro.net/docs/cmp_optOut_2018-0620.pdf. Accessed March 6, 2019.

3 Resolution to Opt-Out of the Los Angeles County Metropolitan Transit Authority, Congestion Management Program, City of Inglewood, Council Staff Report. Available: www.cityofinglewood.org/AgendaCenter/ViewFile/Item/5549?fileID=3011. Accessed March 26, 2019.

resolutions to opt out as of July 2019, and the Los Angeles County CMP is no longer in force. For this reason, the CMP is no longer applicable to the project, and an analysis of the Proposed Project's consistency with the CMP is not required. Nevertheless, a CMP analysis was conducted for the Proposed Project and is presented below for informational purposes.

CMP Traffic Impact Analysis, Adjusted Baseline Conditions

This section presents a regional analysis to quantify potential impacts of the proposed project on CMP freeway monitoring locations and CMP intersection monitoring stations included in the Los Angeles County CMP roadway network. As described in Section 3.14.4, CMP guidelines require analysis of freeway monitoring stations that meet the initial screening criteria of adding 150 or more trips in either direction during either the standard weekday AM or PM peak hour, and of arterial monitoring stations that meet the initial screening criteria of adding 50 or more trips in the standard weekday AM or PM peak hour. This analysis therefore is limited to analysis of the scenarios that evaluated for those time periods and the locations that meet the specified screening criteria.

Based on the trip generation estimates and distribution patterns described above, the addition of project traffic for ancillary uses on Non-Event days would not add more than 150 one-way trips to any freeway monitoring location, and no further CMP freeway impact analysis is required for that scenario. On Non-Event days, the ancillary uses were found to require analysis of one intersection, due to adding more than 50 peak hour trips. The daytime Corporate/Community Event with 2,000 persons scenario would add over 150 one-way trips to six freeway monitoring locations and one arterial monitoring station in the AM peak hour. The Other Sporting Event or Gathering with 7,500 persons scenario would add over 150 one-way trips to 17 freeway monitoring locations and five arterial monitoring station in the PM peak hour.

For the purposes of a CMP Traffic Impact Analysis, a project impact is considered to be significant if the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C >= 0.02), causing or worsening LOS F (V/C > 1.00). Under these criteria, a project would not be considered to have a regionally significant impact if the analyzed facility is operating at LOS E or better after the addition of project traffic, regardless of the increase in V/C ratio caused by the project. If the facility is operating at LOS F with project traffic and the incremental change in the V/C ratio caused by the project is 0.02 or greater, however, the project would be considered to have a significant impact.

CMP Freeway Analysis

A regional analysis was conducted to quantify potential impacts of project traffic on the regional freeway system serving the project area. A total of 81 freeway monitoring locations are located across Los Angeles County. The mainline monitoring locations listed below were found to warrant analysis based on the screening criteria for CMP analysis.

Daytime Corporate/Community Event with 2,000 Persons (AM Peak Hour)

- Route 105 Westbound, at postmile R5.50, east of Crenshaw Boulevard
- Route 105 Westbound, at postmile R12.60, west of I-710, east of Harris Avenue
- Route 110 Northbound, at postmile 15.88, Manchester Boulevard
- Route 110 Northbound, at postmile 17.95, Slauson Avenue
- Route 405 Northbound, at postmile 24.27, north of La Tijera Boulevard
- Route 405 Northbound, at postmile 28.30, north of Venice Boulevard

Other Sporting Event or Gathering with 7,500 Persons (PM Peak Hour)

- Route 91 Eastbound, at postmile 10.62, east of Alameda Street/Santa Fe Avenue
- Route 105 Eastbound, at postmile R5.50, east of Crenshaw Boulevard
- Route 105 Eastbound, at postmile R12.60, west of I-710, east of Harris Avenue
- Route 105 Eastbound, at postmile R17.00, west of I-605, east of Bellflower Boulevard
- Route 110 Northbound, at postmile 15.88, Manchester Boulevard
- Route 110 Northbound, at postmile 17.95, Slauson Avenue
- Route 110 Northbound, at postmile 23.96 at Alpine Street
- Route 405 Southbound, at postmile 0.4, north of SR 22
- Route 405 Southbound, at postmile 8.02, Santa Fe Avenue
- Route 405 Southbound, at postmile 11.90, south of I-110
- Route 405 Southbound, at postmile 18.63, north of Inglewood Avenue
- Route 405 Northbound, at postmile 24.27, north of La Tijera Boulevard
- Route 405 Northbound, at postmile 28.30, north of Venice Boulevard
- Route 405 Northbound, at postmile 35.81, south of Mulholland Drive
- Route 405 Northbound, at postmile 44.27, north of Roscoe Boulevard
- Route 605 Northbound, at postmile R11.00, north of Telegraph Road
- Route 710 Northbound, at postmile 19.1, north of I-105, north of Firestone Boulevard

