

3.14 Transportation and Circulation

This section describes and evaluates potential impacts related to transportation and circulation that could result from implementation of the Proposed Project. The section includes relevant adjusted baseline information, including a description of the anticipated project travel characteristics and relevant local, regional, state, and federal regulations. Project impacts to the roadway, bicycle, pedestrian, and transit systems in the study area are analyzed for adjusted baseline and cumulative conditions. Potentially feasible mitigation measures (where applicable) are then identified to avoid or lessen the impacts.

Comments received in response to the NOP for the EIR regarding transportation and circulation can be found in Appendix B. Any applicable issues and concerns regarding potential impacts related to transportation and circulation as a result of implementation of the Proposed Project are analyzed within this section.

This section relies on a variety of data sources and/or publicly available information to support the technical analysis. This information includes, but is not limited, to:

- Data from the Cities of Inglewood, Hawthorne and Los Angeles, and the County of Los Angeles.
- Data from Caltrans and the Los Angeles County Metropolitan Transportation Authority (Metro).
- Online survey of NBA Los Angeles Clippers fans.

This section describes the information that was used to determine the days and hours that were included in the traffic analysis. Because the Proposed Project includes an arena, the analysis necessarily considered traffic levels that would occur before and after events, and on various days of the week. The analysis also considered the days and times when surrounding traffic would be at its peak, such that project-related traffic would be added to the road network at its most congested level. The analysis also considered impacts that would occur on days when no event occurred at the arena.

Section Overview

The analysis of Transportation and Circulation describes the Proposed Project's anticipated travel characteristics, and presents the impacts of the Proposed Project on the roadway, bicycle, pedestrian and transit systems in the study area under Adjusted Baseline and Cumulative conditions. This Section Overview provides a summary of the topics addressed in Section 3.14. Please see [Chapter 3.14 Summary] for a complete executive summary of the analytical methods and impacts evaluated in this Section.

Study Area: The Transportation and Circulation analysis evaluates a total of 114 study intersections and 28 neighborhood street segments within an approximately 20-square-mile study area including the corridors connecting to the major freeways that would provide regional access

to the Proposed Project. It extends generally westerly to the Interstate 405 (I-405), southerly to the I-105, easterly to the I-110, and northerly to Centinela Avenue and Florence Avenue, but with several outlying intersections even further north. The traffic analysis also studied 53 discrete freeway mainline and collector/distributor segments, weave areas, and ramp merge/diverge areas. In addition, vehicular queuing was analyzed at the ten freeway off-ramps anticipated to be used to a significant degree by project trips.

Time Periods Evaluated: Specifically, in addition to evaluating transportation and circulation impacts during the standard AM peak (7 - 9 AM) and PM peak (4 - 6 PM) hours, this Transportation and Circulation analysis also evaluates weekday "pre-event peak hour" (6 - 7 PM), weekday "post-event peak hour" (9:30 - 10:30 PM), and weekend pre-event peak hour time periods (either 5 - 6 PM or 6 - 7 PM). The additional study periods are evaluated given that the majority of LA Clippers regular season home games hosted on weekday and Saturday nights would start at 7:30 PM, with Sunday games starting at 6:30 PM. However, to be conservative for analytical purposes, the EIR analysis assumes 7 PM start times for weekday and Saturday basketball games, because it schedules the start time for basketball games closer to the PM peak period for traffic on weekdays (4 - 6 PM). The complete definitions of the time periods used in the transportation impact analysis are presented in **Table 3.14-1** below. For purposes of clarity, the analysis uses the terminology set forth in Table 3.14-1 when referring to a particular time of day, on a particular day of the week.

Adjusted Baseline and Cumulative Conditions: The Transportation and Circulation analysis evaluates the Proposed Project's impacts under both Adjusted Baseline and Cumulative conditions. The Adjusted Baseline is the baseline against which the Proposed Project's potential impacts are measured. Given that the Proposed Project is not expected to be complete and operational until mid-2024 and that the City of Inglewood has issued building permits for, and construction has commenced on, significant portions of the Hollywood Park Specific Plan (HPSP) located immediately north of the Project Site that will result in substantial development in that area, the Draft EIR evaluates the Proposed Project's impacts utilizing an Adjusted Baseline that incorporates the HPSP projects in the environmental setting. Given that the Metro Crenshaw/LAX light rail line is currently under construction and anticipated to commence operations in 2020, the Adjusted Baseline also incorporates the Crenshaw/LAX Line. Additional information regarding the Adjusted Baseline transportation assumptions is provided in **Section 3.0.5** of the Section 3.0, "Introduction to Analysis" and below in **Section 3.14.5.3**. Further discussion of Cumulative condition assumptions is provided in **Section 3.0.6** of the Section 3.0 "Introduction to Analysis" and below in **Section 3.14.5.4**.

Scenarios Evaluated: The Transportation and Circulation analysis evaluated 35 different scenarios that represent permutations of the type of event or non-event (i.e., ancillary uses during non-event times) conditions. Specifically, the transportation analysis includes evaluation of the following permutations of events, as further described below and in **Table 3.14-3**: Ancillary uses (daily operation of the Proposed Project without an event at the Arena); Daytime Events (corporate or other sporting/gathering events); Major Events (LA Clippers basketball games and

highly-attended concerts at the Arena); and Concurrent Events (overlapping or concurrent events occurring at The Forum and/or the Hollywood Park NFL Stadium). Each event type is further summarized below.

Details regarding the assumptions underlying these event and non-event conditions are presented in **Table 2-3** of Chapter 2, Project Description. The complete list of the scenarios studied under this transportation analysis are presented in **Table 3.14-3** below.

- *Ancillary Uses:* Ancillary uses include the daily operation of the Proposed Project without an event in the Arena. Ancillary uses include office, medical clinic, community space, restaurant and retail uses at the Proposed Project. Traffic from these uses would occur on a daily basis and represent the most frequent traffic scenario generated by the Proposed Project. Impacts from ancillary uses are evaluated at the standard AM peak (7 – 9 AM) and PM peak (4 – 6 PM) hours.
- *Daytime Events:* Daytime weekday events represent the next most frequent traffic scenario generated by the Proposed Project, and could involve corporate/civic events and Other Sports or Gathering events at the Proposed Project. This analysis assumes that corporate events could be attended by up to 2,000 persons, could start as early as 8 or 9 AM, and could occur up to 100 times per year. Given the start time of corporate/civic events, those events are evaluated for impacts in the AM peak hour. The next most common type of smaller daytime events include Other Sports or Gathering events, which could be attended by up to 7,500 persons and are anticipated to occur up to 35 times per year. These events were evaluated for impacts during the weekday PM peak hour, which is the busiest overall hour of travel on the transportation system.
- *Major Events:* Major events at the Proposed Project would include LA Clippers basketball games and highly attended concerts. This analysis assumes that up to 62 major events would take place at the Proposed Project per year. The most frequent time for major events would occur during the weekday and weekend evenings. This analysis evaluates weekday and weekend pre-event peak hour conditions, as those times are defined above and in **Table 3.14-1**, for a sold-out NBA basketball game (18,000 persons), and weekday post-event conditions for a sold-out concert (18,500 persons).
- *Concurrent/Overlapping Events:* Given the Proposed Project's proximity to The Forum and the NFL Stadium located in the Hollywood Park area, it is possible that certain events at the Proposed Project may occur simultaneously with events at The Forum and/or the NFL Stadium. Accordingly, this transportation analysis studies five concurrent or overlapping event scenarios, as follows:

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 PM and ends at 9:15 PM, 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 PM peak hour in which the Forum event begins at 7 PM and the basketball game begins at 6 PM.

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 PM and ends at about 4:30 PM, overlapping with a Major Event at Proposed Project (18,500-person concert that begins at 7 PM). This scenario is studied for the 6 to 7 PM 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 PM and ends at 9:15 PM, 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 PM and ends at 9:15 PM, a 25,000-person event at the NFL Stadium that begins at 7 PM and ends at 9:15 PM, 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 PM and ends at about 4:30 PM, an 17,500-person event at The Forum that begins at 7 PM, and a Major Event at Proposed Project (18,500-person concert that begins at 7 PM). This scenario is studied for the 6 to 7 PM peak hour.

A complete overview of concurrent event types, frequency and timing of potential events at the Proposed Project site, The Forum and the NFL Stadium are presented in **Table 3.14-2** below.

Organization of Section 3.14: The Transportation and Circulation analysis presented in Section 3.14 is organized into the following five (5) subsections:

Section 3.14.1: Describes the environmental setting, including the existing condition of the roadway network, bicycle facilities, pedestrian facilities, and public transit networks.

Section 3.14.2: Describes the Adjusted Baseline Environmental Setting that was developed to evaluate the Proposed Project's impacts against the baseline environmental conditions (including land use and transportation systems assumptions) anticipated to

exist when the Proposed Project would be constructed and opened for operations. Specifically, this section describes the assumptions utilized with respect to reasonably foreseeable development that is anticipated to occur on significant portions of the Hollywood Park Specific Plan area prior to development of the Proposed Project.

Section 3.14.3: Provides a discussion of the relevant federal, state and local regulations pertaining to transportation and circulation that may be applicable to the Proposed Project.

Section 3.14.4: Discusses the transportation and circulation impacts of the Proposed Project under the Adjusted Baseline conditions followed by Cumulative conditions for each of the following scenarios: Ancillary uses; Daytime Events; and Major Events. Evaluated impacts under each of these three scenarios (and under both Adjusted Baseline and Cumulative conditions) include impacts to: intersections; neighborhood streets; freeway facilities; vehicle miles traveled (VMT); public transit operations; existing or planned bicycle facilities; existing or planned pedestrian facilities; emergency access; and circulation during construction.

Section 3.14.5: Discusses the Proposed Project under Adjusted Baseline and Cumulative conditions assuming one or more concurrent or overlapping events at The Forum and/or NFL Stadium. As described above, this Transportation and Circulation analysis studies five concurrent or overlapping event scenarios under both Adjusted Baseline conditions followed by Cumulative conditions. Evaluated impacts included impacts to: intersections; freeway facilities; public transit operations; emergency access; and circulation during construction. As further described in Section 3.14.5, potential impacts to neighborhood streets were deemed to be speculative at this time, and therefore, were not further studied under concurrent event conditions. Scenario 1 (Major Events at the Proposed Project and The Forum) was selected as the most appropriate concurrent event to which mitigation measures were applied and evaluated.

Identification of Analysis Scenarios and Study Periods

Although it is atypical for a Transportation and Circulation section to present project activities and travel characteristics prior to the Environmental Setting, the unique nature of the Proposed Project and its surrounding environment necessitated that an overview of its activities be provided here. This is because these conditions directly influence the selection of study days and time periods. Without this background knowledge, readers would not understand why certain peak hours are being studied under existing conditions.

TABLE 3.14-1
DEFINITIONS OF TIME PERIODS USED IN TRANSPORTATION IMPACT ANALYSIS

Term	Definition
Weekday AM Peak Hour	Busiest hour of travel from 7 to 9 a.m. on a weekday
Weekday PM Peak Hour	Busiest hour of travel from 4 to 6 p.m. on a weekday
Weekday Pre-Event Peak Hour ^a	Occurs from 6 to 7 p.m. on a weekday
Weekday Post-Event Peak Hour ^a	Occurs from 9:30 to 10:30 p.m. on a weekday
Weekend Pre-Event Peak Hour ^a	Occurs from either 5 to 6 p.m. or 6 to 7 p.m. on a weekend ^b

NOTE:

^a In this context, an event is defined as consisting of an 18,000-person NBA Game or an 18,500-person concert. A variety of different event types may occur at Proposed Project, as described in the section below.

^b As described on the following pages, the types of nearby overlapping events assumed for a given scenario affect which hour is selected for analysis.

SOURCE: Fehr & Peers, 2019.

A variety of different types of events would be expected to occur at the Proposed Project. These events may occur simultaneously with events at the new NFL Stadium and The Forum, both of which are located within 1 mile of the project. This section discusses the extent to which events at the NFL Stadium and The Forum may occur concurrently with events at the Proposed Project. The potential for these events to overlap, and the temporal characteristics of these events, drive the selection of peak hours of study and development of analysis scenarios to cover such overlapping events.

Table 3.14-2 provides an overview of common event types including their general frequency and timing, and expected attendance. This does not represent a comprehensive list of all activities and events that would occur, but rather a selected list of the larger, more common events that would warrant detailed analysis. Refer to Table 2-3 in Chapter 2.0, Project Description, for a complete list of all annual activities anticipated for the Proposed Project.

As shown, programming for the proposed project would allow for up to 131 events per year (not including potential NBA playoff games) with attendance levels of at least 7,500 persons. Up to an additional 100 smaller events (2,000 persons or less) may also occur. The most frequent large event (18,000 persons) would be NBA Clippers regular season basketball games, which occur from late October through April. During that time, the Clippers would play 41 regular season home games (along with five lesser attended pre-season games and potentially playoff games in April, May, and June). Of the 23 total concerts expected during a typical year, 5 would be anticipated to attract up to 18,500 guests.

**TABLE 3.14-2
 OVERVIEW OF COMMON EVENT TYPES, FREQUENCY, AND TIMING AT PROJECT, NFL STADIUM, AND THE FORUM**

Location	Common Event Types ^a	Event Characteristics				
		Time of Year	Day of Week	Frequency	Approx. Start/End Time	Attendance ^b
Project	Clippers NBA Basketball Games (Regular)	Oct–April	Any	41 Regular Season	Typically Evening ^c	18,000
	Clippers NBA Basketball Games (Pre & Post)	Oct & May/June	Any	Approx. 5 Pre-Season & 3 Post-Season	Typically Evening ^c	18,000 ^d
	Concerts (Large)	Throughout	Fri/Sat more likely	Approx. 5	Evening	18,500
	Concerts (Medium)	Throughout	Fri/Sat more likely	Approx. 8	Evening	14,500
	Concerts (Small)	Throughout	Fri/Sat more likely	Approx. 10	Evening	9,500
	Family Shows ^e	Throughout	Any	Approx. 20	Varies	8,500
	Corporate/Community Events ^f	Throughout	Any	Approx. 100	8 a.m.–5 p.m.	2,000
	Other Event ^g	Throughout	Any	Approx. 35	Varies	7,500
Plaza Events ^h	Throughout	Any	Approx. 16	Varies	4,000	
NFL Stadium	NFL Football Games (Regular)	Sept–Dec	Mon, Thurs, Sat, and Sun	16 Regular Season	Mon & Thurs: 5:20 p.m. Sat: 5:20 p.m. Sun: 1:05, 1:25, or 5:20 p.m.	70,240
	NFL Football Games (Pre & Post)	Aug & Jan	Sat & Sun	2 Pre-Season & up to 2 Post-Season	Varies	70,240 ^d
	Midsized Event	Throughout	Any	Up to 8	Typically Evening	25,000 ⁱ
The Forum	Concerts	Throughout	Any	75 ^j	Evening	17,500

Commented [DSG1]: Add 6,000 person performance venue as its own row or in the footnote.

NOTES:

- ^a Refer to Table 2-3 in Chapter 2.0, Project Description, for a complete list of project activities.
- ^b Attendance values shown represent maximum unless specified otherwise.
- ^c Weekend games (especially Sunday) may start at 12:30 p.m., 3 p.m., 6 p.m. or 7 p.m.
- ^d Pre-season games typically do not reach maximum attendance.
- ^e Examples of event types include Disney on Ice, Harlem Globetrotters, etc.
- ^f Examples of event types include small conventions, conferences, cultural/civic events.
- ^g Could include college basketball, boxing, professional wrestling, graduations, speaking events, etc.
- ^h Examples of plaza events include outdoor exhibitions or festivals, fan appreciation days, holiday celebrations, etc..
- ⁱ Because analysis of the Hollywood Park Stadium Alternative Project (February 2015) projected that the stadium would hold "events with attendance between 10,000 and 25,000 patrons, the upper end of this range was selected to provide a reasonably conservative basis for analysis of concurrent events that are no professional football games.
- ^j Based on events at The Forum in 2016–2018 (source: [HYPERLINK "https://www.songkick.com/venues/16272-forum/gigography?page=1"]).

SOURCE: Fehr & Peers, 2019.

Table 3.14-3 presents the scenarios studied in the transportation analysis. The following discussion describes how these scenarios were selected.

**TABLE 3.14-3
 PROPOSED PROJECT TRANSPORTATION IMPACT ANALYSIS SCENARIOS**

Scenario	Specific Condition ^a	Weekday				Weekend
		AM Peak Hour ^b	PM Peak Hour ^c	Pre-Event Peak Hour (6–7 p.m.)	Post-Event Peak Hour (9:30–10:30 p.m.)	5–6 p.m. (Unless Otherwise Noted)
Existing	No Event at NFL Stadium or Forum	x	x	x	x	x
Adjusted Baseline	No Project (No Event at NFL Stadium or Forum)	x	x	x	x	x
	Plus Project (Non-Event Day) ^d	x	x			
	Plus Project (Day-Time Corporate/Community Event w/ 2,000 persons)	x				
	Plus Project (Other Sporting Event or Gathering w/ 7,500 persons)		x			
	Plus Project Major Event (18,000-person NBA Game starting on a weekday at 7 p.m. and on a weekend at 6 p.m.; post-event peak hour is an 18,500-person concert)			x	x	x
	No Project with NFL game (1:25 p.m. start time with 70,240 persons)					x
	with NFL game (1:25 p.m. start time with 70,240 persons) Plus Project Major Event (18,500-person concert starting on a weekend at 7 p.m.)					x (6–7 p.m.)
	No Project with Midsize Event at NFL Stadium (25,000 persons starting at 7 p.m.)			x	x	
	with Midsize Event (25,000 persons starting on a weekday at 7 p.m.) at NFL Stadium Plus Project Major Event (18,000-person NBA Game starting on a weekday at 7 p.m.; post-event peak hour is an 18,500-person concert)			x	x	
	No Project with Concert at Forum (17,500 persons starting at 7 p.m.)			x	x	x
	with Concert at Forum (17,500 persons starting at 7 p.m.) Plus Project Major Event (18,000-person NBA Game starting on a weekday at 7 p.m. and on a weekend at 6 p.m.; post-event peak hour is an 18,500-person concert)			x	x	x
	No Project with Midsize Event (25,000 persons starting at 7 p.m.) at NFL Stadium and with Concert at Forum (17,500 persons starting at 7 p.m.)			x	x	
	with Midsize Event (25,000 persons starting at 7 p.m.) at NFL Stadium and with Concert at Forum (17,500 persons starting at 7 p.m.) Plus Project Major Event (18,000-person NBA Game starting on a weekday at 7 p.m.; post-event peak hour is an 18,500-person concert)			x	x	
	No Project with NFL game (1:25 p.m. start time with 70,240 persons) and with Concert at Forum (17,500 persons that starts at 7 p.m.)					x
with NFL game (1:25 p.m. start time with 70,240 persons) and with Concert at Forum (17,500 persons that starts at 7 p.m.) Plus Project Major Event (18,500-person concert starting at 7 p.m.)					x (6–7 p.m.)	
Cumulative	Same scenarios as Adjusted Baseline					

NOTES:

- ^a All project special events scenarios also consider trips generated by project ancillary land uses.
- ^b Busiest hour of adjacent street travel from 7–9 a.m.
- ^c Busiest hour of adjacent street travel from 4–6 p.m.
- ^d Non-event day includes ancillary land uses only (team practice and training facility, team offices, sports medicine clinic, restaurant, retail and community space, outdoor civic plaza, hotel).

SOURCE: Fehr & Peers, 2019.

NFL Stadium. The NFL Stadium would host the home games for the NFL Rams and Chargers. They would each play eight home games and two preseason games. Playoff games could also occur. In addition to football games, this facility would also host other events, such as concerts or non-football sporting events. Data from other outdoor stadiums in the Los Angeles region indicates that other events at such facilities are relatively infrequent. This analysis assumes that the NFL Stadium would host up to eight mid-sized events (25,000 persons) each year, which is consistent with analysis of the Hollywood Park Stadium Alternative Project prepared in 2015. The NFL Stadium also includes a performance venue that can accommodate up to 6,000 persons. As shown in Table 3.14-3, the analysis is conservatively analyzing a concurrent weekday evening condition in which a Major Event (i.e., NBA Basketball Game or Large Concert) would occur at the Proposed Project and a 25,000-person event occurs at the NFL Stadium. This is a more conservative scenario than alternatively assuming a 6,000-attendee event at the NFL Stadium performance venue. This analysis is conservative, in that it assumes a greater level of activity at the NFL Stadium than has occurred at other, large outdoor stadiums in the Los Angeles region in recent years. [Cite to ESA memorandum.]

The degree of overlap of NFL Rams/Chargers and NBA Clippers games was studied for the 2016-2018 seasons. This study was performed in order to determine the frequency with which traffic from these two events would overlap. The analysis also considered when “peak” traffic occurs before or after such events. An NBA Clippers game overlapped with an NFL Rams/Chargers game once per season in 2016 and 2017, twice during the 2018 season. However, those overlapping events occurred at different venues that were not adjacent to one another. The following presents the degree of overlap of NFL Rams/Chargers and NBA Clippers games during 2016-2018:

- In 2018, the NFL Rams/Chargers played a combined 12 home games on Sundays, one home game on a Saturday, one home game on a Monday, and one home game on a Thursday (one of the Chargers assigned home games was played at a neutral location). Two instances occurred where there were NFL and Clippers games on the same day: October 28th with a Rams game (NFL start time at 1:25 PM and Clippers start time at 6:30 PM), and Saturday, December 22nd Chargers game (NFL start time at 5:20 PM and Clippers start time at 2:00 PM). No other overlaps were identified.
- In 2017, the NFL Rams/Chargers played all 16 home games on Sundays. On Sunday, December 31st, both teams played home games starting at 1: 25 PM (at different sites) while the Clippers had a home game at 4:00 PM. No other overlaps were identified.
- In 2016, the NFL Rams/Chargers played a combined 14 home games on Sundays, one home game on a Saturday, and one home game on a Thursday. The Sunday, December 4th Chargers game (played in San Diego at 1:25 PM) occurred on the same day as a home Clippers game, which started at 6:30 PM. No other overlaps were identified.

Furthermore, on May 16, 2019, NBA Game Schedule Management personnel submitted a letter to the LA Clippers organization regarding the NBA scheduling process. The letter provided an overview of the process NBA franchises can take to identify unavailable home dates (due to commitments for other events) or priority requests for certain dates. The letter states that three NBA franchises (Golden State Warriors, Philadelphia 76ers, and New Orleans Pelicans) currently play their home games in arenas close to NFL stadiums. The letter states that there have been no regular season NBA games scheduled on the same day as an NFL game played in these three markets over the last ten years. The letter concludes by stating that the NBA intends to continue using this scheduling process moving forward.

Based on this information, analysis of an NFL football game and Clippers game occurring on the same day is not warranted. Instead, the following realistic, overlapping scenarios would be analyzed:

- A 25,000-person event on a weeknight with the same start and end times as a major event at the Proposed Project.
- An NFL game that begins at 1:25 PM on a weekend followed by an 18,500-person concert that begins at PM. The peak hour of travel associated these overlapping events would occur from 6 to 7 PM.

The Forum. In order to determine whether, and to what extent, events at The Forum have the potential to overlap with those at the Proposed Project, the following information was obtained. Between 2016 and 2018, The Forum hosted an average of approximately 75 concerts per year. During peak concert season, there may be as many as 9 to 10 concerts a month. Therefore, a scenario in which both venues are hosting large events is included in Table 3.14-3. As shown, conditions are analyzed for weekday pre-event and post-event conditions with The Forum and Proposed Project hosting large events.

NFL Stadium Plus The Forum. The analysis also considered the extent to which an event at the Proposed Project may overlap with simultaneous events also being held at both the NFL Stadium and The Forum. The analysis serves to determine whether such events should be included as analysis scenarios in the transportation impact analysis. Based on this analysis, it is reasonable to expect that a Proposed Project Major Event could overlap on the same weekday with a mid-sized, 25,000-person (non-football) event at the NFL Stadium and with a concert hosting 17,500 persons at The Forum. Therefore, this scenario is also included in Table 3.14-3.

Based on review of the scheduling for all three venues during which there would be an NFL Rams/Chargers football game and considering the letter from NBA Game Schedule Management personnel cited previously, it is concluded that such an overlapping event would be extremely rare. However, to ensure that all potential proposed project impacts are identified, the following analysis scenarios are included in Table 3.14-3 and analyzed in this section:

- A 25,000-person event at the NFL Stadium, a concert at The Forum, and a major event at the Proposed Project starting and ending at the same times on a weeknight.

- An NFL game begins on a Sunday at 1:25 PM. A concert is held at the Proposed Project and at The Forum that same evening, both starting at 7 PM. Based on this, the peak hour of analysis is 6 to 7 PM. This hour would capture remaining outbound NFL Stadium football trips and inbound concert trips to both venues.

This latter scenario is highly conservative because it would occur very infrequently.

3.14.1 Environmental Setting

This section describes the environmental setting, including the existing condition of the roadway, bicycle, pedestrian, and transit networks.

Roadway Network

The roadway network includes local streets and intersections, plus State and federal highways and freeways.

Study Area

Given the magnitude of vehicle trips that could be generated under various concurrent event scenarios, a substantial study area was chosen. The study area, which is shown in **Figure 3.14-1**, includes 114 total study intersections within an approximate 20-square-mile area. The study area extends westerly to Interstate 405 (I-405), southerly to I-105, and easterly to I-110. Its northern limits are generally at Centinela Avenue and Florence Avenue, but with several outlying intersections even further north. The study area includes the corridors connecting to the major freeways that would provide regional access to the Proposed Project and segments along these freeways. This study area was also used to analyze the various concurrent event scenarios set forth in Table 3.14-3.

Figure 3.14-1 Study Intersections

The study area was scaled down to 43 study intersections for those scenarios that did not involve major events at the Arena site or concurrent events at the NFL Stadium or The Forum. That is because significantly less traffic would be generated and, therefore, the geographic area in which potential impacts could occur would be smaller. These scenarios consist of ancillary project land uses and weekday daytime events (i.e., Corporate/Community Event with 2,000 persons and Other Sporting Event/Gathering with 7,500 persons) at the arena.

Freeway System

The following freeways would provide access to the Project Site:

- San Diego Freeway (I-405) – The San Diego Freeway runs north/south approximately 1.5 miles west of the Project Site. Access to the Project Site from I-405 is provided by interchanges at La Cienega Boulevard, Century Boulevard, Manchester Boulevard, and Imperial Highway.
- Glenn Anderson (I-105) – The Glenn Anderson Freeway (also known as the Century Freeway) runs east/west approximately 1 mile south of the Project Site. Access to the Project Site from I-105 is provided by interchanges at Prairie Avenue and Crenshaw Boulevard.
- Harbor Freeway (I-110) – The Harbor Freeway runs north/south approximately 4 miles east of the Project Site. Access to the Project Site from the Harbor Freeway is provided by interchanges at Century Boulevard and Manchester Boulevard.

Surface Street System

Figure 3.14-2 displays the existing roadway network in the study area (including number of travel lanes). The primary roadways that would provide access to the Project Site (and its parking facilities) are described below. Refer to *Technical Memorandum #1 – Supplemental Information Regarding Existing Conditions* in Appendix K.1 for a full list and description of study roadways.

- Prairie Avenue is designated as a major arterial in the City of Inglewood General Plan that runs north/south along the project frontages. The street provides two travel lanes in each direction north of Manchester Boulevard, and three travel lanes in each direction to the south of Manchester Boulevard. Raised medians are present in some locations between Arbor Vitae Street and Century Boulevard (but would be removed as part of the Prairie Avenue Resurfacing Project expected to be completed by 2020). On-street parking is prohibited on both sides of the street in the project vicinity (though on-street parking is permitted on certain segments south of 106th Street). The posted speed limit is 40 miles per hour (mph).
- Century Boulevard is designated as a major arterial in the City of Inglewood General Plan that runs east/west adjacent to the Project Site, providing three travel lanes in each direction with a center turn lane in the study area. Various segments of the street were under construction (both east and west of Prairie Avenue) in 2019, which limited capacity to two lanes in each direction. On-street parking is prohibited on both sides of the street in the project vicinity. The posted speed limit is 40 mph.

Figure 3.14-2 Existing Roadway Network

- La Brea Avenue is designated as a major arterial in the City of Inglewood General Plan that runs north/south to the west of the Project Site. The street provides two travel lanes in each direction north of Spruce Avenue and three travel lanes in each direction with a raised median south of Spruce Avenue. La Brea Avenue also provides left turn pockets at major intersections. Parking is available on most blocks within the study area for both sides of the street. The posted speed limit is 35 mph. South of Century Boulevard, La Brea Avenue continues as Hawthorne Boulevard.
- Hawthorne Boulevard is designated as a major arterial in the City of Inglewood General Plan that runs north/south to the west of the Project Site and provides three travel lanes in each direction with a raised median, extending into the City of Hawthorne. Left turn pockets are provided at major intersections. Parallel parking is available on both sides of the street. The posted speed limit is 35 mph.
- Crenshaw Boulevard is designated as a major arterial in the City of Inglewood General Plan that runs north/south east of the Project Site and provides three travel lanes in each direction with left turn pockets at major intersections. Portions of Crenshaw Boulevard have raised medians. On street parking is provided both on frontage streets and on the main arterial. The posted speed limit is 40 mph.
- Manchester Boulevard is designated as a major arterial in the City of Inglewood General Plan. The street runs east/west north of the Project Site and provides two travel lanes in each direction west of Prairie Avenue and three lanes in each direction east of Prairie Avenue. There is a raised median on portions of the roadway. Parking is available on either side of the street west of Tamarack Avenue in the study area. The posted speed limit is 40 mph.

Several collector/local streets situated in the immediate project vicinity are also important to local circulation in the area and project access:

- 101st Street is designated as a local street in the City of Inglewood General Plan that runs east/west through the Project Site from Prairie Avenue to Hawthorne Boulevard. It consists of one travel lane in each direction, and has fronting residences. Parallel parking is available on both sides of the street.
- 102nd Street is designated as a local street in the City of Inglewood General Plan that runs east/west through the Project Site from Yukon Avenue to just west of Hawthorne Boulevard. It consists of one travel lane in each direction, and has fronting residences west of Prairie Avenue. Parallel parking is available on both sides of the street. The posted speed limit is 25 mph.
- 103rd Street is designated as a local street in the City of Inglewood General Plan that runs east/west through the Project Site from Prairie Avenue to Hawthorne Boulevard. It consists of one travel lane in each direction, and has fronting residences. Parallel parking is available on both sides of the street.
- 104th Street is designated as a collector in the City of Inglewood General Plan that runs east/west south of the Project Site and provides one travel lane in each direction. It extends for nearly 5 miles between the I-405 and I-110 freeways. Residences front along the majority of this roadway, which also provides access to Morningside High School (located east of Yukon Avenue) and Dolores Huerta Elementary School (located west of

Prairie Avenue). Parallel parking is available on both sides of the street. The posted speed limit is 25 mph.

- Doty Avenue is designated as a collector in the City of Inglewood General Plan that runs north/south east of the Project Site. It consists of one lane in each direction and has fronting residences along it with a posted speed limit of 30 mph. It extends for about 1.2 miles, terminating just north of I-105. Parallel parking is available on both sides of the street. North of the Century Boulevard, Doty Avenue becomes an entry/exit to the Hollywood Park Specific Plan area.
- Yukon Avenue is designated as a collector in the City of Inglewood General Plan that runs north/south east of the Project Site. It consists of two lanes in each direction between Century Avenue and 102nd Street, one lane southbound and two lanes northbound between 102nd Street and 104th Street, and one lane in each direction south of 104th Street and has a variety of adjacent land uses ranging front-on residential, a high school, and big box retail. It has a posted speed limit is 30 mph. It extends for about 1.4 miles, terminating just north of I-105. Parallel parking is available on portions, but not all of the street. North of the Century Boulevard, Yukon Avenue becomes an entry/exit to the Hollywood Park Specific Plan area.

Data Collection

Existing peak hour turning movement counts, bicycle counts, and pedestrian counts were collected at the majority of study intersections in April and May of 2018 during five peak periods. Additional counts were obtained in November 2018 due to an expanded list of study intersections.

- Weekday AM peak period (7–9 a.m.)
- Weekday PM peak period (4–6 p.m.)
- Weekday pre-event peak hour (6–7 p.m.)
- Weekday post-event hour (9:30–10:30 p.m.)
- Weekend pre-event hour (5–6 p.m.)

Weekday AM and PM counts were conducted on a Thursday, weekday pre- and post-event counts were conducted on a Friday, and weekend pre-event counts were conducted on a Saturday. Before intersection counts were taken, spot counts between weekdays (Thursday and Friday) and weekend days (Saturday and Sunday) were collected. These spot counts were collected so that the appropriate days and hours could be selected for complete counts. The spot counts showed that the Friday pre-event and post-event volumes were busier than Thursday and that the Saturday volumes were busier than Sunday. Hence, use of Friday counts to represent the weekday pre-event and post-event study periods and use of Saturday counts from 5 to 6 p.m. to represent the weekend pre-event study period are considered conservative.

All existing conditions traffic counts were performed on days in which an event was not being held at The Forum. Counts were conducted when adjacent schools were in session, and during dry weather conditions. Thus, the counts were timed to capture normal, background traffic levels, during periods when traffic would not be artificially low due to school closures, weather

conditions, or the like. The counts are therefore considered representative of existing traffic conditions during typical “peak” hours.

Intersection Operations

Study intersections are located within the Cities of Inglewood, Los Angeles, and Hawthorne, as well as within unincorporated Los Angeles County. Additionally, some intersections are located within Caltrans right-of-way. This study applies the intersection analysis methods preferred by each jurisdiction for intersections within that jurisdiction. As is noted later, several intersections are located on the boundary between two agencies. In those instances, multiple analysis methods were used with all sets of results reported. **Table 3.14-4** displays the intersection analysis methods selected for each jurisdiction.

**TABLE 3.14-4
 INTERSECTION ANALYSIS METHODS**

Jurisdiction	Peak Hour of Study	Analysis Method
City of Inglewood ^a	Weekday AM and PM Peak Hours	Intersection Capacity Utilization (ICU) method
	Weekday Pre-Event and Post-Event Peak Hours	Microsimulation using HCM methods ^b
	Weekend Pre-Event Peak Hour	
Los Angeles County and City of Hawthorne	All study periods	Intersection Capacity Utilization (ICU) method
City of Los Angeles	All study periods	Critical Movement Analysis (CMA) method
Caltrans	All study periods	HCM methods using Synchro software

NOTES:

- ^a The Florence Avenue/Centinel Avenue intersection was analyzed using HCM methods for all adjusted baseline and cumulative scenarios due to a new at-grade light rail crossing that would be pass through the intersection under these scenarios.
- ^b For intersections located outside of the limits of the microsimulation model area, analyses were performed using SOURCE: Fehr & Peers, 2019.

ICU/CMA Analysis Methodology

The Intersection Capacity Utilization (ICU) and Critical Movement Analysis (CMA) methods are deterministic models that evaluate the critical movements at signalized intersection and then calculate the total ‘per lane’ critical movement volume, which is compared to the intersection capacity to yield a volume-to-capacity (V/C) ratio. The level of service (LOS) is then determined based on the V/C ratio ranges shown in **Table 3.14-5**. LOS categories range from nearly free-flow traffic at LOS A to overloaded, stop-and-go conditions at LOS F. The ICU and CMA methods differ in certain ways, and so results are typically similar, but not necessarily identical.

TABLE 3.14-5
INTERSECTION LEVEL OF SERVICE DEFINITIONS USING ICU/CMA METHODS

Level of Service	Volume/Capacity (V/C) Ratio
A	< 0.60 V/C
B	0.60–0.70 V/C
C	0.701–0.80 V/C
D	0.801–0.90 V/C
E	0.901–1.00 V/C
F	> 1.00 V/C

NOTES:
 Applies only to signalized intersections.
 SOURCE: Fehr & Peers, 2019.

HCM Analysis Methodology

The latest edition of the *Highway Capacity Manual (HCM), 6th Edition* (Transportation Research Board, 2016) provides guidance for analyzing both signalized and unsignalized intersections. Because CMA/ICU methods can only analyze signalized intersections, all unsignalized (stop-control) intersections are analyzed using HCM methods.

The HCM methods calculate average vehicle delay for vehicles traveling through the intersection. Refer to **Table 3.14-6** for the delay range associated with each LOS category for signalized and unsignalized intersections. For signalized intersections and at all-way stop intersections, the reported delay is the weighted average of all vehicles passing through the intersection. At side-street stop-control intersections, the reported delay is the delay at the worst approach.

TABLE 3.14-6
INTERSECTION LEVEL OF SERVICE DEFINITIONS USING HCM METHODS

Level of Service	Signalized Intersections	Unsignalized Intersections
A	0–10.0 secs/veh	0–10.0 secs/veh
B	10.1–20.0 secs/veh	10.1–15.0 secs/veh
C	20.1–35.0 secs/veh	15.1–25.0 secs/veh
D	35.1–55.0 secs/veh	25.1–35.0 secs/veh
E	55.1–80.0 secs/veh	35.1–50.0 secs/veh
F	> 80.0 secs/veh	> 50.0 secs/veh

NOTES:
 Control delay includes initial deceleration delay, queue move-up time, stopped delay, and acceleration delay.
 SOURCE: Transportation Research Board, 6th Edition, 2016.

For signalized intersections, the intersection location and study period determines whether microsimulation (outlined in Chapter 7 of the *HCM 6th Edition*) or the deterministic analysis method (outlined in Chapter 19 of the *HCM 6th Edition*) are used. The deterministic analysis method (conducted using the Synchro software program) is used at all Caltrans ramp terminal

intersections per their standard practice. Microsimulation (conducted using the SimTraffic software program) is used for the pre-event and post-event peak hours along the Century Boulevard and Prairie Avenue study corridors (with 65 total intersections included within the model during the existing scenario, and 66 intersections during the adjusted baseline and cumulative scenarios, due to the signalization of Buckthorn Street/Prairie Avenue with the buildout of Hollywood Park). As is described in the following paragraph, microsimulation is particularly appropriate for these peak hours and for this portion of the study area. The geographic scope of the model was determined based on access to the Project Site and regional access using the I-105 and I-405 freeways. The remaining signalized intersections located outside of the SimTraffic model extents were analyzed using the deterministic CMA/ICU methodology or HCM (deterministic method) methods at Caltrans ramp terminal intersections.

Microsimulation models can study the effects of coordinated signal timing plans, closely spaced intersections, queue spillbacks, lane blockages, and other considerations. They also account for the effects of queue spillbacks on upstream intersection operations. Because these types of conditions may be present along portions of study corridors during the pre-event and post-event conditions with a major event at the Proposed Project, those facilities are studied using microsimulation. Inputs into SimTraffic included the volume of traffic traveling through the intersection, the lane geometries, the signal phasing, and pedestrian volumes and interactions at the street crosswalks. Per standard practice, reported results are based on an average of 10 runs.

Refer to *Technical Memorandum #1 – Supplemental Information Regarding Existing Conditions* (in Appendix K.1) for a more detailed description of these intersection analysis methods. That memorandum also includes an extensive description of the microsimulation model validation process (performed so that the existing conditions model is calibrated to closely match observed conditions, both in terms of recurring vehicle queuing, average travel time, and number of vehicles served per hour).

Appendix K.2 reports the traffic volumes all study intersections for weekday AM and PM peak hour conditions, as well as for existing weekday pre-event and post-event peak hour traffic conditions.

Table 3.14-7 displays the LOS and average delay or V/C ratio at the 43 intersections selected for analysis under weekday AM and PM peak hour conditions (see Appendix K.3 for technical calculations). As shown in the table, five of the 43 study intersections are currently operating at poor levels of service (i.e., LOS E or F) during at least one of the analyzed peak hours:

- 14. Prairie Avenue/Manchester Boulevard
- 19. Prairie Avenue/Kelso Street/Pincay Drive
- 34. La Cienega Boulevard/Century Boulevard
- 37. Inglewood Boulevard/Century Boulevard
- 78. Prairie Avenue/Imperial Highway

**TABLE 3.14-7
 INTERSECTION OPERATIONS – EXISTING WEEKDAY AM AND PM PEAK HOUR CONDITIONS**

#	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	V/C or Delay	LOS
14	Prairie Ave/Manchester Blvd	ICU	Inglewood	AM	0.923	E
				PM	0.928	E
19	Prairie Ave/Kelso St/Pincay Dr	ICU	Inglewood	AM	0.762	C
				PM	1.109	F
25	Prairie Ave/Arbor Vitae St	ICU	Inglewood	AM	0.525	A
				PM	0.659	B
27	Myrtle Ave/Hardy St	ICU	Inglewood	AM	0.382	A
				PM	0.388	A
28	Prairie Ave/Hardy St	ICU	Inglewood	AM	0.446	A
				PM	0.544	A
29	Crenshaw Blvd/Hardy St	ICU	Inglewood	AM	0.572	A
				PM	0.547	A
31	La Cienega Blvd/SB 405 On/Off-Ramps (n/o Century)	ICU	Inglewood	AM	0.895	D
				PM	0.774	C
		CMA	City of Los Angeles	AM	0.729	C
				PM	0.585	A
		HCM	Caltrans	AM	18.5	B
				PM	18.7	B
32	Prairie Ave/97th St	ICU	Inglewood	AM	0.397	A
				PM	0.458	A
34	La Cienega Blvd/Century Blvd	ICU	Inglewood	AM	1.081	F
				PM	0.728	C
		CMA	City of Los Angeles	AM	1.043	F
				PM	0.714	C
35	NB 405 On/Off-Ramp/Century Blvd	ICU	Inglewood	AM	0.879	D
				PM	0.719	C
		HCM	Caltrans	AM	28.2	C
36	Felton Ave/Century Blvd	ICU	Inglewood	AM	0.554	A
				PM	0.700	B
37	Inglewood Ave/Century Blvd	ICU	Inglewood	AM	0.854	D
				PM	0.908	E
38	Fir Ave/Firmona Ave/Century Blvd	ICU	Inglewood	AM	0.563	A
				PM	0.589	A
39	Grevillea Ave/Century Blvd	ICU	Inglewood	AM	0.608	B
				PM	0.580	A

**TABLE 3.14-7
 INTERSECTION OPERATIONS – EXISTING WEEKDAY AM AND PM PEAK HOUR CONDITIONS**

#	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	V/C or Delay	LOS
40	Hawthorne Blvd/La Brea Blvd/Century Blvd	ICU	Inglewood	AM	0.860	D
				PM	0.843	D
41	Myrtle Ave/Century Blvd	ICU	Inglewood	AM	0.501	A
				PM	0.523	A
42	Freeman Ave/Century Blvd	ICU	Inglewood	AM	0.451	A
				PM	0.517	A
43	Prairie Ave/Century Blvd	ICU	Inglewood	AM	0.704	C
				PM	0.839	D
44	Doty Ave/Century Blvd	ICU	Inglewood	AM	0.375	A
				PM	0.459	A
45	Yukon Ave/Century Blvd	ICU	Inglewood	AM	0.402	A
				PM	0.690	B
46	Club Dr/Century Blvd	ICU	Inglewood	AM	0.454	A
				PM	0.643	B
47	11th Ave/Millage Ave/Century Blvd	ICU	Inglewood	AM	0.461	A
				PM	0.714	C
48	Crenshaw Blvd/Century Blvd	ICU	Inglewood	AM	0.559	A
				PM	0.738	C
49	5th Ave/Century Blvd	ICU	Inglewood	AM	0.766	C
				PM	0.576	A
50	Van Ness Ave/Century Blvd	ICU	Inglewood	AM	0.700	B
				PM	0.757	C
		CMA	City of Los Angeles	AM	0.640	B
				PM	0.701	C
53	La Cienega Blvd/SB 405 On/Off-Ramps (s/o Century)	CMA	City of Los Angeles	AM	0.516	A
				PM	0.468	A
		ICU	Inglewood	AM	0.648	B
				PM	0.591	A
		HCM	Caltrans	AM	15.4	B
				PM	14.1	B
54	Prairie Ave/102nd St	ICU	Inglewood	AM	0.517	A
				PM	0.546	A
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	AM	9.0	A
				PM	9.3	A
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	AM	14.5	B
				PM	23.1	C

**TABLE 3.14-7
 INTERSECTION OPERATIONS – EXISTING WEEKDAY AM AND PM PEAK HOUR CONDITIONS**

#	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	V/C or Delay	LOS
59	Hawthorne Blvd/104th St	ICU	Inglewood/Los Angeles County	AM	0.590	A
				PM	0.686	B
60	Prairie Ave/104th St	ICU	Inglewood	AM	0.588	A
				PM	0.626	B
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	AM	9.7	A
				PM	10.1	A
62	Yukon Ave/104th St	ICU	Inglewood	AM	0.655	B
				PM	0.577	A
63	Crenshaw Blvd/104th St	ICU	Inglewood	AM	0.663	B
				PM	0.618	B
66	Freeman Ave/Lennox Blvd	ICU	Inglewood	AM	0.523	A
				PM	0.434	A
67	Prairie Ave/Lennox Blvd	ICU	Inglewood	AM	0.617	B
				PM	0.695	B
68	Prairie Ave/108th St	ICU	Inglewood	AM	0.585	A
				PM	0.559	A
69	Yukon Ave/108th St	ICU	Inglewood	AM	0.482	A
				PM	0.513	A
72	Prairie Ave/111th St	ICU	Inglewood	AM	0.670	B
				PM	0.609	B
75	Prairie Ave/112th St/105 Off-Ramps	ICU	Inglewood	AM	0.687	B
				PM	0.845	D
		HCM	Caltrans	AM	15.7	B
				PM	26.0	C
77	Freeman Ave/EB 105 On-Ramp/Imperial Hwy	ICU	Hawthorne	AM	0.628	B
				PM	0.763	C
		HCM	Caltrans	AM	14.8	B
				PM	14.3	B
78	Prairie Ave/Imperial Hwy	ICU	Inglewood/Hawthorne	AM	0.910	E
				PM	0.863	D
89	Hollywood Park Casino Driveway/Century Blvd	ICU	Inglewood	AM	0.367	A
				PM	0.433	A

NOTES:

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

^b 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.

SOURCE: Fehr & Peers, 2019.

Table 3.14-8 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under weekday pre-event and post-event peak hour conditions, and weekend pre-event peak hour conditions (see Appendix K.3 for technical calculations). As shown in the table, the following intersections currently operate at LOS E or F during the weekday pre-event peak hour:

- 3. Hillcrest Boulevard/Florence Avenue
- 5. Prairie Avenue/Florence Avenue
- 6. West Boulevard/Florence Avenue
- 16. Crenshaw Boulevard/Manchester Boulevard
- 84. Prairie Avenue/120th Street
- 97. Van Ness Avenue/Manchester Boulevard
- 108. La Cienega Boulevard/Centinela Avenue
- 111. La Cienega Boulevard/Stocker Street
- 112. La Brea Avenue/Overhill Drive/Stocker Street

During the weekday post-event peak hour, all study intersections operate at LOS D or better. During the weekend pre-event peak hour, the following intersection operates at LOS E:

- 108. La Cienega Boulevard/Centinela Avenue

All other study intersections operate at LOS D or better.

It is important to note that some of the intersections listed above as operating at LOS E or F on a weekday from 6–7 p.m. (i.e., pre-event peak hour) are reported in Table 3.14-7 as operating at LOS D or better during the weekday PM peak hour, which occurs between 4 and 6 p.m. This stems from the use of agency-preferred ICU/CMA analysis methods for the weekday PM peak hour, but use of HCM (and in particular micro-simulation) during the pre-event peak hour. The two methods (ICU/CMA vs. HCM) are fundamentally different (e.g., ICU/CMA reports LOS on an hourly basis whereas HCM reports LOS for the peak 15 minutes); differences in how LOS is reported are to be expected.

TABLE 3.14-8
INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS

#	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.758	C
				Weekday Post-Event	0.546	A
				Weekend Pre-Event	0.632	B
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.668	B
				Weekday Post-Event	0.391	A
				Weekend Pre-Event	0.552	A

**TABLE 3.14-8
 INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS**

#	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	V/C or Delay	LOS
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	94.7	F
				Weekday Post-Event	6.5	A
				Weekend Pre-Event	9.0	A
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	50.0	D
				Weekday Post-Event	11.7	B
				Weekend Pre-Event	17.8	B
5	Prairie Ave/Florence Ave	HCM	Inglewood	Weekday Pre-Event	65.6	E
				Weekday Post-Event	13.8	B
				Weekend Pre-Event	22.5	C
6	West Blvd/Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.929	E
				Weekday Post-Event	0.583	A
				Weekend Pre-Event	0.816	D
		CMA	City of Los Angeles	Weekday Pre-Event	0.785	C
				Weekday Post-Event	0.415	A
				Weekend Pre-Event	0.665	B
7	Prairie Ave/Grace Ave	HCM	Inglewood	Weekday Pre-Event	4.7	A
				Weekday Post-Event	1.7	A
				Weekend Pre-Event	2.7	A
8	Prairie Ave/East Carondelet Way	HCM	Inglewood	Weekday Pre-Event	4.7	A
				Weekday Post-Event	3.8	A
				Weekend Pre-Event	4.0	A
9	Prairie Ave/E Regent Street	HCM	Inglewood	Weekday Pre-Event	8.6	A
				Weekday Post-Event	4.4	A
				Weekend Pre-Event	6.0	A
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.587	A
				Weekday Post-Event	0.462	A
				Weekend Pre-Event	0.532	A
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.708	C
				Weekday Post-Event	0.406	A
				Weekend Pre-Event	0.578	A
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	18.6	B
				Weekday Post-Event	9.8	A
				Weekend Pre-Event	10.8	B
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	10.1	B
				Weekday Post-Event	5.3	A
				Weekend Pre-Event	6.3	A

**TABLE 3.14-8
 INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS**

#	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	V/C or Delay	LOS
14	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	43.1	D
				Weekday Post-Event	22.8	C
				Weekend Pre-Event	29.4	C
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	9.6	A
				Weekday Post-Event	5.1	A
				Weekend Pre-Event	6.6	A
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.939	E
				Weekday Post-Event	0.501	A
				Weekend Pre-Event	0.752	C
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.548	A
				Weekday Post-Event	0.247	A
				Weekend Pre-Event	0.381	A
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.446	A
				Weekday Post-Event	0.249	A
				Weekend Pre-Event	0.385	A
19	Prairie Ave/Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	24.6	C
				Weekday Post-Event	10.3	B
				Weekend Pre-Event	13.0	B
20	Kareem Ct/Pincay Dr	HCM	Inglewood	Weekday Pre-Event	6.6	A
				Weekday Post-Event	3.8	A
				Weekend Pre-Event	4.6	A
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	21.4	C
				Weekday Post-Event	16.7	B
				Weekend Pre-Event	17.7	B
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	36.4	D
				Weekday Post-Event	18.3	B
				Weekend Pre-Event	24.5	C
23	La Brea Ave/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	25.0	C
				Weekday Post-Event	18.2	B
				Weekend Pre-Event	22.9	C
24	Myrtle Ave/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	10.8	B
				Weekday Post-Event	7.7	A
				Weekend Pre-Event	8.9	A
25	Prairie Ave/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	19.6	B
				Weekday Post-Event	12.4	B
				Weekend Pre-Event	13.4	B

**TABLE 3.14-8
 INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS**

#	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	V/C or Delay	LOS
26	La Brea Ave/Hardy St	HCM	Inglewood	Weekday Pre-Event	15.9	B
				Weekday Post-Event	10.6	B
				Weekend Pre-Event	12.8	B
27	Myrtle Ave/Hardy St	HCM	Inglewood	Weekday Pre-Event	9.7	A
				Weekday Post-Event	6.6	A
				Weekend Pre-Event	8.1	A
28	Prairie Ave/Hardy St	HCM	Inglewood	Weekday Pre-Event	10.8	B
				Weekday Post-Event	11.2	B
				Weekend Pre-Event	10.3	B
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekday Pre-Event	10.3	B
				Weekday Post-Event	6.8	A
				Weekend Pre-Event	8.5	A
30	Van Ness Ave/ Hardy St/ 96th St	ICU	Inglewood	Weekday Pre-Event	0.546	A
				Weekday Post-Event	0.326	A
				Weekend Pre-Event	0.455	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.475	A
				Weekday Post-Event	0.240	A
				Weekend Pre-Event	0.379	A
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekday Pre-Event	22.6	C
				Weekday Post-Event	15.7	B
				Weekend Pre-Event	14.5	B
32	Prairie Ave/97th St	HCM	Inglewood	Weekday Pre-Event	4.9	A
				Weekday Post-Event	3.8	A
				Weekend Pre-Event	3.8	A
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekday Pre-Event	11.0	B
				Weekday Post-Event	10.0	B
				Weekend Pre-Event	11.5	B
34	La Cienega Blvd/ Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Pre-Event	31.3	C
				Weekday Post-Event	22.8	C
				Weekend Pre-Event	25.0	C
35	NB 405 On/Off- Ramp/Century Blvd	HCM	Inglewood/ Caltrans	Weekday Pre-Event	13.1	B
				Weekday Post-Event	13.3	B
				Weekend Pre-Event	12.7	B
36	Felton Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	13.9	B
				Weekday Post-Event	13.3	B
				Weekend Pre-Event	11.3	B

**TABLE 3.14-8
 INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS**

#	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	V/C or Delay	LOS
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	44.0	D
				Weekday Post-Event	14.6	B
				Weekend Pre-Event	23.0	C
38	Fir Ave/Firmona Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	8.1	A
				Weekday Post-Event	6.3	A
				Weekend Pre-Event	6.4	A
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	9.2	A
				Weekday Post-Event	6.3	A
				Weekend Pre-Event	6.3	A
40	Hawthorne Blvd/La Brea Blvd/Century Blvd	HCM	Inglewood	Weekday Pre-Event	52.9	D
				Weekday Post-Event	25.9	C
				Weekend Pre-Event	31.6	C
41	Myrtle Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	12.2	B
				Weekday Post-Event	6.4	A
				Weekend Pre-Event	7.9	A
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	8.3	A
				Weekday Post-Event	6.1	A
				Weekend Pre-Event	7.1	A
43	Prairie Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	50.1	D
				Weekday Post-Event	26.2	C
				Weekend Pre-Event	39.9	D
44	Doty Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	17.7	B
				Weekday Post-Event	13.4	B
				Weekend Pre-Event	15.9	B
45	Yukon Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	22.9	C
				Weekday Post-Event	11.2	B
				Weekend Pre-Event	17.3	B
46	Club Dr/Century Blvd	HCM	Inglewood	Weekday Pre-Event	36.4	D
				Weekday Post-Event	22.8	C
				Weekend Pre-Event	33.0	C
47	11th Ave/Village Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	39.5	D
				Weekday Post-Event	20.1	C
				Weekend Pre-Event	33.6	C
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	43.0	D
				Weekday Post-Event	31.3	C
				Weekend Pre-Event	35.1	D

**TABLE 3.14-8
 INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS**

#	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	V/C or Delay	LOS
49	5th Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	11.8	B
				Weekday Post-Event	10.0	A
				Weekend Pre-Event	11.0	B
50	Van Ness Ave/ Century Blvd	ICU	Inglewood/Los Angeles County	Weekday Pre-Event	0.708	C
				Weekday Post-Event	0.384	A
				Weekend Pre-Event	0.608	B
		CMA	City of Los Angeles	Weekday Pre-Event	0.648	B
				Weekday Post-Event	0.303	A
				Weekend Pre-Event	0.541	A
51	Gramercy Pl/ Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.351	A
				Weekday Post-Event	0.230	A
				Weekend Pre-Event	0.324	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.167	A
				Weekday Post-Event	0.070	A
				Weekend Pre-Event	0.139	A
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.653	B
				Weekday Post-Event	0.284	A
				Weekend Pre-Event	0.530	A
53	La Cienega Blvd/ SB 405 On/Off- Ramps (s/o Century)	HCM	Inglewood/Los Angeles County/Caltrans/City of Los Angeles	Weekday Pre-Event	9.6	A
				Weekday Post-Event	8.6	A
				Weekend Pre-Event	8.4	A
54	Prairie Ave/102nd St	HCM	Inglewood	Weekday Pre-Event	10.6	B
				Weekday Post-Event	5.9	A
				Weekend Pre-Event	8.5	A
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	6.7	A
				Weekday Post-Event	5.8	A
				Weekend Pre-Event	6.5	A
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	13.3	B
				Weekday Post-Event	8.2	A
				Weekend Pre-Event	12.2	B
57	La Cienega Blvd/ 104th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event	9.6	A
				Weekday Post-Event	5.7	A
				Weekend Pre-Event	7.2	A
58	Inglewood Ave/ 104th St	HCM	Los Angeles County	Weekday Pre-Event	17.6	B
				Weekday Post-Event	8.0	A
				Weekend Pre-Event	14.2	B

**TABLE 3.14-8
 INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS**

#	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	V/C or Delay	LOS
59	Hawthorne Blvd/ 104th St	HCM	Inglewood/Los Angeles County	Weekday Pre-Event	26.4	C
				Weekday Post-Event	16.3	B
				Weekend Pre-Event	21.3	C
60	Prairie Ave/104th St	HCM	Inglewood	Weekday Pre-Event	22.7	C
				Weekday Post-Event	9.5	A
				Weekend Pre-Event	12.0	B
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	8.5	A
				Weekday Post-Event	7.0	A
				Weekend Pre-Event	7.3	A
62	Yukon Ave/104th St	HCM	Inglewood	Weekday Pre-Event	15.7	B
				Weekday Post-Event	8.9	A
				Weekend Pre-Event	13.0	B
63	Crenshaw Blvd/ 104th St	HCM	Inglewood	Weekday Pre-Event	36.6	D
				Weekday Post-Event	14.3	B
				Weekend Pre-Event	18.6	B
64	Van Ness Ave/104th St	ICU	Inglewood/Los Angeles County	Weekday Pre-Event	0.519	A
				Weekday Post-Event	0.299	A
				Weekend Pre-Event	0.423	A
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.689	B
				Weekday Post-Event	0.442	A
				Weekend Pre-Event	0.596	A
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	8.6	A
				Weekday Post-Event	5.5	A
				Weekend Pre-Event	6.0	A
67	Prairie Ave/Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	23.1	C
				Weekday Post-Event	5.7	A
				Weekend Pre-Event	8.1	A
68	Prairie Ave/108th St	HCM	Inglewood	Weekday Pre-Event	13.5	B
				Weekday Post-Event	7.1	A
				Weekend Pre-Event	8.6	A
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Pre-Event	9.9	A
				Weekday Post-Event	6.6	A
				Weekend Pre-Event	8.7	A
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekday Pre-Event	0.467	A
				Weekday Post-Event	0.281	A
				Weekend Pre-Event	0.415	A

**TABLE 3.14-8
 INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS**

#	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	V/C or Delay	LOS
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/Los Angeles County	Weekday Pre-Event	0.691	B
				Weekday Post-Event	0.376	A
				Weekend Pre-Event	0.560	A
72	Prairie Ave/111th St	HCM	Inglewood	Weekday Pre-Event	17.4	B
				Weekday Post-Event	9.8	A
				Weekend Pre-Event	12.5	B
73	Yukon Ave/111th St	HCM	Inglewood	Weekday Pre-Event	9.1	A
				Weekday Post-Event	7.2	A
				Weekend Pre-Event	8.1	A
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	Weekday Pre-Event	0.675	B
				Weekday Post-Event	0.432	A
				Weekend Pre-Event	0.562	A
		HCM	Caltrans	Weekday Pre-Event	20.2	C
				Weekday Post-Event	14.5	B
				Weekend Pre-Event	17.3	B
75	Prairie Ave/112th St/ 105 Off-Ramps	HCM	Inglewood/Caltrans	Weekday Pre-Event	34.1	C
				Weekday Post-Event	17.8	B
				Weekend Pre-Event	34.9	C
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.746	C
				Weekday Post-Event	0.390	A
				Weekend Pre-Event	0.555	A
77	Freeman Ave/ EB 105 On-Ramp/ Imperial Hwy	HCM	Inglewood/Caltrans	Weekday Pre-Event	26.1	C
				Weekday Post-Event	14.6	B
				Weekend Pre-Event	17.9	B
78	Prairie Ave/Imperial Hwy	HCM	Inglewood/Hawthorne	Weekday Pre-Event	49.0	D
				Weekday Post-Event	22.2	C
				Weekend Pre-Event	33.6	C
79	Doty Ave/Imperial Hwy	HCM	Inglewood/Hawthorne	Weekday Pre-Event	15.0	B
				Weekday Post-Event	9.5	A
				Weekend Pre-Event	11.8	B
80	Yukon Ave/Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	16.0	B
				Weekday Post-Event	8.4	A
				Weekend Pre-Event	12.0	B
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Pre-Event	0.788	C
				Weekday Post-Event	0.430	A
				Weekend Pre-Event	0.716	C
82	Prairie Ave/118th St	HCM	Hawthorne	Weekday Pre-Event	29.6	C
				Weekday Post-Event	13.9	B

**TABLE 3.14-8
 INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS**

#	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	V/C or Delay	LOS
83	Crenshaw Blvd/ WB 105 Off-Ramp/ 118th Pl	ICU	Hawthorne/Caltrans	Weekend Pre-Event	15.6	B
				Weekday Pre-Event	0.706	C
				Weekday Post-Event	0.535	A
		HCM	Caltrans	Weekend Pre-Event	0.700	B
				Weekday Pre-Event	18.7	B
				Weekday Post-Event	10.9	B
84	Prairie Ave/120th St	HCM	Hawthorne	Weekend Pre-Event	15.8	B
				Weekday Pre-Event	63.8	E
				Weekday Post-Event	17.8	B
85	EB 105 On/Off- Ramps/120th St	ICU	Hawthorne	Weekend Pre-Event	25.9	C
				Weekday Pre-Event	0.686	B
				Weekday Post-Event	0.607	B
		HCM	Caltrans	Weekend Pre-Event	0.769	C
				Weekday Pre-Event	17.3	B
				Weekday Post-Event	17.2	B
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekend Pre-Event	25.0	C
				Weekday Pre-Event	0.728	C
				Weekday Post-Event	0.568	A
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.712	C
				Weekday Pre-Event	0.412	A
				Weekday Post-Event	0.248	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.284	A
				Weekday Pre-Event	0.244	A
				Weekday Post-Event	0.079	A
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.098	A
				Weekday Pre-Event	0.787	C
				Weekday Post-Event	0.444	A
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	0.648	B
				Weekday Pre-Event	10.5	B
				Weekday Post-Event	8.4	A
90	Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekend Pre-Event	11.3	B
				Weekday Pre-Event	N/A ^c	
				Weekday Post-Event		
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekend Pre-Event		
				Weekday Pre-Event	0.834	D
				Weekday Post-Event	0.470	A
92	Vermont Ave/	ICU	Los Angeles County	Weekend Pre-Event	0.706	C
				Weekday Pre-Event	0.717	C

**TABLE 3.14-8
 INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS**

#	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	V/C or Delay	LOS
	Century Ave			Weekday Post-Event	0.416	A
				Weekend Pre-Event	0.606	B
		CMA	City of Los Angeles	Weekday Pre-Event	0.616	B
				Weekday Post-Event	0.267	A
				Weekend Pre-Event	0.488	A
93	Hoover St/Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.451	A
				Weekday Post-Event	0.155	A
				Weekend Pre-Event	0.371	A
94	Figueroa St/Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.656	B
				Weekday Post-Event	0.291	A
				Weekend Pre-Event	0.523	A
95	Grand Ave/110 SB Off-Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.365	A
				Weekday Post-Event	0.209	A
				Weekend Pre-Event	0.300	A
		HCM	Caltrans	Weekday Pre-Event	19.6	B
				Weekday Post-Event	11.8	B
				Weekend Pre-Event	20.3	C
96	Olive St/110 NB On-Ramp/Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.367	A
				Weekday Post-Event	0.208	A
				Weekend Pre-Event	0.323	A
		HCM	Caltrans	Weekday Pre-Event	8.8	A
				Weekday Post-Event	6.7	A
				Weekend Pre-Event	9.4	A
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.965	E
				Weekday Post-Event	0.521	A
				Weekend Pre-Event	0.820	D
		CMA	City of Los Angeles	Weekday Pre-Event	0.822	D
				Weekday Post-Event	0.347	A
				Weekend Pre-Event	0.667	B
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.875	D
				Weekday Post-Event	0.404	A
				Weekend Pre-Event	0.736	C
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.639	B
				Weekday Post-Event	0.317	A
				Weekend Pre-Event	0.512	A
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.653	B
				Weekday Post-Event	0.370	A
				Weekend Pre-Event	0.512	A

**TABLE 3.14-8
 INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS**

#	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	V/C or Delay	LOS
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.585	A
				Weekday Post-Event	0.309	A
				Weekend Pre-Event	0.491	A
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.790	C
				Weekday Post-Event	0.557	A
				Weekend Pre-Event	0.612	B
103	110 SB On/Off- Ramps/Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.479	A
				Weekday Post-Event	0.472	A
				Weekend Pre-Event	0.401	A
		HCM	Caltrans	Weekday Pre-Event	9.3	A
				Weekday Post-Event	10.3	B
				Weekend Pre-Event	11.1	B
104	110 NB On/Off- Ramps/Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.487	A
				Weekday Post-Event	0.379	A
				Weekend Pre-Event	0.487	A
		HCM	Caltrans	Weekday Pre-Event	14.9	B
				Weekday Post-Event	12.6	B
				Weekend Pre-Event	18.3	B
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event	0.752	C
				Weekday Post-Event	0.332	A
				Weekend Pre-Event	0.609	B
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.699	B
				Weekday Post-Event	0.307	A
				Weekend Pre-Event	0.551	A
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.884	D
				Weekday Post-Event	0.431	A
				Weekend Pre-Event	0.755	C
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.925	E
				Weekday Post-Event	0.652	B
				Weekend Pre-Event	0.950	E
		CMA	City of Los Angeles	Weekday Pre-Event	0.859	D
				Weekday Post-Event	0.542	A
				Weekend Pre-Event	0.889	D
109	La Cienega Blvd/La Tijera Blvd	ICU	Inglewood	Weekday Pre-Event	0.784	C
				Weekday Post-Event	0.511	A
				Weekend Pre-Event	0.768	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.619	B
				Weekday Post-Event	0.333	A

**TABLE 3.14-8
 INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS**

#	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	V/C or Delay	LOS
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.605	B
				Weekday Pre-Event	0.867	D
				Weekday Post-Event	0.500	A
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.727	C
				Weekday Pre-Event	0.928	E
				Weekday Post-Event	0.577	A
112	La Brea Ave/Overhill Drive/Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.872	D
				Weekday Pre-Event	1.025	F
				Weekday Post-Event	0.549	A
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.798	C
				Weekday Pre-Event	0.571	A
				Weekday Post-Event	0.351	A
114	Manchester Blvd/ Ash St/I-405 NB Off- Ramp	ICU	Inglewood	Weekend Pre-Event	0.452	A
				Weekday Pre-Event	0.694	B
				Weekday Post-Event	0.489	A
		HCM	Caltrans	Weekend Pre-Event	0.645	B
				Weekday Pre-Event	17.8	B
				Weekday Post-Event	14.7	B
				Weekend Pre-Event	17.4	B

NOTES:

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

^b 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.

^c N/A = Not Applicable because Prairie Avenue/Buckthorn Street intersection is currently unsignalized (and not analyzed for existing conditions), but included in the adjusted baseline and cumulative scenarios as a signalized intersection because signalization is expected as part of the Hollywood Park Specific Plan and would be constructed prior to the Proposed Project opening.

SOURCE: Fehr & Peers, 2019.

Freeways

Mainline freeway segment analyses were conducted for the locations where the project is expected to add the most substantial traffic volumes. The selection of study locations includes what was requested by Caltrans in its comment letter on the Notice of Preparation, as well as other locations. The six two-way segments listed below are located within 1 to 4 miles of the Project Site and would be used to a greater degree by project trips than other freeways.

- I-405: Between La Tijera Boulevard and I-105
- I-105: Between Vermont Avenue and I-405
- I-110: Between 76th Street and I-105

Freeway systems are comprised of several distinct parts or components. A freeway on-ramp is known as a merge movement, while a freeway off-ramp is known as a diverge movement. Where

an on-ramp is connected to a successive off-ramp by an auxiliary (weave) lane, the entire segment of freeway between the two ramps is known as a weaving section. A stretch of freeway with no on- or off-ramps and no weaving lanes is known as a mainline basic section. Some of the study freeways have more complicated geometric designs due to the presence of collector-distributor roads, from which on/off ramps movements are accommodated (versus occurring directly from the freeway). In summary, the components of a freeway system consist of: ramp merges, ramp diverges, weave sections, and basic mainline sections. In total, the freeway study area consists of 53 such components.

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 the weekday pre-event hour (Fridays 5–7 p.m.), weekday post-event hour (Fridays 9–11 p.m.) and weekend pre-event hour (Saturdays 5–6 p.m.). For freeway study locations that did not have quality PeMS data available or PeMS monitoring locations, the SCAG travel demand model was used to identify segment volumes. The model data was normalized with available PeMS data for consistency. Existing counts were used at ramp locations that were analyzed in this study.

The freeway level of service methodology described in the *HCM 6th Edition* (2016) was used to determine the vehicle density on each analyzed segment (passenger cars equivalents per mile per lane per hour) by direction and the corresponding LOS. However, in some instances, the calculated LOS did not match field-observed conditions due to the effect of downstream bottlenecks causing congestion/slowing in upstream segments. In these instances, average peak hour travel speeds on these segments were collected from PeMS to determine whether speeds were 35 mph or less, which is a definition of recurrent congestion in the HCM. Where such conditions were found to exist, the HCM-derived result was replaced by a LOS F condition.

Table 3.14-9 shows the existing LOS on freeway mainline segments. As shown, many of the study freeway facilities experience considerable congestion and directional LOS E or F operations during weekday AM and PM peak hours. Congested conditions on certain segments extend to the weekday pre-event and post-event peak hours, and also occur on weekend pre-event peak hour conditions.

**TABLE 3.14-9
 FREEWAY OPERATIONS – EXISTING CONDITIONS**

#	Freeway/Direction	Component	Segment Type	Peak Hour	Density ^a	LOS ^a
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday AM Peak	—	F ^b
				Weekday PM Peak	24.18	C
				Weekday Pre-Event	23.00	C
				Weekday Post-Event	19.76	B
				Weekend Pre-Event	23.04	C

**TABLE 3.14-9
 FREEWAY OPERATIONS – EXISTING CONDITIONS**

#	Freeway/Direction	Component	Segment Type	Peak Hour	Density ^a	LOS ^a
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday AM Peak	8.45	A
				Weekday PM Peak	18.94	B
				Weekday Pre-Event	17.66	B
				Weekday Post-Event	15.13	B
				Weekend Pre-Event	18.17	B
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekday AM Peak	14.90	B
				Weekday PM Peak	14.90	B
				Weekday Pre-Event	13.04	B
				Weekday Post-Event	11.18	B
				Weekend Pre-Event	13.04	B
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekday AM Peak	—	F ^b
				Weekday PM Peak	—	F ^b
				Weekday Pre-Event	—	F ^b
				Weekday Post-Event	—	F ^b
				Weekend Pre-Event	—	F ^b
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekday AM Peak	16.37	B
				Weekday PM Peak	16.54	B
				Weekday Pre-Event	15.16	B
				Weekday Post-Event	12.73	B
				Weekend Pre-Event	14.19	B
6	I-405 Northbound	Century Blvd Off-Ramp	Diverge	Weekday AM Peak	12.23	B
				Weekday PM Peak	12.76	B
				Weekday Pre-Event	11.13	B
				Weekday Post-Event	8.71	A
				Weekend Pre-Event	10.23	A
7	I-405 Northbound	Century Blvd Off-Ramp to Century Blvd On-Ramp	Basic	Weekday AM Peak	5.81	A
				Weekday PM Peak	11.42	B
				Weekday Pre-Event	9.97	A
				Weekday Post-Event	5.64	A
				Weekend Pre-Event	9.58	A
8	I-405 Northbound	Century Blvd On-Ramp	Merge	Weekday AM Peak	7.48	A
				Weekday PM Peak	18.27	C
				Weekday Pre-Event	16.15	B
				Weekday Post-Event	12.22	B
				Weekend Pre-Event	15.08	B

**TABLE 3.14-9
 FREEWAY OPERATIONS – EXISTING CONDITIONS**

#	Freeway/Direction	Component	Segment Type	Peak Hour	Density ^a	LOS ^a
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday AM Peak	6.83	A
				Weekday PM Peak	18.20	B
				Weekday Pre-Event	16.22	B
				Weekday Post-Event	13.58	B
				Weekend Pre-Event	14.97	B
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday AM Peak	—	F ^b
				Weekday PM Peak	—	F
				Weekday Pre-Event	—	F
				Weekday Post-Event	28.70	D
				Weekend Pre-Event	—	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekday AM Peak	—	F ^b
				Weekday PM Peak	31.53	D
				Weekday Pre-Event	29.50	D
				Weekday Post-Event	19.59	C
				Weekend Pre-Event	24.86	C
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday AM Peak	—	F ^b
				Weekday PM Peak	33.38	D
				Weekday Pre-Event	31.37	D
				Weekday Post-Event	18.98	B
				Weekend Pre-Event	26.58	C
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday AM Peak	—	F
				Weekday PM Peak	—	F
				Weekday Pre-Event	—	F
				Weekday Post-Event	16.65	B
				Weekend Pre-Event	—	F
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday AM Peak	—	F
				Weekday PM Peak	—	F
				Weekday Pre-Event	—	F
				Weekday Post-Event	17.33	B
				Weekend Pre-Event	—	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekday AM Peak	—	F
				Weekday PM Peak	—	F
				Weekday Pre-Event	—	F
				Weekday Post-Event	22.30	C
				Weekend Pre-Event	—	F

**TABLE 3.14-9
 FREEWAY OPERATIONS – EXISTING CONDITIONS**

#	Freeway/Direction	Component	Segment Type	Peak Hour	Density ^a	LOS ^a
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Century Blvd.)	Diverge	Weekday AM Peak	9.84	A
				Weekday PM Peak	13.12	B
				Weekday Pre-Event	11.48	B
				Weekday Post-Event	9.84	A
				Weekend Pre-Event	11.48	B
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekday AM Peak	4.79	A
				Weekday PM Peak	5.36	A
				Weekday Pre-Event	4.89	A
				Weekday Post-Event	3.90	A
				Weekend Pre-Event	6.10	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekday AM Peak	—	F ^b
				Weekday PM Peak	—	F ^b
				Weekday Pre-Event	—	F ^b
				Weekday Post-Event	—	F ^b
				Weekend Pre-Event	—	F ^b
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday AM Peak	—	F ^b
				Weekday PM Peak	—	F ^b
				Weekday Pre-Event	—	F ^b
				Weekday Post-Event	—	F ^b
				Weekend Pre-Event	—	F ^b
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday AM Peak	7.01	A
				Weekday PM Peak	2.96	A
				Weekday Pre-Event	4.85	A
				Weekday Post-Event	7.68	A
				Weekend Pre-Event	8.59	A
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday AM Peak	0.04	A
				Weekday PM Peak	—	F
				Weekday Pre-Event	10.92	A
				Weekday Post-Event	15.43	B
				Weekend Pre-Event	17.86	B
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday AM Peak	1.37	A
				Weekday PM Peak	—	F ^b
				Weekday Pre-Event	—	F ^b
				Weekday Post-Event	12.77	B
				Weekend Pre-Event	14.29	B

**TABLE 3.14-9
 FREEWAY OPERATIONS – EXISTING CONDITIONS**

#	Freeway/Direction	Component	Segment Type	Peak Hour	Density ^a	LOS ^a
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday AM Peak	9.70	A
				Weekday PM Peak	—	F ^b
				Weekday Pre-Event	—	F ^b
				Weekday Post-Event	14.79	B
				Weekend Pre-Event	14.45	B
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekday AM Peak	17.06	B
				Weekday PM Peak	—	F ^b
				Weekday Pre-Event	15.88	B
				Weekday Post-Event	17.23	B
				Weekend Pre-Event	16.43	B
25	I-105 Eastbound	Prairie Ave Off-Ramp	Diverge	Weekday AM Peak	20.66	C
				Weekday PM Peak	—	F ^b
				Weekday Pre-Event	—	F ^b
				Weekday Post-Event	23.20	C
				Weekend Pre-Event	23.06	C
26	I-105 Eastbound	Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday AM Peak	17.73	B
				Weekday PM Peak	14.08	B
				Weekday Pre-Event	13.62	B
				Weekday Post-Event	14.81	B
				Weekend Pre-Event	11.43	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekday AM Peak	24.16	C
				Weekday PM Peak	—	F ^b
				Weekday Pre-Event	—	F ^b
				Weekday Post-Event	18.80	B
				Weekend Pre-Event	—	F ^b
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekday AM Peak	21.44	C
				Weekday PM Peak	—	F ^b
				Weekday Pre-Event	—	F ^b
				Weekday Post-Event	17.18	B
				Weekend Pre-Event	—	F ^b
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekday AM Peak	15.01	B
				Weekday PM Peak	—	F ^b
				Weekday Pre-Event	15.63	B
				Weekday Post-Event	14.59	B
				Weekend Pre-Event	13.60	B

**TABLE 3.14-9
 FREEWAY OPERATIONS – EXISTING CONDITIONS**

#	Freeway/Direction	Component	Segment Type	Peak Hour	Density ^a	LOS ^a
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday AM Peak	21.61	C
				Weekday PM Peak	—	F ^b
				Weekday Pre-Event	22.62	C
				Weekday Post-Event	20.40	C
				Weekend Pre-Event	20.69	C
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday AM Peak	17.90	B
				Weekday PM Peak	—	F ²
				Weekday Pre-Event	18.80	C
				Weekday Post-Event	17.00	B
				Weekend Pre-Event	16.61	B
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday AM Peak	—	F ²
				Weekday PM Peak	22.27	C
				Weekday Pre-Event	20.37	C
				Weekday Post-Event	17.24	B
				Weekend Pre-Event	21.64	C
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday AM Peak	—	F
				Weekday PM Peak	23.12	C
				Weekday Pre-Event	21.66	C
				Weekday Post-Event	17.73	B
				Weekend Pre-Event	21.39	C
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday AM Peak	—	F
				Weekday PM Peak	23.12	C
				Weekday Pre-Event	21.66	C
				Weekday Post-Event	17.73	B
				Weekend Pre-Event	21.39	C
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday AM Peak	—	F
				Weekday PM Peak	20.94	C
				Weekday Pre-Event	21.23	C
				Weekday Post-Event	17.79	B
				Weekend Pre-Event	20.93	C
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekday AM Peak	—	F
				Weekday PM Peak	17.91	B
				Weekday Pre-Event	19.03	C
				Weekday Post-Event	14.64	B
				Weekend Pre-Event	17.60	B

**TABLE 3.14-9
 FREEWAY OPERATIONS – EXISTING CONDITIONS**

#	Freeway/Direction	Component	Segment Type	Peak Hour	Density ^a	LOS ^a
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday AM Peak	—	F
				Weekday PM Peak	16.71	B
				Weekday Pre-Event	17.14	B
				Weekday Post-Event	13.21	B
				Weekend Pre-Event	16.44	B
38	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp	Diverge	Weekday AM Peak	15.40	B
				Weekday PM Peak	23.46	C
				Weekday Pre-Event	25.29	C
				Weekday Post-Event	18.70	C
				Weekend Pre-Event	24.85	C
39	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday AM Peak	13.61	B
				Weekday PM Peak	22.40	C
				Weekday Pre-Event	25.94	C
				Weekday Post-Event	18.77	C
				Weekend Pre-Event	25.81	C
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday AM Peak	—	F
				Weekday PM Peak	—	F
				Weekday Pre-Event	—	F
				Weekday Post-Event	—	F
				Weekend Pre-Event	—	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday AM Peak	18.35	C
				Weekday PM Peak	26.01	D
				Weekday Pre-Event	21.67	C
				Weekday Post-Event	18.22	C
				Weekend Pre-Event	22.21	C
42	I-110 Northbound	101st St On-Ramp to n/o Century Blvd On-Ramp	Basic	Weekday AM Peak	23.17	C
				Weekday PM Peak	26.02	D
				Weekday Pre-Event	28.01	D
				Weekday Post-Event	23.00	C
				Weekend Pre-Event	28.90	D
43	I-110 Northbound	Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday AM Peak	—	F ²
				Weekday PM Peak	28.46	D
				Weekday Pre-Event	28.98	D
				Weekday Post-Event	23.31	C
				Weekend Pre-Event	29.65	D

**TABLE 3.14-9
 FREEWAY OPERATIONS – EXISTING CONDITIONS**

#	Freeway/Direction	Component	Segment Type	Peak Hour	Density ^a	LOS ^a
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday AM Peak	—	F ²
				Weekday PM Peak	23.91	C
				Weekday Pre-Event	24.84	C
				Weekday Post-Event	19.16	C
				Weekend Pre-Event	25.59	C
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	—	F ²
				Weekday PM Peak	25.92	C
				Weekday Pre-Event	25.09	C
				Weekday Post-Event	20.68	C
				Weekend Pre-Event	24.91	C
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekday AM Peak	—	F ²
				Weekday PM Peak	30.06	D
				Weekday Pre-Event	29.69	C
				Weekday Post-Event	21.47	C
				Weekend Pre-Event	28.05	D
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday AM Peak	24.22	C
				Weekday PM Peak	—	F
				Weekday Pre-Event	18.92	B
				Weekday Post-Event	23.30	C
				Weekend Pre-Event	23.45	C
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday AM Peak	21.38	C
				Weekday PM Peak	—	F
				Weekday Pre-Event	17.22	B
				Weekday Post-Event	21.29	C
				Weekend Pre-Event	20.87	C
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	22.85	C
				Weekday PM Peak	—	F
				Weekday Pre-Event	19.51	B
				Weekday Post-Event	22.11	C
				Weekend Pre-Event	22.70	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	18.28	C
				Weekday PM Peak	26.25	D
				Weekday Pre-Event	21.74	C
				Weekday Post-Event	23.27	C
				Weekend Pre-Event	20.93	C

**TABLE 3.14-9
 FREEWAY OPERATIONS – EXISTING CONDITIONS**

#	Freeway/Direction	Component	Segment Type	Peak Hour	Density ^a	LOS ^a
51	I-110 Southbound	Century Blvd Off-Ramp	Diverge	Weekday AM Peak	25.05	C
				Weekday PM Peak	32.49	D
				Weekday Pre-Event	28.31	D
				Weekday Post-Event	28.71	D
				Weekend Pre-Event	27.74	C
52	I-110 Southbound	Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday AM Peak	13.36	B
				Weekday PM Peak	19.11	C
				Weekday Pre-Event	16.39	B
				Weekday Post-Event	17.52	B
				Weekend Pre-Event	15.57	B
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday AM Peak	22.00	C
				Weekday PM Peak	21.50	C
				Weekday Pre-Event	23.34	C
				Weekday Post-Event	20.04	C
				Weekend Pre-Event	20.54	C

NOTES:

^a 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.

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

SOURCE: Fehr & Peers, 2019.

Table 3.14-10 shows the existing weekday AM and PM peak hour 95th percentile vehicle queues at freeway off-ramps anticipated to be used to a significant degree by project trips. By definition, the 95th percentile queue represents a queue length value for which the actual queue would have a 5 percent or less probability of exceeding. It is a statistical measure commonly used in the transportation engineering industry. Refer to footnotes in the table for methods applied in the analysis. As shown, the 95th percentile vehicle queues at each off-ramp during each peak hour do not exceed their available storage.

**TABLE 3.14-10
 FREEWAY OFF-RAMP QUEUING ANALYSIS – EXISTING WEEKDAY AM AND PM PEAK HOURS CONDITIONS**

Off-Ramp ^a	Ramp Capacity Threshold ^b	95th Percentile Queue (ft.) ^c		Queue Exceeds Available Storage ^d	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	436	858	No	No
I-405 NB Off-Ramp at Century Boulevard	3,600	1,862	965	No	No
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	54	236	No	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	589	1,566	No	No

NOTES:

- ^a Auxiliary lanes are present at each of these off-ramps.
- ^b 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.
- ^c 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue would 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.
- ^d If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Table 3.14-11 shows the existing weekday and weekend pre-event peak hour 95th percentile vehicle queues at freeway off-ramps anticipated to be used to a significant degree during major events. This table indicates that a larger set of freeway off-ramps is being studied for major events (versus weekday AM and PM peak hour scenarios) due to the greater number of vehicle trips expected to be generated by such events. Vehicle queuing is not analyzed for weekday post-event conditions because major events would add very little traffic to off-ramps during such periods. As shown, the 95th percentile vehicle queues at each off-ramp during each peak hour do not exceed their available storage.

Neighborhood Streets

The City of Inglewood collected weekday and weekend 24-hour counts on 28 neighborhood street segments near the Project Site. These neighborhood street segments were selected given their proximity to the Project Site and potential for use by Proposed Project trips. The Average Daily Traffic (ADT) volumes reported for these streets are an indication of the degree of neighborhood traffic intrusion that exists or could occur, but do not correspond to a given level of service or street performance measure. The neighborhood street segments are shown on Figure 3.14-3. Table 3.14-12 displays these counts.

**TABLE 3.14-11
 FREEWAY OFF-RAMP QUEUING ANALYSIS – EXISTING WEEKDAY AND WEEKEND PRE-EVENT PEAK HOUR
 CONDITIONS**

Off-Ramp ^a	Ramp Capacity Threshold ^b	95th Percentile Queue (ft.) ^c		Queue Exceeds Available Storage ^d	
		Weekday Pre-Event	Weekend Pre-Event	Weekday Pre-Event	Weekend Pre-Event
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	614	430	No	No
I-405 NB Off-Ramp at Century Boulevard	3,600	879	777	No	No
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	50	50	No	No
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	1,111	936	No	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	1,488	1,507	No	No
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	2,980	2,693	No	No
I-105 EB Off-Ramp at 120th St	3,850	611	952	No	No
I-110 SB Off-Ramp at Century Boulevard	2,430	651	679	No	No
I-110 SB Off-Ramp at Manchester Boulevard	3,215	787	1,032	No	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,270	1,319	No	No

NOTES:

- ^a Auxiliary lanes are present at each of these off-ramps.
- ^b 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.
- ^c 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue would 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.
- ^d If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Transit Network

Transit service in the immediate project vicinity consists primarily of fixed-route bus service operated by the Los Angeles County Metropolitan Transportation Authority (Metro). Additionally, the Metro Green Line Light Rail service operates in a generally east-west direction between the Cities of Redondo Beach and Norwalk. The Hawthorne/Lennox Station is the closest station (1.3 miles) to the Arena Site.

Figure 3.14-3 Neighborhood Street Study Segments

**TABLE 3.14-12
 NEIGHBORHOOD STREET SEGMENT TRAFFIC VOLUMES – EXISTING CONDITIONS**

Segment	Functional Class	Weekday ADT^a	Weekend ADT^a
Hardy Street, west of Prairie Avenue	Collector	5,065	3,864
97th Street, west of Prairie Avenue	Local	1,019	959
99th Street, west of Prairie Avenue	Local	1,146	1,035
Myrtle Avenue, north of Century Boulevard	Collector	4,355	3,619
Flower Street, north of Century Boulevard	Local	2,727	2,602
Freeman Avenue, south of Century Boulevard	Collector	4,010	3,210
101st Street, west of Prairie Avenue	Local	1,137	966
102nd Street, west of Prairie Avenue	Local	1,814	1,250
102nd Street, between Prairie Avenue and Doty Avenue	Local	5,661	4,099
102nd Street, between Doty Avenue and Yukon Avenue	Local	4,606	3,101
103rd Street, west of Prairie Avenue	Local	1,042	598
Doty Avenue, south of 102nd Street	Collector	2,244	1,928
Yukon Avenue, south of 102nd Street	Collector	12,593	11,044
104th Street, west of Prairie Avenue	Collector	3,867	3,598
104th Street, between Prairie Avenue and Doty Avenue	Collector	5,967	5,511
104th Street, between Doty Avenue and Yukon Avenue	Collector	5,357	5,033
104th Street, east of Dixon Avenue	Collector	9,001	7,572
Doty Avenue, south of 104th Street	Collector	1,945	1,651
Yukon Avenue, south of 104th Street	Collector	8,758	7,452
105th Street, between Prairie Avenue and Doty Avenue	Local	1,391	1,142
106th Street, between Prairie Avenue and Doty Avenue	Local	1,406	1,373
107th Street, between Prairie Avenue and Doty Avenue	Local	909	1,623
108th Street, between Prairie Avenue and Doty Avenue	Collector	4,434	3,764
Doty Avenue, south of 109th Street	Collector	2,453	1,996
Yukon Avenue, south of 109th Street	Collector	6,989	5,911
109th Street, between Yukon Avenue and Lemoli Avenue	Local	2,898	2,169
Doty Avenue, north of Imperial Highway	Collector	4,220	3,645
Yukon Avenue, north of Imperial Highway	Collector	7,110	6,319

NOTES:

^a ADT represents average daily traffic (total volume in both directions).

SOURCE: City of Inglewood, 2018.

Fixed-Route Bus Service

Metro operates the following bus routes that stop at the Prairie Avenue/Century Boulevard intersection (see **Figure 3.14-4**):

- Metro Line 117 – is an east/west line that runs along Century Boulevard between the LAX City Bus Center and Lakewood Boulevard Green Line Rail Station in Downey. The line has approximately 15-20 minute headways (i.e., time between successive buses) on weekdays between 6 a.m. and 6:30 p.m. Bus stops (including shelters) are located in both directions of Century Boulevard directly east of Prairie Avenue and directly west of Doty Avenue.
- Metro Line 211 – is a north/south line that runs along Prairie Avenue from the Redondo Beach Green Line Rail Station to downtown Inglewood. The line has 30- to 40-minute headways during the AM peak period, 30- to 35-minute headways during the PM peak period and no midday or weekend service. Bus stops (including shelters) are located in both directions of Prairie Avenue directly south of Century Boulevard. The last evening run occurs at 7 p.m.
- Metro Line 212/312 – is a north/south line that runs between Hollywood & Vine and the Hawthorne/Lennox Station. The line has 10- to 15-minute headways during the AM peak period, 25- to 30-minute headways during the PM peak period and 25- to 30-minute headways during evening on weekend. Within the project vicinity, the line operates on Prairie Avenue and stops directly south of Century Boulevard. The last evening run occurs at approximately 1 a.m.
- The Link Lennox – Lennox Shuttle/Microbus travels a loop route that starts and ends at Lennox/Firmona Station. Lennox Microbus runs primarily along Hawthorne Boulevard, Yukon Avenue, Century Boulevard and 104th Street within the study area. The line has 30-minute headways during the AM peak period, 30-minute headways during the PM peak period and 30-minute headways during evening on Saturday. No service is available on Sunday and holidays. The route includes stops on Century Boulevard at Yukon Avenue, Doty Avenue, and Prairie Avenue.

A number of other Metro bus routes operate on north-south and east-west parallel arterials to Prairie Avenue and Century Boulevard. Refer to *Technical Memorandum #1 – Supplemental Information Regarding Existing Conditions* (in Appendix K.1) for a list and description of those lines. The bus routes along Hawthorne Boulevard (40, 442, and 740) would require a 0.5-mile walk. Lines operating along Crenshaw Boulevard and Manchester Boulevard would require a 1-mile walk.

Metro provided ridership data for Lines 117, 211 and 212, which represent averages for April 2018. Both rail and bus ridership are reflective of the service levels in effect in the first half of 2018. Metro typically makes minor adjustments (“shake ups”) to their bus service in July and December, so the ridership is reflective of the December 2017 “shake up”. Bus data for weekdays includes average daily boardings (i.e., “ons”), alightings (i.e., “offs”), and counted passenger load per bus run approaching each stop.

Figure 3.14-4 Existing Transit Services and Facilities

The peak hour for ridership and bus load is 5–6 p.m. on a weekday for Lines 117, 211 and 212. Line 117 stops at Century/Prairie and averages 373 weekday boardings and alightings and 259 weekend boardings and alightings. The peak hour bi-directional boardings and alightings is 128 with an average bus load of 24 passengers per trip in the eastbound direction. The average weekday boardings and alightings for Line 211 and Line 212 are 43 and 299, respectively. The peak hour bi-directional boarding and alightings is 18 for Line 211 and 79 for Line 212, and an average bus load of 5 passengers for 211 and 14 passengers for 212 in the northbound direction.

Technical Memorandum #1 – Supplemental Information Regarding Existing Conditions (in Appendix K.1) provides tabulated ridership information for these lines as well as estimates for their capacity, and their resultant reserve capacity (to accommodate more riders). In summary, peak hour ridership levels on each of these routes represents less than 50 percent of the directional capacity of each line. Therefore, these routes have reserve capacity to accommodate more riders.

Light-Rail Service

The Metro Green Line Light Rail Line operates in a generally east-west direction between the Cities of Redondo Beach and Norwalk. The Hawthorne/Lennox Station is the closest station (1.3 miles) to the Arena Site. The Green Line Crenshaw Station is 2.3 miles from the Arena Site. Transit riders may transfer from the Green Line to the Blue Line at the Willowbrook/Rosa Parks Station, which is five stops away from the Hawthorne/Lennox Station. The Blue Line extends southerly to the City of Long Beach and northerly into Downtown Los Angeles.

The Metro Green Line operates on weekdays, Saturdays, Sundays, and holidays from approximately 4 a.m. until midnight. On weekdays, the line has 5- to 10-minute headways in the AM and PM (up until 7:30 p.m.) peak periods. On weekday late evenings (i.e., from 9 p.m. to midnight), it operates on 20-minute headways. On weekends, it operates on 15-minute headways most of the day, and 20-minute headways after 8:30 p.m.

Metro provided rail ridership for fiscal year 2018 (July 2017 to June 2018), which includes average hourly rail ridership for the Green Line. The data includes average station boardings, alightings, and average train car passenger load. The Hawthorne/Lennox station averages 6,450 weekday combined boardings and alightings, while boardings and alightings decrease to 3,370 on Saturday and 2,700 on Sunday. The peak hour for ridership and train load at the Hawthorne/Lennox station is 5–6 p.m. on a weekday, with 660 bi-directional boardings and alightings, and an average train load of 138 passengers eastbound and 13 passengers westbound. In the busier eastbound direction, this transit load corresponds to 58 percent of the total capacity (including both seated and standing) of the line currently being utilized. Refer to *Technical Memorandum #1 – Supplemental Information Regarding Existing Conditions* (in Appendix K.1) for more detailed ridership and capacity data for the Green Line.

The Crenshaw/LAX Line is currently under construction. When completed, it will connect with the Aviation/LAX station on the Green Line and the Expo/Crenshaw Station on the Expo Line. It

will feature a new station in Downtown Inglewood, approximately 2 miles from the Project Site. This new light rail extension represents an important piece of connectivity to rail transit in the region, providing quicker and more direct access into Downtown Los Angeles and cities/communities to the west such as Santa Monica and Culver City. This light rail project is scheduled to be open and operational in mid-2020, four years prior to the opening of the proposed arena.

Pedestrian Network

The Project Site is served by a robust pedestrian network. All of the streets immediately bordering the Project Site and most streets in the study area include sidewalks, facilitating pedestrian movement. Most sidewalks in the study area are in good condition. Marked crosswalks are present at most intersections in the study area. Pedestrian walk phases at signalized intersections are either automatically provided at the intersections or are actuated by pedestrian push-buttons. Below is a description of the pedestrian facilities on streets near the Project Site.

Figure 3.14-5 displays the pedestrian network near the project site.

- **Prairie Avenue** – In the vicinity of the project, the street has continuous sidewalks with widths varying from about 5 to 13 feet. Sidewalks immediately adjacent to the Project Site are less than 5 feet, and adjacent to an 8-foot landscaped area that also contains signage and utilities. Striped crosswalks are provided at signalized intersections, and most curb ramps do not have truncated domes.
- **Century Boulevard** – Continuous sidewalks are provided on Century Boulevard, although widths vary between 5 and 11 feet in the vicinity of the Project Site. Sidewalks immediately adjacent to the Project Site are 5 feet or less, with an 8-foot landscaped area that also contains signage and utilities.
- **101st Street** – The street features five-foot sidewalks on each side of the street adjacent to an eight foot landscaped area that also contains signage and utilities.
- **102nd Street** – Sidewalks on 102nd Street near the Project Site range from 5 to 7 feet. Signage and utilities obstruct the pedestrian path of travel in several locations.

Bicycle Network

There is limited dedicated bicycle infrastructure within the study area. Class II bike lanes (on-street lanes with appropriate striping and signage) exist in parts of Downtown Inglewood, and on Hawthorne Boulevard between of 104th Street and 111th Street. Florence Avenue has Class II and Class III (bike routes) on portions of the street within the study area. Bicycle lanes do not exist on portions of either Century Boulevard or Prairie Avenue in the vicinity of the Proposed Project.

Other Travel Modes

In addition to the modes of travel listed above, the study area is served by taxis and transportation network companies (TNCs) such as Uber and Lyft. These services provide point-to-point travel

within and outside of the study area. Paratransit, a form of on-demand transportation, is also available. These modes of travel are evaluated under ‘plus project’ conditions.

Figure 3.14-5 Existing Pedestrian Facilities

On-Street Parking

This section describes current signage and programs in effect to regulate on-street parking in the project vicinity. The following describes on-street parking restrictions on key roadways in the project vicinity based on field reviews of current signage:

- On-street parking is prohibited on Century Boulevard.
- On-street parking is prohibited on Prairie Avenue.
- On-street parking is permitted on the west sides of Yukon Avenue and Doty Avenue with no time restrictions, with the exception of on Thursdays (Doty Avenue) and Fridays (Yukon Avenue) from 8 a.m. to 3 p.m. for street sweeping and trash collection. Parking is prohibited on the east side of each street.
- On-street parking on 101st Street west of Prairie Avenue (along portions with fronting residences) is prohibited every day from noon to 6 p.m. unless the vehicle has an appropriate permit. Parking is also prohibited on Thursdays (south side) and Fridays (north side) from 8 a.m. to 3 p.m. for street sweeping and trash collection.
- On-street parking is permitted on 102nd Street between Prairie Avenue and Freeman Avenue with no time restrictions, with the exception of on Thursdays (north side) and Fridays (south side) from 8 a.m. to 3 p.m. for street sweeping and trash collection. Between Prairie Avenue and Yukon Avenue, parking is permitted on the south side of the street with the exception of Thursdays from 8 a.m. to 3 p.m. The north side of the street prohibits on-street parking at all times with the exception of when parking on the south side of prohibited.
- On-street parking is permitted on 103rd Street west of Prairie Avenue with no time restrictions, with the exception of on Thursdays (north side) and Fridays (south side) from 8 a.m. to 3 p.m. for street sweeping and trash collection.

In summary, on-street parking is permitted on the majority of the residential and collector streets in the project vicinity. Depending on the size and timing of events at the Proposed Project, it is conceivable that some patrons may choose to park along these streets. The demand for this parking would be greatest during a major event, which would typically begin at 7 p.m. By that time, much of the on-street parking in the area, which is utilized by residents, would be occupied. Therefore, a limited supply of available on-street parking spaces would be available on these streets to accommodate major events at the Proposed Project.

Parking is not considered a direct environmental impact under CEQA. In other words, providing (or not providing) a certain amount of parking does not directly translate into an impact. However, the indirect effects of providing a given supply of parking could indirectly cause potentially significant impacts, such as vehicles circulating to look for parking, conflicts with other modes of travel, etc. This section examines parking from the perspective of being a potentially significant secondary effect.

3.14.2 Adjusted Baseline Environmental Setting

As discussed in Section 3.0, Environmental Impacts, Settings, and Mitigation Measures, the Proposed Project is not anticipated to be constructed and begin operations until mid-2023 for the 2023-24 NBA basketball season.

Adjusted Baseline Land Use Assumptions

As discussed in Chapter 3.0, Environmental Impacts, Settings, and Mitigation Measures, the City has issued building permits for, and construction has commenced on, significant portions of the Hollywood Park Specific Plan (HPSP), including the construction of the 70,240-seat NFL Stadium, a 6,000-seat performance venue, 518,077 square feet of retail and restaurant uses, 466,000 square feet of office space, 314 residential units, and approximately 9,000 parking spaces for the stadium. Due to the certainty of these projects being constructed and in operation prior to opening of the Proposed Project, the City of Inglewood determined that it is appropriate to include these projects in an adjusted environmental setting for the Proposed Project. In addition, a number of mitigation measures or other improvements associated with this development (and located within the City of Inglewood) will be in place prior to the opening of the Proposed Project.

The Adjusted Baseline No Project scenario was developed by first estimating the number of external vehicle trips that would be generated by the retail, restaurant, office space, and residential units based on trip generation rates published in the *Trip Generation Manual* (Institute of Transportation Engineers, 2017) and with reasonable and supported estimates of internalization of trips and pass-by trips to the retail and restaurant uses. As shown in Appendix K.2, these uses are estimated to generate 2,041 new weekday AM peak hour trips and 2,881 new weekday PM peak hour trips. These trips were assigned to the study intersections based on the projected distribution of trips from the Southern California Association of Governments (SCAG) travel demand model. Access to these uses would be provided via a signalized entrance on Century Boulevard at Doty Avenue, and multiple access points along Prairie Avenue. Trips from these uses were then added to existing volumes to yield the Adjusted Baseline No Project scenario. Section 3.14.4 presents the analysis of the Proposed Project (under a variety of time periods and overlapping scenarios) under the adjusted baseline condition.

Adjusted Baseline Transportation System Assumptions

Adjusted Baseline Transit Assumptions

The adjusted baseline conditions transit network would differ considerably than existing conditions due to completion of the Crenshaw/LAX LRT, which is currently under construction and scheduled to commence operations in mid-2020. With this completion and the potential for a future Green Line South Bay extension, Metro is evaluating multiple operating scenarios, which would affect the routing of the trains, number of train cars, and potential peak and off-peak headways. The Metro board has currently approved Alternative C-3 for a two-year pilot program

as opposed to the staff recommended Alternative C-1.¹ Therefore, ridership forecasts for Alternative C-3 for a 2025 condition were used to represent the Adjusted Baseline condition. Alternative C-1 consists of an interline train between existing Norwalk Station (Green Line) and Expo/Crenshaw station, and a short line train between Redondo Beach station (Green Line) and Century/Aviation Station. Alternative C-3 recommends an interline train between existing Norwalk Station (Green Line) and Expo/Crenshaw, and a short line train between Willowbrook/Rosa Parks Station and Redondo Beach Station (Green Line).

Metro is also studying changes to its bus system through the NextGen Bus study. Through this study, Metro could implement changes to bus transit in the study area, such as modifying bus connections to better serve the Crenshaw/LAX Transit Corridor. Additionally, the City of Inglewood has been in discussions with municipal transit operators such as G Transit and Torrance Transit about the possibility of additional service linking Inglewood with other communities in the South Bay. These changes are not yet defined and so would be speculative to assume that these changes would be implemented as of 2025. Therefore, the adjusted baseline conditions analysis assumes the existing bus routes that serve the Project Site would remain in operation at opening year of the Proposed Project.

The transit system is analyzed in detail in Section 3.14-4 including bus and light rail capacity and expected ridership levels.

Adjusted Baseline Roadway Assumptions

The physical improvements listed in **Table 3.14-13**, which are mitigations and/or conditions of approval of the Hollywood Park Specific Plan, are related to the City’s ongoing Century Boulevard Improvement Plan, or are associated with the Crenshaw/LAX LRT project. These improvements either are under construction, or are approved and funded and scheduled; the improvements would be in place under all adjusted baseline condition scenarios.

**TABLE 3.14-13
 BACKGROUND ROADWAY NETWORK IMPROVEMENTS – ADJUSTED BASELINE CONDITIONS**

#	Intersection	Description
3	Hillcrest Boulevard/ Florence Avenue	Eastbound approach: through lane added, resulting in 3 through lanes and 1 right-turn lane
4	Centinela Avenue/ Florence Avenue	Eastbound approach: through and left-turn lanes added, resulting in 3 through lanes and 2 left-turn lanes Westbound approach: through lane added, resulting in 3 through lanes and 2 right-turn lanes Southbound approach: shared left/right lane added, resulting in 2 left-turn lanes, one right/left-turn lane, one right-turn lane
5	Prairie Avenue/ Florence Avenue	Eastbound approach: through lane added, resulting in 3 through lanes and 1 right-turn lane Westbound approach: through lane added, resulting in 3 through lanes and 1 left-turn lane

**TABLE 3.14-13
 BACKGROUND ROADWAY NETWORK IMPROVEMENTS – ADJUSTED BASELINE CONDITIONS**

#	Intersection	Description
19	Prairie Avenue/ Kelso Street/Pincay Drive	Northbound approach: right-turn lane added, resulting in 1 left-turn lane, 3 through lanes, 1 right-turn lane
20	Kareem Court/ Pincay Drive	Eastbound approach: ongoing construction-related lane closures eliminated, resulting in 2 through lanes and 1 left-turn lane Westbound approach: ongoing construction-related lane closures eliminated, resulting in 2 through lanes Southbound approach: lanes reassigned, resulting in 1 right-turn lane and 2 left-turn lanes Northbound approach: removed
25	Prairie Avenue/ Arbor Vitae	Westbound approach: reconstructed to consist of one left-turn lane, one through lane, and one right-turn lane
28	Prairie Avenue/ Hardy Street	Westbound approach: reconstructed to consist of one left-turn lane, one through/left, and one right-turn lane (eastbound and westbound approaches operated with split phasing)
32	Prairie Avenue/97th Street	Westbound approach: reconstructed to consist of one left-turn lane, and one through/right lane
37	Inglewood Avenue/ Century Boulevard	Eastbound and westbound approaches: converted to include protected/permitted left-turn signal phasing
38	Fir Avenue/Firmona Avenue/Century Boulevard	Eastbound and westbound approaches: converted to include protected/permitted left-turn signal phasing
39	Grevillea Avenue & Century Boulevard	Eastbound and westbound approaches: converted to include protected/permitted left-turn signal phasing
40	Hawthorne Boulevard/La Brea Avenue/Century Boulevard	Eastbound approach: left-turn lane added, resulting in two left-turn lanes, and three through lanes Westbound approach: left-turn lane added, resulting in two left-turn lanes, and three through lanes
41	Myrtle Avenue/ Century Boulevard	Eastbound and westbound approaches: converted to include protected/permitted left-turn signal phasing
43	Prairie Avenue/ Century Boulevard	Eastbound approach: left-turn lane added, resulting in two left-turn lanes, and three through lanes Westbound approach: left-turn lane added, resulting in two left-turn lanes, three through lanes, and one right-turn lane
44	Doty Avenue/ Century Boulevard	Eastbound approach: one left-turn lane added, resulting in one left-turn lane and three through lanes (east and west approaches operate with protected left-turn phasing) Northbound approach: modified lanes consisting of left-turn lane and one through/right lane Southbound approach: constructed with one left-turn lane, one left/through lane, one right-turn lane (northbound and southbound phases operate with split phasing)
45	Yukon Avenue/ Century Boulevard	Northbound approach: modified lane assignments consisting of one left turn, one left/through/right, one right-turn lane Southbound approach: widened/reconstructed to consist of one left turn, one through, one right-turn lane (northbound and southbound phases operate with split phasing)
49	5th Avenue/Century Boulevard	Eastbound and westbound approaches: converted to include protected/permitted left-turn signal phasing
90	Prairie Avenue/ Buckthorn Street	Eastbound approach: lane reassignment to consists of left/through/right shared lane Westbound approach: constructed with one left turn, one through, one right-turn lane (eastbound and westbound approaches operate with split phasing) Northbound approach: right-turn lane added, resulting in one left-turn lane, three through, one right-turn lane Southbound approach: left-turn lane added, resulting in one left-turn lane and three through lanes

TABLE 3.14-13
BACKGROUND ROADWAY NETWORK IMPROVEMENTS – ADJUSTED BASELINE CONDITIONS

#	Intersection	Description
NOTES: In instances where a dedicated right-turn lane is not specified (but movement is permitted), a right turn is assumed to occur from the outside through lane. SOURCE: Fehr & Peers, 2019.		

Section 3.14.4 presents traffic volumes and operations analysis results associated with the Adjusted Baseline No Project scenario, which represents existing conditions plus the addition of traffic generated by the HPSP projects described above and reflecting the transportation projects described above. This scenario represents the adjusted baseline condition upon which project-specific impacts will be measured. If the Proposed Project is approved and commences operations as scheduled, in fall 2024, then the Adjusted Baseline reflects transportation conditions that are expected to exist at that time. Because the HPSP projects and transportation projects listed above are all approved, funded, and/or under construction, it would be misleading to analyze the Proposed Project’s transportation impacts without taking into account these changes.

3.14.3 Regulatory Setting

This section provides a discussion of relevant federal, state, and local regulations pertaining to transportation that may be applicable to the Proposed Project.

Federal

There are no applicable federal regulations that apply directly to the Proposed Project. However, federal regulations relating to the Americans with Disabilities Act (ADA), Title VI, and Environmental Justice relate to transit service.

State

Assembly Bill 987 (AB 987)

As discussed in Section 3.0, AB 987 was signed by Governor Jerry Brown on September 30, 2018. The bill added Section 21168.6.8 to the Public Resources Code (PRC Section 21168.6.8) and provides for expedited judicial review in the event that the certification of this EIR or the granting of project approvals are challenged, so long as certain requirements are met. In regards to transportation, in order to qualify for expedited judicial review under AB 987, the Proposed Project must implement a transportation demand management program that will achieve a 15 percent reduction in vehicle trips and would not result in any net additional greenhouse gas emissions. Further, the Proposed Project must implement trip reduction measures including the following:

- Implementation of a transportation demand management plan that, upon full implementation, will achieve and maintain a 15-percent reduction in the number of

vehicle trips, collectively, by attendees, employees, visitors, and customers as compared to operations absent the transportation demand management program;

- To accelerate and maximize vehicle trip reduction, each measure in the transportation demand management program shall be implemented as soon as feasible, so that no less than a 7.5-percent reduction in vehicle trips is achieved and maintained by the end of the first NBA season during which an NBA team has played at the arena;
- A 15-percent reduction in vehicle trips shall be achieved and maintained as soon as possible, but not later than January 1, 2030. The applicant shall verify achievement to the lead agency and the Office of Planning and Research; and
- If the applicant fails to verify achievement of the reduction require by clause (iii), the lead agency shall impose additional feasible measures to reduce vehicle trips by 17 percent, or, if there is a rail transit line with a stop within 0.25 miles of the arena, 20 percent, by January 1, 2035.

Additional requirements not related to transportation are discussed in Section 3.0.

Senate Bill 743 (SB 743)

Senate Bill (SB) 743, passed in 2013, requires the California Governor’s Office of Planning and Research (OPR) to develop new CEQA guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, “automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any.” In December 2018, OPR published final technical guidance for implementing SB 743.² On December 28, 2018, the Resources Agency adopted CEQA Guidelines Section 15064.3. Under this guideline, VMT will be the primary metric used to identify transportation impacts. Using VMT is optional through June 30, 2020. As of July 1, 2020, the provisions of Section 15064.3 will become mandatory.

In response to SB 743, the California Department of Transportation (Caltrans) issued interim guidance,³ which refocuses Caltrans Local Development-Intergovernmental Review program attention away from vehicle delay and to local development projects’ VMT, appropriate transportation demand measures (TDM), and addressing multimodal operational issues. The City of Inglewood has not previously adopted a VMT threshold. Nevertheless, this section contains a comprehensive analysis of the project VMT in addition to LOS, and applies VMT thresholds of significance to analyze transportation impacts.

Regional

Congestion Management Plan for Los Angeles County

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.⁴ 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 includes 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, 2018.⁵ Opting out required the approval of a majority of local jurisdictions within the County representing a majority of the County population. In response, the City of Inglewood adopted a resolution to opt out of the CMP on November 13, 2018.⁶ A majority of local jurisdictions within the County representing a majority of the County population adopted resolutions to opt out as of July 2019, and the Los Angeles County CMP is no longer in force. However, a CMP analysis was conducted for the Proposed Project and is presented in Appendix K.5 for informational purposes.

Southern California Association of Governments 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy

In April 2016, the Southern California Association of Governments (SCAG) adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).⁷ The 2016–

2040 RTP/SCS presents a long-term vision for the regional transportation system through the year 2040 and identifies mobility, accessibility, sustainability, and high quality of life as the principles most critical to the future of the region. Furthermore, it balances the future mobility and housing needs of the region with economic, environmental, and public health goals. As stated in the 2016–2040 RTP/SCS, California SB 375 requires SCAG and other Metropolitan Planning Organizations (MPOs) throughout the state to develop a Sustainable Communities Strategy to reduce per capita GHG emissions through integrated transportation, land use, housing, and environmental planning. Within the 2016–2040 RTP/SCS, the overarching strategy includes plans for High Quality Transit Areas (HQTAs), Livable Corridors, and Neighborhood Mobility Areas as key features of a thoughtfully planned, maturing region in which people benefit from increased mobility, more active lifestyles, increased economic opportunity, and an overall higher quality of life. HQTAs are described as areas within 0.5 miles of a fixed guideway transit stop or a bus transit corridor with 15-minute or less service frequency during peak commute hours. Local jurisdictions are encouraged to focus housing and employment growth within HQTAs. The Project Site is consistent with the criteria to be located within an HQTA as designated by the 2016–2040 RTP/SCS.^{8,9,10}

The 2016-2040 RTP/SCS includes six specific goals that pertain to mobility, accessibility, travel safety, and productivity of the transportation system. These goals, which complement the transportation investments of the state and region, and security of the regional transportation system, are listed below.

Goal 2: Maximize mobility and accessibility for all people and goods in the region.

Goal 3: Ensure travel safety and reliability for all people and goods in the region.

Goal 4: Preserve and ensure a sustainable regional transportation system.

Goal 5: Maximize the productivity of our transportation system.

Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).

Goal 9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

The project was found to be consistent with Goals 2 and 3 based on its multi-modal approach for special event planning, implementation of an Event Transportation Management Plan (TMP) to address potential modal conflicts, and location within the region that is served by multiple

freeways, interchanges, and high-capacity surface streets. The proposed shuttle system that would deliver event attendees between the Project Site and existing/planned light rail stations is an example of how the project is contributing toward sustainable regional transportation solutions (Goal 4). Both project components (including a shuttle system to light rail stations) and mitigations (consisting of traffic signal retiming/optimization, and temporary traffic management to increase capacity where needed) are examples of how the project is maximizing the productivity of the transportation system in its vicinity (Goal 5). The project would provide dedicated on-site bike parking and pedestrian amenities within and along its frontages to encourage travel by active modes (Goal 6). Part of the Event TMP is a set of communications protocols with relevant agencies including public works departments, police, sheriff, and California Highway Patrol to monitor transportation system performance, and implement real-time modifications to the plan as conditions change (Goal 9). In summary, review of the project against applicable mobility policies contained in the 2016–2040 RTP/SCS did not identify any inconsistencies.

Local

City of Inglewood General Plan Circulation Element

The Circulation Element of the City of Inglewood General Plan¹¹ identifies the system of freeways, major and minor arterials, and collector streets needed to carry traffic within and through the community. The primary purpose of the Circulation Element as stated within the Circulation Element is to require that the provision of adequate street access and traffic capacity is considered for current and future land use needs. The Circulation Element also describes transit services within Inglewood, and designates truck routes and bicycle routes throughout the City.

The San Diego Freeway (I-405) travels through the western portion of the city and the Century Freeway (I-105) travels along the southern edge of the city. The Circulation Element defines the following classifications of streets:

- Major Arterials – Major arterials are the most important surface streets, functioning as primary intercity routes and collecting and distributing a large portion of local traffic. Major arterials are typically designed to carry over 30,000 vehicles per day with a minimum of two travel lanes in each direction and a separate median lane to accommodate left-turn movement.
- Minor Arterials – Minor arterials, also referred to as secondary arterials, are similar to major arterials except that they may be discontinuous within the City and may carry less traffic volume. Minor arterials are typically designed to carry 15,000 to 30,000 vehicles per day with a minimum of two travel lanes in each direction. A separate median lane to accommodate left-turn movement is desirable if there is sufficient roadway width.
- Collectors – Collectors are transitional streets between arterials and local streets, collecting vehicles from the local street system and transporting them to the arterial system. Collectors may also provide cross-city access. Collectors may be designed to

carry up to 15,000 vehicles per day, although 3,000 to 10,000 vehicles is more typical. Collectors will have at least one travel lane in each direction, although two travel lanes may be utilized depending upon volume and function.

The map on page 17 of the Circulation Element and the text on page 21 of the Circulation Element would require amendment to reflect the street vacations proposed as part of the Proposed Project. The Project would not be inconsistent with the Circulation Element as amended.

City of Inglewood Municipal Code

The City of Inglewood Municipal Code¹² includes a number of sections relevant to the Proposed Project. These include:

- Section 3-2.2/Authority of Officers and Designated Personnel – Section 3-2.2 authorizes peace officers and persons designated by the Chief of Police to direct traffic in conformance with traffic laws after passing a traffic regulation training program. This is relevant to the use of traffic control officers (TCOs) as part of the Proposed Project event transportation management plan.
- Section 3-63/Off-Street Parking – Section 3-63 permits any property within the City to be used for off-street parking purposes and requires that a permit for such purpose be issued by the City Permits and Licenses Committee. The section requires that the permits be issued only when there is an extensive parking need requiring the issuance of such permits to reduce traffic congestion or hazards, when such facilities are made available for public parking and a fee is charged. Section 3-63.1 provides further requirements for the operation of such facilities. This is relevant to the potential use of off-site parking facilities by attendees of events at the Proposed Project.
- Sections 3-80 and 3-81/Permit Parking Districts – Section 3-81 defines the boundaries of various permit parking districts within the City and Section 3-80 describes the restrictions in place within each district. District 3 encompasses the area generally bounded by Arbor Vitae Street from Myrtle Avenue to Prairie Avenue, Prairie Avenue from Arbor Vitae Street to Century Boulevard, Century Boulevard from Prairie Avenue to Yukon Avenue, Yukon Avenue from Century Boulevard to 104th Street, 104th Street from Yukon Avenue to Freeman Avenue, Freeman Avenue from 104th Street to Century Boulevard, Century Boulevard from Freeman Avenue to Myrtle Avenue, and Myrtle Avenue from Century Boulevard to Arbor Vitae Street. As such the district surrounds the Proposed Project Site. Within this district, unless a parking permit has been issued and properly displayed, it is unlawful for any person to park in any vehicle during either any period between the hours of 12 noon and 6 p.m. Monday through Sunday inclusive (seven days) or any period between the hours of 7 p.m. and 10 p.m. Monday through Sunday inclusive (seven days). However, although the district is formally defined in the Municipal Code, some of the streets within the district are not currently posted with signs indicating the parking restrictions in accordance with the posting requirements in Section 3-77.

3.14.4 Analysis, Impacts and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for analysis of project-specific and cumulatively considerable impacts to the transportation and circulation system. The following thresholds of significance are consistent with CEQA Guidelines Appendix G. The following describes the significance criteria used to identify project-specific and cumulatively considerable impacts to the transportation and circulation system for the Proposed Project.

Intersections

Impacts would be significant if:

- A project would have a significant impact during the weekday AM or PM peak hours on intersection capacity (in the City of Inglewood or City of Los Angeles) at a signalized intersection analyzed using the CMA/ICU methodology operating at LOS C, D, or E/F after the addition of project traffic if the project traffic causes an increase in the V/C ratio as follows:
 - V/C ratio increase \geq 0.040 if LOS is C
 - V/C ratio increase \geq 0.020 if LOS is D
 - V/C ratio increase \geq 0.010 if LOS is E or F
- A project would have a significant impact during the weekday AM or PM peak hours on intersection capacity (in the County of Los Angeles or City of Hawthorne) at a signalized intersection analyzed using the ICU methodology operating at LOS C, D, or E/F prior to the addition of project traffic if the project traffic causes an increase in the V/C ratio as follows:
 - V/C ratio increase \geq 0.040 if LOS is C
 - V/C ratio increase \geq 0.020 if LOS is D
 - V/C ratio increase \geq 0.010 if LOS is E or F
- The traffic generated by the project during the weekday AM or PM peak hours causes an increase in the average delay by more than 5 seconds at a signalized intersection analyzed using the HCM methodology operating at LOS D or worse after the addition of project traffic.
- A project would have a significant impact during the pre-event or post-event peak hours on intersection capacity (in the City of Inglewood or City of Los Angeles) at a signalized intersection analyzed using the CMA/ICU methodology operating at LOS E or F after the addition of project traffic if the project traffic causes an increase in the V/C ratio of 0.01 or greater.
- A project would have a significant impact during the pre-event or post-event peak hours on intersection capacity (in the County of Los Angeles or City of Hawthorne) at a signalized intersection analyzed using the ICU methodology operating at LOS E or F prior to the addition of project traffic if the project traffic causes an increase in the V/C ratio of 0.01 or greater.

- The traffic generated by the project during the pre-event or post-event peak hours causes an increase in the average delay by more than 5 seconds at a signalized intersection analyzed using the HCM methodology operating at an unacceptable LOS (LOS E or F) after the addition of project traffic.
- A project would have a significant impact at an unsignalized intersection if project-related traffic causes the level of service at the worst approach to deteriorate from LOS D or better to LOS E or LOS F and peak hour signal warrants would be met, or would cause peak hour signal warrants to be met when the worst approach is already operating at LOS E or LOS F.

Freeway Facilities

Impacts to the freeway system would be significant if:

- Impacts to freeway mainline segments for weekday AM and PM peak hour conditions are considered significant if the traffic generated by a project: (a) causes a freeway mainline segment LOS to worsen from LOS C to D, or worsen from LOS D to E, or worsen from LOS E to F; or (b) when a segment is already at LOS F, causes an increase in volume of greater than 1 percent.
- Impacts to freeway mainline segments for pre-event and post-event (major event) peak hour conditions are considered significant if the traffic generated by a project: (a) causes a freeway mainline segment to worsen from LOS D or better to LOS E, or worsen from LOS E to F; or (b) when a segment is already at LOS F, causes an increase in volume of greater than 1 percent.
- Impacts to off-ramps are considered significant if the traffic generated by a project causes or worsens an off-ramp queue that: (a) exceeds 85 percent of the off-ramp storage capacity; or (b) when an auxiliary lane is present, exceeds the lesser of one-half the length of the auxiliary lane or 1,000 feet.

Residential Street Segments

Impacts to residential streets would be significant if:

- A project would have a significant impact if, after the addition of project trips, there is projected to be more than 3,000 vehicles per day on a local street or more than 10,000 vehicles per day on a collector street (unless the project causes a net reduction in trips relative to 'no project' conditions).

Vehicle Miles Traveled

Impacts related to VMT would be considered significant if:

- The office components of the project generate work VMT exceeding (i.e., higher than) a level of 15 percent below existing regional daily work VMT per employee.
- The retail components of the project that are not local serving cause a net increase in daily VMT.
- The hotel component of the project causes a net increase in daily VMT.
- The event component of the project causes a net increase in daily VMT.

Transit

Impacts to the transit system are considered significant if a project would:

- Adversely affect public transit operations; or
- Fail to adequately provide access to transit.

Consistent with OPK guidance, an increase in transit demand is not considered an impact for CEQA purposes.

Bicycle Facilities

Impacts to bicycle facilities are considered significant if a project would:

- Adversely affect existing or planned bicycle facilities; or
- Fail to adequately provide for access by bicycle.

Pedestrian Circulation

Impacts to pedestrian circulation are considered significant if a project would:

- Adversely affect existing or planned pedestrian facilities; or
- Fail to adequately provide for access by pedestrians.

Emergency Access

Impacts to emergency access are considered significant if a project would result in inadequate emergency access.

Construction-Related Traffic Impacts

A project would have a significant impact during construction if it were to substantially affect circulation for a substantial duration, considering the following factors:

Temporary Traffic Impacts:

- The length of time of temporary street closures or closures of traffic lanes;
- The classification of the street (major arterial, state highway) affected;
- The existing traffic levels and LOS on the affected street segments and intersections;
- Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
- Potential safety issues involved with street or lane closures; and
- The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.

Temporary Loss of Access:

- The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;
- The availability of alternative vehicular or pedestrian access; and

- The type of land uses affected, and related safety, convenience, and/or economic issues.

Temporary Loss of Bus Stops or Rerouting of Bus Lines:

- The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
- The availability of a nearby location to which the bus stop or route can be temporarily relocated;
- The existence of other bus stops or routes with similar routes/destinations; and
- Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

Temporary Loss of On-Street Parking:

- The current utilization of existing on-street parking;
- The availability of alternative parking locations or public transit options (e.g., bus, train); and
- The length of time that existing parking spaces would be unavailable.

Methodology and Assumptions

This subsection presents the analysis methods and assumptions used to evaluate the significance of project impacts under adjusted baseline and cumulative conditions. Analysis scenarios presented here follow the general ordering of scenarios shown in Table 3.14-3. Specifically, the analysis of project-only scenarios (for both adjusted baseline and cumulative) are presented first followed by various concurrent scenarios involving events at The Forum and NFL Stadium. Refer to *Technical Memorandum #2 – Project Travel Demand Estimates for IBEC*, which is contained in Appendix K.1, for a detailed analysis of the Proposed Project travel characteristics for each of the scenarios/activities described in Table 3.14-3. The discussion that follows presents a summary of those results.

Due to the size of the study area and number of analysis scenarios, all adjusted baseline and cumulative peak hour turning movement volumes are provided in Appendix K.2, rather than in figures contained in this section.

Proposed Project Vacated Streets

The Proposed Project would result in localized changes to the existing traffic patterns due to the following actions:

- Removal of 1,200-foot section of 102nd Street between Prairie Avenue and Doty Avenue to facilitate arena construction.
- Removal of 340-foot section of 101st Street between residential uses and retail uses (directly west of Prairie Avenue) to facilitate the West Parking Garage Site.
- Removal of existing traffic signal on Prairie Avenue at 102nd Street, turn prohibitions (via a raised median, channelization, or signing/stripping) from Prairie Avenue onto

westbound 102nd Street, and restriction of eastbound turns on 102nd Street at Prairie Avenue to right-turns only (controlled by a stop sign).

- A new privately-owned but publicly-accessible alley would be constructed to the west of the West Parking Garage Site, connecting Century Boulevard to 101st and 102nd Streets.

According to Table 3.14-12, 101st Street west of Prairie Avenue currently carries 1,137 and 966 daily trips on weekdays and weekends, respectively, while 102nd Street east of Prairie Avenue currently carries 5,661 and 4,099 daily trips on weekdays and weekends, respectively. The above mentioned street closures would cause existing traffic to shift to other roadways. The traffic analysis assumes that this traffic would shift to the closest convenient alternative route, following the closure of these segments of 101st and 102nd Streets. Specifically, the analysis assumes that vehicles traveling on 102nd Street east of Prairie Avenue would shift to Century Boulevard and 104th Street, while vehicles on 102nd Street west of Prairie Avenue would shift onto either Century Boulevard, 104th Street or Freeman Avenue (depending on their travel routes). Vehicles on 101st Street west of Prairie Avenue would shift to Century Boulevard, 102nd Street, and 104th Street. These vehicle volume shifts are applied for all project scenarios.

Proposed Project Land Uses, Parking Supply, and Access Provisions

Chapter 2.0, Project Description, presents the Proposed Project site plan and detailed land use quantities for the Proposed Project. As described in that chapter, the majority of the ancillary land uses would be located within the Arena Site. The exception is the hotel, which is part of the East Transportation and Hotel Site located on the south side of Century Boulevard between Doty Avenue and Yukon Avenue.

The Proposed Project would construct the following three parking garages:

- West Parking Garage: 3,110 parking spaces on six floors located west of Prairie Avenue and south of Century Boulevard.
- South Parking Garage: 650 parking spaces located east of Prairie Avenue, immediately south of the arena.
- East Parking Garage: located south of Century Boulevard between Doty Avenue and Yukon Avenue and consisting of 3 floors. The top two floors would consist of 365 parking spaces, while the bottom floor would serve as a transportation hub, dedicated exclusively to pick-up/drop-offs by transportation network companies ("TNCs"), such as Uber and Lyft, and to parking for charter buses.

In total, these three garages would provide 4,125 parking spaces (excluding TNC pick-up/drop-offs and charter bus parking). Vehicular access provisions to these garages are described below:

Access to West Parking Garage

The West Parking Garage would be accessible from Prairie Avenue and from Century Boulevard. Direct access would not be provided from 102nd Street, the remaining portion of 101st Street (directly west of Prairie Avenue), or the new alley/fire lane extending from 102nd Street to Century Boulevard. The following describes the two points of access to this structure:

- Signalized Driveway on Century Boulevard – would be located approximately 475 feet west of Prairie Avenue (measured from centerline to centerline). This driveway would be operational on event days and closed on non-event days. It would consist of three reversible travel lanes that provide ground floor access and direct ramps to the upper floors. Motorists would not be permitted to turn left into the garage driveway from westbound Century Boulevard. Motorists would access this driveway by turning right from eastbound Century Boulevard.
- Signalized Driveway on Prairie Avenue – would be located approximately 575 feet south of Century Boulevard. This driveway would be operational at all times. It would consist of four reversible travel lanes that provide access to the first floor and direct ramps to the upper floors. Under non-event conditions, exclusive northbound left-turn and southbound right-turn lanes would be provided on Prairie Avenue, and exclusive eastbound (outbound) left and right-turn lanes would be provided on the driveway. For major events, special lane assignments would be implemented as described in the Adjusted Baseline Plus Project Conditions subsection.

A pedestrian bridge would connect the West Parking Garage and the Arena plaza. A crosswalk would be constructed on the south leg of the West Parking Garage signalized driveway on Prairie Avenue.

Access to South Parking Garage

The South Parking Garage would be accessed from a right-turn only driveway on Prairie Avenue between 102nd Street and 103rd Street. The driveway would therefore be accessible by those traveling northbound on Prairie Avenue. Movements would be restricted to inbound and outbound right-turns at all times. The South Parking Garage would also be accessible from the east via 102nd Street and Doty Avenue. Persons parking in this structure would have direct access to the Arena.

Access to East Parking Garage/Transportation Hub

Charter buses and TNCs would enter and exit the East Parking Garage via a new fourth (south) leg of the Century Boulevard/Hollywood Park Casino Driveway signalized intersection. Regular parking would be provided on the second and third floors, which would be accessible exclusively from a full-access driveway on 102nd Street. Persons parking in this structure would walk along Century Boulevard to reach the Arena plaza. The driveway on Century Boulevard would have three outbound lanes and multiple inbound lanes to accommodate buses. The driveway on 102nd Street would have two reversible lanes.

The first floor would be the Transportation Hub and consist of 28 distinct spaces for TNCs to pick-up or drop-off passengers. It would also include twelve queuing lanes, which could provide storage for 154 vehicles to simultaneously stage to pick-up passengers after events conclude. This system is intended to be operated on a first-in, first-out type design (similar to a taxi stand) versus the more traditional system in which drivers and passengers meet at a defined numbered/lettered location. Assuming an average loading time of two minutes per vehicle, this design could accommodate up to 840 vehicles per hour. The first floor would also provide parking for 20 charter buses and 23 micro-transit vehicles.

Adjusted Baseline Conditions

This subsection presents the impacts of the Proposed Project for the various adjusted baseline scenarios described in Table 3.14-3. Additional information regarding the assumptions underlying these event and non-event conditions are presented in Table 2-3 of Chapter 2, Project Description.

Adjusted Baseline Plus Project (Ancillary Land Uses) Conditions

The vehicle trip generation estimates for most of the ancillary uses (office, medical clinic, community space, restaurant, and retail) are based on the square footage of the proposed site plan using trip generation data from the *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers [ITE], 2016). For the practice facility, trip generation is based on the number of staff, as this land use does not have a comparable land use code in ITE that factors in the unique nature of the project. The medical clinic is expected to specialize in sports medicine and would be open to the public on weekdays during normal business hours. Mode split data, internalization rates, and pass-by adjustments were made to the project gross vehicle trips. Refer to *Technical Memorandum #2 – Project Travel Demand Estimates for IBEC*, which is contained in Appendix K.1, for methods used to estimate internal trips, pass-by trips, and external non-auto trips. Trip generation estimates for the existing restaurant, motel and manufacturing uses now on the Project Site (and to be removed) were also based on their square footage and trip generation data from *Trip Generation Manual*.

All parking for the ancillary land uses would occur in one of the three garages. However, the hotel would be located on a separate site, immediately east of the East Parking Garage, and would provide its own parking in compliance with the City of Inglewood Municipal Code.

Table 3.14-14 displays the AM peak hour, PM peak hour, and daily vehicle trip generation on a typical weekday for the project ancillary land uses. This table applies to a day in which an event is not being held at the project. As shown, the ancillary land uses would generate approximately 4,706 net new daily vehicle trips, with 294 occurring during the AM peak hour and 409 occurring during the PM peak hour.

**TABLE 3.14-14
 PROJECT ANCILLARY LAND USES TRIP GENERATION**

Ancillary Land Uses	Vehicle Trips								
	Daily			AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Gross Vehicle Trips	3,449	3,449	6,898	314	108	422	261	349	610
Internal Trips	-148	-148	-296	-27	-11	-38	-35	-38	-73
Pass-by Trips	-474	-474	-948	-12	-9	-21	-31	-24	-55
Existing Trips to be Removed	-311	-311	-622	-32	-20	-52	-23	-26	-49
Transit/Bike/Walk	-163	-163	-326	-12	-5	-17	-11	-13	-24
Net New Vehicle Trips	2,353	2,353	4,706	231	63	294	161	248	409

NOTES:
 Applies to conditions in which an event is not being held at the Project Site.
 Trip generation estimates based on rates contained in *Trip Generation Manual, 10th Edition* (ITE, 2017) except as noted in text above.
 See *Technical Memorandum #2 – Project Travel Demand Estimates for IBEC* in Appendix K.1 regarding how internal trips, pass-by trips, and external non-auto trips were estimated.
 SOURCE: Fehr & Peers, 2019.

Trip distribution for ancillary land uses was developed using data from the Southern California Association of Governments (SCAG) travel demand model. Model outputs were adjusted based on observed intersection operational characteristics to develop the project assignment. Project trips were added to the Adjusted Baseline No Project volumes to yield Adjusted Baseline Plus Project Conditions. **Figure 3.14-6** displays the distribution of trips generated by the ancillary land uses.

Table 3.14-15 displays the weekday AM and PM peak hour LOS and average delay or V/C ratio at the 43 study intersections under Adjusted Baseline No Project and Adjusted Baseline Plus Project (Ancillary Land Uses) conditions (see Appendix K.3 for technical calculations). As shown in the table, the project would cause significant impacts at several study intersections during one or both peak hours.

Table 3.14-16 displays the average weekday and weekend daily traffic volumes on the neighborhood street study segments under adjusted baseline Conditions for No Project and Plus Project (Ancillary Land Uses) conditions. As shown in the table, the project would add trips to one facility whose daily volume of traffic would exceed the applicable threshold for the facility type.

Table 3.14-17 shows the Adjusted Baseline LOS on freeway mainline segments for weekday AM and PM peak hours, without and with trips generated by the ancillary land uses. **Table 3.14-18** shows the existing weekday AM and PM peak hour 95th percentile vehicle queues at freeway off-ramps for these scenarios. The Ancillary Land Uses would not cause freeway mainline segment impacts during the AM or PM peak hours. No ramp queues exceed the applicable storage.

Figure 3.14-6 Trip Distribution - Ancillary Land Uses

**TABLE 3.14-15
 INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS**

#	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project ^c	
					V/C or Delay	LOS	V/C or Delay	LOS
14	Prairie Ave/ Manchester Blvd	ICU	Inglewood	AM	0.964	E	0.965	E
				PM	1.000	E	1.009	F
19	Prairie Ave/Kelso St/Pincay Dr	ICU	Inglewood	AM	0.746	C	0.748	C
				PM	1.031	F	1.040	F
25	Prairie Ave/Arbor Vitae St	ICU	Inglewood	AM	0.558	A	0.566	A
				PM	0.672	B	0.678	B
27	Myrtle Ave/Hardy St	ICU	Inglewood	AM	0.401	A	0.401	A
				PM	0.417	A	0.421	A
28	Prairie Ave/Hardy St	ICU	Inglewood	AM	0.539	A	0.549	A
				PM	0.647	B	0.652	B
29	Crenshaw Blvd/Hardy St	ICU	Inglewood	AM	0.572	A	0.573	A
				PM	0.547	A	0.548	A
31	La Cienega Blvd/ SB 405 On/Off-Ramps (n/o Century)	CMA	City of Los Angeles	AM	0.895	D	0.896	D
				PM	0.774	C	0.775	C
31	La Cienega Blvd/ Century Blvd	HCM	Caltrans	AM	0.729	C	0.730	C
				PM	0.585	A	0.587	A
32	Prairie Ave/97th St	ICU	Inglewood	AM	15.3	B	15.4	B
				PM	19.6	B	19.7	B
34	La Cienega Blvd/ Century Blvd	ICU	Inglewood	AM	0.478	A	0.479	A
				PM	0.509	A	0.514	A
34	La Cienega Blvd/ Century Blvd	CMA	City of Los Angeles	AM	1.081	F	1.088	F
				PM	0.761	C	0.765	C
35	NB 405 On/Off-Ramp/ Century Blvd	ICU	Inglewood	AM	1.004	F	1.008	F
				PM	0.685	B	0.690	B
35	NB 405 On/Off-Ramp/ Century Blvd	HCM	Caltrans	AM	0.903	E	0.905	E
				PM	0.777	C	0.786	C
36	Felton Ave/Century Blvd	ICU	Inglewood	AM	29.8	C	29.9	C
				PM	19.4	B	19.7	B
36	Felton Ave/Century Blvd	ICU	Inglewood	AM	0.579	A	0.581	A
				PM	0.733	C	0.738	C
37	Inglewood Ave/ Century Blvd	ICU	Inglewood	AM	0.879	D	0.886	D
				PM	0.941	E	0.948	E
38	Fir Ave/Firmona Ave/ Century Blvd	ICU	Inglewood	AM	0.587	A	0.589	A
				PM	0.622	B	0.627	B
39	Grevillea Ave/Century Blvd	ICU	Inglewood	AM	0.633	B	0.635	B
				PM	0.613	B	0.618	B
40	Hawthorne Blvd/La Brea Blvd/Century Blvd	ICU	Inglewood	AM	0.840	D	0.841	D
				PM	0.858	D	0.863	D

**TABLE 3.14-15
 INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS**

#	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project ^c	
					V/C or Delay	LOS	V/C or Delay	LOS
41	Myrtle Ave/Century Blvd	ICU	Inglewood	AM	0.532	A	0.539	A
				PM	0.566	A	0.580	A
42	Freeman Ave/Century Blvd	ICU	Inglewood	AM	0.482	A	0.491	A
				PM	0.560	A	0.591	A
43	Prairie Ave/Century Blvd	ICU	Inglewood	AM	0.740	C	0.767	C
				PM	0.894	D	0.915	E
44	Doty Ave/Century Blvd	ICU	Inglewood	AM	0.552	A	0.537	A
				PM	0.528	A	0.533	A
45	Yukon Ave/Century Blvd	ICU	Inglewood	AM	0.432	A	0.455	A
				PM	0.715	C	0.728	C
46	Club Dr/Century Blvd	ICU	Inglewood	AM	0.509	A	0.518	A
				PM	0.699	B	0.707	C
47	11th Ave/Village Ave/ Century Blvd	ICU	Inglewood	AM	0.516	A	0.525	A
				PM	0.770	C	0.778	C
48	Crenshaw Blvd/ Century Blvd	ICU	Inglewood	AM	0.600	A	0.612	B
				PM	0.788	C	0.819	D
49	5th Ave/Century Blvd	ICU	Inglewood	AM	0.420	A	0.426	A
				PM	0.406	A	0.411	A
50	Van Ness Ave/Century Blvd	ICU	Inglewood	AM	0.728	C	0.734	C
				PM	0.802	D	0.808	D
		CMA	City of Los Angeles	AM	0.670	B	0.677	B
				PM	0.749	C	0.755	C
		CMA	City of Los Angeles	AM	0.499	A	0.499	A
				PM	0.427	A	0.430	A
53	La Cienega Blvd/ SB 405 On/Off-Ramps (s/o Century)	ICU	Inglewood	AM	0.677	B	0.680	B
				PM	0.628	B	0.630	B
54	Prairie Ave/102nd St	ICU/HCM ^d	Inglewood	AM	16.1	B	16.2	B
				PM	15.8	B	15.9	B
55	Doty Ave/102nd St	HCM (unsign.)	Inglewood	AM	0.549	A	18.0	C
				PM	0.578	A	77.0	F
56	Yukon Ave/102nd St	HCM (unsign.)	Inglewood	AM	9.0	A	7.3	A
				PM	10.7	B	7.8	A
59	Hawthorne Blvd/104th St	ICU	Inglewood/Los Angeles County	AM	15.7	C	10.9	B
				PM	23.2	C	13.2	B
60	Prairie Ave/104th St	ICU	Inglewood	AM	0.599	A	0.600	A
				PM	0.701	C	0.705	C
61	Doty Ave/104th St	HCM (unsign.)	Inglewood	AM	0.620	B	0.657	B
				PM	0.657	B	0.705	C
61	Doty Ave/104th St	HCM (unsign.)	Inglewood	AM	10.6	B	10.5	B
				PM	10.9	B	11.1	B

**TABLE 3.14-15
 INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS**

#	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project ^c	
					V/C or Delay	LOS	V/C or Delay	LOS
62	Yukon Ave/104th St	ICU	Inglewood	AM	0.664	B	0.685	B
				PM	0.587	A	0.617	B
63	Crenshaw Blvd/104th St	ICU	Inglewood	AM	0.677	B	0.682	B
				PM	0.640	B	0.647	B
66	Freeman Ave/Lennox Blvd	ICU	Inglewood	AM	0.523	A	0.523	A
				PM	0.434	A	0.435	A
67	Prairie Ave/Lennox Blvd	ICU	Inglewood	AM	0.637	B	0.641	B
				PM	0.726	C	0.741	C
68	Prairie Ave/108th St	ICU	Inglewood	AM	0.618	B	0.635	B
				PM	0.591	A	0.606	B
69	Yukon Ave/108th St	ICU	Inglewood	AM	0.491	A	0.493	A
				PM	0.523	A	0.528	A
72	Prairie Ave/111th St	ICU	Inglewood	AM	0.689	B	0.694	B
				PM	0.641	B	0.655	B
75	Prairie Ave/112th St/105 On-Ramps	ICU	Inglewood	AM	0.706	C	0.710	C
		HCM	Caltrans	PM	0.877	D	0.891	D
77	Freeman Ave/EB 105 On-Ramp/Imperial Hwy	ICU	Hawthorne	AM	17.7	B	18.5	B
		HCM	Caltrans	PM	25.6	C	26.3	C
78	Prairie Ave/Imperial Hwy	ICU	Inglewood/Hawthorne	AM	0.650	B	0.652	B
				PM	0.800	C	0.811	D
89	Hollywood Park Casino Driveway/Century Blvd	ICU	Inglewood	AM	15.0	B	15.0	B
				PM	14.7	B	15.0	B
115	Century Blvd/West Structure Driveway	ICU	Inglewood	AM	0.933	E	0.940	E
				PM	0.882	D	0.892	D
116	Prairie Ave/West Structure Driveway	ICU	Inglewood	AM	0.407	A	0.422	A
				PM	0.467	A	0.480	A
				AM	Does Not Exist		Not Open During Time Period	
				PM	Does Not Exist		0.449	A
				AM	Does Not Exist		0.516	A
				PM	Does Not Exist			

NOTES:

Shaded cells represent significant impacts.

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

^b 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.

^c Applies to conditions in which an event is not occurring at the Project Site.