Freeway mainline volume and speed data was obtained from Caltrans' Performance Measurement System (PeMS) archived traffic data for April 2018 for the AM (7–9 a.m.) and PM (4–6 p.m.) peak periods for Tuesdays, Wednesdays, and Thursdays for these CMP freeway monitoring locations and forecasts for Adjusted Baseline and Cumulative conditions were made in the manner described above for these scenarios. Per CMP Guidelines, freeway LOS was analyzed using the vehicle-to-capacity (V/C) methodology. The V/C ratios were calculated for each freeway segment using a capacity of 2,000 vehicles per hour per lane (vphpl) for freeway mixed-flow lanes. Freeway mainline segment levels of service were determined based on V/C ratios and the definitions shown in **Table K.5-1**.

TABLE K.5-1
FREEWAY SEGMENT LEVEL OF SERVICE DEFINITIONS FOR CMP ANALYSIS

Level of Service	Volume/Capacity Ratio	Flow Conditions
A	0.00 – 0.35	Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed.
B	>0.35 – 0.54	Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability.
C	>0.54 – 0.77	Stable traffic flow, but less freedom to select speed, change lanes or pass. Density increasing.
D	>0.77 – 0.93	Approaching unstable flow. Speeds tolerable but subject to sudden and considerable variation. Less maneuverability and driver comfort.
E	>0.93 – 1.00	Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability and low driver comfort.
F(0)	>1.00 – 1.25	Forced traffic flow. Speed and flow may be greatly reduced with high densities.
F(1)	>1.25 – 1.35	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.
F(2)	>1.35 – 1.45	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.
F(3)	>1.45	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.

Source: Adapted from *2010 Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority, 2010).

Traffic forecasts for the freeway segments analyzed in the AM peak hour for the daytime Corporate/ Community Event with 2,000 Persons for Adjusted Baseline conditions are presented in Table K.5-2. Traffic forecasts for the freeway segments analyzed in the PM peak hour for the Other Sporting Event or Gathering with 7,500 Persons scenarios for Adjusted Baseline conditions are presented in Table K.5-3. Each table displays the projected V/C ratios and the incremental increase in the V/C ratio that can be attributed to the proposed project. As shown, the proposed project would result in impacts on one freeway monitoring location in the AM peak hour and on five freeway monitoring locations in the PM peak hour per the CMP impact criteria.

Table K.5-2

CMP Freeway Monitoring Analysis – Adjusted Baseline Plus Project (Daytime Events) AM Peak Hour Conditions

CMP Station	Postmile	Route	Segment	Capacity	Baseline (2018) Without Project			Baseline (2018) With Project			Impact per CMP Criteria?	Difference
					Volumes	V/C	LOS	Volumes	V/C	LOS		
1042	R5.50	105 WB	e/o Crenshaw Bl, w/o Vermont	10,000	5,875	0.59	F[*]	6,473	0.65	F[*]	Yes	598
1043	R12.60	105 WB	w/o Jct Rte 710, e/o Harris Ave	10,000	5,130	0.51	B	5,386	0.54	B	-	256
1046	15.88	110 SB	Manchester Bl	12,000	7,561	0.63	C	7,786	0.65	C	-	225
1047	17.95	110 SB	Slauson Ave	12,000	5,897	0.49	B	6,264	0.52	B	-	367
1069	24.27	405 SB	n/o La Tijera Bl	10,000	6,625	0.66	C	6,909	0.69	C	-	284
1070	28.3	405 SB	n/o Venice Bl	10,000	8,253	0.83	D	8,464	0.85	D	-	211

NOTES:

* LOS F reported for this location based on average existing speed of 35 mph or less (per Caltrans PeMS data). LOS calculated solely based on V/C would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

Table K.5-3

CMP Freeway Monitoring Analysis – Adjusted Baseline Plus Project (Daytime Events) PM Peak Hour Conditions