^d 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 3.14-16
NEIGHBORHOOD STREET SEGMENT TRAFFIC VOLUMES – ADJUSTED BASELINE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

Segment	Functional Class	Adjusted Baseline No Project Conditions	Adjusted Baseline Plus Project (Ancillary Land Uses) Conditions
		Weekday ADT ^a	Weekday ADT ^a
Hardy Street, west of Prairie Avenue	Collector	6,555	6,555
97th Street, west of Prairie Avenue	Local	1,019	1,019
99th Street, west of Prairie Avenue	Local	1,146	1,146
Myrtle Avenue, north of Century Boulevard	Collector	4,355	4,423
Flower Street, north of Century Boulevard	Local	2,727	2,727
Freeman Avenue, south of Century Boulevard	Collector	4,010	4,459
101st Street, west of Prairie Avenue	Local	1,137	569
102nd Street, west of Prairie Avenue	Local	1,814	907
102nd Street, between Prairie Avenue and Doty Avenue	Local	5,661	1,071
102nd Street, between Doty Avenue and Yukon Avenue	Local	4,606	2,838
103rd Street, west of Prairie Avenue	Local	1,042	1,142
Doty Avenue, south of 102nd Street	Collector	2,244	3,568
Yukon Avenue, south of 102nd Street	Collector	13,059	13,863
104th Street, west of Prairie Avenue	Collector	3,867	4,497
104th Street, between Prairie Avenue and Doty Avenue	Collector	5,967	9,189
104th Street, between Doty Avenue and Yukon Avenue	Collector	5,357	6,855
104th Street, east of Dixon Avenue	Collector	9,001	9,123
Doty Avenue, south of 104th Street	Collector	1,945	1,965
Yukon Avenue, south of 104th Street	Collector	9,224	9,242
105th Street, between Prairie Avenue and Doty Avenue	Local	1,391	1,391
106th Street, between Prairie Avenue and Doty Avenue	Local	1,406	1,406
107th Street, between Prairie Avenue and Doty Avenue	Local	909	909
108th Street, between Prairie Avenue and Doty Avenue	Collector	4,434	4,504
Doty Avenue, south of 109th Street	Collector	2,453	2,465
Yukon Avenue, south of 109th Street	Collector	7,455	7,467
109th Street, between Yukon Avenue and Lemoli Avenue	Local	2,898	2,968
Doty Avenue, north of Imperial Highway	Collector	4,220	4,232
Yukon Avenue, north of Imperial Highway	Collector	7,576	7,576

NOTES:

Shaded cells represent significant impacts.

^a ADT represents average daily traffic (total volume in both directions).

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-17
FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density ^a	LOS ^a	Density ^a	LOS ^a
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	24.44	C	24.54	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday AM Peak	8.72	A	8.82	A
				Weekday PM Peak	19.22	B	19.30	B
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekday AM Peak	15.49	B	15.70	B
				Weekday PM Peak	15.54	B	15.69	B
4	I-405 Northbound	Imperial Highway EB On- Ramp	Merge	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	—	F ^b	—	F ^b
5	I-405 Northbound	Imperial Highway WB On- Ramp	Merge	Weekday AM Peak	16.71	B	16.83	B
				Weekday PM Peak	16.91	B	17.00	B
6	I-405 Northbound	Century Blvd Off-Ramp	Diverge	Weekday AM Peak	12.62	B	12.76	B
				Weekday PM Peak	13.19	B	13.28	B
7	I-405 Northbound	Century Blvd Off-Ramp to Century Blvd On-Ramp	Basic	Weekday AM Peak	5.86	A	5.96	A
				Weekday PM Peak	11.48	B	11.54	B
8	I-405 Northbound	Century Blvd On-Ramp	Merge	Weekday AM Peak	7.53	A	7.64	A
				Weekday PM Peak	18.33	C	18.40	C
9	I-405 Northbound	Century Blvd WB On- Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday AM Peak	7.08	A	7.18	A
				Weekday PM Peak	18.81	B	19.05	B
10	I-405 Northbound	I-405 Mainline C/D On- Ramp	Merge	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	—	F	—	F
11	I-405 Northbound	I-405 Mainline C/D On- Ramp to Manchester Blvd.	Basic	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	31.94	D	32.10	D
12	I-405 Northbound	Manchester Blvd. On- Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	34.23	D	34.46	D
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	—	F	—	F
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On- Ramp	Basic	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	—	F	—	F
15	I-405 Southbound	La Cienega Blvd On- Ramp to C/D Off-Ramp	Weave	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	—	F	—	F
16	I-405 Southbound	La Cienega Blvd Off- Ramp (n/o Century Blvd.)	Diverge	Weekday AM Peak	10.27	A	10.39	A
				Weekday PM Peak	13.58	B	13.64	B
17	I-405 Southbound	La Cienega Blvd Off- Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekday AM Peak	5.22	A	5.31	A
				Weekday PM Peak	5.82	A	5.87	A

TABLE 3.14-17
FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density ^a	LOS ^a	Density ^a	LOS ^a
18	I-405 Southbound	La Cienega Blvd On- Ramp (n/o Century Blvd) to La Cienega Blvd Off- Ramp (s/o Century Blvd)	Weave	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	—	F ^b	—	F ^b
19	I-405 Southbound	La Cienega Blvd On- Ramp (s/o Century Blvd) to La Cienega Blvd Off- Ramp (n/o Imperial Hwy)	Weave	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	—	F ^b	—	F ^b
20	I-405 Southbound	La Cienega Blvd Off- Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On- Ramp	Basic	Weekday AM Peak	7.34	A	7.36	A
				Weekday PM Peak	3.62	A	3.71	A
21	I-405 Southbound	I-405 Mainline C/D On- Ramp	Merge	Weekday AM Peak	15.88	B	15.89	B
				Weekday PM Peak	—	F	—	F
22	I-405 Southbound	La Cienega Blvd On- Ramp (n/o Imperial Hwy)	Merge	Weekday AM Peak	13.76	B	13.77	B
				Weekday PM Peak	—	F ^b	—	F ^b
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-Ramp)	Merge	Weekday AM Peak	20.94	C	20.95	C
				Weekday PM Peak	—	F ^b	—	F ^b
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekday AM Peak	17.23	B	17.36	B
				Weekday PM Peak	—	F ^b	—	F ^b
25	I-105 Eastbound	Prairie Ave Off-Ramp	Diverge	Weekday AM Peak	21.03	C	21.28	C
				Weekday PM Peak	—	F ^b	—	F ^b
26	I-105 Eastbound	Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday AM Peak	17.74	B	17.77	B
				Weekday PM Peak	14.10	B	14.12	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekday AM Peak	24.48	C	24.57	C
				Weekday PM Peak	—	F ^b	—	F ^b
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekday AM Peak	21.64	C	21.67	C
				Weekday PM Peak	—	F ^b	—	F ^b
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekday AM Peak	15.37	B	15.41	B
				Weekday PM Peak	—	F ^b	—	F ^b
30	I-105 Eastbound	NB Crenshaw Blvd On- Ramp	Merge	Weekday AM Peak	21.90	C	21.93	C
				Weekday PM Peak	—	F ^b	—	F ^b
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday AM Peak	18.26	C	18.30	C
				Weekday PM Peak	—	F ^b	—	F ^b
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	22.27	C	22.36	C
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	23.12	C	23.24	C

**TABLE 3.14-17
 FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS**

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density ^a	LOS ^a	Density ^a	LOS ^a
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	23.12	C	23.24	C
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	20.43	C	20.54	C
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	17.54	B	17.63	B
37	I-105 Westbound	SB Crenshaw Blvd On- Ramp	Merge	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	16.42	B	16.50	B
38	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp	Diverge	Weekday AM Peak	15.06	B	15.19	B
				Weekday PM Peak	23.07	C	23.17	C
39	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday AM Peak	12.85	B	12.90	B
				Weekday PM Peak	21.54	C	21.59	C
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	—	F	—	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday AM Peak	18.35	C	18.36	C
				Weekday PM Peak	26.01	D	26.02	D
42	I-110 Northbound	101st St On-Ramp to n/o Century Blvd On-Ramp	Basic	Weekday AM Peak	23.17	C	23.17	C
				Weekday PM Peak	26.02	D	26.04	D
43	I-110 Northbound	Century Blvd On-Ramp to Manchester Blvd Off- Ramp	Weave	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	29.02	D	29.11	D
44	I-110 Northbound	Manchester Blvd Off- Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	24.24	C	24.30	C
45	I-110 Northbound	EB Manchester Blvd On- Ramp	Merge	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	26.17	C	26.27	C
46	I-110 Northbound	WB Manchester Blvd On- Ramp to 76th St Off-Ramp	Weave	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	30.06	D	30.16	D
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off- Ramp	Weave	Weekday AM Peak	24.49	C	24.58	C
				Weekday PM Peak	—	F	—	F
48	I-110 Southbound	Manchester Blvd Off- Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday AM Peak	21.64	C	21.70	C
				Weekday PM Peak	—	F	—	F
49	I-110 Southbound	WB Manchester Blvd On- Ramp	Merge	Weekday AM Peak	23.06	C	23.10	C
				Weekday PM Peak	—	F	—	F
50	I-110 Southbound	EB Manchester Blvd On- Ramp	Merge	Weekday AM Peak	18.48	C	18.53	C
				Weekday PM Peak	26.53	D	26.57	D

**TABLE 3.14-17
 FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS**

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density ^a	LOS ^a	Density ^a	LOS ^a
51	I-110 Southbound	Century Blvd Off-Ramp	Diverge	Weekday AM Peak	25.58	C	25.67	C
				Weekday PM Peak	33.07	D	33.14	D
52	I-110 Southbound	Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday AM Peak	13.36	B	13.37	B
				Weekday PM Peak	19.11	C	19.11	C
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday AM Peak	22.00	C	22.02	C
				Weekday PM Peak	21.50	C	21.51	C

NOTES:

^a 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.

^b LOS F reported for this component 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 3.14-18
 FREEWAY OFF-RAMP QUEUING ANALYSIS – ADJUSTED BASELINE PLUS PROJECT (ANCILLARY LAND USES)
 CONDITIONS**

Off-Ramp ^a	Ramp Capacity Threshold ^b	Adjusted Baseline No Project				Adjusted Baseline Plus Project			
		95th Percentile Queue (ft.) ^c		Queue Exceeds Available Storage ^d		95th Percentile Queue (ft.) ^c		Queue Exceeds Available Storage ^d	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	436	858	No	No	438	862	No	No
I-405 NB Off-Ramp at Century Boulevard	3,600	1,944	1,049	No	No	1,963	1,062	No	No
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	94	270	No	No	100	276	No	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	695	1,692	No	No	740	1,736	No	No

NOTES:

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

^b 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.

^c 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue would 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.

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

SOURCE: Fehr & Peers, 2019.

Adjusted Baseline Plus Project (Daytime Event) Conditions

The daytime event scenario analyzes the following two different types of events that may occur at the Proposed Project on weekdays:

- Corporate/Community Event with 2,000 people attending, beginning in the weekday AM peak hour.
- Other Sporting Event or Gathering with 7,500 people attending, ending in the weekday PM peak hour.

Technical Memorandum #2 – Project Travel Demand Estimates for IBEC, which is contained in Appendix K.1, describes the expected Proposed Project travel characteristics for daytime events including how mode split was estimated, average vehicle occupancy, peak hours of arriving and departing traffic, employee mode split, and many other important travel behaviors. This section presents a summary of the results of that work. For these event types, shuttle service to nearby light rail stations is not assumed to be provided.

Table 3.14-19 indicates that a Corporate/Community Event with 2,000 people would generate 1,347 vehicle trips during the AM peak hour. **Table 3.14-20** indicates that a Sporting Event or Gathering with 7,500 people would generate 3,616 vehicle trips during the PM peak hour. **Table 3.14-21** displays the average daily vehicle trip generation for each of these event types. On a daily basis, the Corporate/Community Event with 2,000 people would generate 3,406 vehicle trips, while the Sporting Event or Gathering with 7,500 people would generate 8,318 vehicle trips. These trip totals exclude trips generated by the ancillary land uses. Thus, total trips from the Proposed Project would consist of those generated by the ancillary land uses, plus those generated by these events.

Vehicle distribution for these events is based on mobile source data from events at The Forum. For typical daytime events, it is expected that the South parking garage would be open for use by arena staff (office, basketball facilities, medical center employees), and that event attendees would be parked in the West Parking Garage.

Table 3.14-22A displays the weekday AM peak hour LOS and average delay or V/C ratio at the 43 study intersections under Adjusted Baseline No Project and Adjusted Baseline Plus Project (Daytime Event) conditions. As shown in the table, these activities would cause a number of significant degradations in intersection LOS.

Table 3.14-22B displays the weekday PM peak hour LOS and average delay or V/C ratio at the 116 study intersections under Adjusted Baseline No Project and Adjusted Baseline Plus Project (Daytime Event) conditions. As shown in the table, these activities would cause a number of significant degradations in intersection LOS. Because the Adjusted Baseline Plus Project (Daytime Event) conditions caused degraded LOS at many of the intersections at the edge of the 43-intersection study area, the study was expanded to evaluate LOS at all 116 intersections.

Table 3.14-23 displays the average weekday and weekend daily traffic volumes on the neighborhood street study segments under Adjusted Baseline Conditions for No Project and Plus Project (Daytime Events) conditions. As shown in the table, the project would add trips to two facilities whose daily volume of traffic would exceed the applicable threshold for the facility type.

**TABLE 3.14-19
 PROJECT DAYTIME EVENT TRIP GENERATION – WEEKDAY AM PEAK HOUR**

		Transit Mode Share		TNC Mode Share and Vehicles				Private Vehicles Mode Share and Vehicles				AM Peak Hour Arrive	AM Peak Hour Vehicle Trips ^a		
		%	Persons	%	Persons	AVO	Vehicles	%	Persons	AVO	Vehicles	%	In	Out	Total
Attendees	2,000	1%	20	10%	200	2.18	92	89%	1,780	1.20	1,483	80%	1,260	74	1,334
Employees	25	5%	1	2%	1	1.18	1	93%	23	1.18	19	60%	12	1	13
Total	2,025		21		201		93		1,803		1,502		1,272	75	1,347

NOTES:

^a Does not include trip generation associated with ancillary land uses.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-20
 PROJECT DAYTIME EVENT TRIP GENERATION – WEEKDAY PM PEAK HOUR**

		Transit Mode Share		TNC Mode Share and Vehicles				Private Vehicles Mode Share and Vehicles				PM Peak Hour Arrive	PM Peak Hour Vehicle Trips ^a		
		%	Persons	%	Persons	AVO	Vehicles	%	%	Persons	%	Persons	AVO	Out	Total
Attendees	7,500	1%	75	10%	750	2.18	344	89%	6,675	2.18	3,062	88%	303	2,997	3,300
Employees	480	5%	24	2%	10	1.18	8	93%	446	1.18	378	80%	6	310	316
Total	7,980		99		760		352		7,121		3,440		309	3,307	3,616

NOTES:

^a Does not include trip generation associated with ancillary land uses.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-21
PROJECT DAYTIME EVENT TRIP GENERATION – DAILY CONDITIONS

	Vehicle Trips	
	Corporate/Community Event with 2,000 Attendees	Other Sporting Event or Gathering with 7,500 Attendees
Attendees	3,334	7,500
Employees	42	788
Miscellaneous ^a	30	30
Total^b	3,406	8,318

NOTES:

^a Includes catering, security, etc.

^b Does not include trip generation associated with ancillary land uses.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-22A
WEEKDAY AM PEAK HOUR INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME
EVENTS) CONDITIONS

Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project ^c	
				V/C or Delay	LOS	V/C or Delay	LOS
14	Prairie Ave/ Manchester Blvd	Inglewood	AM	0.964	E	0.965	E
19	Prairie Ave/Kelso St/Pincay Dr	Inglewood	AM	0.746	C	0.749	C
25	Prairie Ave/Arbor Vitae St	Inglewood	AM	0.558	A	0.604	B
27	Myrtle Ave/Hardy St	Inglewood	AM	0.401	A	0.401	A
28	Prairie Ave/ Hardy St	Inglewood	AM	0.539	A	0.586	A
29	Crenshaw Blvd/ Hardy St	Inglewood	AM	0.572	A	0.573	A
31	La Cienega Blvd/ SB 405 On/Off-Ramps (n/o Century)	Inglewood	AM	0.895	D	0.950	E
		City of Los Angeles	AM	0.729	C	0.782	C
		Caltrans	AM	15.3	B	18.6	B
32	Prairie Ave/97th St	Inglewood	AM	0.478	A	0.482	A
34	La Cienega Blvd/ Century Blvd	Inglewood	AM	1.081	F	1.183	F
		City of Los Angeles	AM	1.004	F	1.054	F
35	NB 405 On/Off-Ramp/Century Blvd	Inglewood	AM	0.903	E	0.907	E
		Caltrans	AM	29.8	C	28.7	C
36	Felton Ave/ Century Blvd	Inglewood	AM	0.579	A	0.582	A
37	Inglewood Ave/ Century Blvd	Inglewood	AM	0.879	D	0.886	D
38	Fir Ave/Firmona Ave/Century Blvd	Inglewood	AM	0.587	A	0.591	A
39	Grevillea Ave/ Century Blvd	Inglewood	AM	0.633	B	0.637	B
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	Inglewood	AM	0.840	D	0.843	D
41	Myrtle Ave/ Century Blvd	Inglewood	AM	0.532	A	0.543	A
42	Freeman Ave/ Century Blvd	Inglewood	AM	0.482	A	0.511	A
43	Prairie Ave/ Century Blvd	Inglewood	AM	0.740	C	0.822	D
44	Doty Ave/ Century Blvd	Inglewood	AM	0.552	A	0.570	A

**TABLE 3.14-22A
 WEEKDAY AM PEAK HOUR INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME
 EVENTS) CONDITIONS**

	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project ^c	
					V/C or Delay	LOS	V/C or Delay	LOS
45	Yukon Ave/ Century Blvd	ICU	Inglewood	AM	0.432	A	0.490	A
46	Club Dr/Century Blvd	ICU	Inglewood	AM	0.509	A	0.552	A
47	11th Ave/Village Ave/Century Blvd	ICU	Inglewood	AM	0.516	A	0.559	A
48	Crenshaw Blvd/ Century Blvd	ICU	Inglewood	AM	0.600	A	0.661	B
49	5th Ave/Century Blvd	ICU	Inglewood	AM	0.420	A	0.439	A
50	Van Ness Ave/ Century Blvd	ICU	Inglewood	AM	0.728	C	0.740	C
		CMA	City of Los Angeles	AM	0.670	B	0.683	B
53	La Cienega Blvd/ SB 405 On/Off- Ramps (s/o Century)	CMA	City of Los Angeles	AM	0.499	A	0.500	A
		ICU	Inglewood	AM	0.677	B	0.682	B
		HCM	Caltrans	AM	16.1	B	16.3	B
54	Prairie Ave/ 102nd St	ICU/HCM ^d	Inglewood	AM	0.549	A	18.3	C
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	AM	9.0	A	7.4	A
56	Yukon Ave/ 102nd St	HCM (unsig.)	Inglewood	AM	15.7	C	10.9	B
59	Hawthorne Blvd/ 104th St	ICU	Inglewood/ Los Angeles County	AM	0.599	A	0.654	B
60	Prairie Ave/104th St	ICU	Inglewood	AM	0.620	B	0.816	D
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	AM	10.6	B	13.2	B
62	Yukon Ave/104th St	ICU	Inglewood	AM	0.664	B	0.756	C
63	Crenshaw Blvd/ 104th St	ICU	Inglewood	AM	0.677	B	0.750	C
66	Freeman Ave/ Lennox Blvd	ICU	Inglewood	AM	0.523	A	0.523	A
67	Prairie Ave/ Lennox Blvd	ICU	Inglewood	AM	0.637	B	0.703	C
68	Prairie Ave/108th St	ICU	Inglewood	AM	0.618	B	0.713	C
69	Yukon Ave/108th St	ICU	Inglewood	AM	0.491	A	0.538	A

TABLE 3.14-22A
WEEKDAY AM PEAK HOUR INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME
EVENTS) CONDITIONS

	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project ^c	
					V/C or Delay	LOS	V/C or Delay	LOS
72	Prairie Ave/111th St	ICU	Inglewood	AM	0.689	B	0.696	B
75	Prairie Ave/112th Str/105 On-Ramps	ICU HCM	Inglewood Caltrans	AM AM	0.706 17.7	C B	0.721 19.1	C B
77	Freeman Ave/EB 105 On-Ramp/Imperial Hwy	ICU HCM	Hawthorne Caltrans	AM AM	0.650 15.0	B B	0.653 15.4	B B
78	Prairie Ave/Imperial Hwy	ICU	Inglewood/Hawthorne	AM	0.933	E	0.966	E
89	Hollywood Park Casino Driveway/ Century Blvd	ICU	Inglewood	AM	0.407	A	0.458	A
115	Century Blvd/ West Structure Driveway	ICU	Inglewood	AM	Does Not Exist		0.402	A
116	Prairie Ave/West Structure Driveway	ICU	Inglewood	AM	Does Not Exist		0.6626	B

NOTES:

Shaded cells represent significant impacts.

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

^b 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 at E or F and the peak hour signal warrant is met.

^c For AM peak hour conditions, event is a 2,000-person Corporate/Community event. For PM peak hour conditions, event is a 7,500-person Other Sports/Gathering Event.

^d 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.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-22B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME
EVENTS) CONDITIONS

	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project ^c	
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	PM	0.864	D	0.873	D
2	La Brea Ave/ Florence Ave	ICU	Inglewood	PM	0.744	C	0.783	C
3	Hillcrest Blvd/ Florence Ave	ICU	Inglewood	PM	0.434	A	0.443	A
4	Centinela Ave/ Florence Ave	HCM	Inglewood	PM	89.5	F	90.3	F
5	Prairie Ave/ Florence Ave	ICU	Inglewood	PM	0.900	D	0.916	E
6	West Blvd/ Florence Ave	ICU	Inglewood	PM	1.010	F	1.015	F
		CMA	City of Los Angeles	PM	0.871	D	0.876	D
7	Prairie Ave/ Grace Ave	ICU	Inglewood	PM	0.486	A	0.499	A
8	Prairie Ave/ East Carondelet Way	ICU	Inglewood	PM	0.496	A	0.501	A
9	Prairie Ave/ E Regent Street	ICU	Inglewood	PM	0.690	B	0.700	B
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	PM	0.690	B	0.760	C
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	PM	0.812	D	0.838	D
12	Hillcrest Blvd/ Manchester Blvd	ICU	Inglewood	PM	0.742	C	0.774	C
13	Spruce Ave/ Manchester Blvd	ICU	Inglewood	PM	0.553	A	0.565	A
14	Prairie Ave/ Manchester Blvd	ICU	Inglewood	PM	1.000	E	1.032	F
15	Kareem Ct/ Manchester Blvd	ICU	Inglewood	PM	0.692	B	0.710	C
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	PM	1.054	F	1.093	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	PM	0.681	B	0.685	B
18	Market St/La Brea Ave	ICU	Inglewood	PM	0.529	A	0.573	A
19	Prairie Ave/Kelso St/Pincay Dr	ICU	Inglewood	PM	1.031	F	1.054	F
20	Kareem Ct/ Pincay Dr	ICU	Inglewood	PM	0.554	A	0.554	A
21	La Cienega Blvd/ Arbor Vitae St	ICU	Inglewood	PM	0.757	C	0.759	C

TABLE 3.14-22B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME
EVENTS) CONDITIONS

Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project ^c		
				V/C or Delay	LOS	V/C or Delay	LOS	
	CMA	City of Los Angeles	PM	0.701	C	0.703	C	
22	Inglewood Ave/ Arbor Vitae St	ICU	Inglewood	PM	0.836	D	0.883	D
23	La Brea Ave/ Arbor Vitae St	ICU	Inglewood	PM	0.722	C	0.775	C
24	Myrtle Ave/ Arbor Vitae St	ICU	Inglewood	PM	0.717	C	0.732	C
25	Prairie Ave/Arbor Vitae St	ICU	Inglewood	PM	0.672	B	0.692	B
26	La Brea Ave/ Hardy St	ICU	Inglewood	PM	0.641	B	0.678	B
27	Myrtle Ave/Hardy St	ICU	Inglewood	PM	0.417	A	0.438	A
28	Prairie Ave/ Hardy St	ICU	Inglewood	PM	0.647	B	0.665	B
29	Crenshaw Blvd/ Hardy St	ICU	Inglewood	PM	0.547	A	0.580	A
30	Van Ness Ave/ Hardy St/ 96th St	ICU	Inglewood	PM	0.628	B	0.638	B
	CMA	City of Los Angeles	PM	0.563	A	0.574	A	
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	ICU	Inglewood	PM	0.774	C	0.775	C
	CMA	City of Los Angeles	PM	0.585	A	0.587	A	
	HCM	Caltrans	PM	19.6	B	19.8	B	
32	Prairie Ave/97th St	ICU	Inglewood	PM	0.509	A	0.518	A
33	Concourse Way/ Century Blvd	CMA	City of Los Angeles	PM	0.387	A	0.400	A
34	La Cienega Blvd/ Century Blvd	ICU	Inglewood	PM	0.761	C	0.817	D
	CMA	City of Los Angeles	PM	0.685	B	0.739	C	
35	NB 405 On/Off- Ramp/Century Blvd	ICU	Inglewood	PM	0.777	C	0.800	C
	HCM	Caltrans	PM	19.4	B	20.7	C	
36	Felton Ave/ Century Blvd	ICU	Inglewood	PM	0.733	C	0.751	C
37	Inglewood Ave/ Century Blvd	ICU	Inglewood	PM	0.941	E	0.987	E
38	Fir Ave/Firmona Ave/Century Blvd	ICU	Inglewood	PM	0.622	B	0.640	B

TABLE 3.14-22B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME
EVENTS) CONDITIONS

	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project ^c	
					V/C or Delay	LOS	V/C or Delay	LOS
39	Grevillea Ave/ Century Blvd	ICU	Inglewood	PM	0.613	B	0.631	B
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	ICU	Inglewood	PM	0.858	D	1.036	F
41	Myrtle Ave/ Century Blvd	ICU	Inglewood	PM	0.566	A	0.738	C
42	Freeman Ave/ Century Blvd	ICU	Inglewood	PM	0.560	A	0.653	B
43	Prairie Ave/ Century Blvd	ICU	Inglewood	PM	0.894	D	1.031	F
44	Doty Ave/ Century Blvd	ICU	Inglewood	PM	0.528	A	0.656	B
45	Yukon Ave/ Century Blvd	ICU	Inglewood	PM	0.715	C	0.804	D
46	Club Dr/Century Blvd	ICU	Inglewood	PM	0.699	B	0.766	C
47	11th Ave/Village Ave/Century Blvd	ICU	Inglewood	PM	0.770	C	0.838	D
48	Crenshaw Blvd/ Century Blvd	ICU	Inglewood	PM	0.788	C	0.885	D
49	5th Ave/Century Blvd	ICU	Inglewood	PM	0.406	A	0.450	A
50	Van Ness Ave/ Century Blvd	ICU	Inglewood	PM	0.802	D	0.844	D
		CMA	City of Los Angeles	PM	0.749	C	0.794	C
51	Gramercy Pl/ Century Blvd	ICU	Los Angeles County	PM	0.432	A	0.471	A
		CMA	City of Los Angeles	PM	0.254	A	0.295	A
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	PM	0.822	D	0.852	D
53	La Cienega Blvd/ SB 405 On/Off- Ramps (s/o Century)	CMA	City of Los Angeles	PM	0.427	A	0.472	A
		ICU	Inglewood	PM	0.628	B	0.680	B
		HCM	Caltrans	PM	15.8	B	17.5	B
54	Prairie Ave/ 102nd St	ICU/HCM ^d	Inglewood	PM	0.578	A	***	F
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	PM	10.7	B	9.8	A
56	Yukon Ave/ 102nd St	HCM (unsig.)	Inglewood	PM	23.2	C	28.6	D

TABLE 3.14-22B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME
EVENTS) CONDITIONS

	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project ^c	
					V/C or Delay	LOS	V/C or Delay	LOS
57	La Cienega Blvd/ 104th St	ICU	Los Angeles County	PM	0.448	A	0.448	A
		CMA	City of Los Angeles	PM	0.404	A	0.404	A
58	Inglewood Ave/ 104th St	ICU	Los Angeles County	PM	0.654	B	0.659	B
59	Hawthorne Blvd/ 104th St	ICU	Inglewood/ Los Angeles County	PM	0.701	C	0.803	D
60	Prairie Ave/104th St	ICU	Inglewood	PM	0.657	B	0.984	E
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	PM	10.9	B	19.7	C
62	Yukon Ave/104th St	ICU	Inglewood	PM	0.587	A	0.818	D
63	Crenshaw Blvd/ 104th St	ICU	Inglewood	PM	0.640	B	0.859	D
64	Van Ness Ave/ 104th St	ICU	Los Angeles County	PM	0.569	A	0.585	A
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	PM	0.786	C	0.887	D
66	Freeman Ave/ Lennox Blvd	ICU	Inglewood	PM	0.434	A	0.455	A
67	Prairie Ave/ Lennox Blvd	ICU	Inglewood	PM	0.726	C	1.004	F
68	Prairie Ave/108th St	ICU	Inglewood	PM	0.591	A	0.811	D
69	Yukon Ave/108th St	ICU	Inglewood	PM	0.523	A	0.682	B
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	PM	0.592	A	0.724	C
71	Hawthorne Blvd/ 111th St	ICU	Los Angeles County	PM	0.786	C	0.905	E
72	Prairie Ave/111th St	ICU	Inglewood	PM	0.641	B	0.853	D
73	Yukon Ave/111th St	ICU	Inglewood	PM	0.381	A	0.414	A
74	Hawthorne Blvd/ WB 105 Off- Ramp	ICU	Hawthorne	PM	0.745	C	0.851	D
		HCM	Caltrans	PM	22.0	C	34.2	C
75	Prairie Ave/112th St/105 On- Ramps	ICU	Inglewood	PM	0.877	D	1.083	F
		HCM	Caltrans	PM	25.6	C	93.1	F

TABLE 3.14-22B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME
EVENTS) CONDITIONS

	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project ^c	
					V/C or Delay	LOS	V/C or Delay	LOS
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	PM	0.843	D	0.853	D
77	Freeman Ave/ EB 105 On- Ramp/Imperial Hwy	ICU	Hawthorne	PM	0.800	C	1.111	F
		HCM	Caltrans	PM	14.7	B	36.7	D
78	Prairie Ave/ Imperial Hwy	ICU	Inglewood/ Hawthorne	PM	0.882	D	0.978	E
79	Doty Ave/ Imperial Hwy	ICU	Los Angeles County	PM	0.663	B	0.731	C
80	Yukon Ave/ Imperial Hwy	ICU	Inglewood	PM	0.639	B	0.716	C
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	PM	0.898	D	0.974	E
82	Prairie Ave/118th St	ICU	Hawthorne	PM	0.586	A	0.609	B
83	Crenshaw Blvd/ WB 105 Off- Ramp/118th Pl	ICU	Hawthorne	PM	0.821	D	0.961	E
		HCM	Caltrans	PM	42.9	D	50.5	D
84	Prairie Ave/120th St	ICU	Hawthorne	PM	0.925	E	0.992	E
85	EB 105 On/Off- Ramp/ 120th St	ICU	Hawthorne	PM	0.749	C	0.880	D
		HCM	Caltrans	PM	20.0	C	37.3	D
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	PM	0.725	C	1.075	F
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	PM	0.654	B	0.673	B
		CMA	City of Los Angeles	PM	0.489	A	0.511	A
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	PM	0.918	E	0.921	E
89	Hollywood Park Casino Driveway/ Century Blvd	ICU	Inglewood	PM	0.467	A	0.665	B
90	Prairie Ave/ Buckthorn Street	ICU	Inglewood	PM	0.537	A	0.560	A
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	PM	0.915	E	0.968	E
92	Vermont Ave/ Century Ave	ICU	Los Angeles County	PM	0.756	C	0.791	C

TABLE 3.14-22B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME
EVENTS) CONDITIONS

Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project ^c	
				V/C or Delay	LOS	V/C or Delay	LOS
	CMA	City of Los Angeles	PM	0.661	B	0.703	C
93 Hoover St/ Century Ave	CMA	City of Los Angeles	PM	0.524	A	0.561	A
94 Figueroa St/ Century Ave	CMA	City of Los Angeles	PM	0.735	C	0.765	C
95 Grand Ave/ 110 SB Off- Ramp/ Century Ave	CMA	City of Los Angeles	PM	0.416	A	0.445	A
	HCM	Caltrans	PM	20.0	B	20.4	C
96 Olive St/ 110 NB On- Ramp/ Century Ave	CMA	City of Los Angeles	PM	0.407	A	0.432	A
	HCM	Caltrans	PM	9.1	A	10.2	B
97 Van Ness Ave/ Manchester Blvd	ICU	Inglewood	PM	1.040	F	1.103	F
	CMA	City of Los Angeles	PM	0.903	E	0.970	E
98 Western Ave/ Manchester Blvd	CMA	City of Los Angeles	PM	0.877	D	0.941	E
99 Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	PM	0.669	B	0.694	B
100 Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	PM	0.661	B	0.688	B
101 Hoover St/ Manchester Blvd	CMA	City of Los Angeles	PM	0.656	B	0.681	B
102 Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	PM	0.854	D	0.882	D
103 110 SB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	PM	0.525	A	0.555	A
	HCM	Caltrans	PM	9.6	A	10.0	B
104 110 NB On/Off- Ramps/ Manchester Blvd	CMA	City of Los Angeles	PM	0.507	A	0.507	A
	HCM	Caltrans	PM	15.2	B	14.5	B
105 Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	PM	0.942	E	0.949	E
106 Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	PM	0.794	C	0.809	D
107 La Brea Ave/ Centinela Ave	ICU	Inglewood	PM	0.979	E	0.995	E
108 La Cienega Blvd/ Centinela Ave	ICU	Inglewood	PM	0.931	E	0.932	E
	CMA	City of Los Angeles	PM	0.867	D	0.867	D
109 La Cienega	ICU	Inglewood	PM	0.741	C	0.742	C

TABLE 3.14-22B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME
EVENTS) CONDITIONS

Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project ^c	
				V/C or Delay	LOS	V/C or Delay	LOS
Bldv/La Tijera Blvd	CMA	City of Los Angeles	PM	0.571	A	0.573	A
110 La Brea Ave/ Slauson Ave	ICU	Los Angeles County	PM	0.886	D	0.886	D
111 La Cienega Blvd/ Stocker St	ICU	Los Angeles County	PM	0.956	E	0.965	E
112 La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	PM	0.657	B	0.657	B
113 Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	PM	0.756	C	0.759	C
114 Manchester Blvd/Ash St/I-405 NB Off-Ramp	ICU	Inglewood	PM	0.814	D	0.817	D
115 Century Blvd/ West Structure Driveway	ICU	Inglewood	PM	Does Not Exist		0.676	B
116 Prairie Ave/West Structure Driveway	ICU	Inglewood	PM	Does Not Exist		0.917	E

NOTES:

Shaded cells represent significant impacts.

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

^b 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 at E or F and the peak hour signal warrant is met.

^c For AM peak hour conditions, event is a 2,000-person Corporate/Community event. For PM peak hour conditions, event is a 7,500-person Other Sports/Gathering Event.

^d 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.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-23
 NEIGHBORHOOD STREET SEGMENT TRAFFIC VOLUMES – ADJUSTED BASELINE PLUS PROJECT
 (DAYTIME EVENTS) CONDITIONS**

Segment	Functional Class	Adjusted Baseline No Project Conditions Weekday ADT	Adjusted Baseline Plus Project (Daytime Events) Conditions	
			2,000-Person Corporate/Community Event Weekday ADT	7,500-Person Sports/Gathering Event Weekday ADT
Hardy Street, west of Prairie Avenue	Collector	6,555	6,587	6,631
97th Street, west of Prairie Avenue	Local	1,019	1,051	1,095
99th Street, west of Prairie Avenue	Local	1,146	1,178	1,222
Myrtle Avenue, north of Century Boulevard	Collector	4,355	4,421	4,442
Flower Street, north of Century Boulevard	Local	2,727	2,759	2,803
Freeman Avenue, south of Century Boulevard	Collector	4,010	4,467	4,511
101st Street, west of Prairie Avenue	Local	1,137	601	645
102nd Street, west of Prairie Avenue	Local	1,814	939	983
102nd Street, between Prairie Avenue and Doty Avenue	Local	5,661	1,170	1,408
102nd Street, between Doty Avenue and Yukon Avenue	Local	4,606	2,840	3,107
103rd Street, west of Prairie Avenue	Local	1,042	1,174	1,218
Doty Avenue, south of 102nd Street	Collector	2,244	3,568	3,607
Yukon Avenue, south of 102nd Street	Collector	13,059	13,866	14,171
104th Street, west of Prairie Avenue	Collector	3,867	4,528	4,547
104th Street, between Prairie Avenue and Doty Avenue	Collector	5,967	9,332	9,577
104th Street, between Doty Avenue and Yukon Avenue	Collector	5,357	6,998	7,243
104th Street, east of Dixon Avenue	Collector	9,001	9,268	9,571
Doty Avenue, south of 104th Street	Collector	1,945	1,977	2,021
Yukon Avenue, south of 104th Street	Collector	9,224	9,256	9,372
105th Street, between Prairie Avenue and Doty Avenue	Local	1,391	1,423	1,467
106th Street, between Prairie Avenue and Doty Avenue	Local	1,406	1,438	1,482
107th Street, between Prairie Avenue and Doty Avenue	Local	909	941	985

TABLE 3.14-23
NEIGHBORHOOD STREET SEGMENT TRAFFIC VOLUMES – ADJUSTED BASELINE PLUS PROJECT
(DAYTIME EVENTS) CONDITIONS

Segment	Functional Class	Adjusted Baseline No Project Conditions Weekday ADT	Adjusted Baseline Plus Project (Daytime Events) Conditions	
			2,000-Person Corporate/Community Event	7,500-Person Sports/Gathering Event
			Weekday ADT	Weekday ADT
108th Street, between Prairie Avenue and Doty Avenue	Collector	4,434	4,594	4,745
Doty Avenue, south of 109th Street	Collector	2,453	2,485	2,529
Yukon Avenue, south of 109th Street	Collector	7,455	7,487	7,548
109th Street, between Yukon Avenue and Lemoli Avenue	Local	2,898	3,087	3,128
Doty Avenue, north of Imperial Highway	Collector	4,220	4,252	4,296
Yukon Avenue, north of Imperial Highway	Collector	7,576	7,608	7,652

NOTES:
 Shaded cells represent significant impacts.
 SOURCE: Fehr & Peers, 2019.

Table 3.14-24 shows the Adjusted Baseline LOS on freeway mainline segments for weekday AM and PM peak hours, without and with trips generated by the daytime events. Table 3.14-25 shows the weekday AM and PM peak hour 95th percentile vehicle queues at freeway off-ramps for these scenarios. As shown, the daytime events would cause degraded operations at several facilities, some of which are considered significant. Daytime events would not cause a freeway off-ramp to experience queuing that exceeds the applicable threshold.

TABLE 3.14-24
FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

#	Freeway/Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density ^a	LOS ^a	Density ^a	LOS ^a
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	24.44	C	24.56	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday AM Peak	8.72	A	9.28	A
				Weekday PM Peak	19.22	B	19.30	B

**TABLE 3.14-24
 FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS**

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density ^a	LOS ^a	Density ^a	LOS ^a
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekday AM Peak	15.49	B	16.64	B
				Weekday PM Peak	15.54	B	15.65	B
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	—	F ^b	—	F ^b
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekday AM Peak	16.71	B	17.38	B
				Weekday PM Peak	16.91	B	16.98	B
6	I-405 Northbound	Century Blvd Off-Ramp	Diverge	Weekday AM Peak	12.62	B	13.39	B
				Weekday PM Peak	13.19	B	13.26	B
7	I-405 Northbound	Century Blvd Off-Ramp to Century Blvd On-Ramp	Basic	Weekday AM Peak	5.86	A	5.86	A
				Weekday PM Peak	11.48	B	11.49	B
8	I-405 Northbound	Century Blvd On-Ramp	Merge	Weekday AM Peak	7.53	A	7.53	A
				Weekday PM Peak	18.33	C	19.09	C
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday AM Peak	7.08	A	7.15	A
				Weekday PM Peak	18.81	B	21.91	C
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	—	F	—	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	31.94	D	34.15	D
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	34.23	D	37.33	E
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	—	F	—	F

**TABLE 3.14-24
 FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS**

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density ^a	LOS ^a	Density ^a	LOS ^a
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	—	F	—	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	—	F	—	F
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Century Blvd.)	Diverge	Weekday AM Peak	10.27	A	12.58	B
				Weekday PM Peak	13.58	B	13.65	B
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekday AM Peak	5.22	A	6.14	A
				Weekday PM Peak	5.82	A	5.88	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	—	F ^b	—	F ^b
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	—	F ^b	—	F ^b
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday AM Peak	7.34	A	7.39	A
				Weekday PM Peak	3.62	A	4.56	A
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday AM Peak	15.88	B	15.90	B
				Weekday PM Peak	—	F	—	F
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday AM Peak	13.76	B	13.81	B
				Weekday PM Peak	—	F ^b	—	F ^b
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday AM Peak	20.94	C	20.96	C
				Weekday PM Peak	—	F ^b	—	F ^b
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekday AM Peak	17.23	B	17.47	B
				Weekday PM Peak	—	F ^b	—	F ^b

**TABLE 3.14-24
 FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS**

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density ^a	LOS ^a	Density ^a	LOS ^a
25	I-105 Eastbound	Prairie Ave Off-Ramp	Diverge	Weekday AM Peak	21.03	C	21.52	C
				Weekday PM Peak	—	F ^b	—	F ^b
26	I-105 Eastbound	Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday AM Peak	17.74	B	17.78	B
				Weekday PM Peak	14.10	B	14.10	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekday AM Peak	24.48	C	24.76	C
				Weekday PM Peak	—	F ^b	—	F ^b
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekday AM Peak	21.64	C	21.79	C
				Weekday PM Peak	—	F ^b	—	F ^b
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekday AM Peak	15.37	B	15.54	B
				Weekday PM Peak	—	F ^b	—	F ^b
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday AM Peak	21.90	C	22.04	C
				Weekday PM Peak	—	F ^b	—	F ^b
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday AM Peak	18.26	C	18.43	C
				Weekday PM Peak	—	F ^b	—	F ^b
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	22.27	C	22.77	C
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	23.12	C	23.78	C
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	23.12	C	23.78	C
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	20.43	C	21.06	C

**TABLE 3.14-24
 FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS**

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density ^a	LOS ^a	Density ^a	LOS ^a
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	17.54	B	18.43	C
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	16.42	B	17.30	B
38	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp	Diverge	Weekday AM Peak	15.06	B	15.92	B
				Weekday PM Peak	23.07	C	24.12	C
39	I-105 Westbound	Prairie/Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday AM Peak	12.85	B	13.06	B
				Weekday PM Peak	21.54	C	22.33	C
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	—	F	—	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday AM Peak	18.35	C	18.38	C
				Weekday PM Peak	26.01	D	28.27	D
42	I-110 Northbound	101st St On-Ramp to n/o Century Blvd On-Ramp	Basic	Weekday AM Peak	23.17	C	23.20	C
				Weekday PM Peak	26.02	D	28.96	D
43	I-110 Northbound	Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	29.02	D	32.47	D
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	24.24	C	27.42	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	26.17	C	29.36	D
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekday AM Peak	—	F ^b	—	F ^b
				Weekday PM Peak	30.06	D	34.01	D

**TABLE 3.14-24
 FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS**

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density ^a	LOS ^a	Density ^a	LOS ^a
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday AM Peak	24.49	C	25.69	C
				Weekday PM Peak	—	F	—	F
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday AM Peak	21.64	C	22.61	C
				Weekday PM Peak	—	F	—	F
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	23.06	C	23.83	C
				Weekday PM Peak	—	F	—	F
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	18.48	C	19.26	C
				Weekday PM Peak	26.53	D	26.82	D
51	I-110 Southbound	Century Blvd Off-Ramp	Diverge	Weekday AM Peak	25.58	C	26.71	C
				Weekday PM Peak	33.07	D	33.49	D
52	I-110 Southbound	Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday AM Peak	13.36	B	13.82	B
				Weekday PM Peak	19.11	C	19.20	C
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday AM Peak	22.00	C	22.66	C
				Weekday PM Peak	21.50	C	21.62	C

NOTES:

^a 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.

^b LOS F reported for this component 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 3.14-25
 FREEWAY OFF-RAMP QUEUING ANALYSIS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENT) CONDITIONS**

Off-Ramp ^a	Ramp Capacity Threshold ^b	Adjusted Baseline No Project				Adjusted Baseline Plus Project			
		95th Percentile Queue (ft.) ^c		Queue Exceeds Available Storage ^d		95th Percentile Queue (ft.) ^c		Queue Exceeds Available Storage ^d	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	436	858	No	No	576	858	No	No
I-405 NB Off-Ramp at Century Boulevard	3,600	1,944	1,049	No	No	2,134	1,067	No	No
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	94	270	No	No	102	604	No	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	695	1,692	No	No	780	1,810	No	No

NOTES:

- ^a Auxiliary lanes are present at each of these off-ramps.
- ^b 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.
- ^c 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.
- ^d If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Adjusted Baseline Plus Project (Major Event) Conditions

As shown in Table 3.14-3, the Proposed Project is analyzed for weekday and weekend pre-event peak hour conditions assuming a sold-out (18,000 persons) NBA basketball game. The weekday post-event condition is analyzed for a concert attended by 18,500 persons. To estimate the Proposed Project pre-event and post-event peak hour vehicle trip generation for these scenarios, it was necessary to estimate the mode split, average vehicle occupancy (AVO), and percent of arrivals/departures within each peak hour for attendees and employees.

The following summarizes how these estimates were derived. Refer to *Technical Memorandum #2 – Project Travel Demand Estimates for IBEC*, which is contained in Appendix K.1, for a discussion of why the above scenarios were selected (i.e., greatest number of trips generated and potential for impacts) and a comprehensive analysis of their travel behaviors.

Mode Split

The mode split for basketball game attendees was derived (but not applied directly) from a 2018 online survey of Los Angeles Clippers fans who attended basketball games at Staples Center in downtown Los Angeles. The survey found that light rail transit was used by 9 percent of Clippers

game attendees on weekdays and 10 percent of Clippers game attendees on weekends to access the venue, and another 2 percent of Clippers game attendees use bus transit on both weekdays and weekends. Those mode splits cannot be applied directly to the Proposed Project because it would be located in a different geographic setting (including different transit accessibility) when compared to Staples Center. It was necessary to develop a transit mode share logic model using the survey results, the cost of travel, and other factors (e.g., parking cost, transfer times, trip origins/destinations, etc.) to estimate attendee transit use to the Proposed Project. This model predicted 5 percent light rail transit use on weekdays and 6 percent light rail transit use on weekends to the Proposed Project. An additional 1 percent would travel by bus.

During major events, the Proposed Project would operate shuttles that transport attendees between the site and the Hawthorne Green Line Station and planned Metro Crenshaw/LAX Line station in Downtown Inglewood. Shuttles are not assumed to operate during daytime events. More information on the survey and the transit mode share model is included in *Technical Memorandum #2 – Project Travel Demand Estimates for IBEC*, which is contained in Appendix K.1.

Attendee TNC mode share was based on data from the Clippers game attendee survey and the *Final Golden 1 Center Year One Travel Monitoring Report (2017)* (the Sacramento Kings' arena in downtown Sacramento). The survey showed only 4 percent of attendees using TNCs to travel to/from Clippers games. In contrast, data from the Golden 1 Center showed 9 percent of attendees attending a Sacramento Kings basketball game using TNCs. The analysis conservatively estimates that TNC use would continue to grow in the Los Angeles region, and would account for 10 percent of attendee trips in 2024 when the Proposed Project would open. This is conservative because each TNC trip creates both an inbound and outbound trip whereas a private vehicle trip generates just one).

In general, NBA games are expected to have slightly higher levels of transit usage than concerts due to the percentage of attendees that are season (or multi-game) ticketholders and therefore more familiar with available travel options. Additionally, concert attendees often consider such events a special occasion (i.e., date night, dress-up, dinner prior, etc.) which could discourage the use of transit by some attendees. Employee mode share would skew more toward private vehicle travel (versus TNCs) than for attendees due to the cost of travel by TNC and the recurring costs that would come from using a TNC for travel to the venue. The mode split for those who bike or walk to the venue is below 1 percent due to attendees' lengthy trip origins/destinations, which are generally not conducive to these shorter trip modes.

Table 3.14-26 displays the Proposed Project weekday and weekend pre-event peak hour mode split for attendees to an NBA game, and the weekday post-event peak hour mode split for attendees leaving a concert.

**TABLE 3.14-26
 PROPOSED PROJECT MAJOR EVENT ATTENDEE MODE SPLIT**

Mode of Travel	NBA Game		Concert
	Weekday Evening Pre-Event	Weekend Evening Pre-Event	Weekday Evening Post-Event
Private Vehicle	84%	83%	85%
TNC (e.g., Uber, Lyft, etc.)	10%	10%	10%
Light rail	5%	6%	4%
Bus	1%	1%	1%
Bicycle	< 1%	< 1%	< 1%
Walk	< 1%	< 1%	< 1%
Total	100%	100%	100%

SOURCE: Fehr & Peers, 2019.

Average Vehicle Occupancy (AVO)

Attendee AVO was developed for the pre-event scenarios based on results of the NBA Clippers game attendee survey. Attendee responses were weighted based on their ticket type (season ticket holder, half-season ticket holder, and individual game ticket holder) to match the percentage of each group for the 2017-2018 NBA season and yielded an AVO of 2.27. This value is very similar to the result of 2.32 persons per vehicle from the *Final Golden 1 Center Year One Travel Monitoring Report* (2017). For the post-event concert major event, the attendee AVO of 2.18 was estimated from observations at four concerts at The Forum in December 2018. Employee AVO was estimated at 1.18, based on the 2017 National Household Travel Survey for commute trips. Refer to *Technical Memorandum #2 – Project Travel Demand Estimates for IBEC*, which is contained in Appendix K.1, for technical details.

Arrival and Departure Patterns

Attendee arrival and departure patterns for NBA games are based on the NBA Clippers game attendee survey, in which attendees were asked what time they arrived prior to the game start. Approximately 68 percent of attendees indicated they arrived within one hour of the game starting. Attendee arrival and departure patterns for concerts are based on data collected at four concerts at The Forum in December 2018. About 83 percent of attendees departed in the one hour immediately after the concert concluded. Staff arrival and departure patterns are based on data from applicant-provided *Anticipated Annual Event Characteristics* from September 2018.

Trip Generation

Tables 3.14-27, 3.14-28, and 3.14-29 display the Proposed Project expected trip generation for the weekday pre-event, weekday post-event, and weekend pre-event peak hours, respectively. As shown, a major event at the Proposed Project would generate 5,777, 8,156, and 5,728 trips during the weekday pre-event, weekday post-event, and weekend pre-event peak hours, respectively.

Table 3.14-30 displays the Proposed Project daily vehicle trip generation for NBA games and concerts held on weekdays and weekends. This table indicates that the daily trip generation of these events is relatively similar, ranging from about 18,840 to 19,960 trips.

**TABLE 3.14-27
 PROJECT WEEKDAY EVENING EVENT TRIP GENERATION – PRE-EVENT PEAK HOUR FOR NBA BASKETBALL GAME**

	Transit Mode Share		TNC Mode Share and Vehicles				Private Vehicles Mode Share and Vehicles			Pre-Event Peak Hour Arrive	Pre-Event Peak Hour Vehicle Trips ¹				
	Persons	%	Persons	%	Persons	AVO	Vehicles	%	Persons	AVO	Vehicles	%	In	Out	Total
Attendees	18,000	6%	1,080	10%	1,800	2.27	793	84%	15,120	2.27	6,661	68%	5,069	539	5,608
Employees	1,320	5%	66	2%	26	1.18	22	93%	1,228	1.18	1,041	10%	107	30 ²	137
Shuttle Buses ³													16	16	32
Total			1,146		1,826		815		16,348		7,702		5,192	585	5,777

NOTES:
¹ Does not include trip generation associated with ancillary land uses.
² Data from the project applicant indicated that 30 staff would be departing during the pre-event hour. The mode split for those staff are estimated to be the same as arriving staff.
³ Calculated as follows: 900 total shuttle riders of which 68 percent are transported during the peak hour (based on 45 passengers per bus). Two shuttles assumed for employees.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-28
 PROJECT WEEKDAY EVENING EVENT TRIP GENERATION – POST-EVENT PEAK HOUR FOR CONCERT**

	Transit Mode Share		TNC Mode Share and Vehicles				Private Vehicles Mode Share and Vehicles			Post-Event Peak Hour Depart	Post-Event Peak Hour Vehicle Trips ¹				
	Persons	%	Persons	%	Persons	AVO	Vehicles	%	Persons	AVO	Vehicles	%	In	Out	Total
Attendees	18,500	5%	925	10%	1,850	2.18	849	85%	15,725	2.18	7,213	83%	705	6,691	7,396
Employees	1,120	5%	56	2%	22	1.18	19	93%	1,042	1.18	883	79%	15	713	728
Shuttle Buses ²													16	16	32
Total			981		1,872		868		16,767		8,096		736	7,420	8,156

NOTES:
¹ Does not include trip generation associated with ancillary land uses.
² Calculated as follows: 740 total shuttle riders of which 83 percent are transported during the peak hour (based on 45 passengers per bus). Two shuttles assumed for employees.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-29
 PROJECT WEEKEND EVENING EVENT TRIP GENERATION – PRE-EVENT PEAK HOUR FOR NBA BASKETBALL GAME**

	Transit Mode Share		TNC Mode Share and Vehicles				Private Vehicles Mode Share and Vehicles			Pre-Event Peak Hour Arrive	Pre-Event Peak Hour Vehicle Trips ¹				
	Persons	%	Persons	%	Persons	AVO	Vehicles	%	Persons	AVO	Vehicles	%	In	Out	Total
Attendees	18,000	7%	1,260	10%	1,800	2.27	793	83%	14,940	2.27	6,581	68%	5,014	539	5,553
Employees	1,320	5%	66	2%	26	1.18	22	93%	1,228	1.18	1,041	10%	107	30 ²	137
Shuttle Buses ³													19	19	38
Total	19,320		1,326		1,826		815		16,168		7,622		5,140	588	5,728

NOTES:

¹ Does not include trip generation associated with ancillary land uses.

² Data from the project applicant indicated that 30 staff would be departing during the pre-event hour. The mode split for those staff are estimated to be the same as arriving staff.

³ Calculated as follows: 1,080 total shuttle riders of which 68 percent are transported during the peak hour (based on 45 passengers per bus). Two shuttles assumed for employees.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-30
 PROJECT EVENING EVENT TRIP GENERATION – DAILY CONDITIONS FOR NBA BASKETBALL GAMES AND CONCERTS**

	Vehicle Trips			
	Weekday Evening NBA Game	Weekend Evening NBA Game	Weekday Evening Concert	Weekend Evening Concert ⁴
Attendees	16,494	16,334	17,822	17,652
Employees	2,170	2,170	1,842	1,842
Shuttle Buses ¹	116	136	100	120
Miscellaneous ²	200	200	200	200
Total ³	18,980	18,840	19,964	19,814

NOTES:

¹ Assumes 4 pre-event and 4 post-event employee shuttle drop-offs and pick-ups in addition of shuttling of attendees.

² Includes vendors, security, etc.

³ Does not include trip generation associated with ancillary land uses. Only applies to scenario in which major event does not coincide with our nearby venue events.

⁴ Assumes 1 percent shift in driving to transit from weekday to weekend concerts consistent with estimate for weekday versus weekend NBA game.

SOURCE: Fehr & Peers, 2019.

The estimates in these tables do not include trips that would also be generated by the ancillary land uses. While it is expected that much of the travel to/from the retail/restaurant component of the ancillary land uses would be associated with event attendees (based on surveys of Clippers game attendee surveys at Staples Center and observations from other venues), some new trips associated with ancillary land uses are nonetheless expected. *Technical Memorandum #2 – Project Travel Demand Estimates for IBEC* in Appendix K.1 discusses the methods used to estimate the external vehicle trips generated by the proposed ancillary land uses during the pre-event and post-event peak hours.

Parking Demand

Based on Table 3.14-27, a weekday basketball game would generate a parking demand by attendees and employees of approximately 7,700 spaces. A concert would result in a parking demand of approximately 8,100 spaces. These totals exclude additional parking required for players, officials, and charter buses, service/delivery vehicles, etc. For events held at the Proposed Project when there is no overlapping event at the NFL Stadium, vehicles would be expected to be parked at the following off-street locations in the following quantities (based on their proposed supply):

- 3,110 vehicles would be parked in the West Parking Garage.
- 365 vehicles would be parked in the East Parking Garage.
- 650 vehicles would be parked in the South Parking Garage (with 100 of those spaces being reserved for players and key team employees).
- Between 3,700 and 4,100 vehicles would be parked in parking lots or structures within the Hollywood Park Specific Plan including new parking lots or structures to be constructed for the NFL stadium and the Hollywood Park Casino garage (located north of Century Boulevard and east of Prairie Avenue).

A modest amount of on-street parking would occur on residential and collector streets in the project vicinity. The City of Inglewood is planning to expand residential parking districts within the City near the Proposed Project and NFL Stadium, in order to prevent attendees from parking on residential streets near these new venues. However, such a program is not assumed under adjusted baseline conditions because it is unknown whether the City would expand such districts or, if they are expanded, what the geographic scope of those districts might be. Residents who wish to sell their driveway space to attendees looking to park would be required to file a business license with the City, which may discourage some residents from selling parking on their property.

Hollywood Park and the Hollywood Park Casino are the most convenient off-site locations to accommodate the parking needs of attendees and employees to the Proposed Project. Hollywood Park and the Hollywood Park Casino would offer the easiest pedestrian connections to the Proposed Project, given their close proximity. Further, the large supply of parking at these locations would ensure that parking is available, as compared to smaller lots which may fill up. Based on information from the Hollywood Park Casino owners and City of Inglewood staff, 575 spaces would be available for use by Proposed Project attendees for a typical major event. About

9,000 spaces at the NFL Stadium within Hollywood Park would be available for use by Proposed Project attendees on typical days when there is not an overlapping event in the stadium.

The majority of off-street parking to be constructed in conjunction with the Proposed Project would be pre-paid during major events, particularly the South Parking Garage, and often the West Parking Garage. The types and size of activities would dictate when parking would be paid versus first-come, first-served. The east parking garage may offer both pre-paid and first-come, first-served parking. All three parking garages are being designed to include entry lanes and associated technologies that minimize the likelihood of inbound traffic spilling back onto public streets. It is anticipated that attendees would arrive consistently to all available parking locations (i.e., versus filling all on-site spaces first and then directing drivers to off-site spaces).

The supply of parking in the three parking garages and at Hollywood Park and the Hollywood Park Casino is more than adequate to accommodate attendee and employee parking demands during major events at the Proposed Project (so long as an overlapping event at the NFL Stadium is not occurring). Parking on adjacent neighborhood streets would primarily be due to attendees searching for free and/or closer parking, and not the result of inadequate overall off-street supply. The overlapping events subsection presented later describes how the Proposed Project parking demands would geographically change when a major event is held concurrently at the NFL Stadium.

Trip Distribution and Assignment

The trip distribution for NBA games for the pre-event peak hour was developed based on anonymous mobile source data (“big data”) records that show origins and destinations of fans attending Clippers games at Staples Center. The data is comprised of approximately 20,000 one-way trips to and from 12 Clippers games during the 2017–2018 NBA season. To avoid capturing travel to the project vicinity associated with non-basketball activities, the data includes only dates when there were no other events happening at the Staples Center, LA Live, or the Convention Center.

The trip distribution for concerts (post-event period analysis) was developed based on anonymous mobile source data from 44 dates when events were held at The Forum between October 2017 and April 2018, along with an additional four events in December 2018. This dataset is comprised of approximately 59,000 one-way trips. Concert trip distribution also considered intersection vehicle counts collected in Fall/Winter 2018 at nine intersections near The Forum during dates that had concerts and dates when The Forum was not in use. The difference in volumes between ‘no event’ and ‘with concert’ was used to inform distribution to and from The Forum.

Although Clippers ticket purchase data by zip code was also available, this data was considered less accurate than the mobile source data for various reasons, which are described in *Technical Memorandum #2 – Project Travel Demand Estimates for IBEC* contained in Appendix K.1.

Figure 3.14-7 displays the spatial distribution for weekday trips to The Forum and NBA Clippers games across the nine sub-area planning regions in Los Angeles County (as defined by Los

Angeles County Metropolitan Transportation Authority) as well as bordering counties. The percentage of trips originating from each subarea for concerts at The Forum and Clippers games at Staples Center are relatively similar. However, differences do exist in Central Los Angeles (where NBA attendees make up a greater share of attendees by 7 percent) and the Gateway Cities (where concert attendees make up a greater share of attendees by 6 percent). These differences are likely due to a number of factors such as frequency of attending events (i.e., most NBA game attendees are season ticket holders who attend multiple games each year and would be less likely to travel long distances for frequent games). In contrast, concert attendees are purchasing tickets for individual shows, and may be more willing to travel longer distances to attend a single show for an artist or band.

Figures 3.14-8 and 3.14-9 display expected trip distribution percentages for pre-event inbound and post-event outbound travel, respectively. These percentages consider not only the origin and destination of each trip, but also traffic management techniques (described in the following subsection) for each peak hour and permitted garage ingress/egress movements. Figure 3.14-8 indicates that 35 percent of project trips are expected on northbound Prairie Avenue approaching the Proposed Project. Another 24 percent originate from west (i.e., travel eastbound) along Century Boulevard. The direction of outbound travel after events is generally similar.

Trips were assigned to parking lots/garages in a manner that considers that most motorists would park in a location prior to reaching the site, but that some motorists would pass the site en route to either premium parking (i.e., in the south or west garage) or other reserved parking. Additionally, given the relative proportion of arriving traffic in each direction versus parking supply locations, some trips would necessarily have to pass through the Century Boulevard/Prairie Avenue intersection to access parking. For instance, the total parking supply in the West and South garages would not be sufficient to accommodate all motorists traveling northbound on Prairie Avenue. Some of these motorists would travel through the Century Boulevard/Prairie Avenue intersection to access parking in Hollywood Park.

For pre-event conditions, it is expected that some attendees traveling to the venue via a TNC would request to be dropped off near the plaza, versus in the designated East Parking Transportation Hub, or would exit their vehicle at other locations along the curb once the vehicle encounters heavy congestion. For analysis purposes, it is assumed that one-third of pre-event peak hour TNC drop-offs occur along a public street curb (i.e., along Prairie Avenue or Century Boulevard) while two-thirds (i.e., most traveling from the east) are dropped off in the East Transportation Hub. This approach is consistent with observations from other urban arenas, in which TNC drop-offs tend to occur adjacent to the venue unless precluded by physical barriers and/or enforcement. For post-event conditions, the arena is assumed to be placed within a ‘geofenced area’ in which attendees requesting a TNC are directed to meet the vehicle at the East Parking Garage. Thus, all post-event TNC pick-up activity would occur in this garage (or at a location further from the Proposed Project that would require a longer walk). The use of a geofence has been shown to be an effective means of controlling the location where TNC pick-

ups can occur; for example, a geofence is used at the LAX central terminal and at numerous other sporting/entertainment centers (e.g., Seattle Center, Levi's Stadium, etc.).

Figure 3.14-7 Spatial Distribution of Major Event Attendees

Figure 3.14-8 Inbound Trip Distribution for Major Event

Figure 3.14-9 Outbound Trip Distribution for Major Event

The analysis that follows is based on the premise that the regional distribution of NBA Clippers game attendees traveling to the Proposed Project is the same as the distribution of game attendees observed to currently travel to Staples Center. While it is conceivable that changes in fan base and thus distribution patterns may occur, it would be speculative to estimate the type and magnitude of such a shift. The distribution of trips to the Proposed Project for concerts is based on the distribution from concerts at The Forum, which is reasonable given their proximity.

Parking Garage Access and Traffic Management during Major Events

Figure 3.14-10 shows the permitted movements and lane configurations planned during the pre-event peak hour at the West and South Parking Garages for a major event. This figure also displays other traffic management elements (e.g., lane closures) assumed during the pre-event peak hour. **Figure 3.14-11** shows similar information for the post-event peak hour.

Lanes along Prairie Avenue would be temporarily modified to enable simultaneous dual left-turns and dual right-turns to enter the West Parking Garage driveway on Prairie Avenue. Traffic Control Officers (TCOs) would be stationed at specific locations to monitor conditions and in some instances, assign right-of-way.

The permitted turning movements at the West Parking Garage driveways are intended to empty that garage as quickly as possible while minimizing cross flows (i.e., motorists are pushed away from the arena toward streets that otherwise have capacity). To accomplish this, the following egress is planned for post-event conditions (see Figure 3.14-11):

- The West Parking Garage driveway on Century Boulevard would consist of three exiting lanes, all of which would turn left onto westbound Century Boulevard. This signalized intersection would operate with special traffic signal timings such that operations along Century Boulevard at Prairie Avenue and the garage driveway are coordinated.
- The West Parking Garage driveway on Prairie Avenue would be configured so that two lanes turn right onto southbound Prairie Avenue. By virtue of lane closures upstream on Prairie Avenue, these exiting lanes would be fed directly into the outside and middle southbound travel lanes on Prairie Avenue. One continuous southbound travel lane would be provided from Century Boulevard through the West Parking Garage driveway intersection.

For analysis purposes, TCOs were assumed to be positioned at several key intersections in the project vicinity including along Century Boulevard at the west garage entry, Prairie Avenue, Doty Avenue, the Hollywood Park Casino/east garage entry, and Yukon Avenue. TCOs would be situated on Prairie Avenue at the west garage entry.

The South Parking Garage would permit right-turns only at its driveway on Prairie Avenue before and after events. Access onto 102nd Street via Doty Avenue would also be provided.

Figure 3.14-10 Pre-Event Peak Hour Garage Access and Traffic Management

Figure 3.14-11 Post-Event Peak Hour Garage Access and Traffic Management

Intersection, Neighborhood Street, and Freeway Evaluation

Table 3.14-31 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Adjusted Baseline No Project and Adjusted Baseline Plus Project (Major Event) conditions for the three event-related peak hours (see Appendix K.3 for technical calculations). A number of intersections would be significantly impacted during each peak hour. Extensive vehicle queue spillbacks would occur on portions of eastbound Century Boulevard and northbound Prairie Avenue heading toward the Project Site.

For this and other scenarios involving micro-simulation, results are presented not only for each intersection’s LOS and delay, but also for the “percent demand served” by the entire simulation network. This metric quantifies the extent to which the entire hourly travel demand for a given intersection is able to be served within that hour. Under congested conditions, bottlenecks form in the system which can cause traffic not to be able to reach downstream intersections, or can cause blockages of upstream intersections by queued vehicles at the bottleneck. When the percent demand served falls well below 100 percent (e.g., to 75 to 85 percent for a large network such as this), the likelihood of ‘peak hour spreading’ (i.e., multiple hours of congestion) increases.