CMP Station	Postmile	Route	Segment	Capacity	Baseline (2018) Without Project			Baseline (2018) With Project			Impact per CMP Criteria?	Difference
					Volumes	V/C	LOS	Volumes	V/C	LOS		
1033	R10.62	91 EB	e/o Alameda St/Santa Fe Ave	12,000	5,243	0.44	B	5,396	0.45	B	-	153
1042	R5.50	105 EB	e/o Crenshaw Bl, w/o Vermont	10,000	6,158	0.62	C	7,724	0.77	D	-	1,566
1043	R12.60	105 EB	w/o Jct Rte 710, e/o Harris Ave	10,000	5,812	0.58	C	6,408	0.64	C	-	596
1044	R17.00	105 EB	e/o Bellflower Bl, w/o Rte 605	8,000	4,538	0.57	C	4,886	0.61	C	-	348
1046	15.88	110 NB	Manchester Bl	12,000	6,855	0.57	F[*]	7,486	0.62	F[*]	Yes	631
1047	17.95	110 NB	Slauson Ave	12,000	5,794	0.48	F[*]	6,650	0.55	F[*]	Yes	856
1049	23.96	110 NB	at Alpine St	6,000	4,348	0.73	C	4,698	0.78	D	-	350
1065	0.4	405 SB	n/o Rte 22	12,000	6,084	0.51	B	6,247	0.52	B	-	163
1066	8.02	405 SB	Santa Fe Ave	10,000	5,901	0.59	C	6,094	0.61	C	-	193
1067	11.9	405 SB	s/o Rte 110 @ Carson Scales	10,000	5,214	0.52	B	5,432	0.54	C	-	218
1068	18.63	405 SB	n/o Inglewood Ave at Compton Bl	10,000	5,562	0.56	C	5,731	0.57	C	-	169
1069	24.27	405 NB	n/o La Tijera Bl	10,000	6,020	0.60	F[*]	6,615	0.66	F[*]	Yes	595
1070	28.3	405 NB	n/o Venice Bl	10,000	5,655	0.57	F[*]	6,131	0.61	F[*]	Yes	476
1071	35.81	405 NB	s/o Mulholland Dr	10,000	9,903	0.99	E	10,199	1.02	F(0)	Yes	296
1072	44.27	405 NB	n/o Roscoe Bl	10,000	5,377	0.54	B	5,545	0.56	C	-	168
1075	R11.00	605 NB	n/o Telegraph Rd	10,000	5,614	0.56	C	5,862	0.59	C	-	248
1080	19.1	710 NB	n/o Rte 105, n/o Firestone Bl	8,000	5,230	0.65	C	5,417	0.68	C	-	187

NOTES:

* LOS F reported for this location based on average existing speed of 35 mph or less (per Caltrans PeMS data). LOS calculated solely based on V/C would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

Because the Los Angeles County CMP is no longer applicable, however, these impacts are not considered to be significant.

CMP Arterial Intersection Analysis

The five arterial monitoring stations listed below were found to warrant analysis for one or more scenarios based on the screening criteria for CMP analysis.

- La Brea Avenue/Manchester Boulevard (CMP Intersection 25)
- Crenshaw Boulevard/Manchester Boulevard (CMP Intersection 24)
- Vermont Boulevard/Manchester Boulevard (CMP Intersection 53)
- La Cienega Boulevard/Centinela Avenue (CMP Intersection 47)
- La Cienega Boulevard/Stocker Avenue (CMP Intersection 95)

The CMP provides that the analysis of arterial intersections should use either the ICU or CMA methodology. The analysis was prepared in accordance with this guidance. **Table K.5-4** and **Table K.5-5** summarize the results of the analysis for all of the arterial monitoring stations for the Non-Event Day and for Small Events, respectively. As indicated in the tables, the proposed project is projected to create a traffic impact at one CMP arterial monitoring station in the PM peak hour related to Daytime Events under Adjusted Baseline conditions using the CMP criteria. Because the CMP is no longer applicable, however, this impact is not considered to be significant.

TABLE K.5-4
CMP ARTERIAL MONITORING STATIONS ANALYSIS – ADJUSTED BASELINE PLUS PROJECT (NON-EVENT DAYS) CONDITIONS

					Adjusted Baseline No Project		Adjusted Baseline Plus Project	
#	Intersection	Methodology	Jurisdiction	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	AM	0.822	D	0.824	D
				PM	0.822	D	0.935	D

SOURCE: Fehr & Peers, 2019.