TABLE 3.14-31
 INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology ¹ ₂	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.766	C	0.864	D
				Weekday Post-Event	0.549	A	0.583	A
				Weekend Pre-Event	0.619	B	0.773	C
2	La Brea Ave/Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.677	B	0.689	B
				Weekday Post-Event	0.394	A	0.466	A
				Weekend Pre-Event	0.561	A	0.569	A
3	Hillcrest Blvd/Florence Ave	HCM	Inglewood	Weekday Pre-Event	9.0	A	8.9	A
				Weekday Post-Event	5.3	A	4.9	A
				Weekend Pre-Event	6.7	A	7.2	A
4	Centinela Ave/Florence Ave	HCM	Inglewood	Weekday Pre-Event	69.2	E	74.4	E
				Weekday Post-Event	29.9	C	33.5	C
				Weekend Pre-Event	24.9	C	25.1	C
5	Prairie Ave/Florence Ave	HCM	Inglewood	Weekday Pre-Event	28.7	C	66.2	E
				Weekday Post-Event	13.6	B	33.2	C
				Weekend Pre-Event	22.8	C	42.5	D
6	West Blvd/Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.957	E	1.016	F
				Weekday Post-Event	0.590	A	0.626	B
				Weekend Pre-Event	0.849	D	0.908	E
		CMA	City of Los Angeles	Weekday Pre-Event	0.814	D	0.877	D
				Weekday Post-Event	0.423	A	0.461	A
				Weekend Pre-Event	0.699	B	0.761	C

3. Environmental Setting, Impacts, and Mitigation Measures
 [STYLEREF "Heading 3" \n] [STYLEREF "Heading 3"]

#	Intersection	Methodology ¹ ₂	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekday Pre-Event	5.4	A	6.0	A
				Weekday Post-Event	1.2	A	1.3	A
				Weekend Pre-Event	3.3	A	3.1	A
8	Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekday Pre-Event	5.1	A	14.1	B
				Weekday Post-Event	3.8	A	4.4	A
				Weekend Pre-Event	4.7	A	4.4	A
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekday Pre-Event	10.1	B	21.8	C
				Weekday Post-Event	4.0	A	4.8	A
				Weekend Pre-Event	7.9	A	7.8	A
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.605	B	0.694	B
				Weekday Post-Event	0.468	A	0.566	A
				Weekend Pre-Event	0.553	A	0.642	B
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.743	C	0.865	D
				Weekday Post-Event	0.415	A	0.621	B
				Weekend Pre-Event	0.620	B	0.740	C
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	20.7	C	25.1	C
				Weekday Post-Event	9.6	A	11.4	B
				Weekend Pre-Event	14.3	B	15.3	B
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	9.3	A	18.5	B
				Weekday Post-Event	5.3	A	5.0	A
				Weekend Pre-Event	6.7	A	10.1	B
14	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	75.4	E	116.2	F
				Weekday Post-Event	26.4	C	36.7	D
				Weekend Pre-Event	35.4	D	64.0	E
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	18.4	B	72.1	E
				Weekday Post-Event	8.4	A	16.5	B
				Weekend Pre-Event	18.7	B	81.7	F
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.001	F	1.101	F
				Weekday Post-Event	0.580	A	0.851	D
				Weekend Pre-Event	0.834	D	0.901	E
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.557	A	0.622	B
				Weekday Post-Event	0.249	A	0.365	A
				Weekend Pre-Event	0.391	A	0.454	A
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.459	A	0.524	A
				Weekday Post-Event	0.252	A	0.392	A
				Weekend Pre-Event	0.399	A	0.464	A
19	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	28.9	C	55.6	E
				Weekday Post-Event	9.2	A	11.5	B
				Weekend Pre-Event	14.2	B	19.0	B
20	Kareem Ct/	HCM	Inglewood	Weekday Pre-Event	9.2	A	71.1	E

#	Intersection	Methodology ¹ ₂	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
	Pincay Dr			Weekday Post-Event	4.1	A	5.4	A
				Weekend Pre-Event	7.0	A	7.3	A
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	21.9	C	192.7	F
				Weekday Post-Event	17.2	B	17.7	B
				Weekend Pre-Event	20.7	C	20.4	C
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	40.2	D	42.4	D
				Weekday Post-Event	15.4	B	18.8	B
				Weekend Pre-Event	26.6	C	29.9	C
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	25.4	C	118.8	F
				Weekday Post-Event	17.8	B	25.3	C
				Weekend Pre-Event	24.1	C	34.2	C
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	11.0	B	42.4	D
				Weekday Post-Event	6.0	A	7.5	A
				Weekend Pre-Event	9.4	A	24.1	C
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	26.2	C	38.9	D
				Weekday Post-Event	11.0	B	22.0	C
				Weekend Pre-Event	18.1	B	31.6	C
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	17.4	B	63.1	E
				Weekday Post-Event	9.5	A	8.8	A
				Weekend Pre-Event	13.2	B	76.8	E
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	9.9	A	7.9	A
				Weekday Post-Event	5.9	A	6.2	A
				Weekend Pre-Event	9.0	A	9.5	A
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	17.6	B	36.4	D
				Weekday Post-Event	12.4	B	30.1	C
				Weekend Pre-Event	16.2	B	32.1	C
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekday Pre-Event	10.5	B	16.2	B
				Weekday Post-Event	5.2	A	5.7	A
				Weekend Pre-Event	8.1	A	8.3	A
30	Van Ness Ave/ Hardy St/ 96th St	ICU	Inglewood	Weekday Pre-Event	0.558	A	0.571	A
				Weekday Post-Event	0.329	A	0.390	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.469	A	0.473	A
				Weekday Pre-Event	0.488	A	0.502	A
31	La Cienega Blvd/SB 405 On/Off-Ramps (n/c Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekday Post-Event	0.243	A	0.308	A
				Weekend Pre-Event	0.393	A	0.397	A
				Weekday Pre-Event	21.2	C	242.8	F
				Weekday Post-Event	14.9	B	47.6	D
				Weekend Pre-Event	14.7	B	160.5	F
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekday Pre-Event	10.2	B	24.5	C
				Weekday Post-Event	6.0	A	12.1	B

#	Intersection	Methodology ¹ ₂	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekend Pre-Event	9.9	A	19.9	B
				Weekday Pre-Event	10.8	B	9.3	A
				Weekday Post-Event	9.3	A	9.7	A
				Weekend Pre-Event	11.5	B	11.3	B
34	La Cienega Blvd/ Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Pre-Event	36.7	D	57.8	E
				Weekday Post-Event	22.1	C	34.5	C
				Weekend Pre-Event	29.5	C	48.1	D
35	NB 405 On/Off-Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekday Pre-Event	14.9	B	100.9	F
				Weekday Post-Event	11.8	B	19.2	B
				Weekend Pre-Event	12.9	B	93.0	F
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	15.0	B	24.0	C
				Weekday Post-Event	12.9	B	46.5	D
				Weekend Pre-Event	13.9	B	13.6	B
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	33.3	C	146.7	F
				Weekday Post-Event	13.5	B	17.8	B
				Weekend Pre-Event	26.8	C	50.2	D
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	8.7	A	137.2	F
				Weekday Post-Event	4.5	A	6.0	A
				Weekend Pre-Event	5.6	A	117.9	F
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	7.5	A	72.2	E
				Weekday Post-Event	5.7	A	9.0	A
				Weekend Pre-Event	5.5	A	68.3	E
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	50.5	D	104.8	F
				Weekday Post-Event	24.3	C	104.2	F
				Weekend Pre-Event	38.3	D	117.0	F
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	9.6	A	46.6	D
				Weekday Post-Event	5.3	A	22.9	C
				Weekend Pre-Event	8.4	A	13.1	B
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	9.3	A	22.9	C
				Weekday Post-Event	5.5	A	78.2	E
				Weekend Pre-Event	8.5	A	10.8	B
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	58.2	E	132.0	F
				Weekday Post-Event	27.9	C	162.4	F
				Weekend Pre-Event	43.7	D	110.8	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	24.9	C	108.2	F
				Weekday Post-Event	11.5	B	135.4	F
				Weekend Pre-Event	28.3	C	86.4	E
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	80.5	F	126.8	F
				Weekday Post-Event	13.9	B	51.0	D
				Weekend Pre-Event	21.5	C	50.4	D

#	Intersection	Methodology ¹ ₂	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	50.7	D	117.6	F
				Weekday Post-Event	19.7	B	36.6	D
				Weekend Pre-Event	37.0	D	63.4	E
47	11th Ave/ Village Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	57.2	E	81.0	F
				Weekday Post-Event	16.9	B	94.4	F
				Weekend Pre-Event	23.3	C	45.4	D
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	58.3	E	151.3	F
				Weekday Post-Event	28.9	C	54.2	D
				Weekend Pre-Event	34.2	C	142.4	F
49	5th Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	15.4	B	74.9	E
				Weekday Post-Event	12.6	B	15.4	B
				Weekend Pre-Event	13.4	B	30.3	F
50	Van Ness Ave/ Century Blvd	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.754	C	0.790	C
				Weekday Post-Event	0.401	A	0.642	B
				Weekend Pre-Event	0.656	B	0.740	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.696	B	0.736	C
				Weekday Post-Event	0.321	A	0.578	A
				Weekend Pre-Event	0.593	A	0.683	B
51	Gramercy Pl/ Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.384	A	0.421	A
				Weekday Post-Event	0.243	A	0.452	A
				Weekend Pre-Event	0.360	A	0.428	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.203	A	0.243	A
				Weekday Post-Event	0.077	A	0.275	A
				Weekend Pre-Event	0.177	A	0.249	A
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.709	C	0.831	D
				Weekday Post-Event	0.306	A	0.628	B
				Weekend Pre-Event	0.591	A	0.765	C
53	La Cienega Blvd/SB 405 On/Off-Ramps (s/o Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekday Pre-Event	10.1	B	13.3	B
				Weekday Post-Event	8.8	A	10.3	B
				Weekend Pre-Event	9.2	A	10.0	A
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekday Pre-Event	9.4	A	62.5	F
				Weekday Post-Event	4.6	A	279.3	F
				Weekend Pre-Event	8.2	A	23.0	C
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	6.6	A	26.0	D
				Weekday Post-Event	5.1	A	4.9	A
				Weekend Pre-Event	6.5	A	8.6	A
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	64.9	F	298.7	F
				Weekday Post-Event	6.4	A	13.9	B
				Weekend Pre-Event	14.9	B	56.8	F

3. Environmental Setting, Impacts, and Mitigation Measures
 [STYLEREF "Heading 3" \n] [STYLEREF "Heading 3"]

#	Intersection	Methodology ¹ ₂	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					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	9.7	A	10.4	B
				Weekday Post-Event	5.4	A	5.6	A
				Weekend Pre-Event	7.8	A	7.8	A
58	Inglewood Ave/ 104th St	HCM	Los Angeles County	Weekday Pre-Event	17.9	B	27.5	C
				Weekday Post-Event	6.8	A	7.9	A
				Weekend Pre-Event	13.8	B	14.7	B
59	Hawthorne Blvd/ 104th St	HCM	Inglewood/ Los Angeles County	Weekday Pre-Event	25.9	C	85.8	F
				Weekday Post-Event	16.0	B	76.0	E
				Weekend Pre-Event	25.5	C	105.9	F
60	Prairie Ave/104th St	HCM	Inglewood	Weekday Pre-Event	19.5	B	155.0	F
				Weekday Post-Event	7.6	A	64.1	E
				Weekend Pre-Event	12.1	B	126.2	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	8.6	A	90.1	F
				Weekday Post-Event	5.5	A	7.7	A
				Weekend Pre-Event	7.7	A	27.5	D
62	Yukon Ave/104th St	HCM	Inglewood	Weekday Pre-Event	15.7	B	146.6	F
				Weekday Post-Event	7.8	A	12.4	B
				Weekend Pre-Event	15.4	B	36.4	D
63	Crenshaw Blvd/ 104th St	HCM	Inglewood	Weekday Pre-Event	35.5	D	94.1	F
				Weekday Post-Event	11.7	B	41.3	D
				Weekend Pre-Event	22.5	C	189.2	F
64	Van Ness Ave/ 104th St	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.525	A	0.544	A
				Weekday Post-Event	0.301	A	0.327	A
				Weekend Pre-Event	0.430	A	0.443	A
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.704	C	0.720	C
				Weekday Post-Event	0.447	A	0.639	B
				Weekend Pre-Event	0.612	B	0.628	B
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	8.2	A	217.4	F
				Weekday Post-Event	5.3	A	6.2	A
				Weekend Pre-Event	5.4	A	128.7	F
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	23.6	C	45.3	D
				Weekday Post-Event	5.2	A	22.5	C
				Weekend Pre-Event	12.3	B	46.0	D
68	Prairie Ave/108th St	HCM	Inglewood	Weekday Pre-Event	15.2	B	53.7	D
				Weekday Post-Event	7.1	A	16.3	B
				Weekend Pre-Event	12.1	B	64.7	E
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Pre-Event	10.3	B	11.8	B
				Weekday Post-Event	6.1	A	8.5	A
				Weekend Pre-Event	9.7	A	12.0	B
70	Crenshaw	ICU	Inglewood	Weekday Pre-Event	0.489	A	0.641	B

#	Intersection	Methodology ¹ ₂	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
71	Blvd/ 109th St	ICU	Hawthorne/Lo s Angeles County	Weekday Post-Event	0.289	A	0.473	A
				Weekend Pre-Event	0.439	A	0.583	A
				Weekday Pre-Event	0.706	C	0.748	C
72	Prairie Ave/111th St	HCM	Inglewood	Weekday Post-Event	0.382	A	0.554	A
				Weekend Pre-Event	0.575	A	0.639	B
				Weekday Pre-Event	39.8	D	27.9	C
73	Yukon Ave/111th St	HCM	Inglewood	Weekday Post-Event	9.5	A	40.5	D
				Weekend Pre-Event	20.2	C	28.7	C
				Weekday Pre-Event	9.2	A	8.6	A
74	Hawthorne Blvd/ WB 105 Off- Ramp	ICU	Hawthorne	Weekday Post-Event	0.690	B	0.804	D
				Weekend Pre-Event	0.438	A	0.610	B
		HCM	Caltrans	Weekday Post-Event	0.577	A	0.694	B
Weekend Pre-Event	20.3			C	25.0	C		
75	Prairie Ave/ 112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekday Post-Event	14.6	B	17.7	B
				Weekend Pre-Event	17.4	B	20.1	C
				Weekday Pre-Event	55.5	E	64.4	E
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Post-Event	19.8	B	99.3	F
				Weekend Pre-Event	38.2	D	47.5	D
				Weekday Pre-Event	0.766	C	0.770	C
77	Freeman Ave/ EB 105 On- Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Post-Event	0.391	A	0.426	A
				Weekend Pre-Event	0.576	A	0.608	B
				Weekday Pre-Event	23.0	C	23.0	C
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	13.1	B	21.5	C
				Weekend Pre-Event	16.3	B	16.5	B
				Weekday Pre-Event	54.7	D	45.9	D
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	30.8	C	34.2	C
				Weekend Pre-Event	57.2	E	42.4	D
				Weekday Pre-Event	14.6	B	12.8	B
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Post-Event	8.4	A	10.7	B
				Weekend Pre-Event	11.6	B	11.6	B
				Weekday Pre-Event	16.3	B	14.1	B
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Post-Event	7.7	A	12.2	B
				Weekend Pre-Event	13.1	B	11.9	B
				Weekday Pre-Event	0.825	D	0.974	E
82	Prairie Ave/118th St	HCM	Hawthorne	Weekday Post-Event	0.440	A	0.668	B
				Weekend Pre-Event	0.757	C	0.907	E
				Weekday Pre-Event	30.3	C	21.6	C
				Weekday Post-Event	11.1	B	10.7	B

3. Environmental Setting, Impacts, and Mitigation Measures
 [STYLEREF "Heading 3" \n] [STYLEREF "Heading 3"]

#	Intersection	Methodology ¹ ₂	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
83	Crenshaw Blvd/ WB 105 Off-Ramp/ 118th Pl	ICU	Hawthorne	Weekend Pre-Event	17.5	B	18.3	B
				Weekday Pre-Event	0.748	C	0.970	E
				Weekday Post-Event	0.550	A	0.737	C
		HCM	Caltrans	Weekend Pre-Event	0.748	C	0.970	E
				Weekday Pre-Event	20.9	C	65.4	E
				Weekday Post-Event	11.3	B	17.7	B
84	Prairie Ave/ 120th St	ICU	Hawthorne	Weekend Pre-Event	17.6	B	27.6	C
				Weekday Pre-Event	58.2	E	45.5	D
				Weekday Post-Event	18.4	B	19.6	B
		HCM	Caltrans	Weekend Pre-Event	24.4	C	24.6	C
				Weekday Pre-Event	0.703	C	0.742	C
				Weekday Post-Event	0.613	B	0.820	D
85	EB 105 On/Off-Ramp/ 120th St	ICU	Hawthorne	Weekend Pre-Event	0.786	C	0.834	D
				Weekday Pre-Event	17.8	B	22.3	C
				Weekday Post-Event	16.9	B	21.5	C
		HCM	Caltrans	Weekend Pre-Event	27.2	C	29.4	C
				Weekday Pre-Event	0.733	C	0.846	D
				Weekday Post-Event	0.588	A	1.032	F
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekend Pre-Event	0.765	C	0.888	D
				Weekday Pre-Event	0.412	A	0.424	A
				Weekday Post-Event	0.248	A	0.268	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.284	A	0.296	A
				Weekday Pre-Event	0.233	A	0.246	A
				Weekday Post-Event	0.079	A	0.089	A
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.098	A	0.109	A
				Weekday Pre-Event	0.787	C	0.801	D
				Weekday Post-Event	0.444	A	0.487	A
		ICU	Los Angeles County	Weekend Pre-Event	0.648	B	0.662	B
				Weekday Pre-Event	19.5	B	100.6	F
				Weekday Post-Event	10.4	B	109.9	F
88	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	14.7	B	91.7	F
				Weekday Pre-Event	5.4	A	8.0	A
				Weekday Post-Event	3.2	A	6.6	A
		HCM	Inglewood	Weekend Pre-Event	4.5	A	7.4	A
				Weekday Pre-Event	0.884	D	1.014	F
				Weekday Post-Event	0.489	A	0.777	C
89	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekend Pre-Event	0.760	C	0.917	E
				Weekday Pre-Event	0.750	C	0.798	C
				Weekday Post-Event	0.429	A	0.620	B
		ICU	Los Angeles County	Weekend Pre-Event	0.642	B	0.725	C

#	Intersection	Methodology ¹ ₂	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
93	Hoover St/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.654	B	0.709	C
				Weekday Post-Event	0.282	A	0.504	A
				Weekend Pre-Event	0.530	A	0.626	B
		CMA	City of Los Angeles	Weekday Pre-Event	0.487	A	0.503	A
				Weekday Post-Event	0.169	A	0.347	A
				Weekend Pre-Event	0.409	A	0.482	A
94	Figueroa St/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.694	B	0.712	C
				Weekday Post-Event	0.305	A	0.467	A
				Weekend Pre-Event	0.568	A	0.655	B
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.407	A	0.496	A
				Weekday Post-Event	0.224	A	0.346	A
				Weekend Pre-Event	0.347	A	0.438	A
		HCM	Caltrans	Weekday Pre-Event	19.6	B	21.7	C
				Weekday Post-Event	12.1	B	14.5	B
				Weekend Pre-Event	19.6	B	24.8	C
96	Olive St/ 110 NB On- Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.413	A	0.442	A
				Weekday Post-Event	0.217	A	0.380	A
				Weekend Pre-Event	0.375	A	0.404	A
		HCM	Caltrans	Weekday Pre-Event	9.4	A	10.0	A
				Weekday Post-Event	6.8	A	8.8	A
				Weekend Pre-Event	9.8	A	10.1	B
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.004	F	1.036	F
				Weekday Post-Event	0.530	A	0.779	C
				Weekend Pre-Event	0.862	D	0.950	E
		CMA	City of Los Angeles	Weekday Pre-Event	0.864	D	0.897	D
				Weekday Post-Event	0.357	A	0.625	B
				Weekend Pre-Event	0.712	C	0.806	D
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.914	E	0.936	E
				Weekday Post-Event	0.419	A	0.685	B
				Weekend Pre-Event	0.778	C	0.877	D
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.663	B	0.693	B
				Weekday Post-Event	0.327	A	0.464	A
				Weekend Pre-Event	0.537	A	0.611	B
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.679	B	0.731	C
				Weekday Post-Event	0.380	A	0.531	A
				Weekend Pre-Event	0.540	A	0.607	B
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.609	B	0.653	B
				Weekday Post-Event	0.325	A	0.463	A
				Weekend Pre-Event	0.521	A	0.605	B
102	Figueroa St/	CMA	City of Los Angeles	Weekday Pre-Event	0.816	D	0.826	D

#	Intersection	Methodology ¹ ₂	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
103	Manchester Blvd 110 SB On/Off-Ramps/ Manchester Blvd	CMA	Angeles City of Los Angeles	Weekday Post-Event	0.568	A	0.719	C
				Weekend Pre-Event	0.640	B	0.725	C
				Weekday Pre-Event	0.503	A	0.594	A
				Weekday Post-Event	0.472	A	0.567	A
				Weekend Pre-Event	0.414	A	0.503	A
				Weekday Pre-Event	9.2	A	13.8	B
104	110 NB On/Off-Ramps/ Manchester Blvd	HCM	Caltrans	Weekday Post-Event	10.3	B	11.9	B
				Weekend Pre-Event	11.0	B	15.2	B
				Weekday Pre-Event	0.511	A	0.516	A
				Weekday Post-Event	0.383	A	0.460	A
				Weekend Pre-Event	0.514	A	0.519	A
				Weekday Pre-Event	14.9	B	14.2	B
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Post-Event	12.7	B	11.7	B
				Weekend Pre-Event	18.7	B	18.8	B
				Weekday Pre-Event	0.787	C	0.923	E
				Weekday Post-Event	0.353	A	0.515	A
				Weekend Pre-Event	0.653	B	0.788	C
				Weekday Pre-Event	0.739	C	0.767	C
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Post-Event	0.322	A	0.398	A
				Weekend Pre-Event	0.597	A	0.624	B
				Weekday Pre-Event	0.893	D	0.905	E
				Weekday Post-Event	0.433	A	0.481	A
				Weekend Pre-Event	0.764	C	0.771	C
				Weekday Pre-Event	0.925	E	0.963	F
108	La Cienega Blvd/Centinel Ave	ICU	Inglewood	Weekday Post-Event	0.652	B	0.660	B
				Weekend Pre-Event	0.950	E	0.989	E
				Weekday Pre-Event	0.859	D	0.904	E
				Weekday Post-Event	0.542	A	0.552	A
				Weekend Pre-Event	0.889	D	0.936	E
				Weekday Pre-Event	0.696	B	0.712	C
109	La Cienega Blvd/La Tijera Blvd	ICU	Inglewood	Weekday Post-Event	0.432	A	0.448	A
				Weekend Pre-Event	0.638	B	0.655	B
				Weekday Pre-Event	0.525	A	0.541	A
				Weekday Post-Event	0.249	A	0.266	A
				Weekend Pre-Event	0.466	A	0.483	A
				Weekday Pre-Event	0.875	D	0.882	D
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekday Post-Event	0.502	A	0.502	A
				Weekend Pre-Event	0.737	C	0.744	C
				Weekday Pre-Event				

#	Intersection	Methodology ¹ ₂	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
111	La Cienega Blvd/Stocker St	ICU	Los Angeles County	Weekday Pre-Event	0.928	E	0.930	E
				Weekday Post-Event	0.577	A	0.597	A
				Weekend Pre-Event	0.872	D	0.875	D
112	La Brea Ave/Overhill Drive/Stocker St	ICU	Los Angeles County	Weekday Pre-Event	1.033	F	1.040	F
				Weekday Post-Event	0.549	A	0.549	A
				Weekend Pre-Event	0.798	C	0.798	C
113	Crenshaw Dr/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.690	B	0.807	D
				Weekday Post-Event	0.389	A	0.399	A
				Weekend Pre-Event	0.586	A	0.701	C
114	Manchester Blvd/Ash St/-405 NB Off-Ramp	ICU	Inglewood	Weekday Pre-Event	0.722	C	0.815	D
				Weekday Post-Event	0.496	A	0.606	B
				Weekend Pre-Event	0.667	B	0.749	C
115	Century Blvd/West Structure Driveway	HCM	Caltrans	Weekday Pre-Event	18.1	B	20.7	C
				Weekday Post-Event	14.7	B	14.9	B
				Weekend Pre-Event	17.6	B	18.2	B
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event			N / A	N / A
				Weekday Post-Event	Does Not Exist		80.6	F
				Weekend Pre-Event			N / A	N / A
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event			55.5	E
				Weekday Post-Event	Does Not Exist		N / A	N / A
				Weekend Pre-Event			26.1	C

NOTES:

Shaded cells represent significant impacts.

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

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

³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions. 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, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

Table 3.14-32 displays the average weekday and weekend daily traffic volumes on the neighborhood street study segments under adjusted baseline Conditions for No Project and Plus Project (Major Event) conditions.

**TABLE 3.14-32
 NEIGHBORHOOD STREET SEGMENT TRAFFIC VOLUMES – ADJUSTED BASELINE PLUS PROJECT (MAJOR
 EVENT) CONDITIONS**

Segment	Functional Class	Adjusted Baseline No Project Conditions		Adjusted Baseline Plus Project (Major Event) Conditions	
		Weekday ADT ¹	Weekend ADT ¹	Weekday ADT ¹	Weekend ADT ¹
Hardy Street, west of Prairie Avenue	Collector	6,555	5,554	6,733	5,732
97th Street, west of Prairie Avenue	Local	1,019	959	1,197	1,137
99th Street, west of Prairie Avenue	Local	1,146	1,035	1,324	1,213
Myrtle Avenue, north of Century Boulevard	Collector	4,355	3,619	4,539	3,803
Flower Street, north of Century Boulevard	Local	2,727	2,602	2,905	2,780
Freeman Avenue, south of Century Boulevard	Collector	4,010	3,210	4,614	3,729
101st Street, west of Prairie Avenue	Local	1,137	966	747	661
102nd Street, west of Prairie Avenue	Local	1,814	1,250	1,085	803
102nd Street, between Prairie Avenue and Doty Avenue	Local	5,661	4,099	1,394	1,223
102nd Street, between Doty Avenue and Yukon Avenue	Local	4,606	3,101	3,549	2,632
103rd Street, west of Prairie Avenue	Local	1,042	598	1,320	833
Doty Avenue, south of 102nd Street	Collector	2,244	1,928	3,624	3,139
Yukon Avenue, south of 102nd Street	Collector	13,059	11,600	14,962	13,442
104th Street, west of Prairie Avenue	Collector	3,867	3,598	5,027	4,720
104th Street, between Prairie Avenue and Doty Avenue	Collector	5,967	5,511	10,050	9,365
104th Street, between Doty Avenue and Yukon Avenue	Collector	5,357	5,033	7,716	7,310
104th Street, east of Dixon Avenue	Collector	9,001	7,572	10,232	8,803
Doty Avenue, south of 104th Street	Collector	1,945	1,651	2,124	1,830
Yukon Avenue, south of 104th Street	Collector	9,224	8,008	9,959	8,743
105th Street, between Prairie Avenue and Doty Avenue	Local	1,391	1,142	1,569	1,320
106th Street, between Prairie Avenue and Doty Avenue	Local	1,406	1,373	1,584	1,551
107th Street, between Prairie Avenue and Doty Avenue	Local	909	1,623	1,087	1,801
108th Street, between Prairie Avenue and Doty Avenue	Collector	4,434	3,764	4,655	3,985
Doty Avenue, south of 109th Street	Collector	2,453	1,996	2,632	2,175
Yukon Avenue, south of 109th Street	Collector	7,455	6,467	7,964	6,976
109th Street, between Yukon Avenue and Lemoli Avenue	Local	2,898	2,169	3,158	2,429
Doty Avenue, north of Imperial Highway	Collector	4,220	3,645	4,399	3,824
Yukon Avenue, north of Imperial Highway	Collector	7,576	6,875	7,961	7,260

NOTES:

¹ ADT represents average daily traffic (total volume in both directions).

Above results are applicable for both major events consisting of an NBA basketball game and a concert based on their very similar levels of

Segment	Functional Class	Adjusted Baseline No Project Conditions		Adjusted Baseline Plus Project (Major Event) Conditions	
		Weekday ADT ¹	Weekend ADT ¹	Weekday ADT ¹	Weekend ADT ¹
usage of neighborhood streets. Total traffic levels on these streets are within 1 percent of each other.					
Shaded cells represent significant impacts.					
SOURCE: Fehr & Peers, 2019.					

Table 3.14-33 shows the Adjusted Baseline LOS on freeway mainline segments for the three event-related peak hours, without and with trips generated by a major event. Table 3.14-34 shows the 95th percentile vehicle queues at freeway off-ramps for these scenarios. A major event would cause degraded operations at several facilities, some of which are considered significant. A major event would also cause three freeway off-ramps during the weekday pre-event peak hour and two freeway off-ramps during the weekend pre-event peak hour to experience queuing that exceeds the applicable threshold.

TABLE 3.14-33
FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday Pre-Event	23.25	C	24.50	C
				Weekday Post-Event	19.83	B	20.20	C
				Weekend Pre-Event	22.28	C	24.71	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday Pre-Event	17.91	B	19.58	B
				Weekday Post-Event	15.19	B	15.52	B
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On- Ramp	Basic	Weekend Pre-Event	18.47	B	20.05	C
				Weekday Pre-Event	13.60	B	17.09	B
				Weekday Post-Event	11.33	B	11.61	B
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekend Pre-Event	13.71	B	16.00	B
				Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post-Event	-	F ²	-	F ²
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekend Pre-Event	-	F ²	-	F ²
				Weekday Pre-Event	15.49	B	17.52	B
				Weekday Post-Event	12.82	B	12.98	B
6	I-405 Northbound	Century Blvd Off-Ramp	Diverge	Weekend Pre-Event	14.58	B	15.92	B
				Weekday Pre-Event	11.51	B	13.83	B
				Weekday Post-Event	8.81	A	9.00	A
7	I-405 Northbound	Century Blvd Off-Ramp to Century Blvd On-Ramp	Basic	Weekend Pre-Event	10.67	A	12.20	B
				Weekday Pre-Event	10.02	A	10.41	A
				Weekday Post-Event	5.66	A	5.69	A
8	I-405 Northbound	Century Blvd On-Ramp	Merge	Weekend Pre-Event	9.64	A	9.78	A
				Weekday Pre-Event	16.20	B	16.60	B
				Weekday Post-Event	12.24	B	12.70	B
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekend Pre-Event	15.14	B	15.31	B
				Weekday Pre-Event	16.71	B	17.15	B
				Weekday Post-Event	13.75	B	19.42	B
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre-Event	15.47	B	15.80	B
				Weekday Pre-Event	—	F	—	F
				Weekday Post-Event	—	F	—	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekend Pre-Event	—	F	—	F
				Weekday Pre-Event	29.81	D	30.14	D
				Weekday Post-Event	19.68	C	22.39	C
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekend Pre-Event	25.12	C	25.30	C
				Weekday Pre-Event	32.02	D	32.40	D
				Weekday Post-Event	19.18	B	26.62	C
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekend Pre-Event	27.21	C	27.45	C
				Weekday Pre-Event	—	F	—	F
				Weekday Post-Event	16.67	B	17.34	B
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekend Pre-Event	—	F	—	F
				Weekday Pre-Event	—	F	—	F
				Weekday Post-Event	17.28	B	17.30	B
15	I-405 Southbound	La Cienega Blvd On-Ramp	Weave	Weekend Pre-Event	—	F	—	F
				Weekday Pre-Event	—	F	—	F
				Weekday Post-Event	22.40	C	22.41	C

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
16	I-405 Southbound	to C/D Off- Ramp La Cienega Blvd Off-Ramp (n/o Century Blvd.)	Diverge	Weekend Pre-Event	—	F	—	F
				Weekday Pre-Event	11.89	B	15.13	B
				Weekday Post-Event	9.94	A	9.96	A
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekend Pre-Event	11.96	B	15.61	B
				Weekday Pre-Event	5.30	A	7.36	A
				Weekday Post-Event	4.01	A	4.02	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekend Pre-Event	6.58	A	9.09	A
				Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post-Event	-	F ²	-	F ²
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekend Pre-Event	-	F ²	-	F ²
				Weekday Pre-Event	-	F ²	-	F ²
				Weekday Post-Event	-	F ²	-	F ²
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekend Pre-Event	9.17	A	9.43	A
				Weekday Pre-Event	5.39	A	5.65	A
				Weekday Post-Event	7.89	A	14.38	B
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre-Event	11.13	B	11.23	B
				Weekday Pre-Event	15.51	B	18.01	C
				Weekday Post-Event	18.09	C	18.19	C
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekend Pre-Event	-	F ²	-	F ²
				Weekday Pre-Event	12.83	B	14.67	B
				Weekday Post-Event	14.46	B	14.56	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekend Pre-Event	-	F ²	-	F ²
				Weekday Pre-Event	14.85	B	16.89	B
				Weekday Post-Event	14.62	B	14.71	B
24	I-105 Eastbound	I-405 SB On- Ramp	Merge	Weekend Pre-Event	16.04	B	16.73	B
				Weekday Pre-Event	17.27	B	18.41	C
				Weekday Post-Event	16.63	B	18.15	C
25	I-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekend Pre-Event	-	F ²	-	F ²
				Weekday Pre-Event	23.29	C	24.70	C
				Weekday Post-Event	23.47	C	26.26	C
26	I-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre-Event	13.63	B	14.20	B
				Weekday Pre-Event	14.81	B	16.03	B
				Weekday Post-Event	11.44	B	12.04	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off- Ramp	Weave	Weekend Pre-Event	-	F ²	-	F ²
				Weekday Pre-Event	18.97	B	—	F
				Weekday Post-Event	-	F ²	-	F ²
28	I-105 Eastbound	120th St Off- Ramp to 120th	Basic	Weekend Pre-Event	-	F ²	-	F ²
				Weekday Pre-Event	17.31	B	24.92	C

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#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
		St On-Ramp		Weekend Pre-Event	-	F ²	-	F
29	I-105 Eastbound	120th St On- Ramp	Merge	Weekday Pre-Event	16.21	B	17.13	B
				Weekday Post-Event	14.81	B	23.49	C
				Weekend Pre-Event	14.22	B	15.21	B
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	23.09	C	23.84	C
				Weekday Post-Event	20.58	C	27.56	C
				Weekend Pre-Event	21.19	C	22.00	C
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday Pre-Event	19.38	C	20.32	C
				Weekday Post-Event	17.23	B	26.26	D
				Weekend Pre-Event	17.24	B	18.25	C
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday Pre-Event	20.37	C	27.84	C
				Weekday Post-Event	17.24	B	17.73	B
				Weekend Pre-Event	21.64	C	29.87	D
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday Pre-Event	21.66	C	33.36	D
				Weekday Post-Event	17.73	B	18.34	C
				Weekend Pre-Event	21.39	C	34.52	D
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday Pre-Event	21.66	C	33.36	D
				Weekday Post-Event	17.73	B	18.34	C
				Weekend Pre-Event	21.39	C	34.52	D
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday Pre-Event	20.78	C	29.85	D
				Weekday Post-Event	17.67	B	18.06	C
				Weekend Pre-Event	20.40	C	31.39	D
36	I-105 Westbound	Crenshaw Blvd NB Loop On- Ramp	Merge	Weekday Pre-Event	18.69	C	24.75	C
				Weekday Post-Event	14.55	B	15.01	B
				Weekend Pre-Event	17.20	B	24.28	C
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	16.89	B	21.64	C
				Weekday Post-Event	13.14	B	13.61	B
				Weekend Pre-Event	16.13	B	21.75	C
38	I-105 Westbound	Prairie/Hawthor ne Ave Off- Ramp	Diverge	Weekday Pre-Event	24.91	C	32.89	D
				Weekday Post-Event	18.62	C	19.13	C
				Weekend Pre-Event	24.42	C	33.94	D
39	I-105 Westbound	Prairie/Hawthor ne Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	25.05	C	27.61	D
				Weekday Post-Event	18.57	C	19.03	C
				Weekend Pre-Event	24.77	C	27.01	D
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday Pre-Event	—	F	—	F
				Weekday Post-Event	—	F	—	F
				Weekend Pre-Event	—	F	—	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday Pre-Event	21.67	C	21.79	C
				Weekday Post-Event	18.22	C	19.87	C
				Weekend Pre-Event	22.21	C	22.40	C
42	I-110 Northbound	101st St On- Ramp to n/o Century Blvd On-Ramp	Basic	Weekday Pre-Event	28.01	D	28.21	D
				Weekday Post-Event	23.00	C	25.28	C
				Weekend Pre-Event	28.90	D	29.23	D
43	I-110 Northbound	Century Blvd On-Ramp to	Weave	Weekday Pre-Event	29.48	D	30.11	D
				Weekday Post-Event	23.48	C	29.00	D

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
44	I-110 Northbound	Manchester Blvd Off-Ramp to Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekend Pre-Event	30.19	D	30.94	D
				Weekday Pre-Event	25.13	C	25.59	C
				Weekday Post-Event	19.26	C	23.21	C
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre-Event	25.92	C	26.50	D
				Weekday Pre-Event	25.30	C	25.95	C
				Weekday Post-Event	20.77	C	27.87	C
46	I-110 Northbound	WB Manchest er Blvd On- Ramp to 76th St Off-Ramp	Weave	Weekend Pre-Event	25.13	C	25.88	C
				Weekday Pre-Event	27.37	C	28.01	D
				Weekday Post-Event	21.58	C	28.19	D
47	I-110 Southbound	76th St On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre-Event	28.37	D	29.14	D
				Weekday Pre-Event	19.19	B	24.05	C
				Weekday Post-Event	23.37	C	23.82	C
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchest er Blvd On- Ramp	Basic	Weekend Pre-Event	23.78	C	29.21	D
				Weekday Pre-Event	17.49	B	20.66	C
				Weekday Post-Event	21.36	C	21.51	C
49	I-110 Southbound	WB Manchest er Blvd On- Ramp	Merge	Weekend Pre-Event	21.17	C	25.52	C
				Weekday Pre-Event	19.72	B	22.27	C
				Weekday Post-Event	22.17	C	22.28	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre-Event	22.95	C	26.25	C
				Weekday Pre-Event	21.95	C	24.60	C
				Weekday Post-Event	23.33	C	23.45	C
51	I-110 Southbound	Century Blvd Off-Ramp	Diverge	Weekend Pre-Event	21.17	C	24.58	C
				Weekday Pre-Event	27.52	C	31.69	D
				Weekday Post-Event	28.85	D	29.12	D
52	I-110 Southbound	Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekend Pre-Event	28.36	D	31.86	D
				Weekday Pre-Event	16.39	B	17.58	B
				Weekday Post-Event	17.52	B	17.53	B
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekend Pre-Event	15.57	B	17.45	B
				Weekday Pre-Event	23.34	C	24.78	C
				Weekday Post-Event	20.04	C	20.06	C
				Weekend Pre-Event	20.54	C	22.83	C

NOTES:

- Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions.
- LOS F reported for this component 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 3.14-34
**FREEWAY OFF-RAMP QUEUING ANALYSIS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) PRE-
 EVENT PEAK HOUR CONDITIONS**

Off-Ramp ¹	Ramp	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
		Pre-Event Conditions		Pre-Event Conditions	

	Capacity Threshold ²	95th Percentile Queue (ft.) ³		Queue Exceeds Available Storage ⁴		95th Percentile Queue (ft.) ³		Queue Exceeds Available Storage ⁴	
		Week-day	Week-end	Week-day	Week-end	Week-day	Week-end	Week-day	Week-end
		I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	250	175	No	No	1,925	2,000
I-405 NB Off-Ramp at Century Boulevard	3,600	325	300	No	No	4,075	2,925	Yes	No
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	275	200	No	No	1,950	2,025	Yes	Yes
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	1,111	936	No	No	1,760	1,137	No	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	950	1,025	No	No	1,175	1,600	No	No
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	3,209	3,013	No	No	5,465	4,541	Yes	Yes
I-105 EB Off-Ramp at 120th St	3,850	613	993	No	No	716	1,048	No	No
I-110 SB Off-Ramp at Century Boulevard	2,430	748	756	No	No	1,121	1,312	No	No
I-110 SB Off-Ramp at Manchester Boulevard	3,215	803	1,046	No	No	1,324	1,518	No	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,285	1,351	No	No	1,285	1,351	No	No

NOTES:

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

SOURCE: Fehr & Peers, 2019.

Key findings from the above tables include the following:

- With respect to intersections:
 - Proposed Project impacts on intersections are more frequent during the weekday pre-event peak hour (40 impacted intersections) than during the other two study periods (11 during the weekday post-event hour and 26 during the weekend pre-event hour).
- With respect to freeway facilities:
 - Proposed Project impacts on freeway segments are generally more extensive during the weekday pre-event peak hour than during the other two study periods.

- With respect to freeway off-ramp queuing:
 - Proposed Project impacts on freeway off-ramp queuing are significant at three off-ramps during weekday pre-event peak hour and one off-ramp during the weekday pre-event peak hour.

Transit System Evaluation

The Proposed Project ancillary land uses are expected to generate a modest number of new bus riders. According to Table 3.14-14, the external vehicle trips were reduced by 17 in the AM peak hour and 24 in the PM peak hour to reflect trips made by walking, bicycling, or riding the bus. Those that choose to ride the bus would be dispersed over three different lines (Metro Line 117 on Century Boulevard and Lines 211 and 212 on Prairie Avenue) that operate in all directions with headways every 15 to 30 minutes during peak periods. Given that there is reserve capacity on these lines, the Proposed Project ancillary land uses would not cause ridership on any of these bus lines to exceed their load capacity.

Based on the data presented in Table 3.14-19, a 2,000-person weekday Daytime Event at the Proposed Project would generate 21 bus riders during the AM peak hour. Based on the data presented in Table 3.14-20, a 7,500-person weekday Daytime Event would generate 99 bus riders during the PM peak hour. According to *Technical Memorandum #1 – Supplemental Information Regarding Existing Conditions* (in Appendix K.1), Metro Lines 117, 211, and 212 experience existing peak hour ridership levels that represent less than 50 percent of the directional capacity of each line. Therefore, these routes have reserve capacity (to accommodate up to 700 additional riders). Thus, a weekday Daytime Event at the Proposed Project would not cause ridership on any of these bus lines to exceed its load capacity.

Light rail ridership under adjusted baseline conditions is expected to increase over current conditions due to the opening of the Crenshaw/LAX Transit Line. Because the Crenshaw/LAX Transit Line is not yet operational, ridership data is unavailable. Accordingly, to analyze ridership and reserve capacity on this line, 2025 ridership forecasts were obtained from Metro, and specifically the forecasts associated with the Metro board recommended Alternative C-3.¹³ This alternative consists of an interline train between existing Norwalk Station (Green Line) and Expo/Crenshaw, and a short line train between Willowbrook/Rosa Parks Station and Redondo Beach Station (Green Line). To convert to a peak hour estimate of ridership on the Crenshaw/LAX Transit Line, the analysis used the ratio of AM peak hour riders (which was provided by Metro) to peak period riders from the 2025 ridership data provided by Metro at the Hawthorne/Lennox and Downtown Inglewood Stations. This ratio, 17 percent, was used as it represents conditions at the stations closest to the Project Site, to convert from peak period ridership to PM peak hour ridership. Metro has not prepared weekend forecasts for the Crenshaw/LAX line. To estimate weekend ridership, the analysis was based on the ratio of existing weekday peak hour load and weekend peak hour load, which is 21 percent on the Green Line. To estimate hourly load, the

boardings and alightings were added and subtracted at each station, to calculate the remaining hourly on-vehicle load.

The transit mode share model (see *Technical Memorandum #2 – Project Travel Demand Estimates for IBEC* in Appendix K.1) was used to estimate the directionality of Proposed Project light rail riders and their relative use of the Downtown Inglewood station along the Crenshaw/LAX Line or the Hawthorne/Lennox Station along the Green Line. **Table 3.14-35** displays the expected usage of various light rail lines and stations for each of the peak hours being studied. As shown, the majority of riders are expected to board/alight to/from the north (toward the Expo Line) at the Downtown Inglewood Station, or board/alight to/from the east (on the Green Line) at the Hawthorne/Lennox Station.

TABLE 3.14-35
DIRECTIONALITY OF LIGHT RAIL RIDERS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

Line	Station	Direction	Weekday		Weekend
			Pre-Event Peak Hour	Post-Event Peak Hour	Pre-Event Peak Hour
Crenshaw/LAX	Downtown Inglewood	North	0%	51%	0%
		South	51%	0%	51%
Green Line	Hawthorne/Lennox Station	East	6%	43%	6%
		West	43%	6%	43%

SOURCE: Fehr & Peers, 2019.

Table 3.14-36 presents the Adjusted Baseline pre-event peak hour (for both weekdays and weekends) passenger load and capacity approaching the Downtown Inglewood and Hawthorne/Lennox Stations. These particular light rail stations are selected because each station is the closest and most convenient to the Proposed Project on the Crenshaw/LAX and Green Lines, respectively, and would be the stations most likely to be used by attendees of events at the Proposed Project (with proposed connecting shuttle service for major events). This table shows that there would be sufficient rail transit capacity to accommodate the Proposed Project demands during the weekday and weekend pre-event peak hours.

TABLE 3.14-36
ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) LIGHT-RAIL TRANSIT LOAD – PRE-EVENT PEAK HOUR CONDITIONS

Line	Station	Direction	Weekday				Weekend			
			Peak Hour Capacity ¹	No Project Peak Hour Load	Project Load ²	Plus Project Load (% Capacity)	Peak Hour Capacity ³	No Project Peak Hour Load	Project Load ⁴	Plus Project Load (% Capacity)
Crenshaw/LAX	Downtown Inglewood	North	2,380	569	0	569 (24%)	850	120	0	120 (14%)

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	South	2,380	1,098	317	1,415 (59%)	850	267	379	646 (76%)
Green Line	Hawthorne/	East	2,380	1,385	34	1,419 (60%)	680	255	44 (44%)
	Lennox	West	2,380	167	265	432 (18%)	680	106	319 (63%)

NOTES:

- ¹ Based on ten two-car trains each having a capacity of 238 passengers (inclusive of seated and standing passengers) during peak hours.
- ² Project peak hour light rail riders calculated from Table 3.14-25 as follows: 1,080 pre-event attendees use transit with 68 percent arriving during pre-event peak hour of which five-sixths arrive via light rail (1,080 x 68% x 83% = 611) riders. Similarly, 66 employees arrive via transit with 10 percent occurring during pre-event peak hour and four-fifths using light rail (66 x 10% x 80% = 5 riders). Total ridership is thus 616.
- ³ Based on five two-car trains each having a capacity of 170 passengers (inclusive of seated and standing passengers) during off-peak peak hours.
- ⁴ Project peak hour light rail riders calculated from Table 3.14-27 as follows: 1,260 pre-event attendees use transit with 68 percent arriving during pre-event peak hour of which six-sevenths arrive via light rail (1,260 x 68% x 86% = 737) riders. Similarly, 66 employees arrive via transit with 10 percent occurring during pre-event peak hour and four-fifths using light rail (66 x 10% x 80% = 5 riders). Total ridership is thus 742.

SOURCE: Fehr & Peers, 2019.

Table 3.14-37 shows this same information for Adjusted Baseline weekday post-event conditions. This table indicates that a major event at the Proposed Project could cause ridership in light rail trains traveling in the eastbound direction on the Green Line (i.e., leaving the Hawthorne/Lennox Station) to exceed their capacity.

Bus riders are expected to use various Metro bus routes (including 117, 211, and 212) that stop in the project vicinity. These lines would have ample reserve capacity to accommodate pre-event riders. Under post-event conditions, Route 117 operates one bus in each direction during the post-event hour, with a load capacity of 44 riders per direction per hour. Route 211 ends operations before the post-event hour. Route 212 operates two buses in each direction during the post-event hour, with a load capacity of 96 riders per direction per hour. With 162 post-event peak hour bus riders, bus capacity (for routes that stop in the immediate vicinity of the Arena site) could be exceeded during a major event at the Proposed Project.

The Governor’s Office of Planning and Research (“OPR”) has issued a technical advisory concerning the analysis of transportation impacts under CEQA. The advisory provides the following guidance concerning analyzing a project’s potential impact on transit:

When evaluating impacts to multimodal transportation networks, lead agencies generally should not treat the addition of new transit users as an adverse impact. An infill development may add riders to transit systems and the additional boarding and alighting may slow transit vehicles, but it also adds destinations, improving proximity and accessibility. Such development also improves regional vehicle flow by adding less vehicle travel onto the regional network.¹⁴

This analysis has been prepared in accordance with OPR’s guidance. The extent to which the project may interfere with transit operations is discussed. In addition, the analysis discloses the extent to which existing transit capacity is adequate to accommodate transit demand generated by

¹⁴ Governor’s Office of Planning and Research, Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018), p. 19.

the Proposed Project; such transit demand is not, however, considered an impact of the Proposed Project under CEQA. Rather, the information is provided for information purposes.

**TABLE 3.14-37
 ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) LIGHT RAIL TRANSIT LOAD – WEEKDAY POST-EVENT
 PEAK HOUR CONDITIONS**

Line	Station	Direction	Peak Hour Capacity ¹	No Project Peak Hour Load ²	Project Load ³	Plus Project Load (% Capacity)
Crenshaw/ LAX	Downtown Inglewood	North	850	256	355	611 (72%)
		South	850	488	0	488 (57%)
Green Line	Hawthorne/ Lennox	East	850	622	297	919 (108%)
		West	850	70	38	108 (13%)

NOTES:

- ¹ Post-event train capacity is much lower than pre-event due to fewer trains per hour and lower 'standing room only' thresholds adopted by Metro.
- ² Applied the ratio of existing PM peak hour two-way train load versus 9 to 10 p.m. two-way train load (i.e., calculated as 45 percent on the Green Line at Hawthorne/Lennox Station) to the Adjusted Baseline PM peak hour train load to obtain post-event peak hour riders.
- ³ Project peak hour light rail riders calculated from Table 3.14-26 as follows: 925 post-event attendees use transit with 83 percent departing during post-event peak hour of which four-fifths depart via light rail (925 x 83% x 80% = 614) riders. Similarly, 56 employees depart via transit with 79 percent occurring during post-event peak hour and four-fifths using light rail (56 x 79% x 80% = 35 riders). Total ridership is thus 737.

SOURCE: Fehr & Peers, 2019.

Pedestrian System Evaluation

The pedestrian system evaluation focuses on the adequacy of existing and planned facilities to accommodate surges in pedestrians associated with events at the Proposed Project. Chapter 16 of the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2017) presents a detailed methodology for calculating the pedestrian LOS for a given street segment. In determining the overall LOS, this methodology considers a variety of factors such as block length, pedestrian wait times at intersections, route directness, sidewalk width, presence of lateral obstructions, midblock crossing opportunities, curb presence, width of outside through lane or bike lane, proportion of on-street parking that is occupied, buffer width to the street, etc. These factors play a role in how a pedestrian perceives the quality of the pedestrian system. However, these factors are not as important when considering surges in pedestrian flows associated with large events. In such instances, the evaluation typically focuses on whether crosswalks and sidewalks are of sufficient width to accommodate projected pedestrian flows during peak periods. If pedestrian flows become excessive, pedestrians may overflow onto streets, which can cause conflicts with moving vehicles and other forms of travel.

Crosswalks and sidewalks are analyzed using average pedestrian space as the threshold for determining facility adequacy. Average pedestrian space reflects the level of crowding on a crosswalk or sidewalk. It represents the average amount of sidewalk area available to each pedestrian walking along the segment. According to Page 4-31 of the HCM, average pedestrian space, which is represented in square-feet per person (i.e., ft²/ ped) depends on the pedestrian flow rate, which is expressed as the number of pedestrians per minute per foot of effective

sidewalk space. Additionally, the average walk speed (typically assumed to be 4 feet per second, or 2.7 mph) influences average pedestrian space. Consistent with HCM guidance, a 0.85 peak hour factor (PHF) is applied to represent a moderate surge in pedestrian travel during the busiest 15 minutes of the peak hour.

For sidewalks, 13 ft²/pedestrian of pedestrian space has been set as the lowest acceptable threshold per the HCM. This value is near the LOS E/F threshold for facilities with cross-flows. For crosswalks, a value of 11 ft²/pedestrian is used, which represents an LOS E/ F threshold under platooned (i.e., walking together in a group) flow conditions. For crosswalks, an additional step is required that considers the amount of walk time provided for the crosswalk (while also considering the intersection cycle length). According to Chapter 16 of the HCM, pedestrian flow rates remain relatively stable when the average space per pedestrian drops into the range of 5 to 9 ft² / pedestrian. But when pedestrian space is reduced to below 5 ft²/ pedestrian, the flow rate declines precipitously. Accordingly, the thresholds applied in this study are more restrictive (and therefore more conservative) than the absolute capacity of the facility.

Tables 3.14-38 and 3.14-39 present an analysis of sidewalks and crosswalks, respectively, that would be used to the greatest degree under Adjusted Baseline Plus Project post-event peak hour conditions for an 18,500-person concert. The analysis focuses on an 18,500-person concert because that is the event that would generate the largest number of pedestrians. In addition, the analysis focuses on post-event conditions because hourly pedestrian volumes are higher after an event rather than before the event (i.e., flows are more concentrated after the event, when attendees tend to leave en masse when the event concludes; before an event, by contrast, attendees arrive more gradually, over a longer period of time). Volumes would be slightly lower for the post-event peak hour for an NBA basketball game due to slightly lower venue capacity. **Figure 3.14-12** graphically displays the pedestrian flows and associated LOS on these facilities. The selected sidewalks are those that are most proximate to the arena, and provide access between the arena and transit and parking facilities in the vicinity.

Figure 3.14-12 Post-Event Peak Pedestrian Volumes (Evening Event)

**TABLE 3.14-38
 SIDEWALK FACILITY ANALYSIS – BASELINE PLUS PROJECT POST-EVENT PEAK HOUR (18,500-PERSON
 CONCERT)**

Facility	Segment	Side	Width ^a (ft.)	Pedestrians During Post-Event Peak Hour	Average Pedestrian Space	LOS
Century Boulevard	Prairie Ave to Doty Ave	North	8	555	132	A
	Prairie Ave to Plaza Opening ^b	South	20	—	—	B
	East of Arena Plaza to Doty Ave	South	8	5,360	14	E
	Doty Ave to Casino Access	North	8	2,220	33	C
	Doty Ave to East Garage Access	South	8	3,695	20	D
	Casino Access to Yukon Ave	North	8	2,289	32	C
	East Garage Access to Yukon Ave	South	8	371	198	A
Prairie Avenue	Century Blvd. to Hardy Ave	East	8	2,892	25	C
	Plaza Opening to Century Blvd ^b	East	20	—	—	B
Pedestrian Bridge Over Prairie Avenue To West Parking Garage			25	5,627	50	B

NOTES:

Analysis performed for post-event peak hour condition associated with a sold-out (18,500-person) concert because this activity would have a greater pedestrian flow demand than an NBA basketball game.

^a Average pedestrian space takes into consideration effective sidewalk width including obstructions and shy distances (e.g., areas near edge of sidewalk and building face where walking may feel uncomfortable).

^b According to the Proposed Project site plan, sidewalks along the project frontage on Prairie Avenue south of Century Boulevard and on Century Boulevard east of Prairie Avenue would each be 20 feet wide. These facilities would be expected to accommodate a combined 3,500 persons during the post-event peak hour, in anticipation of accessing the east leg crosswalk at the Prairie Avenue/Century Boulevard intersection. Although the precise number of pedestrians using each route is not known at this time (due to details relating the plaza wayfinding, specific arena doors to be opened during post-event egress, etc.), analyses indicate that each sidewalk could accommodate up to 100 percent of this demand while still operating at LOS B.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-39
 CROSSWALK FACILITY ANALYSIS – BASELINE PLUS PROJECT POST-EVENT PEAK HOUR (18,500-PERSON
 CONCERT)**

Intersection	Leg	Crossing Width (ft.)	Pedestrians per Hour	Average ^a Pedestrian Space	LOS
Century Boulevard/ Prairie Avenue	East	12	3,447	12	E
Century Boulevard/ Doty Avenue	West	16	925	83	C
	East	16	740	103	B
	North	16	1,480	44	C
	South	16	4,435	15	E
	West	16	740	85	C
Century Boulevard/Casino Dwy/East Parking Garage	East	16	370	169	B
	North	12	1,919	24	D
	South	12	741	63	C
	West	16	371	114	B

NOTES:

Analysis performed for post-event peak hour condition associated with a sold-out (18,500-person) concert because this activity would have a greater pedestrian flow demand than an NBA basketball game.

^a Average pedestrian space takes into consideration signal timing (total cycle length and walk interval) for crosswalk.

SOURCE: Fehr & Peers, 2019.

The pedestrian flows shown in these tables and on Figure 3.14-12 are based on the following anticipated pedestrian travel behaviors, which have been observed and measured at other venues such as Golden 1 Center in Sacramento and Key Arena in Seattle:

1. Pedestrian flows will tend to reach an equilibrium state in which alternate routes eventually achieve similar levels of perceived travel time.
2. Pedestrians tend to initially walk in the general direction of their destination (versus initially veering off-course even if that route has a comparable travel time).

These assumptions were used to estimate the distribution of pedestrians among alternative routes available to them to reach their destinations around the arena. Among pedestrians walking to the east lots within Hollywood Park (including the Hollywood Park Casino garage), 15 percent are assumed to use the east leg crosswalk at the Century Boulevard/Prairie Avenue intersection, with the remaining 85 percent walking east along the south side of Century Boulevard toward Doty Avenue. From there, they would cross at one of four crosswalk to reach the north side of the street. The 15 percent/85 percent split results in both this east leg crosswalk and south side of Century Boulevard operating at LOS E (i.e., hence the equilibrium state).

If the east leg crosswalk at the Century Boulevard/Prairie Avenue intersection were to instead be used by 33 percent of those attendees destined for parking on the east side of Hollywood Park, the total pedestrian volume in the crosswalk would increase from approximately 3,450 to 4,100 pedestrians. This would cause the average pedestrian space to decrease from 12 to 10 ft² per pedestrian, dropping its performance below the 11 ft² per pedestrian threshold for crosswalks.

Conversely, if none of these pedestrians used the east leg crosswalk, this would cause the average pedestrian space on the south side of Century Boulevard west of Doty Avenue to decrease from 14 to 12 ft² per pedestrian, dropping its performance below the 13 ft² per pedestrian threshold for sidewalks. It is worth noting that the north side of Century Boulevard between Prairie Avenue and Doty Avenue would carry 550 pedestrians and operate at LOS A. Mitigation measures pertaining to pedestrian facilities consider the sensitivity of how pedestrian routing can affect their operations.

Vehicle Miles of Travel Evaluation

This section describes the methodologies used to estimate the VMT associated with various project activities and scenarios. Refer to *Technical Memorandum #3 – Vehicle Miles Traveled Analysis for IBEC* in Appendix K.1 for further detail regarding the methodology and supporting calculations. VMT is often expressed on a ‘per capita’ or ‘per employee’ basis to understand the relative efficiency of a project. By definition, one VMT occurs when one vehicle is driven one mile. A given daily VMT value represents VMT for entire weekday or weekend day. Lastly, VMT values in this analysis represent the full length of a given trip, and are not truncated at city, county, or region boundaries.

For the purpose of determining the significance of impacts of the Proposed Project on VMT, VMT estimates were prepared for Daytime Events and Major Events at the Proposed Project as well as for the ancillary uses. The analysis included estimates for events at the Proposed Project as well as for similar existing events venues elsewhere in the region which could potentially move to the Proposed Project. The VMT estimates include vehicle trips by private vehicles, transportation network companies (TNCs) (e.g., Uber, Lyft), employees, shuttles, and miscellaneous.

Table 3.14-40 displays the weekday daily VMT associated with the ancillary land uses (refer to *Technical Memorandum #3 – Vehicle Miles Traveled Analysis for IBEC* in Appendix K.1 for technical calculations). These estimates were developed using trip generation estimates from Table 3.14-14 and trip length data from the SCAG travel demand model for the traffic analysis zone in which the Proposed Project is located (13.4 miles for home-based work attractions, 9.3 miles for home-based other attractions, 7.5 miles for non-home-based attractions, and 5.9 miles for non-home-based productions). These values represent the VMT generated by these uses. The three office-related components would have a combined 379 employees, which translate to 15.0 daily work VMT per employee.

**TABLE 3.14-40
 WEEKDAY VMT GENERATED BY ANCILLARY LAND USES**

Land Use	VMT ¹	Notes
Office ²	5,694	VMT shown only for primary work trip. ³
Retail	6,998	Includes all vehicle travel.
Full-Service Restaurant	9,171	Includes all vehicle travel.

Quick Service Restaurant	5,113	Includes all vehicle travel.
Coffee Shop	3,641	Includes all vehicle travel.
Community Space	2,794	Includes all vehicle travel.
Business Hotel	5,144 ⁴	Includes all vehicle travel.

NOTES:

¹ Applies on a day in which an event is not occurring at Arena site.

² Includes 71,000 square-foot office space, 25,000 square-foot sports medicine clinic, and 54 employees associated with practice facility.

³ VMT associated with mid-day employee trips (e.g., to lunch) not included. Calculation per significance criterion for office use.

⁴ A net increase of 4,057 over the 1,087 VMT generated by the existing hotel on the Project Site.

SOURCE: Fehr & Peers, 2019.

Table 3.14-41 displays the VMT associated with the two Daytime Events being studied (refer to *Technical Memorandum #3 – Vehicle Miles Traveled Analysis for IBEC* in Appendix K.1 for technical calculations). These estimates were developed starting with each the disaggregated daily trip generation of each event (Table 3.14-21). The number of attendee vehicle trips was then multiplied by an average attendee trip length of 20.3 miles, obtained from the Forum attendee origin-destination mobile source data described previously given the proximity of The Forum to the Project Site. Average trip lengths for employees were derived from the SCAG travel demand model.

TABLE 3.14-41
VMT GENERATED BY DAYTIME EVENTS

Event Type	Day	VMT per Event	Notes
2,000-Person Corporate/Community Event	Weekday	68,645	Represents all vehicle travel and does not subtract VMT from a potentially relocated event.
	Weekend	68,645	
7,500-Person Other Sporting Event or Gathering	Weekday	163,209	
	Weekend	163,209	

SOURCE: Fehr & Peers, 2019.

Table 3.14-42 displays the estimated VMT per event and VMT per attendee associated with the two Major Events being studied (refer to *Technical Memorandum #3 – Vehicle Miles Traveled Analysis for IBEC* in Appendix K.1 for technical calculations). These estimates were developed starting with the disaggregated daily trip generation of each event (Table 3.14-30). For the NBA game, the number of attendee vehicle trips was then multiplied by an average attendee trip length of 22.2 miles. This trip length was obtained from the Staples Center attendee origin-destination mobile source data described previously, recalculated to reflect the difference in trip lengths between travel to Staples Center and travel to the Project Site and conservatively assuming no shift in fan base. For the concert, the number of attendee vehicle trips was then multiplied by an average trip length of 20.3 miles for concerts at the Proposed Project, obtained from the Forum attendee origin-destination mobile source data described previously. Average trip lengths for employees were derived from the SCAG travel demand model.

**TABLE 3.14-42
 VMT GENERATED BY MAJOR EVENTS**

Event Type	Day	VMT per Event	VMT per Attendee	Notes
18,000-Person NBA Basketball Game	Weekday	398,447	22.1	Represents all vehicle travel and does not subtract VMT from a potentially relocated event.
	Weekend	394,985	21.9	
18,500-Person Concert	Weekday	389,598	21.1	
	Weekend	386,237	20.9	

SOURCE: Fehr & Peers, 2019.

Table 3.14-43 illustrates how the two Major Events would affect regional VMT if they were replacing events otherwise being held at venues elsewhere in the region (refer to *Technical Memorandum #3 – Vehicle Miles Traveled Analysis for IBEC* in Appendix K.1 for technical calculations). All NBA Basketball games would replace games at Staples Center. A sold-out NBA basketball game at Staples Center was assumed to have 19,079 attendees (obtained from an internet search of Staples Center capacity¹⁵) with an average attendee trip length from the mobile source data of 18.7 miles and mode splits based on the 2018 online survey of Los Angeles Clippers fans at Staples Center described previously. As shown in the table, the Proposed Project would result in approximately 79,000 to 89,000 added VMT for a Major Event consisting of an NBA Basketball game replacing an NBA Basketball game at Staples Center, with the net increase stemming from Staples Center having a higher non-auto mode split and shorter trip lengths when compared to the Proposed Project.

A sold-out concert at a similar-sized concert venue elsewhere in the region was assumed to have 17,500 attendees (based on sell-out capacities of 17,500 for The Forum and the Hollywood Bowl and up to 20,000 for Staples Center), with an average attendee trip length of 18.6 miles. The Proposed Project would result in up to approximately 98,000 added VMT for a Major Event consisting of a concert replacing a concert at a venue elsewhere in the region; this increase in VMT is due to the larger sell-out capacity of the Proposed Project when compared to many other venues in the region. Based on data from the Stone Planning report, *Inglewood Basketball and Entertainment Center – Analysis of Future Events*,¹⁶ 20 percent (5) of the anticipated 23 annual concerts at the Proposed Project may be new to the market versus transferred from another venue elsewhere in the region.

**TABLE 3.14-43
 NET CHANGE IN VMT CAUSED BY PROPOSED PROJECT MAJOR EVENTS**

Event Type	Day	Added VMT per Event	Subtracted VMT per Event	Net Change in VMT per Event	Net Change in VMT per Attendee
18,000-Person NBA Basketball Game	Weekday	398,447	-309,600 ¹	+88,847	+4.9
Replacing Sold-Out NBA Game at Staples Center	Weekend	394,985	-315,882 ¹	+79,103	+4.4
18,500-Person Concert Replacing Sold-Out Concert Elsewhere in the Region	Weekday	389,598	-291,277 ²	+98,321	+5.3
	Weekend	386,237	-297,229 ²	+89,008	+4.8

NOTES:

¹ Subtracted VMT is based on a sold-out 19,079-person NBA Basketball Game that would otherwise occur at Staples Center in Downtown Los Angeles (see *Technical Memorandum #3 – Vehicle Miles Traveled Analysis for IBEC* in Appendix K.1 for calculations).

² Subtracted VMT is based on a sold-out 17,500-person Concert that would otherwise occur at concert venue elsewhere in the region (see *Technical Memorandum #3 – Vehicle Miles Traveled Analysis for IBEC* in Appendix K.1 for calculations).

SOURCE: Fehr & Peers, 2019.

Cumulative Conditions

This subsection presents the impacts of the Proposed Project for the various cumulative scenarios described in Table 3.14-3.

Cumulative Land Use Assumptions

As discussed in Section 3.0.6, Cumulative Projects, the City, in consultation with other surrounding jurisdictions, has assembled a list of 144 known past, present, and reasonably foreseeable cumulative land use development projects in the vicinity of the Project Site. The projects on this list consist of development projects within the City or other identified surrounding jurisdictions which have a pending development applications, are approved, or are under construction. Notable among these related projects is the full buildout of the former Hollywood Park site which, when combined with the baseline development there will total 890,000 square feet of retail space, 2,500 dwelling units, a 300-room hotel and over 4,000,000 square feet of office space. In addition, substantial growth in landside traffic at LAX is forecast as passenger activity increases from approximately 74.9 million annual passengers in 2015 to approximately 91 million annual passengers in 2030.¹⁷ Forecasts of projected growth in LAX-related trips included in the EIR for the Landside Access Modernization Program were used as the basis for estimating this element of future traffic growth. The Cumulative Base is the combination of trips generated by adjusted baseline development described in Section 3.14.02 plus trips generated by the related development projects and area-wide ambient growth to Year 2030. Ambient traffic volumes in the vicinity of the study area are assumed to increase at a compounded rate of 0.23 percent per year, based on data in the Congestion Management Program for Los Angeles County (LA Metro, 2010) for the South Bay/LAX Regional Statistical Area

(RSA) in which Inglewood is located. Therefore, over the 12-year planning horizon an increase in total ambient growth of 2.76 percent is used.

The Cumulative No Project scenario was developed by first estimating the number of vehicle trips that would be generated for each related land use development project based on data in environmental clearance documents, data provided by LADOT, and trip generation rates published in the *Trip Generation Manual* (Institute of Transportation Engineers, 2017). As shown in Appendix K.2, these uses would generate a combined total of approximately 18,800 AM peak hour trips and 26,600 PM peak hour trips. Trip generation estimates for these related projects are conservative in that they do not in every case account for either the existing uses to be removed or the possible use of non-motorized travel modes (transit, walking, etc.).

The geographic distribution of the traffic generated by the cumulative projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees and potential patrons of the proposed developments are drawn, and the location of the employment and commercial centers to which residents of residential projects would be drawn, and the location of the projects in relation to the surrounding street system. If available, trip distribution from a cumulative project traffic study was used in this analysis. When trip distribution was not available for a cumulative project, it was estimated based on the factors described above.

Cumulative Transportation System Assumptions

Inglewood Transit Connector

The Inglewood Transit Connector (ITC) is a proposed transit enhancement that would operate in a generally north-south direction along Prairie Avenue. It would be an elevated transit facility (functionally like the Monorail at Seattle Center, the grade-separated transit connection between Oakland International Airport and the Bay Area Rapid Transit (BART) system, or the automated people mover under construction at LAX). The City of Inglewood studied multiple potential alignments for the ITC and, in July 2018, selected an alignment as the “locally preferred alternative” for further review. The City also issued a notice of preparation commencing the environmental review process for the ITC. The northern terminus of the preferred alignment would be the future Crenshaw/LAX Downtown Inglewood light rail station. From there, it would extend generally south and include stops at The Forum, the NFL Stadium, and, at the southern terminus of the system, the Proposed Project. As currently proposed, the southern station would be located in the northeast quadrant of the Prairie Avenue/Century Boulevard intersection.

The cumulative analysis does not consider the ITC when determining the modes of travel for attendees to the Proposed Project, The Forum, or the NFL Stadium, nor does it consider changes in vehicle trip generation generated by the Hollywood Park Specific Plan land uses (which would be situated in close proximity to the ITC). The mode split implications of the ITC were not considered due to the uncertainty of how it would be operated (i.e., hours of operation, headways, etc.).

The ITC would require construction of a series of columns along Prairie Avenue. Preliminary designs indicate that columns would be placed within the Prairie Avenue right-of-way, which may require shifting of travel lanes. Specifically, columns would be placed directly south of Century Boulevard, which would require widening of Prairie Avenue to accommodate relocated through lanes. The site plan for the Proposed Project provides sufficient space for this widening, should it be required, and the ITC is not expected to materially affect the operation of the Prairie Avenue/Century Boulevard intersection.

Prairie Avenue Reversible Lane System

Hollywood Park, located on the north side of Century Boulevard across from the Proposed Project Site, was formerly operated as a horse racetrack. Attendance there reached 40,000 a few times each year. Prairie Avenue served as a primary route for those entering or exiting the racetrack. In order to improve access for race attendees, the City instituted a “reversible lane” program along Prairie Avenue. Under this program, the direction of traffic lanes could be reversed by the City before and after events so that an increased level of traffic flow in the inbound or outbound direction could be accommodated. This program was also available to accommodate traffic associated with events at The Forum. In the 1990s, attendance at the racetrack declined, and the Lakers departed The Forum. As a result, the City ceased this program. The City is now evaluating whether to resume this program to improve access to the NFL Stadium before and after major events there. For example, prior to major events at the NFL Stadium, an additional lane of northbound traffic could be provided on Prairie Avenue between I-105 and Century Boulevard. By increasing the capacity of Prairie Avenue during such periods, the program could result in greater capacity along Prairie Avenue, one of the primary means of accessing the NFL Stadium. If implemented, the program would use the existing lanes along Prairie Avenue, and would not require widening the road. The program would use gantries and other signage to provide drivers with guidance regarding the availability of lanes. The program would thus provide the City with an additional tool for managing traffic to and from the NFL Stadium. Based on the City’s experience with this program when the racetrack was in operation, the effect of this program on traffic congestion would be beneficial because it would increase capacity along Prairie Avenue in the peak direction of traffic, thereby increasing the amount of traffic that can approach or depart from the Project Site on Prairie Avenue, and decreasing the amount of traffic that would approach or depart the Project Site on other streets in the vicinity. The reversible lane program, if resumed for events at the NFL Stadium, could later be expanded to accommodate traffic during major events at The Forum or the Proposed Project. At this time, it is unknown whether or when such a program would be resumed for major events at the NFL Stadium. Nor is it known whether such a program would later be expanded to manage traffic during major events at The Forum or the Proposed Project. Due to these uncertainties, the effects of a reversible lane program, though likely beneficial, have not been incorporated into the transportation analysis.

I-105 Express Lanes

The I-105 Express Lanes project is proposed to enhance traffic flow, improve trip reliability and travel times on I-105 between I-405 and I-605. The project would convert the existing High-

Occupancy Vehicle (HOV) lanes on I-105 to electronically-tolled lanes that allow use by single-occupant vehicles as well as HOVs. An EIR for the project is being prepared by Metro and Caltrans and is planned for release in late 2019. In addition to the No Build Alternative, the two action alternatives under study are to convert the existing HOV lane in each direction to an express lane, and to convert the existing HOV lane and add a second express lane with non-standard lane widths. This project was not assumed to be in place in the cumulative analysis because the environmental review process is ongoing, full funding has not been established, and it would be speculative at this time to know which alternative would be pursued.

LAX Landside Access Modernization Program

The LAX Landside Modernization Program (LAMP), currently under construction, is a new ground transportation network comprised of four major elements. Together they are planned to improve ground access to LAX. The major elements are: a 2.25-mile-long automated people mover (APM); two intermodal transportation facilities (ITFs) with parking structures and areas for passenger loading and transfer from personal vehicles, buses, taxis, shuttles and shared ride services; a consolidated rental car facility (CONRAC); and a series of roadway improvements to relieve congestion in and around airport facilities. This system will also connect LAX with the 96th Street station on the Metro Crenshaw/LAX LRT Line currently under construction. Phase 1 of the project, including the APM, CONRAC, ITFs and some roadway improvements is planned for completion by 2024. Phase 2, mainly consisting of remaining roadway improvements, would be constructed from 2024 to 2035. As described in the following section, these improvements are assumed under Cumulative conditions.

Physical Roadway Improvements

The physical roadway improvements listed below are mitigations and/or conditions of approval for the LAX Landside Access Modernization Program or are among the transportation improvements included in the City of Inglewood Capital Improvement Program. These improvements either are under construction or are approved, funded, and scheduled. The roadway improvements are assumed to be in place under all cumulative condition scenarios and are included in the analysis of cumulative conditions.

10. La Cienega Boulevard/Manchester Boulevard

- Southbound approach: reconfigure to provide 2 left-turn lanes, 1 through lane and 1 shared through/right-turn lane
- Northbound approach: reconfigure to provide 2 left-turn lanes, 1 through lane, 1 shared through/right-turn lane and 1 right-turn lane

21. La Cienega Boulevard/Arbor Vitae Street

- Eastbound approach: widen the eastbound approach to provide 1 left-turn lane, 2 through lanes and 1 free-flow right-turn lane

31. La Cienega Boulevard/ SB I-405 Ramps (north of Century Boulevard/98th Street)

- Eastbound approach: construct the west leg of this intersection (98th Street) with 2 left-turn lanes, 2 through lanes and 1 right-turn lane
- Westbound approach: improve to provide 2 left-turn lanes, 1 through lane and 1 shared through/right-turn lane
- Southbound approach: improve to provide 2 left-turn lanes, 3 through lanes and 1 right-turn lane
- Northbound approach: improve to provide 2 left-turn lanes, 1 through lane, 1 shared through/right-turn lane and 1 right-turn lane

34. La Cienega Boulevard/ Century Boulevard

- Westbound approach: reconfigure to provide 1 left-turn lane, 3 through lanes, 1 right-turn lane
- Southbound approach: reconfigure to provide 2 left-turn lanes, 2 through lanes, 1 right-turn lane
- Northbound approach: reconfigure to provide 2 left-turn lanes, 2 through lanes, 2 right-turn lanes

53. La Cienega Boulevard/I- 405 Ramps (south of Century Boulevard)

- Northbound approach: reconfigure to provide 2 through lanes, 1 shared through/right-turn lane

57. La Cienega Boulevard/ 104th Street

- Northbound approach: reconfigure to provide 1 left-turn lane, 2 through lanes, 1 shared through/right-turn lane

87. La Cienega Boulevard/ Lennox Boulevard

- Northbound approach: reconfigure to provide 2 through lanes, 1 shared through/right-turn lane

107. La Brea Avenue/ Centinela Avenue

- Eastbound and westbound approaches: convert to include protected/permitted left-turn signal phasing

Cumulative Plus Project (Ancillary Land Uses) Conditions

The expected travel characteristics for the proposed project ancillary land uses under adjusted baseline conditions were also assumed for cumulative conditions. These trips were added to the Cumulative No Project volumes to develop the Cumulative Plus Project (Ancillary Land Uses) scenario.

Table 3.14-44 displays the weekday AM and PM peak hour LOS and average delay or V/C ratio at the 43 study intersections under Cumulative No Project and Cumulative Plus Project (Ancillary Land Uses) conditions. As shown in the table, these uses would cause several significant degradations in intersection LOS. **Table 3.14-45** displays the average weekday and weekend daily traffic volumes on the neighborhood street study segments under Cumulative Conditions for No Project and Plus Project (Ancillary Land Uses) conditions. As shown in the table, the project would add trips to three facilities whose daily volume of traffic would exceed the applicable threshold for the facility type.

Table 3.14-46 shows the Adjusted Baseline LOS on freeway mainline segments for weekday AM and PM peak hours, without and with trips generated by the daytime events. **Table 3.14-47** shows the weekday AM and PM peak hour 95th percentile vehicle queues at freeway off-ramps for these scenarios. As shown, the daytime events would cause degraded operations at several facilities, some of which are considered significant. Daytime events would not cause a freeway off-ramp to experience queuing that exceeds the applicable threshold.

Cumulative Plus Project (Daytime Event) Conditions

The expected travel characteristics for the Proposed Project daytime events under Adjusted Baseline conditions were also assumed for cumulative conditions. These trips were added to the Cumulative No Project volumes to develop the Cumulative Plus Project (Daytime Events) scenario.

Table 3.14-48A displays the weekday AM peak hour LOS and average delay or V/C ratio at the 43 study intersections under Cumulative No Project and Cumulative Plus Project (Daytime Event) conditions. As shown in the table, these activities would cause a number of significant degradations in intersection LOS.

Table 3.14-48B displays the weekday PM peak hour LOS and average delay or V/C ratio at the 116 study intersections under Cumulative No Project and Cumulative Plus Project (Daytime Event) conditions. As shown in the table, these activities would cause a number of significant degradations in intersection LOS. Because the Cumulative Plus Project (Daytime Event) conditions caused degraded LOS at many of the intersections at the edge of the 43-intersection study area, the study was expanded to evaluate LOS at all 116 intersections.

Table 3.14-49 displays the average weekday and weekend daily traffic volumes on the neighborhood street study segments under Cumulative Conditions for No Project and Plus Project (Daytime Events) conditions. As shown in the table, the project would add trips to four facilities whose daily volume of traffic would exceed the applicable threshold for the facility type.

Table 3.14-50 shows the Cumulative LOS on freeway mainline segments for weekday AM and PM peak hours, without and with trips generated by the daytime events. **Table 3.14-51** shows the weekday AM and PM peak hour 95th percentile vehicle queues at freeway off-ramps for these scenarios. As shown, the daytime events would cause degraded operations at several facilities,

some of which are considered significant. Daytime events would not cause a freeway off-ramp to experience queuing that exceeds the applicable threshold.

TABLE 3.14-44
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project ³		
				V/C or Delay	LOS	V/C or Delay	LOS	
14	Prairie Ave/ Manchester Blvd	ICU	Inglewood	AM	1.172	F	1.173	F
				PM	1.128	F	1.137	F
19	Prairie Ave/ Kelso St/Pincay Dr	ICU	Inglewood	AM	0.817	D	0.818	D
				PM	1.007	F	1.007	F
25	Prairie Ave/ Arbor Vitae St	ICU	Inglewood	AM	0.719	C	0.723	C
				PM	0.771	C	0.777	C
27	Myrtle Ave/ Hardy St	ICU	Inglewood	AM	0.667	B	0.669	B
				PM	0.441	A	0.443	A
28	Prairie Ave/ Hardy St	ICU	Inglewood	AM	0.737	C	0.738	C
				PM	0.731	C	0.735	C
29	Crenshaw Blvd/ Hardy St	ICU	Inglewood	AM	0.634	B	0.635	B
				PM	0.588	A	0.589	A
31	La Cienega Blvd/ SB 405 On/Off-Ramps (n/o Century)	ICU	Inglewood	AM	0.950	E	0.952	E
				PM	0.907	E	0.907	E
		CMA	City of Los Angeles	AM	0.767	C	0.767	C
				PM	0.712	C	0.713	C
HCM	Caltrans	AM	41.7	D	42.1	D		
		PM	35.8	D	36.0	D		
32	Prairie Ave/ 97th St	ICU	Inglewood	AM	0.635	B	0.636	B
				PM	0.554	A	0.559	A
34	La Cienega Blvd/ Century Blvd	ICU	Inglewood	AM	1.178	F	1.180	F
				PM	0.907	E	0.912	E
		CMA	City of Los Angeles	AM	1.154	F	1.157	F
				PM	0.838	F	0.843	D
35	NB 405 On/Off-Ramp/ Century Blvd	ICU	Inglewood	AM	1.033	F	1.035	F
				PM	0.860	D	0.869	D
		HCM	Caltrans	AM	67.3	E	68.2	E
				PM	21.7	C	22.1	C
36	Felton Ave/ Century Blvd	ICU	Inglewood	AM	0.691	B	0.693	B
				PM	0.818	D	0.823	D
37	Inglewood Ave/ Century Blvd	ICU	Inglewood	AM	1.040	F	1.046	F
				PM	1.059	F	1.066	F
38	Fir Ave/Firmona Ave/ Century Blvd	ICU	Inglewood	AM	0.698	B	0.700	B
				PM	0.690	B	0.695	B
39	Grevillea Ave/ Century Blvd	ICU	Inglewood	AM	0.748	C	0.750	C
				PM	0.688	B	0.693	B
40	Hawthorne Blvd/La Brea Blvd/ Century Blvd	ICU	Inglewood	AM	1.083	F	1.085	F
				PM	0.974	E	0.980	E
41	Myrtle Ave/ Century Blvd	ICU	Inglewood	AM	0.740	C	0.748	C
				PM	0.627	B	0.640	B
42	Freeman Ave/ Century Blvd	ICU	Inglewood	AM	0.628	B	0.633	B
				PM	0.621	B	0.636	B
43	Prairie Ave/	ICU	Inglewood	AM	0.964	E	0.992	E

Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project ³	
				V/C or Delay	LOS	V/C or Delay	LOS
Century Blvd			PM	1.022	F	0.838	F
44 Doty Ave/ Century Blvd	ICU	Inglewood	AM	0.939	E	0.923	E
			PM	0.657	B	0.662	B
45 Yukon Ave/ Century Blvd	ICU	Inglewood	AM	0.646	B	0.669	B
			PM	0.828	D	0.842	D
46 Club Dr/ Century Blvd	ICU	Inglewood	AM	0.802	D	0.814	D
			PM	0.870	D	0.883	D
47 11th Ave/Village Ave/ Century Blvd	ICU	Inglewood	AM	0.675	B	0.685	B
			PM	0.827	D	0.835	D
48 Crenshaw Blvd/ Century Blvd	ICU	Inglewood	AM	0.881	D	0.891	D
			PM	0.938	E	0.946	E
49 5th Ave/ Century Blvd	ICU	Inglewood	AM	0.772	C	0.780	C
			PM	0.542	A	0.548	A
50 Van Ness Ave/ Century Blvd	ICU	Inglewood	AM	0.873	D	0.885	D
			PM	0.894	D	0.900	D
	CMA	City of Los Angeles	AM	0.725	C	0.737	C
			PM	0.745	C	0.751	C
	CMA	City of Los Angeles	AM	0.525	A	0.528	A
			PM	0.531	A	0.531	A
53 La Cienega Blvd/ SB 405 On/Off-Ramps (s/o Century)	ICU	Inglewood	AM	0.749	C	0.752	C
			PM	0.741	C	0.743	C
	HCM	Caltrans	AM	29.1	C	29.5	C
			PM	24.8	C	25.0	C
54 Prairie Ave/102nd St	ICU/HCM ⁴	Inglewood	AM	0.646	B	21.2	C
			PM	0.632	B	149.9	F
55 Doty Ave/102nd St	HCM (unsig.)	Inglewood	AM	9.1	A	7.8	A
			PM	11.0	B	7.8	A
56 Yukon Ave/102nd St	HCM (unsig.)	Inglewood	AM	16.9	C	12.1	B
			PM	25.9	D	14.8	B
59 Hawthorne Blvd/ 104th St	ICU	Inglewood/Los Angeles County	AM	0.658	B	0.661	B
			PM	0.751	C	0.754	C
60 Prairie Ave/104th St	ICU	Inglewood	AM	0.721	C	0.755	C
			PM	0.715	C	0.762	C
61 Doty Ave/104th St	HCM (unsig.)	Inglewood	AM	10.8	B	11.1	B
			PM	11.2	B	11.5	B
62 Yukon Ave/104th St	ICU	Inglewood	AM	0.702	C	0.723	C
			PM	0.606	B	0.639	B
63 Crenshaw Blvd/ 104th St	ICU	Inglewood	AM	0.735	C	0.739	C
			PM	0.697	B	0.704	C
66 Freeman Ave/ Lennox Blvd	ICU	Inglewood	AM	0.536	A	0.536	A
			PM	0.443	A	0.444	A
67 Prairie Ave/ Lennox Blvd	ICU	Inglewood	AM	0.686	B	0.690	B
			PM	0.786	C	0.801	D
68 Prairie Ave/108th St	ICU	Inglewood	AM	0.716	C	0.733	C
			PM	0.645	B	0.661	B
69 Yukon Ave/108th St	ICU	Inglewood	AM	0.525	A	0.527	A
			PM	0.542	A	0.547	A
72 Prairie Ave/111th St	ICU	Inglewood	AM	0.763	C	0.768	C
			PM	0.720	C	0.734	C
75 Prairie Ave/	ICU	Inglewood	AM	0.834	D	0.852	D

Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project ³	
				V/C or Delay	LOS	V/C or Delay	LOS
112th St/ 105 On-Ramps	HCM	Caltrans	PM	0.971	E	0.984	E
			AM	26.0	C	27.8	C
			PM	33.3	C	35.2	D
77 Freeman Ave/EB 105 On-Ramp/Imperial Hwy	HCM	Caltrans	AM	0.718	C	0.718	C
			PM	0.867	D	0.867	D
			AM	16.7	B	16.7	B
78 Prairie Ave/ Imperial Hwy	ICU	Inglewood/ Hawthorne	AM	1.016	F	1.023	F
			PM	0.960	E	0.970	E
89 Hollywood Park Casino Driveway/Century Blvd	ICU	Inglewood	AM	0.571	A	0.577	A
			PM	0.530	A	0.548	A
115 Century Blvd/ West Structure Driveway	ICU	Inglewood	AM	Does Not Exist		Not Open During Time Period	
			PM	Does Not Exist		Not Open During Time Period	
116 Prairie Ave/West Structure Driveway	ICU	Inglewood	AM	Does Not Exist		0.543	A
			PM	Does Not Exist		0.568	A

NOTES:

Shaded cells represent significant impacts.

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

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

³ Applies to conditions in which an event is not occurring at the Project Site.

⁴ 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 3.14-45
NEIGHBORHOOD STREET SEGMENT TRAFFIC VOLUMES – CUMULATIVE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

Segment	Functional Class	Cumulative No Project Conditions	Cumulative Plus Project (Ancillary Land Uses) Conditions
		Weekday ADT ¹	Weekday ADT ¹
Hardy Street, west of Prairie Avenue	Collector	8,485	8,485
97th Street, west of Prairie Avenue	Local	1,047	1,047
99th Street, west of Prairie Avenue	Local	1,224	1,224
Myrtle Avenue, north of Century Boulevard	Collector	4,489	4,557
Flower Street, north of Century Boulevard	Local	2,848	2,848
Freeman Avenue, south of Century Boulevard	Collector	4,121	4,582
101st Street, west of Prairie Avenue	Local	1,168	584
102nd Street, west of Prairie Avenue	Local	1,864	932

Segment	Functional Class	Cumulative Plus Project (Ancillary Land Uses) Conditions	
		Cumulative No Project Conditions Weekday ADT ¹	Cumulative Plus Project Weekday ADT ¹
102nd Street, between Prairie Avenue and Doty Avenue	Local	5,817	1,088
102nd Street, between Doty Avenue and Yukon Avenue	Local	4,733	2,915
103rd Street, west of Prairie Avenue	Local	1,071	1,174
Doty Avenue, south of 102nd Street	Collector	2,328	3,697
Yukon Avenue, south of 102nd Street	Collector	14,033	14,891
104th Street, west of Prairie Avenue	Collector	3,974	4,619
104th Street, between Prairie Avenue and Doty Avenue	Collector	6,132	9,437
104th Street, between Doty Avenue and Yukon Avenue	Collector	5,505	7,040
104th Street, east of Dixon Avenue	Collector	9,249	9,371
Doty Avenue, south of 104th Street	Collector	2,021	2,041
Yukon Avenue, south of 104th Street	Collector	10,092	10,110
105th Street, between Prairie Avenue and Doty Avenue	Local	1,429	1,429
106th Street, between Prairie Avenue and Doty Avenue	Local	1,445	1,445
107th Street, between Prairie Avenue and Doty Avenue	Local	934	934
108th Street, between Prairie Avenue and Doty Avenue	Collector	4,578	4,648
Doty Avenue, south of 109th Street	Collector	2,521	2,533
Yukon Avenue, south of 109th Street	Collector	8,252	8,264
109th Street, between Yukon Avenue and Lemoli Avenue	Local	2,978	3,048
Doty Avenue, north of Imperial Highway	Collector	4,336	4,348
Yukon Avenue, north of Imperial Highway	Collector	8,376	8,376

NOTES:
¹ ADT represents average daily traffic (total volume in both directions).
 Shaded cells represent significant impacts.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-46
 FREEWAY OPERATIONS – CUMULATIVE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS**

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	27.12	C	27.22	C

3. Environmental Setting, Impacts, and Mitigation Measures
 [STYLEREF "Heading 3" \n] [STYLEREF "Heading 3"]

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density 1	LOS 1	Density ¹	LOS ¹
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday AM Peak	11.50	B	11.60	B
				Weekday PM Peak	22.04	C	22.12	C
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On- Ramp	Basic	Weekday AM Peak	18.95	C	19.16	C
				Weekday PM Peak	19.51	C	19.65	C
4	I-405 Northbound	Imperial Highway EB On- Ramp	Merge	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	-	F ²	-	F ²
5	I-405 Northbound	Imperial Highway WB On- Ramp	Merge	Weekday AM Peak	18.81	B	18.93	B
				Weekday PM Peak	19.31	B	19.40	B
6	I-405 Northbound	Century Blvd Off-Ramp	Diverge	Weekday AM Peak	14.99	B	15.13	B
				Weekday PM Peak	15.91	B	16.00	B
7	I-405 Northbound	Century Blvd Off-Ramp to Century Blvd On-Ramp	Basic	Weekday AM Peak	7.99	A	8.09	A
				Weekday PM Peak	13.23	B	13.29	B
8	I-405 Northbound	Century Blvd On-Ramp	Merge	Weekday AM Peak	10.05	A	10.15	A
				Weekday PM Peak	20.82	C	20.88	C
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday AM Peak	9.63	A	9.74	A
				Weekday PM Peak	22.64	C	22.89	C
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	35.93	E	36.13	E
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	39.40	E	39.66	E
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F	-	F
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F	-	F
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Century Blvd.)	Diverge	Weekday AM Peak	14.01	B	14.13	B
				Weekday PM Peak	17.90	B	17.96	B
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On- Ramp (n/o Century Blvd)	Basic	Weekday AM Peak	6.83	A	6.91	A
				Weekday PM Peak	7.00	A	7.05	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	-	F ²	-	F ²

3. Environmental Setting, Impacts, and Mitigation Measures
 [STYLEREFF "Heading 3" \n] [STYLEREFF "Heading 3"]

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density ₁	LOS ₁	Density ¹	LOS ¹
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	10.98	B	11.06	B
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday AM Peak	8.23	A	8.25	A
				Weekday PM Peak	9.46	A	9.56	A
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F	-	F
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F ²	-	F ²
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday AM Peak	21.25	C	21.26	C
				Weekday PM Peak	-	F ²	-	F ²
24	I-105 Eastbound	I-405 SB On- Ramp	Merge	Weekday AM Peak	18.96	C	19.09	C
				Weekday PM Peak	-	F ²	-	F ²
25	I-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekday AM Peak	23.44	C	23.69	C
				Weekday PM Peak	-	F ²	-	F ²
26	I-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday AM Peak	19.18	C	19.21	C
				Weekday PM Peak	16.17	B	16.19	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off- Ramp	Weave	Weekday AM Peak	27.48	C	27.57	C
				Weekday PM Peak	-	F ²	-	F ²
28	I-105 Eastbound	120th St Off- Ramp to 120th St On-Ramp	Basic	Weekday AM Peak	23.12	C	23.15	C
				Weekday PM Peak	-	F ²	-	F ²
29	I-105 Eastbound	120th St On- Ramp	Merge	Weekday AM Peak	16.90	B	16.94	B
				Weekday PM Peak	-	F ²	-	F ²
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday AM Peak	23.45	C	23.48	C
				Weekday PM Peak	-	F ²	-	F ²
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday AM Peak	19.97	C	20.01	C
				Weekday PM Peak	-	F ²	-	F ²
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	22.88	C	22.97	C
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	23.79	C	23.92	C
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	23.79	C	23.92	C
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	20.15	C	20.25	C
36	I-105 Westbound	Crenshaw Blvd NB Loop On- Ramp	Merge	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	17.54	B	17.64	B

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density ₁	LOS ₁	Density ¹	LOS ¹
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	16.82	B	16.89	B
38	I-105 Westbound	Prairie/Hawthorn e Ave Off-Ramp	Diverge	Weekday AM Peak	14.53	B	14.66	B
				Weekday PM Peak	23.42	C	23.53	C
39	I-105 Westbound	Prairie/Hawthorn e Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday AM Peak	10.83	A	10.87	A
				Weekday PM Peak	21.16	C	21.21	C
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday AM Peak	18.96	C	18.96	C
				Weekday PM Peak	27.04	D	27.06	D
42	I-110 Northbound	101st St On- Ramp to n/o Century Blvd On-Ramp	Basic	Weekday AM Peak	23.98	C	23.98	C
				Weekday PM Peak	27.11	D	27.13	D
43	I-110 Northbound	Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	31.94	D	32.03	D
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	25.24	C	25.30	C
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	30.23	D	30.33	D
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off- Ramp	Weave	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	33.56	D	33.66	D
47	I-110 Southbound	76th St On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekday AM Peak	28.01	D	28.10	D
				Weekday PM Peak	-	F	-	F
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday AM Peak	24.85	C	24.92	C
				Weekday PM Peak	-	F	-	F
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	25.62	C	25.66	C
				Weekday PM Peak	-	F	-	F
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	20.97	C	21.02	C
				Weekday PM Peak	28.86	D	28.91	D
51	I-110 Southbound	Century Blvd Off-Ramp	Diverge	Weekday AM Peak	29.30	D	29.39	D
				Weekday PM Peak	35.52	E	35.59	E
52	I-110 Southbound	Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday AM Peak	14.80	B	14.81	B
				Weekday PM Peak	20.25	C	20.26	C
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday AM Peak	21.02	C	21.03	C
				Weekday PM Peak	22.76	C	22.77	C

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density 1	LOS 1	Density ¹	LOS ¹

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 component 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 3.14-47
 FREEWAY OFF-RAMP QUEUING ANALYSIS – CUMULATIVE PLUS PROJECT (ANCILLARY LAND USES)
 CONDITIONS**

Off-Ramp ¹	Ramp Capacity Threshold ²	Cumulative No Project				Cumulative Plus Project			
		95th Percentile Queue (ft.) ³		Queue Exceeds Available Storage ⁴		95th Percentile Queue (ft.) ³		Queue Exceeds Available Storage ⁴	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	626	1,112	No	No	628	1,116	No	No
I-405 NB Off-Ramp at Century Boulevard	3,600	2,275	1,371	No	No	2,291	1,384	No	No
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	396	630	No	No	408	638	No	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	1,100	1,950	No	No	1,164	2,082	No	No

NOTES:

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

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

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

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

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-48A
 WEEKDAY AM PEAK HOUR INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS)
 CONDITIONS**

	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project ³	
					V/C or Delay	LOS	V/C or Delay	LOS
14	Prairie Ave/ Manchester Blvd	ICU	Inglewood	AM	1.172	F	1.174	F
19	Prairie Ave/	ICU	Inglewood	AM	0.817	D	0.820	D

	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project ³	
					V/C or Delay	LOS	V/C or Delay	LOS
	Kelso St/Pincay Dr							
25	Prairie Ave/ Arbor Vitae St	ICU	Inglewood	AM	0.719	C	0.739	C
27	Myrtle Ave/ Hardy St	ICU	Inglewood	AM	0.667	B	0.667	B
28	Prairie Ave/ Hardy St	ICU	Inglewood	AM	0.737	C	0.767	C
29	Crenshaw Blvd/ Hardy St	ICU	Inglewood	AM	0.634	B	0.635	B
31	La Cienega Blvd/ SB 405 On/Off-Ramps (n/o Century)	ICU	Inglewood	AM	0.950	E	1.007	F
		CMA	City of Los Angeles	AM	0.846	D	0.847	D
		HCM	Caltrans	AM	41.7	D	64.1	E
32	Prairie Ave/ 97th St	ICU	Inglewood	AM	0.635	B	0.638	B
34	La Cienega Blvd/ Century Blvd	ICU	Inglewood	AM	1.178	F	1.207	F
		CMA	City of Los Angeles	AM	1.154	F	1.187	F
35	NB 405 On/Off-Ramp/ Century Blvd	ICU	Inglewood	AM	1.033	F	1.036	F
		HCM	Caltrans	AM	67.3	E	68.4	E
36	Felton Ave/ Century Blvd	ICU	Inglewood	AM	0.691	B	0.732	C
37	Inglewood Ave/ Century Blvd	ICU	Inglewood	AM	1.040	F	1.046	F
38	Fir Ave/Firmona Ave/ Century Blvd	ICU	Inglewood	AM	0.698	B	0.702	C
39	Grevillea Ave/ Century Blvd	ICU	Inglewood	AM	0.748	C	0.752	C
40	Hawthorne Blvd/La Brea Blvd/Century Blvd	ICU	Inglewood	AM	1.083	F	1.087	F
41	Myrtle Ave/ Century Blvd	ICU	Inglewood	AM	0.740	C	0.752	C
42	Freeman Ave/ Century Blvd	ICU	Inglewood	AM	0.628	B	0.640	B
43	Prairie Ave/ Century Blvd	ICU	Inglewood	AM	0.964	E	1.037	F
44	Doty Ave/ Century Blvd	ICU	Inglewood	AM	0.939	E	0.956	E
45	Yukon Ave/ Century Blvd	ICU	Inglewood	AM	0.646	B	0.703	C
46	Club Dr/ Century Blvd	ICU	Inglewood	AM	0.802	D	0.853	D
47	11th Ave/Village Ave/ Century Blvd	ICU	Inglewood	AM	0.675	B	0.719	C
48	Crenshaw Blvd/ Century Blvd	ICU	Inglewood	AM	0.881	D	0.941	E
49	5th Ave/ Century Blvd	ICU	Inglewood	AM	0.772	C	0.800	C
50	Van Ness Ave/ Century Blvd	ICU	Inglewood	AM	0.873	D	0.899	D
		CMA	City of Los Angeles	AM	0.725	C	0.753	C

3. Environmental Setting, Impacts, and Mitigation Measures
 [STYLEREF "Heading 3" \n] [STYLEREF "Heading 3"]

	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project ³	
					V/C or Delay	LOS	V/C or Delay	LOS
53	La Cienega Blvd/ SB 405 On/Off-Ramps (s/o Century)	CMA	City of Los Angeles	AM	0.525	A	0.529	A
		ICU	Inglewood	AM	0.749	C	0.754	C
		HCM	Caltrans	AM	29.1	C	29.7	C
54	Prairie Ave/102nd St	ICU/HCM ⁴	Inglewood	AM	0.646	B	21.6	C
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	AM	9.1	A	7.4	A
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	AM	16.9	C	11.1	B
59	Hawthorne Blvd/ 104th St	ICU	Inglewood/Los Angeles County	AM	0.658	B	0.717	C
60	Prairie Ave/104th St	ICU	Inglewood	AM	0.721	C	0.914	E
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	AM	10.8	B	13.7	B
62	Yukon Ave/104th St	ICU	Inglewood	AM	0.702	C	0.796	C
63	Crenshaw Blvd/ 104th St	ICU	Inglewood	AM	0.735	C	0.809	D
66	Freeman Ave/ Lennox Blvd	ICU	Inglewood	AM	0.536	A	0.536	A
67	Prairie Ave/ Lennox Blvd	ICU	Inglewood	AM	0.686	B	0.762	C
68	Prairie Ave/108th St	ICU	Inglewood	AM	0.716	C	0.811	D
69	Yukon Ave/108th St	ICU	Inglewood	AM	0.525	A	0.572	A
72	Prairie Ave/111th St	ICU	Inglewood	AM	0.763	C	0.781	C
75	Prairie Ave/ 112th St/ 105 On-Ramps	ICU	Inglewood	AM	0.834	D	0.865	D
		HCM	Caltrans	AM	26.0	C	29.2	C
77	Freeman Ave/EB 105 On-Ramp/Imperial Hwy	ICU	Hawthorne	AM	0.718	C	0.721	C
		HCM	Caltrans	AM	16.7	B	17.1	B
78	Prairie Ave/ Imperial Hwy	ICU	Inglewood/ Hawthorne	AM	1.016	F	1.051	F
89	Hollywood Park Casino Driveway/Century Blvd	ICU	Inglewood	AM	0.571	A	0.621	B
115	Century Blvd/ West Structure Driveway	ICU	Inglewood	AM	Does Not Exist		0.544	A
116	Prairie Ave/West Structure Driveway	ICU	Inglewood	AM	Does Not Exist		0.663	B

NOTES:

Shaded cells represent significant impacts.

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

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

³ For AM peak hour conditions, event is a 2,000-person Corporate/Community event. For PM peak hour conditions, event is a 7,500-person Other Sports/Gathering Event.

⁴ 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.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-48B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS)
CONDITIONS

	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	Cumulative No Project		Cumulative Plus Project ^c	
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	PM	1.146	F	1.153	F
2	La Brea Ave/ Florence Ave	ICU	Inglewood	PM	0.895	D	0.935	E
3	Hillcrest Blvd/ Florence Ave	ICU	Inglewood	PM	0.490	A	0.499	A
4	Centinela Ave/ Florence Ave	HCM	Inglewood	PM	110.6	F	111.6	F
5	Prairie Ave/ Florence Ave	ICU	Inglewood	PM	0.988	E	1.003	F
6	West Blvd/ Florence Ave	ICU	Inglewood	PM	1.095	F	1.100	F
		CMA	City of Los Angeles	PM	0.961	E	0.966	E
7	Prairie Ave/ Grace Ave	ICU	Inglewood	PM	0.522	A	0.536	A
8	Prairie Ave/ East Carondelet Way	ICU	Inglewood	PM	0.554	A	0.567	A
9	Prairie Ave/ E Regent Street	ICU	Inglewood	PM	0.752	C	0.760	C
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	PM	1.137	F	1.166	F
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	PM	0.987	E	1.012	F
12	Hillcrest Blvd/ Manchester Blvd	ICU	Inglewood	PM	0.879	D	0.911	E
13	Spruce Ave/ Manchester Blvd	ICU	Inglewood	PM	0.646	B	0.658	B
14	Prairie Ave/ Manchester Blvd	ICU	Inglewood	PM	1.128	F	1.161	F
15	Kareem Ct/ Manchester Blvd	ICU	Inglewood	PM	0.783	C	0.801	D
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	PM	1.474	F	1.561	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	PM	0.729	C	0.733	C
18	Market St/La Brea Ave	ICU	Inglewood	PM	0.586	A	0.631	B
19	Prairie Ave/Kelso St/Pincay Dr	ICU	Inglewood	PM	1.007	F	1.014	F
20	Kareem Ct/ Pincay Dr	ICU	Inglewood	PM	0.589	A	0.589	A
21	La Cienega Blvd/ Arbor Vitae St	ICU	Inglewood	PM	0.887	D	0.910	E

TABLE 3.14-48B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS)
CONDITIONS

Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	Cumulative No Project		Cumulative Plus Project ^c		
				V/C or Delay	LOS	V/C or Delay	LOS	
	CMA	City of Los Angeles	PM	0.840	D	0.863	D	
22	Inglewood Ave/ Arbor Vitae St	ICU	Inglewood	PM	0.886	D	0.933	E
23	La Brea Ave/ Arbor Vitae St	ICU	Inglewood	PM	0.803	D	0.856	D
24	Myrtle Ave/ Arbor Vitae St	ICU	Inglewood	PM	0.582	A	0.583	A
25	Prairie Ave/Arbor Vitae St	ICU	Inglewood	PM	0.771	C	0.791	C
26	La Brea Ave/ Hardy St	ICU	Inglewood	PM	0.705	C	0.741	C
27	Myrtle Ave/Hardy St	ICU	Inglewood	PM	0.441	A	0.460	A
28	Prairie Ave/ Hardy St	ICU	Inglewood	PM	0.731	C	0.750	C
29	Crenshaw Blvd/ Hardy St	ICU	Inglewood	PM	0.588	A	0.621	B
30	Van Ness Ave/ Hardy St/ 96th St	ICU	Inglewood	PM	0.670	B	0.680	B
	CMA	City of Los Angeles	PM	0.507	A	0.518	A	
31	La Cienega Blvd/ SB 405 On/Off- Ramps (n/o Century)	ICU	Inglewood	PM	0.907	E	0.907	E
		CMA	City of Los Angeles	PM	0.786	C	0.787	C
		HCM	Caltrans	PM	35.8	D	36.7	D
32	Prairie Ave/97th St	ICU	Inglewood	PM	0.554	A	0.562	A
33	Concourse Way/ Century Blvd	CMA	City of Los Angeles	PM	0.468	A	0.480	A
34	La Cienega Blvd/ Century Blvd	ICU	Inglewood	PM	0.907	E	0.963	E
		CMA	City of Los Angeles	PM	0.838	D	0.904	E
35	NB 405 On/Off- Ramp/Century Blvd	ICU	Inglewood	PM	0.860	D	0.863	D
		HCM	Caltrans	PM	21.7	C	23.3	C
36	Felton Ave/ Century Blvd	ICU	Inglewood	PM	0.818	D	0.836	D
37	Inglewood Ave/ Century Blvd	ICU	Inglewood	PM	1.059	F	1.090	F
38	Fir Ave/Firmona Ave/Century Blvd	ICU	Inglewood	PM	0.690	B	0.708	C

TABLE 3.14-48B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS)
CONDITIONS

Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	Cumulative No Project		Cumulative Plus Project ^c	
				V/C or Delay	LOS	V/C or Delay	LOS
39 Grevillea Ave/ Century Blvd	ICU	Inglewood	PM	0.688	B	0.706	C
40 Hawthorne Blvd/ La Brea Blvd/ Century Blvd	ICU	Inglewood	PM	0.974	E	1.154	F
41 Myrtle Ave/ Century Blvd	ICU	Inglewood	PM	0.627	B	0.736	C
42 Freeman Ave/ Century Blvd	ICU	Inglewood	PM	0.621	B	0.712	C
43 Prairie Ave/ Century Blvd	ICU	Inglewood	PM	1.022	F	1.154	F
44 Doty Ave/ Century Blvd	ICU	Inglewood	PM	0.657	B	0.765	C
45 Yukon Ave/ Century Blvd	ICU	Inglewood	PM	0.828	D	0.917	E
46 Club Dr/Century Blvd	ICU	Inglewood	PM	0.870	D	0.957	E
47 11th Ave/Village Ave/Century Blvd	ICU	Inglewood	PM	0.827	D	0.895	D
48 Crenshaw Blvd/ Century Blvd	ICU	Inglewood	PM	0.938	E	1.035	F
49 5th Ave/Century Blvd	ICU	Inglewood	PM	0.542	A	0.561	A
50 Van Ness Ave/ Century Blvd	ICU	Inglewood	PM	0.894	D	0.936	E
	CMA	City of Los Angeles	PM	0.745	C	0.791	C
51 Gramercy Pl/ Century Blvd	ICU	Los Angeles County	PM	0.505	A	0.544	A
	CMA	City of Los Angeles	PM	0.331	A	0.373	A
52 Western Ave/ Century Blvd	CMA	City of Los Angeles	PM	0.976	E	1.037	F
53 La Cienega Blvd/ SB 405 On/Off- Ramps (s/o Century)	CMA	City of Los Angeles	PM	0.531	A	0.539	A
	ICU	Inglewood	PM	0.741	C	0.762	C
	HCM	Caltrans	PM	24.8	C	29.1	C
54 Prairie Ave/ 102nd St	ICU/HCM ^d	Inglewood	PM	0.632	B	***	F
55 Doty Ave/102nd St	HCM (unsig.)	Inglewood	PM	11.0	B	9.8	A
56 Yukon Ave/ 102nd St	HCM (unsig.)	Inglewood	PM	25.9	D	31.8	D

TABLE 3.14-48B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS)
CONDITIONS

	Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	Cumulative No Project		Cumulative Plus Project ^c	
					V/C or Delay	LOS	V/C or Delay	LOS
57	La Cienega Blvd/104th St	ICU	Los Angeles County	PM	0.545	A	0.545	A
		CMA	City of Los Angeles	PM	0.517	A	0.517	A
58	Inglewood Ave/104th St	ICU	Los Angeles County	PM	0.722	C	0.727	C
59	Hawthorne Blvd/104th St	ICU	Inglewood/ Los Angeles County	PM	0.751	C	0.852	D
60	Prairie Ave/104th St	ICU	Inglewood	PM	0.715	C	1.043	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	PM	11.2	B	20.7	C
62	Yukon Ave/104th St	ICU	Inglewood	PM	0.606	B	0.840	D
63	Crenshaw Blvd/104th St	ICU	Inglewood	PM	0.697	B	0.915	E
64	Van Ness Ave/104th St	ICU	Los Angeles County	PM	0.588	A	0.604	B
65	Hawthorne Blvd/Lennox Blvd	ICU	Los Angeles County	PM	0.835	D	0.935	E
66	Freeman Ave/Lennox Blvd	ICU	Inglewood	PM	0.443	A	0.465	A
67	Prairie Ave/Lennox Blvd	ICU	Inglewood	PM	0.786	C	1.063	F
68	Prairie Ave/108th St	ICU	Inglewood	PM	0.645	B	0.866	D
69	Yukon Ave/108th St	ICU	Inglewood	PM	0.542	A	0.702	C
70	Crenshaw Blvd/109th St	ICU	Inglewood	PM	0.647	B	0.779	C
71	Hawthorne Blvd/111th St	ICU	Los Angeles County	PM	0.833	D	0.952	E
72	Prairie Ave/111th St	ICU	Inglewood	PM	0.720	C	0.933	E
73	Yukon Ave/111th St	ICU	Inglewood	PM	0.396	A	0.430	A
74	Hawthorne Blvd/WB 105 Off-Ramp	ICU	Hawthorne	PM	0.797	C	0.902	E
		HCM	Caltrans	PM	26.6	C	57.0	E
75	Prairie Ave/112th St/105 On-Ramps	ICU	Inglewood	PM	0.971	E	1.161	F
		HCM	Caltrans	PM	33.3	C	128.0	F

TABLE 3.14-48B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS)
CONDITIONS

Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	Cumulative No Project		Cumulative Plus Project ^c	
				V/C or Delay	LOS	V/C or Delay	LOS
76 Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	PM	0.918	E	0.929	E
77 Freeman Ave/ EB 105 On-Ramp/Imperial Hwy	ICU	Hawthorne	PM	0.867	D	1.179	F
	HCM	Caltrans	PM	18.5	B	49.9	D
78 Prairie Ave/ Imperial Hwy	ICU	Inglewood/ Hawthorne	PM	0.960	E	1.059	F
79 Doty Ave/ Imperial Hwy	ICU	Los Angeles County	PM	0.704	C	0.770	C
80 Yukon Ave/ Imperial Hwy	ICU	Inglewood	PM	0.685	B	0.752	C
81 Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	PM	1.007	F	1.080	F
82 Prairie Ave/118th St	ICU	Hawthorne	PM	0.624	B	0.648	B
83 Crenshaw Blvd/ WB 105 Off-Ramp/118th Pl	ICU	Hawthorne	PM	0.908	E	1.049	F
	HCM	Caltrans	PM	50.0	D	71.6	E
84 Prairie Ave/120th St	ICU	Hawthorne	PM	0.993	E	1.060	F
85 EB 105 On/Off-Ramp/ 120th St	ICU	Hawthorne	PM	0.828	D	0.956	E
	HCM	Caltrans	PM	29.8	C	49.6	D
86 Crenshaw Blvd/ 120th Street	ICU	Hawthorne	PM	0.801	D	1.164	F
87 La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	PM	0.641	B	0.661	B
	CMA	City of Los Angeles	PM	0.491	A	0.503	A
88 Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	PM	0.975	E	0.977	E
89 Hollywood Park Casino Driveway/ Century Blvd	ICU	Inglewood	PM	0.530	A	0.728	C
90 Prairie Ave/ Buckthorn Street	ICU	Inglewood	PM	0.525	A	0.548	A
91 Normandie Ave/ Century Ave	ICU	Los Angeles County	PM	1.035	F	1.066	F
92 Vermont Ave/ Century Ave	ICU	Los Angeles County	PM	0.868	D	0.903	E
	CMA	City of Los Angeles	PM	0.792	C	0.832	D

TABLE 3.14-48B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS)
CONDITIONS

Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	Cumulative No Project		Cumulative Plus Project ^c	
				V/C or Delay	LOS	V/C or Delay	LOS
93 Hoover St/ Century Ave	CMA	City of Los Angeles	PM	0.621	B	0.657	B
94 Figueroa St/ Century Ave	CMA	City of Los Angeles	PM	0.830	D	0.890	D
95 Grand Ave/ 110 SB Off-Ramp/ Century Ave	CMA	City of Los Angeles	PM	0.488	A	0.518	A
	HCM	Caltrans	PM	20.3	C	21.2	C
96 Olive St/ 110 NB On-Ramp/ Century Ave	CMA	City of Los Angeles	PM	0.501	A	0.544	A
	HCM	Caltrans	PM	11.0	B	12.2	B
97 Van Ness Ave/ Manchester Blvd	ICU	Inglewood	PM	1.307	F	1.389	F
	CMA	City of Los Angeles	PM	1.187	F	1.255	F
98 Western Ave/ Manchester Blvd	CMA	City of Los Angeles	PM	1.171	F	1.235	F
99 Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	PM	0.785	C	0.811	D
100 Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	PM	0.787	C	0.799	C
101 Hoover St/ Manchester Blvd	CMA	City of Los Angeles	PM	0.749	C	0.775	C
102 Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	PM	0.959	E	0.987	E
103 110 SB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	PM	0.613	B	0.644	B
	HCM	Caltrans	PM	9.8	A	10.5	B
104 110 NB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	PM	0.605	B	0.605	B
	HCM	Caltrans	PM	16.5	B	15.9	B
105 Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	PM	1.078	F	1.085	F
106 Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	PM	0.930	E	0.945	E
107 La Brea Ave/ Centinela Ave	ICU	Inglewood	PM	1.005	F	1.020	F
108 La Cienega Blvd/ Centinela Ave	ICU	Inglewood	PM	0.969	E	0.970	E

TABLE 3.14-48B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS)
CONDITIONS

Intersection	Methodology ^{a,b}	Jurisdiction ^a	Peak Hour	Cumulative No Project		Cumulative Plus Project ^c	
				V/C or Delay	LOS	V/C or Delay	LOS
	CMA	City of Los Angeles	PM	0.911	E	0.912	E
109 La Cienega Blvd/La Tijera Blvd	ICU	Inglewood	PM	0.774	C	0.775	C
	CMA	City of Los Angeles	PM	0.605	B	0.607	B
110 La Brea Ave/Slauson Ave	ICU	Los Angeles County	PM	0.908	E	0.909	E
111 La Cienega Blvd/Stocker St	ICU	Los Angeles County	PM	1.000	E	1.010	F
112 La Brea Ave/Overhill Drive/Stocker St	ICU	Los Angeles County	PM	0.680	B	0.680	B
113 Crenshaw Dr/Manchester Blvd	ICU	Inglewood	PM	0.745	C	0.749	C
114 Manchester Blvd/Ash St/I-405 NB Off-Ramp	ICU	Inglewood	PM	0.993	E	0.997	E
115 Century Blvd/West Structure Driveway	ICU	Inglewood	PM	Does Not Exist		0.732	C
116 Prairie Ave/West Structure Driveway	ICU	Inglewood	PM	Does Not Exist		0.968	E

NOTES:

Shaded cells represent significant impacts.

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

^b 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 at E or F and the peak hour signal warrant is met.

^c For AM peak hour conditions, event is a 2,000-person Corporate/Community event. For PM peak hour conditions, event is a 7,500-person Other Sports/Gathering Event.

^d 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.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-49
NEIGHBORHOOD STREET SEGMENT TRAFFIC VOLUMES – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS)
CONDITIONS

Segment	Functional Class	Cumulative No Project Conditions Weekday ADT	Cumulative Plus Project (Daytime Events) Conditions	
			2,000-person Corporate/Community Event Weekday ADT	7,500-person Sports/Gathering Event Weekday ADT
Hardy Street, west of Prairie Avenue	Collector	8,485	8,517	8,561
97th Street, west of Prairie Avenue	Local	1,047	1,079	1,123
99th Street, west of Prairie Avenue	Local	1,224	1,256	1,300
Myrtle Avenue, north of Century Boulevard	Collector	4,489	4,555	4,576
Flower Street, north of Century Boulevard	Local	2,848	2,880	2,924
Freeman Avenue, south of Century Boulevard	Collector	4,121	4,590	4,634
101st Street, west of Prairie Avenue	Local	1,168	616	660
102nd Street, west of Prairie Avenue	Local	1,864	964	1,008
102nd Street, between Prairie Avenue and Doty Avenue	Local	5,817	1,187	1,425
102nd Street, between Doty Avenue and Yukon Avenue	Local	4,733	2,917	3,184
103rd Street, west of Prairie Avenue	Local	1,071	1,206	1,250
Doty Avenue, south of 102nd Street	Collector	2,328	3,697	3,736
Yukon Avenue, south of 102nd Street	Collector	14,033	14,894	15,199
104th Street, west of Prairie Avenue	Collector	3,974	4,650	4,669
104th Street, between Prairie Avenue and Doty Avenue	Collector	6,132	9,580	9,825
104th Street, between Doty Avenue and Yukon Avenue	Collector	5,505	7,183	7,428
104th Street, east of Dixon Avenue	Collector	9,249	9,516	9,819
Doty Avenue, south of 104th Street	Collector	2,021	2,053	2,097
Yukon Avenue, south of 104th Street	Collector	10,092	10,124	10,240
105th Street, between Prairie Avenue and Doty Avenue	Local	1,429	1,461	1,505
106th Street, between Prairie Avenue and Doty Avenue	Local	1,445	1,477	1,521
107th Street, between Prairie Avenue and Doty Avenue	Local	934	966	1,010
108th Street, between Prairie Avenue and Doty Avenue	Collector	4,578	4,738	4,889
Doty Avenue, south of 109th Street	Collector	2,521	2,553	2,597
Yukon Avenue, south of 109th Street	Collector	8,252	8,284	8,345
109th Street, between Yukon Avenue and Lemoli Avenue	Local	2,978	3,167	3,208
Doty Avenue, north of Imperial Highway	Collector	4,336	4,368	4,412
Yukon Avenue, north of Imperial Highway	Collector	8,376	8,408	8,452

NOTES:

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-50
 FREEWAY OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS**

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	27.12	C	27.24	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday AM Peak	11.50	B	12.06	B
				Weekday PM Peak	22.04	C	22.13	C
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On- Ramp	Basic	Weekday AM Peak	18.95	C	20.10	C
				Weekday PM Peak	19.51	C	19.62	C
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	-	F ²	-	F ²
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekday AM Peak	18.81	B	19.48	B
				Weekday PM Peak	19.31	B	19.38	B
6	I-405 Northbound	Century Blvd Off-Ramp	Diverge	Weekday AM Peak	14.99	B	15.76	B
				Weekday PM Peak	15.91	B	15.98	B
7	I-405 Northbound	Century Blvd Off-Ramp to Century Blvd On-Ramp	Basic	Weekday AM Peak	7.99	A	7.99	A
				Weekday PM Peak	13.23	B	13.24	B
8	I-405 Northbound	Century Blvd On-Ramp	Merge	Weekday AM Peak	10.05	A	10.05	A
				Weekday PM Peak	20.82	C	21.58	C
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday AM Peak	9.63	A	9.71	A
				Weekday PM Peak	22.64	C	25.97	C
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	35.93	E	38.63	E
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	39.40	E	42.80	E
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F	-	F
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off- Ramp	Weave	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F	-	F
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Century Blvd.)	Diverge	Weekday AM Peak	14.01	B	16.32	B
				Weekday PM Peak	17.90	B	17.97	B
17	I-405	La Cienega	Basic	Weekday AM Peak	6.83	A	7.75	A

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
	Southbound	Bldv Off-Ramp to On-Ramp (n/o Century Blvd)		Weekday PM Peak	7.00	A	7.07	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	-	F ²	-	F ²
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	-	F ²	-	F ²
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday AM Peak	8.23	A	8.27	A
				Weekday PM Peak	9.46	A	10.41	A
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F	-	F
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F ²	-	F ²
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday AM Peak	21.25	C	21.28	C
				Weekday PM Peak	-	F ²	-	F ²
24	I-105 Eastbound	I-405 SB On- Ramp	Merge	Weekday AM Peak	18.96	C	19.20	C
				Weekday PM Peak	-	F ²	-	F ²
25	I-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekday AM Peak	23.44	C	23.93	C
				Weekday PM Peak	-	F ²	-	F ²
26	I-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday AM Peak	19.18	C	19.22	C
				Weekday PM Peak	16.17	B	16.18	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off- Ramp	Weave	Weekday AM Peak	27.48	C	27.78	C
				Weekday PM Peak	-	F ²	-	F ²
28	I-105 Eastbound	120th St Off- Ramp to 120th St On-Ramp	Basic	Weekday AM Peak	23.12	C	23.27	C
				Weekday PM Peak	-	F ²	-	F ²
29	I-105 Eastbound	120th St On- Ramp	Merge	Weekday AM Peak	16.90	B	17.07	B
				Weekday PM Peak	-	F ²	-	F ²
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday AM Peak	23.45	C	23.59	C
				Weekday PM Peak	-	F ²	-	F ²
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday AM Peak	19.97	C	20.14	C
				Weekday PM Peak	-	F ²	-	F ²
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	22.88	C	23.38	C

3. Environmental Setting, Impacts, and Mitigation Measures
 [STYLEREF "Heading 3" \n] [STYLEREF "Heading 3"]

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	23.79	C	24.47	C
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	23.79	C	24.47	C
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	20.15	C	20.77	C
36	I-105 Westbound	Crenshaw Blvd NB Loop On- Ramp	Merge	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	17.54	B	18.44	C
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	16.82	B	17.70	B
38	I-105 Westbound	Prairie/Hawthor ne Ave Off- Ramp	Diverge	Weekday AM Peak	14.53	B	15.39	B
				Weekday PM Peak	23.42	C	24.49	C
39	I-105 Westbound	Prairie/Hawthor ne Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday AM Peak	10.83	A	11.04	B
				Weekday PM Peak	21.16	C	21.95	C
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday AM Peak	18.96	C	18.98	C
				Weekday PM Peak	27.04	D	29.43	D
42	I-110 Northbound	101st St On- Ramp to n/o Century Blvd On-Ramp	Basic	Weekday AM Peak	23.98	C	24.01	C
				Weekday PM Peak	27.11	D	30.21	D
43	I-110 Northbound	Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	31.94	D	35.60	E
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	25.24	C	28.58	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	30.23	D	33.42	D
46	I-110 Northbound	WB Manchest er Blvd On- Ramp to 76th St Off-Ramp	Weave	Weekday AM Peak	-	F ²	-	F ²
				Weekday PM Peak	33.56	D	37.65	E
47	I-110 Southbound	76th St On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekday AM Peak	28.01	D	29.24	D
				Weekday PM Peak	-	F	-	F
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchest er Blvd On- Ramp	Basic	Weekday AM Peak	24.85	C	25.97	C
				Weekday PM Peak	-	F	-	F
49	I-110	WB Manchest	Merge	Weekday AM Peak	25.62	C	26.39	C

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
	Southbound	r Blvd On-Ramp		Weekday PM Peak	-	F	-	F
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	20.97	C	21.75	C
				Weekday PM Peak	28.86	D	29.18	D
51	I-110 Southbound	Century Blvd Off-Ramp	Diverge	Weekday AM Peak	29.30	D	30.43	D
				Weekday PM Peak	35.52	E	35.94	E
52	I-110 Southbound	Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday AM Peak	14.80	B	15.26	B
				Weekday PM Peak	20.25	C	20.34	C
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday AM Peak	21.02	C	21.57	C
				Weekday PM Peak	22.76	C	22.87	C

NOTES:

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

² LOS F reported for this component 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 3.14-51
 FREEWAY OFF-RAMP QUEUING ANALYSIS – CUMULATIVE PLUS PROJECT (DAYTIME EVENT) CONDITIONS**

Off-Ramp ¹	Ramp Capacity Threshold ²	Cumulative Baseline No Project				Cumulative Plus Project			
		95th Percentile Queue (ft.) ³		Queue Exceeds Available Storage ⁴		95th Percentile Queue (ft.) ³		Queue Exceeds Available Storage ⁴	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	626	1,112	No	No	786	1,114	No	No
I-405 NB Off-Ramp at Century Boulevard	3,600	2,275	1,371	No	No	2,477	1,387	No	No
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	396	630	No	No	410	716	No	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	1,100	1,950	No	No	1,214	2,190	No	No

NOTES:

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

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

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

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

SOURCE: Fehr & Peers, 2019.

Cumulative Plus Project (Major Event) Conditions

Intersection, Neighborhood Street, and Freeway Evaluation

The expected travel characteristics for major events at the proposed project are expected to be very similar between Adjusted Baseline and cumulative conditions. Major event trips were added to the Cumulative No Project volumes to develop the Cumulative Plus Project (Major Events) scenario.

Table 3.14-52 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Cumulative No Project and Cumulative Plus Project (Major Event) conditions for the three event-related peak hours (see Appendix K.3 for technical calculations). A number of intersections would be significantly impacted during each peak hour. Extensive vehicle queue spillbacks would occur on portions on eastbound Century Boulevard and northbound Prairie Avenue heading toward the Project Site. In some instances, it was not possible for the entire hourly travel demand to be served within that hour, which indicates that ‘peak hour spreading’ (i.e., multiple hours of congestion) is likely.

Table 3.14-53 displays the average weekday and weekend daily traffic volumes on the neighborhood street study segments under Cumulative Conditions for No Project and Plus Project (Daytime Events) conditions. As shown in the table, the project would cause a net increase in trips on four facilities whose daily volume of traffic would exceed the applicable threshold for the facility type.

Table 3.14-54 shows the Cumulative LOS on freeway mainline segments for weekday AM and PM peak hours, without and with trips generated by the major events. **Table 3.14-55** shows the weekday AM and PM peak hour 95th percentile vehicle queues at freeway off-ramps for these scenarios. As shown, major events would cause degraded operations at several facilities, some of which are considered significant. Major events would cause three freeway off-ramps to experience queuing that exceeds the applicable threshold during both the weekday and weekend pre-event peak hours.

**TABLE 3.14-52
 INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.047	F	1.201	F
				Weekday Post-Event	0.701	C	0.734	C
				Weekend Pre-Event	0.988	E	1.145	F
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.827	D	0.835	D
				Weekday Post-Event	0.445	A	0.517	A
				Weekend Pre-Event	0.745	C	0.753	C
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	10.6	B	10.2	B
				Weekday Post-Event	4.8	A	5.0	A
				Weekend Pre-Event	7.4	A	7.8	A

3. Environmental Setting, Impacts, and Mitigation Measures
 [STYLEREF "Heading 3" \n] [STYLEREF "Heading 3"]

#	Intersection	Methodology _{1,2}	Jurisdiction ₁	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	84.5	F	90.0	F
				Weekday Post-Event	32.4	C	32.5	C
				Weekend Pre-Event	25.6	C	26.2	C
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	30.6	C	64.3	E
				Weekday Post-Event	14.1	B	17.7	B
				Weekend Pre-Event	23.8	C	42.6	D
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.039	F	1.099	F
				Weekday Post-Event	0.624	B	0.656	B
				Weekend Pre-Event	0.947	E	1.006	F
		CMA	City of Los Angeles	Weekday Pre-Event	0.903	E	0.965	E
				Weekday Post-Event	0.459	A	0.493	A
				Weekend Pre-Event	0.803	D	0.866	D
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekday Pre-Event	7.2	A	7.2	A
				Weekday Post-Event	2.2	A	3.0	A
				Weekend Pre-Event	3.9	A	3.6	A
8	Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekday Pre-Event	5.9	A	6.0	A
				Weekday Post-Event	4.1	A	4.8	A
				Weekend Pre-Event	4.9	A	4.9	A
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekday Pre-Event	10.9	B	10.8	B
				Weekday Post-Event	5.4	A	6.9	A
				Weekend Pre-Event	7.8	A	7.7	A
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.220	F	1.296	F
				Weekday Post-Event	0.660	B	0.720	C
				Weekend Pre-Event	0.941	E	1.016	F
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.917	E	1.039	F
				Weekday Post-Event	0.474	A	0.680	B
				Weekend Pre-Event	0.776	C	0.896	D
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	23.8	C	78.8	E
				Weekday Post-Event	11.4	B	10.9	B
				Weekend Pre-Event	14.9	B	28.4	C
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	29.2	C	64.9	E
				Weekday Post-Event	5.5	A	6.5	A
				Weekend Pre-Event	7.8	A	28.4	C
14	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	99.1	F	113.0	F
				Weekday Post-Event	28.7	C	35.0	C
				Weekend Pre-Event	42.2	D	103.3	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	25.0	C	72.2	E
				Weekday Post-Event	10.3	B	17.0	B
				Weekend Pre-Event	12.2	B	53.8	D
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.410	F	1.481	F
				Weekday Post-Event	0.700	B	0.985	E
				Weekend Pre-Event	1.321	F	1.392	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.603	B	0.668	B
				Weekday Post-Event	0.268	A	0.379	A
				Weekend Pre-Event	0.434	A	0.496	A
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.516	A	0.581	A
				Weekday Post-Event	0.279	A	0.408	A
				Weekend Pre-Event	0.463	A	0.527	A

3. Environmental Setting, Impacts, and Mitigation Measures
 [STYLEREF "Heading 3" \n] [STYLEREF "Heading 3"]

#	Intersection	Methodology _{1,2}	Jurisdiction ₁	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
19	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	23.7	C	33.1	C
				Weekday Post-Event	10.4	B	13.1	B
				Weekend Pre-Event	13.0	B	19.7	B
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	9.3	A	8.4	A
				Weekday Post-Event	4.9	A	8.2	A
				Weekend Pre-Event	9.1	A	8.6	A
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	49.5	D	89.6	F
				Weekday Post-Event	17.0	B	19.7	B
				Weekend Pre-Event	26.2	C	70.8	E
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	42.2	D	60.7	E
				Weekday Post-Event	15.8	B	21.2	C
				Weekend Pre-Event	44.1	D	125.9	F
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	29.9	C	86.7	F
				Weekday Post-Event	19.8	B	36.1	D
				Weekend Pre-Event	28.8	C	31.7	C
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	11.8	B	27.2	C
				Weekday Post-Event	8.1	A	12.4	B
				Weekend Pre-Event	10.4	B	11.5	B
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	27.4	C	46.5	D
				Weekday Post-Event	13.3	B	61.8	E
				Weekend Pre-Event	21.4	C	39.2	D
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	18.3	B	95.2	F
				Weekday Post-Event	14.8	B	11.6	B
				Weekend Pre-Event	14.5	B	58.7	E
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	10.8	B	10.3	B
				Weekday Post-Event	8.9	A	7.9	A
				Weekend Pre-Event	9.9	A	9.2	A
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	36.4	D	87.8	F
				Weekday Post-Event	12.5	B	86.4	F
				Weekend Pre-Event	21.3	C	37.1	D
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekday Pre-Event	11.3	B	59.2	E
				Weekday Post-Event	6.4	A	6.6	A
				Weekend Pre-Event	9.5	A	51.9	D
30	Van Ness Ave/ Hardy St/ 96th St	ICU	Inglewood	Weekday Pre-Event	0.595	A	0.608	B
				Weekday Post-Event	0.341	A	0.402	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.503	A	0.507	A
				Weekday Pre-Event	0.428	A	0.442	A
31	La Cienega Blvd/SB 405 On/Off-Ramps (Info Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekday Post-Event	0.157	A	0.221	A
				Weekend Pre-Event	0.330	A	0.334	A
				Weekday Pre-Event	30.4	C	129.4	F
32	Prairie Ave/ 97th St	HCM	Inglewood	Weekday Post-Event	29.0	C	40.7	D
				Weekend Pre-Event	27.7	C	141.6	F
				Weekday Pre-Event	18.4	B	43.1	D
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekday Post-Event	7.1	A	41.2	D
				Weekend Pre-Event	8.9	A	19.6	B
				Weekday Pre-Event	15.6	B	148.9	F
				Weekday Post-Event	9.9	A	20.6	C
				Weekend Pre-Event	15.0	B	16.1	B

3. Environmental Setting, Impacts, and Mitigation Measures
 [STYLEREF "Heading 3" \n] [STYLEREF "Heading 3"]

#	Intersection	Methodology _{1,2}	Jurisdiction ₁	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
34	La Cienega Blvd/ Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Pre-Event	39.4	D	163.6	F
				Weekday Post-Event	51.8	D	93.0	F
				Weekend Pre-Event	33.5	C	112.8	F
35	NB 405 On/Off- Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekday Pre-Event	17.3	B	143.2	F
				Weekday Post-Event	17.0	B	26.2	C
				Weekend Pre-Event	15.3	B	121.2	F
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	15.1	B	38.9	D
				Weekday Post-Event	15.8	B	136.1	F
				Weekend Pre-Event	15.1	B	29.7	C
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	51.9	D	179.9	F
				Weekday Post-Event	19.3	B	80.3	F
				Weekend Pre-Event	34.0	C	126.0	F
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	11.7	B	190.3	F
				Weekday Post-Event	7.3	A	14.6	B
				Weekend Pre-Event	10.8	B	138.7	F
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	21.7	C	67.6	E
				Weekday Post-Event	8.5	A	11.6	B
				Weekend Pre-Event	9.7	A	71.2	E
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	58.6	E	120.3	F
				Weekday Post-Event	32.1	C	91.0	F
				Weekend Pre-Event	48.8	D	116.4	F
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	10.8	B	77.4	E
				Weekday Post-Event	11.4	B	68.7	E
				Weekend Pre-Event	7.1	A	10.6	B
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	16.0	B	34.4	C
				Weekday Post-Event	10.1	B	68.1	E
				Weekend Pre-Event	9.2	A	9.7	A
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	107.6	F	154.4	F
				Weekday Post-Event	31.3	C	163.0	F
				Weekend Pre-Event	57.7	E	94.2	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	55.5	E	82.3	F
				Weekday Post-Event	18.3	B	94.2	F
				Weekend Pre-Event	47.2	D	84.4	F
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	29.7	C	83.2	F
				Weekday Post-Event	16.3	B	75.3	E
				Weekend Pre-Event	31.9	C	82.6	F
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	30.9	C	89.9	F
				Weekday Post-Event	17.6	B	42.5	D
				Weekend Pre-Event	29.4	C	109.6	F
47	11th Ave/ Village Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	41.1	D	94.0	F
				Weekday Post-Event	18.0	B	55.7	E
				Weekend Pre-Event	35.3	D	92.1	F
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	53.3	D	184.6	F
				Weekday Post-Event	29.4	C	61.3	E
				Weekend Pre-Event	64.1	E	193.1	F
49	5th Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	14.9	B	143.5	F
				Weekday Post-Event	12.0	B	17.7	B

#	Intersection	Methodology _{1,2}	Jurisdiction ₁	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
50	Van Ness Ave/ Century Blvd	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	14.3	B	145.4	F
				Weekday Pre-Event	0.841	D	0.878	D
				Weekday Post-Event	0.436	A	0.677	B
		CMA	City of Los Angeles	Weekend Pre-Event	0.743	C	0.823	D
				Weekday Pre-Event	0.691	B	0.730	C
				Weekday Post-Event	0.257	A	0.515	A
51	Gramercy Pl/ Century Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.587	A	0.671	B
				Weekday Pre-Event	0.456	A	0.490	A
				Weekday Post-Event	0.269	A	0.478	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.434	A	0.497	A
				Weekday Pre-Event	0.279	A	0.317	A
				Weekday Post-Event	0.091	A	0.303	A
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.256	A	0.323	A
				Weekday Pre-Event	0.861	D	0.978	E
				Weekday Post-Event	0.361	A	0.684	B
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	0.751	C	0.915	E
				Weekday Pre-Event	13.5	B	100.3	F
				Weekday Post-Event	11.9	B	12.5	B
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekend Pre-Event	11.8	B	19.5	B
				Weekday Pre-Event	9.0	A	86.9	F
				Weekday Post-Event	5.9	A	258.3	F
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	8.2	A	23.0	C
				Weekday Pre-Event	6.8	A	8.3	A
				Weekday Post-Event	5.7	A	9.0	A
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	6.6	A	7.8	A
				Weekday Pre-Event	17.6	C	45.5	E
				Weekday Post-Event	9.2	A	33.0	D
57	La Cienega Blvd/ 104th St	HCM	Los Angeles County/City of Los Angeles	Weekend Pre-Event	15.0	B	23.0	C
				Weekday Pre-Event	8.9	A	65.7	F
				Weekday Post-Event	7.4	A	7.2	A
58	Inglewood Ave/ 104th St	HCM	Los Angeles County	Weekend Pre-Event	6.2	A	5.7	A
				Weekday Pre-Event	19.9	B	24.6	C
				Weekday Post-Event	8.0	A	8.8	A
59	Hawthorne Blvd/ 104th St	HCM	Inglewood/ Los Angeles County	Weekend Pre-Event	15.1	B	14.6	B
				Weekday Pre-Event	27.1	C	64.6	F
				Weekday Post-Event	16.0	B	26.4	C
60	Prairie Ave/104th St	HCM	Inglewood	Weekend Pre-Event	24.8	C	76.4	E
				Weekday Pre-Event	18.2	B	164.4	F
				Weekday Post-Event	9.3	A	145.9	F
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekend Pre-Event	12.6	B	136.6	F
				Weekday Pre-Event	8.6	A	29.1	D
				Weekday Post-Event	6.7	A	9.5	A
62	Yukon Ave/104th St	HCM	Inglewood	Weekend Pre-Event	7.8	A	9.0	A
				Weekday Pre-Event	15.5	B	62.9	E
				Weekday Post-Event	8.9	A	15.1	B
				Weekend Pre-Event	13.2	B	24.7	C

3. Environmental Setting, Impacts, and Mitigation Measures
 [STYLEREF "Heading 3" \n] [STYLEREF "Heading 3"]

#	Intersection	Methodology _{1,2}	Jurisdiction ₁	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
63	Crenshaw Blvd/ 104th St	HCM	Inglewood	Weekday Pre-Event	28.9	C	145.4	F
				Weekday Post-Event	13.9	B	33.6	C
				Weekend Pre-Event	23.2	C	147.1	F
64	Van Ness Ave/ 104th St	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.544	A	0.562	A
				Weekday Post-Event	0.308	A	0.334	A
				Weekend Pre-Event	0.447	A	0.460	A
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.748	C	0.765	C
				Weekday Post-Event	0.470	A	0.663	B
				Weekend Pre-Event	0.660	B	0.675	B
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	8.4	A	149.1	F
				Weekday Post-Event	5.4	A	6.0	A
				Weekend Pre-Event	7.3	A	169.5	F
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	22.8	C	63.7	E
				Weekday Post-Event	5.7	A	118.9	F
				Weekend Pre-Event	12.6	B	49.2	D
68	Prairie Ave/108th St	HCM	Inglewood	Weekday Pre-Event	15.7	B	107.4	F
				Weekday Post-Event	6.7	A	45.1	D
				Weekend Pre-Event	10.7	B	98.4	F
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Pre-Event	10.4	B	12.6	B
				Weekday Post-Event	7.0	A	9.7	A
				Weekend Pre-Event	9.5	A	12.1	B
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekday Pre-Event	0.542	A	0.688	B
				Weekday Post-Event	0.310	A	0.495	A
				Weekend Pre-Event	0.495	A	0.641	B
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekday Pre-Event	0.751	C	0.791	C
				Weekday Post-Event	0.402	A	0.576	A
				Weekend Pre-Event	0.621	B	0.688	B
72	Prairie Ave/111th St	HCM	Inglewood	Weekday Pre-Event	25.8	C	90.1	F
				Weekday Post-Event	11.7	B	93.5	F
				Weekend Pre-Event	28.9	C	50.8	D
73	Yukon Ave/111th St	HCM	Inglewood	Weekday Pre-Event	9.6	A	10.3	B
				Weekday Post-Event	6.7	A	8.6	A
				Weekend Pre-Event	9.1	A	9.4	A
74	Hawthorne Blvd/ WB 105 Off- Ramp	ICU	Hawthorne	Weekday Pre-Event	0.739	C	0.847	D
				Weekday Post-Event	0.464	A	0.637	B
		HCM	Caltrans	Weekend Pre-Event	0.628	B	0.738	C
Weekday Pre-Event	22.8			C	26.6	C		
75	Prairie Ave/ 112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekday Post-Event	15.3	B	18.4	B
				Weekend Pre-Event	19.1	B	23.8	C
				Weekday Pre-Event	29.8	C	222.8	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Post-Event	18.4	B	79.9	E
				Weekend Pre-Event	45.2	D	151.7	F
				Weekday Pre-Event	0.840	D	0.844	D
77	Freeman Ave/ EB 105 On- Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Post-Event	0.430	A	0.461	A
				Weekend Pre-Event	0.659	B	0.662	B
				Weekday Pre-Event	24.3	C	25.6	C
Weekday Post-Event	14.8	B	28.6	C				
	Weekend Pre-Event	19.9	B	19.2	B			

3. Environmental Setting, Impacts, and Mitigation Measures
 [STYLEREF "Heading 3" \n] [STYLEREF "Heading 3"]

#	Intersection	Methodology _{1,2}	Jurisdiction ₁	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	52.2	D	77.3	E
				Weekday Post-Event	24.0	C	37.7	D
				Weekend Pre-Event	44.1	D	51.8	D
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	17.1	B	30.0	C
				Weekday Post-Event	9.8	A	10.2	B
				Weekend Pre-Event	14.2	B	15.7	B
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	13.1	B	22.7	C
				Weekday Post-Event	7.6	A	10.7	B
				Weekend Pre-Event	9.6	A	10.1	B
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Pre-Event	0.930	E	1.080	F
				Weekday Post-Event	0.493	A	0.729	C
				Weekend Pre-Event	0.882	D	1.033	F
82	Prairie Ave/ 118th St	HCM	Hawthorne	Weekday Pre-Event	19.5	B	18.9	B
				Weekday Post-Event	11.6	B	13.2	B
				Weekend Pre-Event	18.7	B	18.4	B
83	Crenshaw Blvd/ WB 105 Off- Ramp/ 118th PI	ICU	Hawthorne	Weekday Post-Event	0.588	A	0.775	C
				Weekend Pre-Event	0.845	D	1.067	F
		Weekday Pre-Event	26.1	C	89.0	F		
84	Prairie Ave/ 120th St						HCM	Hawthorne
		Weekend Pre-Event	22.5	C	70.1	E		
85	EB 105 On/Off- Ramp/ 120th St	ICU	Hawthorne	Weekday Pre-Event	50.4	D	47.2	D
				Weekday Post-Event	18.0	B	18.7	B
		Weekend Pre-Event	26.0	C	25.1	C		
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekday Pre-Event	0.781	C	0.827	D
				Weekday Post-Event	0.658	B	0.860	D
		Weekend Pre-Event	0.878	D	0.925	E		
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	23.5	C	28.9	C
				Weekday Post-Event	16.8	B	24.2	C
		Weekend Pre-Event	37.3	D	45.4	D		
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.812	D	0.936	E
				Weekday Post-Event	0.636	B	1.080	F
		Weekend Pre-Event	0.866	D	0.990	E		
89	Hollywood Park Casino Driveway/ Century Blvd	ICU	City of Los Angeles	Weekday Pre-Event	0.440	A	0.451	A
				Weekday Post-Event	0.310	A	0.329	A
		Weekend Pre-Event	0.372	A	0.375	A		
90	Prairie Ave/ Buckthorn Street	CMA	City of Los Angeles	Weekday Pre-Event	0.262	A	0.274	A
				Weekday Post-Event	0.119	A	0.139	A
		Weekend Pre-Event	0.188	A	0.191	A		
90	Prairie Ave/ Buckthorn Street	ICU	Los Angeles County	Weekday Pre-Event	0.841	D	0.855	D
				Weekday Post-Event	0.464	A	0.513	A
		Weekend Pre-Event	0.704	C	0.717	C		
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	14.6	B	77.2	E
				Weekday Post-Event	13.7	B	92.8	F
		Weekend Pre-Event	14.5	B	88.0	E		
90	Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekday Pre-Event	4.6	A	12.0	B
				Weekday Post-Event	3.7	A	46.3	D
		Weekend Pre-Event	3.6	A	8.2	A		

3. Environmental Setting, Impacts, and Mitigation Measures
 [STYLEREF "Heading 3" \n] [STYLEREF "Heading 3"]

#	Intersection	Methodology _{1,2}	Jurisdiction ₁	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekday Pre-Event	1.004	F	1.133	F
				Weekday Post-Event	0.534	A	0.821	D
				Weekend Pre-Event	0.883	D	1.034	F
92	Vermont Ave/ Century Ave	ICU	Los Angeles County	Weekday Pre-Event	0.860	D	0.896	D
				Weekday Post-Event	0.475	A	0.667	B
				Weekend Pre-Event	0.771	C	0.846	D
93	Hoover St/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.784	C	0.824	D
				Weekday Post-Event	0.336	A	0.559	A
				Weekend Pre-Event	0.680	B	0.766	C
94	Figueroa St/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.582	A	0.597	A
				Weekday Post-Event	0.205	A	0.383	A
				Weekend Pre-Event	0.515	A	0.588	A
95	Grand Ave/ 110 SB Off- Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.788	C	0.804	D
				Weekday Post-Event	0.346	A	0.508	A
				Weekend Pre-Event	0.672	B	0.759	C
96	Olive St/ 110 NB On- Ramp/ Century Ave	HCM	Caltrans	Weekday Pre-Event	0.480	A	0.572	A
				Weekday Post-Event	0.256	A	0.379	A
				Weekend Pre-Event	0.425	A	0.527	A
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	20.1	C	23.2	C
				Weekday Post-Event	12.8	B	15.3	B
				Weekend Pre-Event	19.2	B	28.8	C
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.526	A	0.555	A
				Weekday Post-Event	0.258	A	0.421	A
				Weekend Pre-Event	0.515	A	0.544	A
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	11.5	B	12.2	B
				Weekday Post-Event	7.6	A	10.0	A
				Weekend Pre-Event	13.1	B	13.9	B
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.269	F	1.285	F
				Weekday Post-Event	0.607	B	0.867	D
				Weekend Pre-Event	1.108	F	1.185	F
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.147	F	1.165	F
				Weekday Post-Event	0.440	A	0.717	C
				Weekend Pre-Event	0.975	E	1.057	F
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.208	F	1.226	F
				Weekday Post-Event	0.515	A	0.781	C
				Weekend Pre-Event	1.056	F	1.143	F
103	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.781	C	0.797	C
				Weekday Post-Event	0.375	A	0.512	A
				Weekend Pre-Event	0.634	B	0.713	C
104	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.789	C	0.875	D
				Weekday Post-Event	0.437	A	0.587	A
				Weekend Pre-Event	0.659	B	0.739	C
105	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.701	C	0.753	C
				Weekday Post-Event	0.371	A	0.509	A
				Weekend Pre-Event	0.617	B	0.701	C
106	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.920	E	0.930	E
				Weekday Post-Event	0.624	B	0.775	C
				Weekend Pre-Event	0.740	C	0.830	D

3. Environmental Setting, Impacts, and Mitigation Measures
 [STYLEREF "Heading 3" \n] [STYLEREF "Heading 3"]

#	Intersection	Methodology _{1,2}	Jurisdiction ₁	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
103	110 SB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.592	A	0.682	B
				Weekday Post-Event	0.488	A	0.615	B
				Weekend Pre-Event	0.501	A	0.590	A
		HCM	Caltrans	Weekday Pre-Event	9.4	A	15.7	B
				Weekday Post-Event	10.5	B	12.7	B
				Weekend Pre-Event	11.1	B	18.3	B
104	110 NB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.610	B	0.615	B
				Weekday Post-Event	0.419	A	0.519	A
				Weekend Pre-Event	0.609	B	0.613	B
		HCM	Caltrans	Weekday Pre-Event	16.1	B	15.5	B
				Weekday Post-Event	13.2	B	12.4	B
				Weekend Pre-Event	21.1	C	21.4	C
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event	0.968	E	1.111	F
				Weekday Post-Event	0.423	A	0.539	A
				Weekend Pre-Event	0.862	D	0.997	E
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.873	D	0.901	E
				Weekday Post-Event	0.366	A	0.441	A
				Weekend Pre-Event	0.771	C	0.799	C
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.916	E	0.929	E
				Weekday Post-Event	0.443	A	0.490	A
				Weekend Pre-Event	0.783	C	0.789	C
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.960	E	0.996	E
				Weekday Post-Event	0.674	B	0.684	B
				Weekend Pre-Event	0.999	E	1.039	F
		CMA	City of Los Angeles	Weekday Pre-Event	0.901	E	0.947	E
				Weekday Post-Event	0.569	A	0.579	A
				Weekend Pre-Event	0.946	E	0.992	E
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekday Pre-Event	0.728	C	0.744	C
				Weekday Post-Event	0.452	A	0.464	A
				Weekend Pre-Event	0.676	B	0.693	B
		CMA	City of Los Angeles	Weekday Pre-Event	0.558	A	0.575	A
				Weekday Post-Event	0.271	A	0.283	A
				Weekend Pre-Event	0.505	A	0.523	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekday Pre-Event	0.897	D	0.904	E
				Weekday Post-Event	0.514	A	0.514	A
				Weekend Pre-Event	0.754	C	0.761	C
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	0.972	E	0.974	E
				Weekday Post-Event	0.603	B	0.623	B
				Weekend Pre-Event	0.932	E	0.935	E
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	1.120	F	1.127	F
				Weekday Post-Event	0.589	A	0.589	A
				Weekend Pre-Event	0.872	D	0.872	D
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.679	B	0.796	C
				Weekday Post-Event	0.394	A	0.409	A
				Weekend Pre-Event	0.581	A	0.696	B
114	Manchester Blvd/ Ash St/I-405 NB	ICU	Inglewood	Weekday Pre-Event	0.899	D	0.992	E
				Weekday Post-Event	0.550	A	0.652	B
				Weekend Pre-Event	0.817	D	0.910	E

#	Intersection	Methodology _{1,2}	Jurisdiction ₁	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
	Off-Ramp	HCM	Caltrans	Weekday Pre-Event	30.4	C	40.1	D
				Weekday Post-Event	15.5	B	16.0	B
				Weekend Pre-Event	27.5	C	32.2	C
115	Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekday Pre-Event			N / A	N / A
				Weekday Post-Event	Does Not Exist		75.5	E
				Weekend Pre-Event			N / A	N / A
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event			66.5	E
				Weekday Post-Event	Does Not Exist		N / A	N / A
				Weekend Pre-Event			29.1	C

NOTES:

Shaded cells represent significant impacts.