TABLE K.5-5
CMP ARTERIAL MONITORING STATIONS ANALYSIS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

#	Intersection	Methodology[1]	Jurisdiction[1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		
					V/C or Delay	LOS	V/C or Delay	LOS	Impact per CMP Criteria?
11	La Brea Ave/Manchester Blvd	ICU	Inglewood	AM	0.822	D	0.829	D	
				PM	0.822	D	0.873	D	
16	Crenshaw Blvd/Manchester Blvd	ICU	Inglewood	AM	0.968	E	0.989	E	
				PM	1.068	F	1.191	F	Yes
100	Vermont Ave/Manchester Blvd	CMA	City of Los Angeles	AM	0.750	C	0.759	C	
				PM	0.640	B	0.668	B	
108	La Cienega Blvd/Centinela Ave	ICU	Inglewood	AM	0.951	E	0.952	E	
				PM	1.189	F	1.194	F	
		CMA	City of Los Angeles	AM	0.888	D	0.890	D	
				PM	1.166	F	1.173	F	
111	La Cienega Blvd/Stocker St	ICU	Los Angeles County	AM	1.285	F	1.303	F	
				PM	1.168	F	1.171	F	

NOTES:
[1] Analysis methods vary by jurisdiction.

SOURCE: Fehr & Peers, 2019.

CMP Traffic Impact Analysis, Cumulative Conditions

The CMP methodology described above for Adjusted Baseline was used at the same CMP freeway monitoring locations and CMP arterial monitoring stations to assess potential CMP impacts during the AM and PM peak hours under Cumulative conditions.

CMP Freeway Analysis

Traffic forecasts for the freeway segments analyzed in the AM peak hour for the daytime Corporate/Community Event with 2,000 Persons for Cumulative conditions are presented in **Table K.5-6**. Traffic forecasts for the freeway segments analyzed in the PM peak hour for the Other Sporting Event or Gathering with 7,500 Persons scenarios for Cumulative conditions, are presented in **Table K.5-7**. Each table displays the projected V/C ratios and the incremental increase in the V/C ratio that can be attributed to the proposed project. As shown, the proposed project would result in impacts on one freeway monitoring location in the AM peak hour and on five freeway monitoring locations in the PM peak hour. Because the CMP is no longer applicable, however, this impact is not considered to be significant.CMP Arterial Intersection Analysis

The CMP provides that the analysis of arterial intersections should use either the ICU or CMA methodology. The analysis was prepared in accordance with this guidance. **Table K.5-8** and **Table K.5-9** summarize the results of the analysis for all of the arterial monitoring stations for the Non-Event Day and for Daytime Events under Cumulative conditions, respectively. As indicated in the tables, the proposed project is projected to create a traffic impact at two CMP arterial monitoring stations in the PM peak hour under Daytime Events under Cumulative conditions.

- La Brea Avenue/Manchester Boulevard (CMP Intersection 25)
- Crenshaw Boulevard/Manchester Boulevard (CMP Intersection 24)

Because the CMP is no longer applicable, however, this impact is not considered to be significant.

Table K.5-6

CMP Freeway Monitoring Analysis – Cumulative Plus Project (Daytime Events) AM Peak Hour Conditions

CMP Station	Postmile	Route	Segment	Capacity	Cumulative (2030) Without Project			Cumulative (2030) With Project			Impact per CMP Criteria?	Difference
					Volumes	V/C	LOS	Volumes	V/C	LOS		
1042	R5.50	105 WB	e/o Crenshaw Bl, w/o Vermont	10,000	6,695	0.67	F[*]	7,293	0.73	F[*]	Yes	598
1043	R12.60	105 WB	w/o Jct Rte 710, e/o Harris Ave	10,000	5,503	0.55	C	5,759	0.58	C	-	256
1046	15.88	110 SB	Manchester Bl	12,000	7,975	0.67	C	8,200	0.68	C	-	225
1047	17.95	110 SB	Slauson Ave	12,000	6,407	0.53	B	6,774	0.56	C	-	367
1069	24.27	405 SB	n/o La Tijera Bl	10,000	7,270	0.73	C	7,554	0.76	C	-	284
1070	28.3	405 SB	n/o Venice Bl	10,000	8,742	0.87	D	8,953	0.90	D	-	211

NOTES:

* LOS F reported for this location based on average existing speed of 35 mph or less (per Caltrans PeMS data). LOS calculated solely based on V/C would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

Table K.5-7

CMP Freeway Monitoring Analysis – Cumulative Plus Project (Daytime Events) PM Peak Hour Conditions