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

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

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

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

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

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-53
NEIGHBORHOOD STREET SEGMENT TRAFFIC VOLUMES – CUMULATIVE PLUS PROJECT (MAJOR EVENT)
CONDITIONS

Segment	Functional Class	Cumulative No Project Conditions		Cumulative Plus Project (Major Event) Conditions	
		Weekday ADT ¹	Weekend ADT ¹	Weekday ADT ¹	Weekend ADT ¹
Hardy Street, west of Prairie Avenue	Collector	8,485	6,577	8,663	6,755
97th Street, west of Prairie Avenue	Local	1,047	985	1,225	1,163
99th Street, west of Prairie Avenue	Local	1,224	1,106	1,402	1,284
Myrtle Avenue, north of Century Boulevard	Collector	4,489	3,732	4,673	3,916
Flower Street, north of Century Boulevard	Local	2,848	2,716	3,026	2,894
Freeman Avenue, south of Century Boulevard	Collector	4,121	3,299	4,737	3,828
101st Street, west of Prairie Avenue	Local	1,168	993	762	675
102nd Street, west of Prairie Avenue	Local	1,864	1,285	1,110	821
102nd Street, between Prairie Avenue and Doty Avenue	Local	5,817	4,212	1,411	1,235
102nd Street, between Doty Avenue and Yukon Avenue	Local	4,733	3,187	3,626	2,685
103rd Street, west of Prairie Avenue	Local	1,071	615	1,352	852
Doty Avenue, south of 102nd Street	Collector	2,328	2,005	3,753	3,257
Yukon Avenue, south of 102nd Street	Collector	14,033	12,235	16,010	14,112
104th Street, west of Prairie Avenue	Collector	3,974	3,697	5,149	4,833

Segment	Functional Class	Cumulative No Project Conditions		Cumulative Plus Project (Major Event) Conditions	
		Weekday ADT ¹	Weekend ADT ¹	Weekday ADT ¹	Weekend ADT ¹
104th Street, between Prairie Avenue and Doty Avenue	Collector	6,132	5,663	10,295	9,593
104th Street, between Doty Avenue and Yukon Avenue	Collector	5,505	5,172	7,901	7,484
104th Street, east of Dixon Avenue	Collector	9,249	7,781	10,480	9,012
Doty Avenue, south of 104th Street	Collector	2,021	1,721	2,200	1,900
Yukon Avenue, south of 104th Street	Collector	10,092	8,544	10,527	9,279
105th Street, between Prairie Avenue and Doty Avenue	Local	1,429	1,174	1,607	1,352
106th Street, between Prairie Avenue and Doty Avenue	Local	1,445	1,411	1,623	1,589
107th Street, between Prairie Avenue and Doty Avenue	Local	934	1,668	1,112	1,846
108th Street, between Prairie Avenue and Doty Avenue	Collector	4,578	3,892	4,799	4,113
Doty Avenue, south of 109th Street	Collector	2,521	2,051	2,700	2,230
Yukon Avenue, south of 109th Street	Collector	8,252	6,936	8,761	7,445
109th Street, between Yukon Avenue and Lemoli Avenue	Local	2,978	2,229	3,238	2,489
Doty Avenue, north of Imperial Highway	Collector	4,336	3,746	4,515	3,925
Yukon Avenue, north of Imperial Highway	Collector	8,376	7,355	8,761	7,740

NOTES:

¹ ADT represents average daily traffic (total volume in both directions).

Above results are applicable for both major events consisting of an NBA basketball game and a concert based on their very similar levels of usage of neighborhood streets. Total traffic levels on these streets are within 0.01 percent of each other.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-54
 FREEWAY OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) CONDITIONS**

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density ¹	LOS ¹	Density ¹	LOS ¹
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday Pre-Event	24.46	C	26.73	C
				Weekday Post-Event	21.26	C	21.64	C
				Weekend Pre-Event	24.65	C	27.08	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday Pre-Event	20.28	C	21.95	C
				Weekday Post-Event	16.62	B	16.94	B
				Weekend Pre-Event	20.99	C	22.58	C
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekday Pre-Event	17.29	B	20.77	C
				Weekday Post-Event	13.46	B	13.74	B

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density 1	LOS 1	Density 1	LOS 1
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekend Pre- Event	17.10	B	19.39	C
				Weekday Pre- Event	12.58	B	14.91	B
				Weekday Post- Event	9.41	A	9.60	A
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekend Pre- Event	11.87	B	13.40	B
				Weekday Pre- Event	17.71	B	19.74	B
				Weekday Post- Event	14.11	B	14.27	B
6	I-405 Northbound	Century Blvd Off-Ramp	Diverge	Weekend Pre- Event	16.61	B	17.95	B
				Weekday Pre- Event	14.03	B	16.35	B
				Weekday Post- Event	10.27	A	10.45	A
7	I-405 Northbound	Century Blvd Off-Ramp to Century Blvd On-Ramp	Basic	Weekend Pre- Event	12.98	B	14.51	B
				Weekday Pre- Event	11.93	B	12.32	B
				Weekday Post- Event	6.24	A	6.28	A
8	I-405 Northbound	Century Blvd On-Ramp	Merge	Weekend Pre- Event	11.59	B	11.73	B
				Weekday Pre- Event	18.56	C	18.95	C
				Weekday Post- Event	13.20	B	13.66	B
9	I-405 Northbound	Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekend Pre- Event	17.66	B	17.83	B
				Weekday Pre- Event	19.47	B	19.93	B
				Weekday Post- Event	14.92	B	20.74	C
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre- Event	18.24	B	18.58	B
				Weekday Pre- Event	-	F	-	F
				Weekday Post- Event	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekend Pre- Event	32.72	D	33.11	D
				Weekday Pre- Event	20.67	C	23.38	C
				Weekday Post- Event	27.32	D	27.52	D
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekend Pre- Event	35.67	E	36.06	E
				Weekday Pre- Event	20.45	C	28.09	D
				Weekday Post- Event	30.62	D	30.88	D

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density 1	LOS 1	Density 1	LOS 1
Event								
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday Pre- Event	-	F	-	F
				Weekday Post- Event	18.03	B	18.73	B
				Weekend Pre- Event	-	F	-	F
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday Pre- Event	-	F	-	F
				Weekday Post- Event	18.40	C	18.41	C
				Weekend Pre- Event	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off- Ramp	Weave	Weekday Pre- Event	-	F	-	F
				Weekday Post- Event	24.39	C	24.40	C
				Weekend Pre- Event	-	F	-	F
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Century Blvd.)	Diverge	Weekday Pre- Event	15.86	B	19.10	C
				Weekday Post- Event	12.39	B	12.40	B
				Weekend Pre- Event	15.42	B	19.07	C
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o Century Blvd)	Basic	Weekday Pre- Event	6.34	A	8.40	A
				Weekday Post- Event	4.62	A	4.64	A
				Weekend Pre- Event	7.32	A	9.83	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	Weekday Pre- Event	-	F ²	-	F ²
				Weekday Post- Event	-	F ²	-	F ²
				Weekend Pre- Event	-	F ²	-	F ²
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Pre- Event	-	F ²	-	F ²
				Weekday Post- Event	-	F ²	-	F ²
				Weekend Pre- Event	-	F ²	-	F ²
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Pre- Event	9.76	A	10.02	A
				Weekday Post- Event	11.64	B	18.13	C
				Weekend Pre- Event	12.76	B	13.02	B
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre- Event	13.06	B	13.16	B
				Weekday Post- Event	17.30	B	19.80	C
				Weekend Pre- Event	19.87	C	19.97	C

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density 1	LOS 1	Density 1	LOS 1
Event								
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday Pre- Event	-	F ²	-	F ²
				Weekday Post- Event	13.91	B	16.06	B
				Weekend Pre- Event	15.84	B	15.94	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday Pre- Event	-	F ²	-	F ²
				Weekday Post- Event	16.22	B	17.90	B
				Weekend Pre- Event	15.93	B	16.02	B
24	I-105 Eastbound	I-405 SB On- Ramp	Merge	Weekday Pre- Event	18.16	C	18.84	C
				Weekday Post- Event	18.37	C	19.51	C
				Weekend Pre- Event	18.37	C	19.89	C
25	I-105 Eastbound	Prairie Ave Off- Ramp	Diverge	Weekday Pre- Event	-	F ²	-	F ²
				Weekday Post- Event	24.72	C	26.13	C
				Weekend Pre- Event	25.76	C	28.55	D
26	I-105 Eastbound	Prairie Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre- Event	15.85	B	16.42	B
				Weekday Post- Event	15.78	B	17.00	B
				Weekend Pre- Event	12.99	B	13.59	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off- Ramp	Weave	Weekday Pre- Event	-	F ²	-	F ²
				Weekday Post- Event	20.62	C	-	F
				Weekend Pre- Event	-	F ²	-	F ²
28	I-105 Eastbound	120th St Off- Ramp to 120th St On-Ramp	Basic	Weekday Pre- Event	-	F ²	-	F ²
				Weekday Post- Event	18.38	C	26.16	D
				Weekend Pre- Event	-	F ²	-	F ²
29	I-105 Eastbound	120th St On- Ramp	Merge	Weekday Pre- Event	18.44	C	19.36	C
				Weekday Post- Event	15.83	B	24.59	C
				Weekend Pre- Event	15.84	B	16.82	B
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday Pre- Event	25.15	C	25.90	C
				Weekday Post- Event	21.55	C	28.52	D
				Weekend Pre- Event	22.78	C	23.59	C

3. Environmental Setting, Impacts, and Mitigation Measures
 [STYLEREF "Heading 3" \n][STYLEREF "Heading 3"]

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density 1	LOS 1	Density 1	LOS 1
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday Pre- Event	21.77	C	22.71	C
				Weekday Post- Event	18.33	C	27.62	D
				Weekend Pre- Event	19.02	C	20.02	C
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday Pre- Event	20.93	C	28.40	D
				Weekday Post- Event	17.71	B	18.20	B
				Weekend Pre- Event	22.23	C	30.46	D
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday Pre- Event	22.26	C	34.38	D
				Weekday Post- Event	18.22	C	18.83	C
				Weekend Pre- Event	21.98	C	35.58	E
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday Pre- Event	22.26	C	34.38	D
				Weekday Post- Event	18.22	C	18.83	C
				Weekend Pre- Event	21.98	C	35.58	E
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday Pre- Event	20.79	C	29.86	D
				Weekday Post- Event	17.97	B	18.36	C
				Weekend Pre- Event	20.31	C	31.25	D
36	I-105 Westbound	Crenshaw Blvd NB Loop On- Ramp	Merge	Weekday Pre- Event	18.89	C	24.97	C
				Weekday Post- Event	14.84	B	15.30	B
				Weekend Pre- Event	17.33	B	24.43	C
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday Pre- Event	17.40	B	22.15	C
				Weekday Post- Event	13.58	B	14.05	B
				Weekend Pre- Event	16.80	B	22.42	C
38	I-105 Westbound	Prairie/Hawthor ne Ave Off- Ramp	Diverge	Weekday Pre- Event	25.52	C	33.78	D
				Weekday Post- Event	19.12	C	19.63	C
				Weekend Pre- Event	25.09	C	35.00	E
39	I-105 Westbound	Prairie/Hawthor ne Ave Off- Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre- Event	25.12	C	27.69	D
				Weekday Post- Event	18.85	C	19.31	C
				Weekend Pre- Event	24.91	C	27.16	D
40	I-105	Imperial Hwy	Weave	Weekday Pre-	-	F	-	F

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density ₁	LOS ₁	Density ₁	LOS ₁
	Westbound	On-Ramp to I-405 Off-Ramp		Event				
				Weekday Post- Event	-	F	-	F
				Weekend Pre- Event	-	F	-	F
				Weekday Pre- Event	22.42	C	22.54	C
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday Post- Event	18.80	C	20.46	C
				Weekend Pre- Event	23.13	C	23.33	C
				Weekday Pre- Event	29.27	D	29.48	D
42	I-110 Northbound	101st St On- Ramp to n/o Century Blvd On-Ramp	Basic	Weekday Post- Event	23.77	C	26.14	D
				Weekend Pre- Event	30.50	D	30.86	D
				Weekday Pre- Event	31.41	D	32.07	D
43	I-110 Northbound	Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Post- Event	24.64	C	30.29	D
				Weekend Pre- Event	32.43	D	33.21	D
				Weekday Pre- Event	25.79	C	26.25	D
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday Post- Event	19.87	C	23.84	C
				Weekend Pre- Event	26.81	D	27.41	D
				Weekday Pre- Event	27.32	C	27.97	C
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday Post- Event	21.95	C	29.06	D
				Weekend Pre- Event	27.07	C	27.82	C
				Weekday Pre- Event	29.08	D	29.73	D
46	I-110 Northbound	WB Manchest er Blvd On- Ramp to 76th St Off-Ramp	Weave	Weekday Post- Event	22.74	C	29.44	D
				Weekend Pre- Event	30.20	D	30.99	D
				Weekday Pre- Event	20.90	C	25.83	C
47	I-110 Southbound	76th St On- Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Post- Event	24.49	C	24.95	C
				Weekend Pre- Event	25.89	C	31.43	D
				Weekday Pre- Event	19.02	C	22.20	C
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchest er Blvd On- Ramp	Basic	Weekday Post- Event	22.31	C	22.45	C
				Weekend Pre- Event	22.99	C	27.71	D
49	I-110 Southbound	WB Manchest er Blvd On-	Merge	Weekday Pre- Event	21.05	C	23.60	C

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density ₁	LOS ₁	Density ₁	LOS ₁
		Ramp		Weekday Post-Event	23.00	C	23.12	C
				Weekend Pre-Event	24.50	C	27.80	C
				Weekday Pre-Event	23.43	C	26.27	D
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday Post-Event	24.32	C	24.45	C
				Weekend Pre-Event	22.74	C	26.38	D
				Weekday Pre-Event	29.44	D	33.61	D
51	I-110 Southbound	Century Blvd Off-Ramp	Diverge	Weekday Post-Event	30.01	D	30.28	D
				Weekend Pre-Event	29.26	D	34.04	D
				Weekday Pre-Event	17.32	B	18.50	C
52	I-110 Southbound	Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Post-Event	18.14	C	18.15	C
				Weekend Pre-Event	16.51	B	18.39	C
				Weekday Pre-Event	24.48	C	25.91	C
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday Post-Event	20.72	C	20.74	C
				Weekend Pre-Event	21.64	C	23.92	C

NOTES:

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

² LOS F reported for this component 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 3.14-55
 FREEWAY OFF-RAMP QUEUING ANALYSIS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK
 HOUR CONDITIONS**

Off-Ramp ¹	Ramp Capacity Threshold ²	Cumulative No Project Pre-Event Conditions				Cumulative Plus Project Pre-Event Conditions			
		95th Percentile Queue (ft.) ³		Queue Exceeds Available Storage ⁴		95th Percentile Queue (ft.) ³		Queue Exceeds Available Storage ⁴	
		Week -day	Week -end	Week -day	Week -end	Week -day	Week -end	Week -day	Week -end
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	3,085	200	150	No	No	1,750	2,100	No	No
I-405 NB Off-Ramp at Century Boulevard	3,600	375	300	No	No	>4,200	>4,200	Yes	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	1,265	225	175	No	No	1,775	2,125	Yes	Yes
I-105 WB Off-Ramp at Hawthorne Boulevard	5,810	1,193	1,040	No	No	1,983	1,638	No	No
I-105 EB/WB Off-Ramp at Prairie Avenue	8,720	1,675	1,425	No	No	8,225	5,325	No	No
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	3,665	3,541	No	No	5,973	5,828	Yes	Yes
I-105 EB Off-Ramp at 120th St	3,850	813	1,437	No	No	902	1,488	No	No
I-110 SB Off-Ramp at Century Boulevard	2,430	914	959	No	No	1,535	1,651	No	No
I-110 SB Off-Ramp at Manchester Boulevard	3,215	847	1,093	No	No	1,373	1,773	No	No
I-110 NB Off-Ramp at Manchester Boulevard	3,655	1,702	1,873	No	No	1,702	1,873	No	No

NOTES:

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

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

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

⁴ If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage. Shaded cells represent significant impacts.

SOURCE: Fehr & Peers, 2019.

Key findings from the tables above include the following:

- With respect to intersections:
 - Under weekday pre-event peak hour cumulative conditions, the Proposed Project would contribute to significant impacts at more than half (60) of the study intersections.

- When compared to Adjusted Baseline impacts, Proposed Project impacts under cumulative conditions are 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 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.
- With respect to freeway facilities:
 - Cumulative freeway impacts due to the Proposed Project are 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:
 - Proposed Project impacts on freeway off-ramp queuing are significant at five off-ramps during the weekday pre-event peak hour and at one off-ramp during the weekday pre-event peak hour.

Transit System Evaluation

Light rail ridership under Cumulative conditions is expected to increase over current conditions due to the opening of the Crenshaw/LAX Transit Line and future growth in ridership. Because the Crenshaw/LAX Transit Line is not yet operational, ridership data is unavailable. To estimate 2030 conditions for the Metro Board adopted operating plan (Alternative C-3), growth rates calculated from a different operation plan (Alternative C-1) were applied to the Alternative C-3 2025 forecast, because Metro prepared both 2025 and 2030 forecasts for the Alternative C-1, whereas only 2025 forecasts were prepared for Alternative C-3. Additionally the Cumulative trip generation scenario for the Hollywood Park development was used. Otherwise, the methodology and assumptions used to calculate Cumulative Baseline ridership loads, were consistent with the approach detailed above for Adjusted Baseline.

The transit mode share model (see *Technical Memorandum #2 – Project Travel Demands for IBEC* in Appendix K.1) was used to estimate the directionality of Proposed Project light rail riders and their relative use of the Downtown Inglewood station along the Crenshaw/LAX Line or the Hawthorne/Lennox Station along the Green Line. **Table 3.14-56** displays the expected usage of various light rail lines and stations for each of the peak hours being studied. As shown, the majority of riders are expected to board/alight to/from the north (toward the Expo Line) at the Downtown Inglewood Station, or board/alight to/from the east (on the Green Line) at the Hawthorne/Lennox Station.

TABLE 3.14-56
DIRECTIONALITY OF LIGHT RAIL RIDERS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) CONDITIONS

Line	Station	Direction	Weekday		Weekend
			Pre-Event Peak Hour	Post-Event Peak Hour	Pre-Event Peak Hour

Crenshaw/LAX	Downtown Inglewood	North	0%	51%	0%
		South	51%	0%	51%
Green Line	Hawthorne / Lennox Station	East	6%	43%	6%
		West	43%	6%	43%

NOTES:

¹ See *Technical Memorandum #2 – Project Travel Demands for IBEC* in Appendix K.1 for methodologies used to develop these estimates.

SOURCE: Fehr & Peers, 2019.

Table 3.14-57 presents the Cumulative pre-event peak hour (for both weekdays and weekends) passenger load and capacity approaching the Downtown Inglewood and Hawthorne/Lennox Stations. These particular light rail stations are selected because each station is the closest and most convenient to the Proposed Project on the Crenshaw/LAX and Green Lines, respectively and would be the stations most likely to be used by attendees of events at the Proposed Project (with proposed connecting shuttle service for major events). This table shows that there would be sufficient rail transit capacity to accommodate the Proposed Project demands during the weekday and weekend pre-event peak hours.

Table 3.14-58 shows this same information for the Cumulative weekday post-event conditions. This table indicates that a major event at the Proposed Project could cause ridership in light rail trains traveling in the eastbound direction on the Green Line (i.e., leaving the Hawthorne/Lennox Station) to exceed their capacity.

Bus riders are expected to use various Metro bus routes (including 117, 211, and 212) that stop in the project vicinity. These lines would have ample reserve capacity to accommodate pre-event riders. Under post-event conditions, Route 117 operates one bus in each direction during the post-event hour, with a load capacity of 44 riders per direction per hour. Route 211 ends operations before the post-event hour. Route 212 operates two buses in each direction during the post-event hour, with a load capacity of 96 riders per direction per hour. With 162 post-event peak hour bus riders, bus capacity (for routes that stop in the immediate vicinity of the Arena site) could be exceeded during a major event at the Proposed Project.

Consistent with OPR guidance, an increase in transit demand is not considered an impact for CEQA purposes. Information on the increase in transit demand is instead provided for information purposes.

TABLE 3.14-57
CUMULATIVE PLUS PROJECT (MAJOR EVENT) LIGHT RAIL TRANSIT LOAD – PRE-EVENT PEAK HOUR
CONDITIONS

Line	Station	Direction	Weekday			Weekend		
			Peak Hour Capacity ¹	No Project Peak Hour Load	Plus Project Load (% Capacity) ²	Peak Hour Capacity ³	No Project Peak Hour	Plus Project Load (% Capacity)

		Load								
Crenshaw/ LAX	Downtown Inglewood	North	2,380	569	0	569 (24%)	850	120	0	120 (14%)
		South	2,380	1,136	317	1,453 (61%)	850	306	379	685 (81%)
Green Line	Hawthorne/ Lennox	East	2,380	1,463	34	1,497 (63%)	680	315	41	356 (52%)
		West	2,380	460	265	725 (30%)	680	153	317	470 (69%)

NOTES:

¹ Based on ten two-car trains each having a capacity of 238 passengers (inclusive of seated and standing passengers) during peak hours.

² Project peak hour light rail riders calculated from Table 3.14-25 as follows: 1,080 pre-event attendees use transit with 68 percent arriving during pre-event peak hour of which five-sixths arrive via light rail (1,080 x 68% x 83% = 611) riders. Similarly, 66 employees arrive via transit with 10 percent occurring during pre-event peak hour and four-fifths using light rail (66 x 10% x 80% = 5 riders). Total ridership is thus 616.

³ Based on five two-car trains each having a capacity of 170 passengers (inclusive of seated and standing passengers) during off-peak peak hours.

⁴ Project peak hour light rail riders calculated from Table 3.14-27 as follows: 1,260 pre-event attendees use transit with 68 percent arriving during pre-event peak hour of which six-sevenths arrive via light rail (1,260 x 68% x 86% = 737) riders. Similarly, 66 employees arrive via transit with 10 percent occurring during pre-event peak hour and four-fifths using light rail (66 x 10% x 80% = 5 riders). Total ridership is thus 742.

SOURCE: Fehr & Peers, 2019.

**TABLE 3.14-58
 CUMULATIVE PLUS PROJECT (MAJOR EVENT) LIGHT RAIL TRANSIT LOAD – WEEKDAY POST-EVENT PEAK
 HOUR CONDITIONS**

Line	Station	Direction	Peak Hour Capacity ¹	No Project Peak Hour Load ²	Project Load ³	Plus Project Load (% Capacity)
Crenshaw/ LAX	Downtown Inglewood	North	850	256	355	611 (72%)
		South	850	493	0	493 (58%)
Green Line	Hawthorne / Lennox	East	850	656	297	953 (112%)
		West	850	192	38	230 (27%)

NOTES:

¹ Post-event train capacity is much lower than pre-event due to fewer trains per hour and lower 'standing room only' thresholds adopted by Metro.

² Applied the ratio of existing PM peak hour two-way train load versus 9 to 10 p.m. two-way train load (i.e., calculated as 45 percent on the Green Line at Hawthorne/Lennox Station) to the Adjusted Baseline PM peak hour train load to obtain post-event peak hour riders.

³ Project peak hour light rail riders calculated from Table 3.14-26 as follows: 925 post-event attendees use transit with 83 percent departing during post-event peak hour of which four-fifths depart via light rail (925 x 83% x 80% = 614) riders. Similarly, 56 employees depart via transit with 79 percent occurring during post-event peak hour and four-fifths using light rail (56 x 79% x 80% = 35 riders). Total ridership is thus 737.

SOURCE: Fehr & Peers, 2019.

Project-Specific Impacts and Mitigation Measures

Organization of Impacts and Mitigation Measures

The subsections below include analysis of impacts and applicable mitigation measures for the Proposed Project under Adjusted Baseline conditions, followed by analysis of impacts and

applicable mitigation measures for Cumulative conditions for each of the following scenarios: Ancillary uses (daily operation of the Proposed Project without an event at the Arena); Daytime Events (corporate or other sporting/gathering events); and Major Events (LA Clippers basketball games and highly-attended concerts at the Arena).

The analyzed impacts fall within the following categories: intersections; neighborhood streets; freeway facilities; VMT; public transit operations; existing or planned bicycle facilities; existing or planned pedestrian facilities; emergency access; and circulation during construction.

Section 3.14.5 presents impact statements for the various concurrent scenarios that were analyzed.

Approach to Mitigation

Mitigation measures are recommended for project-specific and cumulatively considerable significant project impacts. The effectiveness of these mitigation measures is then tested for the following scenarios:

- Adjusted Baseline Plus Project Ancillary Land Uses
- Adjusted Baseline Plus Project Daytime Events
- Adjusted Baseline Plus Project Major Events
- Cumulative Plus Project Ancillary Land Uses
- Cumulative Plus Project Daytime Events
- Cumulative Plus Project Major Events
- Adjusted Baseline (with The Forum) Plus Project Major Events (in Section 3.14.5)
- Cumulative (with The Forum) Plus Project Major Events (in Section 3.14.5)

Concurrent event Scenario 1 (i.e., Proposed Project Major Event and 17,500-person Concert at The Forum) was selected as the most appropriate concurrent event to mitigate for several reasons. First, this scenario may occur with some regularity given how often events at each venue may overlap. Second, analyses indicate that the Proposed Project would generate substantially more impacts under this scenario versus if an event were not occurring at The Forum. This scenario generates more impacts than a concurrent scenario featuring a mid-sized event at the NFL Stadium because that scenario requires a considerable proportion of Proposed Project attendees to park off-site, thereby dispersing traffic and reducing impacts. The Proposed Project and Forum concurrent event generates comparable levels of surface street impacts to the very rare condition in which all three venues are hosting concurrent events.

Range of Mitigation Measures

This subsection contains a variety of mitigation measures, each of which falls into one of the following four categories:

- Physical Improvements – The majority of the study area is built out, which limits the locations, magnitude, and type of physical improvements that could be constructed on surface streets. The following describes the range of physical improvements that may be possible at intersections:
 - Capacity Enhancements through Added Lanes: In some instances, restriping, converting medians to turn lanes, and widening (particularly on freeway off-ramps) is possible and can add capacity to a given intersection. Where such improvements are being proposed, the mitigation measure discusses the extent to which additional right-of-way may be necessary and the agency responsible for approving the physical improvement.
 - Operational Enhancements: Examples of these types of improvements include modifying the signal phasing to become more efficient, or adding a right-turn overlap phase. They are considered physical because they may require some modifications to the traffic signal system.
- Signal Timing Improvements – Some, but not all, of the signalized intersections along study corridors currently feature coordinated operations that enable large platoons of vehicles to progress from one intersection to the next with minimal stopping. Further, few, if any, signals operate with special event signal timings, which provide increased green time to high-volume movements. Through analysis of signal improvements using micro-simulation, their effectiveness can be quantified. The preferred means for accomplishing signal timing improvements is through the Citywide Intelligent Transportation Systems (ITS) program versus an isolated, intersection by intersection approach. The City’s ITS program is described in detail later in this subsection.
- TDM Strategies – Another form of mitigation is to implement TDM strategies to reduce vehicle trips and encourage other modes of travel.
- Event Transportation Management Plan (TMP) – An Event TMP is often developed and implemented for major event venues such as the Proposed Project. The TMP implements a series of temporary transportation management strategies to better accommodate all modes of travel. It includes specific elements for vehicles (both private and TNCs), transit/shuttles, pedestrians, bicyclists, paratransit, parking, etc. It also considers emergency access and neighborhood traffic intrusion.

In most instances, physical improvements were considered among the potential mitigation measures for significant project impacts. But at many locations, they were found either to be ineffective or infeasible due to right-of-way acquisition. This section does not present this type of evaluation for all impacted intersections because the detailed nature of such evaluations, combined with the large number of impacted locations, would have substantially further

increased the length and complexity of the chapter. However, for particularly critical intersections under certain scenarios, this section describes potential physical improvements that were considered but found either to be ineffective or infeasible.

Impact 3.14-1: Operation of the Proposed Project ancillary land uses would cause significant impacts at intersections under Adjusted Baseline conditions. (Significant and Unavoidable)

As presented in Table 3.14-15 and based on the significance criteria, the following three intersections would experience significant impacts:

AM Peak Hour

None

PM Peak Hour

- Prairie Avenue/Century Boulevard (City of Inglewood)
- Crenshaw Boulevard/Century Boulevard (City of Inglewood)
- Prairie Avenue/104th Street (City of Inglewood)

These impacts are considered **significant**.

Mitigation Measure 3.14-1(a)

The Project Applicant shall implement elements of the Transportation Demand Management (TDM) Program described in Mitigation Measure 3.14-2(b) including strategies, incentives and tools to provide opportunities for daytime and non-event employees to reduce single-occupancy vehicle trips and use other modes besides automobile to travel to and from the Project Site. These elements include:

- a) *TDM 1/Encourage Alternative Modes of Transportation (Rail, Public Bus, and Vanpool) – The Proposed Project shall encourage alternative modes of transportation use by providing monetary incentives and bus stop improvements near the Project Site such as:*

Bus stop facilities improvements: the Proposed Project would provide on-site and/or off-site improvements such as lighting, new benches and overhead canopies, added bench capacity if needed, and real-time arrival information for an improved user experience for bus stops that are relocated as a result of the Proposed Project.

Transit and/or Multi-Modal Subsidy: the Proposed Project would provide pre-tax commuter benefits for employees.

Vanpool Subsidy: This would provide pre-tax commuter benefits for employees.

Marketing and outreach campaign for transit usage.

- b) *TDM 3/Encourage Carpools and Zero-Emission Vehicles – The Proposed Project shall provide several incentives that would encourage carpooling and zero-emission vehicles as a means for sharing access to and from the Project Site including the following:*

Provide incentives for carpools or zero-emission vehicles, including preferential parking with the number of parking spots in excess of applicable requirements, reduced parking costs, or other discounts/benefits.

- c) *TDM 4/Encourage Active Transportation – The Proposed Project shall include features which enhance access for bicyclists and pedestrians including the following:*

Bicycle parking: provide bicycle parking in excess of applicable code requirements. The Project Site would provide 60 employee bike parking spaces and 23 attendee bike parking spaces.

Provide showers and lockers for employees.

Bicycle fix-it station: provide a bicycle repair station where bicycle maintenance tools and supplies are readily available on a permanent basis and offered in good condition.

Sidewalks or other designated pathways following safe routes from the pedestrian circulation to the bicycle parking facilities and throughout the development.

- d) *TDM 5/Employee Vanpool Program – The Proposed Project shall provide an employee vanpool program that would accommodate for up to 66 employees utilizing the vanpool service. Each vanpool is assumed to have a capacity of 15 persons per vehicle. The vanpool program would be in conjunction with a vanpool subsidy providing pre-tax commuter benefits for employees as indicated in TDM 1.*

- e) *TDM 7/Information Services – The Proposed Project shall provide services to inform employees about transportation options including the following:*

Welcome packets for new employees and ongoing marketing

Information kiosk or bulletin board providing information about public transportation options.

Since the majority of trips generated by the ancillary uses are generated by patrons of the commercial uses and not employees, these measures would reduce the severity of, but not eliminate, these impacts.

Mitigation Measure 3.14-1(b)

Implement Mitigation Measure 3.14-3(f) (Northbound Exclusive Right-turn Lane and Overlap Phase on Prairie Avenue at Century Boulevard).

Mitigation Measure 3.14-1(c)

Implement Mitigation Measure 3.14-3(l) (Implement protected or protected/permissive left-turn phasing on Prairie Avenue at 104th Street).

Level of Significance After Mitigation: The above improvements would reduce the ancillary use impacts at these locations but not to less than significant. No feasible mitigation measures are available at the Crenshaw Boulevard/Century Boulevard intersection. These impacts are considered **significant and unavoidable**.

Impact 3.14-2: Daytime events at the Proposed Project Arena would cause significant impacts at intersections under Adjusted Baseline conditions. (Significant and Unavoidable)

AM Peak Hour

Significant impacts were identified for a 2,000-person weekday morning event based on the results in Table 3.14-22A and the significance criteria. The following nine intersections would be significantly impacted by a 2,000-person weekday morning event:

- La Cienega Boulevard/I-405 Ramps North (Cities of Inglewood and Los Angeles)
- La Cienega Boulevard/Century Boulevard (Cities of Inglewood and Los Angeles)
- Prairie Avenue/Century Boulevard (City of Inglewood)
- Prairie Avenue/104th Street (City of Inglewood)
- Yukon Avenue/104th Street (City of Inglewood)
- Crenshaw Boulevard/104th Street (City of Inglewood)
- Prairie Avenue/Lennox Boulevard (City of Inglewood)
- Prairie Avenue/108th Street (City of Inglewood)
- Prairie Avenue/Imperial Highway (Cities of Hawthorne and Inglewood)

PM Peak Hour

Significant impacts were identified for a 7,500-person weekday afternoon event based on the results in Table 3.14-22B and the significance criteria. **Figures 3.14-13** displays intersections that would be significantly impacted by a 7,500-person weekday afternoon event during the weekday PM peak hour (47 intersections).

These impacts are considered **significant**.

Figure 3.14-13 Impacted Intersections: Baseline Plus Daytime Event Weekday PM Peak Hour

Mitigation Measure 3.14-2(a)

The Project Applicant shall prepare and implement an Event Transportation Management Plan (TMP). The Event TMP shall address the issues set forth below, and shall achieve the identified standards for each of these issues:

- a) Vehicle Queuing on City Streets: Through added intersection capacity and/or traffic management, traffic does not queue back to the upstream locations listed below during more than five percent of a pre-event peak hour (assuming no other concurrent events):

Northbound Prairie Avenue: vehicle queues do not spill back from the project vicinity to I-105, causing vehicle queues on the Prairie Avenue off-ramp to exceed their available storage.

Southbound Prairie Avenue: vehicle queues do not spill back from the project vicinity to beyond Manchester Boulevard.

Eastbound Century Boulevard: vehicle queues do not spill back from the project vicinity to I-405, causing vehicle queues on the Century Boulevard off-ramps to exceed their available storage.

Westbound Century Boulevard: vehicle queues do not spill back from the project vicinity to beyond Crenshaw Boulevard.

- b) Pedestrian Flows: Through pedestrian flow management, pedestrians do not spill out of sidewalks onto streets with moving vehicles, particularly along portions of Century Boulevard and Prairie Avenue adjacent to the Proposed Project.
- c) Vehicular Parking: A comprehensive parking plan is implemented to minimize unnecessary vehicular circulation (while looking for parking) within and adjacent to the Proposed Project. The Plan could include strategies such as a reservation system, smartphone parking app, directional signage, and real-time parking garage occupancy. .
- d) Neighborhood Streets: *Reduce traffic volumes on local and collector street segments identified in the EIR as having a significant impact without causing a significant impact on other local and collector street segments. Discourage and reduce event-related cut-through traffic while maintaining access for residents and their guests. The NEMP measures are developed and implemented. Systematic monitoring is conducted, which results in improved system performance over time.*
- e) Bicycle Parking: Signage is clearly visible to direct bicyclists to on-site event bicycle parking. The on-site bicycle parking shall have an adequate supply to accommodate a typical major event. If monitoring shows that there is demand for on-site bicycle parking that is not being met, then additional supply (such as a bicycle valet) shall be identified.
- f) Shuttle Bus Loading: An adequate amount of curb space (accompanied by appropriate traffic management strategies) is provided along Prairie Avenue to efficiently accommodate shuttle buses that transport attendees to/from light rail stations.

- g) *Shuttle Bus Capacity and Wait Times: An adequate supply of shuttle buses is provided such that peak wait times for attendees before and after major events do not exceed 15 minutes.*
- h) *Paratransit: Specific suitable locations are provided to accommodate paratransit vehicle stops.*
- i) *Ridehailing: Traffic management strategies (including active enforcement, wayfinding, signage, etc.) are implemented to minimize pre-event passenger drop-offs in travel lanes or at curbs along the project frontage, and to provide orderly vehicle staging, passenger loading, and traffic flow of ridehailing vehicles after events. For post-event conditions, the arena is placed within a 'geofenced area' in which attendees requesting a TNC are directed to meet the TNC vehicle at the East Parking Garage. If monitoring shows that ridehailing vehicles are using travel lanes or curbs along the project frontage to drop off passengers during the pre-event period, then TCOs and/or barricades shall be stationed at locations where unauthorized drop-offs are occurring.*
- j) *Truck Staging: Large trucks associated with concerts or other special events do not park or idle along Prairie Avenue, Century Boulevard, or any local/collector street in the project vicinity, with the exception of Doty Avenue between Century Boulevard and 102nd Street.*
- k) *Parking Garage/Lot Operations: Through effective garage/lot operations, vehicles do not spill back onto public streets and adversely affect the roadway network prior to events while waiting to enter garages/lots.*

The Event TMP shall be subject to review and approval by the City Traffic Engineer. The City Traffic Engineer shall, in performing this review, confirm that the Event TMP meets these standards.

The Event TMP would be a dynamic document that would be revised and refined as monitoring is performed, experience is gained, additional information is obtained regarding the Proposed Project transportation characteristics, and advances in technology or infrastructure become available. Any changes to the Event TMP shall be subject to review and approval by the City Traffic Engineer. In reviewing any proposed changes to the Event TMP, the City Traffic Engineer shall ensure that the Event TMP, as revised, is equally or more effective in addressing the issues set forth above.

A draft of the Event TMP is included as Appendix K.4.

Mitigation Measure 3.14-2(b)

The Project Applicant shall implement a Transportation Demand Management Program (TDM Program). The TDM Program shall include strategies, incentives, and tools to provide opportunities for non-event employees and patrons as well as event attendees and employees to reduce single-occupancy vehicle trips and to use other modes of transportation besides automobile to travel to basketball games and other events hosted at the Proposed Project. The TDM Program shall include:

- a) *TDM 1/Encourage Alternative Modes of Transportation (Rail, Public Bus, and Vanpool) – The Proposed Project shall encourage alternative modes of transportation use by providing monetary incentives and bus stop improvements near the Project Site such as:*

Integrated event and transit ticketing to enable seamless connections and provide event-day travel updates.

Discounted event tickets with the purchase of a transit pass or providing proof of a registered TAP card (the regional fare payment method).

Giveaways for transit users (goods for attendees, free tickets for employees, etc.).

Rewards/gamification opportunities for fans to compete for prizes or points based on their transportation choices.

Bus stop facilities improvements: The Proposed Project shall provide on-site and/or off-site improvements such as lighting, new benches and overhead canopies, added bench capacity if needed, and real-time arrival information for an improved user experience for bus stops that are relocated as a result of the Proposed Project.

Transit and/or Multi-Modal Subsidy: The Proposed Project would provide pre-tax commuter benefits for employees.

Vanpool Subsidy: This would provide pre-tax commuter benefits for employees.

Marketing and outreach campaign for transit usage.

- b) *TDM 2/Event-day Dedicated Shuttle Services – The Proposed Project shall provide connectivity to the existing and future Metro Rail Stations and would take advantage of the transportation resources in the area. The Proposed Project shall ensure that enough shuttles would be provided for successful and convenient connectivity with short wait times. The following shall be provided:*

The Proposed Project shall provide dedicated shuttle service from the Green Line at Hawthorne Station, Crenshaw/LAX Line at AMC/96th Station, and Crenshaw/LAX Line at Downtown Inglewood station for arena events. This shuttle service shall be a dedicated event-day shuttle services from the venue for employees and attendees.

The Proposed Project shall provide an estimated 27 shuttles with a capacity of 45 persons per shuttle to accommodate employees and attendees traveling to and from the Project Site. Due to the arrival and departure of employees prior to the attendees, the same shuttles would be utilized for the employees. It anticipated the shuttle service would begin two hours before the game and extend to 30 minutes after the start. After the game, shuttle service would begin 30 minutes before the end, and continues one hour after.

The Proposed Project shall provide a convenient and safe location on-site for shuttle pick-up and drop-off on the east side of Prairie Avenue, approximately 250 feet south of Century Boulevard. The drop-off location shall be adjacent to the arena so that shuttle users would not need to cross Prairie Avenue to arrive at the arena.

- The Project Applicant shall monitor the number of people using shuttles to travel between the above light rail stations and the Proposed Project. If the monitoring shows that peak wait times before or after major events exceeds 15 minutes, then the Project Applicant shall add sufficient additional shuttle capacity to reduce wait times to meet this target. The aim is to require increased shuttle runs as necessary to make sure that demand is accommodated within a reasonable amount of time and to encourage use of transit.*
- c) *TDM 3/Encourage Carpools and Zero-Emission Vehicles – The Proposed Project shall provide several incentives that would encourage carpooling and zero-emission vehicles as a means for sharing access to and from the Project Site including the following:*
- Provide incentives for carpools or zero-emission vehicles, including preferential parking with the number of parking spots in excess of applicable requirements, reduced parking costs, discounted rides (or other similar benefits) for those sharing transportation network company (TNC) rides to or from the event, or other discounts/benefits.*
- Provide variable parking price based on car occupancy – structured to encourage carpooling.*
- The Proposed Project would provide 8 percent of parking spaces with electrical vehicle charging stations in excess of the minimum requirement of 6 percent.*
- d) *TDM 4/Encourage Active Transportation – The Proposed Project shall include features which enhance access for bicyclists and pedestrians including the following:*
- Bicycle parking: Provide bicycle parking in excess of applicable code requirements. The Project Site would provide 60 employee bike parking spaces and 23 attendee bike parking spaces.*
- Provide showers and lockers for employees.*
- A bike valet service would be implemented if needed to accommodate bike parking space needs.*
- Bicycle fix-it station: Provide a bicycle repair station where bicycle maintenance tools and supplies are readily available on a permanent basis and offered in good condition.*
- Coordinate bike pools and walk pools.*
- Sidewalks or other designated pathways following safe routes from the pedestrian circulation to the bicycle parking facilities and throughout the development.*
- e) *TDM 5/Employee Vanpool Program – The Proposed Project shall provide an employee vanpool program that would accommodate for up to 66 employees utilizing the vanpool service. Each vanpool is assumed to have a capacity of 15 persons per vehicle. The vanpool program would be in conjunction with a vanpool subsidy providing pre-tax commuter benefits for employees as indicated in TDM 1.*

f) *TDM 6/Park-n-Ride Program – The Proposed Project shall provide a regional park-n-ride program that would utilize charter coach buses with a capacity of up to 45 persons per bus to accommodate up to 1,980 attendees. Parking lot locations would correspond to zip code ticket purchase data, and the site circulation would be designed to account for the charter coaches. The operation of this park-n-ride would be similar to the currently operating park-n-ride program from the Hollywood Bowl venue located in the Hollywood Hills within the County of Los Angeles.*

g) *TDM 7/Information Services – The Proposed Project shall provide information services to inform the public about activities at the Proposed Project including the following:*

Strategic multi-modal signage/wayfinding.

Real-time travel information; changeable message sign (CMS) and social media.

Welcome packets for new employees and ongoing marketing.

Commercials/advertisement – television, website, social media, radio, etc.

Information kiosk or bulletin board providing information about public transportation options.

h) *TDM 8/Reduce On-Site Parking Demand – The Proposed Project shall include features that reduce on-site parking demand such as:*

Provide coach bus/minibus/microtransit staging and parking areas: The Proposed Project is designed to accommodate 20 minibus/microtransit/paratransit parking spaces and 23 charter coach bus spaces. The capacity for minibus/microtransit/paratransit is 10 persons per vehicle and 45 persons per bus for the charter coach bus.

Allocated sufficient TNC staging spaces: The Proposed Project is designed to accommodate approximately 160 spaces for TNC staging.

i) *TDM 9/Event-Day Local Microtransit Service – The Proposed Project shall provide a local minibus/microtransit service for all event days with a service range of approximately 6 miles surrounding the Project Site. Each minibus is assumed to have a capacity of 10 persons per vehicle, and the service would accommodate up to 66 employees and up to 180 attendees on all event days.*

j) *Monitoring – The TDM Program shall include an ongoing program to monitor each of the TDM Program elements listed above. The monitoring program shall collect data on the implementation of each specific TDM strategy, and shall assess the extent to which the TDM Program is meeting demand for alternative forms of transportation, and reducing vehicle trips and reliance on private automobiles. The information obtained through this monitoring program shall be provided to the City Traffic Engineer on an annual basis.*

A monitoring report shall be prepared not less than once each year. The report shall evaluate the extent to which the TDM Program encourages employees to reduce single-occupancy vehicle trips and to use other modes of transportation besides automobile to travel to basketball games and other events hosted at the Proposed Project. The

monitoring report shall be provided to the City Traffic Engineer and the State of California Office of Planning and Research.

The TDM Program shall be a dynamic document that is expected to be revised and refined as monitoring is performed, experience is gained, additional information is obtained regarding the Proposed Project transportation characteristics, and advances in technology or infrastructure become available. Any changes to the TDM Program shall be subject to review and approval by the City Traffic Engineer. In reviewing any proposed changes to the TDM Program, the City Traffic Engineer shall ensure that the TDM Program, as revised, is equally or more effective in addressing the issues set forth above.

The measures described above included in the Transportation Demand Management Program were peer reviewed by Fehr and Peers and the City during preparation of the EIR and are considered objective and appropriate for inclusion in this Draft EIR.

The following physical mitigation measures were identified that could reduce the impacts at certain impacted intersections. No feasible physical mitigation was identified that would reduce impacts at the remaining impacted intersections. However, the combined effects of the Event TMP, coordinated/special event signal timings, and the physical mitigations below, would have synergistic effects to improve operations at other intersections without requiring physical improvements at them.

Mitigation Measure 3.14-2(c)

The Project Applicant shall work with the City of Inglewood and the City of Los Angeles to implement capacity-increasing improvements at the Century Boulevard/La Cienega Boulevard intersection. Recommended improvements include two elements:

- a) Restripe the westbound approach to convert the outside through/right lane to a dedicated right-turn lane and operate it with an overlap phase. This is consistent with the LAX LAMP improvements planned for this location.*
- b) Remove median island on the west leg and restripe the eastbound and westbound approaches to add second left-turn lanes in each direction.*

This mitigation measure, if implemented, would improve operations at this intersection from LOS F (with project) to E (with project and mitigation) during the weekday AM peak hour and from LOS D (with project) to C (with project and mitigation) during the weekday PM peak hour, thereby resulting in a less-than-significant impact. Since the improvement involves another jurisdiction in addition to the City of Inglewood, however, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**.

Mitigation Measure 3.14-2(d)

The Project Applicant shall construct (via restriping and conversion of median) second left-turn lanes on the northbound and southbound approaches to the Century

Boulevard/Hawthorne Boulevard/La Brea Boulevard intersection and operate the northbound right-turn with an overlap phase.

This mitigation measure would improve operations at this intersection from LOS D (with project) to C (with project and mitigation) during the weekday AM peak hour and from LOS F (with project) to E (with project and mitigation) during the weekday PM peak hour. The impact would be **significant and unavoidable** during the PM peak hour because operations would not be restored to 'no project' conditions.

Mitigation Measure 3.14-2(e)

Implement Mitigation Measure 3.14-3(f) (Implement northbound exclusive right-turn lane and overlap phase on Prairie Avenue at Century Boulevard).

The impact would be **significant and unavoidable** because this improvement does not mitigate the Daytime Event impact during the PM peak hour at this location.

Mitigation Measure 3.14-2(f)

The Project Applicant shall restripe the westbound 104th Street approach to Yukon Avenue from consisting of a shared left/through/right lane to consist of a left/through lane and a dedicated right-turn lane.

This mitigation measure would improve operations at this intersection from LOS C (with project) to A (with project and mitigation) during the weekday AM peak hour and maintain LOS D conditions during the weekday PM peak hour. The impact would be **significant and unavoidable** during the PM peak hour because operations would not be restored to 'no project' conditions.

Mitigation Measure 3.14-2(g)

The Project Applicant shall work with the City of Inglewood and Caltrans to widen the I-105 off-ramp approach to Prairie Avenue to consist of two lefts, a shared left/through/right, and a dedicated right-turn lane. This would require complying with the Caltrans project development process as a local agency-sponsored project. Depending on the complexity and cost of the improvement, this could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, project study report, project report, environmental and engineering studies, project design, construction, etc.

Although it is not yet designed, it is possible that implementation of Mitigation Measure 3.14-2(g) would result in the creation of a new off-ramp lane to the south of the existing southernmost off-ramp lane at Prairie Avenue. The construction of this new off-ramp lane would move noise-generating traffic approximately 10-12 feet closer to residences at 11207 Prairie Avenue (on the east side, between West 112th and West 113th Streets). These residences are currently approximately 60 feet from the closest travel lane; with implementation of Mitigation Measure 3.14-2(g), the distance would be reduced to approximately 48 feet. The reduction of the distance could increase noise levels at these residences. Because the homes are not protected by a soundwall, it is possible that the incremental increase in noise could be significant.

The addition of a new off-ramp lane would move vehicles that are the source of criteria pollutant and toxic air contaminant emissions approximately 12 feet closer to the residences than under existing conditions. It is unlikely that the addition of the new off-ramp lane would result in significant concentrations of these air pollutants.

In addition, construction of Mitigation Measure 3.14-2(g) would remove an indeterminate amount of roadway shoulder landscaping, including potentially some landscape trees that are planted on the south side of current off-ramp lanes. Further, as described for the Proposed Project, although the site of this mitigation measure is highly disturbed by past road construction, it remains possible that unknown archaeological resources could be discovered, or that previously unknown contaminants from roadway runoff could be encountered.

Mitigation Measure 3.14-2(g) would occur within right-of-way that is under the jurisdiction of Caltrans, and prior to implementation Caltrans would undertake environmental review pursuant to CEQA that would identify and mitigate to the extent feasible any reasonably anticipated environmental impacts of this measure.

Mitigation Measure 3.14-2(g), if implemented, would improve operations from LOS C (with project) to B (with project and mitigation) during the weekday AM peak hour and from LOS F (with project) to E (with project and mitigation) during the weekday PM peak hour, although the impact would be significant during the PM peak hour since the Adjusted Baseline No Project LOS is D during this period. Since the improvement involves another jurisdiction in addition to the City of Inglewood, and would require independent CEQA review by Caltrans prior to implementation, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**.

Mitigation Measure 3.14-2(h)

The Project Applicant shall restripe the eastbound approach of Manchester Boulevard at La Brea Avenue to provide a separate right-turn lane, resulting in one left-turn lane, two through lanes and one right-turn lane.

This improvement would mitigate the Daytime Event impact at this intersection during the PM peak hour to a **less-than-significant level**.

Mitigation Measure 3.14-2(i)

The Project Applicant shall restripe the westbound approach of Manchester Boulevard at Crenshaw Boulevard to provide a second left-turn lane, resulting in two left-turn lanes, one through lane and one shared through/right-turn lane.

This improvement mitigates the Daytime Event impact during the PM peak hour to a **less-than-significant level**.

Mitigation Measure 3.14-2(j)

The Project Applicant shall work with the City of Inglewood, the City of Hawthorne, and Caltrans to widen the I-105 westbound off-ramp at Crenshaw Boulevard to consist of one left, one left/through, and two right-turn lanes. This would require complying with the Caltrans project development process as a local agency-sponsored project. Depending on the complexity and cost of the improvement, this could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, project study report, project report, environmental and engineering studies, project design, construction, etc.

Although it is not yet designed, it is possible that implementation of Mitigation Measure 3.14-2(j) would result in the creation of a new off-ramp lane to the north of the existing northernmost westbound off-ramp lane at Crenshaw Boulevard. The construction of this new off-ramp lane would move noise-generating traffic approximately 10-12 feet closer to residences at the corner of 119th Street and Crenshaw Boulevard, and at 119th Street and Atkinson Avenue. These residences are currently approximately 100-110 feet from the closest off-ramp lane; with implementation of Mitigation Measure 3.14-3(j), the distance would be reduced to 90-100 feet. The reduction of the distance could increase noise levels at these residences. However, because the homes are already protected by a soundwall that runs on the south side of 119th Street, it is unlikely that the incremental increase in noise would be significant.

The addition of a new off-ramp lane would move vehicles that are the source of criteria pollutant and toxic air contaminant emissions approximately 12 feet closer to the residences than under existing conditions. It is unlikely that the addition of the new off-ramp lane would result in significant concentrations of these air pollutants.

In addition, construction of Mitigation Measure 3.14-2(j) would remove an indeterminate amount of ruderal grassland and potentially some landscape trees that are planted on the south side of the soundwall. Further, as described for the Proposed Project, although the site of this mitigation measure is highly disturbed by past road construction, it remains possible that unknown archaeological resources could be discovered, or that previously unknown contaminants from roadway runoff could be encountered.

Mitigation Measure 3.14-2(j) would occur within right-of-way that is under the jurisdiction of Caltrans, and prior to implementation Caltrans would undertake environmental review pursuant to CEQA that would identify and mitigate any reasonably anticipated environmental impacts of this measure.

Mitigation Measure 3.14-2(j) reduces the Daytime Event impact during the PM peak hour but not to less than significant. Since the improvement involves other jurisdictions beyond the City of Inglewood, and would require independent CEQA review by Caltrans prior to implementation, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**.

Mitigation Measure 3.14-2(k)

The Project Applicant shall remove the median island and restripe the southbound approach of Prairie Avenue at 120th Street to provide a second left-turn lane, resulting in two left-turn lanes, two through lanes and one shared through/right-turn lane.

This improvement mitigates the Daytime Event impact at this intersection during the PM peak hour to a level of less than significant. Since the improvement involves another jurisdiction in addition to the City of Inglewood, however, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**.

Mitigation Measure 3.14-2(l)

The Project Applicant shall work with the City of Hawthorne to implement a southbound right-turn overlap signal phase at the intersection of Crenshaw Boulevard and 120th Street.

If implemented and in conjunction with mitigation measure 3.14-2(m), the modifications would improve operations at this intersection from LOS F (with project) to C (with project and mitigation) during the weekday post-event peak hour. Although the impact would still be significant per the impact criteria, this would be a substantial improvement in operations. Since the improvement involves another jurisdiction beyond the City of Inglewood, however, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**.

Mitigation Measure 3.14-2(m)

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

This subsection specifically discusses how the Event TMP could benefit operations at the Crenshaw Boulevard/120th Street intersection. The TMP includes placement of a TCO and traffic cones to permit the southbound approach to function with two right-turn lanes at this intersection during the post-event period to better facilitate traffic flow. If implemented, the modifications would improve operations from LOS F (with project) to C (with project and mitigation) during the weekday post-event peak hour. Although the impact would still be significant per the impact criteria, this would be a substantial improvement in operations.

Deployment of electronic changeable message signs (CMS) and/or blank-out signs (depending on location and the nature of the message) could be considered at the 120th Street/Crenshaw Boulevard intersection in lieu of TCOs. Experience from other venues has determined that it is preferable to evaluate the effectiveness of TCOs and special event staff deployment before deciding whether permanent electronic signs would be effective and economical.

Since this improvement involves another jurisdiction beyond the City of Inglewood, however, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**.

Mitigation Measure 3.14-2(n)

The Project Applicant shall construct a second left-turn lane on southbound La Brea Avenue at Centinela Avenue and implement protected left turns for the northbound and southbound approaches.

This modification, which would consist primarily of restriping and not require right-of-way acquisition, would mitigate and restore operations to better than the 'no project' condition, thereby mitigating this impact to **less than significant**.

Mitigation Measure 3.14-2(o)

The Project Applicant shall make a funding contribution to the City of Inglewood Public Works Traffic Division to help fund and implement Intelligent Transportation Systems (ITS) improvements at intersections in which the Proposed Project causes a significant impact for which a specific mitigation that would reduce this impact to less than significant could not be identified.

The City of Inglewood is implementing a city-wide ITS program on key corridors including but not limited to Century Boulevard, Prairie Avenue, Manchester Boulevard, Florence Avenue, Centinela Avenue, Crenshaw Boulevard, Imperial Highway, La Brea Avenue, La Cienega Boulevard, Arbor Vitae Street, and Pincay Drive. The program is to enable intersections to operate as part of a coordinated system, to allow for remote intersection monitoring from the City's Traffic Management Center (TMC), and to provide flexibility to remotely change signal timings from the TMC in response to changes in traffic flows or incidents. ITS will provide a fully responsive traffic signal system based on real time traffic conditions that can provide instantaneous traffic information and predictive time information to users along access corridors. Additionally, this would enable the City to better accommodate event-related traffic. Intersection improvements designed to address the significant impacts of the Project consist of financial contribution toward the design, construction, and integration of ITS improvements, which include but are not limited to: vehicles detection, computer hardware and networking, fiber-optic communication system upgrades, closed circuit TV (CCTV) cameras, changeable message signs, blank-out signs, equipment and networking management, traffic signal modifications, TMC and Decision Support System integration, software licensing, high resolution data, connected vehicle technology, upgrading outdated software and equipment, ATC controllers and cabinets, lane control management, and other improvements to the ITS network. The ITS improvements focus on intersections on certain key corridors potentially affected by the Proposed Project. If deemed appropriate, funding contributions may focus on ITS improvements along these corridors, in addition to at identified intersections. The financial contribution shall be available for ITS improvements at the following intersections and to the corridors where these intersections are located. The list below comprises intersections impacted under either Adjusted Baseline and/or

cumulative conditions). Impact 3.14-28 in Section 3.14.5 lists five additional intersections that are significantly impacted by the Proposed Project under a concurrent event at The Forum.

- La Cienega Boulevard / Florence Avenue
- Centinela Avenue / Florence Avenue
- Prairie Avenue / Florence Avenue
- West Boulevard / Florence Avenue
- Prairie Avenue / Grace Avenue
- Prairie Avenue / East Carondelet Way
- Prairie Avenue / East Regent Street
- La Cienega Boulevard / Manchester Boulevard
- La Brea Avenue / Manchester Boulevard
- Hillcrest Boulevard / Manchester Boulevard
- Spruce Avenue / Manchester Boulevard
- Prairie Avenue / Manchester Boulevard
- Kareem Court / Manchester Boulevard
- Crenshaw Boulevard / Manchester Boulevard
- Prairie Avenue / Kelso Street / Pincay Drive
- La Cienega Boulevard / Arbor Vitae Street
- Inglewood Avenue / Arbor Vitae Street
- Myrtle Avenue / Arbor Vitae Street
- Prairie Avenue / Arbor Vitae Street
- La Brea Avenue / Hardy Street
- Prairie Avenue / Hardy Street
- Crenshaw Boulevard / Hardy Street
- Felton Avenue / Century Boulevard
- Inglewood Avenue / Century Boulevard
- Fir Avenue / Firmona Avenue / Century Boulevard
- Grevillia Avenue / Century Boulevard
- Hawthorne Boulevard / La Brea Boulevard / Century Boulevard
- Myrtle Avenue / Century Boulevard
- Freeman Avenue / Century Boulevard
- Prairie Avenue / Century Boulevard
- Doty Avenue / Century Boulevard
- Yukon Avenue / Century Boulevard
- Club Drive / Century Boulevard
- 11th Avenue / Village Avenue / Century Boulevard
- Crenshaw Boulevard / Century Boulevard
- 5th Avenue / Century Boulevard
- Yukon Avenue / 102nd Street
- Hawthorne Boulevard / 104th Street

- Prairie Avenue / 104th Street
- Yukon Avenue / 104th Street
- Crenshaw Boulevard / 104th Street
- Prairie Avenue / Lennox Boulevard
- Prairie Avenue / 108th Street
- Prairie Avenue / 111th Street
- Prairie Avenue / Imperial Highway
- Doty Avenue / Imperial Highway
- Crenshaw Boulevard / Imperial Highway
- Crenshaw Boulevard / 120th Street
- Hollywood Park Casino Driveway / Century Boulevard
- Prairie Avenue / Buckthorn Street
- Van Ness Avenue / Manchester Boulevard
- Crenshaw Boulevard / Pincay Drive

The Adjusted Baseline Plus Project (Daytime Event) scenario included a number of intersections that were also significantly impacted with a Major Event (see Impact 3.14-3). However, some of the mitigation measures for impacts during a Major Event were not considered for a Daytime Event because they would not be effective from the perspective of showing improved operations. This stems from the use of different intersection analysis methods between the two scenarios. An example of this is the Prairie Avenue/Pincay Street intersection.

Level of Significance After Mitigation: The combined effectiveness of the above mitigation measures is displayed on **Table 3.14-59**. Of the nine significant intersection impacts identified during the weekday AM peak hour, the above mitigation measures would cause two to become less than significant. Of the 47 significant intersection impacts identified during the weekday PM peak hour, the above mitigation measures would cause five to become less than significant. The precise degree of effectiveness of proposed TDM strategies to shift the mode split away from driving and reduce the project's vehicular trip generation is not known. Therefore, mitigation measure testing did not explicitly account for a certain amount of reduced vehicle travel due to TDM strategies. 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 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 3.14-59
 INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ¹ ₂	Jurisdiction ₁	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
5	Prairie Ave/ Florence Ave	ICU	Inglewood	PM	0.900	D	0.916	E		
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	PM	0.690	B	0.760	C		
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	PM	0.812	D	0.838	D	0.809	D
14	Prairie Ave/Manchester Blvd	ICU	Inglewood	AM	0.964	E	0.965	E	1.010	F
				PM	1.000	E	1.032	F		
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	PM	1.054	F	1.093	F		
19	Prairie Ave/Kelso St/Pincay Dr	ICU	Inglewood	AM	0.746	C	0.749	C		
				PM	1.031	F	1.054	F		
22	Inglewood Ave/ Arbor Vitae St	ICU	Inglewood	PM	0.836	D	0.883	D		
23	La Brea Ave/ Arbor Vitae St	ICU	Inglewood	PM	0.722	C	0.775	C		
				AM	0.895	D	0.950	E		
				PM	0.774	C	0.775	C		
				AM	0.729	C	0.782	C		
31	La Cienega Blvd/ I-405 On/Off-Ramps (n/o Century)	CMA	City of Los Angeles	PM	0.585	A	0.587	A		
				AM	15.3	B	18.6	B		
				PM	19.6	B	19.8	B		
				AM	1.081	F	1.183	F		
34	La Cienega Blvd/Century Blvd	ICU	Inglewood	PM	0.761	C	0.817	D	0.997	E
				AM	1.004	F	1.064	F	0.797	C
				PM	0.685	B	0.739	C	0.943	E
				AM	0.879	D	0.886	D	0.739	C
37	Inglewood Ave/Century Blvd	CMA	Inglewood	PM	0.941	E	0.967	E		
				AM	0.879	D	0.886	D		
40	Hawthorne Blvd/La Brea Blvd/ Century Blvd	HCM	Inglewood	AM	0.840	D	0.843	D	0.769	C
				PM	0.858	D	1.036	F	0.988	E

#	Intersection	Methodology ¹ ₂	Jurisdiction ₁	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
41	Myrtle Ave/Century Blvd	ICU	Inglewood	AM	0.532	A	0.543	A		
				PM	0.566	A	0.738	C		
43	Prairie Ave/Century Blvd	CMA	Inglewood	AM	0.740	C	0.822	D	0.822	D
				PM	0.894	D	1.031	F	1.031	F
45	Yukon Ave/Century Blvd	ICU	Inglewood	AM	0.432	A	0.490	A		
				PM	0.715	C	0.804	D		
46	Club Dr/Century Blvd	ICU	Inglewood	AM	0.509	A	0.552	A		
				PM	0.699	B	0.766	C		
47	11th Ave/Village Ave/ Century Blvd	ICU	Inglewood	AM	0.516	A	0.559	A		
				PM	0.770	C	0.838	D		
48	Crenshaw Blvd/Century Blvd	ICU	Inglewood	AM	0.600	A	0.661	B		
				PM	0.788	C	0.885	D		
50	Van Ness Ave/Century Blvd	ICU	Inglewood/Lo s Angeles County	AM	0.728	C	0.740	C		
				PM	0.802	D	0.844	D		
		CMA	City of Los Angeles	AM	0.670	B	0.683	B		
				PM	0.749	C	0.794	C		
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	PM	0.822	D	0.882	D		
54	Prairie Ave/102nd St	ICU/HCM (Plus Proj)	Inglewood	AM	0.549	A	18.3	C		
				PM	0.578	A	1049.0	F		
59	Hawthorne Blvd/104th St	ICU	Inglewood/Lo s Angeles County	AM	0.599	A	0.654	B		
				PM	0.701	C	0.803	D		
60	Prairie Ave/104th St	ICU	Inglewood	AM	0.620	B	0.816	D		
				PM	0.657	B	0.984	E		
62	Yukon Ave/104th St	ICU	Inglewood	AM	0.664	B	0.758	C	0.561	A
				PM	0.587	A	0.818	D	0.818	D
63	Crenshaw Blvd/104th St	ICU	Inglewood	AM	0.677	B	0.750	C		
				PM	0.640	B	0.859	D		
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	PM	0.786	C	0.887	D		
67	Prairie Ave/Lennox Blvd	ICU	Inglewood	AM	0.637	B	0.703	C		
				PM	0.726	C	1.004	F		
68	Prairie Ave/108th St	ICU	Inglewood	AM	0.618	B	0.713	C		

3. Environmental Setting, Impacts, and Mitigation Measures
 [STYLEREF "Heading 3" \n] [STYLEREF "Heading 3"]

#	Intersection	Methodology ¹ ₂	Jurisdiction ₁	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
				PM	0.591	A	0.811	D		
70	Crenshaw Blvd/109th St	ICU	Inglewood	PM	0.592	A	0.724	C		
71	Hawthorne Blvd/111th St	ICU	Los Angeles County	PM	0.786	C	0.905	E		
72	Prairie Ave/111th St	ICU	Inglewood	AM	0.689	B	0.696	B		
				PM	0.641	B	0.853	D		
74	Hawthorne Blvd/WB 105 Off-Ramp	ICU	Hawthorne	PM	0.745	C	0.851	D		
		HCM	Caltrans	PM	22.0	C	34.2	C		
		ICU	Inglewood	AM	0.706	C	0.721	C	0.673	B
75	Prairie Ave/112th St/105 On-Ramp			PM	0.877	D	1.088	F	0.953	E
		HCM	Caltrans	AM	17.7	B	19.1	B	16.6	B
				PM	25.6	C	93.1	F	30.9	C
		ICU	Inglewood	AM	0.650	B	0.653	B		
77	Freeman Ave/105 On-Ramp/Imperial Hwy			PM	0.800	C	1.111	F		
		HCM	Caltrans	AM	15.0	B	15.4	B		
				PM	14.7	B	38.7	D		
78	Prairie Ave/Imperial Hwy	ICU	Inglewood/Hawthorne	AM	0.933	E	0.968	E		
				PM	0.882	D	0.978	E		
80	Yukon Ave/Imperial Hwy	ICU	Inglewood	PM	0.639	B	0.716	C		
81	Crenshaw Blvd/Imperial Hwy	ICU	Inglewood	PM	0.898	D	0.974	E		
83	Crenshaw Blvd/WB 105 Off-Ramp/118th Pl	ICU	Hawthorne	PM	0.821	D	0.961	E	0.908	E
		HCM	Caltrans	PM	42.9	D	50.5	D	50.5	D
84	Prairie Ave/120th St	ICU	Hawthorne	PM	0.925	E	0.992	E	0.904	E
85	EB 105 On/Off-Ramp/120th St	ICU	Hawthorne	PM	0.749	C	0.880	D		
86	Crenshaw Blvd/120th Street	ICU	Hawthorne	PM	0.725	C	1.075	F	0.797	C
91	Normandie Ave/Century Ave	ICU	Los Angeles County	PM	0.915	E	0.968	E		
92	Vermont Ave/Century Ave	ICU	Los Angeles County	PM	0.756	C	0.791	C		
97	Van Ness Ave/	ICU	Inglewood	PM	1.040	F	1.103	F		

#	Intersection	Methodology ²	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
	Manchester Blvd	CMA	City of Los Angeles	PM	0.903	E	0.970	E		
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	PM	0.854	D	0.882	D		
107	La Brea Ave/Centinel Ave	ICU	Inglewood	PM	0.979	E	0.995	E	0.935	E

NOTES:

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

² Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods.

³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions.

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.

Shaded cells represent significant impacts.

Blank cells under the "With Mitigation" columns represent intersections in which mitigation was either not required or not feasible.

SOURCE: Fehr & Peers, 2019.

Impact 3.14-3: Major events at the Proposed Project Arena would cause significant impacts at intersections under Adjusted Baseline conditions. (Significant and Unavoidable)

Significant impacts were identified based on the results in Table 3.14-31 and the significance criteria. **Figures 3.14-14, 3.14-15, and 3.14-16** are study area maps displaying intersections that would be significantly impacted during the weekday pre-event (42 intersections), weekday post-event (11 intersections), and weekend pre-event (26 intersections) peak hours, respectively.

These impacts are considered **significant**.

Figure 3.14-17 displays the project-specific mitigation measures associated with the Adjusted Baseline with Major Event condition. Specific mitigation measures are presented below.

Mitigation Measure 3.14-3(a)

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

Mitigation Measure 3.14-3(b)

Implement Mitigation Measure 3.14-2(b) (Implement TDM Program).

The following physical mitigation measures were identified that could reduce the impacts at certain impacted intersections. No feasible physical mitigation was identified that would reduce impacts at the remaining impacted intersections. However, the combined effects of the Event TMP, coordinated/special event signal timings, and the physical mitigations below, would have synergistic effects to improve operations at other intersections without requiring physical improvements to them.

Mitigation Measure 3.14-3(c)

The Project Applicant shall work with the City of Inglewood and Caltrans to restripe the center lane on the I-405 NB Off-Ramp at Century Boulevard to permit both left and right-turn movements. This would require complying with the Caltrans project development process as a local agency-sponsored project. This could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, encroachment permit, project design, construction, etc.

If implemented, the modification to the center lane would improve operations from LOS F (with project) to C (with project and mitigation) during the weekend pre-event peak hour but would not improve upon the 'no project' LOS F condition during the weekday pre-event peak hour. Since the improvement involves another jurisdiction in addition to the City of Inglewood, however, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**.

Mitigation Measure 3.14-3(d)

Implement Mitigation Measure 3.14-2(d) (Century Boulevard/Hawthorne Boulevard/La Brea Boulevard Improvements).

These modifications would maintain LOS F conditions during the weekday and weekend pre-event peak hour conditions and improve weekday post-event peak hour conditions from LOS F to E. The impact would be **significant and unavoidable** because an acceptable LOS D would not be achieved.