CMP Station	Postmile	Route	Segment	Capacity	Cumulative (2030) Without Project			Cumulative (2030) With Project			Impact per CMP Criteria?	Difference
					Volumes	V/C	LOS	Volumes	V/C	LOS		
1033	R10.62	91 EB	e/o Alameda St/Santa Fe Ave	12,000	5,549	0.46	B	5,702	0.48	B	-	153
1042	R5.50	105 EB	e/o Crenshaw Bl, w/o Vermont	10,000	7,005	0.70	C	8,571	0.86	D	-	1,566
1043	R12.60	105 EB	w/o Jct Rte 710, e/o Harris Ave	10,000	6,211	0.62	C	6,807	0.68	C	-	596
1044	R17.00	105 EB	e/o Bellflower Bl, w/o Rte 605	8,000	4,749	0.59	C	5,097	0.64	C	-	348
1046	15.88	110 NB	Manchester Bl	12,000	7,271	0.61	F[*]	7,902	0.66	F[*]	Yes	631
1047	17.95	110 NB	Slauson Ave	12,000	6,334	0.53	F[*]	7,190	0.60	F[*]	Yes	856
1049	23.96	110 NB	at Alpine St	6,000	4,532	0.76	C	4,882	0.81	D	-	350
1065	0.4	405 SB	n/o Rte 22	12,000	6,254	0.52	B	6,417	0.54	B	-	163
1066	8.02	405 SB	Santa Fe Ave	10,000	6,130	0.61	C	6,323	0.63	C	-	193
1067	11.9	405 SB	s/o Rte 110 @ Carson Scales	10,000	5,678	0.57	C	5,896	0.59	C	-	218
1068	18.63	405 SB	n/o Inglewood Ave at Compton Bl	10,000	6,548	0.66	C	6,717	0.67	C	-	169
1069	24.27	405 NB	n/o La Tijera Bl	10,000	6,613	0.66	F[*]	7,208	0.72	F[*]	Yes	595
1070	28.3	405 NB	n/o Venice Bl	10,000	6,052	0.61	F[*]	6,528	0.65	F[*]	Yes	476
1071	35.81	405 NB	s/o Mulholland Dr	10,000	10,202	1.02	F(0)	10,498	1.05	F(0)	Yes	296
1072	44.27	405 NB	n/o Roscoe Bl	10,000	5,527	0.55	C	5,695	0.57	C	-	168
1075	R11.00	605 NB	n/o Telegraph Rd	10,000	5,771	0.58	C	6,019	0.60	C	-	248
1080	19.1	710 NB	n/o Rte 105, n/o Firestone Bl	8,000	5,411	0.68	C	5,598	0.70	C	-	187

NOTES:

* LOS F reported for this location based on average existing speed of 35 mph or less (per Caltrans PeMS data). LOS calculated solely based on V/C would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE K.5-8
CMP ARTERIAL MONITORING STATIONS ANALYSIS – CUMULATIVE PLUS PROJECT (NON-EVENT DAYS) CONDITIONS

#	Intersection	Methodology	Jurisdiction	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	AM	0.993	E	0.994	E
				PM	1.041	F	1.053	F

SOURCE: Fehr & Peers, 2019.

TABLE K.5-9
CMP ARTERIAL MONITORING STATIONS ANALYSIS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

#	Intersection	Methodology[1]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project		
					V/C or Delay	LOS	V/C or Delay	LOS	Impact per CMP Criteria?
11	La Brea Ave/Manchester Blvd	ICU	Inglewood	AM	0.993	E	0.999	E	
				PM	1.041	F	1.091	F	Yes
16	Crenshaw Blvd/Manchester Blvd	ICU	Inglewood	AM	1.354	F	1.365	F	
				PM	1.746	F	1.838	F	Yes
100	Vermont Ave/Manchester Blvd	CMA	City of Los Angeles	AM	0.993	E	1.002	F	
				PM	0.910	E	0.938	E	
108	La Cienega Blvd/Centinela Ave	ICU	Inglewood	AM	0.986	E	0.992	E	
				PM	1.232	F	1.238	F	
		CMA	City of Los Angeles	AM	0.929	E	0.938	E	
				PM	1.216	F	1.223	F	
111	La Cienega Blvd/Stocker St	ICU	Los Angeles County	AM	1.336	F	1.353	F	
				PM	1.230	F	1.233	F	

NOTES:
[1] Analysis methods vary by jurisdiction (refer to previous pages for description).

SOURCE: Fehr & Peers, 2019.