Mitigation Measure 3.14-3(e)

The Project Applicant shall convert the signal control system at the intersection of Prairie Avenue and Pincay Drive to provide protected or protected-permissive westbound and eastbound left-turn phasing.

This modification would improve operations from LOS E (with project) to C (with project and mitigation) during the weekday pre-event peak hour, thereby mitigating this impact to **less than significant**.

Mitigation Measure 3.14-3(f)

The Project Applicant shall widen the east side of Prairie Avenue to extend the proposed shuttle bus pull-out on the east side of Prairie Avenue to the intersection to serve as an exclusive right-turn lane. Additionally, implement a northbound right-turn signal overlap phase. During pre-event and post-event periods, TCOs shall be positioned at this location as part of the Event TMP to manage the interaction of northbound right-turning traffic and pedestrians in the east leg crosswalk and to permit the lane to also operate as a bus queue jumper for shuttle buses departing the shuttle bus pull-out and traveling north through the intersection.

The Proposed Project site plan appears to provide sufficient area to allow for widening Prairie Avenue to provide a northbound right-turn lane. However, it would cause the sidewalk along the east side of Prairie Avenue between the plaza entry/exit and Century Boulevard to be reduced from 20 to 8 feet in width. This is considered a potentially significant secondary impact because it could cause post-event pedestrian flows to exceed the sidewalk capacity (thereby resulting in walking in the street). In response to this potential condition, the Event TMP (Mitigation Measure 3.14-2(a)) includes post-event pedestrian wayfinding guidance, which if followed, would result in the majority of post-event attendees using the primary plaza exit to access the east leg crosswalk at the Prairie Avenue/Century Boulevard intersection, thereby limiting flows on this sidewalk to match its available width.

With this mitigation measure in place, operations at the Prairie Avenue/Century Boulevard intersection would remain at LOS F (with similar delay levels to 'without mitigation') conditions. The impact would be **significant and unavoidable** because an acceptable LOS D would not be achieved. Other mitigation measures, such as adding a second northbound and southbound left-

turn lane were also considered, but found not to be feasible due to lack of roadway width and developed or developing properties on all quadrants of the intersection.

Mitigation Measure 3.14-3(g)

Implement Mitigation Measure 3.14-2(g) (I-105 Off-Ramp Widening at Prairie Avenue)

This modification, if implemented, would improve operations from LOS F (with project) to D (with project and mitigation) during the weekday post-event peak hour, thereby mitigating this portion of the impact to less than significant. However, operations would not be restored to an acceptable LOS during the weekday pre-event peak hour. Since the improvement involves another jurisdiction in addition to the City of Inglewood, however, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**.

Mitigation Measure 3.14-3(h)

Implement Mitigation Measure 3.14-2(j) (I-105 Westbound Off-Ramp Widening at Crenshaw Boulevard)

Mitigation Measure 3.14-3(h), if implemented, would improve operations from LOS E (with project) to D (with project and mitigation) during the weekday and weekend pre-event peak hours, thereby mitigating this impact to less than significant. Since the improvement involves other jurisdictions beyond the City of Inglewood, however, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**.

Mitigation Measure 3.14-3(i)

Implement Mitigation Measure 3.14-2(l) (Crenshaw Boulevard/120th Street Improvements)

If implemented and in conjunction with mitigation measure 3.14-3(a), the modifications would improve operations from LOS F (with project) to B (with project and mitigation) during the weekday post-event peak hour, thereby mitigating this impact to less than significant. Since the improvement involves another jurisdiction beyond the City of Inglewood, however, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**.

Mitigation Measure 3.14-3(j)

The Project Applicant shall work with the City of Inglewood and the City of Los Angeles to remove the median island on the north leg and construct a second left-turn lane on southbound La Cienega Boulevard at Centinela Avenue.

This modification, if implemented, would improve operations under with project conditions to a V/C ratio the same as or better than the no project condition under during all three analysis periods, thereby mitigating the impact to less than significant. Since the improvement involves

another jurisdiction in addition to the City of Inglewood, however, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**.

Mitigation Measure 3.14-3(k)

Implement Mitigation Measure 3.14-2(n) (La Brea Avenue/Centinela Avenue Improvements)

This modification, which would consist primarily of restriping and not require right-of-way acquisition, would improve operations from LOS E (with project) to D (with project and mitigation) during the weekday pre-event peak hour, thereby mitigating this impact to **less than significant**.

Mitigation Measure 3.14-3(l)

The Project Applicant shall implement protected or protected/permissive left-turn phasing on northbound and southbound Prairie Avenue at 104th Street.

This modification would reduce the severity of LOS F operations compared to with project conditions for weekday and weekend pre-event conditions, but maintain LOS F during both periods. Operations would remain at LOS E during the weekday post-event peak hour. The impact would be **significant and unavoidable** during the weekday pre-event, weekday post-event, and weekend pre-event peak hours because operations would not improve to an acceptable LOS D or better.

Mitigation Measure 3.14-3(m)

Implement Mitigation Measure 3.14-2(e) (Restripe the westbound 104th Street approach to Yukon Avenue to consist of a left/through lane and a dedicated right-turn lane).

This mitigation measure would reduce the severity of LOS F operations compared to with project conditions during the weekday pre-event peak hour, though operations would remain at LOS F. The impact would be **significant and unavoidable** during the weekday pre-event peak hour.

Mitigation Measure 3.14-3(n)

Implement Mitigation Measure 3.14-2(i) (Manchester Boulevard/Crenshaw Boulevard Improvements)

This modification would improve operations from LOS F (with project) to E (with project and mitigation) during the weekday pre-event peak hour, thereby mitigating this impact to less than significant (because operations would be at LOS F under no project conditions). This modification improves operations from LOS E (with project) to C (with project and mitigation) during the weekend pre-event peak hour, thereby mitigating this impact to **less than significant**.

Mitigation Measure 3.14-3(o)

The Project Applicant shall work with the City of Inglewood to coordinate traffic signals and optimize traffic signal timings to accommodate major event traffic flows (see Figure 3.14-17 for locations).

This mitigation measure would reduce impacts or the severity of impacts at intersections along key corridors throughout the study area, including in some cases intersections near the Proposed Project. However, in some cases improving traffic flow at one or more intersections may degrade operations at others by relieving an upstream bottleneck, thus permitting more traffic to flow through downstream intersections. This, in turn, would contribute to secondary significant impacts described below.

Mitigation Measure 3.14-3(p)

Implement Mitigation Measure 3.14-2(o) (Financial Contribution to City ITS program)

Figure 3.14-17 and the Event TMP (See Appendix K.4) indicate that there are several ‘arterial-to-arterial’ impacted intersections that do not have a recommended physical improvement nor an active traffic management component. Two examples are the Manchester Boulevard/Prairie Avenue and Crenshaw Boulevard/Century Boulevard intersections. At the Manchester Boulevard/Prairie Avenue intersection, operation of the intersection with officers along with a modified set of lane assignments (to facilitate travel toward the Proposed Project) was tested using micro-simulation, but found not to be effective. Hence, it is not included as part of the coordinated/optimized Prairie Avenue corridor signal timing plan. At the Crenshaw Boulevard/Century Boulevard intersection, the recently constructed improvements were reviewed and no further capacity increases were deemed feasible. Similar reviews were conducted of other intersections featuring significant impacts.

Level of Significance After Mitigation: The combined effectiveness of the above mitigation measures is displayed on **Table 3.14-60**. Based on network-level microsimulation analysis, under major event conditions, the mitigations at major bottlenecks often result in increased traffic flow at adjacent and/or downstream intersections. Improving the flow at major bottleneck locations, although desirable, can cause secondary, significant impacts. The following describes their effectiveness during each peak hour.

Weekday Pre-Event Peak Hour

Of the 42 significant intersection impacts, the above mitigation measures would cause 15 to become less than significant. In some cases, these mitigation measures improved traffic flow at one or more intersections, which resulted in degraded operations at others by relieving an upstream bottleneck or causing queues to spillback to a nearby intersection, worsening its operations. This occurred at six such intersections. Those locations are identified in Table 3.14-60 showing their results being shaded for the ‘with mitigation’ scenario, but not shaded for the ‘plus project’ scenario. Opportunities for physical or further operational/signal timing improvements at these locations were investigated, but no feasible mitigations were identified. The average percent demand

served at the 68 intersections analyzed using microsimulation increased from 85 percent (without mitigation) to 90 percent with the recommended mitigation measures in place.

Weekday Post-Event Peak Hour

Of the 11 significant intersection impacts, the above mitigation measures would cause five to become less than significant. These mitigation measures would cause an additional two intersections to become new secondary, significantly impacted locations. The average percent demand served at the 68 intersections analyzed using microsimulation increased from 94 percent (Adjusted Baseline Plus Project without mitigation) to 95 percent with the recommended mitigation measures in place.

Weekend Pre-Event Peak Hour

Of the 26 significant intersection impacts identified during the weekend pre-event peak hour, the above mitigation measures would cause 11 to become less than significant. These mitigation measures would cause an additional one intersection to become a new secondary, significantly impacted location. The average percent demand served at the 68 intersections analyzed using microsimulation increased from 91 percent (Adjusted Baseline Plus Project without mitigation) to 95 percent with the recommended mitigation measures in place.

The precise degree of effectiveness of proposed TDM strategies to shift the mode split away from driving and reduce the project's vehicular trip generation is not known. Therefore, mitigation measure testing did not explicitly account for a certain amount of reduced vehicle travel due to TDM strategies. The above list of mitigation measures would reduce vehicle travel demand, accommodate the remaining travel demand in a more efficient manner, and provide physical improvements, where feasible, to add capacity to the roadway system. None of the physical improvements described above would require additional right-of-way; however, some would require coordination with other responsible agencies, and there are 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 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.766	C	0.864	D		
				Weekday Post-Event	0.549	A	0.583	A		
				Weekend Pre-Event	0.619	B	0.773	C		
2	La Brea Ave/Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.677	B	0.689	B		
				Weekday Post-Event	0.394	A	0.466	A		
				Weekend Pre-Event	0.561	A	0.569	A		
3	Hillcrest Blvd/Florence Ave	HCM	Inglewood	Weekday Pre-Event	9.0	A	8.9	A	9.5	A
				Weekday Post-Event	5.3	A	4.9	A	7.8	A
				Weekend Pre-Event	6.7	A	7.2	A	7.0	A
4	Centinela Ave/Florence Ave	HCM	Inglewood	Weekday Pre-Event	69.2	E	74.4	E	70.6	E
				Weekday Post-Event	29.9	C	33.5	C	33.9	C
				Weekend Pre-Event	24.9	C	25.1	C	24.9	C
5	Prairie Ave/Florence Ave	HCM	Inglewood	Weekday Pre-Event	27.2	C	65.5	E	46.9	D
				Weekday Post-Event	13.6	B	33.2	C	29.2	C
				Weekend Pre-Event	22.8	C	46.4	D	48.1	D
6	West Blvd/Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.957	E	1.016	F	1.016	F
				Weekday Post-Event	0.590	A	0.626	B	0.626	B
				Weekend Pre-Event	0.849	D	0.908	E	0.908	E
		CMA	City of Los Angeles	Weekday Pre-Event	0.814	D	0.877	D	0.877	D
				Weekday Post-Event	0.423	A	0.461	A	0.461	A
7	Prairie Ave/Grace Ave	HCM	Inglewood	Weekend Pre-Event	0.699	B	0.761	C	0.761	C
				Weekday Pre-Event	5.4	A	6.0	A	5.2	A
				Weekday Post-Event	1.2	A	1.3	A	1.2	A
8	Prairie Ave/East Carondelet Way	HCM	Inglewood	Weekend Pre-Event	3.3	A	3.1	A	3.3	A
				Weekday Pre-Event	5.1	A	14.1	B	8.9	A
				Weekday Post-Event	3.8	A	4.4	A	4.3	A

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
9	Prairie Ave/E Regent Street	HCM	Inglewood	Weekend Pre-Event	4.7	A	4.4	A	4.5	A
				Weekday Pre-Event	10.1	B	21.8	C	17.3	B
				Weekday Post-Event	4.0	A	4.8	A	4.6	A
				Weekend Pre-Event	7.9	A	7.8	A	7.9	A
10	La Cienega Blvd/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.605	B	0.694	B		
				Weekday Post-Event	0.468	A	0.566	A		
				Weekend Pre-Event	0.553	A	0.642	B		
11	La Brea Ave/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.743	C	0.865	D		
				Weekday Post-Event	0.415	A	0.621	B		
				Weekend Pre-Event	0.620	B	0.740	C		
12	Hillcrest Blvd/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	20.7	C	25.1	C	44.3	D
				Weekday Post-Event	9.6	A	11.4	B	10.1	B
				Weekend Pre-Event	14.3	B	15.3	B	20.0	B
13	Spruce Ave/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	9.3	A	18.5	B	38.1	D
				Weekday Post-Event	5.3	A	5.0	A	5.0	A
				Weekend Pre-Event	6.7	A	10.1	B	21.6	C
14	Prairie Ave/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	75.4	E	116.2	F	111.1	F
				Weekday Post-Event	26.4	C	36.7	D	39.0	D
				Weekend Pre-Event	35.4	D	64.0	E	60.1	E
15	Kareem Ct/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	18.4	B	72.1	E	57.3	E
				Weekday Post-Event	8.4	A	16.5	B	15.2	B
				Weekend Pre-Event	18.7	B	81.7	F	22.4	C
16	Crenshaw Blvd/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.001	F	1.101	F	1.000	E
				Weekday Post-Event	0.580	A	0.851	D	0.801	D
				Weekend Pre-Event	0.834	D	0.901	E	0.800	C
17	La Brea Ave/Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.557	A	0.622	B		

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Post-Event	0.249	A	0.365	A		
				Weekend Pre-Event	0.391	A	0.454	A		
				Weekday Pre-Event	0.459	A	0.524	A		
				Weekday Post-Event	0.252	A	0.392	A		
				Weekend Pre-Event	0.399	A	0.464	A		
19	Prairie Ave/Kelso St/Pincay Dr	HCM	Inglewood	Weekday Pre-Event	28.9	C	55.6	E	30.3	C
				Weekday Post-Event	9.2	A	11.5	B	10.4	B
				Weekend Pre-Event	14.2	B	19.0	B	19.1	B
20	Kareem Ct/Pincay Dr	HCM	Inglewood	Weekday Pre-Event	9.2	A	71.1	E	8.5	A
				Weekday Post-Event	4.1	A	5.4	A	5.1	A
				Weekend Pre-Event	7.0	A	7.3	A	8.0	A
21	La Cienega Blvd/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	21.9	C	152.7	F	21.4	C
				Weekday Post-Event	17.2	B	17.7	B	14.9	B
				Weekend Pre-Event	20.7	C	20.4	C	20.6	C
22	Inglewood Ave/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	40.2	D	42.4	D	93.7	F
				Weekday Post-Event	15.4	B	18.8	B	18.1	B
				Weekend Pre-Event	26.6	C	29.9	C	33.0	C
23	La Brea Ave/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	25.4	C	118.8	F	50.8	D
				Weekday Post-Event	17.8	B	25.3	C	23.4	C
				Weekend Pre-Event	24.1	C	34.2	C	27.2	C
24	Myrtle Ave/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	11.0	B	42.4	D	11.1	B
				Weekday Post-Event	6.0	A	7.5	A	7.3	A
				Weekend Pre-Event	9.4	A	24.1	C	11.4	B
25	Prairie Ave/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	26.2	C	38.9	D	47.3	D
				Weekday Post-Event	11.0	B	22.0	C	17.9	B
				Weekend Pre-Event	18.1	B	31.6	C	30.6	C

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
26	La Brea Ave/Hardy St	HCM	Inglewood	Weekday Pre-Event	17.4	B	63.1	E	64.8	E
				Weekday Post-Event	9.5	A	8.8	A	8.7	A
				Weekend Pre-Event	13.2	B	76.6	E	15.6	B
27	Myrtle Ave/Hardy St	HCM	Inglewood	Weekday Pre-Event	9.9	A	7.9	A	8.4	A
				Weekday Post-Event	5.9	A	6.2	A	6.6	A
				Weekend Pre-Event	9.0	A	9.5	A	9.2	A
28	Prairie Ave/Hardy St	HCM	Inglewood	Weekday Pre-Event	17.6	B	36.4	D	46.7	D
				Weekday Post-Event	12.4	B	30.1	C	57.3	E
				Weekend Pre-Event	16.2	B	32.1	C	27.8	C
29	Crenshaw Blvd/Hardy St	HCM	Inglewood	Weekday Pre-Event	10.5	B	16.2	B	9.1	A
				Weekday Post-Event	5.2	A	5.7	A	5.4	A
				Weekend Pre-Event	8.1	A	8.3	A	8.2	A
30	Van Ness Ave/Hardy St/96th St	ICU	Inglewood	Weekday Pre-Event	0.558	A	0.571	A		
				Weekday Post-Event	0.329	A	0.390	A		
				Weekend Pre-Event	0.469	A	0.473	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.488	A	0.502	A		
				Weekday Post-Event	0.243	A	0.308	A		
				Weekend Pre-Event	0.393	A	0.397	A		
31	La Cienega Blvd/SB 405 On/Off-Ramps (n/o Century)	HCM	Inglewood/City of Los Angeles/Caltrans	Weekday Pre-Event	21.2	C	242.8	F	35.4	D
				Weekday Post-Event	14.9	B	47.6	D	33.3	C
				Weekend Pre-Event	14.7	B	190.5	F	43.4	D
32	Prairie Ave/97th St	HCM	Inglewood	Weekday Pre-Event	10.2	B	24.5	C	25.0	C
				Weekday Post-Event	6.0	A	12.1	B	25.9	C
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekend Pre-Event	9.9	A	19.9	B	18.3	B
				Weekday Pre-Event	10.8	B	9.3	A	10.1	B
				Weekday Post-Event	9.3	A	9.7	A	9.0	A

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
34	La Cienega Blvd/Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekend Pre-Event	11.5	B	11.3	B	12.1	B
				Weekday Pre-Event	36.7	D	57.6	E	90.9	F
				Weekday Post-Event	22.1	C	34.5	C	30.5	C
				Weekend Pre-Event	29.5	C	48.1	D	40.9	D
35	NB 405 On/Off-Ramp/Century Blvd	HCM	Inglewood/ Caltrans	Weekday Pre-Event	14.9	B	100.9	F	133.3	F
				Weekday Post-Event	11.8	B	19.2	B	21.0	C
				Weekend Pre-Event	12.9	B	93.0	F	32.0	C
36	Felton Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	15.0	B	24.0	C	31.6	C
				Weekday Post-Event	12.9	B	46.5	D	61.1	E
				Weekend Pre-Event	13.9	B	13.6	B	14.8	B
37	Inglewood Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	33.3	C	148.7	F	149.7	F
				Weekday Post-Event	13.5	B	17.8	B	22.3	C
				Weekend Pre-Event	26.8	C	50.2	D	82.6	F
38	Fir Ave/Firmona Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	8.7	A	137.2	F	139.9	F
				Weekday Post-Event	4.5	A	6.0	A	5.9	A
				Weekend Pre-Event	5.6	A	117.9	F	115.9	F
39	Grevillea Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	7.5	A	72.2	E	71.0	E
				Weekday Post-Event	5.7	A	9.0	A	6.8	A
				Weekend Pre-Event	5.5	A	68.3	E	65.6	E
40	Hawthorne Blvd/La rea Blvd/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	50.5	D	104.8	F	110.0	F
				Weekday Post-Event	24.3	C	104.2	F	62.3	E
				Weekend Pre-Event	38.3	D	117.0	F	85.0	F
41	Myrtle Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	9.6	A	46.6	D	81.5	F
				Weekday Post-Event	5.3	A	22.9	C	14.6	B
				Weekend Pre-Event	8.4	A	13.1	B	51.5	D

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
42	Freeman Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	9.3	A	22.9	C	29.6	C
				Weekday Post-Event	5.5	A	78.2	E	29.9	C
				Weekend Pre-Event	8.5	A	10.8	B	25.9	C
43	Prairie Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	58.2	E	132.0	F	139.7	F
				Weekday Post-Event	27.9	C	162.4	F	155.3	F
				Weekend Pre-Event	43.7	D	110.8	F	120.2	F
44	Doty Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	24.9	C	108.2	F	118.8	F
				Weekday Post-Event	11.5	B	135.4	F	83.5	F
				Weekend Pre-Event	28.3	C	66.4	E	55.9	E
45	Yukon Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	80.5	F	126.8	F	94.1	F
				Weekday Post-Event	13.9	B	51.0	D	57.6	E
				Weekend Pre-Event	21.5	C	50.4	D	58.2	E
46	Club Dr/Century Blvd	HCM	Inglewood	Weekday Pre-Event	50.7	D	117.8	F	88.8	F
				Weekday Post-Event	19.7	B	36.6	D	29.0	C
				Weekend Pre-Event	37.0	D	63.4	E	77.6	E
47	11th Ave/Village Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	57.2	E	81.0	F	54.6	D
				Weekday Post-Event	16.9	B	94.4	F	68.5	E
				Weekend Pre-Event	23.3	C	45.4	D	52.5	D
48	Crenshaw Blvd/Century Blvd	HCM	Inglewood	Weekday Pre-Event	58.3	E	151.3	F	103.1	F
				Weekday Post-Event	28.9	C	54.2	D	53.5	D
				Weekend Pre-Event	34.2	C	142.4	F	149.9	F
49	5th Ave/Century Blvd	HCM	Inglewood	Weekday Pre-Event	15.4	B	74.9	E	31.5	C
				Weekday Post-Event	12.6	B	15.4	B	14.8	B
				Weekend Pre-Event	13.4	B	80.3	F	85.7	F
50	Van Ness Ave/Century Blvd	ICU	Inglewood/Los Angeles County	Weekday Pre-Event	0.754	C	0.790	C		
				Weekday Post-Event	0.401	A	0.642	B		

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
51	Gramercy Pl/Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.656	B	0.740	C		
				Weekday Pre-Event	0.696	B	0.736	C		
				Weekday Post-Event	0.321	A	0.578	A		
				Weekend Pre-Event	0.593	A	0.683	B		
				Weekday Pre-Event	0.384	A	0.421	A		
		ICU	Los Angeles County	Weekday Post-Event	0.243	A	0.452	A		
				Weekend Pre-Event	0.360	A	0.428	A		
				Weekday Pre-Event	0.203	A	0.243	A		
				Weekday Post-Event	0.077	A	0.275	A		
				Weekend Pre-Event	0.177	A	0.249	A		
52	Western Ave/Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.709	C	0.831	D		
				Weekday Post-Event	0.306	A	0.628	B		
				Weekend Pre-Event	0.591	A	0.765	C		
53	La Cienega Blvd/SB 405 On/Off-Ramps (s/o Century)	HCM	Inglewood/Los Angeles County/Caltrans/City of Los Angeles	Weekday Pre-Event	10.1	B	13.3	B	82.5	F
				Weekday Post-Event	8.8	A	10.3	B	10.5	B
				Weekend Pre-Event	9.2	A	10.0	A	11.3	B
54	Prairie Ave/102nd St	HCM ³	Inglewood	Weekday Pre-Event	9.4	A	62.5	F	73.6	F
				Weekday Post-Event	4.6	A	279.3	F	***	F
				Weekend Pre-Event	8.2	A	23.0	C	17.7	C
55	Doty Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	6.6	A	26.0	D	173.0	F
				Weekday Post-Event	5.1	A	4.9	A	4.9	A
				Weekend Pre-Event	6.5	A	8.6	A	8.6	A
56	Yukon Ave/102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	64.9	F	293.7	F	***	F
				Weekday Post-Event	6.4	A	13.9	B	14.6	B
				Weekend Pre-Event	14.9	B	56.8	F	42.2	E
57	La Cienega Blvd/104th St	HCM	Los Angeles	Weekday Pre-Event	9.7	A	10.4	B	24.0	C

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
58	Inglewood Ave/104th St	HCM	County/City of Los Angeles	Weekday Post-Event	5.4	A	5.6	A	5.3	A
				Weekend Pre-Event	7.8	A	7.8	A	7.1	A
				Weekday Pre-Event	17.9	B	27.5	C	22.5	C
				Weekday Post-Event	6.8	A	7.9	A	6.9	A
				Weekend Pre-Event	13.8	B	14.7	B	14.4	B
59	Hawthorne Blvd/104th St	HCM	Inglewood/Los Angeles County	Weekday Pre-Event	25.9	C	65.8	F	64.8	F
				Weekday Post-Event	16.0	B	76.0	E	18.1	B
				Weekend Pre-Event	25.5	C	105.9	F	75.2	E
60	Prairie Ave/104th St	HCM	Inglewood	Weekday Pre-Event	19.5	B	155.0	F		
				Weekday Post-Event	7.6	A	64.1	E		
				Weekend Pre-Event	12.1	B	126.2	F		
61	Doty Ave/104th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	8.6	A	90.1	F	80.9	F
				Weekday Post-Event	5.5	A	7.7	A	12.1	B
				Weekend Pre-Event	7.7	A	27.5	D	9.4	A
62	Yukon Ave/104th St	HCM	Inglewood	Weekday Pre-Event	15.7	B	146.6	F	144.7	F
				Weekday Post-Event	7.8	A	12.4	B	11.7	B
				Weekend Pre-Event	15.4	B	36.4	D	34.3	C
63	Crenshaw Blvd/104th St	HCM	Inglewood	Weekday Pre-Event	35.5	D	94.1	F	71.6	E
				Weekday Post-Event	11.7	B	41.3	D	37.2	D
				Weekend Pre-Event	22.5	C	169.2	F	167.2	F
64	Van Ness Ave/104th St	ICU	Inglewood/Los Angeles County	Weekday Pre-Event	0.525	A	0.544	A		
				Weekday Post-Event	0.301	A	0.327	A		
				Weekend Pre-Event	0.430	A	0.443	A		
65	Hawthorne Blvd/Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.704	C	0.720	C		
				Weekday Post-Event	0.447	A	0.639	B		
				Weekend Pre-Event	0.612	B	0.628	B		

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
66	Freeman Ave/Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	8.2	A	217.4	F	24.6	C
				Weekday Post-Event	5.3	A	6.2	A	5.7	A
				Weekend Pre-Event	5.4	A	128.7	F	6.9	A
67	Prairie Ave/Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	23.6	C	45.3	D	40.0	D
				Weekday Post-Event	5.2	A	22.5	C	16.2	B
				Weekend Pre-Event	12.3	B	46.0	D	22.6	C
68	Prairie Ave/108th St	HCM	Inglewood	Weekday Pre-Event	15.2	B	53.7	D	61.8	E
				Weekday Post-Event	7.1	A	16.3	B	14.1	B
				Weekend Pre-Event	12.1	B	64.7	E	56.6	E
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Pre-Event	10.3	B	11.8	B	39.6	D
				Weekday Post-Event	6.1	A	8.5	A	8.1	A
				Weekend Pre-Event	9.7	A	12.0	B	12.2	B
70	Crenshaw Blvd/109th St	ICU	Inglewood	Weekday Pre-Event	0.489	A	0.641	B		
				Weekday Post-Event	0.289	A	0.473	A		
				Weekend Pre-Event	0.439	A	0.583	A		
71	Hawthorne Blvd/111th St	ICU	Hawthorne/Los Angeles County	Weekday Pre-Event	0.706	C	0.748	C		
				Weekday Post-Event	0.382	A	0.554	A		
				Weekend Pre-Event	0.575	A	0.639	B		
72	Prairie Ave/111th St	HCM	Inglewood	Weekday Pre-Event	39.8	D	27.9	C	64.5	E
				Weekday Post-Event	9.5	A	40.5	D	52.1	D
				Weekend Pre-Event	20.2	C	28.7	C	27.7	C
73	Yukon Ave/111th St	HCM	Inglewood	Weekday Pre-Event	9.2	A	8.6	A	16.2	B
				Weekday Post-Event	5.9	A	6.1	A	6.4	A
				Weekend Pre-Event	9.0	A	8.9	A	8.8	A
74	Hawthorne Blvd/WB 105 Off- Ramp	ICU	Hawthorne	Weekday Pre-Event	0.690	B	0.804	D		
				Weekday Post-Event	0.438	A	0.610	B		

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
75	Prairie Ave/112th St/105 On-Ramps	HCM	Caltrans	Weekend Pre-Event	0.577	A	0.694	B		
				Weekday Pre-Event	20.3	C	25.0	C		
				Weekday Post-Event	14.6	B	17.7	B		
				Weekend Pre-Event	17.4	B	20.1	C		
				Weekday Pre-Event	55.5	E	64.4	E	64.5	F
				Weekday Post-Event	19.8	B	99.3	F	46.6	D
76	Hawthorne Blvd/Imperial Hwy	ICU	Hawthorne	Weekend Pre-Event	38.2	D	47.5	D	39.4	D
				Weekday Pre-Event	0.766	C	0.770	C		
				Weekday Post-Event	0.391	A	0.426	A		
77	Freeman Ave/EB 105 On-Ramp/Imperial Hwy	HCM	Inglewood/Caltrans	Weekend Pre-Event	0.576	A	0.608	B		
				Weekday Pre-Event	23.0	C	23.0	C	22.6	C
				Weekday Post-Event	13.1	B	21.5	C	24.6	C
78	Prairie Ave/Imperial Hwy	HCM	Inglewood/Hawthorne	Weekend Pre-Event	16.3	B	16.5	B	15.9	B
				Weekday Pre-Event	54.7	D	45.9	D	74.9	E
				Weekday Post-Event	30.8	C	34.2	C	30.9	C
79	Doty Ave/Imperial Hwy	HCM	Inglewood/Hawthorne	Weekend Pre-Event	57.2	E	42.4	D	44.2	D
				Weekday Pre-Event	14.6	B	12.8	B	17.3	B
				Weekday Post-Event	8.4	A	10.7	B	7.8	A
80	Yukon Ave/Imperial Hwy	HCM	Inglewood	Weekend Pre-Event	11.6	B	11.6	B	12.2	B
				Weekday Pre-Event	16.3	B	14.1	B	15.0	B
				Weekday Post-Event	7.7	A	12.2	B	10.5	B
81	Crenshaw Blvd/Imperial Hwy	ICU	Inglewood	Weekend Pre-Event	13.1	B	11.9	B	12.3	B
				Weekday Pre-Event	0.825	D	0.974	E	0.974	E
				Weekday Post-Event	0.440	A	0.668	B	0.668	B
82	Prairie Ave/118th St	HCM	Hawthorne	Weekend Pre-Event	0.757	C	0.907	E	0.907	E
				Weekday Pre-Event	30.3	C	21.6	C	25.4	C

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
83	Crenshaw Blvd/WB 105 Off-Ramp/118th Pl	ICU	Hawthorne	Weekday Post-Event	11.1	B	10.7	B	9.8	A
				Weekend Pre-Event	17.5	B	18.3	B	19.3	B
				Weekday Pre-Event	0.748	C	0.970	E	0.888	D
		HCM	Caltrans	Weekday Post-Event	0.550	A	0.737	C	0.703	C
				Weekend Pre-Event	0.748	C	0.970	E	0.898	D
				Weekday Pre-Event	20.9	C	65.4	E	27.6	C
				Weekday Post-Event	11.3	B	17.7	B	16.3	B
				Weekend Pre-Event	17.6	B	27.6	C	22.7	C
				Weekday Pre-Event	58.2	E	45.5	D	54.5	D
84	Prairie Ave/120th St	HCM	Hawthorne	Weekday Post-Event	18.4	B	19.6	B	19.5	B
				Weekend Pre-Event	24.4	C	24.6	C	24.6	C
				Weekday Pre-Event	0.703	C	0.742	C		
85	EB 105 On/Off-Ramp/120th St	ICU	Hawthorne	Weekday Post-Event	0.613	B	0.820	D		
				Weekend Pre-Event	0.786	C	0.834	D		
		HCM	Caltrans	Weekday Post-Event	16.9	B	21.5	C		
				Weekend Pre-Event	27.2	C	29.4	C		
86	Crenshaw Blvd/120th Street	ICU	Hawthorne	Weekday Pre-Event	0.733	C	0.846	D	0.803	D
				Weekday Post-Event	0.588	A	1.032	F	0.617	B
				Weekend Pre-Event	0.765	C	0.888	D	0.852	D
87	La Cienega Blvd/Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.412	A	0.424	A		
				Weekday Post-Event	0.248	A	0.268	A		
				Weekend Pre-Event	0.284	A	0.296	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.233	A	0.246	A		
				Weekday Post-Event	0.079	A	0.089	A		
				Weekend Pre-Event	0.098	A	0.109	A		

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
88	Inglewood Ave/Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.787	C	0.801	D		
				Weekday Post-Event	0.444	A	0.487	A		
				Weekend Pre-Event	0.648	B	0.662	B		
89	Hollywood Park Casino Driveway/Century Blvd	HCM	Inglewood	Weekday Pre-Event	19.5	B	100.8	F	93.8	F
				Weekday Post-Event	10.4	B	109.9	F	79.4	E
				Weekend Pre-Event	14.7	B	91.7	F	81.8	F
				Weekday Pre-Event	5.4	A	8.0	A	16.2	B
90	Prairie Ave/Buckthorn Street	HCM	Inglewood	Weekday Post-Event	3.2	A	6.6	A	5.8	A
				Weekend Pre-Event	4.5	A	7.4	A	7.6	A
				Weekday Pre-Event	0.884	D	1.014	F		
91	Normandie Ave/Century Ave	ICU	Los Angeles County	Weekday Post-Event	0.489	A	0.777	C		
				Weekend Pre-Event	0.760	C	0.917	E		
		ICU	Los Angeles County	Weekday Pre-Event	0.750	C	0.798	C		
				Weekday Post-Event	0.429	A	0.620	B		
92	Vermont Ave/Century Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.642	B	0.725	C		
				Weekday Pre-Event	0.654	B	0.709	C		
		CMA	City of Los Angeles	Weekday Post-Event	0.282	A	0.504	A		
				Weekend Pre-Event	0.530	A	0.626	B		
93	Hoover St/Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.487	A	0.503	A		
				Weekday Post-Event	0.169	A	0.347	A		
				Weekend Pre-Event	0.409	A	0.482	A		
94	Figueroa St/Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.694	B	0.712	C		
				Weekday Post-Event	0.305	A	0.467	A		
				Weekend Pre-Event	0.568	A	0.655	B		
95	Grand Ave/110 SB Off- Ramp/Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.407	A	0.496	A		
				Weekday Post-Event	0.224	A	0.346	A		

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
96	Olive St/110 NB On-Ramp/Century Ave	HCM	Caltrans	Weekend Pre-Event	0.347	A	0.438	A		
				Weekday Pre-Event	19.6	B	21.7	C		
				Weekday Post-Event	12.1	B	14.5	B		
				Weekend Pre-Event	19.6	B	24.8	C		
				Weekday Pre-Event	0.413	A	0.442	A		
		CMA	City of Los Angeles	Weekday Post-Event	0.217	A	0.380	A		
				Weekend Pre-Event	0.375	A	0.404	A		
				Weekday Pre-Event	9.4	A	10.0	A		
				Weekday Post-Event	6.8	A	8.8	A		
				Weekend Pre-Event	9.8	A	10.1	B		
97	Van Ness Ave/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.004	F	1.036	F		
				Weekday Post-Event	0.530	A	0.779	C		
				Weekend Pre-Event	0.862	D	0.950	E		
		CMA	City of Los Angeles	Weekday Pre-Event	0.864	D	0.897	D		
				Weekday Post-Event	0.357	A	0.625	B		
				Weekend Pre-Event	0.712	C	0.806	D		
98	Western Ave/Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.914	E	0.936	E	0.936	E
				Weekday Post-Event	0.419	A	0.685	B	0.685	B
				Weekend Pre-Event	0.778	C	0.877	D	0.877	D
				Weekday Pre-Event	0.663	B	0.693	B		
99	Normandie Ave/Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.327	A	0.464	A		
				Weekend Pre-Event	0.537	A	0.611	B		
				Weekday Pre-Event	0.679	B	0.731	C		
100	Vermont Ave/Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.380	A	0.531	A		
				Weekend Pre-Event	0.540	A	0.607	B		
101	Hoover St/Manchester Blvd	CMA	City of Los	Weekday Pre-Event	0.609	B	0.653	B		

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
102	Figueroa St/Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.325	A	0.463	A		
				Weekend Pre-Event	0.521	A	0.605	B		
				Weekday Pre-Event	0.816	D	0.826	D		
				Weekday Post-Event	0.568	A	0.719	C		
				Weekend Pre-Event	0.640	B	0.725	C		
				Weekday Pre-Event	0.503	A	0.594	A		
103	110 SB On/Off-Ramps/Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.472	A	0.567	A		
				Weekend Pre-Event	0.414	A	0.503	A		
				Weekday Pre-Event	9.2	A	13.8	B		
				Weekday Post-Event	10.3	B	11.9	B		
				Weekend Pre-Event	11.0	B	15.2	B		
				Weekday Pre-Event	0.511	A	0.516	A		
104	110 NB On/Off-Ramps/Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.383	A	0.460	A		
				Weekend Pre-Event	0.514	A	0.519	A		
				Weekday Pre-Event	14.9	B	14.2	B		
				Weekday Post-Event	12.7	B	11.7	B		
				Weekend Pre-Event	18.7	B	18.8	B		
				Weekday Pre-Event	0.787	C	0.923	E	0.923	E
105	Crenshaw Blvd/Pincay Dr	ICU	Inglewood	Weekday Post-Event	0.353	A	0.515	A	0.515	A
				Weekend Pre-Event	0.653	B	0.788	C	0.788	C
				Weekday Pre-Event	0.739	C	0.767	C		
106	Crenshaw Blvd/Florence Ave	CMA	City of Los Angeles	Weekday Post-Event	0.322	A	0.398	A		
				Weekend Pre-Event	0.597	A	0.624	B		
				Weekday Pre-Event	0.893	D	0.905	E	0.848	D
107	La Brea Ave/Centinel Ave	ICU	Inglewood	Weekday Post-Event	0.433	A	0.481	A	0.481	A
				Weekend Pre-Event	0.764	C	0.771	C	0.771	C

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
108	La Cienega Blvd/Centinel Ave	ICU	Inglewood	Weekday Pre-Event	0.925	E	0.963	E	0.925	E
				Weekday Post-Event	0.652	B	0.660	B	0.627	B
				Weekend Pre-Event	0.950	E	0.989	E	0.932	E
		CMA	City of Los Angeles	Weekday Pre-Event	0.859	D	0.904	E	0.860	D
				Weekday Post-Event	0.542	A	0.552	A	0.513	A
				Weekend Pre-Event	0.889	D	0.936	E	0.868	D
109	La Cienega Blvd/La Tijera Blvd	ICU	Inglewood	Weekday Pre-Event	0.784	C	0.784	C		
				Weekday Post-Event	0.511	A	0.511	A		
				Weekend Pre-Event	0.768	C	0.768	C		
		CMA	City of Los Angeles	Weekday Pre-Event	0.525	A	0.541	A		
				Weekday Post-Event	0.249	A	0.266	A		
				Weekend Pre-Event	0.466	A	0.483	A		
110	La Brea Ave/Slauson Ave	ICU	Los Angeles County	Weekday Pre-Event	0.875	D	0.882	D		
				Weekday Post-Event	0.502	A	0.502	A		
111	La Cienega Blvd/Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.737	C	0.744	C		
				Weekday Pre-Event	0.928	E	0.930	E		
				Weekday Post-Event	0.577	A	0.597	A		
112	La Brea Ave/Overhill Drive/Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.872	D	0.875	D		
				Weekday Pre-Event	1.033	F	1.040	F		
				Weekday Post-Event	0.549	A	0.549	A		
113	Crenshaw Dr/Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.798	C	0.798	C		
				Weekday Pre-Event	0.690	B	0.807	D		
114	Manchester Blvd/Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Post-Event	0.389	A	0.399	A		
				Weekend Pre-Event	0.586	A	0.701	C		
				Weekday Pre-Event	0.722	C	0.815	D		
				Weekday Post-Event	0.496	A	0.606	B		

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
115	Century Blvd/ West Structure Driveway	HCM	Caltrans	Weekend Pre-Event	0.667	B	0.749	C		
				Weekday Pre-Event	18.1	B	20.7	C		
				Weekday Post-Event	14.7	B	14.9	B		
		HCM	Inglewood	Weekend Pre-Event	17.6	B	18.2	B		
				Weekday Pre-Event			N/A	N/A	N/A	N/A
				Weekday Post-Event	Does Not Exist	50.6	F	36.4	D	
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekend Pre-Event			N/A	N/A	N/A	N/A
				Weekday Pre-Event			55.5	E	60.0	E
				Weekday Post-Event	Does Not Exist		N/A	N/A	N/A	N/A
				Weekend Pre-Event			26.1	C	22.1	C

NOTES:

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

² Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods.

³ Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions.

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

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

Shaded cells represent significant impacts.

Blank cells under the "With Mitigation" columns represent intersections in which mitigation was either not required or not feasible.

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.

**Figure 3.14-14 Impacted Intersections: Baseline Plus Major Event Weekday
Pre-Event Peak Hour**

**Figure 3.14-15 Impacted Intersections: Baseline Plus Major Event Weekday
Post-Event Peak Hour**

**Figure 3.14-16 Impacted Intersections: Baseline Plus Major Event Weekend
Pre-Event Peak Hour**

**Figure 3.14-17 Intersection Mitigation Measures – Adjusted Baseline Plus
Project (Major Event) Weekday Pre-Event peak Hour Conditions**

Impact 3.14-4: Operation of the Proposed Project ancillary land uses would cause significant impacts on neighborhood streets under Adjusted Baseline conditions. (Significant and Unavoidable)

As presented in Table 3.14-16 and based on the significance criteria, the following neighborhood street segments would be significantly impacted:

- The collector street segment of Yukon Avenue south of 102nd Street would experience an increase in weekday daily traffic from 13,059 vehicles under Adjusted Baseline No Project conditions to 13,863 vehicles under Adjusted Baseline Plus Project (Ancillary Land Uses) conditions.

This impact is considered **significant**.

Mitigation Measure 3.14-4(a)

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

The Event TMP, which can be found in Appendix K.4, includes a chapter on neighborhood traffic protection including the need for the project applicant to develop and implement a Neighborhood Traffic Management Plan (NTMP). The NTMP would cover the area bounded by Hawthorne Boulevard, Hardy Boulevard, Crenshaw Boulevard, and Imperial Highway (excluding the Hollywood Park Specific Plan area). It outlines the process by which the applicant and City would engage neighborhood groups, businesses, and stakeholders to develop a plan that has broad consensus and protects the neighborhood from unwanted traffic intrusion during events at the Proposed Project. ~~It was not possible for the Draft EIR to identify a solution with broad consensus among stakeholders that would fully address and mitigate the traffic levels expected on the impacted streets. Such an effort would require extensive public outreach, as well as detailed study of how various measures could be implemented to reduce volumes on street segments identified as having significant street impacts without causing additional impacts on nearby streets. It was not possible for the Draft EIR to identify a suitable solution for the traffic levels expected on the impacted streets because such an effort would require extensive public outreach, as well as a systematic approach for identifying suitable traffic-calming devices and their effects on various local and collector streets.~~ The NTMP lays out the process to be undertaken to complete this assessment.

Mitigation Measure 3.14-4(b)

Implement Mitigation Measure 3.14-2(b) (Implement TDM Program).

Level of Significance After Mitigation: At this time, the effectiveness of the NTMP toward reducing traffic levels on impacted neighborhood streets to acceptable thresholds cannot be guaranteed. Although implementation of the TDM Program may reduce vehicle trips, the precise degree of trip reduction cannot be precisely quantified to determine whether an impact could be avoided at any potentially impacted neighborhood

street. Therefore, this impact is considered **significant and unavoidable**. However, the Event TMP includes a performance standard that requires requiring reducing traffic volumes on local and collector street segments identified in the EIR as having a significant impact without causing a significant impact on other local and collector street segments and discouraging and reducing event-related cut-through traffic while maintaining access for residents and their guests monitoring of the NTMP study area and sustained improvement in its performance over time.

Impact 3.14-5: Daytime events at the Proposed Project Arena would cause significant impacts on neighborhood streets under Adjusted Baseline conditions. (Significant and Unavoidable)

As presented in Table 3.14-23 and based on the significance criteria, the following neighborhood street segments would be significantly impacted:

- The collector street segment of Yukon Avenue south of 102nd Street would experience an increase in weekday daily traffic from 13,059 vehicles under Adjusted Baseline No Project conditions to 13,866 vehicles with a 2,000-person corporate/community event and 14,171 vehicles with a 7,500-person sports/gathering event.
- The local street segment of 109th Street between Yukon Avenue and Lemoli Avenue would experience an increase in weekday daily traffic from 2,898 vehicles under Adjusted Baseline No Project conditions to 3,087 vehicles with a 2,000-person corporate/community event and 3,128 vehicles with a 7,500-person sports/gathering event.

These impacts are considered **significant**.

Although a 7,500-person sports/gathering event would result in the local street segment of 102nd between Doty Avenue and Yukon Avenue carrying 3,107 vehicles per day, the project impact on this segment is not considered significant because it would otherwise be carrying over 4,600 vehicles per day if the project was not constructed (i.e., because it would not be discontinuous east of Prairie Avenue).

Mitigation Measure 3.14-5

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

The Event TMP, which can be found in Appendix K.4, includes a chapter on neighborhood traffic protection including the need for the project applicant to develop and implement a NTMP.

Level of Significance After Mitigation: At this time, the effectiveness of the NTMP element of the TMP toward reducing traffic levels on impacted neighborhood streets to acceptable thresholds cannot be guaranteed. Therefore, this impact is considered **significant and unavoidable**. However, the Event TMP includes a performance standard that requires reducing traffic volumes on local and collector street segments identified in the EIR as having a significant impact without causing a significant impact on other local and collector street segments and discouraging and reducing event-related cut-through

~~traffic while maintaining access for residents and their guests, requiring monitoring of the NTMP study area and assessed improvement in its performance over time.~~

Impact 3.14-6: Major events at the Proposed Project Arena would cause significant impacts on neighborhood streets under Adjusted Baseline conditions. (Significant and Unavoidable)

As presented in Table 3.14-32 and based on the significance criteria, the following neighborhood street segments would be significantly impacted:

- The collector street segment of Yukon Avenue south of 102nd Street would experience an increase in weekday daily traffic from 13,059 vehicles under Adjusted Baseline No Project conditions to 14,982 vehicles with a major event. On a weekend day, this segment would experience an increase in daily traffic from 11,600 vehicles under Adjusted Baseline No Project conditions to 13,442 vehicles with a major event.
- The collector street segment of 104th Street between Prairie Avenue and Doty Avenue would experience an increase in weekday daily traffic from 5,967 vehicles under Adjusted Baseline No Project conditions to 10,050 vehicles with a major event.
- The collector street segment of 104th Street between Doty Avenue and Crenshaw Boulevard would experience an increase in weekday daily traffic from 9,001 vehicles under Adjusted Baseline No Project conditions to 10,232 vehicles with a major event.
- The local street segment of 109th Street between Yukon Avenue and Lemoli Avenue would experience an increase in weekday daily traffic from 2,898 vehicles under Adjusted Baseline No Project conditions to 3,158 vehicles with a major event.

These impacts are considered **significant**.

It should be noted that although a major event would result in the local street segment of 102nd Street between Doty Avenue and Yukon Avenue carrying 3,549 vehicles per day, the project impact on this segment is not considered significant because it would otherwise be carrying over 4,600 vehicles per day if the project was not constructed.

Mitigation Measure 3.14-6

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

The Event TMP, which can be found in Appendix K.4, includes a chapter on neighborhood traffic protection including the need for the project applicant to develop and implement a NTMP.

Level of Significance After Mitigation: At this time, the effectiveness of the NTMP element of the TMP toward reducing traffic levels on impacted neighborhood streets to acceptable thresholds cannot be guaranteed. Therefore, this impact is considered **significant and unavoidable**. However, the Event TMP includes a performance standard that requires reducing traffic volumes on local and collector street segments identified in the EIR as having a significant impact without causing a significant impact on other local

~~and collector street segments and discouraging and reducing event-related cut-through traffic while maintaining access for residents and their guests requiring monitoring of the NTMP study area and sustained improvement in its performance over time.~~

Impact 3.14-7: Operation of the Proposed Project ancillary land uses could cause significant impacts on freeway facilities under Adjusted Baseline conditions. (Less than Significant)

As presented in Table 3.14-17 and based on the significance criteria, the Proposed Project ancillary land uses would not result in significant impacts on study freeway components. According to Table 3.14-18 and the significance criteria, the Proposed Project ancillary land uses would not cause any freeway off-ramps to have queue lengths that exceed the applicable threshold.

These impacts are considered **less than significant**.

Mitigation Measures

None required.

Impact 3.14-8: Daytime events at the Proposed Project Arena would cause significant impacts on freeway facilities under Adjusted Baseline conditions. (Significant and Unavoidable)

Weekday AM Peak Hour

As presented in Table 3.14-24 and based on the significance criteria, a 2,000-person weekday event at the Proposed Project Arena would cause significant impacts on the following study freeway components (refer to table for specific components):

- One impacted component on Northbound I-405
- Three impacted components on Southbound I-405
- Seven impacted components on Westbound I-105

Weekday PM Peak Hour

As presented in Table 3.14-24 and based on the significance criteria, a 7,500-person weekday afternoon event at the Proposed Project Arena would cause significant impacts on the following study freeway components (refer to table for specific components):

- Two impacted components on Northbound I-405
- Three impacted components on Southbound I-405
- One impacted component on Westbound I-105

- Five impacted components on Eastbound I-105
- Two impacted components on Northbound I-110
- Two impacted components on Southbound I-110

These impacts are considered **significant**.

As presented in Table 3.14-25 and based on the significance criteria, daytime events at the Proposed Project Arena would not cause any freeway off-ramps to have queue lengths that exceed the applicable threshold. Therefore, freeway off-ramp queuing impacts are considered **less than significant**.

Mitigation Measure 3.14-8(a)

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

Mitigation Measure 3.14-8(b)

The Project Applicant shall work with Caltrans to implement the following traffic management system (TMS) improvements along the I-105 corridor:

- a) Changeable message sign (CMS) on the eastbound I-105 between the I-405 connector ramp and the eastbound Prairie Avenue off-ramp.*
- b) CMS on the westbound I-105 between Vermont Avenue and the westbound Crenshaw Boulevard off-ramp.*
- c) Closed circuit television cameras (CCTV) on the westbound Crenshaw Boulevard off-ramp, the Prairie Avenue off-ramp, the westbound Hawthorne Boulevard off-ramp, and the eastbound 120th Street off-ramp to I-105*

Level of Significance After Mitigation: The freeway component impacts are considered to be **significant and unavoidable** despite the presence of the above mitigation measures. Implementation of these measures would not guarantee that operations at each impacted component would be restored to 'no project' levels. Freeway off-ramp queuing under this scenario would be **less than significant** and require no mitigation.

Impact 3.14-9: Major events at the Proposed Project Arena would cause significant impacts on freeway facilities under Adjusted Baseline conditions. (Significant and Unavoidable)

As presented in Table 3.14-33 and based on the significance criteria, major events at the Proposed Project Arena would cause significant impacts on the following study freeway components (refer to table for specific components). According to Table 3.14-34 and the significance criteria, major events at the Proposed Project Arena would cause freeway off-ramps to have queue lengths that exceed the applicable threshold.

Weekday Pre-Event Peak Hour

- Three impacted components on Southbound I-405
- Two impacted components on Eastbound I-105
- One impacted component on Westbound I-105
- Project causes queues to exceed storage at three freeway off-ramps

Weekday Post-Event Peak Hour

- One impacted component on Northbound I-405
- One impacted component on Eastbound I-105
- One impacted component on Westbound I-105

Weekend Pre-Event Peak Hour

- Three impacted components on Southbound I-405
- Two impacted components on Eastbound I-105
- One impacted component on Westbound I-105
- Project causes queues to exceed storage at two freeway off-ramps

These impacts are considered **significant**.

Mitigation Measure 3.14-9(a)

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

Mitigation Measure 3.14-9(b)

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

Mitigation Measure 3.14-9(c)

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

Mitigation Measure 3.14-9(d)

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

Mitigation Measure 3.14-9(e)

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

Mitigation Measure 3.14-9(f)

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

Mitigation Measure 3.14-9(g)

Implement Mitigation Measure 3.14-8(b) (Work with Caltrans to implement traffic management system improvements along the I-105 corridor).

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 each of the impacted off-ramps would improve their capacity and ability to store vehicles. The following describes how impacted off-ramps would be improved (for the more critical weekday pre-event peak hour):

- At the I-405 Northbound off-ramp at Century Boulevard, the maximum vehicle queue would be reduced from an estimated 4,075 feet (without mitigation) to 2,325 feet with mitigation, which is less than the applicable 3,600-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 an estimated 5,465 feet (without mitigation) to 3,194 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 a small decrease in the maximum queue at the I-405 southbound off-ramps onto La Cienega Boulevard. However, the more southerly ramp (south of Century Boulevard) would continue to exceed the applicable storage threshold.

Level of Significance After Mitigation: If implemented, these measures would reduce the off-ramp queues to within the applicable ramp storage threshold at two of the three impacted off-ramps during the weekday and weekend pre-event peak hours. However, the maximum queue at the I-405 southbound off-ramp onto La Cienega (south of Century Boulevard) would continue to exceed the applicable storage threshold. Since these improvements involve another jurisdiction in addition to the City of Inglewood, however, their implementation cannot be guaranteed. The freeway component impacts are considered to be **significant and unavoidable**.

Impact 3.14-10: Certain components of the Proposed Project would generate VMT in excess of applicable thresholds. (Significant and Unavoidable)

Table 3.14-40 presented the weekday daily VMT estimates associated with the ancillary land uses. The impact on VMT of the office, practice facility, and sports medicine clinic components of the Proposed Project would be considered **less than significant** as the daily work VMT per

employee is estimated at 15.0, less than the 15.8 threshold (15 percent less than the regional daily work VMT value of 18.6⁸⁵).

Commented [DSG2]: Footnote is still blank.

The retail component impact on VMT would be considered **significant** as it is considered to be regional-serving (i.e., a team store not catering to the local area) and it would generate a net increase in daily VMT.

The restaurant uses could be ~~viewed as considered~~ both local- and regional-serving in that they would attract local patronage on non-event days and regional patronage associated with the event on event days. ~~The regional-serving nature of the restaurant uses would not generate a net increase in daily VMT given that the restaurant patronage would attract regional trips only on days in which events are hosted at the Proposed project, since the regional patronage associated with events is considered as part of the event VMT impacts (i.e., internal capture), the restaurant uses' impact on VMT by themselves are considered to be less than significant.~~

The hotel component impact on VMT would be considered **significant** as it would generate a net increase in daily VMT.

~~Tables 3.14-3741, 3.14-3842, and 3.14-3943 display the estimated VMT generated by daytime events, VMT generated by major events, and the net change in daily VMT generated by each analyzed event/major event type at the Proposed Project, for new events and for events transferred from other venues in the region. In each case, a net increase in daily VMT is estimated. Additionally, other events that would be hosted within the event component of the Proposed Project (e.g., medium and small concerts, daytime family shows, corporate events, and other sporting or entertainment events) also would generate VMT, and a corresponding net increase in VMT per event and per attendee as seen for major events. The event component of the Proposed Project would generate a net increase in VMT and The impact of the event component of the Proposed Project on VMT would therefore be considered significant.~~

Commented [WA3]: Incorrect Table citations. Revisions reflect correct VMT table citations and description of each table.

The Proposed Project impact on VMT under Cumulative conditions and concurrent event conditions would effectively be the same as those under Adjusted Baseline conditions, as the Proposed Project would generate the same levels of VMT; in the concurrent event scenario, with Proposed Project attendees parking further from the Proposed Project, the VMT levels would likely be slightly lower.

Mitigation Measure 3.14-10(a)

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

Mitigation Measure 3.14-10(b)

The project applicant shall operate a shuttle to transport hotel guests between the hotel and Los Angeles International Airport, if warranted by demand.

Level of Significance After Mitigation: As the significance thresholds for events, the hotel, and the regional retail use is any net increase in VMT, these measures would reduce the magnitude of the impacts on VMT but would not reduce them to less than significant. The Proposed Project impacts on VMT would be **significant and unavoidable**.

Impact 3.14-11: Operation of the Proposed Project would adversely affect public transit operations or fail to adequately provide access to transit under Adjusted Baseline conditions. (Significant and Unavoidable)

The Proposed Project is not expected to require any temporary bus route detours or temporary stop locations, and therefore would not affect route length. However, project vehicular traffic has the potential to affect on-time performance for buses operating in the study area (particularly along Prairie Avenue and Century Boulevard) because of congestion associated with event arrival and departure traffic, as documented in Impact 3.14-2 and Impact 3.14-3. This impact is considered **significant**. ~~Consistent with OPR guidance, an increase in transit demand is not considered an impact for CEQA purposes.~~

Commented [WA4]: Note to reviewer: Similar revisions were carried through to Impact 3.14-25 (transit impacts under cumulative conditions), Impact 3.14-30 (concurrent event impacts on transit), and Impact 3.14-35 (concurrent event impacts on transit under cumulative conditions). All further revisions should be consistent throughout these impacts.

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 demand associated with the Proposed Project, especially at the Downtown Inglewood and Hawthorne/Lennox Stations, would increase station dwell time compared with non-event days. ~~As there would be no other impacts to run time, this extra station dwell time should be able to be made up along the routes, and therefore no adverse impact to rail transit operations is expected for either line. Consistent with OPR guidance, an increase in transit demand is not considered an impact for CEQA purposes.~~ This impact is considered to be **less than significant**.

Commented [WA5]: This statement has been added to the Significance Thresholds section for clarity.

~~During major events, the Proposed Project would operate shuttles that transport attendees between the site and the Hawthorne Green Line Station and planned Metro Crenshaw/LAX Line station in Downtown Inglewood.~~ The Proposed Project site plan indicates a 120-foot bus pull-out would be provided along Prairie Avenue. According to Table 3.14-27 and 3.14-28, a major event at the Proposed Project would generate 16 pre-event peak hour shuttle buses that would use this turnout. During the post-event peak hour, 20 shuttles would need to arrive and depart in less than one hour as attendees exit the ~~concert event~~ and wait for the shuttle bus to be transported to a light rail station. The 120-foot turn bay would enable no more than two buses to simultaneously load/unload passengers. Observations at other major events suggest that it may take ~~up to~~ five minutes of elapsed time for a bus to arrive, load passengers, and then depart, suggesting a capacity to accommodate no more than 24 shuttles per hour. However, to the extent congestion

on Prairie Avenue blocks ingress or egress from the turnout, an even longer shuttle bus service time-period may be required. To the extent that congestion on Prairie Avenue during the pre-event and post-event hours caused by the addition of event traffic blocks ingress or egress from the proposed shuttle bus pull-out turnout adjacent to the Project Site along Prairie Avenue, the proposed 120-foot length of the pull-out may be inadequate. In summary, as such, the current Proposed Project's plan for accommodating incorporation of a 120-foot bus pull-out to accommodate shuttle buses on Prairie Avenue would fail to provide adequate access to transit due to potential delays in shuttle service, which is considered a **significant impact**.

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

Mitigation Measure 3.14-11(a)

Implement Mitigation Measures 3.14-2(a) (Event Transportation Management Plan), 3.14-2(b) (TDM Program), and the entirety of intersection improvements identified in Mitigation Measures 3.14-2 and 3.14-3.

Implementation of this mitigation measure is expected to improve traffic operations in the study area surrounding the Proposed Project, which would thereby reduce congestion on Prairie Avenue that could block ingress or egress from the turnout. Moreover, implementation of the Event Transportation Management Plan would require that the IBEC operator provide sufficient shuttles to ensure that there is successful and convenient connectivity with short wait times to light rail stations such that peak wait times before or after major events does not exceed 15 minutes. As such, implementation of Mitigation Measure 3.14-11(a), the Event TMP, would reduce transit impacts associated with attendees using shuttles to access light rail.

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

Mitigation Measure 3.14-11(b)

Implement Mitigation Measure 3.14-3(f), to extend the proposed shuttle bus pull-out on the east side of Prairie Avenue to the Prairie Avenue/Century Boulevard intersection.

This mitigation would provide additional load/unload area for shuttles and would also allow for the lane to serve as a bus queue jumper (operated by traffic control officers) at the Prairie Avenue/Century Boulevard intersection during the pre-event and post-event period.

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

Implementation of Mitigation Measure 3.14-11(b), when paired with implementation of Mitigation Measure 3.14-11(a), the Event TMP, would reduce transit impacts associated with attendees using shuttles to access light rail to **less than significant**.

Impact 3.14-12: The Proposed Project could adversely affect existing or planned bicycle facilities; or fail to adequately provide for access by bicycle. (Less than Significant)

There are no existing bicycle facilities in the immediate vicinity of the Proposed Project. The City of Inglewood Circulation Element indicates that there are Class I bike paths along Century Boulevard on the south side of the Hollywood Park site and along Prairie Avenue on the west side of the Hollywood Park site. However, those facilities are no longer present. The Circulation Element also indicates that there are Class III facilities on Yukon Avenue south of Century Boulevard and on 104th Street east of Yukon Avenue and a potential route on 104th Street between Prairie Avenue and Yukon Avenue. However, there are no signs or pavement markings designating these facilities. No bike facilities are planned by the City of Inglewood on streets adjacent to the Project Site.

The Proposed Project includes 23 spectator and 60 employee on-site bike parking spaces, which exceeds the City's bicycle parking code.³⁶ The spectator bike parking spaces would be located within the West Parking Garage, and would be accessed via Century Boulevard or Prairie Avenue. Employee bike parking would be located on the Project Site to the east of the arena and would be accessed via the driveway on 102nd Street west of Doty Avenue.

Commented [DSG6]: footnote is blank

As there are no existing or planned bicycle facilities adjacent to the Proposed Project, no bicycle facilities would be adversely affected by construction of the Proposed Project. Although new curb cuts would be created by the Proposed Project, they would not be on streets with existing or planned bicycle facilities. The Proposed Project would provide amenities and facilities to accommodate bicyclists and would not adversely affect any existing or planned bicycle facilities. Therefore, project impacts on the bicycle facilities are considered **less than significant**, and no mitigation measures are required.

~~Cumulative impacts are also considered less than significant as the growth in cumulative traffic volumes due to related reasonably foreseeable cumulative projects (including any planned transportation improvements and buildout of Hollywood Park Specific Plan Phase 2), would also not adversely affect any existing or planned bicycle facilities after this conclusion. Impacts under a concurrent event scenario, with major events at the Proposed Project occurring concurrently or overlapping with events at The Forum and the NFL Stadium, are also considered less than significant as those impacts would not combine to adversely affect existing or planned bicycle facilities or fail to adequately provide for access by bicycle; heavier volumes of traffic on concurrent event days would not result in inadequate bicycle access.~~

Mitigation Measures

None required.

Impact 3.14-13: The Proposed Project could adversely affect existing or planned pedestrian facilities, or fail to adequately provide for access by pedestrians. (Less than Significant with Mitigation)

The east leg crosswalk across Century Boulevard at Prairie Avenue would operate very near unacceptable pedestrian densities during peak event periods given the heavy volume of pedestrians crossing to walk between the Proposed Project and parking areas at Hollywood Park. This impact is considered **significant**.

The following physical mitigation measure was identified that could reduce impacts to pedestrian facilities.

Mitigation Measure 3.14-13

The Project Applicant shall widen the east leg crosswalk across Century Boulevard at Prairie Avenue to 20 feet.

Level of Significance After Mitigation: The widened crosswalk would provide sufficient capacity for the anticipated pedestrian flows. The impact would be mitigated to **less than significant**.

The widened crosswalk may also encourage more pedestrians destined to/from the parking areas in the northeast part of Hollywood Park to use the north sidewalk along Century Boulevard rather than the south sidewalk, which would improve conditions for pedestrians using the south sidewalk to walk to/from the East Transportation Center and Garage.

This mitigation measure would not be required if the West Century Boulevard Pedestrian Bridge Project Variant is constructed. Under this condition, pedestrian travel in this crosswalk should be prohibited during the pre-event and post-event peak periods.

Cumulative impacts are also considered less than significant as the cumulative projects would not add a significant number of pedestrians to the analyzed sidewalk facilities, including during pre-event and post-event peak hours at the Proposed Project. Mitigation Measure 3.14-13 would ensure that any cumulative pedestrian impacts would also be less than significant with mitigation.

Impacts under a concurrent event scenario, with major events at the Proposed Project occurring concurrently or overlapping with events at The Forum and the NFL Stadium, are also considered less than significant as the anticipated pedestrian flows also would not add a significant number of pedestrians to the analyzed sidewalk facilities during pre-event and post-event peak hours at the Proposed Project. It is anticipated that pedestrians attending events at The Forum would

utilize sidewalks close to The Forum, if at all, given the substantial amount of on-site parking at The Forum, it is possible that no additional pedestrian traffic may result. It is anticipated that pedestrians attending events at the NFL Stadium would utilize the HPSP internal sidewalk network if they park on-site, and alternately, would utilize sidewalk facilities not analyzed for the Proposed Project assuming they park offsite and rely on shuttles entering the HPSP area (the NFL Stadium shuttle is anticipated to drop-off passengers in close proximity to the NFL Stadium). As such, under a concurrent event scenario, those impacts would not combine to adversely affect existing or planned pedestrian facilities or fail to adequately provide for pedestrian access; heavier volumes of traffic on concurrent event days would not result in inadequate pedestrian access.

Impact 3.14-14: The Proposed Project could result in inadequate emergency access under Adjusted Baseline conditions. (Less than Significant with Mitigation)

Project Site Access

The Proposed Project site plan (see Figure 2-7) indicates that emergency vehicles would be able to access the Project Site from all perimeter roads (i.e., Century Boulevard, Prairie Avenue, and 102nd Street). Los Angeles County Fire Department Stations 18 and 170 are located to the southwest and southeast of the project, approximately 1 mile and 1.4 miles by road from the Project Site, respectively. The Inglewood Police Department is located next to City Hall, west of La Brea Avenue north of Manchester Boulevard, approximately 1.7 miles by road from the Project Site. As described in Section 3.13, Public Services, the HPSP Adjusted Baseline projects include construction of an Inglewood PD substation to be located inside one of the HPSP parking structures. The substation will be equipped with offices, an interview room, and work area for use by Inglewood PD officers and personnel. The emergency room at the Centinela Hospital Medical Center (CHMC), one of the top 10 busiest privately-run emergency rooms in Los Angeles County³⁷, is located on Myrtle Avenue approximately 0.6 miles by road northwest of the Project Site.

Event-related traffic conditions on local streets in the vicinity have affected access for emergency vehicles and other vehicles traveling to CHMC for many years. Hollywood Park racetrack hosted events with attendance in excess of 30,000 for decades before it closed in 2013, and was already present on Prairie Avenue when CHMC was opened in 1960. The Forum has hosted events of 17,500 or more persons for over 50 years. The location of these event facilities is approximately one-half mile north of the Project Site, and thus the locations of congestion from events at these facilities may be somewhat further to the north compared to that described for the Proposed Project.

Figure 2-7 shows emergency vehicle access routes wrapping around the arena building from Century Boulevard to Prairie Avenue with an additional connection to 102nd Street, along the west side of the West Parking Garage from Century Boulevard to 102nd Street, along the east side of the West Parking Garage from Century Boulevard, and along the west side of the East Parking Garage from Century Boulevard. During certain specific events, medical personnel would be present on-site along with an ambulance. During larger events, traffic control officers would be present to control crowds and facilitate emergency vehicle access onto the Project Site, if needed.

Street Vacations

The proposed closure of 101st Street through the Project Site west of Prairie Avenue would not substantially affect emergency access to land uses along 101st Street to the west of the Project Site since access to 101st Street would remain available from Freeman Avenue and Hawthorne Boulevard as well as from Century Boulevard and 102nd Street via the new public access roadway to be constructed along the west side of the West Parking Garage. The closure of 102nd Street through the Project Site east of Prairie Avenue would not substantially affect emergency access to land uses along 102nd Street to the east of the Project Site since access to 102nd Street would remain available from Doty Avenue and Yukon Avenue.

Congestion Effects

As presented in Table 3.14-15, on non-event days increased traffic generated by the Proposed Project would not result in substantial increases in vehicle delay for emergency vehicles or other persons accessing the emergency room at the Centinela Hospital Medical Center in their personal vehicles. On days with larger daytime events and major events, congestion associated with event arrival and departure traffic would significantly impact intersection operating conditions at numerous intersections in the vicinity of the site, as documented in Impact 3.14-2 and Impact 3.14-3.

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 Medical Center could result in slower travel times and potentially the need to reroute emergency vehicles and other vehicles traveling 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 this reason, the impact on emergency access is considered **significant**.

Mitigation Measure 3.14-14

The Project Applicant shall work with the City and the Centinela Hospital Medical Center to develop and implement a Local Hospital Access Plan that would maintain reasonable access to the hospital by emergency and private vehicles accessing the CHMC emergency room. Measures to be included in the plan could include, but may not be limited to, the following:

- a) *Development of a wayfinding program that consists of the following:*

Placement of signage (e.g., blank-out signs, changeable message signs, permanent hospital alternate route signs, etc.) on key arterials that may provide fixed alternate route guidance as well as real-time information regarding major events. This program would benefit from the project financial contribution to the City's ITS program (see Mitigation Measure 3.14-2(o)) by including cameras, vehicle queue spillback detection loops on eastbound Century Boulevard, and other technologies which, if implemented, could enable the wayfinding signs to be automatically illuminated when necessary.

- b) *Coordination with CHMC regarding updates to their website and any mobile apps so that employees, visitors, and patients visiting those sites are provided with advanced information of when events are scheduled.*

- c) *Provide direction to TCOs regarding best practices for accommodating emergency vehicles present in congested conditions during pre-event and post-event conditions.*

The Local Hospital Access Plan shall consider, develop, and implement solutions to address potential access restrictions caused by construction activity at the Proposed Project (see Impact 3.14-15). The Plan shall have a monitoring and coordination component including observations of accessibility to the Emergency Department during periods when events are and are not being held at the Proposed Project. Coordination would include participation by the project applicant in quarterly working group meetings with hospital administrators to identify and address circulation concerns.

The Local Hospital Access Plan shall be reviewed by the City, the Police Department, LACoFD, and approved by the City prior to the first event at the Proposed Project arena.

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

Impact 3.14-15: The Proposed Project would substantially affect circulation for a substantial duration of construction under Adjusted Baseline conditions. (Significant and Unavoidable)

Construction of the Arena Site is expected to take approximately 36 months. Construction of the West Parking Garage Site is expected to take approximately 20 months. Construction of the East Transportation and Hotel Site is expected to take approximately 13 months. The construction

periods would overlap, and the overall construction period for the entirety of the Proposed Project would be 40 months.

Construction of the project would involve large amounts of grading, earthwork, and construction activities over an extended period of time. Large numbers of trucks and employee trips would enter and exit the area during construction. The potential for temporary impacts on traffic, access, public transit, and parking was assessed against the significance criteria presented in Section 3.14.4.

Temporary Traffic Impacts

During construction of the Arena Site, the easternmost travel lane of northbound Prairie Avenue would be fenced and closed to travel from 103rd Street to Century Boulevard. The southernmost lane on eastbound Century Boulevard would also be closed to traffic from Prairie Avenue to approximately 450 feet east, in front of the Airport Park View Hotel. The southernmost lane on eastbound Century Boulevard adjacent to the West Parking Garage Site would be closed during the construction of the West Parking Garage Site. Prairie Avenue and Century Boulevard are both designated as major arterials in the City of Inglewood General Plan.

The temporary but prolonged elimination of the third travel lane in the northbound and eastbound approaches through the Prairie Avenue/Century Boulevard intersection would reduce the intersection's capacity. During the weekday AM peak hour, operations would remain at LOS C, though the v/c ratio would increase from 0.704 (existing) to 0.782. During the weekday PM peak hour, operations would worsen from LOS D (v/c ratio = 0.839) to LOS F (v/c ratio = 1.058). This level of degraded operations would remain during the vast majority of the approximate three year construction period. The number of employees and trucks traveling to/from the site would vary throughout the construction period. To the extent these vehicles travel through the Prairie Avenue/Century Boulevard during these peak hours to park near the site, deliver materials, etc., operations would be further degraded. These reductions in intersection capacity and degraded operations would affect traffic during days in which events are hosted at The Forum and the NFL Stadium, which contributes to the significance of this impact. Given that events at the Proposed Project cannot occur prior to the completion of Proposed Project construction, the circulation impacts of Project construction are not further analyzed under the "concurrent event" scenarios below.

Construction of the pedestrian bridge spanning Prairie Avenue would require the full closure of Prairie Avenue for three nights and the closure of select lanes on Prairie Avenue for three to four nights. There are no police or fire stations located near to these locations. However, there is an emergency room located at the Centinela Hospital Medical Center located approximately 0.4 miles northwest of the intersection of Prairie Avenue and Century Boulevard. These impacts are considered **significant**.

Temporary Loss of Access

The sidewalks along the Prairie Avenue frontage and the Century Boulevard frontage would be closed to pedestrians, requiring that pedestrians be routed to the opposite side of the street. Driveway access to the residences at 10204 Prairie Avenue and 10226 Prairie Avenue would be maintained for the duration of project construction. These impacts are considered **less than significant** because crosswalks are present along both corridors and the overall amount of diverted walking is not considerable.

Temporary Loss of Bus Stops or Rerouting of Bus Lines

Two existing bus stops at the southeast corner of Century Boulevard and Prairie Avenue would be removed and relocated as part of the Project. The bus stop that serves Metro line 117, east of Prairie Avenue, for eastbound traffic on Century Boulevard would be temporarily relocated to the west side of the intersection during Project construction, then permanently relocated back to the east side of the intersection directly in front of the proposed plaza. The bus stop that serves Metro lines 212/312, south of Century Boulevard, for northbound traffic on Prairie Avenue would be permanently relocated to the northeast corner of the intersection. No other bus stops would be affected. These impacts are considered **less than significant** because bus service would not be interrupted during construction.

Temporary Loss of On-Street Parking

No on-street parking is provided on Prairie Avenue or Century Boulevard in the vicinity of the Project Site; thus closure of traffic lanes on these streets would not create a loss of on-street parking. On-street parking could potentially be temporarily affected along the north side of 102nd Street along its frontages adjacent to the West Parking Garage site and the East Transportation Center site. Parking is not considered a direct environmental impact under CEQA, parking is available on other sections of 102nd Street and on other streets in the area, and public transit is available within walking distance. These impacts are therefore considered **less than significant**.

Mitigation Measure 3.14-15

Before issuance of grading permits for any phase of the Proposed Project, the project applicant shall prepare a detailed Construction Traffic Management Plan that will be subject to review and approval by the City Department of Public Works, in consultation with affected transit providers and local emergency service providers. The plan shall ensure that acceptable operating conditions on local roadways are maintained. At a minimum, the plan shall include:

- a) Identification of haul routes and truck circulation patterns; not permitting trucks to travel on residential streets*
- b) Time of day of arrival and departure of trucks*
- c) Limitations on the size and type of trucks; provision of a staging area with a limitation on the number of trucks that can be waiting; not permitting trucks to park or stage on residential streets*
- d) Preparation of worksite traffic control plan(s) for lane and/or sidewalk closures*

- e) *Identification of detour routes and signing plan for street/lane closures*
- f) *Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas)*
- g) *Maintain safe and efficient access routes for emergency vehicles and transit*
- h) *Manual traffic control when necessary*
- i) *Provisions for pedestrian and bicycle safety*
- j) *Identification of locations for construction worker parking; not permitting construction worker parking on residential streets*
- k) *Strategies to reduce the proportion of employee and delivery trips made during weekday AM and PM peak hours through employee shift and construction material delivery scheduling.*
- l) *Strategies to be undertaken (e.g., alternate routing/parking of employees and deliveries, etc.) to reduce the adverse effects during events at The Forum or NFL Stadium of construction-related closures of travel lanes along the project frontage.*

A copy of the construction traffic management plan shall be submitted to local emergency response agencies and transit providers, and these agencies shall be notified at least 30 days before the commencement of construction that would partially or fully obstruct roadways.

Level of Significance after Mitigation: The implementation of the above mitigation measure would reduce the significance of this impact, but not to a less-than-significant level. Lane closures at the Prairie Avenue/Century Boulevard intersection would cause temporary, but noticeable worsening of traffic conditions throughout construction. This impact is considered **significant and unavoidable**.

Cumulative Project Impacts and Mitigation Measures

Impact 3.14-16: Operation of the Proposed Project ancillary land uses would cause significant impacts at intersections under cumulative conditions. (Significant and Unavoidable)

As presented in Table 3.14-44 and based on the significance criteria, the following four intersections would be significantly impacted by the Proposed Project ancillary land uses under cumulative conditions:

AM Peak Hour

- Prairie Avenue/Century Boulevard (City of Inglewood)

PM Peak Hour

- Prairie Avenue/Century Boulevard (City of Inglewood)

- Prairie Avenue/104th Street (City of Inglewood)
- Prairie Avenue/112th Street/I-105 Off Ramp (City of Inglewood and Caltrans)
- Prairie Avenue/Imperial Highway (Cities of Hawthorne and Inglewood)

These impacts are considered **significant**.

Mitigation Measure 3.14-16(a)

Implement Mitigation Measure 3.14-1(a) (Elements of the TDM Program for daytime and non-event employees)

Mitigation Measure 3.14-16(b)

Implement Mitigation Measure 3.14-3(f) (Implement northbound exclusive right-turn lane and overlap phase on Prairie Avenue at Century Boulevard).

Mitigation Measure 3.14-16(c)

Implement Mitigation Measure 3.14-2(fg) (I-105 Off-Ramp Widening at Prairie Avenue)

This modification, if implemented, would improve operations from LOS E (with project) to D (with project and mitigation) at the Prairie Avenue/I-105 off-ramp/112th Street intersection during the weekday PM peak hour, thereby mitigating this impact to less than significant. Since the improvement involves another jurisdiction in addition to the City of Inglewood, however, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**. The addition of a northbound left-turn lane at the Prairie Avenue/Century Boulevard intersection does not improve its operation during this time period, but does benefit operations during other time periods and scenarios.

Level of Significance After Mitigation: The combined effectiveness of the above mitigation measures is displayed on **Table 3.14-61**. Of the four significant intersection impacts identified, the above mitigation measures would cause one to become less than significant. 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 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 3.14-61
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (ANCILLARY) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
43	Prairie Ave & Century Blvd	ICU	Inglewood	AM	0.964	E	0.992	E	0.984	E
				PM	1.022	F	1.038	F	1.031	F
60	Prairie Ave & 104th St	ICU	Inglewood	AM	0.721	C	0.755	C		
				PM	0.715	C	0.762	C		
75	Prairie Ave & 112th St/ 105 off ramp	ICU	Inglewood	AM	0.834	D	0.852	D	0.769	C
				PM	0.971	E	0.984	E	0.829	D
78	Prairie Ave & Imperial Hwy	ICU	Inglewood/ Hawthorne	AM	1.016	F	1.023	F		
				PM	0.960	E	0.970	E		

NOTES:

Shaded cells represent significant impacts.

Blank cells under the "With Mitigation" columns represent intersections in which mitigation was either not required or not feasible.

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

² Each of the above intersections are signalized.

SOURCE: Fehr & Peers, 2019.

Impact 3.14-17: Daytime events at the Proposed Project Arena would cause significant impacts at intersections under cumulative conditions. (Significant and Unavoidable)

AM Peak Hour

Significant cumulative impacts were identified for a 2,000-person weekday morning event based on the results in Table 3.14-58A and the significance criteria. The following 17 intersections would be significantly impacted by a 2,000-person weekday morning event under cumulative conditions:

- La Cienega Boulevard/I-405 Ramps North (Cities of Inglewood and Los Angeles)
- La Cienega Boulevard/Century Boulevard (Cities of Inglewood and Los Angeles)
- Felton Ave/Century Blvd (City of Inglewood)
- Prairie Avenue/Century Boulevard (City of Inglewood)
- Doty Ave/Century Blvd (City of Inglewood)
- Yukon Ave/Century Blvd (City of Inglewood)
- Club Drive/Century Boulevard (City of Inglewood)
- 11th Avenue/Village Avenue/Century Boulevard (City of Inglewood)
- Crenshaw Boulevard/Century Boulevard (City of Inglewood)
- Van Ness Avenue/Century Boulevard (Cities of Los Angeles and Inglewood)
- Prairie Avenue/104th Street (City of Inglewood)
- Yukon Avenue/104th Street (City of Inglewood)
- Crenshaw Boulevard/104th Street (City of Inglewood)
- Prairie Avenue/Lennox Boulevard (City of Inglewood)
- Prairie Avenue/108th Street (City of Inglewood)
- Prairie Ave/112th St/I-105 On Ramp (City of Inglewood and Caltrans)
- Prairie Avenue/Imperial Highway (Cities of Hawthorne and Inglewood)

PM Peak Hour

Significant cumulative impacts were identified for a 7,500-person weekday afternoon event based on the results in Table 3.14-48B and the significance criteria. **Figures 3.14-18** displays intersections that would be significantly impacted by a 7,500-person weekday afternoon event during the weekday PM peak hour under cumulative conditions (59 intersections).

These impacts are considered **significant**.

Figure 3.14-18 Impacted Intersections: Cumulative Plus Daytime Event Weekday PM Peak Hour

Mitigation Measure 3.14-17(a)

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

The Event TMP includes placement of TCOs on Prairie Avenue at the intersection with the West Garage driveway to better facilitate traffic flow. TCOs would facilitate right-turning traffic from 102nd Street onto Prairie.

Mitigation Measure 3.14-17(b)

Implement Mitigation Measure 3.14-2(b) (Implement TDM Program)

Mitigation Measure 3.14-17(c)

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

Mitigation Measure 3.14-17(d)

Implement Mitigation Measure 3.14-2(d) (Century Boulevard/Hawthorne Boulevard/La Brea Boulevard Improvements)

Mitigation Measure 3.14-17(e)

Implement Mitigation Measure 3.14-3(f) (Prairie Avenue/Century Boulevard Improvements).

Mitigation Measure 3.14-17(f)

Implement Mitigation Measure 3.14-2(f) (104th Street/Yukon Avenue Improvements)

Mitigation Measure 3.14-17(g)

Implement Mitigation Measure 3.14-2(g) (I-105 Off-ramp Widening at Prairie Avenue)

Mitigation Measure 3.14-17(h)

Implement Mitigation Measure 3.14-2(h) (Manchester Boulevard/La Brea Avenue Improvements)

Mitigation Measure 3.14-17(i)

Implement Mitigation Measure 3.14-2(i) (Manchester Boulevard/Crenshaw Boulevard Avenue Improvements)

Mitigation Measure 3.14-17(j)

Implement Mitigation Measure 3.14-2(j) (I-105 Westbound Off-ramp Widening at Crenshaw Boulevard)

Mitigation Measure 3.14-17(k)

Implement Mitigation Measure 3.14-2(k) (Prairie Avenue/120th Street Improvements)

Mitigation Measure 3.14-17(l)

Implement Mitigation Measure 3.14-2(l) (Crenshaw Boulevard/120th Street Improvements)

Mitigation Measure 3.14-17(m)

Implement Mitigation Measure 3.14-2(m) (Provide TCOs on Crenshaw Boulevard at 120th Street during post-event period as part of Event TMP).

Mitigation Measure 3.14-17(n)

Implement Mitigation Measure 3.14-2(n) (La Brea Avenue/Centinel Avenue Improvements)

Mitigation Measure 3.14-17(o)

Implement Mitigation Measure 3.14-2(o) (Financial Contribution to City ITS Program)

Mitigation Measure 3.14-17(p)

Implement Mitigation Measure 3.14-2(g)(3)(c) (I-405 NB Off-Ramp Restripe at Century Boulevard)

Mitigation Measure 3.14-17(q)

Project Applicant shall restripe the northbound approach of Felton Avenue at Century Boulevard from a single left-through-right lane to one left/through lane and one right-turn lane.

Level of Significance After Mitigation: The combined effectiveness of the above mitigation measures is displayed on **Table 3.14-62**. Of the 17 significant intersection impacts identified during the weekday AM peak hour, the above mitigation measures would cause four to become less than significant. Of the 59 significant intersection impacts identified during the weekday PM peak hour, the above mitigation measures would cause five to become less than significant. The precise degree of effectiveness of proposed TDM strategies to shift the mode split away from driving and reduce the project's vehicular trip generation is not known. Therefore, mitigation measure testing did not explicitly account for a certain amount of reduced vehicle travel due to TDM strategies. Mitigation measure testing also did not account for the beneficial effects of the TMP because the static intersection analysis methods do not allow for those operational benefits to be quantified. 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 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 3.14-62
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
2	La Brea Ave/ Florence Ave	ICU	Inglewood	PM	0.895	D	0.935	E		
5	Prairie Ave/ Florence Ave	ICU	Inglewood	PM	0.988	E	1.003	F		
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	PM	1.137	F	1.186	F		
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	PM	0.987	E	1.012	F	0.978	E
12	Hillcrest Blvd/ Manchester Blvd	ICU	Inglewood	PM	0.879	D	0.911	E		
14	Prairie Ave & Manchester Blvd	ICU	Inglewood	AM	1.172	F	1.174	F		
				PM	1.128	F	1.161	F		
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	PM	1.474	F	1.561	F	1.431	F
21	La Cienega Blvd/ Arbor Vitae St	ICU	Inglewood	PM	0.887	D	0.910	E		
		CMA	City of Los Angeles	PM	0.840	D	0.863	D		
22	Inglewood Ave/ Arbor Vitae St	ICU	Inglewood	PM	0.886	D	0.933	E		
23	La Brea Ave/ Arbor Vitae St	ICU	Inglewood	PM	0.803	D	0.856	D		
		ICU	Inglewood	AM	0.950	E	1.007	F		
				PM	0.907	E	0.907	E		
31	La Cienega Blvd & 405 on/off ramps (n/o Century)	CMA	City of Los Angeles	AM	0.846	D	0.847	D		
				PM	0.786	C	0.787	C		
		HCM	Caltrans	AM	41.7	D	64.1	E		
				PM	35.8	D	36.7	D		
34	La Cienega Blvd & Century Blvd	ICU	Inglewood	AM	1.178	F	1.207	F	1.126	F
				PM	0.907	E	0.963	E	0.906	E
		CMA	City of Los Angeles	AM	1.154	F	1.187	F	1.093	F
				PM	0.838	D	0.904	E	0.836	D
35	405 on/off ramp &	ICU	Inglewood	AM	1.033	F	1.036	F	1.036	F

**TABLE 3.14-62
 INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
	Century Blvd	HCM	Caltrans	PM	0.860	D	0.863	D	0.860	D
				AM	67.3	E	68.4	E	68.4	E
				PM	21.7	C	23.3	C	23.3	C
36	Felton Ave & Century Blvd	ICU	Inglewood	AM	0.691	B	0.732	C	0.684	B
				PM	0.818	D	0.836	D	0.805	D
37	Inglewood Ave & Century Blvd	ICU	Inglewood	AM	1.040	F	1.046	F		
				PM	1.059	F	1.090	F		
40	Hawthorne Blvd/La Brea Blvd & Century Blvd	ICU	Inglewood	AM	1.083	F	1.087	F	1.008	F
				PM	0.974	E	1.154	F	1.102	F
41	Myrtle Ave & Century Blvd	ICU	Inglewood	AM	0.740	C	0.752	C		
				PM	0.627	B	0.798	C		
42	Freeman Ave & Century Blvd	ICU	Inglewood	AM	0.628	B	0.640	B		
				PM	0.621	B	0.712	C		
43	Prairie Ave & Century Blvd	ICU	Inglewood	AM	0.964	E	1.037	F	1.037	F
				PM	1.022	F	1.154	F	1.154	F
44	Doty Ave & Century Blvd	ICU	Inglewood	AM	0.939	E	0.956	E		
				PM	0.657	B	0.765	C		
45	Yukon Ave & Century Blvd	ICU	Inglewood	AM	0.646	B	0.703	C		
				PM	0.828	D	0.917	E		
46	Club Dr & Century Blvd	ICU	Inglewood	AM	0.802	D	0.853	D		
				PM	0.870	D	0.957	E		
47	11th Ave/Village Ave & Century Blvd	ICU	Inglewood	AM	0.675	B	0.719	C		
				PM	0.827	D	0.895	D		
48	Crenshaw Blvd & Century Blvd	ICU	Inglewood	AM	0.881	D	0.941	E		
				PM	0.938	E	1.035	F		
50	Van Ness Ave & Century Blvd	ICU	Inglewood	AM	0.873	D	0.899	D		
				PM	0.894	D	0.936	E		
		CMA	City of Los Angeles	AM	0.725	C	0.753	C		
				PM	0.745	C	0.791	C		
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	PM	0.976	E	1.037	F		

**TABLE 3.14-62
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
54	Prairie Ave & 102nd St	ICU HCM (Plus Proj)	Inglewood	AM	0.646	B	21.6	C		
				PM	0.632	B	***	F		
59	Hawthorne Blvd & 104th St	ICU	Inglewood/ Los Angeles County	AM	0.658	B	0.717	C		
				PM	0.751	C	0.852	D		
60	Prairie Ave & 104th St	ICU	Inglewood	AM	0.721	C	0.914	E		
				PM	0.715	C	1.043	F		
62	Yukon Ave & 104th St	ICU	Inglewood	AM	0.702	C	0.796	C	0.593	A
				PM	0.606	B	0.840	D	0.840	D
63	Crenshaw Blvd & 104th St	ICU	Inglewood	AM	0.735	C	0.809	D		
				PM	0.697	B	0.915	E		
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	PM	0.835	D	0.935	E		
67	Prairie Ave & Lennox Blvd	ICU	Inglewood	AM	0.686	B	0.762	C		
				PM	0.786	C	1.063	F		
68	Prairie Ave & 108th St	ICU	Inglewood	AM	0.716	C	0.811	D		
				PM	0.645	B	0.866	D		
69	Yukon Ave & 108th St	ICU	Inglewood	AM	0.525	A	0.572	A		
				PM	0.542	A	0.702	C		
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	PM	0.647	B	0.779	C		
71	Hawthorne Blvd/ 111th St	ICU	Los Angeles County	PM	0.833	D	0.952	E		
72	Prairie Ave & 111th St	ICU	Inglewood	AM	0.763	C	0.781	C		
				PM	0.720	C	0.933	E		
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	PM	0.797	C	0.902	E		
		HCM	Caltrans	PM	26.6	C	57.0	E		
75	Prairie Ave & 112th St/ 105 off ramp	ICU	Inglewood	AM	0.834	D	0.865	D	0.777	C
				PM	0.971	E	1.181	F	1.035	F
		HCM	Caltrans	AM	26.0	C	29.2	C	22.1	C
				PM	33.3	C	128.0	F	53.0	D

**TABLE 3.14-62
 INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	PM	0.918	E	0.929	E		
77	Freeman Ave/105 on ramp & Imperial Hwy	ICU	Hawthorne	AM	0.718	C	0.721	C		
		HCM	Caltrans	PM	0.867	D	1.179	F		
78	Prairie Ave & Imperial Hwy	ICU	Inglewood/ Hawthorne	AM	16.7	B	17.1	B		
				PM	18.5	B	49.9	D		
79	Doty Ave/ Imperial Hwy	ICU	Los Angeles County	AM	1.016	F	1.051	F		
				PM	0.960	E	1.059	F		
80	Yukon Ave/ Imperial Hwy	ICU	Inglewood	PM	0.704	C	0.770	C		
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	PM	0.685	B	0.762	C		
83	Crenshaw Blvd/ WB 105 Off-Ramp/118th Pl	ICU	Hawthorne	PM	1.007	F	1.080	F	0.979	E
84	Prairie Ave/120th St	HCM	Caltrans	PM	50.0	D	71.6	E	63.2	E
85	EB 105 On/Off-Ramp/ 120th St	ICU	Hawthorne	PM	0.993	E	1.060	F	0.970	E
		HCM	Caltrans	PM	0.828	D	0.958	E		
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	PM	29.8	C	49.6	D		
88	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	PM	0.801	D	1.164	F	0.850	D
89	HP Casino Drive & Century Blvd	ICU	Inglewood	AM	0.571	A	0.621	B		
				PM	0.530	A	0.728	C		
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	PM	1.035	F	1.088	F		
92	Vermont Ave/ Century Ave	ICU	Los Angeles County	PM	0.868	D	0.903	E		
107	La Brea Ave/Centinel Ave	ICU	Inglewood	PM	1.005	F	1.020	F	0.958	E
111	La Cienega Blvd/Stocker St	ICU	Los Angeles County	PM	1.000	E	1.010	F		

NOTES:

Shaded cells represent significant impacts.

Blank cells under the "With Mitigation" columns represent intersections in which mitigation was either not required or not feasible.

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

² Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are

**TABLE 3.14-62
 INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS

¹ Identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
² Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

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

SOURCE: Fehr & Peers, 2019.

Impact 3.14-18: Major events at the Proposed Project Arena would cause significant impacts at intersections under cumulative conditions. (Significant and Unavoidable)

Significant impacts were identified based on the results in Table 3.14-52 and the significance criteria. **Figures 3.14-19, 3.14-20, and 3.14-21** are study area maps displaying those intersections that are significantly impacted during the weekday pre-event, weekday post-event, and weekend pre-event peak hours, respectively, under cumulative conditions.

These impacts are considered **significant**.

Figure 3.14-22 displays the project-specific mitigation measures associated with the Cumulative with Major Event condition.

Mitigation Measure 3.14-18(a)

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

The following subsection describes specifically how the Event TMP would modify lanes and operations under Cumulative conditions at the Century Boulevard/I-405 northbound on-ramp and Hawthorne Boulevard/Century Boulevard intersection. The Event TMP includes placement of TCOs and temporary lane changes through the use of cones during post-event conditions at Century Boulevard at the I-405 northbound on-ramp from two through lanes and one shared through-right turn lane to two through lanes and one dedicated right turn lane. The Event TMP includes placement of TCOs and temporary lane changes through the use of cones during pre-event conditions at the northbound approach of Hawthorne Boulevard to Century Boulevard to 2 through lanes and 2 dedicated right-turn lanes.

Deployment of electronic changeable message signs (CMS) and/or blank-out signs (depending on location and the nature of the message) could be considered at these locations in lieu of TCOs. Experience from other venues has determined that it is preferable to evaluate the effectiveness of TCOs and special event staff deployment before deciding, in consultation with the City Traffic Engineer, whether permanent electronic signs would be effective and economical.

Mitigation Measure 3.14-18(b)

Implement Mitigation Measure 3.14-2(b) (Implement TDM Program).

Mitigation Measure 3.14-18(c)

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

Mitigation Measure 3.14-18(d)

Implement Mitigation Measure 3.14-2(d) (Century Boulevard/Hawthorne Boulevard/La Brea Boulevard Improvements).

Mitigation Measure 3.14-18(e)

Implement Mitigation Measure 3.14-3(e) (Protected or protected/permissive eastbound/westbound left turns at Prairie Avenue/Pincay Drive).

Mitigation Measure 3.14-18(f)

Implement Mitigation Measure 3.14-3(f) (Northbound Exclusive Right-turn Lane and TCO support at Prairie Avenue/Century Boulevard).

Figure 3.14-19 Cumulative Plus Project Impacts – Weekday pre-event peak hour

Figure 3.14-20 Cumulative Plus Project Impacts – Weekday post-event peak hour

Figure 3.14-21 Cumulative Plus Project Impacts – Weekend pre-event peak hour

Figure 3.14-22 Cumulative Mitigations

Mitigation Measure 3.14-18(g)

Implement Mitigation Measure 3.14-2(g) (I-105 Off-Ramp Widening at Prairie Avenue).

Mitigation Measure 3.14-18(h)

Implement Mitigation Measure 3.14-2(j) (I-105 Off-ramp Widening at Crenshaw Boulevard).

Mitigation Measure 3.14-18(i)

Implement Mitigation Measure 3.14-2(l) (Crenshaw Boulevard/120th Street Improvements).

Mitigation Measure 3.14-18(j)

Implement Mitigation Measure 3.14-3(j) (La Cienega Boulevard/Centinel Avenue Improvements).

Mitigation Measure 3.14-18(k)

Implement Mitigation Measure 3.14-2(n) (La Brea Avenue/Centinel Avenue Improvements).

Mitigation Measure 3.14-18(l)

Implement Mitigation Measure 3.14-3(l) (Prairie Avenue/104th Street Improvements).

Mitigation Measure 3.14-18(m)

Implement Mitigation Measure 3.14-2(e) (104th Street/Yukon Avenue Improvements).

Mitigation Measure 3.14-18(n)

Implement Mitigation Measure 3.14-2(i) (Manchester Boulevard/Crenshaw Boulevard Improvements).

Mitigation Measure 3.14-18(o)

Implement Mitigation Measure 3.14-3(o) (Coordinate and Optimize Traffic Signals).

Mitigation Measure 3.14-18(p)

Implement Mitigation Measure 3.14-2(o) (Financial Contribution to City ITS program)

Mitigation Measure 3.14-18(q)

Implement Mitigation Measure 3.14-17(q) (Felton Avenue/Century Boulevard Improvements).

Mitigation Measure 3.14-18(r)

Implement Mitigation Measure 3.14-2(h) (Manchester Boulevard La Brea Avenue Improvements).

Level of Significance After Mitigation: The combined effectiveness of the above mitigation measures is displayed on **Table 3.14-63**. Based on network-level microsimulation analysis, under major event conditions, the mitigations at major bottlenecks often result in increased traffic flow at adjacent and/or downstream intersections. Improving the flow at major bottleneck locations, although desirable, can cause secondary, significant impacts. The following describes their combined effectiveness during each peak hour.

Weekday Pre-Event Peak Hour

Of the 61 significant intersection impacts, the above mitigation measures would cause ten to become **less than significant**. In some cases, these mitigation measures improved traffic flow at one or more intersections, which resulted in degraded operations at others by relieving an upstream bottleneck or causing queues to spillback to a nearby intersection, worsening its operations. This occurred at eight such intersections. Opportunities for physical or further operational/signal timing improvements at these locations were investigated, but no feasible mitigations were identified. The inability of the mitigation measures to materially improve traffic flow under Cumulative Plus Project conditions is evidenced by the percent demand served (averaged across all intersections) in the microsimulation remaining at 78 percent, without and with the recommended mitigations. The mitigation measures are less effective than under adjusted baseline conditions due to background traffic growth.

Weekday Post-Event Peak Hour

Of the 21 significant intersection impacts, the above mitigation measures would cause 13 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 intersections analyzed using microsimulation increased from 92 percent (Adjusted Baseline Plus Project without mitigation) to 98 percent with the recommended mitigation measures in place. The post-event mitigation measures proved much more effective than the pre-event mitigation measures because background traffic levels (upon which project trips would be added) are much lower after events versus prior to events.

Weekend Pre-Event Peak Hour

Of the 40 significant intersection impacts identified during the weekend pre-event peak hour, the above mitigation measures would cause six to become **less than significant**. These mitigation measures would cause an additional six intersections to become new secondary, significantly impacted locations. The average percent demand served at the intersections analyzed using microsimulation increased from 84 percent (Adjusted Baseline Plus Project without mitigation) to 87 percent with the recommended mitigation measures in place.

**TABLE 3.14-63
 INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.047	F	1.201	F		
				Weekday Post-Event	0.701	C	0.734	C		
				Weekend Pre-Event	0.988	E	1.143	F		
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.827	D	0.835	D		
				Weekday Post-Event	0.445	A	0.517	A		
				Weekend Pre-Event	0.745	C	0.753	C		
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	10.6	B	10.2	B	13.9	B
				Weekday Post-Event	4.8	A	5.0	A	5.3	A
				Weekend Pre-Event	7.4	A	7.8	A	7.9	A
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	84.5	F	90.0	F	112.2	F
				Weekday Post-Event	32.4	C	32.5	C	33.3	C
				Weekend Pre-Event	25.6	C	26.23	C	27.0	C
5	Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	30.6	C	64.3	F	92.8	F
				Weekday Post-Event	14.1	B	17.7	B	17.6	B
				Weekend Pre-Event	23.8	C	42.6	D	47.8	D
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.039	F	1.099	F		
				Weekday Post-Event	0.624	B	0.656	B		
				Weekend Pre-Event	0.947	E	1.006	F		
		CMA	City of Los Angeles	Weekday Pre-Event	0.903	E	0.963	E		
				Weekday Post-Event	0.459	A	0.493	A		
7	Prairie Ave/ Grace Ave	HCM	Inglewood	Weekend Pre-Event	0.803	D	0.866	D		
				Weekday Pre-Event	7.2	A	7.2	A	60.4	E
				Weekday Post-Event	2.2	A	3.0	A	2.9	A
8	Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekend Pre-Event	3.9	A	3.6	A	3.9	A
				Weekday Pre-Event	5.9	A	6.0	A	96.0	F
				Weekday Post-Event	4.1	A	4.8	A	4.6	A
9	Prairie Ave/ E Regent Street	HCM	Inglewood	Weekend Pre-Event	4.9	A	4.9	A	4.8	A
				Weekday Pre-Event	10.9	B	10.8	B	85.0	F
				Weekday Post-Event	5.4	A	6.9	A	6.7	A
				Weekend Pre-Event	7.8	A	7.7	A	7.9	A

TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.220	F	1.298	F		
				Weekday Post-Event	0.660	B	0.720	C		
				Weekend Pre-Event	0.941	E	1.016	F		
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.917	E	1.039	F	0.947	E
				Weekday Post-Event	0.474	A	0.680	B	0.680	B
				Weekend Pre-Event	0.776	C	0.896	D	0.810	D
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	23.8	C	78.8	B	117.9	F
				Weekday Post-Event	11.4	B	10.9	B	11.3	B
				Weekend Pre-Event	14.9	B	28.4	C	19.5	B
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	29.2	C	64.9	B	88.6	F
				Weekday Post-Event	5.5	A	6.5	A	6.7	A
				Weekend Pre-Event	7.8	A	28.4	C	18.8	B
14	Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	99.1	F	113.0	F	244.4	F
				Weekday Post-Event	28.7	C	35.0	C	34.9	C
				Weekend Pre-Event	42.2	D	103.3	F	93.5	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	25.0	C	72.2	B	87.3	F
				Weekday Post-Event	10.3	B	17.0	B	17.4	B
				Weekend Pre-Event	12.2	B	53.8	D	28.4	C
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.410	F	1.481	F	1.332	F
				Weekday Post-Event	0.700	B	0.983	E	0.918	E
				Weekend Pre-Event	1.321	F	1.392	F	1.236	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.603	B	0.668	B		
				Weekday Post-Event	0.268	A	0.379	A		
				Weekend Pre-Event	0.434	A	0.496	A		
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.516	A	0.581	A		
				Weekday Post-Event	0.279	A	0.408	A		
				Weekend Pre-Event	0.463	A	0.527	A		
19	Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	23.7	C	33.1	C	155.6	F
				Weekday Post-Event	10.4	B	13.1	B	13.3	B
				Weekend Pre-Event	13.0	B	19.7	B	35.3	D

**TABLE 3.14-63
 INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	9.3	A	8.4	A	10.2	B
				Weekday Post-Event	4.9	A	8.2	A	8.4	A
				Weekend Pre-Event	9.1	A	8.6	A	9.0	A
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	49.5	D	89.6	F	85.0	F
				Weekday Post-Event	17.0	B	19.7	B	20.8	C
				Weekend Pre-Event	26.2	C	70.8	E	61.6	E
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	42.2	D	60.7	E	48.8	D
				Weekday Post-Event	15.8	B	21.2	C	20.8	C
				Weekend Pre-Event	44.1	D	125.9	F	104.3	F
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	29.9	C	86.7	F	54.4	D
				Weekday Post-Event	19.8	B	36.1	D	39.4	D
				Weekend Pre-Event	28.8	C	31.7	C	30.8	C
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	11.8	B	27.2	C	75.0	F
				Weekday Post-Event	8.1	A	12.4	B	14.0	B
				Weekend Pre-Event	10.4	B	11.5	B	17.5	B
25	Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	27.4	C	46.5	D	131.3	F
				Weekday Post-Event	13.3	B	61.8	E	24.6	C
				Weekend Pre-Event	21.4	C	39.2	D	71.7	E
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	18.3	B	95.2	F	78.0	E
				Weekday Post-Event	14.8	B	11.6	B	10.7	B
				Weekend Pre-Event	14.5	B	58.7	E	31.7	C
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	10.8	B	10.3	B	9.7	A
				Weekday Post-Event	8.9	A	7.9	A	8.0	A
				Weekend Pre-Event	9.9	A	9.2	A	10.1	B
28	Prairie Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	36.4	D	87.8	F	115.9	F
				Weekday Post-Event	12.5	B	88.4	F	52.8	D
				Weekend Pre-Event	21.3	C	37.1	D	88.6	F
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekday Pre-Event	11.3	B	59.2	E	10.8	B
				Weekday Post-Event	6.4	A	6.6	A	6.4	A
				Weekend Pre-Event	9.5	A	51.9	D	90.3	F

TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
30	Van Ness Ave/ Hardy St/ 96 th St	ICU	Inglewood	Weekday Pre-Event	0.595	A	0.608	B		
				Weekday Post-Event	0.341	A	0.402	A		
				Weekend Pre-Event	0.503	A	0.507	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.428	A	0.442	A		
				Weekday Post-Event	0.157	A	0.221	A		
				Weekend Pre-Event	0.330	A	0.334	A		
31	La Cienega Blvd/ SB 405 On/Off Ramps (n/o Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekday Pre-Event	30.4	C	129.4	F	187.1	F
				Weekday Post-Event	29.0	C	40.7	D	32.7	C
				Weekend Pre-Event	27.7	C	141.8	F	77.4	E
32	Prairie Ave/ 97 th St	HCM	Inglewood	Weekday Pre-Event	18.4	B	43.1	D	38.7	D
				Weekday Post-Event	7.1	A	41.2	D	27.9	C
				Weekend Pre-Event	8.9	A	19.6	B	34.0	C
33	Concourse Way/ Century Blvd	HCM	City of Los Angeles	Weekday Pre-Event	15.6	B	148.9	F	86.8	F
				Weekday Post-Event	9.9	A	20.6	C	10.6	B
				Weekend Pre-Event	15.0	B	16.1	B	33.6	C
34	La Cienega Blvd/ Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Pre-Event	39.4	D	163.6	F	182.5	F
				Weekday Post-Event	51.8	D	93.0	F	51.1	D
				Weekend Pre-Event	33.5	C	112.8	F	121.6	F
35	NB 405 On/Off Ramp/ Century Blvd	HCM	Inglewood/ Caltrans	Weekday Pre-Event	17.3	B	143.2	F	208.2	F
				Weekday Post-Event	17.0	B	26.2	C	31.2	C
				Weekend Pre-Event	15.3	B	121.2	F	189.5	F
36	Felton Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	15.1	B	38.9	D	36.7	D
				Weekday Post-Event	15.8	B	136.1	F	20.5	C
				Weekend Pre-Event	15.1	B	29.7	C	43.6	D
37	Inglewood Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	51.9	D	179.9	F	200.7	F
				Weekday Post-Event	19.3	B	80.3	F	35.6	D
				Weekend Pre-Event	34.0	C	128.0	F	173.0	F
38	Fir Ave/ Firmona Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	11.7	B	150.3	F	141.0	F
				Weekday Post-Event	7.3	A	14.6	B	9.0	A
				Weekend Pre-Event	10.8	B	138.7	F	156.7	F

**TABLE 3.14-63
 INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
39	Grevillea Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	21.7	C	67.6	B	72.1	E
				Weekday Post-Event	8.5	A	11.6	B	11.2	B
				Weekend Pre-Event	9.7	A	71.2	E	84.6	F
40	Hawthorne Blvd/ La Brea Blvd/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	58.6	E	120.3	F	150.3	F
				Weekday Post-Event	32.1	C	91.0	F	69.6	E
				Weekend Pre-Event	48.8	D	116.4	F	121.0	F
41	Myrtle Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	10.8	B	73.4	B	87.7	F
				Weekday Post-Event	11.4	B	68.7	B	19.7	B
				Weekend Pre-Event	7.1	A	10.6	B	87.9	F
42	Freeman Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	16.0	B	34.4	C	34.6	C
				Weekday Post-Event	10.1	B	68.1	B	62.3	E
				Weekend Pre-Event	9.2	A	9.7	A	37.8	D
43	Prairie Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	107.6	F	154.4	F	181.8	F
				Weekday Post-Event	31.3	C	163.0	F	106.3	F
				Weekend Pre-Event	57.7	E	94.2	F	149.6	F
44	Doty Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	55.5	E	82.3	F	120.5	F
				Weekday Post-Event	18.3	B	94.2	F	65.9	E
				Weekend Pre-Event	47.2	D	84.4	F	114.9	F
45	Yukon Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	29.7	C	83.2	F	71.3	E
				Weekday Post-Event	16.3	B	75.3	E	37.6	D
				Weekend Pre-Event	31.9	C	82.8	F	87.8	F
46	Club Dr/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	30.9	C	89.9	F	75.0	E
				Weekday Post-Event	17.6	B	42.5	D	29.8	C
				Weekend Pre-Event	29.4	C	109.6	F	97.9	F
47	11 th Ave/ Village Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	41.1	D	94.0	F	73.3	E
				Weekday Post-Event	18.0	B	55.7	B	45.9	D
				Weekend Pre-Event	35.3	D	92.1	F	97.4	F
48	Crenshaw Blvd/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	53.3	D	184.6	F	154.3	F
				Weekday Post-Event	29.4	C	61.3	B	61.3	E
				Weekend Pre-Event	64.1	E	193.1	F	204.0	F

**TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
49	5 th Ave/ Century Blvd	HCM	Inglewood	Weekday Pre-Event	14.9	B	143.5	F	127.3	F
				Weekday Post-Event	12.0	B	17.7	B	18.8	B
				Weekend Pre-Event	14.3	B	145.4	F	146.3	F
50	Van Ness Ave/ Century Blvd	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.841	D	0.878	D		
				Weekday Post-Event	0.436	A	0.677	B		
				Weekend Pre-Event	0.743	C	0.823	D		
		CMA	City of Los Angeles	Weekday Pre-Event	0.691	B	0.730	C		
				Weekday Post-Event	0.257	A	0.515	A		
				Weekend Pre-Event	0.587	A	0.671	B		
51	Gramercy Pl/ Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.456	A	0.490	A		
				Weekday Post-Event	0.269	A	0.478	A		
				Weekend Pre-Event	0.434	A	0.497	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.279	A	0.317	A		
				Weekday Post-Event	0.091	A	0.303	A		
				Weekend Pre-Event	0.256	A	0.323	A		
52	Western Ave/ Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.861	D	0.978	B		
				Weekday Post-Event	0.361	A	0.684	B		
				Weekend Pre-Event	0.751	C	0.915	B		
53	La Cienega Blvd/ SB 405 On/Off Ramps (s/o Century)	HCM	Inglewood/ Los Angeles County/Caltra ns/City of Los Angeles	Weekday Pre-Event	13.5	B	100.3	F	107.7	F
				Weekday Post-Event	11.9	B	12.5	B	13.0	B
				Weekend Pre-Event	11.8	B	19.5	B	72.6	E
54	Prairie Ave/102 nd St	HCM ³	Inglewood	Weekday Pre-Event	9.0	A	86.9	F	100.2	F
				Weekday Post-Event	5.9	A	258.3	F	72.8	F
				Weekend Pre-Event	8.2	A	23.0	C	60.8	F
55	Doty Ave/102 nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	6.8	A	8.3	A	88.6	F
				Weekday Post-Event	5.7	A	9.0	A	4.9	A
				Weekend Pre-Event	6.6	A	7.8	A	8.9	A
56	Yukon Ave/102 nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	17.6	C	45.5	E	***	F
				Weekday Post-Event	9.2	A	33.0	D	15.3	C
				Weekend Pre-Event	15.0	B	23.0	C	***	F

**TABLE 3.14-63
 INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
57	La Cienega Blvd/ 104 th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event	8.9	A	85.7	F	84.9	F
				Weekday Post-Event	7.4	A	7.2	A	7.3	A
				Weekend Pre-Event	6.2	A	5.7	A	51.6	D
58	Inglewood Ave/ 104 th St	HCM	Los Angeles County	Weekday Pre-Event	19.9	B	24.6	C	108.3	F
				Weekday Post-Event	8.0	A	8.8	A	9.6	A
				Weekend Pre-Event	15.1	B	14.6	B	33.0	C
59	Hawthorne Blvd/ 104 th St	HCM	Inglewood/ Los Angeles County	Weekday Pre-Event	27.1	C	84.6	F	129.8	F
				Weekday Post-Event	16.0	B	26.4	C	21.1	C
				Weekend Pre-Event	24.8	C	76.4	E	35.5	D
60	Prairie Ave/104 th St	HCM	Inglewood	Weekday Pre-Event	18.2	B	164.1	F	162.1	F
				Weekday Post-Event	9.3	A	145.9	F	22.2	C
				Weekend Pre-Event	12.6	B	136.6	F	163.3	F
61	Doty Ave/104 th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	8.6	A	29.1	D	219.8	F
				Weekday Post-Event	6.7	A	9.5	A	8.7	A
				Weekend Pre-Event	7.8	A	9.0	A	64.6	F
62	Yukon Ave/104 th St	HCM	Inglewood	Weekday Pre-Event	15.5	B	62.9	E	191.1	F
				Weekday Post-Event	8.9	A	15.1	B	14.3	B
				Weekend Pre-Event	13.2	B	24.7	C	28.8	C
63	Crenshaw Blvd/ 104 th St	HCM	Inglewood	Weekday Pre-Event	28.9	C	145.4	F	119.3	F
				Weekday Post-Event	13.9	B	33.6	C	32.6	C
				Weekend Pre-Event	23.2	C	147.1	F	133.5	F
64	Van Ness Ave/ 104 th St	ICU	Inglewood/Los Angeles County	Weekday Pre-Event	0.544	A	0.562	A		
				Weekday Post-Event	0.308	A	0.334	A		
				Weekend Pre-Event	0.447	A	0.460	A		
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.748	C	0.765	C		
				Weekday Post-Event	0.470	A	0.663	B		
				Weekend Pre-Event	0.660	B	0.675	B		
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	8.4	A	149.1	F	10.0	B
				Weekday Post-Event	5.4	A	6.0	A	5.7	A
				Weekend Pre-Event	7.3	A	169.5	F	13.9	B

TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
67	Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	22.8	C	63.7	B	35.2	D
				Weekday Post-Event	5.7	A	118.9	F	64.6	E
				Weekend Pre-Event	12.6	B	49.2	D	33.7	C
68	Prairie Ave/108th St	HCM	Inglewood	Weekday Pre-Event	15.7	B	107.4	F	93.9	F
				Weekday Post-Event	6.7	A	45.1	D	19.1	B
				Weekend Pre-Event	10.7	B	98.4	F	77.7	E
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Pre-Event	10.4	B	12.6	B	11.9	B
				Weekday Post-Event	7.0	A	9.7	A	10.5	B
				Weekend Pre-Event	9.5	A	12.1	B	12.8	B
70	Crenshaw Blvd/ 109 th St	ICU	Inglewood	Weekday Pre-Event	0.542	A	0.688	B		
				Weekday Post-Event	0.310	A	0.495	A		
				Weekend Pre-Event	0.495	A	0.641	B		
71	Hawthorne Blvd/ 111 th St	ICU	Hawthorne/ Los Angeles County	Weekday Pre-Event	0.751	C	0.791	C		
				Weekday Post-Event	0.402	A	0.576	A		
				Weekend Pre-Event	0.621	B	0.688	B		
72	Prairie Ave/111 th St	HCM	Inglewood	Weekday Pre-Event	25.8	C	90.1	F	77.7	E
				Weekday Post-Event	11.7	B	93.5	F	86.1	F
				Weekend Pre-Event	28.9	C	50.8	D	68.1	E
73	Yukon Ave/111 th St	HCM	Inglewood	Weekday Pre-Event	9.6	A	10.3	B	10.2	B
				Weekday Post-Event	6.7	A	8.6	A	8.5	A
				Weekend Pre-Event	9.1	A	9.4	A	9.3	A
74	Hawthorne Blvd/ WB 105 Off Ramp	ICU	Hawthorne	Weekday Pre-Event	0.739	C	0.847	D		
				Weekday Post-Event	0.464	A	0.637	B		
				Weekend Pre-Event	0.628	B	0.738	C		
75	Prairie Ave/ 112 th St/ 105 On Ramps	HCM	Inglewood/ Caltrans	Weekday Pre-Event	22.8	C	26.6	C	0.8	D
				Weekday Post-Event	15.3	B	18.4	B	0.6	B
				Weekend Pre-Event	19.1	B	23.8	C	0.7	C
76	Hawthorne Blvd/ 105 On Ramps	ICU	Hawthorne	Weekday Pre-Event	29.8	C	222.8	F	220.7	F
				Weekday Post-Event	18.4	B	79.9	E	48.5	D
				Weekend Pre-Event	45.2	D	151.7	F	125.1	F
76	Hawthorne Blvd/	ICU	Hawthorne	Weekday Pre-Event	0.840	D	0.844	D		

**TABLE 3.14-63
 INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
	Imperial Hwy			Weekday Post-Event	0.430	A	0.461	A		
				Weekend Pre-Event	0.659	B	0.662	B		
77	Freeman Ave/ EB 105 On Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Pre-Event	24.3	C	25.6	C	85.6	F
				Weekday Post-Event	14.8	B	28.6	C	87.1	F
				Weekend Pre-Event	19.9	B	19.2	B	19.9	B
				Weekday Pre-Event	52.2	D	77.3	E	112.5	F
78	Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Post-Event	24.0	C	37.7	D	50.2	D
				Weekend Pre-Event	44.1	D	51.8	D	58.6	E
				Weekday Pre-Event	17.1	B	30.0	C	78.4	E
				Weekday Post-Event	9.8	A	10.2	B	9.9	A
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	14.2	B	15.7	B	23.8	C
				Weekday Pre-Event	13.1	B	22.7	C	47.0	D
				Weekday Post-Event	7.6	A	10.7	B	10.0	B
				Weekend Pre-Event	9.6	A	10.1	B	10.0	A
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	0.930	E	1.080	F		
				Weekday Post-Event	0.493	A	0.729	C		
				Weekend Pre-Event	0.882	D	1.033	F		
				Weekday Pre-Event	19.5	B	18.9	B	20.3	C
82	Prairie Ave/118 th St	HCM	Hawthorne	Weekday Post-Event	11.6	B	13.2	B	10.5	B
				Weekend Pre-Event	18.7	B	18.4	B	17.3	B
				Weekday Pre-Event	0.833	D	1.056	F	0.972	E
				Weekday Post-Event	0.588	A	0.775	C	0.736	C
83	Crenshaw Blvd/ WB 105 Off Ramp/ 118 th Pl	ICU	Hawthorne	Weekend Pre-Event	0.845	D	1.067	F	0.996	E
				Weekday Pre-Event	26.1	C	89.0	F	36.9	D
				Weekday Post-Event	12.4	B	19.6	B	17.8	B
				Weekend Pre-Event	22.5	C	70.1	E	35.5	D
84	Prairie Ave/120 th St	HCM	Hawthorne	Weekday Pre-Event	50.4	D	47.2	D	51.1	D
				Weekday Post-Event	18.0	B	18.7	B	17.7	B
				Weekend Pre-Event	26.0	C	25.1	C	25.3	C
				Weekday Pre-Event	0.781	C	0.827	D		
85	EB 105 On/Off Ramp/ 120 th St	ICU	Hawthorne	Weekday Post-Event	0.658	B	0.860	D		

TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
86	Crenshaw Blvd/ 120 th Street	ICU	Hawthorne	Weekend Pre-Event	0.878	D	0.925	E		
				Weekday Pre-Event	23.5	C	28.9	C	28.9	C
				Weekday Post-Event	16.8	B	24.2	C	24.2	C
				Weekend Pre-Event	37.3	D	45.4	D	45.4	D
				Weekday Pre-Event	0.812	D	0.936	E	0.884	D
				Weekday Post-Event	0.636	B	1.080	F	0.643	B
				Weekend Pre-Event	0.866	D	0.990	E	0.940	E
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.440	A	0.451	A		
				Weekday Post-Event	0.310	A	0.329	A		
				Weekend Pre-Event	0.372	A	0.375	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.262	A	0.274	A		
				Weekday Post-Event	0.119	A	0.139	A		
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.188	A	0.191	A		
				Weekday Pre-Event	0.841	D	0.855	D		
				Weekday Post-Event	0.464	A	0.513	A		
89	Hollywood Park Casino Driveway/ Century Blvd	HCM	Inglewood	Weekend Pre-Event	0.704	C	0.717	C		
				Weekday Pre-Event	14.6	B	77.2	E	82.9	F
				Weekday Post-Event	13.7	B	92.8	F	54.5	D
				Weekend Pre-Event	14.5	B	68.0	E	58.9	E
90	Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekday Pre-Event	4.6	A	12.0	B	142.9	F
				Weekday Post-Event	3.7	A	46.3	D	7.3	A
				Weekend Pre-Event	3.6	A	8.2	A	36.9	D
91	Normandie Ave/ Century Ave	ICU	Los Angeles County	Weekday Pre-Event	1.004	F	1.133	F		
				Weekday Post-Event	0.534	A	0.821	D		
				Weekend Pre-Event	0.883	D	1.034	F		
92	Vermont Ave/ Century Ave	ICU	Los Angeles County	Weekday Pre-Event	0.860	D	0.896	D		
				Weekday Post-Event	0.475	A	0.667	B		
				Weekend Pre-Event	0.771	C	0.846	D		
		CMA	City of Los Angeles	Weekday Pre-Event	0.784	C	0.824	D		
				Weekday Post-Event	0.336	A	0.559	A		
Weekend Pre-Event	0.680	B	0.766	C						

**TABLE 3.14-63
 INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
93	Hoover St/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.582	A	0.597	A		
				Weekday Post-Event	0.205	A	0.383	A		
				Weekend Pre-Event	0.515	A	0.588	A		
94	Figueroa St/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.788	C	0.804	D		
				Weekday Post-Event	0.346	A	0.508	A		
				Weekend Pre-Event	0.672	B	0.759	C		
95	Grand Ave/ 110 SB Off Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.480	A	0.572	A		
				Weekday Post-Event	0.256	A	0.379	A		
				Weekend Pre-Event	0.425	A	0.527	A		
		HCM	Caltrans	Weekday Pre-Event	20.1	C	23.2	C		
				Weekday Post-Event	12.8	B	15.3	B		
				Weekend Pre-Event	19.2	B	28.8	C		
96	Olive St/ 110 NB On Ramp/ Century Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.526	A	0.555	A		
				Weekday Post-Event	0.258	A	0.421	A		
				Weekend Pre-Event	0.515	A	0.544	A		
		HCM	Caltrans	Weekday Pre-Event	11.5	B	12.2	B		
				Weekday Post-Event	7.6	A	10.0	A		
				Weekend Pre-Event	13.1	B	13.9	B		
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.269	F	1.285	F		
				Weekday Post-Event	0.607	B	0.867	D		
				Weekend Pre-Event	1.108	F	1.185	F		
		CMA	City of Los Angeles	Weekday Pre-Event	1.147	F	1.165	F		
				Weekday Post-Event	0.440	A	0.717	C		
				Weekend Pre-Event	0.975	E	1.057	F		
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.208	F	1.226	F		
				Weekday Post-Event	0.515	A	0.781	C		
				Weekend Pre-Event	1.056	F	1.143	F		
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.781	C	0.797	C		
				Weekday Post-Event	0.375	A	0.512	A		
				Weekend Pre-Event	0.634	B	0.713	C		
100	Vermont Ave/	CMA	City of Los	Weekday Pre-Event	0.789	C	0.875	D		

TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
	Manchester Blvd		Angeles	Weekday Post-Event	0.437	A	0.587	A		
				Weekend Pre-Event	0.659	B	0.739	C		
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.701	C	0.753	C		
				Weekday Post-Event	0.371	A	0.509	A		
				Weekend Pre-Event	0.617	B	0.701	C		
				Weekday Pre-Event	0.920	E	0.930	E		
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Post-Event	0.624	B	0.775	C		
				Weekend Pre-Event	0.740	C	0.830	D		
				Weekday Pre-Event	0.592	A	0.682	B		
				Weekday Post-Event	0.488	A	0.615	B		
103	110 SB On/Off Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.501	A	0.590	A		
				Weekday Pre-Event	9.400	A	15.700	B		
				Weekday Post-Event	10.500	B	12.700	B		
		HCM	Caltrans	Weekend Pre-Event	11.100	B	18.300	B		
				Weekday Pre-Event	0.610	B	0.615	B		
				Weekday Post-Event	0.419	A	0.519	A		
104	110 NB On/Off Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.609	B	0.613	B		
				Weekday Pre-Event	16.1	B	15.5	B		
		HCM	Caltrans	Weekday Post-Event	13.2	B	12.4	B		
				Weekend Pre-Event	21.1	C	21.4	C		
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event	0.968	E	1.111	F		
				Weekday Post-Event	0.423	A	0.539	A		
				Weekend Pre-Event	0.862	D	0.997	E		
				Weekday Pre-Event	0.873	D	0.901	E		
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Post-Event	0.366	A	0.441	A		
				Weekend Pre-Event	0.771	C	0.799	C		
				Weekday Pre-Event	0.916	E	0.929	E	0.870	D
				Weekday Post-Event	0.443	A	0.490	A	0.490	A
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	0.783	C	0.789	C	0.789	C
				Weekday Pre-Event	0.960	E	0.999	E	0.964	E
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekday Post-Event	0.674	B	0.684	B	0.650	B

**TABLE 3.14-63
 INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
109	La Cienega Blvd/ La Tijera Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.999	E	1.039	F	0.980	E
				Weekday Pre-Event	0.901	E	0.947	E	0.904	E
				Weekday Post-Event	0.569	A	0.579	A	0.539	A
				Weekend Pre-Event	0.946	E	0.992	E	0.923	E
				Weekday Pre-Event	0.728	C	0.744	C		
				Weekday Post-Event	0.452	A	0.464	A		
		ICU	Inglewood	Weekend Pre-Event	0.676	B	0.693	B		
				Weekday Pre-Event	0.558	A	0.575	A		
				Weekday Post-Event	0.271	A	0.283	A		
				Weekend Pre-Event	0.505	A	0.523	A		
				Weekday Pre-Event	0.897	D	0.904	E		
				Weekday Post-Event	0.514	A	0.514	A		
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.754	C	0.761	C		
				Weekday Pre-Event	0.972	E	0.974	E		
				Weekday Post-Event	0.603	B	0.623	B		
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.932	E	0.935	E		
				Weekday Pre-Event	1.120	F	1.127	F		
				Weekday Post-Event	0.589	A	0.589	A		
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.872	D	0.872	D		
				Weekday Pre-Event	0.679	B	0.796	C		
				Weekday Post-Event	0.394	A	0.409	A		
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.581	A	0.696	B		
				Weekday Pre-Event	0.899	D	0.992	E		
				Weekday Post-Event	0.550	A	0.652	B		
				Weekend Pre-Event	0.817	D	0.910	E		
				Weekday Pre-Event	30.4	C	40.1	D		
				Weekday Post-Event	15.5	B	16.0	B		
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	HCM	Caltrans	Weekend Pre-Event	27.5	C	32.2	C		
				Weekday Pre-Event			N / A	N / A		
				Weekday Post-Event	Does Not Exist		2.5	E	41.1	D
115	Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekend Pre-Event			N / A	N / A		
				Weekday Pre-Event						
				Weekday Post-Event						

**TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS**

#	Intersection	Methodology ^{1,2}	Jurisdiction ¹	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
116	Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event			66.5	E	77.3	E
				Weekday Post-Event	Does Not Exist	N/A	N/A			
				Weekend Pre-Event		29.1	C	57.2	E	

NOTES:

Shaded cells represent significant impacts.

Blank cells under the "With Mitigation" columns represent intersections in which mitigation was either not required or not feasible.

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

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

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

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

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

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

SOURCE: Fehr & Peers, 2019.

Mitigation measure testing did not consider the effect of TDM strategies on travel demand due to the uncertainty of precisely quantifying their beneficial effect during 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 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**.

Impact 3.14-19: Operation of the Proposed Project ancillary land uses would cause significant impacts on neighborhood streets under cumulative conditions. (Significant and Unavoidable)

As presented in Table 3.14-45 and based on the significance criteria, the following three neighborhood street segments would be significantly impacted by the Proposed Project ancillary land uses under cumulative conditions:

- The collector street segment of Yukon Avenue south of 102nd Street would experience an increase in weekday daily traffic from 14,033 vehicles under Cumulative No Project conditions to 14,891 vehicles under Cumulative Plus Project (Ancillary Land Uses) conditions.
- The collector street segment of Yukon Avenue south of 104th Street would experience an increase in weekday daily traffic from 10,092 vehicles under Cumulative No Project conditions to 10,110 vehicles under Cumulative Plus Project (Ancillary Land Uses) conditions.
- The local street segment of 109th Street between Yukon Avenue and Lemoli Avenue would experience an increase in weekday daily traffic from 2,898 vehicles under Cumulative No Project conditions to 3,048 vehicles with the Proposed Project ancillary land uses.

These impacts are considered **significant**.

Mitigation Measure 3.14-19(a)

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

The Event TMP, which can be found in Appendix K.4, includes a chapter on neighborhood traffic protection including the need for the project applicant to develop and implement a NTMP. The NTMP would cover the area bounded by Hawthorne Boulevard, Hardy Boulevard, Crenshaw Boulevard, and Imperial Highway (excluding the Hollywood Park Specific Plan area). It outlines the process by which the applicant and City would engage neighborhood groups, businesses, and stakeholders to develop a plan that has broad consensus and protects the neighborhood from unwanted traffic intrusion

during events at the Proposed Project. It was not possible for the Draft EIR to identify a suitable solution for the traffic levels expected on the impacted streets because such an effort would require extensive public outreach, as well as a systematic approach for identifying suitable traffic calming devices and their effects on various local and collector streets. The NTMP lays out the process to be undertaken to complete this assessment.

Mitigation Measure 3.14-19(b)

Implement Mitigation Measure 3.14-2(b) (Implement TDM Program).

Level of Significance After Mitigation: At this time, the effectiveness of the NTMP toward reducing traffic levels on impacted neighborhood streets to acceptable thresholds cannot be guaranteed. Therefore, this impact is considered **significant and unavoidable**. However, the Event TMP includes a performance standard that requires reducing traffic volumes on local and collector street segments identified in the EIR as having a significant impact without causing a significant impact on other local and collector street segments and discouraging and reducing event-related cut-through traffic while maintaining access for residents and their guests requiring monitoring of the NTMP study area and sustained improvement in its performance over time.

Impact 3.14-20: Daytime events at the Proposed Project Arena would cause significant impacts on neighborhood streets under cumulative conditions. (Significant and Unavoidable)

As presented in Table 3.14-49 and based on the significance criteria, the following neighborhood street segments would be significantly impacted by daytime events under cumulative conditions:

- The collector street segment of Yukon Avenue south of 102nd Street would experience an increase in weekday daily traffic from 14,033 vehicles under Cumulative No Project conditions to 14,894 vehicles with a 2,000-person corporate/community event and 15,199 vehicles with a 7,500-person sports/gathering event.
- The collector street segment of Yukon Avenue south of 104th Street would experience an increase in weekday daily traffic from 10,092 vehicles under Cumulative No Project conditions to 10,124 vehicles with a 2,000-person corporate/community event and 10,240 vehicles with a 7,500-person sports/gathering event.
- The local street segment of 109th Street between Yukon Avenue and Lemoli Avenue would experience an increase in weekday daily traffic from 2,978 vehicles under Cumulative No Project conditions to 3,167 vehicles with a 2,000-person corporate/community event and 3,208 vehicles with a 7,500-person sports/gathering event.

These impacts are considered **significant**.

It should be noted that although a 7,500-person sports/gathering event would result in the local street segment of 102nd between Doty Avenue and Yukon Avenue carrying 3,184 vehicles per

day, the project impact on this segment is not considered significant because it would otherwise be carrying 4,733 vehicles per day if the Proposed Project was not constructed because the Proposed Project would vacate the portion of 102nd Street directly east of Prairie Avenue.

Mitigation Measure 3.14-20

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

The Event TMP, which can be found in Appendix K.4, includes a chapter on neighborhood traffic protection including the need for the project applicant to develop and implement a NTMP.

Level of Significance After Mitigation: At this time, the effectiveness of the NTMP toward reducing traffic levels on impacted neighborhood streets to acceptable thresholds cannot be guaranteed. Therefore, this impact is considered **significant and unavoidable**. However, the Event TMP includes a performance standard that requires reducing traffic volumes on local and collector street segments identified in the EIR as having a significant impact without causing a significant impact on other local and collector street segments and discouraging and reducing event-related cut-through traffic while maintaining access for residents and their guests requiring monitoring of the NTMP study area and sustained improvement in its performance over time.

Impact 3.14-21: Major events at the Proposed Project Arena would cause significant impacts on neighborhood streets under cumulative conditions. (Significant and Unavoidable)

As presented in Table 3.14-53 and based on the significance criteria, the following six neighborhood street segments would be significantly impacted by major events under cumulative conditions:

- The collector street segment of Yukon Avenue south of 102nd Street would experience an increase in weekday daily traffic from 14,033 vehicles under Cumulative No Project conditions to 16,010 vehicles with a major event. On a weekend day, this segment would experience an increase in daily traffic from 12,235 vehicles under Cumulative No Project conditions to 14,112 vehicles with a major event.
- The collector street segment of Yukon Avenue south of 104th Street would experience an increase in weekday daily traffic from 10,092 vehicles under Cumulative No Project conditions to 10,827 vehicles with a major event.
- The collector street segment of 104th Street between Prairie Avenue and Doty Street would experience an increase in weekday daily traffic from 6,132 vehicles under Cumulative No Project conditions to 10,298 vehicles with a major event.
- The collector street segment of 104th Street east of Dixon Avenue would experience an increase in weekday daily traffic from 9,249 vehicles under Cumulative No Project conditions to 10,480 vehicles with a major event.

- The local street segment of 109th Street between Yukon Avenue and Lemoli Avenue would experience an increase in weekday daily traffic from 2,978 vehicles under Cumulative No Project conditions to 3,238 vehicles with a major event.
- The local street segment of Flower Street north of Century Boulevard would experience an increase in weekday daily traffic from 2,848 vehicles under Cumulative No Project conditions to 3,026 vehicles with a major event.

These impacts are considered **significant**.

It should be noted that although a major event would result in the local street segment of 102nd between Doty Avenue and Yukon Avenue carrying 3,626 vehicles per day, the project impact on this segment is not considered significant because it would otherwise be carrying 4,733 vehicles per day if the project was not constructed.

Mitigation Measure 3.14-21

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

The Event TMP, which can be found in Appendix K.4, includes a chapter on neighborhood traffic protection including the need for the project applicant to develop and implement a NTMP.

Level of Significance After Mitigation: At this time, the effectiveness of the NTMP toward reducing traffic levels on impacted neighborhood streets to acceptable thresholds cannot be guaranteed. Therefore, this impact is considered **significant and unavoidable**. However, the Event TMP includes a performance standard that requires reducing traffic volumes on local and collector street segments identified in the EIR as having a significant impact without causing a significant impact on other local and collector street segments and discouraging and reducing event-related cut-through traffic while maintaining access for residents and their guests requiring monitoring of the NTMP study area and sustained improvement in its performance over time.

Impact 3.14-22: Operation of the Proposed Project ancillary land uses could cause significant impacts on freeway facilities under cumulative conditions. (Less than Significant)

As presented in Table 3.14-46 and based on the significance criteria, the Proposed Project ancillary land uses would not cause significant impacts on study freeway segments under cumulative conditions. According to Table 3.14-47 and the significance criteria, the Proposed Project ancillary land uses would not cause any freeway off-ramps to have queue lengths that exceed the applicable threshold.

These impacts are considered **less than significant**.

Mitigation Measures

None required.

Impact 3.14-23: Daytime events at the Proposed Project Arena would cause significant impacts on freeway facilities under cumulative conditions. (Significant and Unavoidable)

As presented in Table 3.14-50 and based on the significance criteria, daytime events at the Proposed Project Arena would cause significant impacts on the following study freeway components under cumulative conditions (refer to table for specific components):

Weekday AM Peak Hour

- One impacted component on Northbound I-405
- Three impacted components on Southbound I-405
- Seven impacted components on Westbound I-105

Weekday PM Peak Hour

- One impacted component on Northbound I-405
- Three impacted components on Southbound I-405
- One impacted component on Westbound I-105
- Five impacted components on Eastbound I-105
- Three impacted components on Northbound I-110
- One impacted component on Southbound I-110

These freeway component impacts are considered **significant**.

As presented in Table 3.14-51 and based on the significance criteria, daytime events at the Proposed Project Arena would not cause any freeway off-ramps to have queue lengths that exceed the applicable threshold. Therefore, freeway off-ramp queuing impacts are considered **less than significant**.

Mitigation Measures

Mitigation Measure 3.14-23(a)

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

Mitigation Measure 3.14-23(b)

Implement Mitigation Measure 3.14-8(b) (Work with Caltrans to implement traffic management system improvements along the I-105 corridor).

Level of Significance After Mitigation: The freeway component impacts are considered to be **significant and unavoidable** despite the presence of the above mitigation measures. Implementation of these measures would not guarantee that operations at each impacted component would be restored to 'no project' levels. Freeway off-ramp queuing under this scenario would be **less than significant** and require no mitigation.

Impact 3.14-24: Major events at the Proposed Project Arena would cause significant impacts on freeway facilities under cumulative conditions. (Significant and Unavoidable)

As presented in Table 3.14-54 and based on the significance criteria, major events at the Proposed Project Arena would cause significant impacts on the following study freeway components (refer to table for specific components) and, according to Table 3.14-55 and the significance criteria, major events at the Proposed Project Arena would cause freeway off-ramps to have queue lengths that exceed the applicable threshold:

Weekday Pre-Event Peak Hour

- Five impacted components on Southbound I-405
- Two impacted components on Eastbound I-105
- One impacted component on Westbound I-105
- Project causes queues to exceed storage at three freeway off-ramps

Weekday Post-Event Peak Hour

- One impacted component on Northbound I-405
- One impacted component on Eastbound I-105
- One impacted component on Westbound I-105

Weekend Pre-Event Peak Hour

- Three impacted components on Southbound I-405
- Two impacted components on Eastbound I-105
- Four impacted components on Westbound I-105
- Project causes queues to exceed storage at three freeway off-ramps

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

Mitigation Measure 3.14-24(a)

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

Mitigation Measure 3.14-24(b)

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

Mitigation Measure 3.14-24(c)

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

Mitigation Measure 3.14-24(d)

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

Mitigation Measure 3.14-24(e)

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

Mitigation Measure 3.14-24(f)

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

Mitigation Measure 3.14-24(g)

Implement Mitigation Measure 3.14-8(b) (Work with Caltrans to implement traffic management system improvements along the I-105 corridor

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 each of the impacted off-ramps would improve their capacity and ability to store vehicles. The following describes how impacted off-ramps would be improved for the more critical weekday (versus weekend) pre-event peak hour:

- At the I-105 off-ramp at Prairie Avenue, the maximum vehicle queue would be reduced from an estimated 9,150 feet (without mitigation) to 4,875 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 an estimated 5,973 feet (without mitigation) to 3,671 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 Century Boulevard. However, the northbound off-ramp and the more southerly southbound off-ramp (south of 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, thereby mitigating this impact to less than significant. However, the maximum queue at the I-405 northbound off-ramp onto Century Boulevard and at the I-405 southbound off-ramp onto La Cienega (south of Century Boulevard) would continue to exceed the applicable storage threshold. Since the improvements involve another jurisdiction in addition to the City of Inglewood, however, their implementation cannot be guaranteed and the impacts are considered to be **significant and unavoidable**. The freeway component impacts are considered **significant and unavoidable**.

Impact 3.14-25: The Proposed Project would adversely affect public transit operations or fail to adequately provide access to transit under cumulative conditions. (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 cumulative conditions, as documented in Impact 3.14-17 and Impact 3.14-18. This adverse impact to bus operations is considered **significant** and the project contribution would be considerable. ~~Consistent with OPR guidance, an increase in transit demand is not considered an impact for CEQA purposes.~~

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

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

the Project Site along Prairie Avenue, the proposed 120-foot length of the pull-out may be inadequate. Thus, the ~~current Proposed Project's~~ plan for accommodating shuttle buses on Prairie Avenue would fail to provide adequate access to transit, which is considered a **significant impact**.

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

Mitigation Measure 3.14-25(a)

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

Implementation of Mitigation Measure 3.14-25(a) is expected to improve traffic operations in the study area surrounding the Proposed Project, which would thereby reduce congestion on Prairie Avenue that could block ingress or egress from the turnout. Moreover, implementation of the Event Transportation Management Plan would require that the IBEC operator provide sufficient shuttles to ensure that there is successful and convenient connectivity with short wait times to light rail stations such that peak wait times before or after major events does not exceed 15 minutes. As such, implementation of Mitigation Measure 3.14-25(a) would reduce transit impacts associated with attendees using shuttles to access light rail.

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

Mitigation Measure 3.14-25(b)

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

Level of Significance After Mitigation: Since these measures would reduce but not eliminate cumulative project impacts on traffic operational conditions, the impacts on public bus operations are considered **significant and unavoidable**. Mitigation measures 3.14-25(a) and 25(b) ~~11(b)~~ would reduce transit impacts associated with attendees using shuttles to access light rail under cumulative conditions to less than significant.

Impact 3.14-26: The Proposed Project could result in inadequate emergency access under cumulative conditions. (Less than Significant with Mitigation)

As presented in Table 3-14-44, on non-event days increased traffic generated by the Proposed Project and cumulative traffic growth would not result in substantial increases in vehicle delay for emergency vehicles or other persons accessing the emergency room at the Centinela Hospital Medical Center in their personal vehicles. On days with larger daytime events and major events, congestion associated with event arrival and departure traffic and with cumulative traffic growth (particularly buildout of HPSP Phase 2) would significantly impact intersection operating

conditions at numerous intersections in the vicinity of the Project Site, as documented in **Impact 3.14-17** and **Impact 3.14-18**.

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 incrementally slower travel times and potentially greater need to reroute emergency vehicles and other vehicles travelling to the hospital than under the Proposed Project scenario. As described above under Impact 3.14-14, 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 to a greater degree than under Proposed Project conditions.

For the reasons discussed above, the impact on emergency access is considered **potentially significant**. The project contribution would be cumulatively considerable, and, thus, the cumulative impact is **potentially significant**.

Mitigation Measure 3.14-26

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 3.14-27: The Proposed Project would substantially affect circulation for a substantial duration of construction under cumulative conditions. (Significant and Unavoidable)

The cumulative context for construction impacts would be other projects in the immediate vicinity that would be constructed concurrently with the Proposed Project. The only known related projects in the immediate 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 are not completed prior to commencement of construction of the Proposed Project and construction at the hotel renovation project at 3900 Century Boulevard adjacent to the Project Site if it is not completed prior to commencement of construction of the Proposed Project. Construction of these HPSP elements, however, would not be expected to materially affect traffic conditions on the streets surrounding the HPSP Phase 1 area (Prairie Avenue, Century Boulevard), since improvements to these streets

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and the sidewalks fronting the HPSP Phase 1 site have already been completed and continued construction of the HPSP Phase 1 project would be within the HPSP Phase 1 Project Site and off-street.

Construction at the hotel renovation project at 3900 Century Boulevard could potentially require closure of the curb traffic lane on Century Boulevard along the 3900 Century Boulevard frontage; however, if this were to occur, it would effectively be a continuation of the lane closure anticipated as part of the Proposed Project along the Project Site frontage and the combined effects of the two would not be materially different than anticipated for the Proposed Project.

Cumulative construction impacts on traffic, access, bus stops, and on-street parking would therefore be similar to those identified in **Impact 3.14-15** for the Proposed Project itself. In that section, construction impacts on traffic were determined to be **significant** in the vicinity of the Prairie Avenue/Century Boulevard intersection due to temporary, but prolonged lane closures along the Project frontage, which would result in degraded operations throughout the duration of Proposed Project construction. The Proposed Project project's contribution to cumulative construction impacts would be considerable. This impact would be considerable on days in which events are hosted at The Forum and the NFL Stadium, during which times there would be reductions in intersection capacity and degraded operations, which contributes to the significance of this cumulative impact. As discussed in Impact 3.14-15, given that events at the Proposed Project cannot occur prior to the completion of Proposed Project construction, the circulation impacts of Project construction are not further analyzed under the cumulative conditions "concurrent event" scenarios below. Temporary impacts on access, bus stops and on-street parking would be **less than significant**.

Mitigation Measure 3.14-27

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 the significance of this impact, but not to a less-than-significant level. Lane closures at the Prairie Avenue/Century Boulevard intersection would cause temporary, but noticeable worsening of traffic conditions throughout construction. This impact is considered **significant and unavoidable**.